PLANNING COMMISSION AGENDA

CHAIRPERSON:
Liz Wynn

VICE CHAIRPERSON:
Chris Gomez

COMMISSIONERS: Liz Wynn, Chris Gomez, Brett Taylor, Marvin Hansen, Sarrah Peariso

MONDAY, APRIL 13, 2020 AT 6:00 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 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
   Conditional Use Permit No. 2020-04: A request by American Incorporated to add two caretakers' residences to an existing industrial development within the I (Industrial) Zone. The site is located at 9945 W. Goshen Avenue (APN: 081-100-040). The project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15303, Categorical Exemption No. 2019-13.

6. PUBLIC HEARING – Cristobal Carrillo
   - Conditional Use Permit No. 2019-31: A request by Lars Anderson & Associates to establish a master planned commercial development consisting of approximately 138,188 sq. ft. of commercial uses, including the establishment of three retail buildings of varying sizes (56,800 sq. ft., 29,800 sq. ft., and 10,000 sq. ft.), a 10,000 sq. ft. credit union building, a 4,088 sq. ft. gas station/convenience store with a 3,060 sq. ft. canopy, a 7,500 sq. ft. sit-down restaurant, two 3,000 sq. ft. drive-thru restaurants, and a 5,000 sq. ft. automotive repair store, on parcels with less than the minimum five acre site area requirement, including a parcel with no public street frontage, affecting 17.43 acres of a 28.7 acre site in the C-R (Regional Commercial) Zone. The project site is located on the southwest corner of S. Mooney Blvd. and W. Visalia Parkway (APN: 126-960-001). A Mitigated Negative Declaration (MND No. 2019-62) has been prepared for the project.
   - Tentative Parcel Map No. 2019-13 A request by Lars Anderson & Associates, Inc. to subdivide a 28.7 acre site into an 11- lot commercial subdivision in the C-R (Regional Commercial) Zone. The site is located on the southwest corner of S. Mooney Blvd. and W. Visalia Parkway (APN: 126-960-001). A Mitigated Negative Declaration (MND No.

2019-62) has been prepared for the project.

7. PUBLIC HEARING – Cristobal Carrillo
   - Zoning Text Amendment No. 2019-13: A request by CarMax to amend Zoning Ordinance Section 17.25.030 (Zoning Use Matrix Line A22) to establish "Car Sales – New & Used" as a conditional use in the C-R (Regional Commercial) District, Citywide. A Mitigated Negative Declaration (MND No. 2019-62) has been prepared for the project.
   - Conditional Use Permit No. 2019-42: A request by CarMax to allow a used car sales and service center on a 5-acre parcel in the C-R (Regional Commercial) Zone District. The project site is located on the southwest corner of S. Mooney Blvd. and W. Visalia Parkway. (APN: 126-960-001) A Mitigated Negative Declaration (MND No. 2019-62) has been prepared for the project.

8. PUBLIC HEARING – Josh Dan
   Tentative Parcel Map No. 2020-01: A request to subdivide a 1.93 acre parcel into four lots and a remainder, located in the R-1-5 (Single-Family Residential, Minimum 5,000 square foot lot size) Zone District. The project site is located on the east side of N. Edison St. at E. Marlago Ct. (APN: 091-060-006) Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15315, Categorical Exemption No. 2020-08.

9. PUBLIC HEARING – Paul Bernal
   Appeal of the City Planner Determination for an Aldi Grocery Store pursuant to Site Plan Review No. 2019-167: Aldi is appealing the City Planner's determination that the proposed use does not meet the classification as a Specialty Food Store per Line R58 of the Zone Use Matrix (Municipal Code Section 17.25.030). The proposed Aldi grocery store is seeking to locate within a future Master Planned Development within the C-R (Regional Commercial) zone/land use district. The future Master Planned Development is located on the southeast corner of South Mooney Boulevard and West Visalia Parkway. (APN: 126-080-025)

10. REGULAR ITEM – Paul Bernal
    Planning Division Fee Amendments: Consideration of revisions to the Planning Division fees as contained in City of Visalia Fee Resolution 2020-13

11. CITY PLANNER/ PLANNING COMMISSION DISCUSSION-
    - Next Planning Commission Meeting April 27, 2020

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 Hearing Impaired – Call (559) 713-4900 (TTY) 48-hours in advance of the scheduled meeting time to request signing services.

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

APPEAL PROCEDURE

THE LAST DAY TO FILE AN APPEAL IS THURSDAY, APRIL 23, 2020 BEFORE 5 PM

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

THE NEXT REGULAR MEETING WILL BE HELD ON MONDAY, APRIL 27, 2020

REPORT TO CITY OF VISALIA PLANNING COMMISSION

HEARING DATE: April 13, 2020

PROJECT PLANNER: Cristobal Carrillo, Associate Planner
Phone: (559) 713-4443
E-Mail: cristobal.carrillo@visalia.city

SUBJECT: **Conditional Use Permit No. 2019-31**: A request by Lars Anderson & Associates to establish a master planned commercial development consisting of approximately 138,188 sq. ft. of commercial uses, including the establishment of three retail buildings of varying sizes (56,800 sq. ft., 29,800 sq. ft., and 10,000 sq. ft.), a 10,000 sq. ft. credit union building, a 4,088 sq. ft. gas station/convenience store with a 3,060 sq. ft. canopy, a 7,500 sq. ft. sit-down restaurant, two 3,000 sq. ft. drive-thru restaurants, and a 5,000 sq. ft. automotive repair store, on parcels with less than the minimum five acre site area requirement, including a parcel with no public street frontage, affecting 17.43 acres of a 28.7 acre site in the C-R (Regional Commercial) Zone.

Tentative Parcel Map No. 2019-13: A request by Lars Anderson & Associates, Inc. to subdivide a 28.7 acre site into an 11-lot commercial subdivision in the C-R (Regional Commercial) Zone.

Location: The project site is located on the southwest corner of S. Mooney Boulevard (State Route 63). (APN: 126-960-001)

STAFF RECOMMENDATION

Staff recommends approval of Conditional Use Permit No. 2019-31 and Tentative Parcel Map No. 2019-13, based upon the findings and conditions in Resolution No. 2019-55 and Resolution No. 2019-42 respectively.

RECOMMENDED MOTION

I move to approve Conditional Use Permit No. 2019-31 and Tentative Parcel Map No. 2019-13 based upon the findings and conditions in Resolution Nos. 2019-55 and 2019-42.

PROJECT DESCRIPTION

Conditional Use Permit No. 2019-31

The proposed project shown in Exhibit "A" consists of a phased shopping center development, to be located on 17.43 acres of an overall 28.7-acre parcel, with a tentative parcel map (Exhibit "B") dividing the entire 28.7-acres into 11 parcels with a shared parking lot and access drives. The first phase will consist of three buildings proposed along the western edge of S. Mooney Blvd., at the northeast and southeast corners of the project site (see Phasing Plan in Exhibit "M"), with the following uses:

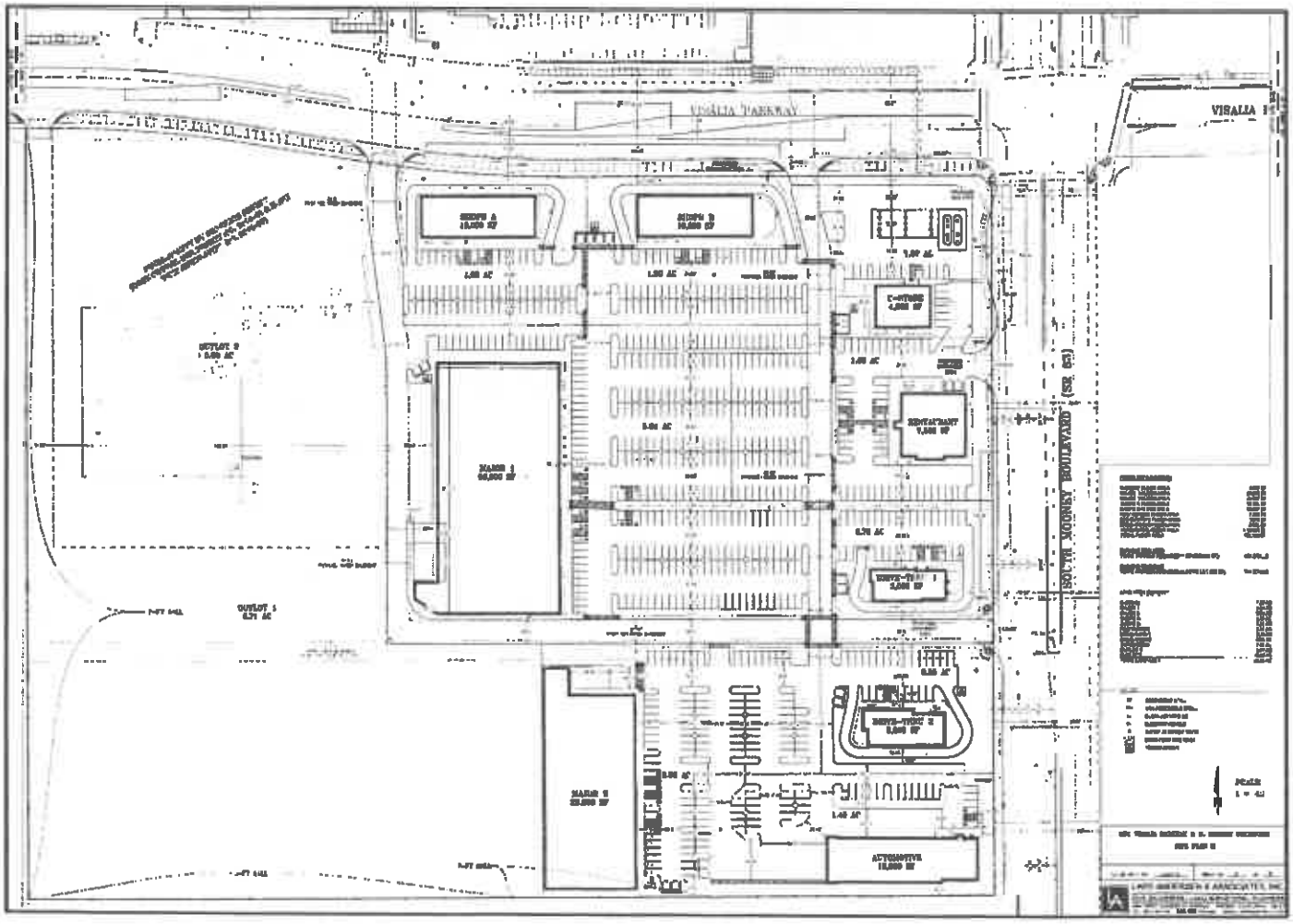
- C-Store – A 4,088 sq. ft. 7-Eleven convenience store and gasoline service station with a six-pump, 3,060 sq. ft. fueling canopy;
- Restaurant – A 7,500 sq. ft. Texas Roadhouse sit-down restaurant; and
- Automotive – A 12,000 sq. ft. Les Schwab Tire Center.

The first phase of development will include four shared access drives – two on Visalia Parkway and two on S. Mooney Blvd. The mid-point access on Visalia Parkway and southernmost access on Mooney Blvd. will link to form the main access aisle for the entire shopping center. A fifth driveway to be located at the northwest corner of the project site is also proposed. All of these vehicular access points will be constructed by the applicant along with the other right-of-way improvements for Phase 1. The accompanying access driveway aisle for the fifth access point will not be fully built out until development occurs on Outlot 1/Parcel A of the tentative parcel map.

This project also requires the widening of Visalia Parkway and Mooney Blvd., as well as installation of curb, gutters, parkway landscaping, and sidewalks. These improvements are required to be installed with the first phase of development for the project. Right-of-way improvements are depicted on Exhibit "A", and street cross-sections in Exhibit "C". The project site currently contains an asphalt curb along portions of Visalia Parkway and Mooney Blvd. frontages. The asphalt curb improvements to both of these major streets will be removed when development of the shopping center occurs.

The second phase of development will consist of three buildings, spread out amongst both street frontages as shown in Exhibit "M". Phase 2 will be comprised of a 10,000 sq. ft. Kern Schools Federal Credit Union building with an ATM drive-thru (Shop B), and two separate drive-thru restaurants (Drive-Thru 1 – 3,000 sq. ft., Drive-Thru – 5,000 sq. ft.). As shown in Exhibit "A", all drive-thru lanes are designed to accommodate a 10 vehicle stacking queue, and will contain landscape screening along street frontages as depicted in Exhibit "N".

The third and final phase will consist of three buildings located along the western boundary of the shopping center development. Phase 3 will consist of three retail stores of varying sizes: Shop A – a 10,000 sq. ft. retail shop, Major 1 – a 56,800 sq. ft. retail store, and Major 2 – a



29,800 sq. ft. retail store. No tenants for the buildings have been identified at this time. The drive-thru pads depicted for Shop A will contain landscape screening as well as a drive-thru lane that will accommodate a 10 vehicle stacking queue. As shown in Exhibit "A" both major retail stores will contain loading docks for the delivery of merchandise.

A common architectural theme will be used for Major 1, Major 2, Shop A, and the out-pad buildings with drive-thru lanes (Drive-Thru 1 and Drive-Thru 2). Themes will feature earth tones, varied wood/block/stucco surfaces, and buildings shaped in a modern style. The remaining sites will contain franchise specific renderings typical for each business. Elevations for each structure are provided in Exhibits "D" through "L".

Construction of the shopping center will involve accompanying improvements to adjacent roadways and intersections as follows:

- Visalia Parkway, an existing two lane arterial street located just north of the project site will be widened to include a total of four lanes, street medians, and right-of-way amenities. Widening of Visalia Parkway will occur along the entire project frontage, and will continue west to S. Dans Street. The construction of right-of-way improvements along the south side of Visalia Parkway, outside the project boundaries, will be facilitated through the City's Transportation Impact Fee (TIF) Fund to widen Visalia Parkway. The developer of the shopping center will be reimbursed for the frontage improvements outside the boundaries of the project.
- Mooney Blvd., an existing four lane State Highway (Route 63) will be widened along the projects frontage to three lanes, with additional right-of-way for a street median, bike lane, and right-of-way amenities.
- Visalia Parkway and the main shopping center access drive (access drive between Parcel B and C, as shown in Exhibit "B") intersection will be widened to accommodate installation of a traffic signal, right-of-way amenities, additional lanes on Visalia Parkway, and the eventual widening of the access drive immediately to the north serving the Target shopping center.
- Mooney Blvd. and Visalia Parkway intersection will be widened and improved to accommodate additional lanes, traffic signal modifications and improvements to curb ramps and related infrastructure. This specific piece of the project will be conducted as a Capital Improvement Project by City staff as previously directed by City Council.

The Operational Statement provided in Exhibit "P" indicates the types of uses and square footages proposed for the buildings within the shopping center. Further operational information will be provided at the time of Site Plan Review.

A proposal seeking to establish a CarMax automobile dealership and service center within the shopping center development has been submitted. These entitlements were submitted by a separate applicant. The CarMax automobile dealership is proposing to locate on Parcel B of the shopping center development. Any development proposed on Parcel B is required to share use of the access drives created by the shopping center.

Tentative Parcel Map No. 2019-13

The proposed tentative parcel map accompanying the shopping center request is proposing to subdivide the entire 28.7-acres site into 11 parcels as shown in Exhibit "B". The parcels range in size from 0.78 acres to 6.71 acres. Ten parcels will contain commercial uses, with Parcels C through K forming a unified shopping center and Parcel B proposed for the separate CarMax use. Parcel A does not contain any specified use at this time, but was analyzed in the attached Noise and Traffic studies for use as a potential senior housing development.

All but one of the parcels (Parcel I) will have direct public street frontage, but access to each of these parcels is accommodated by a shared access interior drive aisle. In addition, shared parking is provided for each of the parcels. Only Parcels A, B, and F meet or exceed the five acre minimum lot size requirement for the C-R Zone.

As previously stated, all infrastructure improvements required for the project (including perimeter roadways, intersections, parkway landscaping, sidewalks, curb and gutter, sewer, stormwater, etc.) will be installed with the first phase of development. The parcel map and development plan incorporate a 65 foot offer of dedication along Visalia Parkway for the benefit to the City of Visalia, and a 23 foot offer of dedication to Caltrans for the Mooney Blvd. frontage.

BACKGROUND INFORMATION

General Plan Land Use Designation:	Commercial Regional
Zoning:	C-R (Regional Commercial)
Surrounding Zoning and Land Use:	North: C-R / Packwood Creek Shopping Center. South: C-R, R-1-5 (Single Family Residential, 5,000 sq. ft. minimum site area) / Westlake Village senior mobile home park, mixed office and commercial buildings. East: C-R / Agricultural land. West: R-1-5 / Westlake Village senior mobile home park.
Environmental Review No.:	Mitigated Negative Declaration No. 2019-62
Special Districts:	None.
Site Plan Review No.:	CUP: 2019-055 TPM: 2019-158

RELATED PROJECTS

Zoning Text Amendment No. 2019-13: A request by CarMax to amend Zoning Ordinance Section 17.25.030 (Zoning Use Matrix) Line A22 to establish "Car Sales – New & Used" as a conditional use in the C-R (Regional Commercial) District, Citywide. The proposal affects Parcel B of TPM No. 2019-13.

Conditional Use Permit No. 2019-42: A request by CarMax to allow an 8,526 sq. ft. used car sales and service center on a 5-acre parcel in the C-R (Regional Commercial) Zone District. The proposed use would be placed on Parcel B of TPM No. 2019-13.

PROJECT EVALUATION

Staff recommends approval of the conditional use permit and tentative parcel map based on the project's consistency with the policies of the Land Use Element of the General Plan and Zoning and Subdivision Ordinances for approval of the conditional use permit (CUP) and tentative parcel map (TPM). The following potential issue areas have been identified for the proposed project.

Land Use Compatibility (Shopping Center)

Within the C-R Zone, the proposed general retail buildings, credit union office, automotive tire and sales shop, and sit-down restaurant are permitted uses. The gas station/convenience store and drive-thru restaurants are also permitted, but only through approval of a CUP. The establishment of a unified shopping center is also compatible with the surroundings area to the north, which is developed with a master planned shopping center (Packwood Shopping Center) in the C-R zone.

Areas to the south and west are primarily residential, containing a senior mobile home park. Potential impacts to residential areas will be mitigated through placement of block walls along shared property boundaries, restrictions on truck delivery/circulation activity, HVAC equipment mitigation, and limitations on construction activity. These requirements are discussed further in the "Noise" section of this staff report and included as mitigation measures within the CUP Conditions of Approval and the Mitigated Negative Declaration (MND) No. 2019-62.

A Photometric Plan has also been provided in Exhibit "O". On-site lighting will not exceed the 0.5 lumen limit mandated by the City of Visalia. Compliance with the limitation will reduce glare onto adjacent properties. Lighting is discussed further in the "Lighting" section of this staff report.

With the development standards as prescribed in the C-R zone, mitigation measures included in the MND, and conditions as provided in the project Conditions of Approval, the development of the shopping center site is compatible with surrounding land uses.

Retail Shops – Loading Docks – Drive-Thru Out-Pad Buildings

Retail uses within the shopping center consists of four buildings; Major 1, Major 2, Shop A, and Shop B as shown on Exhibit "A". Major 1 and Major 2 are sized to accommodate larger retail establishments, functioning as commercial anchors for the entire shopping center. No tenants for these Major buildings have been named at this time. Major 1 and 2 will each contain a loading dock for the delivery of merchandise. Each loading dock is sized to accommodate trailer truck deliveries without obstructing travel lanes or parking areas. The loading dock for Major 1 is located along the western exterior with direct access to the main access aisle for the shopping center. The loading dock for Major 2 is located along the northern building façade, accessible through the adjacent parking lot to the east.

Staff identified the potential for noise to be produced in excess of VMC noise ordinance limits as a result of truck delivery/circulation at the loading docks for Major 1 and Major 2, and from operation of HVAC equipment for the same. As a result, CUP Condition of Approval No. 22 has been included containing requirements to mitigate the impacts from noise on adjacent residential areas to the south and potential future residential uses on Parcel A of Exhibit "B". Noise mitigation measures are discussed further in the "Noise" section of this staff report.

Shop A and Shop B will be placed along Visalia Parkway, away from residential areas. Shop A will contain five commercial tenant spaces as depicted on the Master Sign Program in Exhibit "Q". The five tenant spaces are 1,650 sq. ft. in size. Shop B will be occupied entirely by Kern Schools Federal Credit Union (See Exhibit "G") and will not contain retail uses. Shop A and Shop B will contain a drive-thru lane, traversing the east, north, and west sides of the respective buildings. The drive-thru lane for Shop B will be for ATM access, while the use of the drive-thru for Shop A has not been identified.

VMC Section 17.32.162 contains performance standards to be applied to drive-thru lanes. In general, the performance standards pertain to the following:

1. Separation from residences;
2. Vehicle queue stacking;
3. Circulation;
4. Noise;
5. Screening;
6. Menu boards and signage.

The drive-thru lanes proposed for Shop A and B largely comply with these standards. The drive-thru lanes can accommodate 10 vehicles and are oriented to not obstruct traffic within the parking lot or access drives. Per the landscaping plan in Exhibit "N", shrubbery will be installed to screen drive-thru lanes from view of the public streets. Exhibit "A" depicts the menu boards at the east ends of Shop A and Shop B; adjacent to the drive-thru entrances for each of these building pads and visible from the public streets. CUP Condition of Approval No. 10 is included for Planning Commission's consideration requiring additional screening for the menu boards.

Convenience Store/Gas Station

A 4,088 sq. ft. 7-Eleven convenience store with a fuel island will be placed on the northeast corner of the project site as shown in Exhibit "A". The fuel island will contain six fueling stations under a 3,060 sq. ft. canopy as shown in Exhibit "D". The stores location at the intersection of Visalia Parkway and Mooney Blvd, adjacent to existing Regional Commercial uses will reduce potential impacts to sensitive receptors. Per Exhibit "D" the canopy and store will share a similar design, containing stucco and brick surfaces, and franchise logos. Underground storage tanks will be placed east of the canopy structure, allowing for accessibility by fuel trucks without obstructing vehicle traffic.

Sit-Down Restaurant/Fast Food Drive-Thrus

Per Exhibit "A", three restaurants are proposed for the project site. A 7,500 sq. ft. Texas Roadhouse sit-down restaurant is proposed on Parcel G of the TPM. This sit-down restaurant is a "Permitted" use in the C-R Zone. The applicant has indicated that the restaurant will not contain a bar area larger than 25% of the total public area, negating additional CUP review. This will be verified during the building permit plan check process.

The two drive-thru restaurants are proposed north and south of the southernmost access drive along Mooney Blvd. They are identified as Drive-Thru 1 and Drive-Thru 2 in Exhibit "A". These buildings are 3,000 sq. ft. and 5,000 sq. ft. in size. No tenants have been identified for these buildings at this time. The drive-thru lanes will run along the east, south, and west sides of their respective buildings, with entry into the drive-thru lanes available from parking areas along the Mooney Blvd. frontage. Drive-thru performance standards listed in VMC Section 17.32.162 are applicable and are largely met. The drive-thru lanes can accommodate 10 vehicles and are oriented to not obstruct traffic within the parking lot or access drives. Per the landscaping plan in Exhibit "N", shrubbery will be installed to screen the drive-thru lanes from view of public streets. However, Exhibit "A" depicts the menu boards as located along the east end of both Drive-Thru 1 and 2. At this location the menu boards will be visible from Mooney Blvd. Staff has included CUP Condition of Approval No. 10 requiring additional screening for the menu boards.

Tire and Sales Building

The shopping center development proposal will include a 12,000 sq. ft. Les Schwab tire and service shop located on the southeast corner of the project site ("Automotive" on Exhibit "A" and Parcel K of Exhibit "B"). This use will provide tire sales and service for automobiles with work conducted indoors. The property will contain open paved areas north and west of the proposed building for vehicle access to delivery bays oriented along the same frontages (see Exhibit "F"). Although located along the southern end of the project site, adjacent uses to the south at this location are commercial in nature. As such, impacts to residential use are not expected.

Street Improvements

The project site is located at the southwest corner of Mooney Blvd. and Visalia Parkway. Visalia Parkway is a designated arterial street, which currently contains two travel lanes, and a third lane dedicated for left turns at the Visalia/Mooney intersection.

Mooney Blvd. is a designated State Highway (State Route 63) and contains six travel lanes north of the Visalia/Mooney intersection, including a median and three additional lanes used separately for right and left turns. South of the intersection, Mooney Blvd. tapers off, reducing in size to four travel lanes and a median, with a 5th lane for left turns onto Visalia Parkway.

A Traffic Impact Analysis (TIA) was conducted by Peters Engineering Group to study the potential impacts of the proposed shopping center on adjacent and nearby roadways within a one-mile radius. The analysis determined that placement of a shopping center with regional draw at the Visalia Parkway and Mooney Blvd. intersection will have significant impacts on the intersection and existing roadways. The analysis recommends that the following improvements be made to address impacts:

- Visalia Parkway/Main Project Site access intersection (between Parcel B and C of the parcel map in Exhibit "B") – Installation of a full opening with traffic signals. The driveway to the project site shall be designed and constructed so as to align with the future widened width of the existing driveway on the north, serving the Packwood Creek Shopping Center, in order to facilitate signalization. The intersection shall be designed to accommodate the ultimate planned lane configurations as follows:
    - Eastbound: one left-turn lane, two through lanes, and one right-turn lane;
    - Westbound: one left-turn lane, one through lane, and one through lane with a shared right turn;
    - Northbound: one shared left-turn/through and one right-turn lane; and
    - Southbound: one shared left-turn/through/right-turn lane (existing Packwood Creek Shopping Center driveway).
- Visalia Parkway/Mooney Boulevard intersection – Installation of a median on Visalia Parkway, west of the intersection. Widening of the intersection shall also be completed to accommodate the following lane configurations:
    - Eastbound: two left-turn lanes, one through lane, and one right-turn lane;
    - Westbound: two left-turn lanes, one through lane, and one right-turn lane;
    - Northbound: one left-turn lane, two through lanes, and one right-turn lane;
    - Southbound: one left-turn lane, three through lanes, and one right-turn lane.

The recommended improvements to the intersections identified above are required and are included as CUP Conditions of Approval No. 20 and 21. Please note that the Eastbound configuration described for the Visalia Parkway/Main Project Site access intersection, and the Westbound configuration described for the Visalia Parkway/Mooney Boulevard intersection are different than stated in Mitigation Measures No. 1.1 and 1.2 of the Mitigated Negative Declaration No. 2019-62 (MND). CUP Conditions of Approval No. 20 and 21 provide clarification on the ultimate build out for these streets to facilitate the development of the site with the shopping center project. These conditions supersede Mitigation Measures No. 1.1 and 1.2. Improvements to the eastern half of the Visalia Parkway/Mooney Blvd. intersection, including improvements to Visalia Parkway to the east, and additional dedication and land transitioning, will be done by the City of Visalia as part of the Capital Improvement Program.

The intersection improvements will include right-of-way acquisition from the property on the southeast corner of the Visalia Parkway/Mooney Blvd. intersection. Intersection improvements to be made will include intersection widening, traffic signal modifications, and transitioning of Visalia Parkway to meet the existing lane configuration east of the intersection.

In addition to the above, street widening has been required by the City of Visalia and Caltrans for Visalia Parkway and Mooney Blvd. Required improvements will facilitate the expansion of the roads to ultimate configurations planned for in the Visalia General Plan Circulation Element. Improvements are described below:

- Visalia Parkway – 65 ft. dedication and widening of the street along its southern side to accommodate the placement of two additional travel lanes and a street median. The street widening shall occur along the entire property frontage, and continue westward to the intersection of Visalia Parkway and Dans Street.
- Mooney Blvd. – 23 ft. dedication and widening of the highway to accommodate the placement of three travel lanes, a street median, and bike lane. The widening shall occur along the east property line of the entire project site. This is a requirement of Caltrans, which has jurisdiction over improvements to State highways.

The required improvements have already been included in the project by the applicant and are depicted in Exhibit "A", and the street improvements/cross sections detail in Exhibit "C". The street improvements and related street dedications are included as Conditions of Approval No. 12 and 13.

In addition, the City is requiring the applicant to install all related right-of-way improvements along Visalia Parkway between the project site to Dans Street. The right-of-way improvements include installation curb, gutter, park strip landscaping, sidewalks, ramps, street lights, fire hydrants, and other improvements as required along the south side of Visalia Parkway. These improvements will be reimbursed back to the developer via the City's Traffic Impact Fee Program. The inclusion of the Visalia Parkway improvements is at the request of the City Council to complete the full buildout of major streets when practical. This was identified during the City Council's 2019 Strategic Planning Workshop. The improvements along the south side of Visalia Parkway to Dans St. are included in Condition of Approval No. 13.

Access and Circulation

The shopping center will have a total of five access drive points: three along Visalia Parkway and two along Mooney Blvd. The access drives are labeled in Figure 1 below. AD1 will only serve Parcel A of Exhibit "B", and is not proposed for development at this time. However, its corresponding drive aisle will be built out as part of Phase 1 of the project. Condition of Approval No. 11 is included in the CUP requiring the access to be blocked off until such time as development occurs on Outlot 1/Parcel A of the TPM.

The remaining drives shall all be built during the first phase of construction per Exhibit "M". AD2 and AD5 shall be connected by a 30 ft. wide access lane that will function as the main thoroughfare for the shopping center. AD3 and AD4 will provide direct access to the uses along the Mooney Blvd. frontage. AD1, AD3, and AD4 will only allow right turn movements into the shopping center. AD2 and AD5 will support both right and left turn movements. AD2 will have a full opening with a future traffic signal regulating turn movements, while AD5 will support left turn movements through an opening in the planned street median.

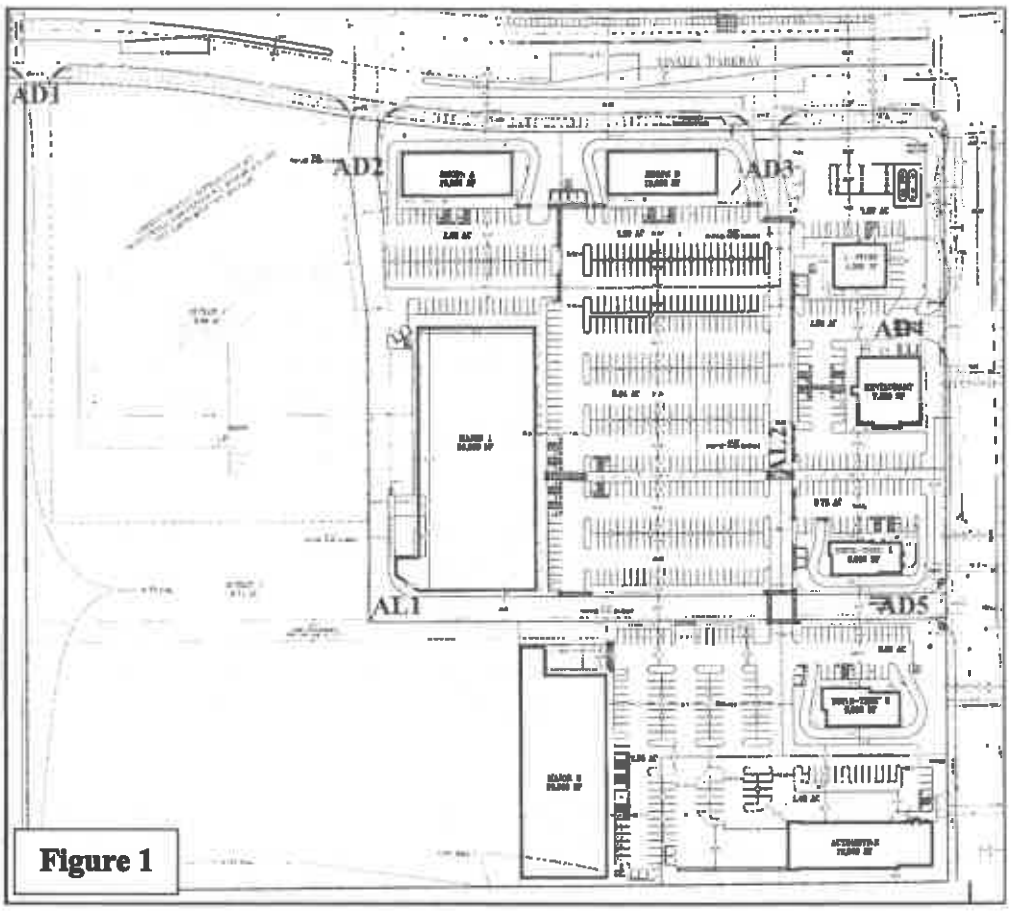


Figure 1

The project will have shared internal access lanes that will be installed with the first phase of the development, marked as AL1 and AL2. A shared access and maintenance agreement will be required to be in place prior to issuance of the first building permit. This is included as CUP Conditions of Approval No. 8 and 9.

Parking

Per VMC Chapter 17.34 the required number of parking stalls for a major shopping center is one stall for every 225 sq. ft. of building area. Total square footage for all buildings proposed is 138,188 sq. ft., requiring 614 parking stalls. Per Exhibit "A", a total of 744 stalls are proposed, thereby exceeding the requirement. The applicant has indicated that the site will have shared parking, which will accommodate minor variations in parking demand between the commercial uses. Condition No. 9 of the CUP requires a Shared Access and Parking Agreement be established for the entire site prior to the issuance of any building permit.

The overall parking layout of the shopping center meets the parking design standards with the exception of the parking row along the east boundary of Major 1 as shown in Exhibit "A". CUP Condition No. 14 is included requiring that not more than ten consecutive parking stalls be placed without an approved landscaped tree well of eighty (80) square feet or more.

Setbacks

The landscape setbacks along both Visalia Parkway and Mooney Blvd. are in compliance with the requirements of the C-R Zone. Mooney Blvd. landscaping setbacks will be consistent with the Packwood Creek commercial developments to the north.

The shopping center will function as a unified development. The Mooney Blvd. frontage, which is considered the front yard area of the shopping center, will have a minimum 20-foot front yard setback requirement. The Visalia Parkway frontage will have a minimum 10-foot street side

yard setback along this frontage. The proposed buildings along these frontages comply with the required front and side yard setbacks.

The Automotive building, situated near residential areas, complies with the 15 foot side yard requirement for commercial uses near residential zones. However Major 2 is located approximately 10 feet from the side property boundary and will not meet the requirement. CUP Condition of Approval No. 15 is included requiring compliance with the 15 ft. side yard setback.

Architectural Theme

A common architecture theme and color palette has been developed for use by buildings Major 1, Major 2, Shop A, Shop B, Drive-Thru 1, and Drive-Thru 2. The common theme can be viewed in Exhibits "G" through "L". The remaining buildings have tenants that will use common franchise exterior designs. Although it is encouraged that all buildings within a shopping center have a unified architectural theme, it is not a requirement for a master planned development.

The architectural theme for the commercial center will not be carried out until the second and third phases of development. The proposed building façades will feature single-story structures with facades of mixed wood, block, and stucco. Awnings and similar shade structures will be included at building entrances. Large windows will be placed along building storefronts, providing glimpses of store interiors. Consistency with the exterior elevations will be enforced through the Site Plan Review process prior to development.

Noise

The project site is adjacent to residential zoned property to the south and west. The Westlake Village mobile home park abuts the western and southern boundaries of the subject property. Staff required a noise study be provided for this project. An Environmental Noise & Vibration Assessment for the shopping center project was conducted to determine potential impacts to the residential areas. The noise study analyzed potential impacts to Parcel A of the TPM, under the assumption that a senior housing complex will be developed (no proposal has been submitted at this time).

The study determined that activities on Major 1, Major 2, Drive-thru 2, and the Automotive building could have potential impacts on the existing Westlake Village mobile home park and possible senior housing complex on Parcel A. Specifically, impacts from temporary construction, truck delivery/circulation, and HVAC operation on Major 1 and Major 2 were cited as having potentially significant impacts on residential areas.

Per the recommendation of the noise assessment, mitigation measures have been identified in the MND No. 2019-62 and incorporated into CUP Condition of Approval No. 22, to reduce impacts to the surrounding residential areas. Mitigation measures include the following:

- The construction of a solid noise barrier measuring 7-feet in height and 250 feet long, to be placed along the southern property boundary of the project site, just south of Major 2, and construction of a 6-foot tall block wall along the western 620 feet of the southern project site boundary and the entire western project site boundary.
- Installation of HVAC equipment on Major 1 and Major 2 located away from residential uses, screened behind building parapets, and behind localized noise barriers. Operation of said equipment shall also be required to comply with applicable Noise ordinance standards;
- Compliance with noise standards and policies listed within Visalia Municipal Code (VMC) Chapter 8.36 (Noise Ordinance) and Visalia General Plan, requiring limited hours of operation for construction activities and truck delivery operations to day time hours, use of specific noise reducing equipment, location of staging areas away from noise-

sensitive receptors, use of speed limits on project area/site access roads during construction, and construction schedule notification to nearby residences; and

- The implementation of window construction upgrades for new residential development.

Conformance with the conditions of approval, and standards and policies within the Noise Ordinance and General Plan shall be verified prior to issuance of Building Permits and shall be accompanied by physical noise measurement readings.

Shop A, Shop B, Drive-Thru 1, and Drive-Thru 2 will contain order/menu boards near public streets, as shown in Exhibit "A". In order to maintain Community Noise Standards, CUP Condition of Approval No. 10 has been added requiring compliance with the Noise Ordinance. With the above mitigation, impacts to existing and future residential areas will be reduced to a level of significance and in compliance with City standards.

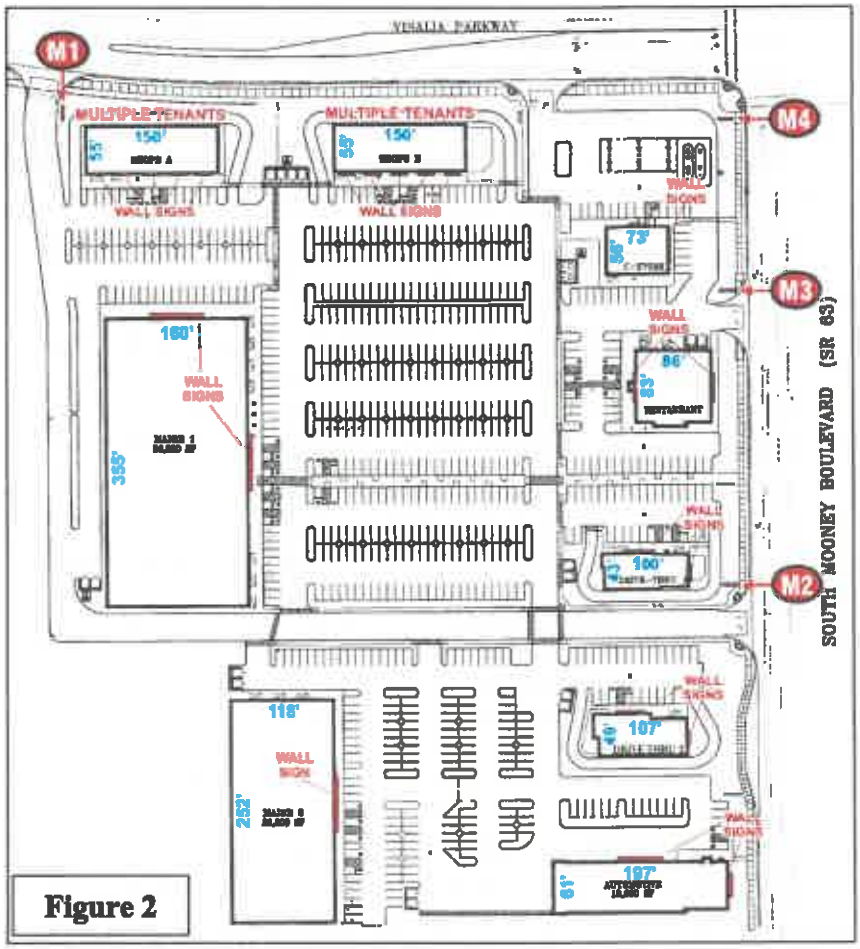


Figure 2

Lighting

A conceptual photometric plan is provided in Exhibit "O", detailing building and parking lot lighting to be installed at the shopping center. Per the comments of the City of Visalia Site Plan Review Committee, lighting shall not exceed 0.5 lumens at the property line. The photometric plan provided shows that the limit is not exceeded. In particular, at the point just south of Major 2, the building closest to existing residential uses, no lighting fixtures are proposed. CUP Condition of Approval No. 4 has been incorporated requiring compliance with the 0.5 lumen standard, and mandating the limitation of glare on adjacent properties.

Master Sign Program

A master sign program has been developed for the commercial center, applicable to all parcels with the exception of Parcel A and Parcel B (proposed CarMax). The sign program submitted as Exhibit "Q" contains designs that complement the center's architectural theme. Standards for wall and monument signage proposed by the plan largely match existing requirements for signage in the VMC. The master plan proposes larger sign faces and structures for three of the four proposed monument signs, and larger wall signage on Major 1 and Major 2.

For Major 1 and Major 2, an additional 100 sq. ft. above the 150 sq. ft. wall signage allowance is proposed. The applicant proposes the additional allowance due to the sizes of Major 1 and Major 2. The 150 sq. ft. wall signage limitation will produce signage out of proportion with the two major retail buildings.

Similarly, for three of the proposed monument signs (M1, M2, and M3 in Figure 2 and Exhibit "Q"), sign faces and structures are proposed exceeding development standards for monument

signs. Per VMC Chapter 117.48 (Signs), monument signs are permitted to contain 35 sq. ft. of sign area per side, with the overall structure not exceeding 75 sq. ft. For M1, M2, and M3, the applicant proposes sign faces of up to 50 sq. ft., with an overall structure of 100 sq. ft. in size. The additional area is proposed to allow sufficient signage area for all shopping center tenants. The applicant further requests concession to the number of monument signs allowed along street frontages. The VMC allows one per property frontage. The applicant instead proposes one per drive aisle, to maximum advertising opportunities to shopping center occupants. It should be noted that with approval of the related TPM, each monument sign will be located on a separate parcel. To note, the monument sign proposed for the 7-Eleven (M4 on Figure 2) will comply with existing signage standards and will match with the design of the convenience store shown in Exhibit "D".

VMC Section 17.48.140 allows master sign programs to deviate from the dimensional standards and other limitations of the Sign Ordinance, provided they achieve a result that is superior to what would otherwise be allowed. To determine a superior design the following findings must be made:

1. That the proposed signs are in harmony and visually related to other signs in the master sign program, their respective buildings, and surrounding development; and
2. That the proposed signs will comply with all the provisions of the sign ordinance, except with regard to number of signs allowed and location and height of signs.

Per the elevations in Exhibit "Q", the multi-tenant monument signs will conform to the architectural theme of the overall complex. An analysis of wall signage sizes in nearby areas shows that proposed wall signage is in line with what was permitted for the Packwood Creek development. Wall signage as proposed by the applicant is generally smaller than what was permitted for the Lowes and Best Buy storefronts. Through the Sign Ordinance limits monuments signs to one per frontage, multiple monument signs are located along the Mooney Blvd. frontage of the Packwood West shopping center.

Altogether, the deviations create a design that is considered superior on the basis that it is consistent with surrounding areas, provides proportional signage for the larger retail buildings, and is consistent with the design of the shopping center. The Master Sign Program is included as CUP Condition of Approval No. 7.

Any changes to the sign program outside of what is described herein will require additional review by staff and potentially the Planning Commission. A potential change is the reconfiguration of Major 1 and Major 2 into multi-tenant commercial units. If this occurs, regular VMC signage rules for multi-tenant commercial buildings shall take precedence, specifically the limitation of two sq. ft. of signage per lineal foot of building frontage, up to a maximum of 150 sq. ft. This is included as Condition No. 7 of the CUP.

Utilities

Southern California Edison (SCE) utility equipment is located on the northeast corner of the project site. Improvement of the Mooney Blvd. and Visalia Parkway intersection will necessitate relocation of the equipment. CUP Condition of Approval No. 16 is included requiring relocation of the equipment in compliance with the standards of SCE. Although the intersection improvement is a City project, the developer of the shopping center will pay their fair share for relocation of SCE utility equipment.

AB 52 Tribal Consultation

In accordance with the notification procedures prescribed by AB 52 (CEQA-Tribal Cultural Resources) the City of Visalia contacted a number of Native American tribes with potential ties

to the project site and possible cultural resources within it. A total of five tribes were contacted, as well three Native American organizations. One contact was received from the Santa Rosa Rancheria Tachi Yokut Tribe, recommending construction staff undergo a cultural presentation provided by the Tribe. However, when staff followed-up with the Tribe to obtain further information, no additional responses were received.

The CEQA Initial Study / Mitigated Negative Declaration found no evidence of potential cultural resources onsite. Should any be found, construction is required to stop until appropriate cultural personnel can be consulted.

Tentative Parcel Map No. 2019-13

Parcel Design

The shopping center CUP is coupled with a tentative parcel map (TPM) proposal to divide the project site into 11 parcels. The TPM provided in Exhibit "B" also proposes division of the project site into parcels smaller than the five-acre minimum lot size requirement of the C-R Zone. Of the 11 parcels proposed, only three meet or exceed the lot size requirement, with the remaining eight parcels being no larger than 2-acres. Per Section 17.030.015.A of the VMC, parcels smaller than required by zoning can be created upon approval of an acceptable master plan.

As the TPM is associated with the master planned CUP development proposal for a shopping center, the smaller parcels, and parcels without street frontage can be approved. Currently, there are similar sized parcels, and/or parcels without street frontage in numerous shopping center developments including the adjacent shopping center to the north.

Subdivision Map Act Findings

California Government Code Section 66474 lists seven findings for which a legislative body of a city or county shall deny approval of a tentative map if it is able to make any of these findings. These seven "negative" findings have come to light through a recent California Court of Appeal decision (*Spring Valley Association v. City of Victorville*) that has clarified the scope of findings that a city or county must make when approving a tentative map under the California Subdivision Map Act.

Staff has reviewed the seven findings for a cause of denial and finds that none of the findings can be made for the proposed project. The seven findings and staff's analysis are below. Recommended finings in response to this Government Code section are included in the recommended findings for the approval of the TPM.

GC Section 66474 Finding	Analysis
(a) That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.	The proposed map has been found to be consistent with the City's General Plan. This is included as recommended Finding No. 1 of the Tentative Parcel Map. There are no specific plans applicable to the proposed map.
(b) That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.	The proposed design and improvement of the map has been found to be consistent with the City's General Plan. This is included as recommended Finding No. 1 of the Tentative Parcel Map. There are no specific plans applicable to the proposed map.
(c) That the site is not physically suitable for the type of development.	The site is physically suitable for the proposed map and its affiliated development plan, which is

	designated as Regional Commercial use. This is included as recommended Finding No. 3 of the Tentative Parcel Map.
(d) That the site is not physically suitable for the proposed density of development.	The site is physically suitable for the proposed map and its affiliated development plan, which is designated as Regional Commercial use. This is included as recommended Finding No. 4 of the Tentative Parcel Map.
(e) That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.	The proposed design and improvement of the map has been not been found likely to cause environmental damage or substantially and avoidable injure fish or wildlife or their habitat. This finding is further supported by the project's Mitigated Negative Declaration determination under the Guidelines for the Implementation of the California Environmental Quality Act (CEQA), included as recommended Finding No. 6 of the Tentative Parcel Map.
(f) That the design of the subdivision or type of improvements is likely to cause serious public health problems.	The proposed design of the map has been found to not cause serious public health problems. This is included as recommended Finding No. 2 of the Tentative Parcel Map.
(g) That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.	The proposed design of the map does not conflict with any existing or proposed easements located on or adjacent to the subject property. This is included as recommended Finding No. 5 of the Tentative Parcel Map.

Environmental Review

An Initial Study was prepared for this project, consistent with the California Environmental Quality Act (CEQA). The Initial Study disclosed that environmental impacts are determined to be not significant with mitigation. Staff recommends that Mitigated Negative Declaration No. 2019-62 be adopted for this project.

Staff received two comment letters from the State Department of Toxic Substances Control and Caltrans in response to the Mitigated Negative Declaration. The letter is included as an attachment following the Mitigated Negative Declaration. Staff recommends that the Mitigated Negative Declaration be adopted without any changes, as the letters do not identify issues related to the project or subject site itself.

RECOMMENDED FINDINGS

Conditional Use Permit No. 2019-31

1. That the proposed project will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
2. That the proposed conditional use permit is consistent with the policies and intent of the General Plan and Zoning Ordinance. Specifically, the project is consistent with the required findings of Zoning Ordinance Section 17.38.110:

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

3. That an Initial Study was prepared for the proposed project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant with mitigation, and therefore Mitigated Negative Declaration No. 2019-62 can be adopted for this project.

Tentative Parcel Map No. 2019-13

1. That the proposed location and layout of Tentative Parcel Map No. 2019-13, its improvement and design, and the conditions under which it will be maintained is consistent with the policies and intent of the General Plan and Zoning Ordinance and Subdivision Ordinance.
2. That the proposed Tentative Parcel Map No. 2019-13, its improvement and design, and the conditions under which it will be maintained will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity, nor is it likely to cause serious public health problems. The proposed tentative parcel map would be compatible with adjacent land uses. The project site is bordered by existing commercial development, a senior mobile home park, and land under agricultural production.
3. That the site is physically suitable for the proposed tentative parcel map. Tentative Parcel Map No. 2019-13 is consistent with the intent of the General Plan and Zoning Ordinance and Subdivision Ordinance, and is not detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity. The project site is bordered by existing commercial development, a senior mobile home park, and land under agricultural production, and the tentative parcel map will separate commercial uses within the planned development.
4. That the site is physically suitable for the proposed tentative parcel map and the project's density, which is consistent with the underlying Commercial Regional General Plan Land Use Designation. The proposed location and layout of Tentative Parcel Map No. 2019-13, its improvement and design, and the conditions under which it will be maintained is consistent with the policies and intent of the General Plan and Zoning Ordinance and Subdivision Ordinance.
5. That the proposed Tentative Parcel Map No. 2019-13, design of the tentative map or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed parcel map. The tentative parcel map is designed to comply with the City's Engineering Improvement Standards.
6. That an Initial Study was prepared for the proposed project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant with mitigation, and therefore Mitigated Negative Declaration No. 2019-62 can be adopted for this project.

RECOMMENDED CONDITIONS

Conditional Use Permit No. 2019-31

1. That the project be developed in substantial compliance with Site Plan Review No. 2019-055 and Site Plan Review No. 2019-158.

2. That the project will be developed in substantial compliance with the site plan in Exhibit "A" unless otherwise specified in this use permit. Any subsequent changes to the development plan layout depicted in Exhibit "A shall be reviewed and approved by the Site Plan Review Committee and may be subject to an amendment of the Conditional Use Permit.
3. That the architectural theme in Exhibits "D" through "L" be used on all of the buildings for the project.
4. That onsite lighting for the shopping center complex and individual buildings not produce glare onto neighboring properties and operate in substantial compliance with the conceptual photometric plan identified in Exhibit "O".
5. That onsite and offsite landscaping for the shopping center complex and right-of-way areas be in substantial compliance with the landscaping plan in Exhibit "N". Landscaping and irrigation plans shall be included with or prior to first building permit.
6. That the shopping center complex and individual buildings operate as stated in the Operational Statement identified in Exhibit "P".
7. That the sign program in Exhibit "Q" be utilized for the commercial development and that the commercial center monument signs be limited to one multi-tenant monument sign on each drive aisle (four total). If Major 1 and Major 2 are reconfigured into multi-tenant commercial units, Visalia Municipal Code Section 17.48.100.B shall take precedence, limiting wall signage sizes to two sq. ft. per lineal foot of building frontage, up to a maximum of 150 sq. ft.
8. That CC&R's including vehicular access, shared parking, landscaping and permanent maintenance of all common areas such as the public street parkways and perimeter landscaping, 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.
9. That a Shared Access and Parking Agreement be established for the entire site prior to the issuance of building permits.
10. That the order/menu boards associated with the drive-thru lanes for Shop A, Shop B, Drive-Thru 1, and Drive-Thru 2, as shown in Exhibit "A" maintain Community Noise Standards as provided in Visalia Municipal Code Chapter 8.36 (Noise Ordinance) and be screened from view of public streets as required by Visalia Municipal Code Section 17.32.162.
11. That the access drive for Outlot 1/Parcel A of Tentative Parcel Map No. 2019-13, at the northwest corner of the project site as shown in Exhibit "A", shall be blocked to thru-traffic through the installation of bollards or other such device, until such time as development occurs on Parcel A.
12. That the applicant shall provide a 65 ft. right-of-way dedication for Visalia Parkway to the City of Visalia, and a 23 ft. right-of-way dedication for Mooney Blvd., to Caltrans, for the improvement of the identified streets along the project site frontages. The dedications shall be secured through a separate instrument, and not the tentative parcel map attached to this shopping center project.

13. That the applicant shall conduct street and right-of-way improvements to Visalia Parkway and Mooney Blvd., widening the streets and intersections along the project site frontages, and along the south side of Visalia Parkway from the project site to Dans Street, as depicted in Exhibit "A", Exhibit "C", and Exhibit "N". Improvements shall include installation of park strip landscaping, curb, gutter, sidewalk, ramps, street lights, traffic signals, fire hydrants, and other improvements as required by the City of Visalia and Caltrans. All of the required right-of-way improvements shall be completed with the first phase of development, prior to the issuance of buildings permits for any of the buildings on the project site.

14. That not more than ten consecutive parking stalls shall be allowed without an approved landscaped tree well of eighty (80) square feet or more. The parking stalls along the eastern boundary of Major 1 as shown in Exhibit "A" shall be revised to reflect this requirement.

15. That Major 2 as shown on Exhibit "A" shall be relocated to meet the 15 ft. side yard requirement for buildings in the C-R (Regional Commercial) Zone adjacent to residential uses, or obtain approval of a variance to allow the proposed 10 ft. setback.

16. That the applicant shall relocate existing Southern California Edison (SCE) equipment placed on the northeast corner of the project site. Relocation shall be conducted in compliance with the requirements of SCE.

17. That a separate Conditional Use Permit shall be obtained for any conditionally-allowed uses not described in Exhibit "P" that subsequently locate on the site, including future development on Parcel A if applicable.

18. That all applicable federal, state, and city laws and codes and ordinances be met.

19. That all of the conditions and responsibilities of Conditional Use Permit No. 2019-31 shall run with the land and subsequent owners/operators shall also be subject to all of the conditions herein, unless amended or revoked.

20. **Transportation / Traffic Condition (Supersedes Mitigation Measure 1.1 of MND No. 2019-62):** For the Visalia Parkway/Main Project Site access intersection (between Parcel B and C) a full opening with traffic signals shall be installed. The driveway to the project site shall be designed and constructed to be aligned with the future widened width of the existing driveway on the north side of Visalia Parkway, serving the Packwood Creek Shopping Center, in order to facilitate signalization. Specifically, the intersection shall be designed to accommodate lane configurations as follows:

    - Eastbound: Shall meet the ultimate planned lane configuration, which is one left-turn lane, two through lanes, and one right-turn lane;
    - Westbound: one left-turn lane, one through lane, and one through lane with a shared right turn lane;
    - Northbound: one shared left-turn/through and one right-turn lane; and
    - Southbound: one shared left-turn/through/right-turn lane (existing Packwood Creek Shopping Center driveway).

21. **Transportation / Traffic Condition (Supersedes Mitigation Measure 1.2 of MND No. 2019-62):** For the Visalia Parkway/Mooney Boulevard intersection, a median shall be installed on Visalia Parkway, west of the intersection, as indicated on the January 10, 2020 Commons at Visalia Parkway site plan. Widening of the intersection shall also be completed to accommodate lane configurations as follows:

    - Eastbound: two left-turn lanes, one through lane, and one right-turn lane;
    - Westbound: two left-turn lanes, one through lane, and one right-turn lane;

- Northbound: one left-turn lane, two through lanes, and one right-turn lane;
- Southbound: one left-turn lane, three through lanes, and one right-turn lane.

22. That the mitigation measures found within the Mitigation Monitoring Plan for Mitigated Negative Declaration No. 2019-62 are hereby incorporated as conditions of this Conditional Use Permit with the exception of Transportation / Traffic Impact Mitigation Measures 1.1 and 1.2 which have been supersede by Condition No. 20 and Condition No. 21 of CUP No. 2019-31 as follows:

Mitigation Measure	**Responsible Party**	**Timeline**
~~**Transportation / Traffic Impact Mitigation Measure 1.1: For the Visalia Parkway/Main Project Site access intersection (between Parcel B and C) a full opening with traffic signals shall be installed. The driveway to the project site shall be designed and constructed to be aligned with the future widened width of the existing driveway on the north side of Visalia Parkway, serving the Packwood Creek Shopping Center, in order to facilitate signalization. Specifically, the intersection shall be designed to accommodate lane configurations as follows:**~~ ~~• Eastbound: one left-turn lane, one through lane, and one right-turn lane;~~ ~~• Westbound: one left-turn lane and one through lane with a shared right turn;~~ ~~• Northbound: one shared left-turn/through and one right-turn lane; and~~ ~~• Southbound: one shared left-turn/through/right-turn lane (existing Packwood Creek Shopping Center driveway).~~	Project Applicant: The Commons at Visalia Parkway	Mitigation shall be enforced and improvements completed prior to issuance of a Building Permit for construction of any buildings within the project area.
~~**Transportation / Traffic Impact Mitigation Measure 1.2: For the Visalia Parkway/Mooney Boulevard intersection, a median shall be installed on Visalia Parkway, west of the intersection, as indicated on the January 10, 2020 Commons at Visalia Parkway site plan. Widening of the intersection shall also be completed to accommodate lane configurations as follows:**~~ ~~• Eastbound: two left-turn lanes, one through lane, and one right-turn lane;~~ ~~• Westbound: two left-turn lanes and one through lane with a shared right turn;~~ ~~• Northbound: one left-turn lane and two through lanes with a shared right turn;~~ ~~• Southbound: one left-turn lane, three through lanes, and one right-turn lane.~~	Project Applicant: The Commons at Visalia Parkway	Mitigation shall be enforced and improvements completed prior to issuance of a Building Permit for construction of any buildings within the project area.
Noise Impact Mitigation Measure 2.1: The Commons at Visalia Parkway - The construction of a solid noise barrier measuring 7-feet in height and 250 feet long, to be placed along the southern property boundary, just south of "Major 2" as shown on the January 10, 2020 Commons at Visalia Parkway site plan, beginning approximately 370 feet west of the eastern project site boundary. Noise mitigation will also include construction of a 6-foot tall block wall along the western 620 feet of the	Project Applicant: The Commons at Visalia Parkway, CarMax as noted.	The sound walls shall be constructed with the development of the projects, and shall be completed by each respective applicant prior to the occupation of any buildings on each site.

southern project site boundary, and the entire western project site boundary, both adjacent to residential areas. CarMax - The construction of a 6-foot tall masonry wall, totaling 547 feet in length, to be placed along the southern, western, and eastern boundaries of the service center area, south of the vehicle sales area, and west of the customer parking area, as indicated on the revised January 13, 2020 CarMax site plan.		
Noise Impact Mitigation Measure 2.2: Future development of buildings "Major 1" and "Major 2", as shown on the January 10, 2020 Commons at Visalia Parkway site plan, shall comply with noise standards and policies listed within Visalia Municipal Code Chapter 8.36 (Noise Ordinance) and the Visalia General Plan by incorporating mitigation features as stated in Study 1, including: <u>HVAC Equipment Operation</u> • Ensuring mechanical equipment satisfies the applicable General Plan and Municipal Code noise level limits at existing residential uses and potential residential development on Parcel A; • Location of mechanical equipment on the rooftop of commercial buildings away from existing residences (to the extent feasible); • Screening of mechanical equipment behind building parapets; • Construction of localized noise barriers around mechanical equipment that effectively attenuate noise exposure to a state of compliance with the applicable General Plan and Municipal Code noise limits at existing residential uses. <u>Truck Circulation/Deliveries</u> • The construction of a solid noise barrier along the boundary of the project property and Parcel A. • The restriction of truck deliveries to daytime hours only. • The implementation of window construction upgrades. Conformance with the standards and policies within the Noise Ordinance and General Plan for development of buildings "Major 1" and "Major 2" shall be verified prior to issuance of Building Permits and shall be accompanied by physical noise measurement readings.	Future developers of buildings "Major 1" and "Major 2".	Mitigation shall be enforced and carried out prior to issuance of a Building Permit, or required entitlement if applicable, for buildings listed as "Major 1" and "Major 2" on the January 10, 2020 Commons at Visalia Parkway site plan.
Noise Impact Mitigation Measure 2.3: For construction activities related to the Commons at Visalia Parkway shopping center and CarMax, compliance with the standards of Visalia Municipal Code Chapter 8.36 (Noise Ordinance) shall be required, to include the prohibition of operation of construction equipment between the weekday	Project Applicant: The Commons at Visalia Parkway, CarMax	Mitigation shall be enforced by the City of Visalia, and carried out by both project applicants during construction.

hours of 7:00 p.m. and 6:00 a.m., and between the weekend hours of 7:00 p.m. and 9:00 a.m., use of mufflers on equipment, use of electrically powered equipment where feasible, location of staging areas away from noise-sensitive receptors, use of speed limits on project area/site access roads during construction, and construction schedule notification to nearby residences.		

Tentative Parcel Map No. 2019-13

1. That the project be developed consistent with the comments and conditions of the Site Plan Review No. 2019-055 and Site Plan Review No. 2019-158.
2. That the tentative map be prepared in substantial compliance with Exhibit "B".
3. That a common access, maintenance, and landscaping agreement be entered into for all project parcels.
4. That Conditional Use Permit No. 2019-31 be approved, and that requirements of the use permit that relate to this map shall be fulfilled.
5. That CC&R's including vehicular access, shared parking, landscaping and permanent maintenance of all common areas such as the public street parkways and perimeter landscaping, 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.
6. That each parcel shall have separate utilities.
7. That all applicable federal, state, and city laws and codes and ordinances be met.

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.visalia.city or from the City Clerk.

Attachments:

- Related Plans and Policies
- Resolution No. 2019-55 (CUP)
- Resolution No. 2019-42 (TPM)
- Exhibit "A" – Site Plan
- Exhibit "B" – Tentative Parcel Map
- Exhibit "C" – Street Improvements / Cross Sections

- Exhibit "D" – C-Store Elevation – 7-Eleven Convenience Store / Gas Station & Canopy
- Exhibit "E" – Restaurant Elevation – Texas Roadhouse
- Exhibit "F" – Automotive Elevation – Les Schwab Tire Center
- Exhibit "G" – Shop B Elevation – Kern Schools Federal Credit Union
- Exhibit "H" – Drive-Thru 1 Elevation – Drive-Thru Restaurant
- Exhibit "I" – Drive-Thru 2 Elevation – Drive-Thru Restaurant
- Exhibit "J" – Shop A Elevation – Multi-Use Retail Building
- Exhibit "K" – Major 1 Elevation – Large Retail Building
- Exhibit "L" – Major 2 Elevation – Large Retail Building
- Exhibit "M"– Phasing Plan
- Exhibit "N" – Landscaping Plan
- Exhibit "O" – Conceptual Photometric Plan
- Exhibit "P" – Operational Statement
- Exhibit "Q" – Master Sign Program
- Initial Study / Mitigated Negative Declaration No. 2019-62
- Environmental Review Comments Received
- Traffic Impact Analysis Report (excluding Attachments & Appendices, but are available upon request)
- Noise Assessment
- Site Plan Review No. 2019-055 Revise & Proceed Comments, June 12, 2019
- Site Plan Review No. 2019-158 Revise & Proceed Comments, September 11, 2019
- General Plan Land Use Map
- Zoning Map
- Aerial Map
- Vicinity Map

RELATED PLANS AND POLICIES

Subdivision Ordinance (Visalia Municipal Code Title 16), Chapter 16.28

PARCEL MAPS

16.28.010 Purpose.

The council incorporates this chapter in its subdivision ordinance in order to establish the requirements and procedures for processing subdivisions that are authorized to be made through the parcel map procedure by Sections 66426 and 66428 of the Government Code of the state of California. Where a tentative parcel map is required, a vesting tentative parcel map may be filed conferring development rights as indicated in Chapter 16.20.

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.

16.28.030 Review by Site Plan Review Committee.

A. All tentative parcel maps shall be reviewed by the Site Plan Review Committee prior to the submission of said tentative parcel map to the Planning Commission.

B. The Site Plan Review Committee shall examine and review the following:

1. The completeness and accuracy of the tentative parcel map and the suitability of the land for purposes of subdivision;
2. Conformity of the overall design of the subdivision to the general plan and all pertinent requirements of this chapter and other laws and plans of the city;
3. The provisions for, and suitability of street improvements, underground utilities, fire hydrants, street lights, storm drains, streets, trees and sidewalks. The adequacy of the water supply, solid waste collection, sewage disposal and easements for utilities and drainage;
4. Provisions for public areas, including parks, schools, public utilities facilities, public bus stops and turnouts, etc.

C. If any portion of the subdivision is in conflict with any of the requirements of this chapter, other ordinances, or state law, the Site Plan Review Committee shall, to the best of its ability, advise the subdivider of such conflicts.

D. The Site Plan Review Committee may deem it advisable to recommend additional improvements, easements, or dedications, to be included, in which case the subdivider shall be duly informed of the nature of the recommendations following the Site Plan Review Committee meeting.

E. The Site Plan Review Committee shall make a report of its recommendations to the Planning Commission, and shall furnish a copy of that report to the subdivider, in writing, no less than three days prior to the Planning Commission meeting at which the tentative parcel map is to be considered by the commission.

16.28.040 Tentative parcel maps.

A. The person or agency dividing land under this section shall file a tentative parcel map with the community development director not less than thirty (30) days before the date of the commission meeting at which such map is to be considered. Such filing shall be prior to the start of any grading or construction work within the proposed division of land. The tentative parcel map shall be submitted in the same manner as provided for subdivisions as to area

improvement and design, flood and water drainage control, and as to required public improvements.

B. A person desiring to divide land subject to the provisions of this chapter shall submit the tentative parcel map, therefore in accord with the following requirements:

1. Filing. Twenty-five (25) copies of the tentative parcel map shall be filed with the community development director. The tentative parcel map shall be legibly drawn, on eighteen (18) inch by twenty-six (26) inch tracing paper suitable for reproduction, to a scale and in a manner to best illustrate the proposed division.

2. Fees. At the time of filing of the tentative parcel map, a fee shall be paid to the city in such amount as may be established by the City Council, on a yearly basis, by resolution.

3. Acceptance. The city engineer and community development director shall examine any such tentative parcel map within five working days of presentation and shall not accept such map unless the map is in full compliance with the provisions of this chapter and the Subdivision Map Act of the state of California, as to form, data, information, and other matters required to be shown on or furnished therewith.

4. Distribution. The community development director shall immediately forward copies of the tentative parcel map to each of the following when affected:

a. Southern California Gas Company;

b. Southern California Edison Company;

c. California Water Service;

d. AT&T;

e. Comcast Cable;

f. Visalia Unified School District.

5. Agency Action. With the exception of school districts, the agency receiving a copy of the tentative parcel map shall file a report within fifteen (15) days after the receipt thereof. School districts shall respond within twenty (20) working days of the date on which the notice was mailed to the school district for comment. If a reply is not received prior to the meeting at which consideration of the map is made, it will be assumed that the map conforms to the requirements of the particular agency concerned.

16.28.050 Form and content.

The tentative parcel map shall contain the following information:

A. The name and address of the engineer or surveyor preparing the map and the legal owner of record of the land, and the applicant, if different from the legal owner of record;

B. The boundary lines of the entire parcel, including the area to be divided, with dimensions based on existing survey data or property descriptions;

C. The proposed division lines, approximate dimensions, and approximate acreage or square footage of each proposed parcel;

D. The identification of each parcel with a number designation;

E. All existing surface and underground structures and improvements located on the original parcel, together with their dimensions, the distances between them, the distances to division and property lines, and the number of stories or the height of each structure;

F. The names, widths and locations of all existing and proposed streets abutting or traversing the original parcel, and a statement if the street is private and/or a statement if the street does not actually exist on the ground;

G. The location, purposes, width and recorded owners of all existing and proposed easements or private rights-of-way abutting or traversing any part of the original parcel easement boundaries shall be shown by means of dotted lines;

H. An accurate description of the original parcel;

I. The date of preparation, north arrow and scale of the drawing. Said scale shall be large enough to show all details clearly and enough sheets shall be used to accomplish this end;

J. The existing and proposed uses of the property;
K. The proposed method of sewage disposal;
L. The proposed domestic water supply;
M. The assessor's parcel numbers;
N. The proposed street names;
O. The approximate location and width of watercourses or areas subject to inundation from floods, and the location of structures, irrigation ditches and other permanent fixtures;
P. Any railroads;
Q. The approximate radius of curves;
R. A location map showing the original parcels and the surrounding area;
S. The existing zone district designation of the original parcels;
T. The proposed use of the property;
U. Oak trees having a trunk diameter exceeding four inches, measured at a point five feet above the existing ground level;
V. The proposed method of solid waste collection;
W. The proposed public bus stops and turnouts, if any;
X. A map showing the properties within a three hundred (300) foot radius of the proposed tentative parcel map and a property owners list keyed to the three hundred (300) foot radius map.

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.

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 documents required by state law and local regulations adopted in implementation thereof.

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.

16.28.090 Time limit on tentative parcel map.

Failure to file a final parcel map with the county recorder within twenty-four (24) months after the date of approval or conditional approval of the tentative parcel map shall automatically revoke said approval, and a final parcel map shall not be recorded until a new tentative parcel map has been filed and approved in accordance with the provisions of this chapter. However, upon application by the owner or his authorized agent, an extension of not more than an additional thirty-six (36) months may be granted by the Planning Commission. If the Planning Commission denies an application for an extension of time, the owner or his authorized agent may appeal the action to the City Council in the manner set forth in Section 16.28.080.

16.28.100 Improvements.

Pursuant to the provisions of the Subdivision Map Act, the subdivider shall install, construct and/or provide all on or off-site improvements as recommended by the city engineer and as required by the commission. Such improvements shall be limited to the dedication of rights-of-way, easements and the construction of reasonable off-site and on-site improvements for the parcels being created. The nature, extent and design of such improvements and the guaranteeing of completion thereof shall be in full conformance with the provisions in Chapter 16.36.

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.

16.28.120 Final parcel maps.

Within the time limit designated in Section 16.28.090 and upon the accomplishment of all dedications by certification on the map and required construction of all public improvements, or the execution of an agreement and provision of surety providing therefore, and the payment of all applicable fees and charges, the applicant may file a final parcel map with the city engineer and community development director, who shall approve the final parcel map if it substantially conforms to the approved tentative parcel map and all applicable provisions of the Subdivision Map Act and this chapter. The appropriate certificates, as provided by the applicant in accordance with the provisions of the Subdivision Map Act, shall be signed by the city engineer and community development director upon the parcel map, and the final parcel map shall be transmitted by the city clerk to the clerk of the county board of supervisors for ultimate transmittal to the county recorder.

16.28.125 Filing.

The subdivider may file the original and three (3) copies of the final parcel map and required accompanying data with the city engineer. When a final parcel map is submitted to the city engineer in accordance with this code, it shall be accompanied by the following documents:
A. Plans, profiles and specifications of the proposed public and private improvements, designed in accord with the requirements of the city engineer;
B. A filing fee to cover the expense of checking in an amount to be established by the City Council from time to time by resolution;
C. A preliminary subdivision guarantee issued by a title insurance company, in the name of the owner of the land, issued to or for the benefit and protection of the city, showing all parties whose consent is necessary and their interest therein, except where the land included in such subdivision is registered under the Land Registration Act. If the land is so registered, a copy of the certificate of title shall be furnished, certified.
D. Calculation and traverse sheets, used in computing the distances, angles and courses shown on the final map and ties to existing and proposed monuments, and showing closures, within the allowable limits of error specified in the ordinance, for exterior boundaries of the subdivision and for each irregular block or lot of the subdivision.
E. Two (2) copies of the proposed deed restrictions, if any.

16.28.130 Survey requirements.

If the division of land creates four or less parcels, the final parcel map may be compiled from recorded or filed data when survey information exists on recorded or filed maps to sufficiently locate and retrace the exterior boundary lines of the final parcel map and when the location of at least one of these boundary lines can be established from an existing monumented line. In all other cases, the final parcel map shall be based on a field survey of the land conducted in accordance with the Land Surveyor's Act of the state of California. All new lot corners shall be monumented and based on a field survey.

16.28.140 Information on final parcel map.

A. Each parcel shall be consecutively numbered. Each parcel shall have its area shown to the nearest one-hundredth (0.01) of an acre or nearest square foot. The exterior boundary of the land included within the parcel or parcels being created shall be indicated by a distinctive border. Such border shall not interfere with the legibility of figures or other data. The map shall show the definite location of such parcel or parcels, and particularly the relationship to existing surveys.

B. Each final parcel map shall contain the following information:

1. The tentative parcel map number and date of preparation;
2. The tract name, date, north arrow and scale;
3. A general description of the land included;
4. Names and addresses of the owners of the property being divided;
5. The location, names without abbreviations, and right-of-way widths of all:

a. Proposed streets;
b. Proposed public areas and easements; and
c. Adjoining streets;

6. All dimensions shall be in feet and decimals of a foot to the nearest one-hundredth of a foot (0.01'); all necessary angles and bearings shall be provided to the nearest second of a degree (00°-00'-01");
7. The dimensions of all lots, including lot area in square feet, and a lot number for each lot;
8. The centerline data for streets including bearings and distances;
9. The radius, arc length, and central angle of curves;
10. Suitable primary survey control points;
11. The location and description of permanent monuments;
12. The boundaries of any public and/or private easement, whether an easement of record or a prescriptive easement, shall be shown; the party holding interest in the easement shall be shown on the map;
13. Location and widths of all easements to be dedicated, if required;
14. The location and widths of watercourses and areas subject to inundation and location of selected flood lines within the parcels being created; properties located in a Special Flood Hazard Area shall comply with all requirements of Chapter 15.60;
15. Ties to any city or county boundary lines involved;
16. Required Certifications;

a. All required dedications of rights-of-way or easements shall be certified on the final parcel map in accordance with Section 66447 of the Subdivision Map Act;
b. All parties having any record title interest in the real property subdivided shall sign a certificate on the final parcel map in accordance with Subsection 66445(e) of the Subdivision Map Act;
c. A certificate of the registered civil engineer or licensed land surveyor who prepared the survey and the final parcel map, in compliance with Section 66449 of the Subdivision Map Act;

d. A certificate for execution by the City Engineer/ City Surveyor that complies with Section 66450 of the Subdivision Map Act;
e. A certificate for execution by the city planner on behalf of the parcel map committee certifying that the final parcel map conforms to the approved tentative parcel map; and
f. All other certificates as required;
17. Any other requirements of the Subdivision Map Act.
B. The final parcel map shall contain survey information that only affects record title interest. However, additional survey and map information such as, but not limited to, building setback lines, flood hazard zones, seismic lines and setback, geologic mapping and archaeological sites, if appropriate, shall be shown on an additional map sheet that shall indicate its relationship to the final parcel map, and shall contain a statement that the additional information is for informational purposes, describes conditions as of the date of filing, and is not intended to affect record title interest. The additional map sheet may also contain a notation that the additional information is derived from public records or reports, and does not imply the correctness or sufficiency of those records or reports by the preparer of the additional map sheet. The acceptance of the additional map sheet by the city, similarly does not imply the correctness or sufficiency of those records or reports. The additional map sheet shall be recorded simultaneously with the final parcel map.

16.28.150 Waiver of final parcel map.

The Planning Commission or City Council may, at its discretion, waive the final parcel map when a finding is made that the proposed division of land complies with the requirements established by this chapter as to area, improvement and design, floodwater drainage control, appropriate improved public roads, sanitary disposal facilities, water supply availability, environmental protection, and other requirements of this chapter.

16.28.160 Amending of parcel maps.

After a parcel map is filed in the office of the county recorder such a recorded parcel map may be modified by a certificate of correction or an amending map if the local agency finds that there are changes in circumstances that make any or all of the conditions of such a map no longer appropriate or necessary and that the modifications do not impose any additional burden on the present fee owner of the property, and if the modifications do not alter any right, title or interest in the real property reflected on the recorded parcel map and the local agency finds that the map, as modified, conforms to the provisions of Section 66474 of the Subdivision Map Act. Any such modifications shall be set for public hearing as provided for in Section 16.28.060 of this chapter. The legislative body shall confine the hearing to consideration of an action on the proposed modification.

16.16.030 Tentative subdivision maps.

A. The tentative map shall be prepared by a registered civil engineer or a licensed land surveyor in accord with the provisions of the Subdivision Map Act and this title and shall be filed with the city planner. Such filing shall be prior to the completion of final surveys of streets and lots and before the start of any grading or construction work within the proposed subdivision.

B. A minimum of thirty (30) copies of the tentative map, and accompanying reports and statements shall be submitted to the city planner at the time of filing. Filing of required documents will be deemed official upon written receipt from the city planner. (Ord. 9605 § 32 (part), 1996: prior code § 9100)

16.16.090 Staff reports.

Any report or recommendation on a tentative map by the staff of the commission or council shall be in writing and a copy thereof served on the subdivider at least three days prior to any hearing or action on such map by the commission or council. (Prior code § 9135)

16.16.100 Hearing and notice.

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

A. 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 § 9140)

16.16.110 Commission approval.

Within fifty (50) days after the tentative map has been filed with the city planner or at such later date as may be required to concurrently process the appurtenant environmental impact review documents required by state law and local ordinances, the commission shall report in writing to the subdivider their decision regarding approval, conditional approval, or disapproval of the map and the conditions on which such action is based. (Ord. 9605 § 32 (part), 1996: prior code § 9145)

16.16.120 Council action.

The city council may overrule or modify any ruling or determination of the commission in regard to a tentative map and may make conditional exceptions if special circumstances pertaining to the property involved justify a variance from the provisions of this title. (Prior code § 9150)

16.16.130 Expiration of maps and extensions.

A. Expiration. The approval or conditional approval of a tentative map shall expire twenty-four (24) months from the date the map was approved or conditionally approved.

B. Extension. The person filing the tentative map may request an extension of the tentative map approval or conditional approval by written application to the city planner who shall forward it to the planning commission for action. Such application shall be filed before the approval or conditional approval is due to expire. The application shall state the reasons for requesting the extension.

C. Time Limit on Extensions. An extension or extensions of tentative map approval or conditional approval shall not exceed an aggregate of three years. (Ord. 9605 § 32 (part), 1996: prior code § 9155)

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)

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)

Zoning Ordinance (Visalia Municipal Code Title 17), Chapter 17.18 COMMERCIAL ZONES

17.18.010 Purpose and intent.

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 that they serve in a manner consistent w

ith the general plan;

2. Maintain and improve Visalia's retail base to serve the needs of local residents and encourage shoppers from outside the community;

3. Accommodate a variety of commercial activities to encourage new and existing business that will employ residents of the city and those of adjacent communities;

4. Maintain Visalia's role as the regional retailing center for Tulare and Kings Counties and ensure the continued viability of the existing commercial areas;

5. Maintain commercial land uses that are responsive to the needs of shoppers, maximizing accessibility and minimizing trip length;

6. Ensure compatibility with adjacent land uses.

B. The purposes of the individual commercial zones are as follows:

1. Neighborhood Commercial Zone (C-N). The purpose and intent of the neighborhood commercial zone district is to provide for small-scale commercial development that primarily serves surrounding residential areas, wherein small office uses as well as horizontal or vertical residential mixed use are also supported, and provide standards to ensure that neighborhood commercial uses are economically viable and also integrated into neighborhoods in terms of design, with negative impacts minimized, with multimodal access, and context-sensitive design. Neighborhood Commercial development shall be subject to design review and public input. There should be 10 to 15 dwelling units per gross acre where residential uses are included. Shopping centers shall be of a total size of 5 to 12 acres and located no closer than one mile from other General Plan designated Neighborhood Commercial locations, or from existing grocery stores, anchored by a grocery store or similar business no larger than 40,000 square feet in size, and include smaller in-line stores of less than 10,000 square feet. Alterations and additions in existing nonconforming centers may be permitted, subject to design review and conditions of approval to minimize neighborhood impacts.

2. Regional Commercial Zone (C-R). The purpose and intent of the regional commercial zone district is to provide areas for retail establishments that are designed to serve a regional service trade area. The uses permitted in this district are to be of a large-scale regional retail nature with supporting goods and services. Uses that are designed to provide service to residential areas and convenience, neighborhood and community level retail are not permitted, while office uses are to be limited.

3. Service Commercial Zone (C-S). The purpose and intent of the planned service commercial zone district is to provide areas that accommodate wholesale, heavy commercial uses, such as lumberyards and construction material retail uses, etc., and services such as automotive, plumbing, and sheet metal fabrication. It is intended that uses in this district be those that can be compatible with heavy truck traffic and noise. Uses that would restrict the operation of generally permitted heavy commercial businesses are not provided in this district. (Ord. 2017-01 (part), 2017: prior code § 7310)

17.18.015 Applicability.

The requirements in this chapter shall apply to all property within the C-N, C-R, and C-S zone districts. (Ord. 2017-01 (part), 2017)

17.18.020 Permitted uses.

Permitted uses in the C-N, C-R, and C-S zones shall be determined by Table 17.25.030 in Section 17.25.030. (Ord. 2017-01 (part), 2017; Ord. 2016-06, 2016; Ord. 2015-04 § 2, 2015; Ord. 2015-01 § 2, 2015; Ord. 2014-07 § 3 (part), 2014; Ord. 2012-10, 2012; Ord. 2012-08, 2012; Ord. 2012-02, 2012; Ord. 2011-07 § 2, 2011; Ord. 2010-16, 2010; Ord. 2009-02, 2009; Ord. 2006-17, 2006; Res. 2004-75 (part), 2004; Ord. 2004-08 § 3, 2004; Res. 2004-14 (part), 2004; Res. 2003-95 (part), 2003; Res. 2002-

83, 2002; Res. 2002-26, 2002; Res. 2001-40, 2001; Res. 2001-29, 2001; Ord. 2000-01 § 6, 2000; Ord. 9903 § 3, 1999; Ord. 9717 § 2 (part), 1997; amended by council August 13, 1997; amended by council June 3, 1996 and May 20, 1996: prior code § 7328)

17.18.030 Conditional and temporary uses.

Conditional and temporary uses in the C-N, C-R, and C-S zones shall be determined by Table 17.25.030 in Section 17.25.030. (Ord. 2017-01 (part), 2017: Ord. 2016-06, 2016; Ord. 2015-04 § 2, 2015; Ord. 2015-01 § 2, 2015; Ord. 2014-07 § 3 (part), 2014; Ord. 2012-10, 2012; Ord. 2012-08, 2012; Ord. 2012-02, 2012; Ord. 2011-07 § 2, 2011; Ord. 2010-16, 2010; Ord. 2009-02, 2009; Ord. 2006-17, 2006; Res. 2004-75 (part), 2004; Ord. 2004-08 § 3, 2004; Res. 2004-14 (part), 2004; Res. 2003-95 (part), 2003; Res. 2002-83, 2002; Res. 2002-26, 2002; Res. 2001-40, 2001; Res. 2001-29, 2001; Ord. 2000-01 § 6, 2000; Ord. 9903 § 3, 1999; Ord. 9717 § 2 (part), 1997; amended by council August 13, 1997; amended by council June 3, 1996 and May 20, 1996: prior code § 7328)

17.18.040 Required conditions.

A. A site plan review permit must be obtained for all development in all C-N, C-S, and C-R zones, subject to the requirements and procedures in Chapter 17.28.

B. All businesses, services and processes shall be conducted entirely within a completely enclosed structure, except for off-street parking and loading areas, gasoline service stations, outdoor dining areas, nurseries, garden shops, Christmas tree sales lots, bus depots and transit stations, electric distribution substation, and recycling facilities;

C. All products produced on the site of any of the permitted uses shall be sold primarily at retail on the site where produced;

D. All new construction in existing C-N zones not a part of a previously approved planned development shall conform with development standards determined by the site plan review committee. (Ord. 2017-01 (part), 2017: prior code § 7319)

17.18.050 Off-street parking and loading facilities.

Off-street parking and off-street loading facilities shall be provided as prescribed in Chapter 17.34. (Ord. 2017-01 (part), 2017: prior code § 7325)

17.18.070 Development standards in the C-R zone.

The following development standards shall apply to property located in the C-R zone:

A. Minimum site area: five (5) acres.

B. Maximum building height: fifty (50) feet.

C. Minimum required yards (building setbacks):

1. Front: twenty (20) feet;
2. Rear: zero (0) feet;
3. Rear yards abutting an R-1 or R-M zone district: fifteen (15) feet;
4. Side: zero (0) feet;
5. Side yards abutting an R-1 or R-M zone district: fifteen (15) feet;
6. Street side yard on corner lot: ten (10) feet.

D. Minimum required landscaped yard (setback) areas:

1. Front: twenty (20) feet;
2. Rear: five (5) feet;
3. Rear yards abutting an R-1 or R-M zone district: five (5) feet;
4. Side: five (5) feet (except where a building is located on side property line);

5. Side yards abutting an R-1 or R-M zone district: five (5) feet;
6. Street side on corner lot: ten (10) feet. (Ord. 2017-01 (part), 2017)

Excerpt from Chapter 17.32: Special Provisions

17.32.162 Drive-thru lanes performance standards.

A. Purpose and Intent. It is the purpose of this section to specify performance standards applicable to uses that seek to incorporate a drive-thru lane in association with a specified use.

This section does not apply to carwashes and lube and oil changing stations.

B. Performance standards:

1. Separation from residences. The drive-thru lane shall be no less than two hundred fifty (250) feet from the nearest residence or residentially zoned property.

2. Stacking. The drive-thru lane shall contain no less than ten (10) vehicle stacking, measured from pickup window to the designated entrance to the drive-thru lane. There shall be no less than three vehicle spaces distance from the order menu/speaker (or like device) to the designated entrance to the order window.

3. Circulation. No portion of the drive-thru lane shall obstruct any drive aisles or required onsite parking. The drive-thru shall not take ingress or egress from a local residential road.

4. Noise. No component or aspect of the drive-thru lane or its operation shall generate noise levels in excess of 60 dB between the hours of 7:00 p.m. and 6:00 a.m. daily.

5. Screening. The entire drive-thru lane shall be screened from adjacent street and residential view to a height of three feet. Screening devices shall be a combination of berming, hedge and landscape materials, and solid walls as approved by the City Planner.

6. Menu boards and signage. Shall be oriented or screened to avoid direct visibility from adjacent public streets.

Zoning Ordinance (Visalia Municipal Code Title 17), Chapter 17.38

CONDITIONAL USE PERMITS

17.38.010 Purposes and powers

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

17.38.020 Application procedures

A. Application for a conditional use permit shall be made to the planning commission on a form prescribed by the commission which shall include the following data:

1. Name and address of the applicant;
2. Statement that the applicant is the owner of the property or is the authorized agent of the owner;
3. Address and legal description of the property;
4. The application shall be accompanied by such sketches or drawings as may be necessary by the planning division to clearly show the applicant's proposal;
5. The purposes of the conditional use permit and the general description of the use proposed;

6. Additional information as required by the historic preservation advisory committee.

B. The application shall be accompanied by a fee set by resolution of the city council sufficient to cover the cost of handling the application. (Prior code § 7526)

17.38.030 Lapse of conditional use permit

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

17.38.040 Revocation

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

17.38.050 New application

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

17.38.060 Conditional use permit to run with the land

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

17.38.065 Abandonment of conditional use permit

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

17.38.070 Temporary uses or structures

B. Conditional use permits for temporary uses or structures may be processed as administrative matters by the city planner and/or planning division staff. However, the city planner may, at his/her discretion, refer such application to the planning commission for consideration.

C. The city planner and/or planning division staff is authorized to review applications and to issue such temporary permits, subject to the following conditions:

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

D. The applicant may appeal an administrative decision to the planning commission. (Ord. 9605 § 30 (part), 1996: prior code § 7532)

17.38.080 Public hearing--Notice

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

B. Notice of the public hearing shall be given not less than ten days nor more than thirty (30) days prior to the date of the hearing by mailing a notice of the time and place of the hearing to property owners within three hundred (300) feet of the boundaries of the area occupied or to be occupied by the use which is the subject of the hearing, and by publication in a newspaper of general circulation within the city. (Prior code § 7533)

17.38.090 Investigation and report

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

17.38.100 Public hearing--Procedure

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

17.38.110 Action by planning commission

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

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

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

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

17.38.120 Appeal to city council

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

17.38.130 Effective date of conditional use permit

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

Subdivision Map Act (California Government Code Section 66410 – 66499.38)

The following are excerpts from the California Government Code which pertain to approvals of tentative and final maps which pertain to condominium conversions:

66427.

(a) A map of a condominium project, a community apartment project, or of the conversion of five or more existing dwelling units to a stock cooperative project need not show the buildings or the manner in which the buildings or the airspace above the property shown on the map are to be divided, nor shall the governing body have the right to refuse approval of a parcel, tentative, or final map of the project on account of the design or the location of buildings on the property shown on the map that are not violative of local ordinances or on account of the manner in which airspace is to be divided in conveying the condominium.

(b) A map need not include a condominium plan or plans, as defined in Section 4120 or 6540 of the Civil Code, and the governing body may not refuse approval of a parcel, tentative, or final map of the project on account of the absence of a condominium plan.

(c) Fees and lot design requirements shall be computed and imposed with respect to those maps on the basis of parcels or lots of the surface of the land shown thereon as included in the project.

(d) Nothing herein shall be deemed to limit the power of the legislative body to regulate the design or location of buildings in a project by or pursuant to local ordinances.

(e) If the governing body has approved a parcel map or final map for the establishment of condominiums on property pursuant to the requirements of this division, the separation of a three-dimensional portion or portions of the property from the remainder of the property or the division of that three-dimensional portion or portions into condominiums shall not constitute a

further subdivision as defined in Section 66424, provided each of the following conditions has been satisfied:

(1) The total number of condominiums established is not increased above the number authorized by the local agency in approving the parcel map or final map.

(2) A perpetual estate or an estate for years in the remainder of the property is held by the condominium owners in undivided interests in common, or by an association as defined in Section 4100 or 6528 of the Civil Code, and the duration of the estate in the remainder of the property is the same as the duration of the estate in the condominiums.

(3) The three-dimensional portion or portions of property are described on a condominium plan or plans, as defined in Section 4120 or 6540 of the Civil Code.

(Amended (as amended by Stats. 2012, Ch. 181, Sec. 58) by Stats. 2013, Ch. 605, Sec. 32. (SB 752) Effective January 1, 2014.)

66427.1.

(a) The legislative body shall not approve a final map for a subdivision to be created from the conversion of residential real property into a condominium project, a community apartment project, or a stock cooperative project, unless it finds as follows:

(1) Each tenant of the proposed condominium, community apartment project, or stock cooperative project, and each person applying for the rental of a unit in the residential real property, has received or will have received all applicable notices and rights now or hereafter required by this chapter or Chapter 3 (commencing with Section 66451).

(2) Each of the tenants of the proposed condominium, community apartment project, or stock cooperative project has received or will receive each of the following notices:

(A) Written notification, pursuant to Section 66452.18, of intention to convert, provided at least 60 days prior to the filing of a tentative map pursuant to Section 66452.

(B) Ten days' written notification that an application for a public report will be, or has been, submitted to the Bureau of Real Estate, that the period for each tenant's right to purchase begins with the issuance of the final public report, and that the report will be available on request.

(C) Written notification that the subdivider has received the public report from the Bureau of Real Estate. This notice shall be provided within five days after the date that the subdivider receives the public report from the Bureau of Real Estate.

(D) Written notification within 10 days after approval of a final map for the proposed conversion.

(E) One hundred eighty days' written notice of intention to convert, provided prior to termination of tenancy due to the conversion or proposed conversion pursuant to Section 66452.19, but not before the local authority has approved a tentative map for the conversion. The notice given pursuant to this paragraph shall not alter or abridge the rights or obligations of the parties in performance of their covenants, including, but not limited to, the provision of services, payment of rent, or the obligations imposed by Sections 1941, 1941.1, and 1941.2 of the Civil Code.

(F) Notice of an exclusive right to contract for the purchase of his or her respective unit upon the same terms and conditions that the unit will be initially offered to the general public or terms more favorable to the tenant pursuant to Section 66452.20. The exclusive right to purchase shall commence on the date the subdivision public report is issued, as provided in Section 11018.2 of the Business and Professions Code, and shall

run for a period of not less than 90 days, unless the tenant gives prior written notice of his or her intention not to exercise the right.

(b) The written notices to tenants required by subparagraphs (A) and (B) of paragraph (2) of subdivision (a) shall be deemed satisfied if those notices comply with the legal requirements for service by mail.

(c) This section shall not diminish, limit, or expand, other than as provided in this section, the authority of any city, county, or city and county to approve or disapprove condominium projects.

(d) If a rental agreement was negotiated in Spanish, Chinese, Tagalog, Vietnamese, or Korean, all required written notices regarding the conversion of residential real property into a condominium project, a community apartment project, or a stock cooperative project shall be issued in that language.

(Amended by Stats. 2013, Ch. 352, Sec. 313. (AB 1317) Effective September 26, 2013. Operative July 1, 2013, by Sec. 543 of Ch. 352.)

66427.2.

Unless applicable general or specific plans contain definite objectives and policies, specifically directed to the conversion of existing buildings into condominium projects or stock cooperatives, the provisions of Sections 66473.5, 66474, and 66474.61, and subdivision (c) of Section 66474.60 shall not apply to condominium projects or stock cooperatives, which consist of the subdivision of airspace in an existing structure, unless new units are to be constructed or added.

A city, county, or city and county acting pursuant to this section shall approve or disapprove the conversion of an existing building to a stock cooperative within 120 days following receipt of a completed application for approval of such conversion.

This section shall not diminish, limit or expand, other than as provided herein, the authority of any city, county, or city and county to approve or disapprove condominium projects.

(Amended by Stats. 1979, Ch. 1192.)

RESOLUTION NO. 2019-55

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING CONDITIONAL USE PERMIT NO. 2019-31, A REQUEST BY LARS ANDERSON & ASSOCIATES TO ESTABLISH A MASTER PLANNED COMMERCIAL DEVELOPMENT CONSISTING OF APPROXIMATELY 138,188 SQ. FT. OF COMMERCIAL USES, INCLUDING THE ESTABLISHMENT OF THREE RETAIL BUILDINGS OF VARYING SIZES (56,800 SQ. FT., 29,800 SQ. FT., AND 10,000 SQ. FT.), A 10,000 SQ. FT. CREDIT UNION BUILDING, A 4,088 SQ. FT. GAS STATION/CONVENIENCE STORE WITH A 3,060 SQ. FT. CANOPY, A 7,500 SQ. FT. SIT-DOWN RESTAURANT, TWO 3,000 SQ. FT. DRIVE-THRU RESTAURANTS, AND A 5,000 SQ. FT. AUTOMOTIVE REPAIR STORE, ON PARCELS WITH LESS THAN THE MINIMUM FIVE ACRE SITE AREA REQUIREMENT, INCLUDING A PARCEL WITH NO PUBLIC STREET FRONTAGE, AFFECTING 17.43 ACRES OF A 28.7 ACRE SITE IN THE C-R (REGIONAL COMMERCIAL) ZONE. THE PROJECT SITE IS LOCATED ON THE SOUTHWEST CORNER OF S. MOONEY BOULEVARD (STATE ROUTE 63). (APN: 126-960-001)

WHEREAS, Conditional Use Permit No. 2019-31, is a request by Lars Anderson & Associates to establish a master planned commercial development consisting of approximately 138,188 sq. ft. of commercial uses, including the establishment of three retail buildings of varying sizes (56,800 sq. ft., 29,800 sq. ft., and 10,000 sq. ft.), a 10,000 sq. ft. credit union building, a 4,088 sq. ft. gas station/convenience store with a 3,060 sq. ft. canopy, a 7,500 sq. ft. sit-down restaurant, two 3,000 sq. ft. drive-thru restaurants, and a 5,000 sq. ft. automotive repair store, on parcels with less than the minimum five acre site area requirement, including a parcel with no public street frontage, affecting 17.43 acres of a 28.7 acre site in the C-R (Regional Commercial) Zone. The project site is located on the southwest corner of S. Mooney Boulevard (State Route 63). (APN: 126-960-001); and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice did hold a public hearing before said Commission on April 13, 2020; and

WHEREAS, the Planning Commission of the City of Visalia finds the Conditional Use Permit to be in accordance with Chapter 17.38 of the Zoning Ordinance of the City of Visalia based on the evidence contained in the staff report and testimony presented at the public hearing; and

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

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission finds that Mitigated Negative Declaration No. 2019-62 prepared for the proposed project was prepared consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines, and hereby adopts the Mitigated Negative Declaration.

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

1. That the proposed project will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
2. That the proposed conditional use permit is consistent with the policies and intent of the General Plan and Zoning Ordinance. Specifically, the project is consistent with the required findings of Zoning Ordinance Section 17.38.110:
    - The proposed location of the conditional use permit is in accordance with the objectives of the Zoning Ordinance and the purposes of the zone in which the site is located.
    - The proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity.
3. That an Initial Study was prepared for the proposed project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant with mitigation, and therefore Mitigated Negative Declaration No. 2019-62 can be adopted for this project.

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

1. That the project be developed in substantial compliance with Site Plan Review No. 2019-055 and Site Plan Review No. 2019-158.
2. That the project will be developed in substantial compliance with the site plan in Exhibit "A" unless otherwise specified in this use permit. Any subsequent changes to the development plan layout depicted in Exhibit "A shall be reviewed and approved by the Site Plan Review Committee and may be subject to an amendment of the Conditional Use Permit.
3. That the architectural theme in Exhibits "D" through "L" be used on all of the buildings for the project.
4. That onsite lighting for the shopping center complex and individual buildings not produce glare onto neighboring properties and operate in substantial compliance with the conceptual photometric plan identified in Exhibit "O".
5. That onsite and offsite landscaping for the shopping center complex and right-of-way areas be in substantial compliance with the landscaping plan in Exhibit "N". Landscaping and irrigation plans shall be included with or prior to first building permit.
6. That the shopping center complex and individual buildings operate as stated in the Operational Statement identified in Exhibit "P".
7. That the sign program in Exhibit "Q" be utilized for the commercial development and that the commercial center monument signs be limited to one multi-tenant monument sign on each drive aisle (four total). If Major 1 and Major 2 are reconfigured into multi-tenant commercial units, Visalia Municipal Code Section 17.48.100.B shall take precedence, limiting wall signage sizes to two sq. ft. per lineal foot of building frontage, up to a maximum of 150 sq. ft.

8. That CC&R's including vehicular access, shared parking, landscaping and permanent maintenance of all common areas such as the public street parkways and perimeter landscaping, 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.
9. That a Shared Access and Parking Agreement be established for the entire site prior to the issuance of building permits.
10. That the order/menu boards associated with the drive-thru lanes for Shop A, Shop B, Drive-Thru 1, and Drive-Thru 2, as shown in Exhibit "A" maintain Community Noise Standards as provided in Visalia Municipal Code Chapter 8.36 (Noise Ordinance) and be screened from view of public streets as required by Visalia Municipal Code Section 17.32.162.
11. That the access drive for Outlot 1/Parcel A of Tentative Parcel Map No. 2019-13, at the northwest corner of the project site as shown in Exhibit "A", shall be blocked to thru-traffic through the installation of bollards or other such device, until such time as development occurs on Parcel A.
12. That the applicant shall provide a 65 ft. right-of-way dedication for Visalia Parkway to the City of Visalia, and a 23 ft. right-of-way dedication for Mooney Blvd., to Caltrans, for the improvement of the identified streets along the project site frontages. The dedications shall be secured through a separate instrument, and not the tentative parcel map attached to this shopping center project.
13. That the applicant shall conduct street and right-of-way improvements to Visalia Parkway and Mooney Blvd., widening the streets and intersections along the project site frontages, and along the south side of Visalia Parkway from the project site to Dans Street, as depicted in Exhibit "A", Exhibit "C", and Exhibit "N". Improvements shall include installation of park strip landscaping, curb, gutter, sidewalk, ramps, street lights, traffic signals, fire hydrants, and other improvements as required by the City of Visalia and Caltrans. All of the required right-of-way improvements shall be completed with the first phase of development, prior to the issuance of buildings permits for any of the buildings on the project site.
14. That not more than ten consecutive parking stalls shall be allowed without an approved landscaped tree well of eighty (80) square feet or more. The parking stalls along the eastern boundary of Major 1 as shown in Exhibit "A" shall be revised to reflect this requirement.
15. That Major 2 as shown on Exhibit "A" shall be relocated to meet the 15 ft. side yard requirement for buildings in the C-R (Regional Commercial) Zone adjacent to residential uses, or obtain approval of a variance to allow the proposed 10 ft. setback.
16. That the applicant shall relocate existing Southern California Edison (SCE) equipment placed on the northeast corner of the project site. Relocation shall be conducted in compliance with the requirements of SCE.

17. That a separate Conditional Use Permit shall be obtained for any conditionally-allowed uses not described in Exhibit "P" that subsequently locate on the site, including future development on Parcel A if applicable.

18. That all applicable federal, state, and city laws and codes and ordinances be met.

19. That all of the conditions and responsibilities of Conditional Use Permit No. 2019-31 shall run with the land and subsequent owners/operators shall also be subject to all of the conditions herein, unless amended or revoked.

20. **Transportation / Traffic Condition (Supersedes Mitigation Measure 1.1 of MND No. 2019-62):** For the Visalia Parkway/Main Project Site access intersection (between Parcel B and C) a full opening with traffic signals shall be installed. The driveway to the project site shall be designed and constructed to be aligned with the future widened width of the existing driveway on the north side of Visalia Parkway, serving the Packwood Creek Shopping Center, in order to facilitate signalization. Specifically, the intersection shall be designed to accommodate lane configurations as follows:

    - Eastbound: Shall meet the ultimate planned lane configuration, which is one left-turn lane, two through lanes, and one right-turn lane;
    - Westbound: one left-turn lane, one through lane, and one through lane with a shared right turn lane;
    - Northbound: one shared left-turn/through and one right-turn lane; and
    - Southbound: one shared left-turn/through/right-turn lane (existing Packwood Creek Shopping Center driveway).

21. **Transportation / Traffic Condition (Supersedes Mitigation Measure 1.2 of MND No. 2019-62):** For the Visalia Parkway/Mooney Boulevard Intersection, a median shall be installed on Visalia Parkway, west of the intersection, as indicated on the January 10, 2020 Commons at Visalia Parkway site plan. Widening of the intersection shall also be completed to accommodate lane configurations as follows:

    - Eastbound: two left-turn lanes, one through lane, and one right-turn lane;
    - Westbound: two left-turn lanes, one through lane, and one right-turn lane;
    - Northbound: one left-turn lane, two through lanes, and one right-turn lane;
    - Southbound: one left-turn lane, three through lanes, and one right-turn lane.

22. That the mitigation measures found within the Mitigation Monitoring Plan for Mitigated Negative Declaration No. 2019-62 are hereby incorporated as conditions of this Conditional Use Permit with the exception of Transportation / Traffic Impact Mitigation Measures 1.1 and 1.2 which have been supersede by Condition No. 20 and Condition No. 21 of CUP No. 2019-31 as follows:

Mitigation Measure	Responsible Party	Timeline
~~**Transportation / Traffic Impact Mitigation Measure 1.1: For the Visalia Parkway/Main Project Site access intersection (between Parcel B and C) a full opening with traffic signals shall be installed. The driveway to the project site shall be designed and constructed to be aligned with the future widened width of the existing driveway on the north side of Visalia Parkway, serving the Packwood Creek Shopping Center, in order to facilitate signalization.** Specifically, the intersection shall be designed to~~	Project Applicant: The Commons at Visalia Parkway	Mitigation shall be enforced and improvements completed prior to issuance of a Building Permit for construction of any buildings within the project area.

~~accommodate lane configurations as follows:~~ • ~~Eastbound: one left-turn lane, one through lane, and one right-turn lane;~~ • ~~Westbound: one left-turn lane and one through lane with a shared right turn;~~ • ~~Northbound: one shared left-turn/through and one right-turn lane; and~~ • ~~Southbound: one shared left-turn/through/right-turn lane (existing Packwood Creek Shopping Center driveway).~~		
~~**Transportation / Traffic Impact Mitigation Measure 1.2:** For the Visalia Parkway/Mooney Boulevard intersection, a median shall be installed on Visalia Parkway, west of the intersection, as indicated on the January 10, 2020 Commons at Visalia Parkway site plan. Widening of the intersection shall also be completed to accommodate lane configurations as follows:~~ • ~~Eastbound: two left-turn lanes, one through lane, and one right-turn lane;~~ • ~~Westbound: two left-turn lanes and one through lane with a shared right turn;~~ • ~~Northbound: one left-turn lane and two through lanes with a shared right turn;~~ • ~~Southbound: one left-turn lane, three through lanes, and one right-turn lane.~~	Project Applicant: The Commons at Visalia Parkway	Mitigation shall be enforced and improvements completed prior to issuance of a Building Permit for construction of any buildings within the project area.
Noise Impact Mitigation Measure 2.1: The Commons at Visalia Parkway - The construction of a solid noise barrier measuring 7-feet in height and 250 feet long, to be placed along the southern property boundary, just south of "Major 2" as shown on the January 10, 2020 Commons at Visalia Parkway site plan, beginning approximately 370 feet west of the eastern project site boundary. Noise mitigation will also include construction of a 6-foot tall block wall along the western 620 feet of the southern project site boundary, and the entire western project site boundary, both adjacent to residential areas. CarMax - The construction of a 6-foot tall masonry wall, totaling 547 feet in length, to be placed along the southern, western, and eastern boundaries of the service center area, south of the vehicle sales area, and west of the customer parking area, as indicated on the revised January 13, 2020 CarMax site plan.	Project Applicant: The Commons at Visalia Parkway, CarMax as noted.	The sound walls shall be constructed with the development of the projects, and shall be completed by each respective applicant prior to the occupation of any buildings on each site.
Noise Impact Mitigation Measure 2.2: Future development of buildings "Major 1" and "Major 2", as shown on the January 10, 2020 Commons at Visalia Parkway site plan, shall comply with noise standards and policies listed within Visalia Municipal Code Chapter 8.36 (Noise Ordinance) and the Visalia General Plan by incorporating mitigation features as stated in Study 1, including: <u>HVAC Equipment Operation</u> • Ensuring mechanical equipment satisfies the	Future developers of buildings "Major 1" and "Major 2".	Mitigation shall be enforced and carried out prior to issuance of a Building Permit, or required entitlement if applicable, for buildings listed as "Major 1" and "Major 2" on the January 10, 2020 Commons at Visalia Parkway site plan.

applicable General Plan and Municipal Code noise level limits at existing residential uses and potential residential development on Parcel A; • Location of mechanical equipment on the rooftop of commercial buildings away from existing residences (to the extent feasible); • Screening of mechanical equipment behind building parapets; • Construction of localized noise barriers around mechanical equipment that effectively attenuate noise exposure to a state of compliance with the applicable General Plan and Municipal Code noise limits at existing residential uses. <u>Truck Circulation/Deliveries</u> • The construction of a solid noise barrier along the boundary of the project property and Parcel A. • The restriction of truck deliveries to daytime hours only. • The implementation of window construction upgrades. Conformance with the standards and policies within the Noise Ordinance and General Plan for development of buildings "Major 1" and "Major 2" shall be verified prior to issuance of Building Permits and shall be accompanied by physical noise measurement readings.		
Noise Impact Mitigation Measure 2.3: For construction activities related to the Commons at Visalia Parkway shopping center and CarMax, compliance with the standards of Visalia Municipal Code Chapter 8.36 (Noise Ordinance) shall be required, to include the prohibition of operation of construction equipment between the weekday hours of 7:00 p.m. and 6:00 a.m., and between the weekend hours of 7:00 p.m. and 9:00 a.m., use of mufflers on equipment, use of electrically powered equipment where feasible, location of staging areas away from noise-sensitive receptors, use of speed limits on project area/site access roads during construction, and construction schedule notification to nearby residences.	Project Applicant: The Commons at Visalia Parkway, CarMax	Mitigation shall be enforced by the City of Visalia, and carried out by both project applicants during construction.

RESOLUTION NO. 2019-42

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING TENTATIVE PARCEL MAP NO. 2019-13, A REQUEST BY LARS ANDERSON & ASSOCIATES, INC. TO SUBDIVIDE A 28.7 ACRE SITE INTO AN 11-LOT COMMERCIAL SUBDIVISION IN THE C-R (REGIONAL COMMERCIAL) ZONE. THE PROJECT SITE IS LOCATED ON THE SOUTHWEST CORNER OF S. MOONEY BOULEVARD (STATE ROUTE 63). (APN: 126-960-001)

WHEREAS, Tentative Parcel Map No. 2019-13, is a request by Lars Anderson & Associates, Inc. to subdivide a 28.7 acre site into an 11-lot commercial subdivision in the C-R (Regional Commercial) Zone. The project site is located on the southwest corner of S. Mooney Boulevard (State Route 63). (APN: 126-960-001); and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice did hold a public hearing before said Commission on April 13, 2020; and

WHEREAS, the Planning Commission of the City of Visalia finds the tentative parcel map in accordance with Section 16.28.070 of the Ordinance Code of the City of Visalia based on the evidence contained in the staff report and testimony presented at the public hearing; and,

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

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission finds that Mitigated Negative Declaration No. 2019-62 prepared for the proposed project was prepared consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines, and hereby adopts the Mitigated Negative Declaration.

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 location and layout of Tentative Parcel Map No. 2019-13, its improvement and design, and the conditions under which it will be maintained is consistent with the policies and intent of the General Plan and Zoning Ordinance and Subdivision Ordinance.
2. That the proposed Tentative Parcel Map No. 2019-13, its improvement and design, and the conditions under which it will be maintained will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity, nor is it likely to cause serious public health problems. The proposed tentative parcel map would be compatible with adjacent land uses. The project site is bordered by existing commercial development, a senior mobile home park, and land under agricultural production.
3. That the site is physically suitable for the proposed tentative parcel map. Tentative Parcel Map No. 2019-13 is consistent with the intent of the General Plan and Zoning Ordinance and Subdivision Ordinance, and is not detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity. The project site is bordered by existing commercial development, a

senior mobile home park, and land under agricultural production, and the tentative parcel map will separate commercial uses within the planned development.

4. That the site is physically suitable for the proposed tentative parcel map and the project's density, which is consistent with the underlying Commercial Regional General Plan Land Use Designation. The proposed location and layout of Tentative Parcel Map No. 2019-13, its improvement and design, and the conditions under which it will be maintained is consistent with the policies and intent of the General Plan and Zoning Ordinance and Subdivision Ordinance.
5. That the proposed Tentative Parcel Map No. 2019-13, design of the tentative map or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed parcel map. The tentative parcel map is designed to comply with the City's Engineering Improvement Standards.
6. That an Initial Study was prepared for the proposed project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant with mitigation, and therefore Mitigated Negative Declaration No. 2019-62 can be adopted for this project.

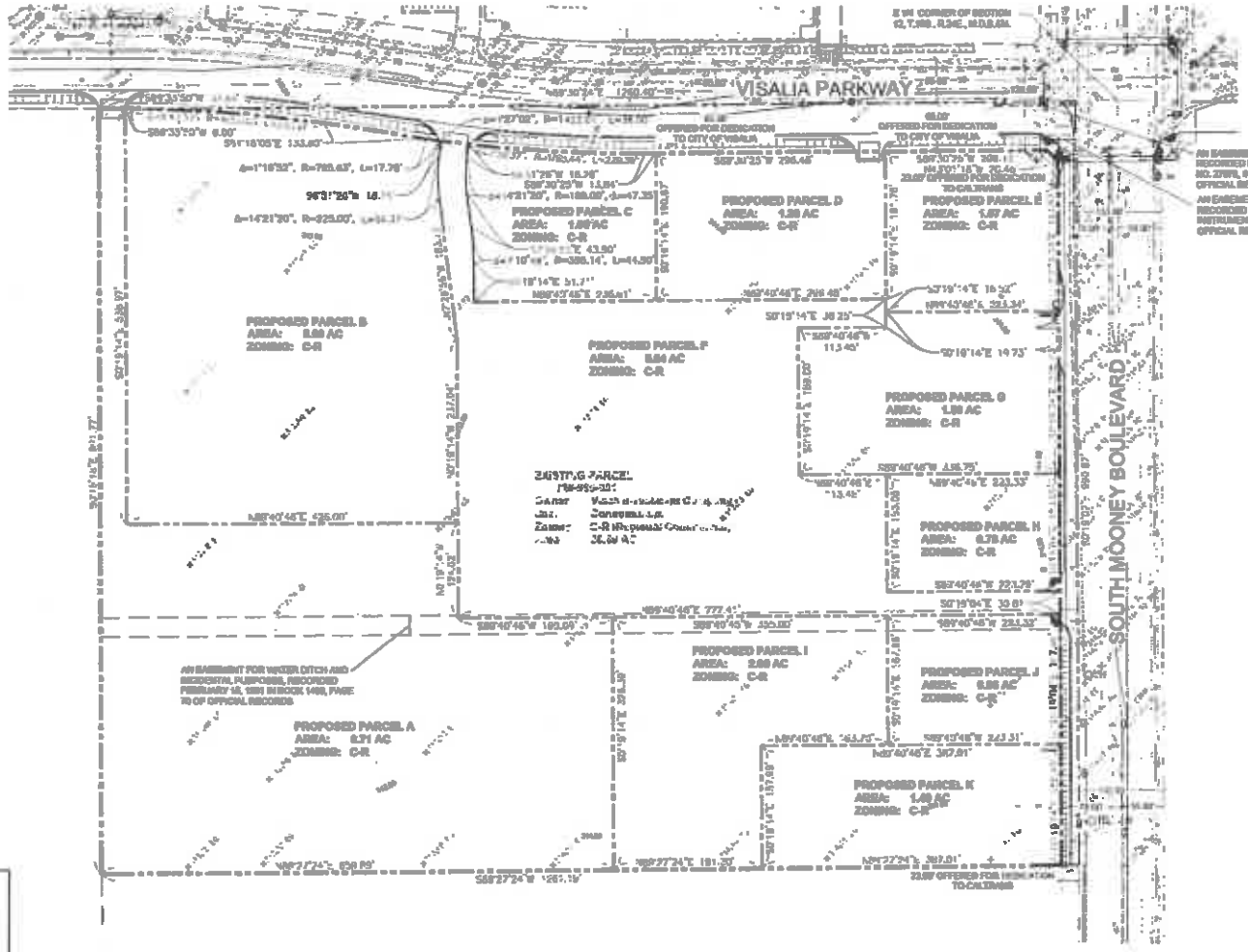
BE IT FURTHER RESOLVED that the Planning Commission hereby approves the Conditional Use Permit on the real property here described in accordance with the terms of this resolution under the provisions of Section 17.38.110 of the Ordinance Code of the City of Visalia, subject to the following conditions:

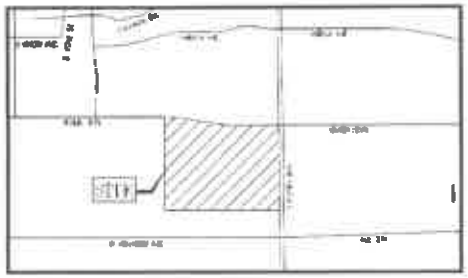
1. That the project be developed consistent with the comments and conditions of the Site Plan Review No. 2019-055 and Site Plan Review No. 2019-158.
2. That the tentative map be prepared in substantial compliance with Exhibit "B".
3. That a common access, maintenance, and landscaping agreement be entered into for all project parcels.
4. That Conditional Use Permit No. 2019-31 be approved, and that requirements of the use permit that relate to this map shall be fulfilled.
5. That CC&R's including vehicular access, shared parking, landscaping and permanent maintenance of all common areas such as the public street parkways and perimeter landscaping, 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.
6. That each parcel shall have separate utilities.
7. That all applicable federal, state, and city laws and codes and ordinances be met.

EXHIBIT "A"

SOUTH MOONEY BOULEVARD (SR 63)
VISALIA PARKWAY
VISALIA PK
OUTLOT 1
OUTLOT 2
MAJOR 1
MAJOR 2
SHOPS A
SHOPS B
C-STORE
RESTAURANT
DRIVE-THRU 2
DRIVE-THRU 1
AUTOMOTIVE
LARS ANDERSEN & ASSOCIATES, INC.
SCALE
1" = 40'

PHASED TENTATIVE PARCEL MAP NO. 2019-___





VICINITY MAP

NOTES

1. There are no existing structures on the property.
2. The property is adjacent to the public right of way.
3. The property abuts the following public street: S Mooney Blvd & Visalia Parkway
4. The site address is formally known as 6301 South Mooney Boulevard, Visalia, CA 93277
5. Zoning: C-R (Regional Commercial)
   Existing Landuse: Retail
6. The City of Visalia is the provider and source of sewerage. All City Utilities will be installed per City Standard.
7. The property presently maintains all onsite sewer, water, and storm drain lines.

LEGEND

Limits of this subdivision

FLOOD ZONE INFORMATION

This property lies in Zone "X" of "Other Flood Areas" as shown on Federal Emergency Management Agency (FEMA) Tulare County, California, and Incorporated Areas, Panel No. 686 of 2650, Map No. 06107C0687E Map Revised: June 16, 2009.

Flood Zone "X" of "Other Flood Areas" is described as areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

0 100' 200'
SCALE 1" = 100'

EXHIBIT "B"

LEGAL DESCRIPTION

That portion of the North half of the Northeast Quarter of Southeast quarter and the North half of Section 12, Township, Township 18 South, Range 24 East, M.D.B.&M., in the City of Visalia, County of Tulare, State of California, according to the official plat thereof.

Except the East 65 feet of said Southeast quarter, conveyed to the State of California.

BENCHMARK

CITY OF VISALIA BENCHMARK NO. 730: P-K NAIL IN TOP OF CURB, EAST RADIUS POINT, NORTHEAST CORNER OF VISALIA PARKWAY AND WOODLAND AVENUE INTERSECTION.

ELEVATION = 312.697 USED NGVD 29 DATUM

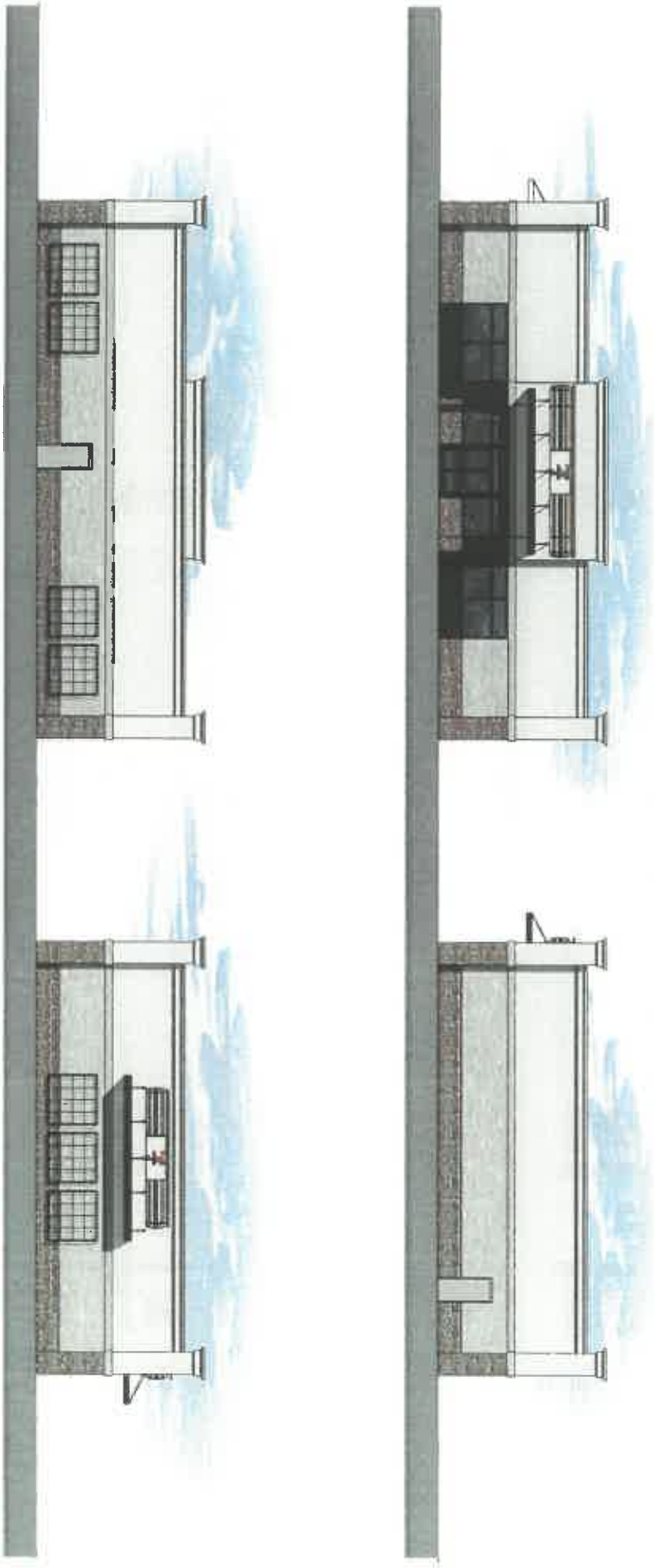
APPLICANT/SUBDIVIDER

Vince Investment Company, LP, a Limited Partnership

LARS ANDERSEN & ASSOCIATES, INC.
CIVIL ENGINEERS - LAND SURVEYORS - PLANNERS
4984 WEST JACQUELYN AVENUE FRESNO CALIFORNIA 93722
TEL: 559 276-2790 FAX: 559 276-0850 WWW.LARSANDERSEN.COM
JOB NO. 1617L00 DATE: SEPTEMBER 4, 2019 SHEET 1 OF 1

EXHIBIT "C"

EXHIBIT "D"



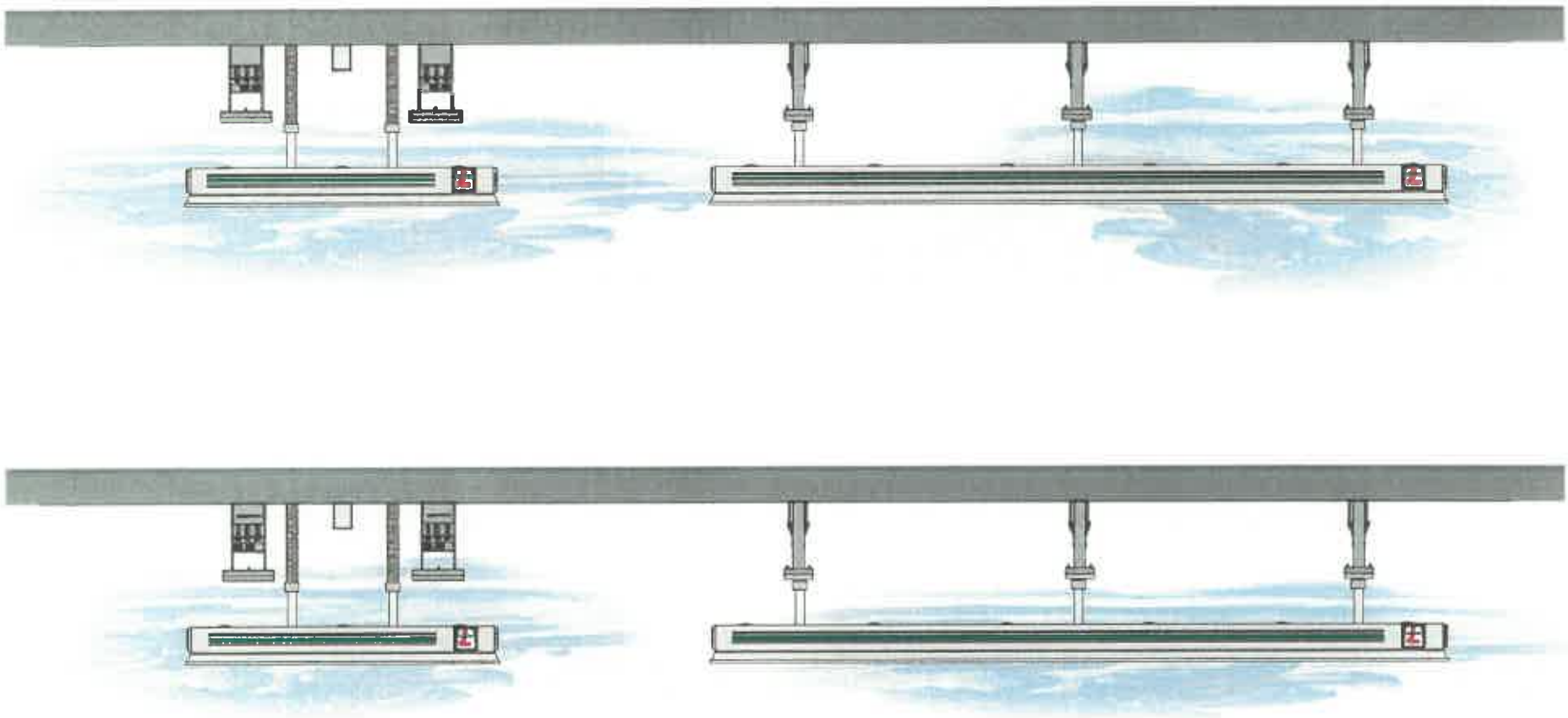
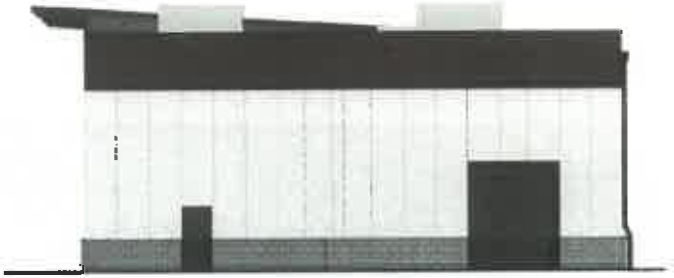


EXHIBIT "E"

TEXAS ROAD HOUSE "RESTAURANT"
LEFT ELEVATION (DINING)
TEXAS ROAD HOUSE "RESTAURANT"
FRONT ELEVATION (DINING)
TEXAS ROAD HOUSE "RESTAURANT"
REAR ELEVATION
TEXAS ROAD HOUSE "RESTAURANT"
RIGHT ELEVATION

LES SCHWAB TIRES "AUTOMOTIVE"
LEFT ELEVATION (EAST)



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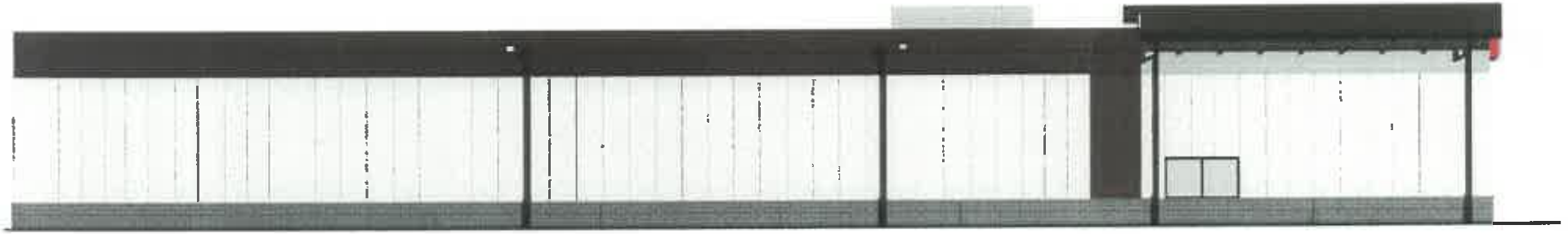
RIGHT ELEVATION (WEST)



LES SCHWAB TIRES "AUTOMOTIVE"
REAR ELEVATION

LES SCHWAB TIRES "AUTOMOTIVE"
FRONT ELEVATION

EXHIBIT "F"

EXHIBIT "G"

KERN HIGH SCHOOL DISTRICT
REAR ELEVATION
KERN HIGH SCHOOL DISTRICT
RIGHT SIDE ELEVATION
KERN HIGH SCHOOL DISTRICT
FRONT ELEVATION
KERN HIGH SCHOOL DISTRICT
LEFT SIDE ELEVATION

EXHIBIT "H"

FRONT ELEVATION (NORTH)
3/16" = 1'-0"

REAR ELEVATION (SOUTH)
3/16" = 1'-0"

LEFT ELEVATION (EAST)
3/16" = 1'-0"

RIGHT ELEVATION (WEST)
3/16" = 1'-0"

EXHIBIT "I"

EXHIBIT "J"

EXHIBIT "K"

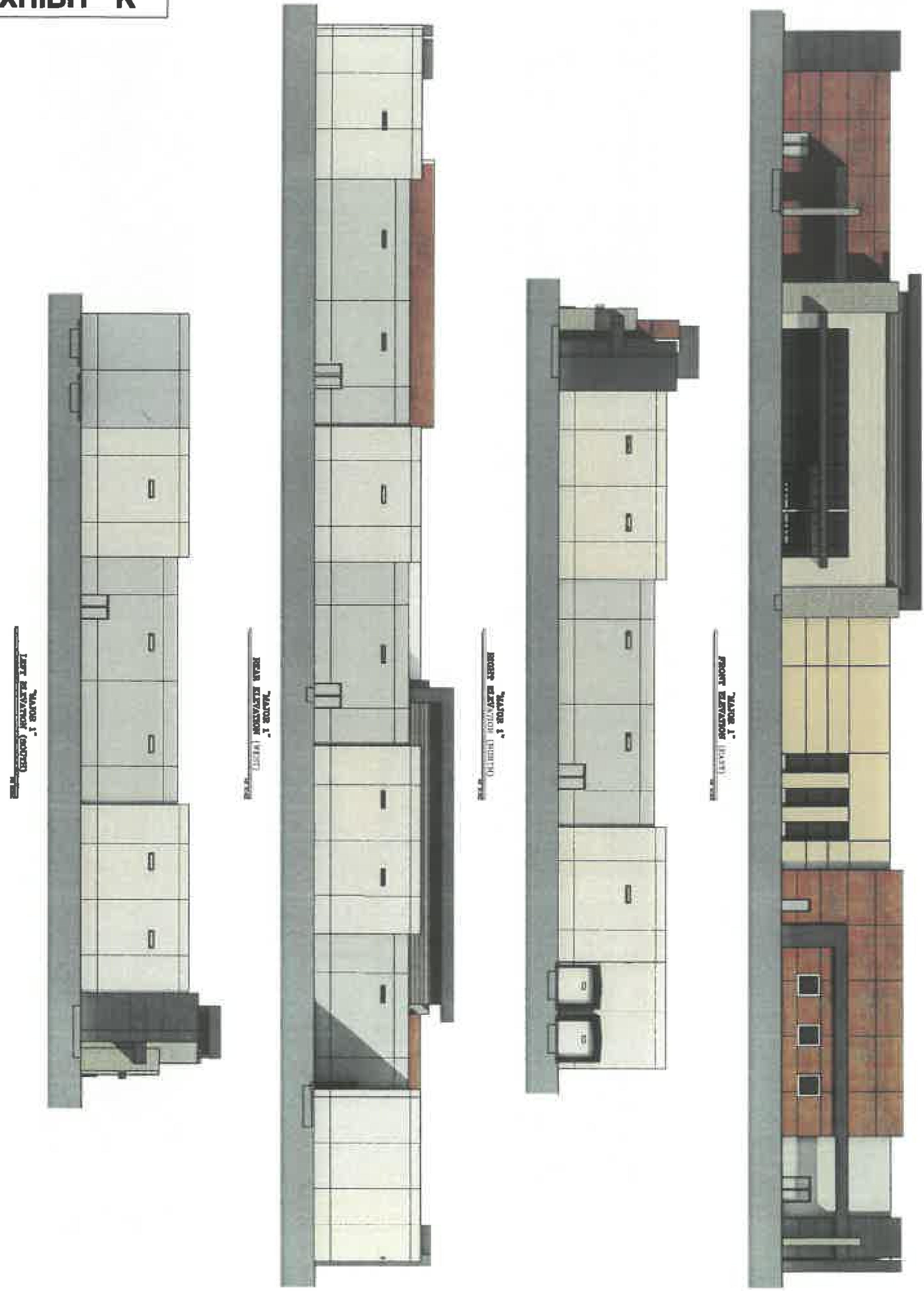
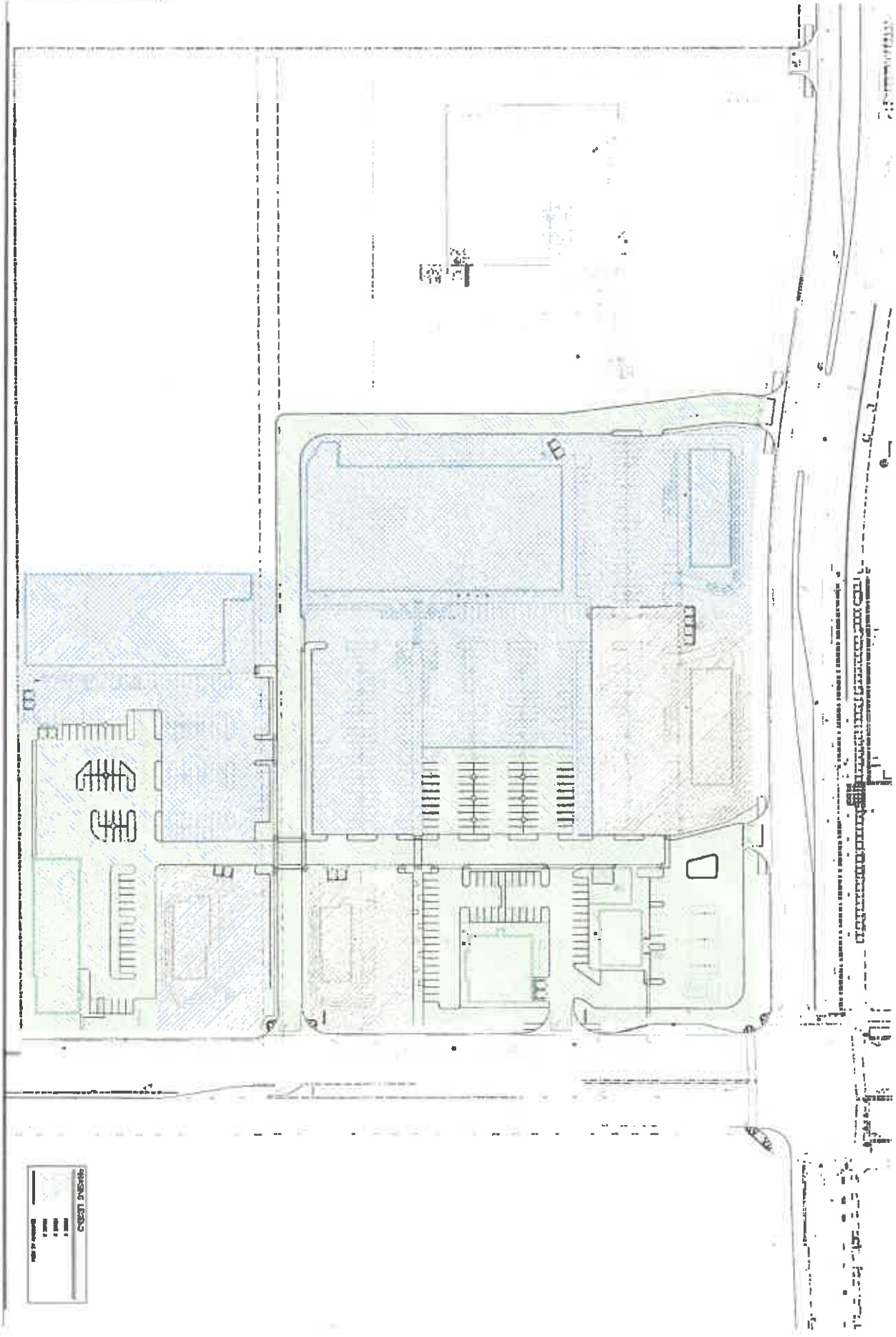


EXHIBIT "L"

RIGHT ELEVATION (NORTH)
REAR ELEVATION (WEST)
LEFT ELEVATION (SOUTH)
FRONT ELEVATION (EAST)

EXHIBIT "M"



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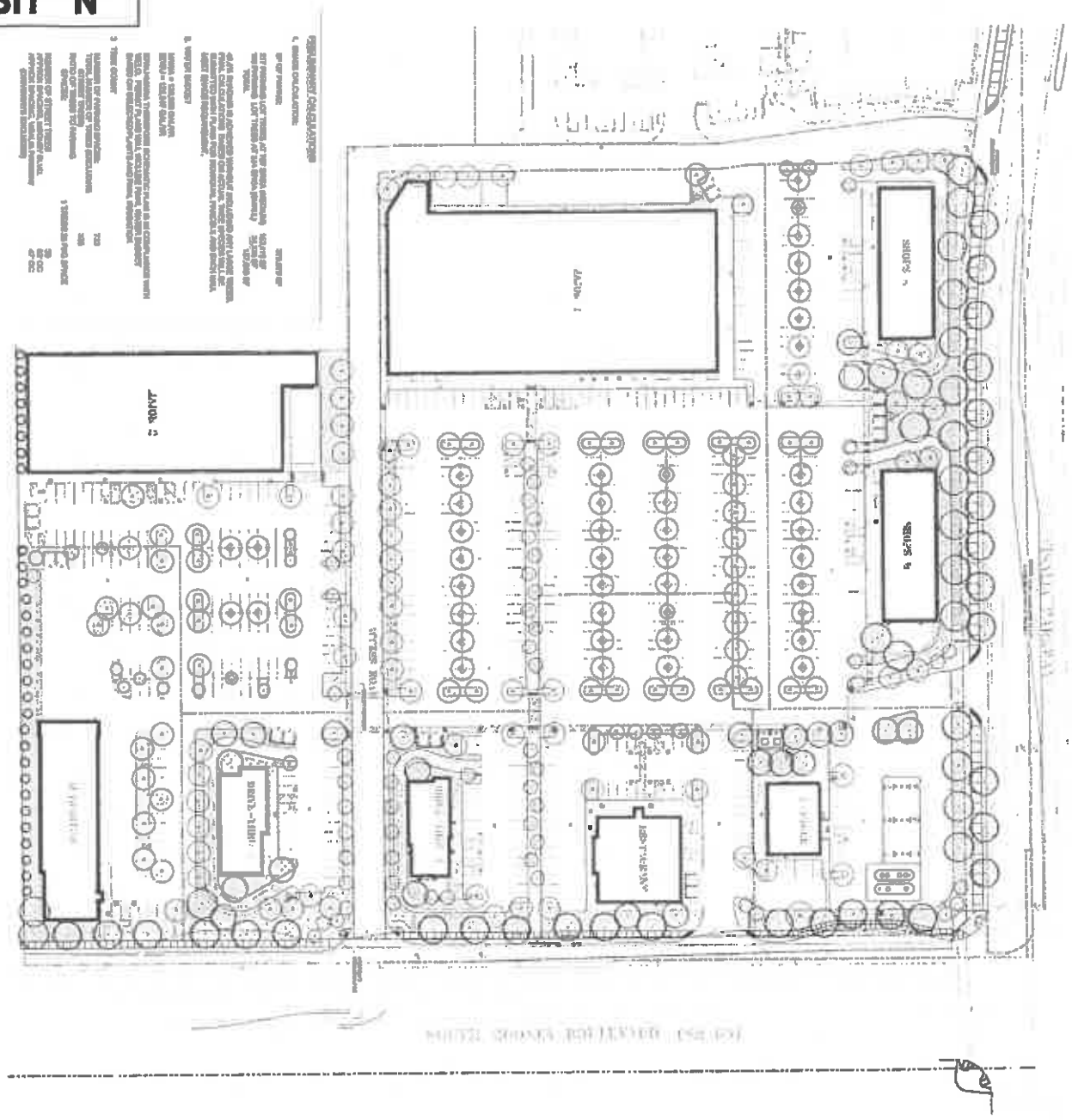

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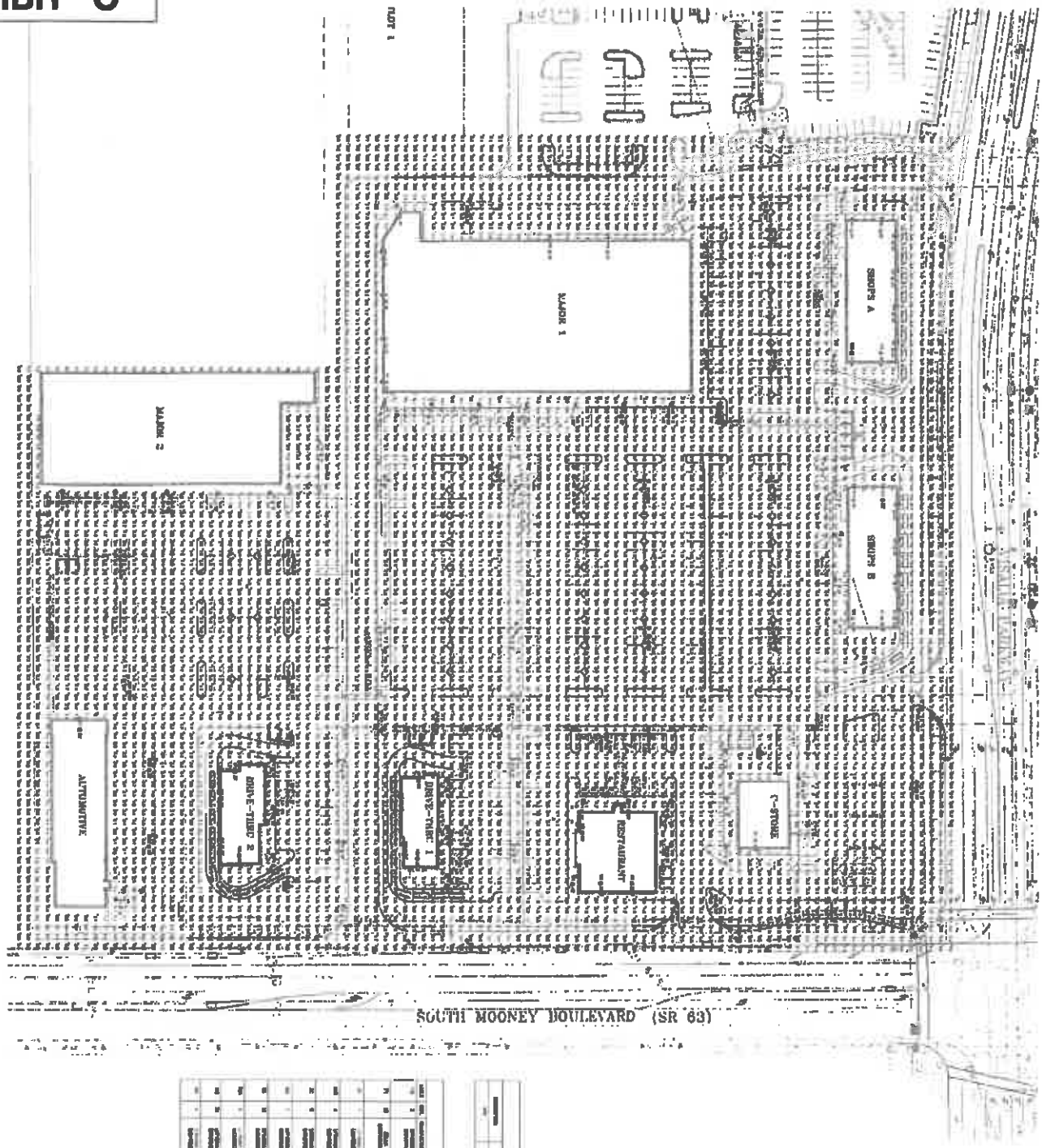

MAJOR 1
MAJOR 2
SHOPS A
SHOPS B
RESTAURANT
C-STORE
SOUTH MOONEY BOULEVARD (SR 63)

EXHIBIT "P"

THE OPERATIONAL STATEMENT FOR THE COMMONS AT VISALIA PARKWAY (CUP 2019-31)

✓ **DESCRIBE, IN DETAIL, THE PROPOSED USE(S)**

- Shops A is being proposed as a mix of small retailers one of which includes a drive-through. The gross floor area for this building is 10,000 SF with a parcel size of 1.08 acres.
- Shops B is being proposed as a mix of small retailers one of which includes a drive-through. The gross floor area for this building is 10,000 SF with a parcel size of 1.30 acres.
- Major 1 is being proposed as an anchor retail/commercial store with a gross floor area of 56,800 SF, and a parcel size of 4.11 acres.
- Major 2 is being proposed as an anchor retail/commercial store with a gross floor area of 29,800 SF, and a parcel size of 2.06 acres.
- Drive-Thru 1 is being proposed as a drive-through store with a gross floor area of 3,000 SF, and a parcel size of 0.78 acres.
- Drive Thru 2 is being proposed as a drive-through store with a gross floor area of 5,000 SF, and a parcel size of 0.86 acres.
- Outlot 1 is being proposed as a residential development with a parcel size of 5.00 acres.

✓ **DESCRIBE, IN DETAIL, THE KNOWN USE(S)**

- C-Store will be a 7-Eleven convenient store with a gross floor area of 4,088 SF, and a parcel size of 1.07 acres.
- Restaurant will be a Texas Roadhouse with a gross floor area of 7,500 SF, and a parcel size of 1.56 acres.
- Automotive will be a Les Schwab Tire with a gross floor area of 4,088 SF, and a parcel size of 1.07 acres.
- Outlot 2 will be a used auto sales store (Carmax) with a gross floor area of 8.600 SF, and a parcel size of 5.00 acres.

✓ **POTENTIAL TENANTS**

To be determined at the time of development or future entitlement submittals.

✓ **OPERATIONAL INFORMATION**

To be determined at the time of development or future entitlement submittals.

EXHIBIT "Q"

COMMONS AT VISALIA PARKWAY
MASTER SIGN PLAN
Visca Investment Company, LP, a Limited Partnership

17.48.140.A – Minor variations in dimensional standards.

Wall sign proposal for major tenants and tenants

Major tenants, 20,000 square feet in floor area or greater, shall calculate their wall signs that face a street frontage at a rate of 2 square feet x building frontage, not to exceed 250 square feet maximum per tenant.

Major tenant buildings will be setback from South Mooney Blvd between approximately 350' to 450' – strict application of the size ordinance will deny them proper visibility to South Mooney Blvd or Visalia Parkway.

Tenants less than 20,000 square feet in floor area shall have signage per the ordinance at 2 square feet per lineal foot of building frontage, not to exceed 150 square feet maximum per tenant.

Both will be further restricted to wall sign width shall not exceed 80% of the façade to which attached.

Monument sign proposal for major tenants and tenants

The proposed commercial center will have a minimum of three (3) major tenants and multiple tenants, restaurants and C-store. By increasing the size of the proposed center monument signs, it will provide adequate exposure for the major tenants and respective tenants/restaurants while providing a uniform and cohesive commercial point. A monument sign is allowed for each lot. The proposed monuments will restrict the number of signs along South Mooney Boulevard to three (3) – which includes the C-store gas station monument sign – and along Visalia Parkway to one (1). The proposed signs are located at key entrances to the commercial center.

17.48.140.A1 – Improves Safety and Welfare of the General Public

Proposed wall sign standard for major tenants and proposed monument signs with larger tenant panels will provide visibility and readability to traffic along South Mooney Boulevard and Visalia Parkway. By providing a wall sign to scale with a major tenant size will allow readability to the motoring public from a distance greater than 350 feet to 450 feet away. The monument signs will allow a larger panel for the major tenants while limiting the number of tenants/restaurants on the respective sign so the graphics on the panel are legible to the motoring public. The monument signs are strategically located at the main entrances to the commercial center. As a standard, the major tenants within a commercial center are the primary destination points and should be allowed the most visible signage.

17.48.140.C.2 – Computation of Maximum Sign Area – Wall Signs
All tenants can use their building façade side with the greatest building width for signage square footage allowance, regardless of whether a sign will be placed on that façade.

Method of sign area calculation: Must follow Section 17.48.070 of the Municipal Code.

Information based on current site plan provided by Lars Andersen & Associates, Inc. SITE PLAN E – actual dimensions are subject to change.

Major Tenant 1
2 sq ft per building frontage (longest width allowed), maximum 250 sq ft of signage for entire building

Major Tenant 2
2 sq ft per building frontage (longest width allowed), maximum 250 sq ft of signage for entire building

Shops A - tenant
2 sq ft per building frontage (longest width allowed), maximum 150 sq ft of signage for entire building

Shops B - tenant
2 sq ft per building frontage (longest width allowed), maximum 150 sq ft of signage for entire building

C-store – tenant
2 sq ft per building frontage (longest width allowed), maximum 150 sq ft of signage for entire building

C-store – canopy
25% of exterior surface of awning or canopy, minimum of 8 ft clearance

Restaurant – tenant
2 sq ft per building frontage (longest width allowed), maximum 150 sq ft of signage for entire building

Drive-thru 1 – tenant
2 sq ft per building frontage (longest width allowed), maximum 150 sq ft of signage for entire building

Drive-thru 2 – tenant
2 sq ft per building frontage (longest width allowed), maximum 150 sq ft of signage for entire building

Tenant
2 sq ft per building frontage (longest width allowed), maximum 150 sq ft of signage for entire building

Monument Signs M1, M2, M3 (Multi-tenants)

Major tenant and tenant copy area	50 square feet per side
Overall sign including copy area	100 square feet per side
Overall height of sign	12' tall above grade

Monument Sign M4 (Individual tenant)

C-store with gas LED prices copy area	35 square feet per side
Overall sign including copy area	70 square feet per side
Overall height of sign	12' tall above grade

17.48.140.C.6 – Sign Dimensions

See section 17.48.140.C.2 above for maximum overall building calculations and individual sign calculations. Please see attached exhibit shown as an example of a typical major tenant, restaurant, and tenant and sign area method of calculation.

17.48.140.C.7 – Sign Program Standards

All signs must be approved prior to construction by the Visca Investment Company, LP, a Limited Partnership and a valid sign permit(s) issued by the City of Visalia.

Any company with National Branding or trademark will conform to their color(s), font and letter style. Signs shall have common design elements such as materials, letter style, colors, illumination, sign type or sign shape

consistent with the Shopping Center building and monument signs and approved by the Visca Investment Company, LP, a Limited Partnership

All internally illuminated signs will be via LED illumination, unless otherwise approved by the Visca Investment Company, LP, a Limited Partnership. Illuminated signs must be California Title 24 compliant – photocell, timer or dedicated circuit to energy management system.

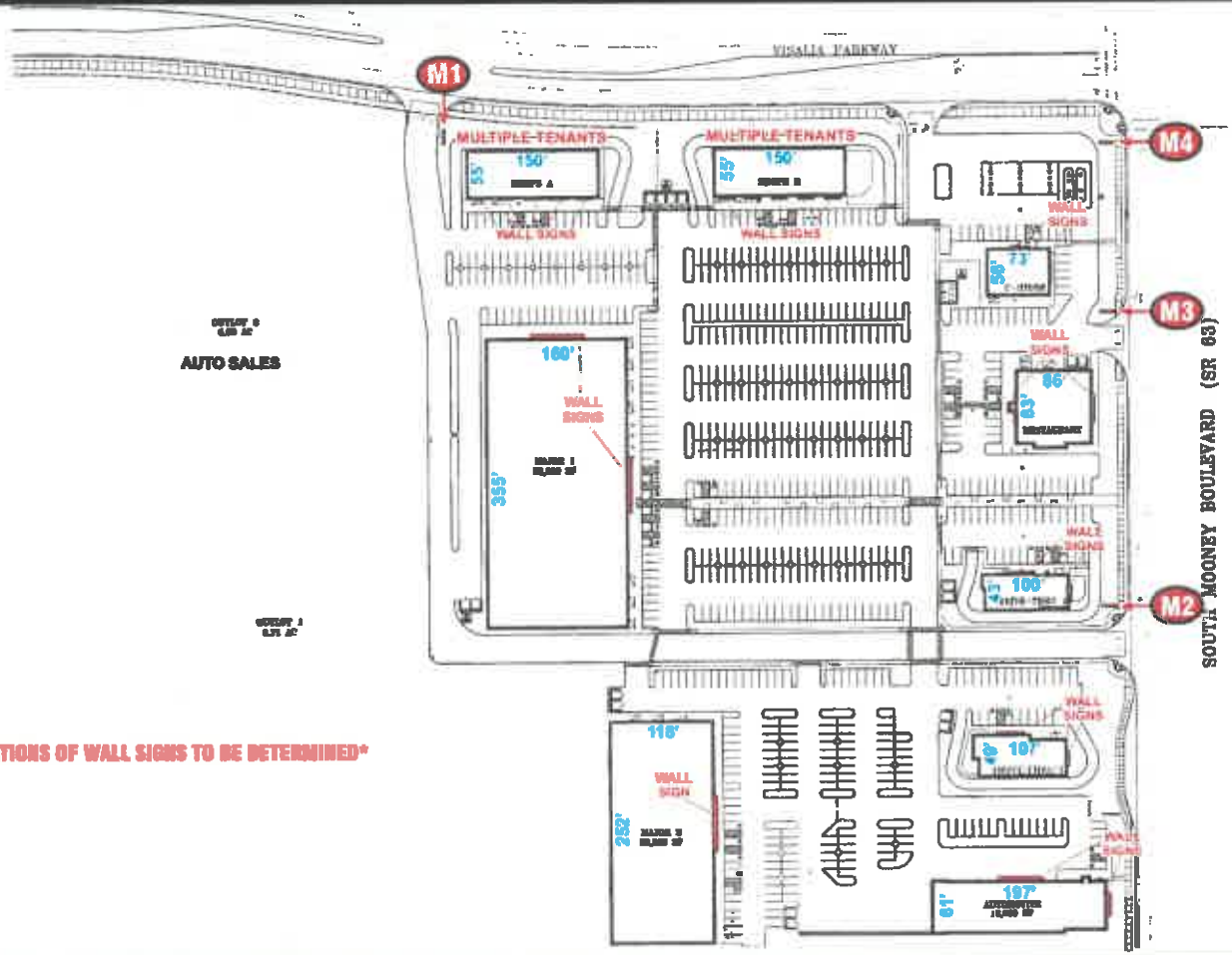
Awning or Canopy Signs (to include gas station canopy) are allowed per Table 17.48.100(C) – 25% of the exterior surface area at a minimum vertical clearance of 8 feet – no restrictions on number of signs.

All wall signs should be individual channel letters and located above the main entrance to the building and no greater than 80% the width of the façade to which it is attached. Major tenants (20,000 square feet of gross floor area or greater) will be allowed building wall signs of 2 x the building frontage (of their choice) up to 250 square feet. All other tenants (less than 20,000 square feet of gross floor area) will be allowed 2 x their building frontage up to 150 square feet. Any deviation to the sign type or location must be approved by the Visca Investment Company, LP, a Limited Partnership.

Typical sign construction detail attached in sign exhibit.

PAGE 1

MASTER SIGN PLAN

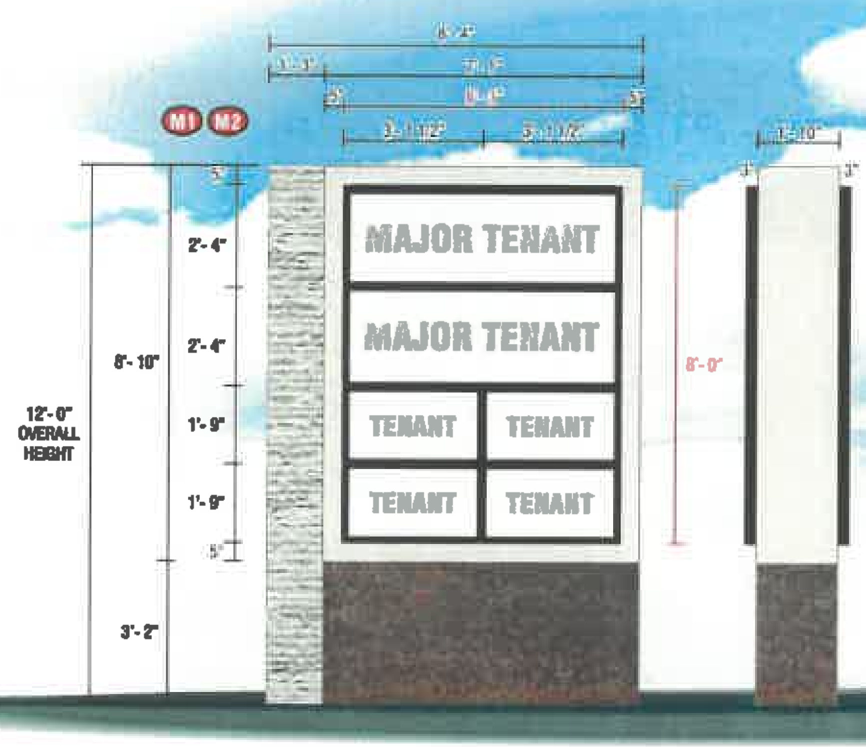


EXACT LOCATIONS OF WALL SIGNS TO BE DETERMINED

THIS DRAWING IS FOR CONCEPTUAL PURPOSES ONLY. DUE TO CONSTRUCTION CONSTRAINTS, SIZES AND OR LAYOUTS MAY CHANGE SLIGHTLY.

ID. ASSOCIATES
3771 INDUSTRIAL ROAD- DOTHAN, ALABAMA- 36303
PH (888) 393-2334- FAX (334) 836-1481

LARS ANDERSEN		R1 01/30/20 JAS	
VISALIA, CALIFORNIA	11/12/19	R2 02/27/20 JAS	
ROSALYN HOLDERFIELD	JAS	R3 03/09/20 VEC	
LARS ANDERSEN-VISALIA CA-SIGN EXHIBIT			



INTERNALLY ILLUMINATED DOUBLE FACE MONUMENT
- -Illuminated with White LEDs
- -Flat White Lexan Faces
- -Vinyl Graphics First Surface
- -2" Retainers / 2 1/2" H-Bars
- -Cabinet, Retainers, & H-Bars Painted Gloss Black
- -Cabinet Support Texcoated - Color To Be Determined
- -Brick Veneer To Match Building Construction
- -Base To Match Rustic Metal Panels Matching Building
- -Total Structure Square Footage = 100

SHARED MONUMENT
@ 12'- 0" OAH

MAJOR TENANT
2'- 4" X 6'- 3"
14.58 SF

MAJOR TENANT
2'- 4" X 6'- 3"
14.58 SF

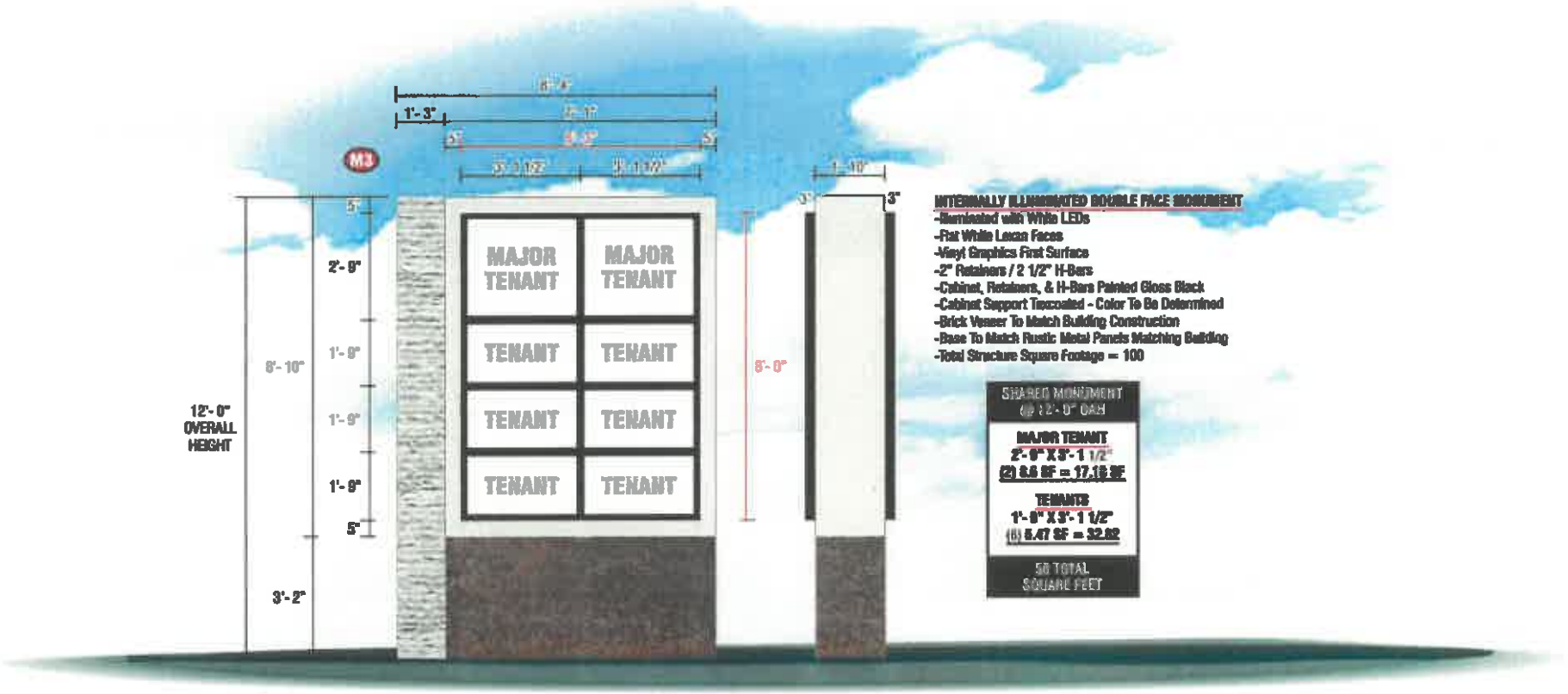
TENANTS
1'- 9" X 3'- 1 1/2"
(4) 5.47 SF = 21.88

58 TOTAL
SQUARE FEET

THIS DRAWING IS FOR CONCEPTUAL PURPOSES ONLY. DUE TO CONSTRUCTION CONSTRAINTS, SIZES AND OR LAYOUTS MAY CHANGE SLIGHTLY.

ID. ASSOCIATES
1771 INDUSTRIAL ROAD-DOTHAN, ALABAMA-36303
PH (888) 303-5534 - FAX (334) 836-1401
www.idassociatesinc.com

LARS ANDERSEN		R1 01/28/20 JAS	
VISALIA, CALIFORNIA	11/12/19	R2 02/27/20 JAS	
ROSALYN HOLBERFIELD	JAS	R3 03/09/20 MEC	
LARS ANDERSEN-VISALIA CA-SIGN EXHIBIT			



INTERNALLY ILLUMINATED DOUBLE FACE MONUMENT

- -Illuminated with White LEDs
- -Flat White Lexan Faces
- -Vinyl Graphics First Surface
- -2" Retainers / 2 1/2" H-Bars
- -Cabinet, Retainers, & H-Bars Painted Gloss Black
- -Cabinet Support Texcoated - Color To Be Determined
- -Brick Veneer To Match Building Construction
- -Base To Match Rustic Metal Panels Matching Building
- -Total Structure Square Footage = 100

SHARED MONUMENT
@ 12'- 0" OAH

MAJOR TENANT
2'- 9" X 3'- 1 1/2"
(2) 8.6 SF = 17.19 SF

TENANTS
1'- 9" X 3'- 1 1/2"
(6) 5.47 SF = 32.82

50 TOTAL SQUARE FEET

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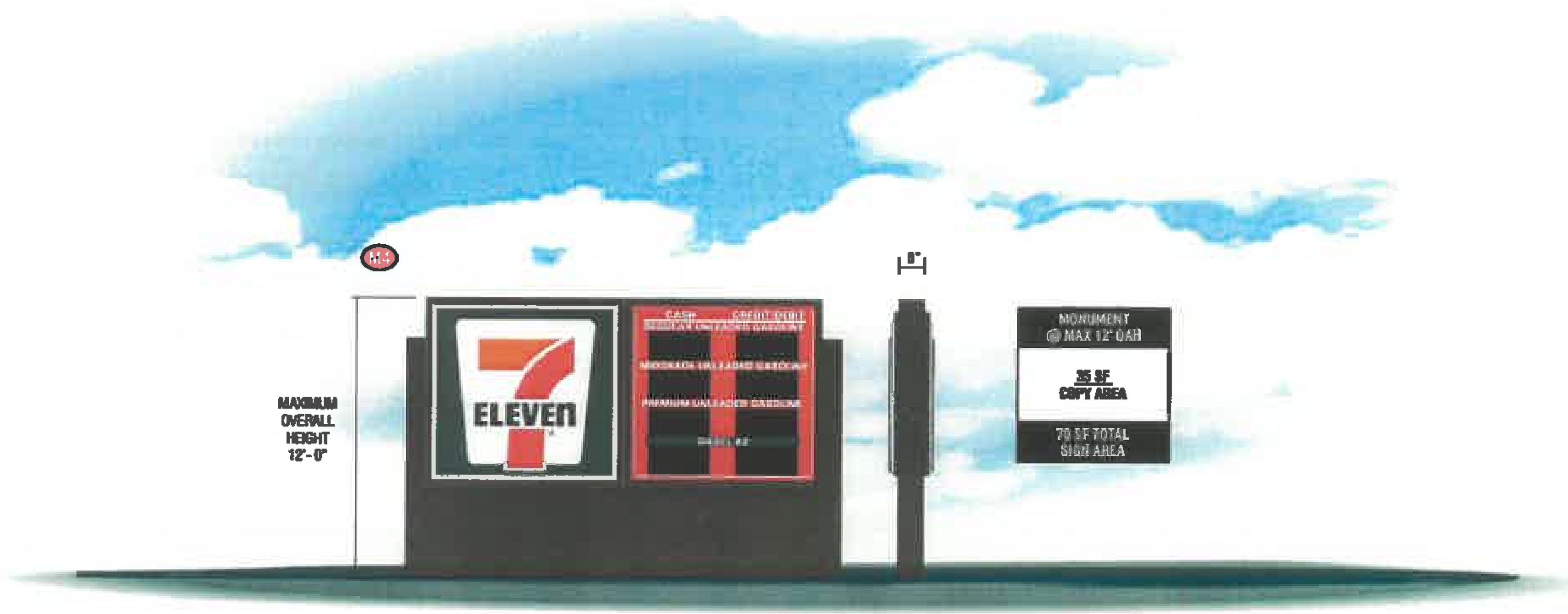
ID. ASSOCIATES
2771 INDUSTRIAL ROAD · DOTHAN, ALABAMA · 36303
PH (800) 303-2334 · FAX (334) 836-1484

CLIENT	LARS ANDERSEN	DATE	
LOCATION	VISALIA, CALIFORNIA	DATE	11/12/10
DESIGNER	ROSALYN HOLDENFIELD	DRAWN BY	JAS
FILENAME	LARS ANDERSEN-VISALIA CA-SIGN EXHIBIT		

R1 01/20/20 JAS					
R2 02/22/20 JAS					
R3 03/09/20 REC					



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ID. ASSOCIATES
1771 INDUSTRIAL ROAD · DOTHAN, ALABAMA · 36303

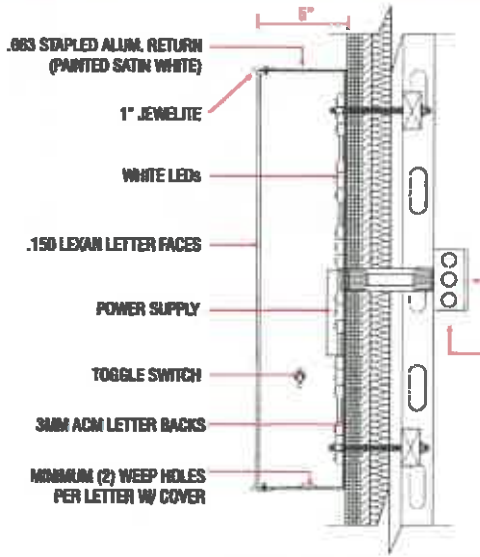
LARS ANDERSEN		R1 01/30/20 JAS
VISALIA, CALIFORNIA	11/12/19	R2 02/27/20 JAS
ROSALYN HOLDERFIELD	JAS	
LARS ANDERSEN-VISALIA CA-SIGN EXHIBIT		

TYPICAL MULTI-TENANT RETAIL BUILDING

FRONT ELEVATION
SCALE: 3/32" = 1'

2X BUILDING FRONTAGE, MAXIMUM 150 SQUARE FEET.
NOT TO EXCEED 60% OF STOREFRONT WIDTH

INTERNALLY ILLUMINATED CHANNEL LETTERS
-Illuminated with White LEDs
-Flat White Lexan Faces
-Vinyl Graphics First Surface If Applicable



ALTERNATE MOUNTING METHODS

CONCRETE FASTENER
TYPE & SIZE IS SITE SPECIFIC

TOGGLE BOLT (NO WALL ACCESS)
TYPE & SIZE IS SITE SPECIFIC

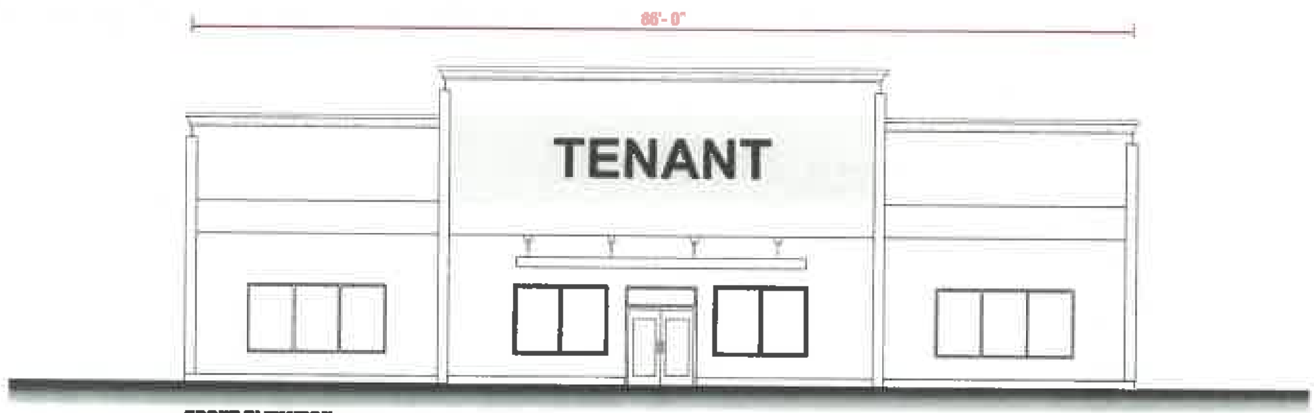
TYPICAL CHANNEL LETTER DESIGN

THIS DRAWING IS FOR CONCEPTUAL PURPOSES ONLY. DUE TO CONSTRUCTION CONSTRAINTS, SIZES AND OR LAYOUTS MAY CHANGE SLIGHTLY.

ID. ASSOCIATES
3771 INDUSTRIAL ROAD - DOTHAN, ALABAMA - 36303
PH (800) 383-9334 - FAX (334) 836-1431
www.idassociatesinc.com

CLIENT	LARS ANDERSEN	REVISIONS	R1 01/2020 JAS
LOCATION	VISALIA, CALIFORNIA	DATE	11/12/19
DESIGNER	ROBALYN HOLDERFIELD	SCALE	JAS
DRAWING NO.	LARS ANDERSEN-VISALIA CA-SIGN EXHIBIT		

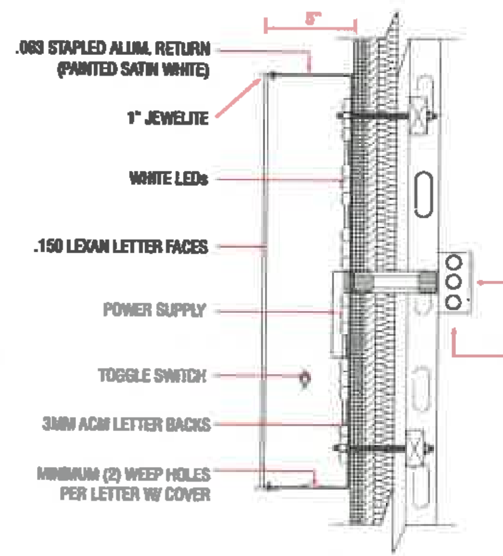
TYPICAL TENANT RETAIL BUILDING



FRONT ELEVATION
SCALE: 3/32" = 1'

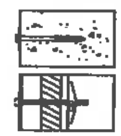
2X BUILDING FRONTAGE, MAXIMUM 150 SQUARE FEET.
NOT TO EXCEED 80% OF STOREFRONT WIDTH

INTERNALLY ILLUMINATED CHANNEL LETTERS
-Illuminated with White LEDs
-Flat White Lexan Faces
-Vinyl Graphics First Surface If Applicable



TYPICAL CHANNEL LETTER DESIGN

ALTERNATE MOUNTING METHODS

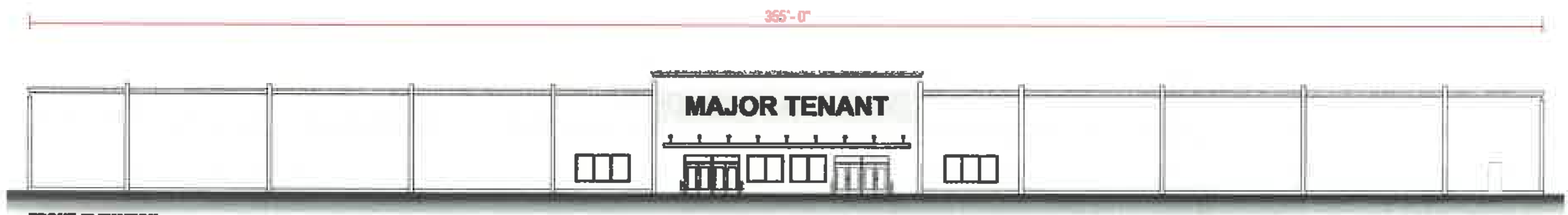


THIS DRAWING IS FOR CONCEPTUAL PURPOSES ONLY. DUE TO CONSTRUCTION CONSTRAINTS, SIZES AND OR LAYOUTS MAY CHANGE SLIGHTLY.

ID. ASSOCIATES
1771 INDUSTRIAL ROAD · DOTHAN, ALABAMA · 36303
PH (888) 383-5334 · FAX (334) 836-1401
www.idassociatesinc.com

LARS ANDERSEN		R1 01/28/20 JAS	
VISALIA, CALIFORNIA	11/12/19	R2 02/27/20 JAS	
ROSALYN HOLDERFIELD	JAS		
LARS ANDERSEN-VISALIA CA-SIGN EXHIBIT			

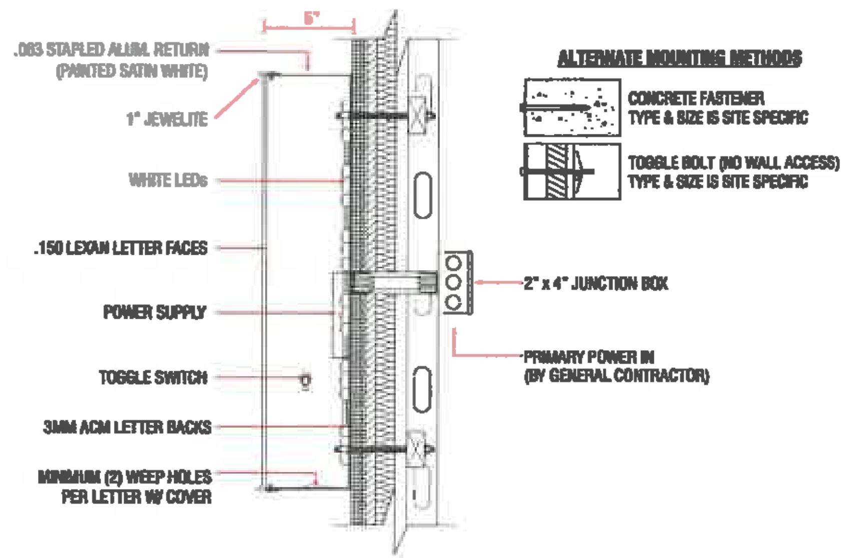
TYPICAL MAJOR TENANT RETAIL BUILDING



FRONT ELEVATION
SCALE: 1/24" = 1'

2X BUILDING FRONTAGE, MAXIMUM 250 SQUARE FEET.
NOT TO EXCEED 80% OF STOREFRONT WIDTH

INTERNALLY ILLUMINATED CHANNEL LETTERS
- Illuminated with White LEDs
- Flat White Lexan Faces
- Vinyl Graphics First Surface If Applicable



TYPICAL CHANNEL LETTER DESIGN

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ROSALYN HOLDERFIELD	JAS		
LARS ANDERSEN-VISALIA CA-SIGN EXHIBIT			

Underwriters Laboratories Inc.

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

NOTICE OF A PROPOSED
INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

Project Title:

The Commons at Visalia Parkway – Tentative Parcel Map No. 2019-13 and Conditional Use Permit No. 2019-31; and

CarMax – Zone Text Amendment No. 2019-13 and Conditional Use Permit No. 2019-42

Project Description:

The Commons at Visalia Parkway

Tentative Parcel Map No. 2019-13: A request by Lars Anderson & Associates, Inc. to subdivide a 28.7 acre site into an 11-lot commercial subdivision in the C-R (Regional Commercial) Zone.

Conditional Use Permit No. 2019-31: A request by Lars Anderson & Associates to establish a master planned commercial development consisting of approximately 138,188 sq. ft. of commercial uses., including the establishment of four retail buildings of varying sizes (56,800 sq. ft., 29,800 sq. ft. and two 10,000 sq. ft. buildings), a 4,088 sq. ft. gas station/convenience store with a 3,060 sq. ft. canopy, a 7,500 sq. ft. sit-down restaurant, two 3,000 sq. ft. drive-thru restaurants, and a 5,000 sq. ft. automotive repair store, on parcels with less than the minimum five acre site area requirement, including a parcel with no public street frontage, affecting 17.43 acres of a 28.7 acre site in the C-R (Regional Commercial) Zone.

CarMax

Zoning Text Amendment No. 2019-13: A request by CarMax to amend Zoning Ordinance Section 17.25.030 (Zoning Use Matrix) Line A22 to establish "Car Sales – New & Used" as a conditional use in the C-R (Regional Commercial) District, Citywide.

Conditional Use Permit No. 2019-42: A request by CarMax to allow an 8,526 sq. ft. used car sales and service center on a 5-acre parcel in the C-R (Regional Commercial) Zone District.

Overall development of the project site will involve two separate improvement actions. The first, proposed by Lars Anderson & Associates, is division of a 28.7 acre parcel into 11 lots for commercial use (TPM No. 2019-13). Nine of the 11 lots (Parcels C through K), consisting of 17.43 acres, are proposed for the master planned 138,188 sq. ft. commercial development, to be known as The Commons at Visalia Parkway (CUP No. 2019-31). This project will include on and off-site improvements pertaining to the development of the commercial center, including but not limited to installation of access drives, parking lots, landscaping, noise restricting block walls, utilities, curbs, gutters, sidewalks, signal lights, and acquisition of and development within public right-of-ways. Right-of-way development will include dedications to the City of Visalia and CalTrans for the widening and placement of raised medians within the existing minor arterial Visalia Parkway (City of Visalia) and Mooney Boulevard / State Route 63 (Caltrans). For purposes of environmental analysis, Parcel A of this development has been analyzed with the presumption that it will be developed with senior housing in the future. However, development of senior housing is not included as an official part of this proposal.

The second action, proposed by CarMax, will be specific to Parcel B of TPM No. 2019-13. The five-acre Parcel B is proposed for entitlement separately through CUP No. 2019-42 for use as a CarMax used auto sales and service center. Additional improvements include a carwash for CarMax use, an above ground fuel tank, a

private oil containment pit, and private fuel dispenser. The project will also include construction of on-site improvements pertaining to installation of access drives, parking lots, landscaping, noise restricting block walls, utilities, curbs, gutters, and sidewalks.

Parcel B is located within the C-R (Regional Commercial) Zone. The sale of new and used vehicles within the C-R Zone is currently prohibited by the Visalia Zoning Ordinance. In order to establish the used auto sales and service use, the CarMax proposal includes a request for an amendment to the Visalia Zoning Ordinance (ZTA No. 2019-13), requesting the addition of the proposed use within the listing of conditionally permitted uses in the C-R Zone, subject to development standards.

Project Location: The project site is located on the southwest corner of Mooney Boulevard (State Route 63) and Visalia Parkway within the City of Visalia, situated in Tulare County. (APN: 126-960-001)

Contact Person: Cristobal Carrillo, Associate Planner. Phone: (559) 713-4443. Email: cristobal.carrillo@visalia.city

Time and Place of Public Hearing: A public hearing will be held before the Planning Commission on March 23, 2020 at 7:00 p.m. in the City Hall Council Chambers located at 707 W. Acequia Avenue, Visalia, California.

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

Reasons for Mitigated Negative Declaration: Initial Study No. 2019-62 has identified environmental impact(s) that may occur because of the project; however, with the implementation of mitigation measures identified, impact(s) will be reduced to a level that is less than significant. Copies of the initial study and other documents relating to the subject project may be examined by interested parties at the Planning Division in City Hall East, at 315 East Acequia Avenue, Visalia, CA.

Comments on this proposed Mitigated Negative Declaration will be accepted from February 20, 2020 to March 20, 2020.

Date: 2-12-20

Signed: _____
Paul Scheibel, AICP
Environmental Coordinator
City of Visalia

MITIGATED NEGATIVE DECLARATION

Project Title:

The Commons at Visalia Parkway – Tentative Parcel Map No. 2019-13 and Conditional Use Permit No. 2019-31; and

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Project Facts: Refer to Initial Study for project facts, plans and policies, and discussion of environmental effects.

Attachments:

Initial Study	(X)
Environmental Checklist	(X)
Location Map	(X)
Mitigation Measures	(X)
Traffic Impact Analysis	(X)
Noise Study	(X)

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: 2-12-20

Review Period: 30 days

INITIAL STUDY

I. GENERAL

A. Project Name and Description:

The Commons at Visalia Parkway

Tentative Parcel Map No. 2019-13: A request by Lars Anderson & Associates, Inc. to subdivide a 28.7 acre site into an 11-lot commercial subdivision in the C-R (Regional Commercial) Zone.

Conditional Use Permit No. 2019-31: A request by Lars Anderson & Associates to establish a master planned commercial development consisting of approximately 138,188 sq. ft. of commercial uses., including the establishment of four retail buildings of varying sizes (56,800 sq. ft., 29,800 sq. ft. and two 10,000 sq. ft. buildings), a 4,088 sq. ft. gas station/convenience store with a 3,060 sq. ft. canopy, a 7,500 sq. ft. sit-down restaurant, two 3,000 sq. ft. drive-thru restaurants, and a 5,000 sq. ft. automotive repair store, on parcels with less than the minimum five acre site area requirement, including a parcel with no public street frontage, affecting 17.43 acres of a 28.7 acre site in the C-R (Regional Commercial) Zone.

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B. Identification of the Environmental Setting:

The overall project site is 28.7 acres and contains fallow land and with no improvements. The project site is directly bounded to the north by Visalia Parkway, a two lane minor arterial street, and by Mooney Boulevard to the east, a four lane highway designated as State Route 63. Development surrounding the project site consists of a shopping center to the north, a senior mobile home park to the west, a continuation of the senior mobile home park as well as mixed commercial and office uses to the south, and agricultural land to the east.

The commercial development improvements will include widening of the unimproved west side of Mooney Boulevard to its ultimate six-lane right-of-way width along the property frontage as determined by Caltrans, and the widening of the unimproved south side of Visalia Parkway to its ultimate four-lane right-of-way width from the project site to approximately 460 feet past Dans Street to the west, as determined by the City of Visalia. All improvements for new streets will consist of through travel lanes and curb, gutter, sidewalk, and landscaping along the project frontage. Additional improvements include installation of parking lots and onsite landscaping.

The surrounding uses, Zoning, and General Plan are as follows:

	General Plan (2014 Land Use)	**Zoning (2017)**	**Existing uses**
North:	Commercial Regional	C-R (Regional Commercial)	Packwood Creek Shopping Center.
South:	Commercial Regional, Residential Low Density	C-R (Regional Commercial), R-1-5 (Single Family Residential, 5,000 sq. ft. minimum site area)	Westlake Village senior mobile home park, mixed office and commercial buildings.
East:	Commercial Regional	C-R (Regional Commercial), Tulare County jurisdiction lands	Agricultural land.
West:	Residential Low Density	R-1-5 (Single Family Residential, 5,000 sq. ft. minimum site area)	Westlake Village senior mobile home park.

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 development of the area.

C. Plans and Policies:

The General Plan Land Use Diagram, adopted October 14, 2014, designates the site as Commercial Regional and the Zoning Map, adopted in 2017, designates the site as C-R (Regional Commercial). The proposed shopping center project is consistent with the Land Use Element of the General Plan. The proposed used auto sales and service lot is consistent with the Land Use Element, which supports retail establishments that serve residents and businesses of the region at large in Regional Commercial areas. However, the use is not permitted within the C-R Zone. The project proponent of the used auto sales and service lot has submitted a zone text amendment request (ZTA No. 2019-13) to amend the Zoning Ordinance to allow the use in the C-R Zone.

II. ENVIRONMENTAL IMPACTS

No significant adverse environmental impacts have been identified for this project that cannot be mitigated to a less than significant impact. The City of Visalia Land Use Element, Circulation Element, Zoning and Subdivision Ordinances contain policies and regulations that are designed to mitigate impacts to a level of non-significance.

III. MITIGATION MEASURES

The following mitigation measures, which are listed below, will reduce potential environmental impacts related to transportation/traffic and noise impacts to a less than significant level as shown below:

Transportation / Traffic – A Traffic Impact Analysis prepared for the proposed projects (ref.: Traffic Impact Analysis: Proposed Commons at Visalia Parkway Shopping Center. Peters Engineering Group, January 10, 2020) 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 2027, 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 measures as described in the "Summary of Potentially-Significant Impacts and Recommendations" section (page 91 through 92) of the above-referenced Traffic Impact Analysis. The mitigations are included as an attachment to the Mitigated Negative Declaration.

Noise – Two Acoustical Analyses were prepared for the proposed project, as follows:

Study 1: Environmental Noise & Vibration Assessment: Visalia Parkway & S. Mooney Boulevard Retail Development. Bollard Acoustical Consultants, Inc., January 15, 2020; and

Study 2: CarMax Development: Noise Study Report, September 2019. VRPA Technologies, Inc., November 19, 2019.

The Acoustical Analyses have concluded that an exterior noise level in excess of the 65 dB DNL standard for noise-sensitive land uses, specified in the City's Noise Element, exists on the project site. To ensure that community noise standards are met for the master planned commercial development and used auto sales and service center, the project developers have proposed the placement of block walls located on the west and south sides of the main project site. Submittal of an additional Noise Study upon future development compliance with Noise Ordinance measures is also proposed. Further acoustical analysis is also recommended as mitigation upon future development of buildings within the proposed commercial complex, and upon possible development of a senior housing complex or other sensitive land use on Parcel A. The recommendations will allow for development of the shopping center and used auto sales and service center in accordance with the standards contained in the City's Noise Element and Ordinance.

Therefore, to ensure that community noise standards are met for the proposed project, the project site shall be developed in substantial compliance with the mitigation contained in the "Impacts and Mitigation Measures" section (pages 20 through 53) of Study 1 and the "Impact Determinations and Recommended Mitigation" section (pages 28 through 30) of Study 2. As described in the analyses, the project shall contain the following features:

Study 1

1) The construction of a solid noise barrier measuring 7-feet in height along the west and portion of the south project property boundaries.

2) Conformance with the standards and policies within Visalia Municipal Code Chapter 8.36 (Noise) and the Visalia General Plan for development of buildings "Major 1" and "Major 2", addressing noise level impacts on adjacent residential areas and Parcel A from HVAC equipment, truck delivery circulation, and loading dock activity, to be verified prior to issuance of Building Permits and accompanied by physical noise measurement readings.

3) Compliance with construction noise control measures within Visalia Municipal Code Chapter 8.36 (Noise).

Study 2

1) Compliance with Visalia Municipal Code Chapter 8.36 (Noise).

Staff has incorporated the above recommendations as required mitigation measures. Therefore, to ensure that transportation/traffic and noise requirements are met for the proposed projects, the project shall be developed and shall operate in substantial compliance with the Mitigation Measures 1.1 through 1.9 and 2.1 through 2.7. These mitigation measures are included in Section IV below as part of this Initial Study.

The City of Visalia Zoning Ordinance also 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.

IV. MITIGATION MONITORING PROGRAM

Mitigation Measure	Responsible Party	Timeline
Transportation / Traffic Impact Mitigation Measure 1.1: For the Visalia Parkway/Main Project Site access intersection (between Parcel B and C) a full opening with traffic signals shall be installed. The driveway to the project site shall be designed and constructed to be aligned with the future widened width of the existing driveway on the north side of Visalia Parkway, serving the Packwood Creek Shopping Center, in order to facilitate signalization. Specifically, the intersection shall be designed to accommodate lane configurations as follows: • Eastbound: one left-turn lane, one through lane, and one right-turn lane; • Westbound: one left-turn lane and one through lane with a shared right turn; • Northbound: one shared left-turn/through and one right-turn lane; and • Southbound: one shared left-turn/through/right-turn lane (existing Packwood Creek Shopping Center driveway).	Project Applicant: The Commons at Visalia Parkway	Mitigation shall be enforced and improvements completed prior to issuance of a Building Permit for construction of any buildings within the project area.
Transportation / Traffic Impact Mitigation Measure 1.2: For the Visalia Parkway/Mooney Boulevard intersection, a median shall be installed on Visalia Parkway, west of the intersection, as indicated on the January 10, 2020 Commons at Visalia Parkway site plan. Widening of the intersection shall also be completed to accommodate lane configurations as	Project Applicant: The Commons at Visalia Parkway	Mitigation shall be enforced and improvements completed prior to issuance of a Building Permit for construction of any buildings within the project area.

follows: • Eastbound: two left-turn lanes, one through lane, and one right-turn lane; • Westbound: two left-turn lanes and one through lane with a shared right turn; • Northbound: one left-turn lane and two through lanes with a shared right turn; • Southbound: one left-turn lane, three through lanes, and one right-turn lane.		
Noise Impact Mitigation Measure 2.1: The Commons at Visalia Parkway - The construction of a solid noise barrier measuring 7-feet in height and 250 feet long, to be placed along the southern property boundary, just south of "Major 2" as shown on the January 10, 2020 Commons at Visalia Parkway site plan, beginning approximately 370 feet west of the eastern project site boundary. Noise mitigation will also include construction of a 6-foot tall block wall along the western 620 feet of the southern project site boundary, and the entire western project site boundary, both adjacent to residential areas. CarMax - The construction of a 6-foot tall masonry wall, totaling 547 feet in length, to be placed along the southern, western, and eastern boundaries of the service center area, south of the vehicle sales area, and west of the customer parking area, as indicated on the revised January 13, 2020 CarMax site plan.	Project Applicant: The Commons at Visalia Parkway, CarMax as noted.	The sound walls shall be constructed with the development of the projects, and shall be completed by each respective applicant prior to the occupation of any buildings on each site.
Noise Impact Mitigation Measure 2.2: Future development of buildings "Major 1" and "Major 2", as shown on the January 10, 2020 Commons at Visalia Parkway site plan, shall comply with noise standards and policies listed within Visalia Municipal Code Chapter 8.36 (Noise Ordinance) and the Visalia General Plan by incorporating mitigation features as stated in Study 1, including: <u>HVAC Equipment Operation</u> • Ensuring mechanical equipment satisfies the applicable General Plan and Municipal Code noise level limits at existing residential uses and potential residential development on Parcel A; • Location of mechanical equipment on the rooftop of commercial buildings away from existing residences (to the extent feasible); • Screening of mechanical equipment behind building parapets; • Construction of localized noise barriers around mechanical equipment that effectively attenuate	Future developers of buildings "Major 1" and "Major 2".	Mitigation shall be enforced and carried out prior to issuance of a Building Permit, or required entitlement if applicable, for buildings listed as "Major 1" and "Major 2" on the January 10, 2020 Commons at Visalia Parkway site plan.

noise exposure to a state of compliance with the applicable General Plan and Municipal Code noise limits at existing residential uses. Truck Circulation/Deliveries • The construction of a solid noise barrier along the boundary of the project property and Parcel A. • The restriction of truck deliveries to daytime hours only. • The implementation of window construction upgrades. Conformance with the standards and policies within the Noise Ordinance and General Plan for development of buildings "Major 1" and "Major 2" shall be verified prior to issuance of Building Permits and shall be accompanied by physical noise measurement readings.		
Noise Impact Mitigation Measure 2.3: For construction activities related to the Commons at Visalia Parkway shopping center and CarMax, compliance with the standards of Visalia Municipal Code Chapter 8.36 (Noise Ordinance) shall be required, to include the prohibition of operation of construction equipment between the weekday hours of 7:00 p.m. and 6:00 a.m., and between the weekend hours of 7:00 p.m. and 9:00 a.m., use of mufflers on equipment, use of electrically powered equipment where feasible, location of staging areas away from noise-sensitive receptors, use of speed limits on project area/site access roads during construction, and construction schedule notification to nearby residences.	Project Applicant: The Commons at Visalia Parkway, CarMax	Mitigation shall be enforced by the City of Visalia, and carried out by both project applicants during construction.

IV. PROJECT COMPATIBILITY WITH EXISTING ZONES AND PLANS

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

V. SUPPORTING DOCUMENTATION

The following documents are hereby incorporated into this Mitigated Negative Declaration and Initial Study by reference:

- Visalia General Plan Update. Dyett & Bhatia, October 2014.
- Visalia City Council Resolution No. 2014-38 (Certifying the Visalia General Plan Update) passed and adopted October 14, 2014.
- Visalia General Plan Update Final Environmental Impact Report (SCH No. 2010041078). Dyett & Bhatia, June 2014.
- Visalia General Plan Update Draft Environmental Impact Report (SCH No. 2010041078). Dyett & Bhatia, March 2014.
- Visalia City Council Resolution No. 2014-37 (Certifying the EIR for the Visalia General Plan Update) passed and adopted October 14, 2014.
- Visalia Municipal Code, including Title 17 (Zoning Ordinance).
- California Environmental Quality Act Guidelines.
- City of Visalia, California, Climate Action Plan, Draft Final. Strategic Energy Innovations, December

2013.

- Visalia City Council Resolution No. 2014-36 (Certifying the Visalia Climate Action Plan) passed and adopted October 14, 2014.
- City of Visalia Storm Water Master Plan. Boyle Engineering Corporation, September 1994.
- City of Visalia Sewer System Master Plan. City of Visalia, 1994.
- City of Visalia Zoning Ordinance Update. City of Visalia, March 2017.
- CarMax Development: Noise Study Report, September 2019. VRPA Technologies, Inc., November 19, 2019.
- Environmental Noise & Vibration Assessment: Visalia Parkway & S. Mooney Boulevard Retail Development. Bollard Acoustical Consultants, Inc., January 15, 2020.
- Traffic Impact Analysis: Proposed Commons at Visalia Parkway Shopping Center. Peters Engineering Group, January 10, 2020.

VI. NAME OF PERSON WHO PREPARED INITIAL STUDY

Cristobal Carrillo
Associate Planner

Paul Scheibel, AICP
Environmental Coordinator

INITIAL STUDY
ENVIRONMENTAL CHECKLIST

Name of Proposal The Commons at Visalia Parkway

Tentative Parcel Map No. 2019-13 and Conditional Use Permit No. 2019-31

CarMax

Zone Text Amendment No. 2019-13 and Conditional Use Permit No. 2019-42

NAME OF PROPONENT:	The Commons at Visalia Parkway Lars Anderson & Associates, Inc. CarMax CarMax	NAME OF AGENT:	The Commons at Visalia Parkway Lars Anderson & Associates, Inc. CarMax Steve Brandt, QK
Address of Proponent:	The Commons at Visalia Parkway 4694 W. Jacquelyn Avenue Fresno, CA 93722 CarMax 901 E. Main Street Visalia, CA 93292	Address of Agent:	The Commons at Visalia Parkway 4694 W. Jacquelyn Avenue Fresno, CA 93722 CarMax 901 E. Main Street Visalia, CA 93292
Telephone Number:	The Commons at Visalia Parkway (559) 276-2790 CarMax (559) 733-0440	Telephone Number:	The Commons at Visalia Parkway (559) 276-2790 CarMax (559) 733-0440
Date of Review	January 12, 2020	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

Except as provided in Public Resources Code Section 21099, 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 public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

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 e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use?

III. AIR QUALITY

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

2 a) Conflict with or obstruct implementation of the applicable air quality plan?

2 b) 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?

2 c) Expose sensitive receptors to substantial pollutant concentrations?

1 d) Result in other emissions, such as those leading to odors adversely affecting a substantial number of people?

IV. BIOLOGICAL RESOURCES

Would the project:

2 a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

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 (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

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

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?

V. CULTURAL RESOURCES

Would the project:

1 a) Cause a substantial adverse change in the significance of a historical resource pursuant to 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) Disturb any human remains, including those interred outside of formal cemeteries?

VI. ENERGY

Would the project:

2 a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

2 b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

VII. GEOLOGY AND SOILS

Would the project:

a) Directly or indirectly cause 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? Refer to Division of Mines and Geology Special Publication 42.

1 ii) Strong seismic ground shaking?

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

1 iv) Landslides?

1 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 wastewater disposal systems where sewers are not available for the disposal of wastewater?

1 f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

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

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

IX. 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?

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

1 g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

X. HYDROLOGY AND WATER QUALITY

Would the project:

2 a) Violate any water quality standards of waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

2 b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

2 c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

2 i) result in substantial erosion or siltation on- or off-site;

2 ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; or

2 iii) 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?

2 d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

2 e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

XI. LAND USE AND PLANNING

Would the project:

1 a) Physically divide an established community?

1 b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

XII. 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?

XIII. NOISE

Would the project result in:

3 a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

1 b) Generation of excessive groundborne vibration or groundborne noise levels?

1 c) For a project located within the vicinity of a private airstrip or 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?

XIV. POPULATION AND HOUSING

Would the project:

1 a) Induce substantial unplanned 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 people or housing, necessitating the construction of replacement housing elsewhere?

XV. PUBLIC SERVICES

Would the project:

1 a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

1 i) Fire protection?

1 ii) Police protection?

1 iii) Schools?

1 iv) Parks?

1 v) Other public facilities?

XVI. 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?

XVII. TRANSPORTATION / TRAFFIC

Would the project:

1 a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

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) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

1 d) Result in inadequate emergency access?

XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

1 a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

1 b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

2 a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

2 b) Have sufficient water supplies available to service the project and reasonable foreseeable future development during normal, dry, and multiple dry years?

1 c) 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 d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

1 e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

1 a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

1 b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

1 c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

1 d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

2 a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

2 b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

2 c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Note: Authority cited: Sections 21083 and 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 2019

Authority: Public Resources Code sections 21083 and 21083.09

Reference: Public Resources Code sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3/ 21084.2 and 21084.3

DISCUSSION OF ENVIRONMENTAL EVALUATION

I. AESTHETICS

a. This project will not adversely affect the view of any scenic vistas. The Sierra Nevada mountain range may be considered a scenic vista, but views of the range will not be adversely impacted or significantly altered by the project.

Auto sales lots and commercial centers that include gas stations, convenience stores, retail shops, drive-thru and sit-down restaurants, and automotive shops are considered compatible uses in commercial areas where potential impacts can be addressed through the Conditional Use Permit process. The project site is located along Mooney Boulevard and Visalia Parkway, which are designated arterial roadways. The City's General Plan Land Use Map designates the site as Commercial Regional. Staff believes that the proposed commercial center is consistent in nature and character with existing and future uses surrounding the project site, subject to the inclusion of mitigation measures and the conditions of project approval for this project.

The Visalia General Plan contains multiple polices that together work to reduce the potential for impacts to the development of land as designated by the General Plan. With implementation of these policies and the existing City standards, impacts to land use development consistent with the General Plan will be less than significant.

b. There are no scenic resources on the site.

c. The proposed project includes commercial development 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 new sources of light that are typical of commercial development. The City has development standards that require that light be directed and/or shielded so it does not fall upon adjacent properties.

Conceptual photometric plans and lighting specs for both the shopping center and auto sales lot have been provided, demonstrating the lighting fixtures installed throughout and directed toward the interior of the site. The on-site lighting for the auto sales and shopping center use is directed and focused so as to avoid direct illumination spilling beyond the site boundaries into the adjacent residential uses, as required under Section 17.30.015.H of the Zoning Ordinance. The conceptual photometric plans demonstrate that lighting for the proposed uses along the respective property lines do not exceed 0.5 lumens.

II. AGRICULTURAL RESOURCES

a. The project is not located on property that is identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

b. The project is not located on property that is party to a Williamson Act contract. Existing City zoning for the area is C-R (Regional Commercial). As such zoning for agricultural use will not be affected.

c. There is no forest land or timberland currently located on the site, nor does the site conflict with a zoning for forest land, timberland, or timberland zoned timberland production.

d. There is no forest or timberland 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. The subject property is currently designated for an urban rather than agricultural land use. Properties that are vacant may develop in a way that is consistent with their zoning and land use designated at any time. The adopted Visalia General Plan's implementation of a three-tier growth boundary system further assists in protecting open space around the City fringe to ensure that premature conversion of farmland to non-agricultural uses does not occur.

III. AIR QUALITY

a. The project site is located in an area that is under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The project in itself does not disrupt implementation of the San Joaquin Regional Air Quality Management Plan, and will therefore be a less than significant impact.

b. Tulare County is designated non-attainment for certain federal ozone and state ozone levels. The project will result in a net increase of criteria pollutants. This site was evaluated in the Visalia General Plan Update EIR for conversion into urban development. Development under the General Plan will result in increases of construction and operation-related criteria pollutant impacts, which are considered significant and unavoidable. General Plan policies identified under Impacts 3.3-1, 3.3-2, and 3.3-3 serve as the mitigation that assists in reducing the severity of the impact to the extent possible while still achieving the General Plan's goals of accommodating a certain amount of growth to occur within the Planning Area.

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. 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. Furthermore, the proposal for a change to the text of the Zoning Ordinance permitting auto sales in the C-R Zone itself does not involve the generation of objectionable odors.

d. The proposed project will not involve the generation of objectionable odors that would affect a substantial number of people. The proposal for a change to the text of the Zoning Ordinance permitting auto sales in the C-R Zone itself does not involve the generation of objectionable odors.

IV. BIOLOGICAL RESOURCES

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

In addition, staff conducted an on-site visit to the site on February 12, 2020 to observe biological conditions and did not observe any evidence or symptoms that would suggest the presence of a sensitive, candidate, or special species.

Citywide biological resources were evaluated in the Visalia General Plan Update Environmental Impact Report (EIR). The EIR concluded that certain special-status species or their habitats may be directly or indirectly affected by future development within the General Plan Planning Area. This may be through the removal of or disturbance to habitat. Such effects would be considered significant. However, the General Plan contains multiple polices, identified under Impact 3.8-1 of the EIR, that together work to reduce the potential for impacts on special-status species likely to occur in the Planning Area. With implementation of these polies, impacts on special-status species will be less than significant.

b. The project is not located within an identified sensitive riparian habitat or other natural community. Packwood Creek is located approximately 1,300 feet west of the project site and will not be affected by the proposed development.

c. The project is not located within or adjacent to federally protected wetlands as defined by Section 404 of the Clean Water Act.

d. Citywide biological resources were evaluated in the Visalia General Plan Update Environmental Impact Report (EIR). The EIR concluded that the movement of wildlife species may be directly or indirectly affected by future development within the General Plan Planning Area. Such effects would be considered significant. However, the General Plan contains multiple polices, identified under Impact 3.8-4 of the EIR, that together work to reduce the potential for impacts on wildlife movement corridors located within in the Planning Area. With implementation of these policies, impacts on wildlife movement corridors will be less than significant.

e. The City has a municipal ordinance in place to protect valley oak trees. All existing valley oak trees 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. There are no Valley Oak trees onsite.

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. Furthermore, staff conducted an on-site visit to the site on February 12, 2020 to observe conditions and did not observe any evidence of historical or cultural resources of significance. If some potentially historical or cultural resource is unearthed during development all work will 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 will cease until a qualified professional archaeologist can evaluate the finding and make necessary mitigation recommendations.

c. 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. In the event that potentially significant cultural resources are discovered during ground disturbing activities associated with project preparation, construction, or completion, work shall halt in that area until a qualified Native American Tribal observer, archeologist, or paleontologist can assess the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with Tulare County Museum, Coroner, and other appropriate agencies and interested parties.

VI. ENERGY

a. Development of the site will require the use of energy supply and infrastructure. However, the use of energy will be typical of that associated with commercial development associated with the underlying zoning. Furthermore, the use is not considered the type of use or intensity that would result in wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation. The project will be required to comply with California Building Code Title 24 standards for energy efficiency. Furthermore, the proposal for a change to the text of the Zoning Ordinance permitting auto sales in the C-R Zone itself will not require the use of energy resources or infrastructure.

Polices identified under Impacts 3.4-1 and 3.4-2 of the EIR will reduce any potential impacts to a less than significant level. With implementation of these policies and the existing City standards, impacts to energy will be less than significant.

b. The project will not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, based on the discussion in section VI.a above.

VII. 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 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 wastewater disposal systems since sanitary sewer lines are available for connection for the disposal of wastewater at this location.

f. There are no known unique paleontological resources or geologic features located within the project area. In the event that potentially significant cultural resources are discovered during ground disturbing activities associated with project preparation, construction, or completion, work shall halt in that area until a qualified Native American Tribal observer, archeologist, or paleontologist can assess the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with Tulare County Museum, Coroner, and other appropriate agencies and interested parties.

VIII. GREENHOUSE GAS EMISSIONS

a. The project is expected to generate Greenhouse Gas (GHG) emissions in the short-term as a result of the construction of the commercial center and auto sales lot, and long-term as a result of day-to-day operation of the proposed commercial center.

The City has prepared and adopted a Climate Action Plan (CAP) which includes a baseline GHG emissions inventories, reduction measures, and reduction targets consistent with local and State goals. The CAP was prepared concurrently with the proposed General Plan and its impacts are also evaluated in the Visalia General Plan Update EIR.

The Visalia General Plan and the CAP both include policies that aim to reduce the level of GHG emissions emitted in association with buildout conditions under the General Plan. Although emissions will be generated as a result of the projects, implementation of the General Plan and CAP policies will result in fewer emissions than would be associated with a continuation of baseline conditions. Thus, the impact to GHG emissions will be less than significant.

b. The State of California has enacted the Global Warming Solutions Act of 2006 (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 GHG emissions.

IX. 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 that 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 are no schools located within one-quarter mile from the project. There is no reasonably foreseeable condition or incident involving the project that could affect existing or proposed school sites 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 will not interfere with the implementation of any adopted emergency response plan or evacuation plan.

g. There are no wild lands within or near the project area.

X. HYDROLOGY AND WATER QUALITY

a. Development projects associated with buildout under the Visalia General Plan are subject to regulations that serve to ensure that such projects do not violate water quality standards of waste discharge requirements. These regulations include the Federal Clean Water Act (CWA), the National Pollutant Discharge Elimination System (NPDES) permit program. State regulations include the State Water Resources Control Board (SWRCB) and more specifically the Central Valley Regional Water Quality Control Board (RWQCB), of which the project site area falls within the jurisdiction of.

Adherence to these regulations results in projects incorporating measures that reduce pollutants. The project will be required to adhere to municipal wastewater requirements set by the Central Valley RWQCB and any permits issued by the agency.

Furthermore, there are no reasonably foreseeable reasons why the project would result in the degradation of

water quality. In particular, the proposal for a change to the text of the Zoning Ordinance permitting auto sales in the C-R Zone itself does not affect hydrology or water quality onsite.

The Visalia General Plan contains multiple polices, identified under Impact 3.6-2 and 3.9-3 of the EIR, that together work to reduce the potential for impacts to water quality. With implementation of these policies and the existing City standards, impacts to water quality will be less than significant.

b. The project will not substantially deplete groundwater supplies in the project vicinity. The project will be served by a water lateral for domestic, irrigation, and fire protection use. The project area overlies the southern portion of the San Joaquin unit of the Central Valley groundwater aquifer. The project will result in an increase of impervious surfaces on the project site, which might affect the amount of precipitation that is recharged to the aquifer. However, as the City of Visalia is already largely developed and covered by impervious surfaces, the increase of impervious surfaces through this project will be small by comparison. The project therefore might affect the amount of precipitation that is recharged to the aquifer. The City of Visalia's water conversation measures and explorations for surface water use over groundwater extraction will assist in offsetting the loss in groundwater recharge. The proposal for a change to the text of the Zoning Ordinance permitting auto sales in the C-R Zone itself will not deplete groundwater resources.

c.

i. 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.

ii. Development of the site will create additional impervious surfaces. However, existing and planned improvements to storm water drainage facilities as required through the Visalia General Plan policies will reduce any potential impacts to a less than significant level.

Polices identified under Impact 3.6-2 of the EIR will reduce any potential impacts to a less than significant level. With implementation of these policies and the existing City standards, impacts to groundwater supplies will be less than significant.

iii. Development of the site will create additional impervious surfaces. However, existing and planned improvements to storm water drainage facilities as required through the Visalia General Plan policies will reduce any potential impacts to a less than significant level.

Polices identified under Impact 3.6-2 of the EIR will reduce any potential impacts to a less than significant level. With implementation of these policies and the existing City standards, impacts to groundwater supplies will be less than significant.

Furthermore, the project will be required to 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.

d. The project area is located sufficiently inland and distant from bodies of water, and outside potentially hazardous areas for seiches and tsunamis. The site is also relatively flat, which will contribute to the lack of impacts by mudflow occurrence.Therefore there will be no impact related to these hazards.

e. Development of the site has the potential to affect drainage patterns in the short term due to erosion and sedimentation during construction activities and in the long term through the expansion of impervious surfaces. Impaired storm water runoff may then be intercepted and directed to a storm drain or water body, unless allowed to stand in a detention area. The City's existing standards may require the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the SWRCB's General Construction Permit process, which would address erosion control measures.

The Visalia General Plan contains multiple polices, identified under Impact 3.6-1 of the EIR, that together work to reduce the potential for erosion. With implementation of these policies and the existing City standards, impacts to erosion will be less than significant.

XI. LAND USE AND PLANNING

a. The project will not physically divide an established community, as the site is vacant and would not result in development that would split existing urban areas. The General Plan Land Use Diagram, adopted October 14, 2014, designates the 28.7-acre project area as Regional Commercial. The Zoning Map, adopted on April 6, 2017, designates the site as C-R (Regional Commercial), which is consistent with the General Plan Land Use Designation of Regional Commercial as identified in Table 9-1 "Consistency Between the Plan and Zoning" of the General Plan. Commercial centers that include gas stations/convenience stores, automotive shops, retail shops, drive-thru and sit down restaurants, drive-thru lanes, and auto sales lots, are considered compatible uses in commercial areas where potential impacts can be addressed through the conditional use permit process. The site is located along Mooney Boulevard and Visalia Parkway, both designated arterial roadways.

The Visalia General Plan contains multiple polices, identified under Impact 3.1-2 of the EIR, that together work to reduce the potential for impacts to the development of land as designated by the General Plan. With implementation of these policies and the existing City standards, impacts to land use development consistent with the General Plan will be less than significant.

b. The project site is within the Urban Development Tier 1 Boundary. Development of commercial lands in Tier 1 may occur at any time. The proposed project is consistent with Land Use Policies LU-P-19 of the General Plan. Policy LU-P-19 states; "Ensure that growth occurs in a compact and concentric fashion by implementing the General Plan's phased growth strategy."

The project as a whole does not conflict with any land use plan, policy or regulation of the City of Visalia. The site's General Plan Land Use Designation of Regional

Commercial and the Zoning Designation of C-R (Regional Commercial) are consistent with each other based on the underlying allowed land uses and density ranges as identified in Table 9-1 *"Consistency between the Plan and Zoning"* of the General Plan. The City of Visalia's Zoning Ordinance allows for commercial development as a permitted use, though the subdivision of land requires a Tentative Parcel Map and the specific uses identified in the commercial development together with parcels less than five acres in size with no street access require a Conditional Use Permit.

A Zone Text Amendment is required in order to add the auto sales and service use as a conditionally permitted use within the C-R Zone. The amendment will not conflict with the overall Regional Commercial General Plan and Zoning designations applied to the project site as the proposed use remains retail in nature. The amendment will also not result in environmental effects beyond other retail uses allowed within the land use designation.

The proposed project will be consistent with the Land Use Element of the General Plan, including Policies LU-P-62, LU-P-65, AND LU-P-69 for Regional Commercial Development, and consistent with the standards for commercial development pursuant to the Visalia Municipal Code Title 17 (Zoning Ordinance) Chapters 17.18 and 17.30.

XII. 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.

XIII. NOISE

a. The project will result in noise generation typical of urban development. The Visalia Noise Element and City Ordinance contain criterion for acceptable noise levels inside and outside residential living spaces. This standard is 65 dB DNL for outdoor activity areas associated with residences and 45 dB DNL for indoor areas.

Two Acoustical Analyses were prepared for the proposed project, one addressing the proposed commercial shopping center/tentative parcel map (Study 1: Environmental Noise & Vibration Assessment: Visalia Parkway & S. Mooney Boulevard Retail Development. Bollard Acoustical Consultants, Inc., January 15, 2020), and another addressing the proposed CarMax used auto sales and service center (Study 2: CarMax Development: Noise Study Report, September 2019. VRPA Technologies, Inc., November 19, 2019). The purpose of the studies are to determine if noise levels associated with the projects will comply with the City's applicable noise level standards. The acoustical analyses are intended to determine project-related noise levels for all aspects of the proposed projects.

The analysis within Study 1 is based upon the Commons at Visalia Parkway shopping center site plan dated January 10, 2020. The analysis within Study 2 is based upon the CarMax site plan dated November 6, 2019. For both studies, noise measurements were tabulated by referencing physical noise measurements at various points throughout each project site, and by disseminating information concerning the proposed uses, equipment, activities, and infrastructure of each proposed project.

The analyses conducted background/ambient short-term noise level measurements at each project site during AM and PM hours. The intent of the measurements was to quantify existing (without project) ambient noise levels during daytime and nighttime hours.

For Study 1, the analysis concludes that implementation of the Commons commercial shopping center and tentative parcel map has the potential to result in short-term noise impacts to surrounding land uses due to construction activities. Worst-case on-site project construction equipment noise levels at the nearest residential uses are expected to range from approximately 82 to 96 dB. Thus, it is possible that a portion of the project construction equipment could result in substantial short-term increases over ambient maximum noise levels. As a result, noise impacts associated with construction activities are identified as being potentially significant. Mitigation Measure No. 2.3 is proposed in order to reduce said impacts to a level of less than significance.

Study 1 also analyzed the long term impacts of noise as a result of truck delivery circulation/operations and HVAC operation, on stationary sources (existing residential to the west and south, and potential residential development on Parcel A in particular). Results of the analysis show that truck delivery activities, loading dock activities, and HVAC operations have the potential to create a significant impact at sensitive receptors in the study area. Therefore, to ensure that community noise standards are met for the proposed shopping center, the project site shall be developed and shall operate in substantial compliance with Mitigation Measures 2.1 through 2.3. These mitigation measures are included in Section IV as part of this Mitigated Negative Declaration.

For Study 2, the analysis concludes that implementation of the CarMax facility has the potential to result in short-term noise impacts to surrounding land uses due to construction activities. Construction noise represents a short-term impact on ambient noise levels. Although most of the types of exterior construction activities associated with the Project will not generate continually high noise levels, occasional single-event disturbances from grading and construction activities are possible. Mitigation Measure No. 2.3 is proposed in order to reduce said impacts to a level of less than significance.

Study 2 also analyzed the long term impacts of noise as a result of traffic and stationary sources (the proposed carwash in particular). Results of the analysis show that project traffic and stationary sources, including carwash operation, will not create a significant impact at sensitive receptors in the study area. Nevertheless, a 6-foot tall block wall along the south, east, and west sides of the vehicle service area, which includes the carwash, is proposed by CarMax to reduce noise impacts. The block wall is included within Mitigation Measure No. 2.1. Otherwise, no mitigation measures are needed.

b. Ground-borne vibration or ground-borne noise levels may occur as part of construction activities associated with the projects. 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. The project area is not within two miles of a public airport, and there is no private airstrip near the project area.

XIV. POPULATION AND HOUSING

a. The project will not directly induce substantial unplanned population growth that is in excess of that planned in the General Plan.

b. Development of the site will not displace any housing or people on the site. The area being developed is currently vacant land.

XV. PUBLIC SERVICES

a.

i. Current fire protection facilities are located at the Visalia Station 52, located approximately one mile north of the property, 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 generate new students for which existing schools in the area may accommodate.

iv. Current park 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.

v. Other public facilities can adequately serve the site without a need for alteration.

XVI. RECREATION

a. 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. Nor will the project increase the use of existing neighborhood and regional parks as no residential uses are proposed.

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.

XVII. 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 immediate area; but will not cause a substantial increase in traffic Citywide. This site was evaluated in the Visalia General Plan Update Environmental Impact Report (EIR) for Regional Commercial urban use.

A Traffic Impact Analysis Report was conducted for the project (ref.: Traffic Impact Analysis: Proposed Commons at Visalia Parkway Shopping Center. Peters Engineering Group, January 10, 2020) which studied key roadways and intersections in the vicinity of the project site. The analysis considered existing roadway conditions and 5-year, 10-year, and 20-year cumulative conditions, with and without the project. 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 the 20 year period.

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 Visalia Parkway and the main project site entrance (located south of Visalia Parkway, approximately 770 feet west of the Visalia Parkway and Mooney Boulevard intersection), is recommended for the installation of traffic signals. The proposed driveway shall be aligned with the existing driveway on the north side of Visalia Parkway to facilitate signalization. The intersection must be designed to accommodate the ultimate lane configurations as follows:

Eastbound: one left-turn lane, one through lane, and one right-turn lane;

Westbound: one left-turn lane and one through lane with a shared right turn;

Northbound: one shared left-turn/through and one right-turn lane;

Southbound: one shared left-turn/through/right-turn lane (existing driveway).

This is included as Mitigation Measure No. 1.1.

The intersection of Mooney Boulevard and Visalia Parkway at the southwest corner of the project site is planned for the construction of a median on Visalia Parkway. The TIA recommends that the median construction accommodate widening of the intersection to the ultimate lane configurations based on 20-year analyses; however, the minimum lane configurations required in the 10-year with Project condition are as follows:

Eastbound: two left-turn lanes, one through lane, and one right-turn lane

Westbound: two left-turn lanes and one through lane with a shared right turn

Northbound: one left-turn lane and two through lanes with a shared right turn

Southbound: one left-turn lane, three through lanes, and one right-turn lane.

This is included as Mitigation Measure No. 1.2.

For all other affected intersections listed in the report, the TIA states that the project shall mitigate its impacts by providing an equitable share of development [transportation] impact fees for the future signalization or installation of traffic signals for the intersections identified. The City of Visalia will continue to monitor and evaluate

the intersections identified and carry out improvements for controlled movements when such measures are critically necessary.

The California Department of Transportation (Caltrans) has reviewed the project, and provided correspondence as a Responsible Agency, because the project takes vehicular access from Mooney Boulevard, a State Highway designated as State Route 63. Caltrans provided a letter providing comments on the first draft of the Traffic Impact Analysis on November 12, 2019, wherein Caltrans recommended changes to trip generation figures, additional analysis of westbound through lanes on Visalia Parkway, and revisions to the site plan affecting the number of lanes proposed on State Route 63. Responses to the comments were provided to Caltrans via a November 26, 2019 memo that was subsequently approved by Caltrans on December 12, 2019. Revisions were then incorporated into the January 10, 2020 version of the TIA.

c. There are no planned geometric designs associated with the project that are considered hazardous.

d. The project will not result in inadequate emergency access.

XVIII. TRIBAL CULTURAL RESOURCES

The proposed project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe.

a. The site is not listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).

b. The site has been determined to not be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

In response to an invitation for early consultation sent out on July 23, 2019, the City of Visalia received one response on August 13, 20219 from the Santa Rosa Rancheria Tachi Yokut Tribe, requesting to be retained to give a cultural presentation to construction staff regarding the law and the potential to discover cultural resources onsite. When staff reached out to the tribe on August 15, 2019 for further information, no additional return correspondence was received.

Further, the EIR (SCH 2010041078) for the 2014 General Plan update included a thorough review of sacred lands files through the California Native American Heritage Commission. The sacred lands file did not contain any known cultural resources information for the Visalia Planning Area.

XIX. 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.

The project site will be accommodated by an extension of the City's sanitary sewer lines. As part of the project, existing sanitary sewer mains will be extended off-site along Mooney Boulevard and Visalia Parkway. Usage of these lines is consistent with the City Sewer System Master Plan. These improvements will not cause significant environmental impacts.

The project site will be accommodated by City storm water drainage lines that handle on-site and street runoff. As part of the project, a storm drain main will be extended off-site along Mooney Boulevard and Visalia Parkway. Usage of these lines is consistent with the City Storm Drain Master Plan. These improvements will not cause significant environmental impacts.

b. 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.

c. 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.

d. Current solid waste disposal facilities can adequately serve the site without a need for alteration.

e. 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.

XX. WILDFIRE

a. The project is located on a site that is adjacent on multiple sides by existing development. The site will be further served by multiple points of access. In the event of an emergency response, coordination would be made with the City's Engineering, Police, and Fire Divisions to ensure that adequate access to and from the site is maintained.

b. The project area is relatively flat and the underlying soil is not known to be unstable. Therefore, the site is not in a location that is likely to exacerbate wildfire risks.

c. The project is located on a site that is adjacent on multiple sides by existing development. New project development will require the installation and maintenance of associated infrastructure; however the infrastructure would be typical of commercial development and would be developed to the standards of the underlying responsible agencies.

d. The project area is relatively flat and the underlying soil is not known to be unstable. Therefore, the site is not in a location that would expose persons or structures to significant risks of flooding or landslides.

XXI. 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 Program EIR (SCH No. 2010041078) for

the City of Visalia's Genera Plan 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 evaluated in the Program EIR (SCH No. 2010041078) for the City of Visalia General Plan 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 Program EIR (SCH No. 2010041078) for the City of Visalia General Plan 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.**

__X__ 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.**

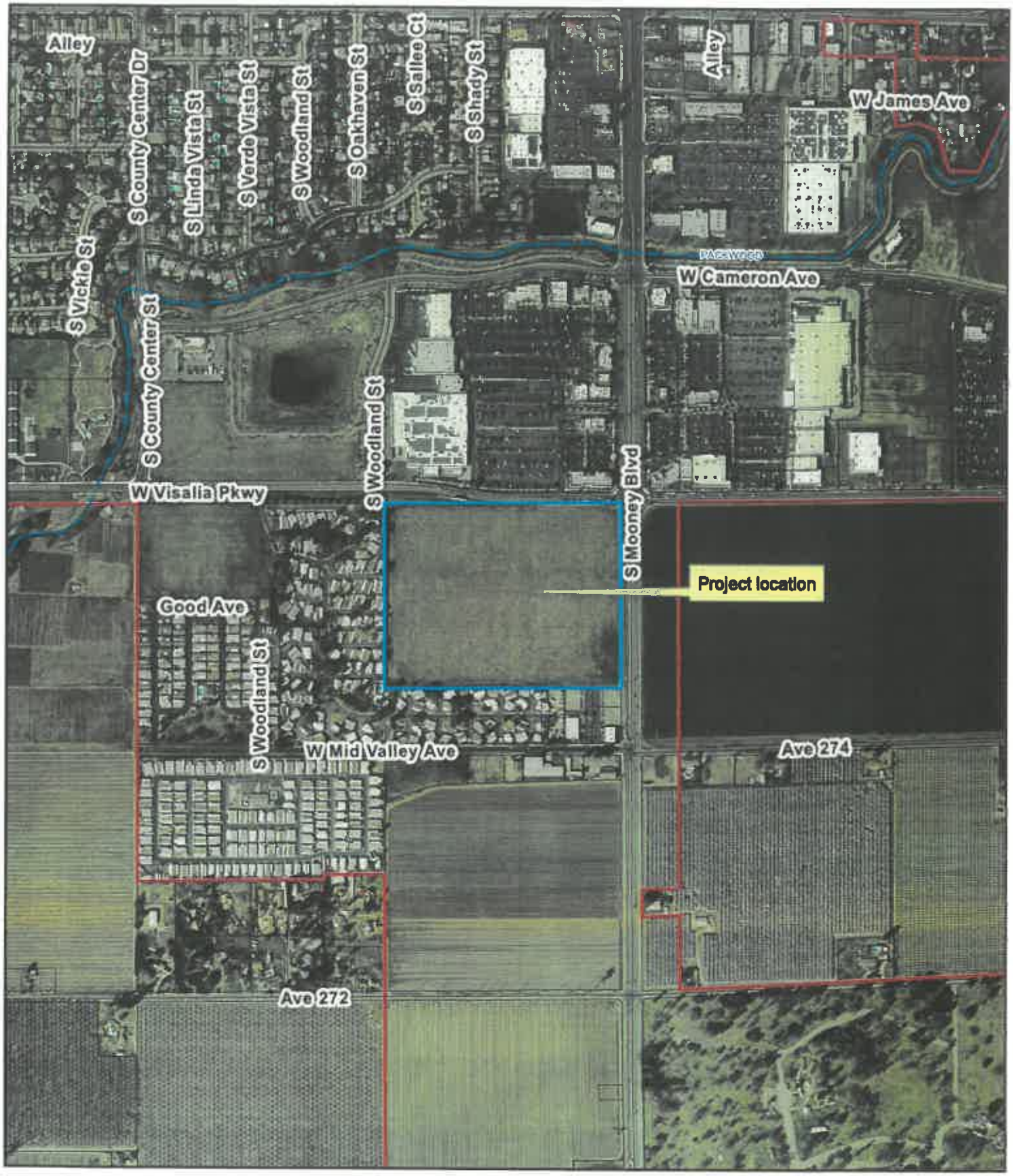
___ I find the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

___ 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. 2010041078). The Environmental Impact Report prepared for the City of Visalia General Plan was certified by Resolution No. 2014-37 adopted on October 14, 2014. **THE PROGRAM ENVIRONMENTAL IMPACT REPORT WILL BE UTILIZED.**

Paul Scheibel, AICP
Environmental Coordinator

2-12-20
Date



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Feet

TPM No. 2019-13 & CUP No. 2019-31,
ZTA No. 2019-13 & CUP No. 2019-42

Location Map

Streets
Railroad
Waterways
City Limits
Parcels

Department of Toxic Substances Control

Jared Blumenfeld
Secretary for
Environmental Protection

Meredith Williams, Ph.D., Director
8800 Cal Center Drive
Sacramento, California 95826-3200

Gavin Newsom
Governor

March 2, 2020

Mr. Cristobal Carrillo
City of Visalia
315 E. Acequia Avenue
Visalia, California 93291

MITIGATED NEGATIVE DECLARATION FOR TENTATIVE PARCEL MAP NO. 2019-13 AND CONDITIONAL USE PERMIT NO. 2019-31, ZONING TEXT AMENDMENT NO. 2019-13 AND CONDITIONAL USE PERMIT NO. 2019-42 – DATED FEBRUARY 2020 (STATE CLEARINGHOUSE NUMBER: 2020029057)

Dear Mr. Carrillo:

The Department of Toxic Substances Control (DTSC) received a Mitigated Negative Declaration (MND) for Tentative Parcel Map No. 2019-13 and Conditional Use Permit No. 2019-31, Zoning Text Amendment No. 2019-31 and Conditional Use Permit No. 2019-42. Tentative Parcel Map No. 2019-13 is a request by Lars Anderson & Associates, Inc. to subdivide a 28.7-acre site into an 11-lot commercial subdivision in the Regional Commercial (C-R) Zone. Conditional Use Permit No. 2019-31 is a request by Lars Anderson & Associates to establish a master planned commercial development consisting of approximately 138,188 square feet of commercial uses. Zoning Text Amendment No. 2019-13 is a request by CarMax to amend Zoning Ordinance Section 17.25.030 (Zoning Use Matrix) Line A22 to establish "Car Sales – New & Used" as a conditional use in the C-R Zone District. Conditional Use Permit No. 2019-42 is a request by CarMax to allow an 8,526 square foot used car sales and service center on a 5-acre parcel in the C-R Zone District.

DTSC recommends that the following issues be evaluated in the MND Hazards and Hazardous Materials section:

1. The MND should acknowledge historic or future activities on or near the project site that may have the potential to result in the release of hazardous wastes/substances on the project site. In instances in which releases have occurred or may occur, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. The MND should also identify the mechanism(s) to initiate any required investigation and/or remediation and the

government agency who will be responsible for providing appropriate regulatory oversight.

2. Refiners in the United States started adding lead compounds to gasoline in the 1920s in order to boost octane levels and improve engine performance. This practice did not officially end until 1992 when lead was banned as a fuel additive in California. Tailpipe emissions from automobiles using leaded gasoline contained lead and resulted in aerially deposited lead (ADL) being deposited in and along roadways throughout the state. ADL-contaminated soils still exist along roadsides and medians and can also be found underneath some existing road surfaces due to past construction activities. Due to the potential for ADL-contaminated soil DTSC, recommends collecting soil samples for lead analysis prior to performing any intrusive activities for the project described in the MND.

3. If buildings or other structures are to be demolished on any project sites included in the proposed project, surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with DTSC's 2006 *Interim Guidance Evaluation of School Sites with Potential Contamination from Lead Based Paint, Termiticides, and Electrical Transformers* (https://dtsc.ca.gov/wpcontent/uploads/sites/31/2018/09/Guidance_Lead_Contamination_050118.pdf).

4. If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to *DTSC's 2001 Information Advisory Clean Imported Fill Material* (https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/SMP_FS_Cleanfill-Schools.pdf).

5. If any sites included as part of the proposed project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the MND. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC's 2008 *Interim Guidance for Sampling Agricultural Properties (Third Revision)* (https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/Ag-Guidance-Rev-3-August-7-2008-2.pdf).

DTSC appreciates the opportunity to review the MND. Should you need any assistance with an environmental investigation, please submit a request for Lead Agency Oversight Application, which can be found at: https://dtsc.ca.gov/wp-

content/uploads/sites/31/2018/09/VCP_App-1460.doc. Additional information regarding voluntary agreements with DTSC can be found at: https://dtsc.ca.gov/brownfields/.

If you have any questions, please contact me at (916) 255-3710 or via email at Gavin.McCreary@dtsc.ca.gov.

Sincerely,

Gavin McCreary
Project Manager
Site Evaluation and Remediation Unit
Site Mitigation and Restoration Program
Department of Toxic Substances Control

cc: (via email)

Governor's Office of Planning and Research
State Clearinghouse
State.Clearinghouse@opr.ca.gov

Ms. Lora Jameson, Chief
Site Evaluation and Remediation Unit
Department of Toxic Substances Control
Lora.Jameson@dtsc.ca.gov

Mr. Dave Kereazis
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Making Conservation a California Way of Life

March 19, 2020

06-TUL-63-5.45
VISALIA PARKWAY DEVELOPMENT (8)
SCH #2020029057

SENT VIA EMAIL

Mr. Cristobal Carrillo, Associate Planner
City of Visalia – Community Development Dept., Planning Division
315 East Acequia Avenue
Visalia, CA 93291

Dear Mr. Carrillo:

Thank you for the opportunity to review the Mitigated Negative Declaration (MND) for the Commons Retail Shopping Center project. The proposed development will be constructed in 2 phases. Phase 1 of the Project covers approximately 14.68 acres and will include a total of 135,100 square feet (sq. ft.) of building area as follows:

- Buildings A (Shop) with drive through at 10,000 sq. ft.;
- Buildings B (Shop) with drive through at 10,000 sq. ft.;
- Convenience Store at 3,100 sq. ft., with 6 gas pumps (12 dispensers);
- Restaurant at 7,200 sf. ft;
- Quick Serve Restaurant with drive through at 3,000 sq. ft.;
- Quick Serve Restaurant with drive through at 5,000 sq. ft.;
- Automotive Building at 12,000 sq. ft.;
- Major Retail Building #1 at 56,800 sq. ft.;
- Major Retail Building #2 at 29,800 sq. ft.

Phase 2 of the Project will cover approximately 12.48 acres identified as Future Auto Sales west of Phase 1 and would have frontage only along Visalia Parkway. For purposes of this analysis, it is assumed that the Future Auto Sales portion of the site could be developed with a retail building area of 70,000 square feet. Access to Phase 2 would be shared with the Phase 1 main driveway with connectivity through Phase 1 to other driveways. It is also likely that a driveway would be constructed connecting to Visalia Parkway on the western edge of the site (Outlot 1).

The 27.16-acre project site is located at the southwest corner of State Route (SR) 63/Visalia Parkway intersection.

Caltrans provides the *following comments* consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

1. Caltrans concurs with the Response to Comments technical memo dated November 26, 2019 regarding Caltrans comment letter dated November 12, 2019 on the Traffic Impact Analysis for the proposed Commons Retail Shopping Center at Visalia Parkway

2. The City of Visalia Active Transportation Plan (ATP) does not propose any future bikeways on SR 63. However, the Visalia ATP proposes a class I bike path and class II bike lanes along Visalia Parkway.

3. However, Caltrans is pleased with the Project's efforts to accommodate for bicyclists on SR 63 along the right-turn lane which can enhance bikeway connectivity through the SR 63/Visalia Parkway intersection.

4. The Visalia ATP calls for bicycle parking within new developments under ***Chapter 2.2 - Relevant Plans and Policy Documents T-P-41*** "Integrate the bicycle transportation system into new development and infill redevelopment. Development shall provide short term bicycle parking and long-term bicycle storage facilities, such as bicycle racks, stocks, and rental bicycle lockers."

5. Considering Senate Bill (SB) 743 and statewide efforts to reduce Vehicle Miles Traveled (VMT)and improve air quality, Caltrans is pleased with the addition of Electric Vehicle (EV) charging stations, short-term/long-term bike racks, and a transit pull-out stop as indicated in the Project's site plan.

6. As a point of information, additional right-of-way would be needed to accommodate the proposed bus top along SR 63.

7. Caltrans recommends that the project contribute its fair share to the City's transportation impact fee program to fund future infrastructure improvements within the area due to the continuous development within the vicinity of the project.

If you have any other questions, please call Edgar Hernandez at (559) 488-4168.

Sincerely,

MICHAEL NAVARRO, Chief
Transportation Planning - North

Traffic Impact Analysis

Proposed Commons at Visalia Parkway Shopping Center

Southwest of the Intersection of Visalia Parkway and Mooney Boulevard

Visalia, California

Prepared For:

Visalia Parkway Partners, LLC
P.O. Box 6317
Fresno, California 93703

Date:

January 10, 2020

Job No.:

19-008.01

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

Mr. Jim Shehadey
Visalia Parkway Partners, LLC
P.O. Box 6317
Fresno, California 93703

January 10, 2020

Subject: Traffic Impact Analysis
Proposed Commons at Visalia Parkway Shopping Center
Southwest of the Intersection of Visalia Parkway and Mooney Boulevard
Visalia, California

Dear Mr. Shehadey:

We are pleased to submit this Traffic Impact Analysis report for the proposed Commons at Visalia Parkway Shopping Center. This report was prepared in general accordance with the requirements of the agencies having jurisdiction at the study locations and identifies deficiencies in the existing transportation system as well as potentially-significant impacts. Recommendations are provided to mitigate potentially-significant Project and cumulative impacts.

Thank you for the opportunity to perform this traffic impact analysis and to provide you with this report. Please feel free to contact our office if you have any questions or comments regarding this report, or if we can be of further assistance.

Sincerely,

PETERS ENGINEERING GROUP

John Rowland, PE, TE

REGISTERED PROFESSIONAL ENGINEER
JOHN ROWLAND
NO. 2484
TRAFFIC
STATE OF CALIFORNIA

EXECUTIVE SUMMARY

This traffic impact analysis (TIA) has been prepared to study the potential traffic impacts related to the proposed Commons at Visalia Parkway Shopping Center in Visalia, California, hereinafter referred to as "the Project." This analysis focuses on the anticipated effect of vehicle traffic resulting from the Project and was performed in general conformance with the following documents, as applicable:

- City of Visalia *Procedures for Traffic Impact Analysis* (TIA) updated October 2014;
- *Caltrans Guide for the Preparation of Traffic Impact Studies* dated December 2002.

The proposed Commons at Visalia Parkway Shopping Center (Project) is located southwest of the intersection of Visalia Parkway and Mooney Boulevard (State Route 63) in Visalia, California. The Project site covers approximately 27.16 acres and will be developed in two phases. Phase 1 of the Project covers approximately 14.68 acres and will include a total of 135,100 square feet of building area as follows:

- Major 1: 56,800 square feet
- Major 2: 29,800 square feet
- Shops A: 10,000 square feet with drive through
- Shops B: 10,000 square feet with drive through
- C-Store: 3,100 square feet with 12 fueling positions
- Restaurant: 7,200 square feet
- Drive Thru 2: 3,000 square feet with drive through
- Drive Thru 3: 5,000 square feet with drive through
- Automotive: 12,000 square feet

Access to Phase 1 is proposed via two driveways connecting to Visalia Parkway and two driveways connecting to Mooney Boulevard. The site plan suggests that a median will be constructed on Visalia Parkway with an opening for the main driveway to allow left turns into the site from westbound Visalia Parkway, while the east driveway will be right-in/right-out only. The site plan also proposes that the south driveway connecting to Mooney Boulevard would have a median opening allowing left turns into the site from northbound Mooney Boulevard, while the north driveway will be right-in/right-out only.

Phase 2 of the Project will cover approximately 12.48 acres identified as Future Auto Sales west of Phase 1 and would have frontage only along Visalia Parkway. For purposes of these analyses, it is assumed that the Future Auto Sales portion of the site could be developed with a retail building area of 70,000 square feet. Access to Phase 2 would be shared with the Phase 1 main driveway with connectivity through Phase 1 to other driveways. It is also likely that a driveway would be constructed connecting to Visalia Parkway on the western edge of the site (Outlot 1).

The potential exists that Phase 2 would be developed as an automobile sales site with a building size of 8,600 square feet; however, the analysis of a 70,000-square-foot retail building represents the worst-case scenario.

Development of Outlot 2 is not considered part of the current Project. Any future development on Outlot 2 would share access with Phase 1 and Phase 2 of the Project. Therefore, for purposes of the cumulative analyses, an assumption is made that 100 units of senior housing would be developed on Outlot 2 in the future.

The TIA includes analysis of the following intersections:

1. Whitendale Avenue / County Center Drive
2. Whitendale Avenue / Mooney Boulevard
3. Sunnyside Avenue / Mooney Boulevard
4. Orchard Avenue / Mooney Boulevard
5. Caldwell Avenue / Demaree Street
6. Caldwell Avenue / Dans Street
7. Caldwell Avenue / County Center Drive
8. Caldwell Avenue / Shady Street
9. Caldwell Avenue / Mooney Boulevard
10. Caldwell Avenue / Fairway Street
11. Caldwell Avenue / Stonebrook Street
12. Cameron Avenue / County Center Drive
13. Cameron Avenue / Mooney Boulevard
14. Cameron Avenue / Stonebrook Street
15. Cameron Avenue / West Street
16. Visalia Parkway / Demaree Street
17. Visalia Parkway / Dans Street
18. Visalia Parkway / County Center Drive
19. Visalia Parkway / Outlot 1 Access
20. Visalia Parkway / Main Site Access
21. Visalia Parkway / East Site Access
22. Visalia Parkway / Mooney Boulevard
23. Visalia Parkway / Stonebrook Street
24. North Site Access / Mooney Boulevard
25. South Site Access / Mooney Boulevard
26. Midvalley Avenue / Mooney Boulevard
27. Avenue 272 / Road 108 (Demaree Street)
28. Avenue 272 / Mooney Boulevard
29. Avenue 268 / Mooney Boulevard

Traffic signal warrant analyses are required at the following intersections:

6. Caldwell Avenue / Dans Street (one-way stop plus a private driveway on the north)
12. Cameron Avenue / County Center Drive (one-way stop)
14. Cameron Avenue / Stonebrook Street (one-way stop)
15. Cameron Avenue / West Street (two-way stop)
17. Visalia Parkway / Dans Street (two-way stop)
18. Visalia Parkway / County Center Drive (one-way stop)
28. Avenue 272 / Mooney Boulevard (two-way stop).

The study time periods include the peak hours determined within each of the following time periods:

- A.M. Peak hour: 7:00 a.m. to 9:00 a.m.
- Midday Peak Hour: 11:00 a.m. to 1:00 p.m.
- P.M. Peak Hour: 2:00 p.m. to 6:00 p.m.

The peak hours are analyzed for the following conditions based on both City of Visalia Category IV requirements and typical Caltrans requirements:

- Existing Conditions;
- Existing-Plus-Project Phase 1 Conditions;
- Existing-Plus-Project Phases 1 and 2 Conditions;
- Five-Year Cumulative No-Project Conditions;
- Five-Year Cumulative Conditions With Project;
- 10-Year Cumulative No-Project Conditions;
- 10-Year Cumulative Conditions With Project;
- 20-Year Cumulative No-Project Conditions; and
- 20-Year Cumulative Conditions With Project.

Generally-accepted traffic engineering principles and methods were employed to estimate the number of trips expected to be generated by the Project, to analyze the existing traffic conditions, and to analyze the traffic conditions projected to occur in the future.

The conclusion of the traffic impact analysis is that the Project is likely to cause or contribute to potentially-significant traffic impacts as identified in this report. Recommended mitigation measures or actions are summarized in the tables below.

In general, it is recommended that the Project construct traffic signals at the main site access driveway on Visalia Parkway and widening at the intersection of Visalia Parkway and Mooney Boulevard. The Project may also be required to contribute an equitable share to future intersections improvements if those improvements are not included in the City of Visalia development fee program.

EXECUTIVE SUMMARY (Continued)

Summary of Recommendations

Intersection	Project Scenario			
	Existing Plus Project*	Five-Year	10-Year	20-Year
Caldwell / Dans	2-1: Signals not warranted. Construct no improvements.	5-1: Equitable share if City chooses future signalization.	10-1: Same as Five-Year	20-1: Same as Five-Year
Cameron / Stonebrook	2-2: Signals not warranted. Construct no improvements.	5-2: Equitable share of traffic signals.	10-2: Same as Five-Year	20-2: Same as Five-Year
Cameron / West	2-3: Signals not warranted. Construct no improvements.	5-3: Equitable share of traffic signals.	10-3: Same as Five-Year	20-3: Same as Five-Year
Visalia Pwy / Dans	2-4: Signals not warranted. Construct no improvements.	5-4: Equitable share if City chooses future signalization.	10-4: Same as Five-Year	20-4: Same as Five-Year
Visalia Pwy / County Center	2-5: Signals not warranted. Construct no improvements.	5-5: Equitable share of traffic signals.	10-5: Same as Five-Year	20-5: Same as Five-Year
Visalia Pwy / Main Site	2-6: Install traffic signals.	5-6: Same as Five-Year	10-6: Same as Five-Year	20-6: Same as Five-Year
Visalia Pwy / Stonebrook				20-7: Equitable share of traffic signals.
Visalia Pwy / Mooney	2-7: Install median and widen intersection.	5-7: Same as Five-Year	10-7: Same as Five-Year	20-8: Same as Five-Year with additional lane.
Ave 272 / Mooney	2-8: Signals not warranted. Construct no improvements.	5-8: Equitable share of traffic signals or roundabout.	10-8: Same as Five-Year	20-9: Same as Five-Year

* The conclusions for the existing-plus-Phase 1 scenario are the same as the existing-plus-Phases 1 and 2 scenario.

Equitable Share Responsibility Calculations – P.M. Peak Hour

Location	Project Trips	Existing Volume	20-Year Volume	Equitable Share
Caldwell / Dans	91	1,856	2,326	19.4%
Cameron / Stonebrook	117	1,543	2,501	12.2%
Cameron / West	117	1,425	1,790	32.1%
Visalia Pwy / Dans	96	932	1,247	30.5%
Visalia Pwy / County Center	167	1,043	1,597	30.1%
Visalia Pwy / Main Site				100%
Visalia Pwy / Mooney	638	2,640	3,927	49.6%
Visalia Pwy / Stonebrook	53	416	1,501	4.9%
Ave 272 / Mooney	321	2,346	3,226	36.5%

Traffic Impact Analysis

Proposed Commons at Visalia Parkway Shopping Center

Southwest of the Intersection of Visalia Parkway and Mooney Boulevard

Visalia, California

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

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1.0 – INTRODUCTION

1.1 – Purpose

This traffic impact analysis has been prepared to study the potential traffic impacts related to the proposed Commons at Visalia Parkway Shopping Center in Visalia, California, hereinafter referred to as "the Project." This analysis focuses on the anticipated effect of vehicle traffic resulting from the Project and was performed in general conformance with the following documents, as applicable:

- City of Visalia *Procedures for Traffic Impact Analysis* (TIA) updated October 2014 (City Procedures).
- *Caltrans Guide for the Preparation of Traffic Impact Studies* dated December 2002 (Caltrans Guidelines).

1.2 – Project Description

The proposed Commons at Visalia Parkway Shopping Center (Project) is located southwest of the intersection of Visalia Parkway and Mooney Boulevard (State Route 63) in Visalia, California. The Project site covers approximately 27.16 acres and will be developed in two phases. Phase 1 of the Project covers approximately 14.68 acres and will include a total of 135,100 square feet of building area as follows:

- Major 1: 56,800 square feet
- Major 2: 29,800 square feet
- Shops A: 10,000 square feet with drive through
- Shops B: 10,000 square feet with drive through
- C-Store: 3,100 square feet with 12 fueling positions
- Restaurant: 7,200 square feet
- Drive Thru 2: 3,000 square feet with drive through
- Drive Thru 3: 5,000 square feet with drive through
- Automotive: 12,000 square feet

Access to Phase 1 is proposed via two driveways connecting to Visalia Parkway and two driveways connecting to Mooney Boulevard. The site plan suggests that a median will be constructed on Visalia Parkway with an opening for the main driveway to allow left turns into the site from westbound Visalia Parkway, while the east driveway will be right-in/right-out only. The site plan also proposes that the south driveway connecting to Mooney Boulevard would have a median opening allowing left turns into the site from northbound Mooney Boulevard, while the north driveway will be right-in/right-out only.

Phase 2 of the Project will cover approximately 12.48 acres identified as Future Auto Sales west of Phase 1 and would have frontage only along Visalia Parkway. For purposes of these analyses, it is assumed that the Future Auto Sales portion of the site could be developed with a retail building area of 70,000 square feet. Access to Phase 2 would be shared with the Phase 1 main driveway with connectivity through Phase 1 to other driveways. It is also likely that a driveway would be constructed connecting to Visalia Parkway on the western edge of the site (Outlot 1).

The potential exists that Phase 2 would be developed as an automobile sales site with a building size of 8,600 square feet; however, the analysis of a 70,000-square-foot retail building represents the worst-case scenario.

Development of Outlot 2 is not considered part of the current Project. Any future development on Outlot 2 would share access with Phase 1 and Phase 2 of the Project. Therefore, for purposes of the cumulative analyses, an assumption is made that 100 units of senior housing would be developed on Outlot 2 in the future.

A vicinity map is presented in the attached Figure 1.1, Site Vicinity Map, and a site plan is presented in Figure 1.2, Site Plan, following the text of this report.

1.3 – Study Area

The study locations were determined as specified in the City Procedures for a Category IV project (analysis of all intersections within one mile of site) and based on correspondence with Caltrans staff. This report includes operations analysis of the following intersections:

1. Whitendale Avenue / County Center Drive
2. Whitendale Avenue / Mooney Boulevard
3. Sunnyside Avenue / Mooney Boulevard
4. Orchard Avenue / Mooney Boulevard
5. Caldwell Avenue / Demaree Street
6. Caldwell Avenue / Dans Street
7. Caldwell Avenue / County Center Drive
8. Caldwell Avenue / Shady Street
9. Caldwell Avenue / Mooney Boulevard
10. Caldwell Avenue / Fairway Street
11. Caldwell Avenue / Stonebrook Street
12. Cameron Avenue / County Center Drive
13. Cameron Avenue / Mooney Boulevard
14. Cameron Avenue / Stonebrook Street
15. Cameron Avenue / West Street
16. Visalia Parkway / Demaree Street
17. Visalia Parkway / Dans Street
18. Visalia Parkway / County Center Drive
19. Visalia Parkway / Outlot 1 Access
20. Visalia Parkway / Main Site Access
21. Visalia Parkway / East Site Access
22. Visalia Parkway / Mooney Boulevard
23. Visalia Parkway / Stonebrook Street
24. North Site Access / Mooney Boulevard
25. South Site Access / Mooney Boulevard
26. Midvalley Avenue / Mooney Boulevard
27. Avenue 272 / Road 108 (Demaree Street)
28. Avenue 272 / Mooney Boulevard
29. Avenue 268 / Mooney Boulevard

The study intersections are identified in Figure 1.3, Study Intersections.

Traffic signal warrant analyses are required at the following intersections:

6. Caldwell Avenue / Dans Street (one-way stop plus a private driveway on the north)
12. Cameron Avenue / County Center Drive (one-way stop)
14. Cameron Avenue / Stonebrook Street (one-way stop)
15. Cameron Avenue / West Street (two-way stop)
17. Visalia Parkway / Dans Street (two-way stop)
18. Visalia Parkway / County Center Drive (one-way stop)
28. Avenue 272 / Mooney Boulevard (two-way stop).

1.4 – Study Scenarios

The study time periods include the peak hours determined within each of the following time periods:

- A.M. Peak hour: 7:00 a.m. to 9:00 a.m.
- Midday Peak Hour: 11:00 a.m. to 1:00 p.m.
- P.M. Peak Hour: 2:00 p.m. to 6:00 p.m.

The peak hours are analyzed for the following conditions based on both City of Visalia Category IV requirements and typical Caltrans requirements:

- Existing Conditions;
- Existing-Plus-Project Phase 1 Conditions;
- Existing-Plus-Project Phases 1 and 2 Conditions;
- Five-Year Cumulative No-Project Conditions;
- Five-Year Cumulative Conditions With Project;
- 10-Year Cumulative No-Project Conditions;
- 10-Year Cumulative Conditions With Project;
- 20-Year Cumulative No-Project Conditions; and
- 20-Year Cumulative Conditions With Project.

1.5 – List of Abbreviations

The following is a list of abbreviations that may be used the text of this report.

NBL – Northbound left
NBT – Northbound through
NBR – Northbound right
SBL – Southbound left
SBT – Southbound through
SBR – Southbound right
EBL – Eastbound left
EBT – Eastbound through
EBR – Eastbound right
WBL – Westbound left
WBT – Westbound through
WBR – Westbound right
HCM – Highway Capacity Manual, 2010
PHF – Peak hour factor
LOS – Level of service
sec – seconds
OWS – One-way stop
TWS – Two-way stop
DNS – Does not stop
DNE – Does not exist
S – Shared lane
P – Private driveway
NS – Lane not striped; de facto turn lane
SR – State Route
Pwy – Parkway
Round – Roundabout
TBD – Lane to be constructed by project, length yet to be determined
ITE – Institute of Transportation Engineers
MPH – miles per hour
TCAG – Tulare County Association of Governments

2.0 – IMPACT SIGNIFICANCE CRITERIA

2.1 – Level of Service

The Transportation Research Board *Highway Capacity Manual*, 2010, (HCM) defines level of service (LOS) as, "A quantitative stratification of a performance measure or measures that represent quality of service, measured on an A-F scale, with LOS A representing the best operating conditions from the traveler's perspective and LOS F the worst." Automobile mode LOS characteristics for both unsignalized and signalized intersections are presented in Tables 2.1 and 2.2.

Table 2.1
Level of Service Characteristics for Unsignalized Intersections

Level of Service	Average Vehicle Delay (seconds)
A	0-10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	>50

Reference: *Highway Capacity Manual,* Transportation Research Board, 2010

Table 2.2
Level of Service Characteristics for Signalized Intersections

Level of Service	Description	Average Vehicle Delay (seconds)
A	Volume-to-capacity ratio is low. Progression is exceptionally favorable or the cycle length is very short.	<10
B	Volume-to-capacity ratio is low. Progression is highly favorable or the cycle length is very short.	>10-20
C	Volume-to-capacity ratio is no greater than 1.0. Progression is favorable or cycle length is moderate.	>20-35
D	Volume-to-capacity ratio is high but no greater than 1.0. Progression is ineffective or cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	>35-55
E	Volume-to-capacity ratio is high but no greater than 1.0. Progression is unfavorable and cycle length is long. Individual cycle failures are frequent.	>55-80
F	Volume-to-capacity ratio is greater than 1.0. Progression is very poor and cycle length is long. Most cycles fail to clear the queue.	>80

Reference: *Highway Capacity Manual,* Transportation Research Board, 2010

2.2 – City of Visalia and Caltrans Criteria

The Visalia General Plan and the City Procedures indicate that LOS D is the minimum acceptable LOS standard on city roadways.

The City General Plan also states: "*Although Caltrans has not designated a LOS standard, Caltrans' Guide for the Preparation of Traffic Impact Studies (December 2002) indicates that when the LOS of a State highway facility falls below the LOS "C/D" cusp in rural areas and the LOS "D/E" cusp in urban areas, additional traffic may have a significant impact.*" This specific language is not contained in the Caltrans document.

The Caltrans *Guide for the Preparation of Traffic Impact Studies* dated December 2002 states the following: "*Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" (see Appendix "C-3") on State highway facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than the appropriate target LOS, the existing MOE should be maintained.*"

Based on the language contained in the City General Plan, a significant traffic impact will be recognized at intersections within the City of Visalia, including Caltrans intersections, if the Project will decrease the LOS below D at an intersection. Where an intersection is already operating at LOS E or LOS F in the existing or no-Project scenario, a significant impact will be identified if the Project will exacerbate the delay by 5.0 seconds or more.

2.3 – County of Tulare Criteria

Policy TC-1.16, County Level Of Service (LOS) Standards, presented in Chapter 13 of the 2030 Update of the Tulare County General Plan dated August 2012 (County General Plan) states: "*The County shall strive to develop and manage its roadway system (both segments and intersections) to meet a LOS of "D" or better in accordance with the LOS definitions established by the Highway Capacity Manual.*"

Based on the language contained in the County General Plan, a significant traffic impact will be recognized at County intersections if the Project will decrease the LOS below D at an intersection. Where an intersection is already operating at LOS E or LOS F in the existing or no-Project scenario, a significant impact will be identified if the Project will exacerbate the delay by 5.0 seconds or more.

2.4 – Summary of Minimum Acceptable Levels of Service

Table 2.3 presents the current jurisdiction and the target LOS for the study intersections.

Table 2.3
Minimum Acceptable Intersection Levels of Service

Location Number	Intersection	Current Jurisdiction	Target LOS
1	Whitendale Avenue / County Center Drive	City of Visalia	D
2	Whitendale Avenue / Mooney Boulevard	Caltrans (within City of Visalia)	D
3	Sunnyside Avenue / Mooney Boulevard	Caltrans (within City of Visalia)	D
4	Orchard Avenue / Mooney Boulevard	Caltrans (within City of Visalia)	D
5	Caldwell Avenue / Demaree Street	City of Visalia	D
6	Caldwell Avenue / Dans Street	City of Visalia	D
7	Caldwell Avenue / County Center Drive	City of Visalia	D
8	Caldwell Avenue / Shady Street	City of Visalia	D
9	Caldwell Avenue / Mooney Boulevard	Caltrans (within City of Visalia)	D
10	Caldwell Avenue / Fairway Street	City of Visalia	D
11	Caldwell Avenue / Stonebrook Street	City of Visalia	D
12	Cameron Avenue / County Center Drive	City of Visalia	D
13	Cameron Avenue / Mooney Boulevard	Caltrans (within City of Visalia)	D
14	Cameron Avenue / Stonebrook Street	City of Visalia	D
15	Cameron Avenue / West Street	City of Visalia	D
16	Visalia Parkway / Demaree Street	City of Visalia	D
17	Visalia Parkway / Dans Street	City of Visalia	D
18	Visalia Parkway / County Center Drive	City of Visalia	D
19	Visalia Parkway / Outlot 1 Access	City of Visalia	D
20	Visalia Parkway / Main Site Access	City of Visalia	D
21	Visalia Parkway / East Site Access	City of Visalia	D
22	Visalia Parkway / Mooney Boulevard	Caltrans (within City of Visalia)	D
23	Visalia Parkway / Stonebrook Street	City of Visalia	D
24	North Site Access / Mooney Boulevard	Caltrans (within City of Visalia)	D
25	South Site Access / Mooney Boulevard	Caltrans (within City of Visalia)	D
26	Midvalley Avenue / Mooney Boulevard	Caltrans (within City of Visalia)	D
27	Avenue 272 / Road 108 (Demaree Street)	County of Tulare	D
28	Avenue 272 / Mooney Boulevard	Caltrans (within City of Visalia)	D
29	Avenue 268 / Mooney Boulevard	Caltrans (within City of Visalia)	D

2.5 – Intersection Queuing Criteria

The City Procedures require an analysis of queuing for turn lanes. For purposes of this study, a queuing deficiency is identified in the no-Project condition if the calculated 95th-percentile queue length exceeds the storage length. A significant queuing impact is determined if the Project causes the calculated 95th-percentile queue length to exceed the existing or planned storage capacity of a lane. In storage lanes that are already deficient without the Project, a

significant queuing impact is determined if the Project increases the calculated 95th-percentile queue length by at least 25 feet (the average storage length for one vehicle).

2.6 – Transit, Bicycle, and Pedestrian Facilities

A significant impact is determined if a proposed Project would disrupt or impede existing or planned transit, bicycle, or pedestrian facilities.

3.0 – TRAFFIC ANALYSIS METHODOLOGY

This section describes the methods and criteria used to evaluate LOS and traffic signal warrants.

3.1 – Intersection Analysis Methodology

The levels of service at the study intersections were determined using the computer program Synchro 9, which is based on the HCM procedures for calculating levels of service.

Although peak-hour traffic volumes are typically utilized in the operational analysis of intersections, the HCM utilizes the peak 15-minute period as the basis for operational analyses by incorporating the peak hour factor (PHF) into the analyses. PHFs for the existing-conditions and existing-plus-Project conditions analyses were determined based on the existing traffic volumes. It is typical traffic engineering practice based on previous versions of the Highway Capacity Manual to assume a PHF of 0.92 in urban areas and 0.88 in rural areas in the absence of field data. For purposes of the cumulative year five-year, 10-year, and 20-year analyses performed for this study, a PHF of 0.92 is used unless the existing PHF is greater than 0.92.

For signalized intersections and all-way-stop-controlled intersections, the overall intersection LOS and the average delay per vehicle are presented. For one-way and two-way stop-controlled intersections an overall intersection LOS is not defined in the HCM. Therefore, for one-way and two-way stop-controlled intersections the LOS and average delay per vehicle for the movement with the greatest delay is reported.

Queue lengths are reported for turn lanes as required in the City Procedures to reveal possible deficiencies that would not be apparent based only on LOS results.

3.2 – Traffic Signal Warrants

The California State Transportation Agency and California Department of Transportation *California Manual on Uniform Traffic Control Devices, 2014 Edition (Revision 4 dated March 29, 2019)* (CMUTCD) presents various criteria (warrants) for determining the need for traffic signals. The CMUTCD states that an engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether installation of a traffic control signal is justified at a particular location. The investigation of the need for a traffic control signal shall include an analysis of the applicable factors contained in the following traffic signal warrants:

Warrant 1, Eight-Hour Vehicular Volume.
Warrant 2, Four-Hour Vehicular Volume.
Warrant 3, Peak Hour.
Warrant 4, Pedestrian Volume.
Warrant 5, School Crossing.
Warrant 6, Coordinated Signal System.
Warrant 7, Crash Experience.
Warrant 8, Roadway Network.
Warrant 9, Intersection Near a Grade Crossing

If one or more of the signal warrants is met, signalization of the intersection may be appropriate. However, a signal should not be installed if none or few of the warrants are met since the installation of signals may increase delays on the previously uncontrolled major street and may contribute to an increase in accidents.

The installation of a traffic signal can serve as mitigation when a significant impact is identified at an unsignalized intersection and traffic signal warrants are satisfied. If warrants are not satisfied, traffic signals would not be considered as a feasible mitigation. For cases in which peak hour traffic signal warrants are satisfied, traffic signals are not considered to be the default mitigation measure. Since installation of traffic signals typically includes construction of additional lanes or widening of the intersection, the development of recommendations for mitigation measures includes consideration of widening the intersection to add capacity while maintaining stop sign control. If the addition of lanes results in acceptable levels of service then the installation of traffic signals may be considered to be over-mitigation and may not be recommended even if peak-hour traffic signal warrants are satisfied.

It should be noted that the CMUTCD indicates that the study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count when evaluating the count against the signal warrants.

4.0 – PROJECT TRIP GENERATION

4.1 – Trip Generation and Internal Capture

Data provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*, are typically used to estimate the number of trips anticipated to be generated by proposed projects. Since the proposed site plan indicates that both Shops A and Shops B will have drive throughs, it is assumed that half of the shops buildings (5,000 square feet each) will be developed as fast-food with drive through, and the remaining half of the shops buildings are assumed to be shopping center uses. The trip generation calculations are presented in Tables A.1 and A.2 in Appendix A and the results are summarized in Tables 4.1 and 4.2 below.

Data presented in the ITE *Trip Generation Handbook, 3rd Edition* dated September 2017 (TGH) contains information that the Project may generate internal trips (sometimes referred to as "internally-captured trips"). Estimation of the number of internal trips accounts for the interaction between the various individual land uses assumed for the trip generation calculations. A common example of an internal trip occurs in a multi-use development containing both offices and shops. A trip made from an office by an office worker to retail shop within the site is defined as internal to (i.e., "captured within") the multi-use site. A more complete description of internal trips is presented in the TGH. An example of an internal trip for the proposed Project is a person who eats at a fast-food restaurant and also purchases fuel. An internal capture rate is generally defined as the percentage of total trips generated by a site that are made entirely within the site. A maximum internal capture rate of five percent for the overall Project was allowed by Caltrans. The internal capture analyses are presented in Appendix A and the results are applied in Tables 4.1 and 4.2.

Table 4.1
Phase 1 Project Trip Generation

ITE Land Use	Building Area	A.M. Peak Hour Traffic Volumes		Midday Peak Hour Traffic Volumes		P.M. Peak Hour Traffic Volumes		Weekday Traffic Volume
		Enter	Exit	Enter	Exit	Enter	Exit	Total
Shopping Center (820)	96,600 sq. ft.	124	76	276	276	254	276	5,874
Fast Food Restaurant with Drive Through (934)	18,000 sq. ft.	369	355	472	453	306	283	8,478
High-Turnover Sit-Down Restaurant (932)	7,200 sq. ft.	40	32	66	60	44	27	808
Super Convenience Market/Gas Station (960)	3,100 sq. ft.	81	81	90	90	108	108	2,598
Automobile Parts and Service Center (943)	12,000 sq. ft.	17	7	18	15	11	17	196
Subtotals:	-	631	551	922	894	723	711	17,954
Internal Capture	-	-30	-30	-45	-45	-36	-36	-898
TOTALS:	-	**601**	**521**	**877**	**849**	**687**	**675**	**17,056**

Table 4.2
Phases 1 and 2 Project Trip Generation

ITE Land Use	Building Area	A.M. Peak Hour Traffic Volumes		Midday Peak Hour Traffic Volumes		P.M. Peak Hour Traffic Volumes		Weekday Traffic Volume
		Enter	Exit	Enter	Exit	Enter	Exit	Total
Shopping Center (820)	166,600 sq. ft.	146	90	408	408	381	413	8,508
Fast Food Restaurant with Drive Through (934)	18,000 sq. ft.	369	355	472	453	306	283	8,478
High-Turnover Sit-Down Restaurant (932)	7,200 sq. ft.	40	32	66	60	44	27	808
Super Convenience Market/Gas Station (960)	3,100 sq. ft.	81	81	90	90	108	108	2,598
Automobile Parts and Service Center (943)	12,000 sq. ft.	17	7	18	15	11	17	196
Subtotals:	-	653	565	1,054	1,026	850	848	20,588
Internal Capture	-	-30	-30	-52	-52	-42	-42	-1,024
TOTALS:	-	**623**	**535**	**1,002**	**974**	**808**	**806**	**19,564**

4.2 – Pass-By Trips

The ITE *Trip Generation Handbook, 3rd Edition, September 2017* (TGH) presents information suggesting that the Project traffic volumes will include pass-by trips. The TGH defines a pass-by trip as a trip that "is 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."

The TGH states: "However, not all traffic entering or exiting a site driveway is necessarily new traffic **added** to the street system. The actual amount of new traffic is dependent upon the purpose of the trip and the route used from its origin to its destination. For example, retail-oriented developments such as shopping centers, discount stores, restaurants, banks, service stations, and convenience markets are often located adjacent to busy streets in order to attract the motorists already on the street system for a different purpose. These sites attract a portion of their trips from traffic passing the site on the way from an origin to an ultimate destination. Thus, these "pass-by" trips **do not add new traffic** to the adjacent street system and may be reduced from the total external trips generated by a study site."

Data provided in Appendix E of the TGH and the proposed orientation of the Project suggest that pass-by trips will be generated by the proposed Project. Available data in the TGH indicate the following average pass-by trip percentages for uses contained within the proposed Project:

- 34 percent of the weekday p.m. peak hour trips generated by Shopping Center
- 49 percent of the weekday a.m. peak hour trips generated by Fast Food Restaurant with Drive Through Window

- 50 percent of the weekday p.m. peak hour trips generated by Fast Food Restaurant with Drive Through Window
- 43 percent of the weekday p.m. peak hour trips generated by High-Turnover (Sit-Down) Restaurant
- 63 percent of the weekday a.m. peak hour trips generated by Convenience Market with Gasoline Pumps
- 66 percent of the weekday p.m. peak hour trips generated by Convenience Market with Gasoline Pumps

Based on the available empirical data values, a pass-by rate of 25 percent is applied to the shopping center uses, a rate of 40 percent is applied to the restaurant uses, and a rate of 50 percent is applied to the convenience market/gas station uses for purposes of the peak hour analyses. The pass-by trips for the automotive portion of the Project are expected to be negligible. The pass-by percentages are applied only to the external trips generated by each land use; the pass-by trip calculations are included in the attached spreadsheets utilized to calculate internal capture. Tables 4.3 and 4.4 present the volume of pass-by trips and new primary Project trips estimated to be generated by the Project.

Table 4.3
Pass-By Trips and Primary Project Trips (Phase 1)

Time Period	Trips Entering Site	Trips Exiting Site	Total Trips
A.M. Peak Hour Pass-By Trips	224	202	426
A.M. Peak Hour Primary Trips	377	319	696
Midday Peak Hour Pass-By Trips	312	302	614
Midday Peak Hour Primary Trips	565	547	1,112
P.M. Peak Hour Pass-By Trips	243	234	477
P.M. Peak Hour Primary Trips	444	441	885

Table 4.4
Pass-By Trips and Primary Project Trips (Phases 1 and 2)

Time Period	Trips Entering Site	Trips Exiting Site	Total Trips
A.M. Peak Hour Pass-By Trips	229	206	435
A.M. Peak Hour Primary Trips	394	329	723
Midday Peak Hour Pass-By Trips	344	334	678
Midday Peak Hour Primary Trips	658	640	1,298
P.M. Peak Hour Pass-By Trips	272	266	538
P.M. Peak Hour Primary Trips	536	540	1,076

Considering that the Project will generate a maximum of 1,298 primary (net external) peak hour trips, the Project is a Category IV project in accordance with City of Visalia criteria (generates more than 1,000 peak hour trips but less than 1,500 peak hour trips).

4.3 – Project Trip Distribution and Assignment

The distribution of Project trips has been estimated using engineering judgment considering available routes and complementary uses. The percentage distribution of Project trips is presented in the attached Figure 4.1, Project Trip Distribution Percentages.

The peak-hour Project trips presented in Tables 4.3 through 4.4 were assigned to the study intersections in accordance with the trip distribution percentages described above and are presented in the following figures:

Figure 4.2a: Primary Project Trips – Phase 1 (A.M. and P.M. Peak Hours)
Figure 4.2b: Primary Project Trips – Phase 1 (Midday Peak Hour)
Figure 4.3a: Project Pass-By Trips – Phase 1 (A.M. and P.M. Peak Hours)
Figure 4.3b: Project Pass-By Trips – Phase 1 (Midday Peak Hour)
Figure 4.4a: Primary Project Trips – Phases 1 and 2 (A.M. and P.M. Peak Hours)
Figure 4.4b: Primary Project Trips – Phases 1 and 2 (Midday Peak Hour)
Figure 4.5a: Project Pass-By Trips – Phases 1 and 2 (A.M. and P.M. Peak Hours)
Figure 4.5b: Project Pass-By Trips – Phases 1 and 2 (Midday Peak Hour)

4.4 – Phase 2 Alternative

A potential alternative is being considered in which Phase 2 would be developed as an automobile sales project. Table A.3 in Appendix A presents trip generation calculations for the alternate Phase 2 project, and the results are summarized in Table 4.5 below. It should be noted that ITE Code 840 for new automobile sales was utilized instead of ITE Code 841 for used automobile sales because the average building size for Code 841 is only 2,000 square feet, and the maximum building size studied was less than 5,000 square feet. The building area that would be constructed is not within the data range for ITE Code 841; therefore, ITE Code 840 was utilized.

Other than the information presented in Table 4.5, analysis of the Phase 2 alternative is not proposed as part of the scope of this traffic impact analysis.

Table 4.5
Alternate Phase 2 Trip Generation

ITE Land Use	Building Area	A.M. Peak Hour Traffic Volumes		Midday Peak Hour Traffic Volumes		P.M. Peak Hour Traffic Volumes		Weekday Traffic Volume
		Enter	Exit	Enter	Exit	Enter	Exit	Total
Automobile Sales (New) (840)	8,600 sq. ft.	12	5	10	9	9	13	240

4.5 – Outlot 2 Assumptions

Development of Outlot 2 is not considered part of the current Project. A future development on Outlot 2 would share access with Phase 1 and Phase 2 of the Project. Therefore, for purposes of the cumulative analyses, an assumption has been made that 100 units of senior housing would be developed on Outlot 2 in the future. Table A.4 in Appendix A presents trip generation calculations for Outlot 2, and the results are summarized in Table 4.6 below.

Table 4.6
Outlot 2 Trip Generation

ITE Land Use	Building Area	A.M. Peak Hour Traffic Volumes		Midday Peak Hour Traffic Volumes		P.M. Peak Hour Traffic Volumes		Weekday Traffic Volume
		Enter	Exit	Enter	Exit	Enter	Exit	Total
Senior Housing - Attached (252)	100	7	13	16	17	14	12	370

5.0 – EXISTING CONDITIONS

5.1 – Existing Roadway Network

The Project study area includes 29 intersections, the locations of which are illustrated in Figure 1.3, Study Intersections. The existing lane configurations and intersection control at the study locations are presented in Figure 5.1, Existing Lane Configurations and Intersection Control.

A description of the major roadways in the vicinity of the Project site is presented below.

Mooney Boulevard (State Route 63) is a north-south roadway designated as an arterial in the City of Visalia General Plan. North of the Project site Mooney Boulevard is a six-lane divided highway with signalized intersections, dedicated left- and right-turn lanes, and frequent commercial driveways. The speed limit is posted as 40 miles per hour (MPH) north of Visalia Parkway. South of the Project site Mooney Boulevard is generally a four-lane divided highway that is slightly more rural in nature than it is to the north and a posted speed limit of 55 MPH south of Midvalley Avenue.

Visalia Parkway is an east-west roadway designated as an arterial in the City of Visalia General Plan. The roadway generally consists of one lane in each direction with dedicated left-turn lanes. Within the Project vicinity, the north side of the roadway has been developed to its ultimate width including curb and gutter, while the south side (eastbound lane) is generally narrow with dirt shoulders. The posted speed limit is 40 MPH on both sides of Mooney Boulevard

5.2 – Existing Transit Service

Visalia Transit operates 13 fixed-route buses that service Visalia, Farmersville, Exeter, Goshen, and Tulare. Visalia Transit connects with Tulare InterModal Express, Tulare County Area Transit, Kings Area Regional Transit, Greyhound, and Amtrak. Visalia Transit provides a supplemental Dial-A-Ride service, curb to curb service designed to provide comparable paratransit service for individuals with disabilities who are not able to use the fixed route service. Dial-a-Ride also provides same-day service to the general public (non-ADA certified passengers), but are limited to same day reservations and space availability.

Youth can travel from schools to near-by recreation centers via the Loop Bus. The V-Line provides service from Visalia to Fresno. Visalia Transit also manages the Sequoia Shuttle, which is a seasonal transit service to and from the Sequoia National Park, made possible through a partnership with the National Parks Service. Finally, the Visalia Towne Trolley operates year-round through the heart of the City of Visalia.

Visalia Transit Routes 1A and 1B travel past the Project site on Mooney Boulevard. Route 12B travels north and east of the intersection of Mooney Boulevard and Visalia Parkway.

5.3 – Existing Bicycle and Pedestrian Facilities

The City of Visalia Bikeway Plan encourages the use of walking and bicycling and recognizes three classes of bikeways:

- Bike Path (Class I Bikeway, including paseos and public greenways). Provides a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with cross flows by motorists minimized.
- Bike Lane (Class II Bikeway). Provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through-travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.
- Bike Route (Class III Bikeway). Provides right-of-way designated by signs or permanent markings and shared with pedestrians and motorists.

Dedicated bicycle facilities are not present in the immediate Project vicinity Visalia Parkway is planned for Class II bike lanes, while Mooney Boulevard is not designated for a bikeway.

Pedestrian facilities, including sidewalks, crosswalks, and pedestrian traffic signals at signalized intersections, are well established in the developed areas north of Visalia Parkway. Areas south of Visalia Parkway are typically less developed and pedestrian connectivity is not well established.

5.4 – Existing Traffic Volumes

Existing peak-hour traffic volumes at the study intersections were determined by performing manual turning-movement counts at the study intersections on a weekday at the following times:

- 7:00 a.m. to 9:00 a.m. (to determine a.m. peak hour volumes)
- 11:00 a.m. to 1:00 p.m. (to determine a.m. peak hour volumes)
- 2:00 p.m. to 6:00 p.m. (to determine a.m. peak hour volumes)

The counts included turning movements, heavy vehicles, pedestrians, bicycles, and right turns on red. The traffic count data sheets are presented in Appendix B. The existing peak-hour turning movement volumes are presented in Figure 5.2a, Existing A.M. and P.M. Peak-Hour Traffic Volumes and Figure 5.2b, Existing Midday Peak-Hour Traffic Volumes.

The site is adjacent to urbanized areas and counts were performed while school was in session; therefore, seasonal and daily adjustments were not applied.

5.5 – Existing-Conditions Intersection LOS Analysis

The results of the existing-conditions intersection LOS analyses are summarized in Table 5.1. The intersection analysis sheets are presented in Appendix C. Levels of service and delays worse than the target LOS D or indicated in bold type and are underlined.

Table 5.1
Intersection Analysis Summary – Existing Conditions

Intersection	Control	A.M. Peak Hour		Midday Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Whitendale / County Center	Signals	23.9	C	17.1	B	21.5	C
Whitendale / Mooney	Signals	18.5	B	25.1	C	22.9	C
Sunnyside / Mooney	Signals	11.2	B	16.5	B	17.3	B
Orchard / Mooney	Signals	9.7	A	15.6	B	15.3	B
Caldwell / Demaree	Signals	25.4	C	22.0	C	27.3	C
Caldwell / Dans	TWS	**37.5**	**E**	22.9	C	**36.0**	**E**
Caldwell / County Center	Signals	16.4	B	18.6	B	20.6	C
Caldwell / Shady	Signals	13.4	B	14.3	B	14.6	B
Caldwell / Mooney	Signals	18.7	B	28.1	C	28.9	C
Caldwell / Fairway	Signals	13.3	B	16.5	B	19.1	B
Caldwell / Stonebrook	Signals	6.8	A	7.9	A	6.9	A
Cameron / County Center	OWS	15.4	C	16.9	C	19.6	C
Cameron / Mooney	Signals	15.4	B	25.5	C	23.8	C
Cameron / Stonebrook	OWS	**43.7**	**E**	**36.1**	**E**	**44.6**	**E**
Cameron / West	TWS	30.6	D	**38.1**	**E**	**61.4**	**F**
Visalia Pwy / Demaree	Signals	22.2	C	17.2	B	19.9	B
Visalia Pwy / Dans	TWS	31.5	D	16.9	C	20.2	C
Visalia Pwy / County Center	OWS	22.9	C	19.3	C	28.3	D
Visalia Pwy / Outlot 1	DNE						
Visalia Pwy / Main Site	OWS	11.7	B	14.7	B	17.3	C
Visalia Pwy / East Site	DNE						
Visalia Pwy / Mooney	Signals	21.9	C	27.4	C	30.7	C
Visalia Pwy / Stonebrook	DNS	DNS	DNS	DNS	DNS	DNS	DNS
North Site / Mooney	DNE						
South Site / Mooney	DNE						
Midvalley / Mooney	Signals	5.9	A	6.1	A	5.6	A
Ave 272 / Road 108	Signals	12.8	B	11.5	B	12.7	B
Ave 272 / Mooney	TWS	**77.2**	**F**	**119.7**	**F**	**134.5**	**F**
Ave 268 / Mooney	Signals	8.3	A	9.5	A	14.3	B

5.6 – Existing-Conditions Queuing Analysis

The results of the existing conditions queuing analyses are summarized in Table 5.2. Calculated 95th-percentile queues exceeding the storage capacity are identified in bold type and are underlined. The intersection analysis sheets presented in Appendix C include the queue analysis results.

Table 5.2
Queuing Analysis Summary – Existing Conditions

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Whitendale / County Center	Storage	100+	*	35	100+	*	35	100+	*	50	100+	*	50
	A.M.	55	124	0	18	108	0	39	85	0	27	86	0
	Midday	46	168	0	47	161	0	51	167	0	61	148	0
	P.M.	69	273	6	64	204	0	64	185	0	60	169	3
Whitendale / Mooney	Storage	150	*	260	250	*	240	335	740	125	465	*	190
	A.M.	45	73	35	62	83	17	39	113	35	32	102	0
	Midday	64	82	63	107	90	20	100	238	44	78	289	2
	P.M.	57	116	59	98	106	0	104	217	51	65	263	0
Sunnyside / Mooney	Storage	170	*	S	100	*	S	400	*	S	290	750	S
	A.M.	50	0		8	0		47	142		83	126	
	Midday	159	43		25	49		135	301		124	400	
	P.M.	151	37		18	58		93	292		108	360	
Orchard / Mooney	Storage	125+	125+	S	105	780	S	125	540	100	275	*	100
	A.M.	9	0		26	0		10	127	0	61	93	0
	Midday	46	36		80	53		32	298	0	221	273	0
	P.M.	37	31		84	48		45	256	0	174	261	0
Caldwell / Demaree	Storage	260	*	S	265	*	135	240	*	125	255	*	S
	A.M.	186	220		65	233	44	90	203	0	75	234	
	Midday	139	185		77	165	39	53	133	33	71	151	
	P.M.	222	327		105	257	54	88	220	49	119	203	
Caldwell / Dans	Storage	+	DNS	S	+	DNS	S	S	*	S	S	P	S
	A.M.	3			5				80			10	
	Midday	0			3				15			15	
	P.M.	3			5				30			28	
Caldwell / County Center	Storage	105+	*	S	145+	*	S	105+	*	45	100+	*	50
	A.M.	67	166		15	134		95	93	0	54	103	24
	Midday	62	195		18	161		137	122	0	95	114	8
	P.M.	96	263		25	186		129	143	0	108	140	18
Caldwell / Shady	Storage	250	*	S	250	700	S	S	*	S	S	500	125
	A.M.	36	127		27	112			37			9	0
	Midday	57	145		62	133			35			27	0
	P.M.	63	176		77	147			7			25	0
Caldwell / Mooney	Storage	350	715	S	350	750	S	300	*	165	275	535	270
	A.M.	58	83		45	91		41	101	16	30	90	0
	Midday	154	163		140	119		159	223	36	114	338	41
	P.M.	150	202		126	158		140	227	38	106	306	39
Caldwell / Fairway	Storage	200	750	S	290	*	S	120	375	S	55	*	S
	A.M.	54	81		70	103		19	29		26	21	
	Midday	81	106		106	116		51	66		55	50	
	P.M.	108	173		144	150		61	70		107	49	
Caldwell / Stonebrook	Storage	255	*	100	300	*	NS	S	175	S	S	540	540
	A.M.	23	55	0	0	138	0		5			36	0
	Midday	27	134	0	6	132	0		0			16	0
	P.M.	48	199	0	5	171	6		18			29	7

* Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
\+ Connects to a two-way left-turn lane that provides additional storage.
See Section 1.5 for a list of abbreviations

Table 5.2 (Continued)
Queuing Analysis Summary – Existing Conditions

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Cameron / County Center	Storage	DNE	DNE	DNE	*	DNE	105	DNE	DNS	DNS	150	DNS	DNE
	A.M.				10		15				13		
	Midday				10		38				18		
	P.M.				43		18				23		
Cameron / Mooney	Storage	155+	*	S	300	*	S	240	*	150	210	*	150
	A.M.	64	56		83	68		8	109	15	37	77	0
	Midday	248	130		138	93		51	209	0	163	234	53
	P.M.	182	136		145	97		41	196	32	137	195	40
Cameron / Stonebrook	Storage	DNE	DNS	DNS	S	*	DNE	150+	DNE	890	DNE	DNE	DNE
	A.M.					28		5		28			
	Midday					15		13		40			
	P.M.					18		5		80			
Cameron / West	Storage	100+	DNS	DNS	95+	DNS	DNS	S	550	NS	110+	*	NS
	A.M.	5			0				20	0	0	0	20
	Midday	8			0				10	0	0	3	18
	P.M.	10			0				15	0	5	5	25
Visalia Pwy/ Demaree	Storage	190	*	250	145	*	NS	300	*	S	300	*	S
	A.M.	46	190	0	72	68	0	59	166		92	129	
	Midday	32	103	0	67	46	8	34	123		101	113	
	P.M.	25	150	0	105	68	16	59	167		118	152	
Visalia Pwy/ Dans	Storage	195	DNS	S	75+	DNS	S	S	350	S	S	*	S
	A.M.	18			0				5			93	
	Midday	3			0				0			10	
	P.M.	5			0				0			18	
Visalia Pwy/ County Center	Storage	200+	DNS	DNE	DNE	DNS	S	DNE	DNE	DNE	195+	DNE	775
	A.M.	8									28		28
	Midday	5									28		10
	P.M.	8									33		18
Visalia Pwy/ Outlot 1	Storage	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE
	A.M.												
	Midday												
	P.M.												
Visalia Pwy/ Main Site	Storage	S	*	DNE	DNE	DNS	S	DNE	DNE	DNE	P	DNE	S
	A.M.		3								3		
	Midday		5								23		
	P.M.		5								30		
Visalia Pwy/ East Site	Storage	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE
	A.M.												
	Midday												
	P.M.												
Visalia Pwy/ Mooney	Storage	180	*	S	175	*	S	240	*	S	295	*	215
	A.M.	87	219		**214**	154		114	296		28	120	0
	Midday	136	269		**248**	219		129	328		114	176	0
	P.M.	144	306		**291**	224		151	385		81	220	0

* Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
\+ Connects to a two-way left-turn lane that provides additional storage.
See Section 1.5 for a list of abbreviations

Table 5.2 (Continued)
Queuing Analysis Summary – Existing Conditions

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Visalia Pwy/ Stonebrook	Storage	DNS	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNS
	A.M.												
	Midday												
	P.M.												
North Site / Mooney	Storage	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE
	A.M.												
	Midday												
	P.M.												
South Site / Mooney	Storage	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE
	A.M.												
	Midday												
	P.M.												
Midvalley / Mooney	Storage	S	*	25	S	*	S	475	*	S	470	*	145
	A.M.		32	0		0		14	164		14	145	1
	Midday		34	0		0		18	196		22	202	10
	P.M.		37	0		0		15	220		17	218	15
Ave 272 / Road 108	Storage	185	*	S	175	*	S	230	*	S	260	*	S
	A.M.	15	69		17	48		29	190		71	140	
	Midday	11	36		23	45		17	118		42	115	
	P.M.	17	33		29	98		25	179		29	171	
Ave 272 / Mooney	Storage	S	*	S	S	*	S	470	DNS	S	480	DNS	S
	A.M.		25			68		5			0		
	Midday		115			45		3			3		
	P.M.		70			28		23			3		
Ave 268 / Mooney	Storage	S	800	NS	S	*	S	480	*	S	475	*	S
	A.M.		25	0		33		66	166		44	170	
	Midday		84	3		4		65	172		46	207	
	P.M.		142	35		26		121	277		73	311	

* Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
\+ Connects to a two-way left-turn lane that provides additional storage.
See Section 1.5 for a list of abbreviations

5.7 – Existing-Conditions Traffic Signal Warrants Analysis

This report includes analysis of traffic signal warrants at seven intersections. The warrant analysis focused on Warrants 1, 2, 3, and 7; the warrant worksheets are presented in Appendix D.

Crash records were obtained from the Statewide Integrated Traffic Records System (SWITRS) for the years 2016, 2017, and 2018. Table 5.3 summarizes general crash information at the study intersections.

Table 5.3
Crash Records Summary

Intersection	Date of Collision	Primary Factor	Type	Correctable With Traffic Signals?
Caldwell / Dans	No information found.			
Cameron / County Center	10/03/2016	Right of Way	Broadside	Yes
	10/29/2016	Unknown	Broadside	Yes
Cameron / Stonebrook	No information found.			
Cameron / West	10/06/2016	Right of Way	Head-On	Yes
	12/28/2017	Improper Turn	Broadside	Yes
Visalia Pwy / Dans	11/01/2017	Alcohol/Drug	Rear-End	No
Visalia Pwy / County Center	No information found.			
Ave 272 / Mooney	09/26/2017	Right of Way	Broadside	Yes
	01/10/2018	Run Stop Sign	Broadside	No

Table 5.4 summarizes the traffic signal warrants studies.

Table 5.4
Traffic Signal Warrants Summary – Existing Conditions

Intersection	Warrant 1	Warrant 2	Warrant 3	Warrant 7
Caldwell / Dans	Not satisfied	Satisfied*	Satisfied*	Not satisfied
Cameron / County Center	Not satisfied	Not satisfied	Not satisfied	Not satisfied
Cameron / Stonebrook	Satisfied*	Satisfied*	Satisfied*	Not satisfied
Cameron / West	Satisfied*	Satisfied*	Satisfied*	Not satisfied
Visalia Pwy / Dans	Not satisfied	Satisfied*	Satisfied*	Not satisfied
Visalia Pwy / County Center	Not satisfied	Satisfied*	Not satisfied	Not satisfied
Ave 272 / Mooney	Satisfied*	Satisfied*	Satisfied*	Not satisfied

* A substantial amount of the minor street traffic is right turns. If the right turns are excluded then peak-hour warrants may not be satisfied.

The results of the warrants analyses indicate that the intersection of Cameron Avenue and County Center Drive is the only intersection at which volumes clearly do not warrant traffic signals in the existing condition.

At each of the other intersections studied, traffic signal warrants are satisfied based purely on the total approach traffic volumes. However, in each case the minor street traffic consists of a substantial number of right turns, without which the traffic volumes would not satisfy the traffic signal warrants studied. Furthermore, in each peak-hour scenario the calculated delay (Warrant 3, Part A, Item 1) is less than the required number of vehicle-hours. This further supports the conclusion that warrants may not be satisfied if right turns were excluded from the analysis. The low number of crashes reported also suggests that traffic signals may not be clearly warranted at the intersections. Each intersection is discussed below.

The intersection of Caldwell Avenue and Dans Street has one-way stop control plus an uncontrolled private driveway on the north (modeled as two-way stop control) and

experiences a high volume of traffic on the major street (Caldwell Avenue, with over 1,500 combined trips during some hours) and typically experiences less than 100 trips per hour approaching Caldwell Avenue on Dans Street, with occasional hours exceeding 100 trips. During the peak hours the number of right turns from Dans Street is approximately double the number of left turns. Considering that Dans Street is designated as a local street in the City of Visalia General Plan, and that County Center Drive exists approximately 1,000 feet to the east, it is recommended that traffic signals not be considered warranted at this time.

The traffic volumes at the intersection of Cameron Avenue and County Center Drive do not satisfy the traffic signal warrants analyzed. It is noted that the counts included the existing trail crosswalk on the north side of the intersection, and very few pedestrians and bicyclists were observed.

The intersection of Cameron Avenue and Stonebrook Street has one-way stop control and experiences a high volume of traffic on the major street (Cameron Avenue, with over 1,000 combined trips during several hours) and typically experiences over 200 northbound trips per hour on Stonebrook Street. The number of peak-hour left turns from northbound Stonebrook Street is typically less than 10 per hour, with a maximum of six observed in the turning movement counts during any 15-minute period counted. A vast majority of the minor street traffic turns right, and the calculated delay (Warrant 3, Part A, Item 1) is less than the required number of vehicle-hours. Therefore, it is recommended that traffic signals not be considered warranted at this time.

The intersection of Cameron Avenue and West Street has two-way stop control and experiences a high volume of traffic on the major street (Cameron Avenue, with over 1,000 combined trips during several hours) and experiences over 100 southbound trips per hour during several hours on West Street. The number of either the peak-hour left turns or through movements from West Street is typically less than 10 per hour, with a maximum of nine (northbound left turn) observed in the turning movement counts during any 15-minute period counted. A vast majority of the minor street traffic turns right from southbound West Street, and the calculated delay (Warrant 3, Part A, Item 1) is less than the required number of vehicle-hours. Therefore, it is recommended that traffic signals not be considered warranted at this time.

The intersection of Visalia Parkway and Dans Street has two-way stop control and typically experiences less than 100 trips per hour approaching on Dans Street, with occasional hours exceeding 100 trips. During the peak hours the number of right turns from Dans Street is approximately double to triple the number of left turns. If right-turns are excluded from the analyses the traffic signal warrants would clearly not be satisfied, and the calculated delay (Warrant 3, Part A, Item 1) is less than the required number of vehicle-hours. Considering that Dans Street is designated as a local street in the City of Visalia General Plan, and that County Center Drive exists approximately 1,000 feet to the east, it is recommended that traffic signals not be considered warranted at this time.

The intersection of Visalia Parkway and County Center Drive has one-way stop control and typically experiences less than 1,000 combined trips per hour on Visalia Parkway, with more than 150 trips per hour approaching on County Center Drive during several hours. Only the four-warrant is satisfied based on total traffic volumes; however, if right-turns are excluded

from the analyses the traffic signal warrants would not be satisfied. It is recommended that traffic signals not be considered warranted at this time.

The intersection of Mooney Boulevard (SR 63) and Avenue 272 has two-way stop control and typically experiences between 1,000 and 2,000 combined trips per hour on Mooney Boulevard, with peaks exceeding 2,000 trip per hour. The intersection typically experiences less than 100 trips per hour approaching from either minor street approach, with occasional hours exceeding 150 trips from one minor street approach. If right-turns are excluded from the analyses the traffic signal warrants would clearly not be satisfied. The calculated delay (Warrant 3, Part A, Item 1) is less than the required number of vehicle-hours. Therefore, it is recommended that traffic signals not be considered warranted at this time.

5.8 – Existing Conditions Deficiencies

The following intersections are currently operating at levels of service worse than the target LOS D:

- Caldwell Avenue / Dans Street (one-way stop control plus a private driveway on the north side with LOS E on the northbound approach during the a.m. and p.m. peak hours, traffic signal warrants not considered to be satisfied)
- Cameron Avenue / Stonebrook Street (one-way stop control with LOS E during all three peak hours for the northbound left turn, traffic signal warrants not considered to be satisfied);
- Cameron Avenue / West Street (two-way stop control with LOS E during the midday peak hour and LOS F during the p.m. peak hour for the northbound left turn; LOS E for southbound left turn and through, traffic signal warrants not considered to be satisfied);
- Avenue 272 / Mooney Boulevard (two-way stop control with LOS F during all three peak hours on minor street approaches, traffic signal warrants not considered to be satisfied).

The calculated 95th-percentile queues at the following intersections exceed the storage capacity as described:

- Caldwell Avenue / Fairway Street (left-turn lane on southbound approach during the p.m. peak hour);
- Visalia Parkway / Mooney Boulevard (left-turn lane on the westbound approach during all three peak hours).

6.0 – EXISTING-PLUS-PROJECT PHASE 1 CONDITIONS

6.1 – Existing-Plus-Project Phase 1 Lane Configurations and Intersection Control

The existing-plus-Project Phase 1 lane configurations and intersection control are presented in Figure 6.1, Existing Plus Project Phase 1 Lane Configurations and Intersection Control.

6.2 – Existing-Plus-Project Phase 1 Traffic Volumes

The existing-plus-Project Phase 1 peak-hour traffic volumes are determined by adding the existing traffic volumes (Figure 5.2) and the Project traffic volumes (Figures 4.2 and 4.3). The resulting existing-plus-Project Phase 1 peak-hour traffic volumes are presented in the following figures:

Figure 6.2a: Existing-Plus-Project Phase 1 Peak Hour Traffic Volumes (A.M. and P.M. Peak Hours)

Figure 6.2b: Existing-Plus-Project Phase 1 Peak Hour Traffic Volumes (Midday Peak Hour)

6.3 – Existing-Plus-Project Phase 1 Intersection LOS Analysis

The results of the existing-plus-Project Phase 1 intersection LOS analyses are summarized in Table 6.1. The intersection analysis sheets are presented in Appendix C. Project significant impacts are identified in bold type and are underlined. Levels of service and delays that are worse than the target LOS but are not representative of a Project significant impact are identified in italic type and are underlined.

6.4 – Existing-Plus-Project Phase 1 Queuing Analysis

The results of the existing-plus-Project Phase 1 queuing analyses are summarized in Table 6.2. Calculated 95th-percentile queues exceeding the storage capacity are identified in bold type. The intersection analysis sheets presented in Appendix C include the queue analysis results.

Table 6.1
Intersection Analysis Summary – Existing-Plus-Project Phase 1

Intersection	Control	A.M. Peak Hour		Midday Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Whitendale / County Center	Signals	24.0	C	17.3	B	21.7	C
Whitendale / Mooney	Signals	18.9	B	26.2	C	23.6	C
Sunnyside / Mooney	Signals	11.2	B	16.9	B	17.6	B
Orchard / Mooney	Signals	10.1	B	16.1	B	15.8	B
Caldwell / Demaree	Signals	26.0	C	22.6	C	28.1	C
Caldwell / Dans	TWS	42.5	E	25.5	D	39.9	E
Caldwell / County Center	Signals	17.0	B	20.7	C	22.5	C
Caldwell / Shady	Signals	13.3	B	14.2	B	14.6	B
Caldwell / Mooney	Signals	19.7	B	31.4	C	31.8	C
Caldwell / Fairway	Signals	13.3	B	16.7	B	19.4	B
Caldwell / Stonebrook	Signals	6.8	A	7.9	A	7.0	A
Cameron / County Center	OWS	16.0	C	17.8	C	20.4	C
Cameron / Mooney	Signals	16.1	B	27.6	C	25.1	C
Cameron / Stonebrook	OWS	52.4	F	46.0	E	54.4	F
Cameron / West	TWS	38.7	E	51.9	F	86.4	F
Visalia Pwy / Demaree	Signals	23.5	C	18.0	B	20.8	C
Visalia Pwy / Dans	TWS	39.8	E	18.7	C	22.2	C
Visalia Pwy / County Center	OWS	30.7	D	29.7	D	43.3	E
Visalia Pwy / Outlot 1	DNE						
Visalia Pwy / Main Site	TWS	44.0	E	>300	F	>300	F
Visalia Pwy / East Site	OWS	12.7	B	19.0	C	16.5	C
Visalia Pwy / Mooney	Signals	24.6	C	39.3	D	37.3	D
Visalia Pwy / Stonebrook	DNS	DNS	DNS	DNS	DNS	DNS	DNS
North Site / Mooney	OWS	11.6	B	15.6	C	15.3	C
South Site / Mooney	OWS	11.7	B	17.2	C	16.3	C
Midvalley / Mooney	Signals	5.9	A	6.4	A	5.8	A
Ave 272 / Road 108	Signals	12.9	B	11.5	B	12.8	B
Ave 272 / Mooney	TWS	145.7	F	>300	F	>300	F
Ave 268 / Mooney	Signals	8.3	A	9.7	A	15.4	B

Table 6.2
Queuing Analysis Summary – Existing Plus-Project Phase 1

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Whitendale / County Center	Storage	100+	*	35	100+	*	35	100+	*	50	100+	*	50
	A.M.	132	212	23	47	189	0	103	140	0	63	142	27
	Midday	46	175	0	47	169	0	51	167	0	61	148	0
	P.M.	69	282	6	64	209	0	64	185	0	60	169	3
Whitendale / Mooney	Storage	150	*	260	250	*	240	335	740	125	465	*	190
	A.M.	46	74	40	67	84	17	42	124	38	33	115	0
	Midday	68	87	68	119	95	20	111	165	52	82	321	2
	P.M.	59	122	62	106	111	0	112	236	58	68	286	0
Sunnyside / Mooney	Storage	170	*	S	100	*	S	400	*	S	290	750	S
	A.M.	51	0		11	0		49	156		85	140	
	Midday	159	43		31	49		138	334		124	439	
	P.M.	156	39		27	59		98	319		110	390	
Orchard / Mooney	Storage	125+	125+	S	105	780	S	125	540	100	275	*	100
	A.M.	9	0		31	0		11	141	0	62	106	0
	Midday	48	41		92	56		37	343	0	234	310	0
	P.M.	38	34		92	50		50	287	0	184	289	0
Caldwell / Demaree	Storage	260	*	S	265	*	135	240	*	125	255	*	S
	A.M.	190	238		66	247	44	94	210	0	76	241	
	Midday	143	211		79	186	39	57	140	34	74	160	
	P.M.	227	353		108	277	54	93	227	50	121	211	
Caldwell / Dans	Storage	+	DNS	S	+	DNS	S	S	*	S	S	P	S
	A.M.	3			5				90			10	
	Midday	0			3				18			18	
	P.M.	3			5				35			30	
Caldwell / County Center	Storage	105+	*	S	145+	*	S	105+	*	45	100+	*	50
	A.M.	67	176		15	142		102	99	0	65	110	24
	Midday	62	235		18	176		158	132	0	122	125	8
	P.M.	96	284		25	198		147	151	0	130	150	18
Caldwell / Shady	Storage	250	*	S	250	700	S	S	*	S	S	500	125
	A.M.	37	135		28	119			38			10	0
	Midday	58	156		63	144			35			28	0
	P.M.	63	187		77	157			7			25	0
Caldwell / Mooney	Storage	350	715	S	350	750	S	300	*	165	275	535	270
	A.M.	60	91		56	94		52	115	16	31	109	9
	Midday	162	185		172	123		192	256	40	121	399	42
	P.M.	163	230		156	168		172	260	43	115	357	24
Caldwell / Fairway	Storage	200	750	S	290	*	S	120	375	S	55	*	S
	A.M.	56	86		70	110		19	29		26	22	
	Midday	86	116		108	126		51	66		56	51	
	P.M.	114	183		148	160		64	72		111	53	
Caldwell / Stonebrook	Storage	255	*	100	300	*	NS	S	175	S	S	540	540
	A.M.	26	58	0	0	144	0		5			38	0
	Midday	31	142	0	6	141	0		0			17	4
	P.M.	51	207	0	5	181	6		18			29	10

* Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
\+ Connects to a two-way left-turn lane that provides additional storage.
See Section 1.5 for a list of abbreviations

Table 6.2 (Continued)
Queuing Analysis Summary – Existing Plus-Project Phase 1

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Cameron / County Center	Storage	DNE	DNE	DNE	*	DNE	105	DNE	DNS	DNS	150	DNS	DNE
	A.M.				10		15				13		
	Midday				10		40				18		
	P.M.				18		45				23		
Cameron / Mooney	Storage	155+	*	S	300	*	S	240	*	150	210	*	150
	A.M.	70	65		106	74		15	140	25	40	109	0
	Midday	267	150		183	101		64	283	15	177	304	72
	P.M.	200	161		183	107		53	253	46	151	245	47
Cameron / Stonebrook	Storage	DNE	DNS	DNS	S	*	DNE	150+	DNE	890	DNE	DNE	DNE
	A.M.					30		5		33			
	Midday					20		15		53			
	P.M.					20		5		100			
Cameron / West	Storage	100+	DNS	DNS	95+	DNS	DNS	S	550	NS	110+	*	NS
	A.M.	5			0				25	0	3	3	25
	Midday	8			0				18	0	0	3	20
	P.M.	13			0				25	0	8	5	30
Visalia Pwy/ Demaree	Storage	190	*	250	145	*	NS	300	*	S	300	*	S
	A.M.	46	199	0	79	72	0	59	168		107	129	
	Midday	32	115	0	83	51	16	34	124		123	113	
	P.M.	25	160	0	115	72	22	59	173		123	152	
Visalia Pwy/ Dans	Storage	195	DNS	S	75+	DNS	S	S	350	S	S	*	S
	A.M.	18			0				8			123	
	Midday	3			0				0			15	
	P.M.	3			0				0			23	
Visalia Pwy/ County Center	Storage	200+	DNS	DNE	DNE	DNS	S	DNE	DNE	DNE	195+	DNE	775
	A.M.	8									50		30
	Midday	5									65		13
	P.M.	8									68		18
Visalia Pwy/ Outlot 1	Storage												
	A.M.												
	Midday												
	P.M.												
Visalia Pwy/ Main Site	Storage	S	*	DNE	DNE	725	S	S	P	S	S	P	S
	A.M.		5			10			198			8	
	Midday		5			8			573			475	
	P.M.		8			10			580			525	
Visalia Pwy/ East Site	Storage	DNE	DNS	DNS	DNE	DNS	DNE	DNE	DNE	P	DNE	DNE	DNE
	A.M.									20			
	Midday									53			
	P.M.									38			
Visalia Pwy/ Mooney	Storage	180	*	TBD	175	*	S	240	*	S	295	*	215
	A.M.	283	139	44	228	214		140	275		28	171	5
	Midday	500	186	49	252	308		200	313		139	264	51
	P.M.	452	206	57	270	308		219	360		81	277	21

* Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
\+ Connects to a two-way left-turn lane that provides additional storage.
See Section 1.5 for a list of abbreviations

Table 6.2 (Continued)
Queuing Analysis Summary – Existing Plus-Project Phase 1

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Visalia Pwy/ Stonebrook	Storage	DNS	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNS
	A.M.												
	Midday												
	P.M.												
North Site / Mooney	Storage	DNE	DNE	P	DNE	DNE	DNE	DNE	DNS	DNE	DNE	DNS	DNS
	A.M.			10									
	Midday			25									
	P.M.			18									
South Site / Mooney	Storage	DNE	DNE	P	DNE	DNE	DNE	TBD	DNS	DNE	DNE	DNS	DNS
	A.M.			13				23					
	Midday			30				63					
	P.M.			23				48					
Midvalley / Mooney	Storage	S	*	25	S	*	S	475	*	S	470	*	145
	A.M.		41	0		0		15	194		15	168	3
	Midday		43	0		0		18	248		22	253	14
	P.M.		44	0		0		15	262		17	261	18
Ave 272 / Road 108	Storage	185	*	S	175	*	S	230	*	S	260	*	S
	A.M.	15	71		17	50		29	192		71	141	
	Midday	11	40		23	48		17	121		42	118	
	P.M.	17	35		29	102		25	181		29	173	
Ave 272 / Mooney	Storage	S	*	S	S	*	S	470	DNS	S	480	DNS	S
	A.M.		80			98		5			0		
	Midday		213			90		5			3		
	P.M.		123			45		28			3		
Ave 268 / Mooney	Storage	S	800	NS	S	*	S	480	*	S	475	*	S
	A.M.		26	0		35		69	191		47	198	
	Midday		92	3		4		70	204		50	245	
	P.M.		145	35		26		121	324		73	363	

* Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
\+ Connects to a two-way left-turn lane that provides additional storage.
See Section 1.5 for a list of abbreviations

6.5 – Existing-Plus-Project Phase 1 Transit, Bicycle, and Pedestrian Facilities

The proposed Project is not expected to impede or interfere with existing transit, bicycle, and pedestrian facilities.

6.6 – Existing-Plus-Project Phase 1 Potentially-Significant Impacts and Mitigation Measures

The Project Phase 1 potentially-significant impacts are described below, followed by the recommended mitigation measure or action.

Impact 1-1

At the intersection of Caldwell Avenue and Dans Street, the Project will exacerbate the delay associated with the existing LOS E by an additional 5.0 seconds on the northbound approach during the a.m. peak hour.

Recommendation 1-1

Traffic signal warrants are not satisfied in the existing condition at the intersection of Caldwell Avenue and Dans Street, and the additional delays at the intersection with the Project Phase 1 are not expected to noticeably change the existing conditions through the course of the day. Therefore, although traffic signals could be installed and would result in LOS D or better, the signals are not expected to be warranted. Furthermore, alternate routes and connectivity are available for vehicles traveling on Dans Street, and the distance to County Center Drive is relatively short (signals at both intersections would be in close proximity) and it is anticipated that County Center Drive is a more likely candidate for signalization. For additional discussion of traffic signal warrants at the intersection, refer to Section 5.7. It is recommended that the intersection remain in its current configuration with the current one-way stop control.

Impact 1-2

At the intersection of Cameron Avenue and Stonebrook Street, the Project will cause the LOS to drop from E to F in the left-turn lane on the northbound approach during the a.m. and p.m. peak hours, and will exacerbate the delay associated with the existing LOS E by more than 5.0 seconds in the left-turn lane on the northbound approach during the midday peak hours.

Recommendation 1-2

Traffic signal warrants are not satisfied in the existing condition at the intersection of Cameron Avenue and Stonebrook Street, and the additional delays at the intersection with the Project Phase 1 are not expected to noticeably change the existing conditions through the course of the day. Therefore, although traffic signals could be installed and would result in LOS D or better, the signals are not expected to be warranted. For additional discussion of traffic signal warrants at the intersection, refer to Section 5.7. It is recommended that the intersection remain in its current configuration with the current one-way stop control.

Impact 1-3

At the intersection of Cameron Avenue and West Street, the Project will cause the LOS to drop from D to E on the northbound approach during the a.m. peak hour, will cause the LOS to drop from E to F on the northbound approach during the midday peak hour, and will exacerbate the delay associated with the existing LOS F by more than 5.0 seconds during the p.m. peak hour. Both the northbound and southbound approaches are operating below the target LOS during the p.m. peak hour in the existing condition and the delays will be exacerbated by the Project.

Recommendation 1-3

Traffic signal warrants are not satisfied in the existing condition at the intersection of Cameron Avenue and West Street, and the additional delays at the intersection with the Project Phase 1 are not expected to noticeably change the existing conditions through the course of the day. Therefore, although traffic signals could be installed and would result in LOS D or better, the signals are not expected to be warranted. For additional

discussion of traffic signal warrants at the intersection, refer to Section 5.7. It is recommended that the intersection remain in its current configuration with the current two-way stop control.

Impact 1-4

At the intersection of Visalia Parkway and Dans Street, the Project will cause the LOS to drop from D to E on the southbound approach during the a.m. peak hour.

Recommendation 1-4

Traffic signal warrants are not satisfied in the existing condition at the intersection of Visalia Parkway and Dans Street, and the additional delays at the intersection with the Project Phase 1 are not expected to noticeably change the existing conditions through the course of the day. Therefore, although traffic signals could be installed and would result in LOS D or better, the signals are not expected to be warranted. Furthermore, alternate routes and connectivity are available for vehicles traveling on Dans Street, and the distance to County Center Drive is relatively short (signals at both intersections would be in close proximity) and it is anticipated that County Center Drive is a more likely candidate for signalization. For additional discussion of traffic signal warrants at the intersection, refer to Section 5.7. It is recommended that the intersection remain in its current configuration with the current two-way stop control.

Impact 1-5

At the intersection of Visalia Parkway and County Center Drive, the Project will cause the LOS to drop from D to E in the left-turn lane on the southbound approach during the p.m. peak hour.

Recommendation 1-5

Traffic signal warrants are not satisfied in the existing condition at the intersection of Visalia Parkway and County Center Drive, and the additional delays at the intersection with the Project Phase 1 are not expected to noticeably change the existing conditions through the course of the day. Therefore, although traffic signals could be installed and would result in LOS D or better, the signals are not expected to be warranted. For additional discussion of traffic signal warrants at the intersection, refer to Section 5.7. It is recommended that the intersection remain in its current configuration with the current one-way stop control.

Impact 1-6

At the intersection of Visalia Parkway and the Main Site Access, the intersection would operate at LOS E during the a.m. peak hour and LOS F during the midday and p.m. peak hours with two-way stop control.

Recommendation 1-6

Peak-hour traffic signal warrants are expected to be satisfied based on existing conditions plus Phase 1 of the project at the intersection of Visalia Parkway and the Main Site Access, which also includes the existing shopping center access on the north. Peak-hour warrants are presented in Appendix D. Considering the anticipated heavy minor street

volumes and heavy turning movements over numerous hours per day, it is recommended that traffic signals be installed at the intersection. The proposed driveway should be aligned with the existing driveway on the north side of Visalia Parkway to facilitate signalization. The intersection should be designed to accommodate the ultimate lane configurations based on the 20-year analyses; however, the minimum lane configurations required in the existing-plus-Project condition are as follows:

Eastbound: one left-turn lane, one through lane, and one right-turn lane
Westbound: one left-turn lane and one through lane with a shared right turn
Northbound: one shared left-turn/through and one right-turn lane
Southbound: one shared left-turn/through/right-turn lane (existing driveway)

Impact 1-7

At the intersection of Visalia Parkway and Mooney Boulevard, the Project will cause the calculated 95th percentile queues to exceed the existing storage capacity in the left-turn lane on the eastbound approach.

Recommendation 1-7

The Project includes construction of a median on Visalia Parkway. The median construction should accommodate the ultimate lane configurations based on the 20-year analyses; however, the minimum lane configurations required in the existing-plus-Project condition are as follows:

Eastbound: two left-turn lanes, one through lane, and one right-turn lane
Westbound: two left-turn lanes and one through lane with a shared right turn
Northbound: one left-turn lane and two through lanes with a shared right turn
Southbound: one left-turn lane, three through lanes, and one right-turn lane

Impact 1-8

At the intersection of Avenue 272 and Mooney Boulevard, the Project will exacerbate the delay associated with the existing LOS F by more than 5.0 seconds on the westbound approach during the a.m. peak hour, and will exacerbate the delays associated with the existing LOS F by more than 5.0 seconds on the eastbound and westbound approaches during the midday and p.m. peak hours.

Recommendation 1-8

Traffic signal warrants are not satisfied in the existing condition at the intersection of Avenue 272 and Mooney Boulevard, and the additional delays at the intersection with the Project Phase 1 are not expected to noticeably change the existing conditions through the course of the day. Therefore, although traffic signals could be installed and would result in LOS D or better, the signals are not expected to be warranted. For additional discussion of traffic signal warrants at the intersection, refer to Section 5.7. It is recommended that the intersection remain in its current configuration with the current two-way stop control.

6.7 – Summary of Existing-Plus-Project Phase 1 Mitigated Conditions

Tables 6.3 and 6.4 present a summary of the mitigated conditions. The mitigated intersection analyses sheets are presented in Appendix F.

Table 6.3
Mitigated Intersection Analysis Summary – Existing-Plus-Project Phase 1

Intersection	Control	A.M. Peak Hour		Midday Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Visalia Pwy / Main Site	Signals	13.6	B	15.3	B	16.4	B
Visalia Pwy / Mooney	Signals	20.8	C	28.2	C	27.7	C

Table 6.4
Mitigated Queuing Analysis Summary – Existing Plus-Project Phase 1

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Visalia Pwy/ Main Site	A.M.	59	142	11	87	135			53	44		16	
	Midday	72	135	26	81	138			83	48		84	
	P.M.	92	167	14	114	195			66	43		82	
Visalia Pwy/ Mooney	A.M.	128	126	42	99	180		117	223		25	145	7
	Midday	231	179	49	132	258		164	292		112	247	48
	P.M.	208	197	54	137	260		178	334		74	274	21

Lanes should be designed to accommodate the calculated queues and should consider the calculated queues in the 20-year scenario. The City of Visalia requires a minimum storage length of 300 feet.
See Section 1.5 for a list of abbreviations

7.0 – EXISTING-PLUS-PROJECT PHASES 1 AND 2 CONDITIONS

7.1 – Existing-Plus-Project Phases 1 and 2 Lane Configurations and Intersection Control

The existing-plus-Project Phases 1 and 2 lane configurations and intersection control are presented in Figure 7.1, Existing Plus Project Phases 1 and 2 Lane Configurations and Intersection Control.

7.2 – Existing-Plus-Project Phases 1 and 2 Traffic Volumes

The existing-plus-Project Phases 1 and 2 peak-hour traffic volumes are determined by adding the existing traffic volumes (Figure 5.2) and the Project traffic volumes (Figures 4.4 and 4.5). The resulting existing-plus-Project Phases 1 and 2 peak-hour traffic volumes are presented in the following figures:

Figure 7.2a: Existing-Plus-Project Phases 1 and 2 Peak Hour Traffic Volumes (A.M. and P.M. Peak Hours)
Figure 7.2b: Existing-Plus-Project Phases 1 and 2 Peak Hour Traffic Volumes (Midday Peak Hour)

7.3 – Existing-Plus-Project Phases 1 and 2 Intersection LOS Analysis

The results of the existing-plus-Project Phases 1 and 2 intersection LOS analyses are summarized in Table 7.1. The intersection analysis sheets are presented in Appendix C. Project significant impacts are identified in bold type and are underlined.

7.4 – Existing-Plus-Project Phases 1 and 2 Queuing Analysis

The results of the existing-plus-Project Phases 1 and 2 queuing analyses are summarized in Table 7.2. Calculated 95th-percentile queues exceeding the storage capacity are identified in bold type and are underlined. The intersection analysis sheets presented in Appendix C include the queue analysis results.

Table 7.1
Intersection Analysis Summary – Existing-Plus-Project Phases 1 and 2

Intersection	Control	A.M. Peak Hour		Midday Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Whitendale / County Center	Signals	24.0	C	17.3	B	21.7	C
Whitendale / Mooney	Signals	18.9	B	26.4	C	23.7	C
Sunnyside / Mooney	Signals	11.2	B	16.9	B	17.7	B
Orchard / Mooney	Signals	10.0	B	16.2	B	15.9	B
Caldwell / Demaree	Signals	26.0	C	22.7	C	28.2	C
Caldwell / Dans	TWS	43.2	E	25.8	D	41.3	E
Caldwell / County Center	Signals	17.1	B	21.0	C	22.9	C
Caldwell / Shady	Signals	13.3	B	14.2	B	14.6	B
Caldwell / Mooney	Signals	19.7	B	32.2	C	29.8	C
Caldwell / Fairway	Signals	13.3	B	16.7	B	19.4	B
Caldwell / Stonebrook	Signals	6.8	A	7.9	A	7.0	A
Cameron / County Center	OWS	16.0	C	18.0	C	20.6	C
Cameron / Mooney	Signals	16.2	B	28.0	C	25.5	C
Cameron / Stonebrook	OWS	53.6	F	48.0	E	56.5	F
Cameron / West	TWS	39.0	E	55.1	F	92.1	F
Visalia Pwy / Demaree	Signals	23.5	C	18.2	B	21.1	C
Visalia Pwy / Dans	TWS	40.1	E	19.0	C	22.7	C
Visalia Pwy / County Center	OWS	30.9	D	32.5	D	48.1	E
Visalia Pwy / Outlot 1	OWS	10.7	B	11.8	B	12.1	B
Visalia Pwy / Main Site	TWS	48.0	E	>300	F	>300	F
Visalia Pwy / East Site	OWS	12.9	B	27.5	D	18.8	C
Visalia Pwy / Mooney	Signals	24.9	C	42.8	D	41.7	D
Visalia Pwy / Stonebrook	DNS	DNS	DNS	DNS	DNS	DNS	DNS
North Site / Mooney	OWS	11.7	B	16.4	C	15.9	C
South Site / Mooney	OWS	11.7	B	19.7	C	18.4	C
Midvalley / Mooney	Signals	5.9	A	6.4	A	5.8	A
Ave 272 / Road 108	Signals	12.9	B	11.6	B	12.8	B
Ave 272 / Mooney	TWS	153.7	F	>300	F	>300	F
Ave 268 / Mooney	Signals	8.3	A	9.7	A	15.6	B

Table 7.2
Queuing Analysis Summary – Existing Plus-Project Phases 1 and 2

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Whitendale / County Center	Storage	100+	*	35	100+	*	35	100+	*	50	100+	*	50
	A.M.	132	212	23	47	189	0	103	140	0	63	142	27
	Midday	46	177	0	47	170	0	51	167	0	61	148	0
	P.M.	69	284	6	64	211	0	64	185	0	60	169	3
Whitendale / Mooney	Storage	150	*	260	250	*	240	335	740	125	465	*	190
	A.M.	46	74	40	67	85	17	42	124	38	33	115	0
	Midday	69	88	69	120	95	20	113	269	54	83	327	2
	P.M.	60	124	64	109	113	0	114	241	59	69	292	0
Sunnyside / Mooney	Storage	170	*	S	100	*	S	400	*	S	290	750	S
	A.M.	51	0		11	0		49	156		85	141	
	Midday	159	43		31	49		138	339		124	445	
	P.M.	156	40		30	59		98	324		110	396	
Orchard / Mooney	Storage	125+	125+	S	105	780	S	125	540	100	275	*	100
	A.M.	9	0		31	0		11	141	0	62	107	0
	Midday	48	42		95	57		39	352	0	239	318	0
	P.M.	39	35		94	51		51	294	0	185	295	0
Caldwell / Demaree	Storage	260	*	S	265	*	135	240	*	125	255	*	S
	A.M.	190	240		66	248	44	94	210	0	76	241	
	Midday	144	215		79	190	39	59	142	34	74	162	
	P.M.	228	358		108	282	54	94	229	49	121	213	
Caldwell / Dans	Storage	+	DNS	S	+	DNS	S	S	*	S	S	200	S
	A.M.	3			5				90			10	
	Midday	0			3				18			18	
	P.M.	3			5				35			30	
Caldwell / County Center	Storage	105+	*	S	145+	*	S	105+	*	45	100+	*	50
	A.M.	67	176		15	143		102	99	0	67	110	24
	Midday	62	239		18	178		161	134	0	125	126	8
	P.M.	96	288		25	201		150	153	0	133	152	18
Caldwell / Shady	Storage	250	*	S	250	700	S	S	*	S	S	500	125
	A.M.	37	135		28	119			38			10	0
	Midday	58	158		63	146			35			28	0
	P.M.	63	189		77	159			7			25	0
Caldwell / Mooney	Storage	350	715	S	350	750	S	300	*	165	275	535	270
	A.M.	60	91		57	94		52	115	16	31	109	9
	Midday	162	187		176	123		197	262	43	121	407	42
	P.M.	132	179		130	131		143	252	71	93	341	41
Caldwell / Fairway	Storage	200	750	S	290	*	S	120	375	S	55	*	S
	A.M.	56	86		70	110		19	29		26	22	
	Midday	86	117		107	127		52	67		57	52	
	P.M.	115	185		148	162		64	73		111	54	
Caldwell / Stonebrook	Storage	255	*	100	300	*	NS	S	175	S	S	540	540
	A.M.	26	58	0	0	144	0		5			38	0
	Midday	32	143	0	6	142	0		0			17	4
	P.M.	52	208	0	5	183	6		18			29	10

* Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
\+ Connects to a two-way left-turn lane that provides additional storage.
See Section 1.5 for a list of abbreviations

Table 7.2 (Continued)
Queuing Analysis Summary – Existing Plus-Project Phases 1 and 2

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Cameron / County Center	Storage	DNE	DNE	DNE	*	DNE	105	DNE	DNS	DNS	150	DNS	DNE
	A.M.				10		15				13		
	Midday				10		40				18		
	P.M.				18		45				23		
Cameron / Mooney	Storage	155+	*	S	300	*	S	240	*	150	210	*	150
	A.M.	70	65		107	74		15	141	26	40	110	0
	Midday	270	153		191	102		66	295	19	180	314	74
	P.M.	205	165		192	107		56	266	47	154	257	49
Cameron / Stonebrook	Storage	DNE	DNS	DNS	S	*	DNE	150+	DNE	890	DNE	DNE	DNE
	A.M.					30		5		33			
	Midday					20		15		55			
	P.M.					20		8		105			
Cameron / West	Storage	100+	DNS	DNS	95+	DNS	DNS	S	550	NS	110+	*	NS
	A.M.	5			0				25	0	3	3	25
	Midday	8			0				18	0	0	3	23
	P.M.	13			0				25	0	8	5	33
Visalia Pwy/ Demaree	Storage	190	*	250	145	*	NS	300	*	S	300	*	S
	A.M.	46	199	0	79	72	0	59	168		107	129	
	Midday	32	117	0	85	52	18	34	124		127	113	
	P.M.	25	162	0	116	73	24	59	173		128	152	
Visalia Pwy/ Dans	Storage	195	DNS	S	75+	DNS	S	S	350	S	S	*	S
	A.M.	18			0				8			123	
	Midday	3			0				0			18	
	P.M.	3			0				3			25	
Visalia Pwy/ County Center	Storage	200+	DNS	DNE	DNE	DNS	S	DNE	DNE	DNE	195+	DNE	775
	A.M.	8									50		30
	Midday	5									75		13
	P.M.	8									78		18
Visalia Pwy/ Outlot 1	Storage	DNE	DNS	S	DNE	DNS	DNE	DNE	DNE	P	DNE	DNE	DNE
	A.M.									0			
	Midday									5			
	P.M.									5			
Visalia Pwy/ Main Site	Storage	S	*	DNE	DNE	725	S	S	P	S	S	P	S
	A.M.		5			10			213			8	
	Midday		8			18			**>1000**			595	
	P.M.		8			15			**790**			575	
Visalia Pwy/ East Site	Storage	DNE	DNS	S	DNE	DNS	DNE	DNE	DNE	P	DNE	DNE	DNE
	A.M.									20			
	Midday									93			
	P.M.									53			
Visalia Pwy/ Mooney	Storage	180	*	TBD	175	*	S	240	*	S	295	*	215
	A.M.	290	140	44	229	215		141	276		28	173	8
	Midday	557	192	50	251	315		202	317		139	287	51
	P.M.	548	212	59	273	313		232	353		81	289	32

* Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
\+ Connects to a two-way left-turn lane that provides additional storage.
See Section 1.5 for a list of abbreviations

Table 7.2 (Continued)
Queuing Analysis Summary – Existing Plus-Project Phases 1 and 2

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Visalia Pwy/ Stonebrook	Storage	DNS	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNS
	A.M.												
	Midday												
	P.M.												
North Site / Mooney	Storage	DNE	DNE	P	DNE	DNE	DNE	DNE	DNS	DNE	DNE	DNS	DNS
	A.M.			10									
	Midday			30									
	P.M.			23									
South Site / Mooney	Storage	DNE	DNE	P	DNE	DNE	DNE	TBD	DNS	DNE	DNE	DNS	DNS
	A.M.			13				23					
	Midday			40				85					
	P.M.			30				63					
Midvalley / Mooney	Storage	S	*	25	S	*	S	475	*	S	470	*	145
	A.M.		41	0		0		15	195		15	169	3
	Midday		44	0		0		18	258		22	261	15
	P.M.		45	0		0		15	272		17	270	19
Ave 272 / Road 108	Storage	185	*	S	175	*	S	230	*	S	260	*	S
	A.M.	15	71		17	50		29	192		71	141	
	Midday	11	40		23	48		17	121		42	118	
	P.M.	17	36		29	103		25	182		29	173	
Ave 272 / Mooney	Storage	S	*	S	S	*	S	470	DNS	S	480	DNS	S
	A.M.		83			100		5			0		
	Midday		228			100		5			3		
	P.M.		135			53		28			3		
Ave 268 / Mooney	Storage	S	800	NS	S	*	S	480	*	S	475	*	S
	A.M.		26	0		35		69	191		47	199	
	Midday		93	3		5		70	210		50	252	
	P.M.		145	35		26		121	336		73	376	

* Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
\+ Connects to a two-way left-turn lane that provides additional storage.
See Section 1.5 for a list of abbreviations

7.5 – Existing-Plus-Project Phases 1 and 2 Transit, Bicycle, and Pedestrian Facilities

The proposed Project is not expected to impede or interfere with existing transit, bicycle, and pedestrian facilities.

7.6 – Existing-Plus-Project Phases 1 and 2 Potentially-Significant Impacts and Mitigation Measures

The Project Phases 1 and 2 potentially-significant impacts are described below, followed by the recommended mitigation measure or action.

Impact 2-1

At the intersection of Caldwell Avenue and Dans Street, the Project will exacerbate the delay associated with the existing LOS E by more than 5.0 seconds on the northbound approach during the a.m. and p.m. peak hours.

Recommendation 2-1

Traffic signal warrants are not satisfied in the existing condition at the intersection of Caldwell Avenue and Dans Street, and the additional delays at the intersection with the Project Phase 1 are not expected to noticeably change the existing conditions through the course of the day. Therefore, although traffic signals could be installed and would result in LOS D or better, the signals are not expected to be warranted. Furthermore, alternate routes and connectivity are available for vehicles traveling on Dans Street, and the distance to County Center Drive is relatively short (signals at both intersections would be in close proximity) and it is anticipated that County Center Drive is a more likely candidate for signalization. For additional discussion of traffic signal warrants at the intersection, refer to Section 5.7. It is recommended that the intersection remain in its current configuration with the current one-way stop control.

Impact 2-2

At the intersection of Cameron Avenue and Stonebrook Street, the Project will cause the LOS to drop from E to F in the left-turn lane on the northbound approach during the a.m. and p.m. peak hours, and will exacerbate the delay associated with the existing LOS E by more than 5.0 seconds in the left-turn lane on the northbound approach during the midday peak hours.

Recommendation 2-2

Traffic signal warrants are not satisfied in the existing condition at the intersection of Cameron Avenue and Stonebrook Street, and the additional delays at the intersection with the Project Phase 1 are not expected to noticeably change the existing conditions through the course of the day. Therefore, although traffic signals could be installed and would result in LOS D or better, the signals are not expected to be warranted. For additional discussion of traffic signal warrants at the intersection, refer to Section 5.7. It is recommended that the intersection remain in its current configuration with the current one-way stop control.

Impact 2-3

At the intersection of Cameron Avenue and West Street, the Project will cause the LOS to drop from D to E on the northbound approach during the a.m. peak hour, will cause the LOS to drop from E to F on the northbound approach during the midday peak hour, and will exacerbate the delay associated with the existing LOS F by more than 5.0 seconds during the p.m. peak hour. Both the northbound and southbound approaches are operating below the target LOS during the p.m. peak hour in the existing condition and the delays will be exacerbated by the Project.

Recommendation 2-3

Traffic signal warrants are not satisfied in the existing condition at the intersection of Cameron Avenue and West Street, and the additional delays at the intersection with the Project Phase 1 are not expected to noticeably change the existing conditions through the course of the day. Therefore, although traffic signals could be installed and would result in LOS D or better, the signals are not expected to be warranted. For additional

discussion of traffic signal warrants at the intersection, refer to Section 5.7. It is recommended that the intersection remain in its current configuration with the current two-way stop control.

Impact 2-4

At the intersection of Visalia Parkway and Dans Street, the Project will cause the LOS to drop from D to E on the southbound approach during the a.m. peak hour.

Recommendation 2-4

Traffic signal warrants are not satisfied in the existing condition at the intersection of Visalia Parkway and Dans Street, and the additional delays at the intersection with the Project Phase 1 are not expected to noticeably change the existing conditions through the course of the day. Therefore, although traffic signals could be installed and would result in LOS D or better, the signals are not expected to be warranted. Furthermore, alternate routes and connectivity are available for vehicles traveling on Dans Street, and the distance to County Center Drive is relatively short (signals at both intersections would be in close proximity) and it is anticipated that County Center Drive is a more likely candidate for signalization. For additional discussion of traffic signal warrants at the intersection, refer to Section 5.7. It is recommended that the intersection remain in its current configuration with the current two-way stop control.

Impact 2-5

At the intersection of Visalia Parkway and County Center Drive, the Project will cause the LOS to drop from D to E in the left-turn lane on the southbound approach during the p.m. peak hour.

Recommendation 2-5

Traffic signal warrants are not satisfied in the existing condition at the intersection of Visalia Parkway and County Center Drive, and the additional delays at the intersection with the Project Phase 1 are not expected to noticeably change the existing conditions through the course of the day. Therefore, although traffic signals could be installed and would result in LOS D or better, the signals are not expected to be warranted. For additional discussion of traffic signal warrants at the intersection, refer to Section 5.7. It is recommended that the intersection remain in its current configuration with the current one-way stop control.

Impact 2-6

At the intersection of Visalia Parkway and the Main Site Access, the intersection would operate at LOS E during the a.m. peak hour and LOS F during the midday and p.m. peak hours with two-way stop control.

Recommendation 2-6

Considering the anticipated heavy minor street volumes and heavy turning movements over numerous hours per day, and that the peak-hour traffic signal warrant is expected to be satisfied in the existing-plus-Project condition, it is recommended that traffic signals be installed at the intersection. The proposed driveway should be aligned with the

existing driveway on the north side of Visalia Parkway to facilitate signalization. The intersection should be designed to accommodate the ultimate lane configurations based on the 20-year analyses; however, the minimum lane configurations required in the existing-plus-Project condition are as follows:

Eastbound: one left-turn lane, one through lane, and one right-turn lane
Westbound: one left-turn lane and one through lane with a shared right turn
Northbound: one shared left-turn/through and one right-turn lane
Southbound: one shared left-turn/through/right-turn lane (existing driveway)

Impact 2-7

At the intersection of Visalia Parkway and Mooney Boulevard, the Project will cause the calculated 95th percentile queues to exceed the existing storage capacity in the left-turn lane on the eastbound approach.

Recommendation 2-7

The Project includes construction of a median on Visalia Parkway. The median construction should accommodate the ultimate lane configurations based on the 20-year analyses; however, the minimum lane configurations required in the existing-plus-Project condition are as follows:

Eastbound: two left-turn lanes, one through lane, and one right-turn lane
Westbound: two left-turn lanes and one through lane with a shared right turn
Northbound: one left-turn lane and two through lanes with a shared right turn
Southbound: one left-turn lane, three through lanes, and one right-turn lane

Impact 2-8

At the intersection of Avenue 272 and Mooney Boulevard, the Project will exacerbate the delay associated with the existing LOS F by more than 5.0 seconds on the westbound approach during the a.m. peak hour, and will exacerbate the delays associated with the existing LOS F by more than 5.0 seconds on the eastbound and westbound approaches during the midday and p.m. peak hours.

Recommendation 2-8

Traffic signal warrants are not satisfied in the existing condition at the intersection of Avenue 272 and Mooney Boulevard, and the additional delays at the intersection with the Project Phase 1 are not expected to noticeably change the existing conditions through the course of the day. Therefore, although traffic signals could be installed and would result in LOS D or better, the signals are not expected to be warranted. For additional discussion of traffic signal warrants at the intersection, refer to Section 5.7. It is recommended that the intersection remain in its current configuration with the current two-way stop control.

7.7 – Summary of Existing-Plus-Project Phases 1 and 2 Mitigated Conditions

Tables 7.3 and 7.4 present a summary of the mitigated conditions. The mitigated intersection analyses sheets are presented in Appendix F.

Table 7.3
Mitigated Intersection Analysis Summary – Existing-Plus-Project Phases 1 and 2

Intersection	Control	A.M. Peak Hour		Midday Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Visalia Pwy / Main Site	Signals	13.6	B	19.2	B	17.9	B
Visalia Pwy / Mooney	Signals	20.9	C	29.3	C	29.1	C

Table 7.4
Mitigated Queuing Analysis Summary – Existing Plus-Project Phases 1 and 2

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Visalia Pwy/ Main Site	A.M.	59	146	11	88	135			55	44		16	
	Midday	78	153	26	172	148			105	49		119	
	P.M.	109	198	15	138	192			80	44		109	
Visalia Pwy/ Mooney	A.M.	131	128	38	100	181		118	223		25	148	9
	Midday	251	193	50	127	263		170	296		112	270	53
	P.M.	231	193	54	144	268		184	330		74	287	32

Lanes should be designed to accommodate the calculated queues and should consider the calculated queues in the 20-year scenario. The City of Visalia requires a minimum storage length of 300 feet.
See Section 1.5 for a list of abbreviations

8.0 – FIVE-YEAR CUMULATIVE NO-PROJECT CONDITIONS

8.1 – Pending Projects

The analyses for the cumulative conditions consider the effects of traffic expected to be generated by pending and approved projects in the study area. Table 8.1 presents a summary of the pending projects that were provided by the City of Visalia as of the time the traffic counts were performed and that were considered in the analysis. The trip generation characteristics of the projects are presented in Table A.5 in Appendix A.

Table 8.1
Pending and Approved Projects

Project	Size or Units	Location	Status
SPR 2018-191 La-Z-Boy furniture store	15,600 sq. ft.	West of existing Costco	Under construction
CUP 2018-27 Oil and lube with three bays	2,050 sq. ft.	West of existing Costco	Under construction
SPR 2018-138 furniture store	33,000 sq. ft.	West of existing Costco	Under construction
SPR 2017-057 Convenience store and gas station	3,191 sq. ft. with 12 fueling positions	Southeast of Visalia Pwy & Demaree	Resubmit issued on July 24, 2019
SPR 2017-057 Retail Buildings	Four 6,500 sq. ft. buildings	SE of Visalia Pwy and Demaree	Resubmit issued on July 24, 2019
SPR 2019-126 Residential	228	NE of Visalia Pwy and Stonebrook	Resubmit issued on July 3, 2019
SPR 2019-125 Residential	3	NE of Visalia Pwy and Demaree	Revise and proceed issued August 7, 2019
SPR 2019-079 Restaurant	7,522 sq. ft.	West side of Mooney south of Caldwell	Revise and proceed issued, plans not submitted
CUP 2019-30 Dental	3,552 sq. ft.	West side of Mooney south of Sunnyside	Permits issued
CUP 2018-30 Medical office building	56,000 sq. ft.	North of Sunnyside and west of Mooney	Approved by planning commission, plans not submitted.
CUP 2019-32 Luv-2-Play	21,966 sq. ft.	North of Caldwell and west of Shady	CUP to planning commission on August 12, 2019
CUP 2019-11 Coffee Shop	560 sq. ft.	SW of Caldwell and Stonebrook	Approved by planning commission, plans submitted.
Los Pinos Subdivision	21	NW of Visalia Pwy and Dans	Under construction
Southern Highlands Subdivision	71 single-family and 40 multifamily units.	SW of Visalia Pwy and Dans	Under construction

It should be noted that a proposed commercial development at the southeast corner of Mooney Boulevard and Visalia Parkway was submitted to the City of Visalia after studies began and the baseline was established for the Commons at Visalia Parkway Shopping Center. City staff indicated that the TIA does not need to be updated to include recent projects submitted after preparation of the TIA began.

8.2 – Five-Year Cumulative No-Project Lane Configurations and Intersection Control

The five-year cumulative no-Project lane configurations and intersection control are presented in Figure 8.1, Five-Year Cumulative No-Project Lane Configurations and Intersection Control.

8.3 – Five-Year Cumulative No-Project Traffic Volumes

The five-year cumulative traffic volumes without the Project were estimated by adding the traffic volumes that are expected to occur as a result of the pending projects to the pending projects and, where applicable, also applying a growth rate based on a review of the growth projected by the Tulare County travel model (described in Section 12 of this report). The five-year cumulative no-Project traffic volumes are presented in the following figures:

Figure 8.2a: Five-Year Cumulative No-Project Peak Hour Traffic Volumes (A.M. and P.M. Peak Hours)

Figure 8.2b: Five-Year Cumulative No-Project Peak Hour Traffic Volumes (Midday Peak Hour)

8.4 – Five-Year Cumulative No-Project Intersection LOS Analysis

The results of the five-year cumulative no-Project intersection LOS analyses are summarized in Table 8.2. The intersection analysis sheets are presented in Appendix C. Levels of service and delays worse than the target LOS D or indicated in bold type.

8.5 – Five-Year Cumulative No-Project Queuing Analysis

The results of the five-year cumulative no-Project queuing analyses are summarized in Table 8.3. Calculated 95th-percentile queues exceeding the storage capacity are identified in bold type and are underlined. The intersection analysis sheets presented in Appendix C include the queue analysis results.

Table 8.2
Intersection Analysis Summary – Five-Year No-Project

Intersection	Control	A.M. Peak Hour		Midday Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Whitendale / County Center	Signals	24.6	C	17.7	B	22.1	C
Whitendale / Mooney	Signals	19.3	B	27.0	C	23.7	C
Sunnyside / Mooney	Signals	13.4	B	21.5	C	23.1	C
Orchard / Mooney	Signals	9.9	A	16.1	B	15.6	B
Caldwell / Demaree	Signals	26.6	C	23.1	C	29.5	C
Caldwell / Dans	TWS	45.6	E	25.5	D	42.7	E
Caldwell / County Center	Signals	16.9	B	19.9	B	22.5	C
Caldwell / Shady	Signals	13.3	B	14.3	B	14.6	B
Caldwell / Mooney	Signals	19.5	B	29.9	C	31.0	C
Caldwell / Fairway	Signals	13.2	B	16.6	B	19.3	B
Caldwell / Stonebrook	Signals	8.0	A	7.9	A	7.0	A
Cameron / County Center	OWS	16.2	C	18.5	C	21.8	C
Cameron / Mooney	Signals	16.3	B	28.3	C	25.4	C
Cameron / Stonebrook	OWS	77.3	F	47.9	E	56.6	F
Cameron / West	TWS	39.0	E	47.0	E	79.8	F
Visalia Pwy / Demaree	Signals	25.3	C	18.9	B	21.9	C
Visalia Pwy / Dans	TWS	42.1	E	17.0	C	24.0	C
Visalia Pwy / County Center	OWS	29.6	D	23.4	C	41.4	E
Visalia Pwy / Outlot 1	DNE						
Visalia Pwy / Main Site	OWS	12.4	B	16.0	C	19.7	C
Visalia Pwy / East Site	DNE						
Visalia Pwy / Mooney	Signals	25.1	C	31.8	C	36.1	D
Visalia Pwy / Stonebrook	OWS	10.1	B	9.3	A	9.2	A
North Site / Mooney	DNE						
South Site / Mooney	DNE						
Midvalley / Mooney	Signals	5.8	A	6.1	A	5.6	A
Ave 272 / Road 108	Signals	13.1	B	11.7	B	13.3	B
Ave 272 / Mooney	TWS	127.5	F	244.4	F	261.8	F
Ave 268 / Mooney	Signals	8.4	A	9.8	A	15.3	B

Table 8.3
Queuing Analysis Summary – Five-Year No-Project

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Whitendale / County Center	Storage	100+	*	35	100+	*	35	100+	*	50	100+	*	50
	A.M.	137	224	23	47	196	0	104	151	0	64	148	29
	Midday	47	184	0	49	174	0	53	177	0	63	157	0
	P.M.	78	285	8	66	214	0	68	194	0	60	180	3
Whitendale / Mooney	Storage	150	*	260	250	*	240	335	740	125	465	*	190
	A.M.	48	78	41	71	88	17	42	126	38	33	122	0
	Midday	71	95	70	127	100	23	115	267	57	86	334	3
	P.M.	60	125	63	109	117	0	114	242	60	69	294	0
Sunnyside / Mooney	Storage	170	*	S	100	*	S	400	*	S	290	750	S
	A.M.	69	22		8	24		98	152		88	158	
	Midday	211	52		25	49		234	314		124	450	
	P.M.	278	55		18	59		132	306		112	391	
Orchard / Mooney	Storage	125+	125+	S	105	780	S	125	540	100	275	*	100
	A.M.	9	6		27	19		10	145	0	64	99	0
	Midday	48	38		83	56		34	337	0	236	295	0
	P.M.	38	32		87	49		47	276	0	184	291	0
Caldwell / Demaree	Storage	260	*	S	265	*	135	240	*	125	255	*	S
	A.M.	195	236		72	243	46	100	225	0	78	258	
	Midday	149	208		86	181	45	60	152	43	77	172	
	P.M.	248	357		120	284	64	100	243	55	131	236	
Caldwell / Dans	Storage	+	DNS	S	+	DNS	S	S	*	S	S	P	S
	A.M.	3			5				95			10	
	Midday	0			3				18			18	
	P.M.	3			5				38			33	
Caldwell / County Center	Storage	105+	*	S	145+	*	S	105+	*	45	100+	*	50
	A.M.	67	173		16	140		98	101	0	57	110	26
	Midday	64	236		18	174		148	130	0	101	122	11
	P.M.	102	295		26	202		146	151	0	116	146	21
Caldwell / Shady	Storage	250	*	S	250	700	S	S	*	S	S	500	125
	A.M.	37	137		28	120			38			11	0
	Midday	58	155		63	142			35			27	0
	P.M.	63	191		77	161			50			25	0
Caldwell / Mooney	Storage	350	715	S	350	750	S	300	*	165	275	535	270
	A.M.	65	93		49	100		44	120	19	33	102	13
	Midday	170	180		154	136		172	251	36	128	380	43
	P.M.	170	234		142	179		156	252	38	126	354	14
Caldwell / Fairway	Storage	200	750	S	290	*	S	120	375	S	55	*	S
	A.M.	54	86		70	110		19	30		27	21	
	Midday	82	115		107	125		51	66		56	50	
	P.M.	112	185		148	160		64	73		112	50	
Caldwell / Stonebrook	Storage	255	*	100	300	*	NS	S	175	S	S	540	540
	A.M.	24	84	0	13	145	0		0			38	0
	Midday	28	144	0	11	141	0		0			16	0
	P.M.	49	213	0	10	182	6		23			30	7

* Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
\+ Connects to a two-way left-turn lane that provides additional storage.
See Section 1.5 for a list of abbreviations

Table 8.3 (Continued)
Queuing Analysis Summary – Five-Year No-Project

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Cameron / County Center	Storage	DNE	DNE	DNE	*	DNE	105	DNE	DNS	DNS	150	DNS	DNE
	A.M.				13		18				15		
	Midday				13		43				20		
	P.M.				20		48				25		
Cameron / Mooney	Storage	155+	*	S	300	*	S	240	*	150	210	*	150
	A.M.	70	63		87	77		8	126	16	44	84	0
	Midday	283	152		153	110		56	250	0	194	266	62
	P.M.	198	161		160	116		46	227	38	162	217	41
Cameron / Stonebrook	Storage	DNE	DNS	DNS	S	*	DNE	150+	DNE	890	DNE	DNE	DNE
	A.M.					28		48		30			
	Midday					18		25		48			
	P.M.					20		13		88			
Cameron / West	Storage	100+	DNS	DNS	95+	DNS	DNS	S	550	NS	110+	*	NS
	A.M.	5			0				25	0	3	3	25
	Midday	8			0				15	0	0	3	18
	P.M.	10			0				23	0	5	5	28
Visalia Pwy/ Demaree	Storage	190	*	250	145	*	NS	300	*	S	300	*	S
	A.M.	48	222	0	76	78	3	66	180		117	138	
	Midday	33	121	0	101	53	19	43	135		130	121	
	P.M.	28	183	0	73	74	31	67	185		150	162	
Visalia Pwy/ Dans	Storage	195	DNS	S	75+	DNS	S	S	350	S	S	*	S
	A.M.	18			0				8			125	
	Midday	3			0				0			13	
	P.M.	3			0				3			23	
Visalia Pwy/ County Center	Storage	200+	DNS	DNE	DNE	DNS	S	DNE	DNE	DNE	195+	DNE	775
	A.M.	10									38		35
	Midday	5									35		15
	P.M.	10									53		23
Visalia Pwy/ Outlot 1	Storage	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE
	A.M.												
	Midday												
	P.M.												
Visalia Pwy/ Main Site	Storage	S	*	DNE	DNE	DNS	S	DNE	DNE	DNE	P	DNE	S
	A.M.		3								3		
	Midday		5								25		
	P.M.		5								35		
Visalia Pwy/ East Site	Storage	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE
	A.M.												
	Midday												
	P.M.												
Visalia Pwy/ Mooney	Storage	180	*	S	175	*	S	240	*	S	295	*	215
	A.M.	103	248		260	186		118	339		31	131	0
	Midday	166	319		295	248		133	376		121	192	5
	P.M.	162	388		316	246		153	443		89	239	0

* Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
\+ Connects to a two-way left-turn lane that provides additional storage.
See Section 1.5 for a list of abbreviations

Table 8.3 (Continued)
Queuing Analysis Summary – Five-Year No-Project

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Visalia Pwy/ Stonebrook	Storage	TBD	DNS	DNE	DNE	DNS	S	DNE	DNE	DNE	S	DNE	TBD
	A.M.	10											35
	Midday	10											18
	P.M.	15											18
North Site / Mooney	Storage	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE
	A.M.												
	Midday												
	P.M.												
South Site / Mooney	Storage	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE
	A.M.												
	Midday												
	P.M.												
Midvalley / Mooney	Storage	S	*	25	S	*	S	475	*	S	470	*	145
	A.M.		35	0		0		14	183		14	160	1
	Midday		34	0		0		18	222		22	224	10
	P.M.		37	0		0		15	246		17	246	15
Ave 272 / Road 108	Storage	185	*	S	175	*	S	230	*	S	260	*	S
	A.M.	21	71		17	50		29	210		72	157	
	Midday	19	38		24	48		17	134		44	132	
	P.M.	25	34		29	102		25	202		29	194	
Ave 272 / Mooney	Storage	S	*	S	S	*	S	470	DNS	S	480	DNS	S
	A.M.		65			95		5			0		
	Midday		165			70		5			3		
	P.M.		98			40		28			3		
Ave 268 / Mooney	Storage	S	800	NS	S	*	S	480	*	S	475	*	S
	A.M.		26	0		35		70	185		47	189	
	Midday		91	4		23		70	193		49	230	
	P.M.		144	35		26		124	313		75	352	

* Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
\+ Connects to a two-way left-turn lane that provides additional storage.
See Section 1.5 for a list of abbreviations

8.6 – Five-Year Cumulative No-Project Deficiencies

The following intersections are expected to operate at levels of service worse than the target LOS D in the five-year no-Project scenario:

- Caldwell Avenue / Dans Street
- Cameron Avenue / Stonebrook Street
- Cameron Avenue / West Street
- Visalia Parkway / Dans Street
- Visalia Parkway / County Center Drive
- Avenue 272 / Mooney Boulevard.

The calculated 95th-percentile queues at the following intersections exceed the storage capacity as described:

- Sunnyside Avenue / Mooney Boulevard (left-turn lane on eastbound approach during the midday and p.m. peak hours);
- Caldwell Avenue / Fairway Street (left-turn lane on southbound approach during the midday and p.m. peak hours);
- Visalia Parkway / Mooney Boulevard (left-turn lane on the westbound approach during all three peak hours).

9.0 – FIVE-YEAR CUMULATIVE WITH PROJECT CONDITIONS

The five-year cumulative with Project analyses include the assumption that both Phases 1 and 2 of the Project are constructed, as well as senior housing on Outlot 2 as described in Section 4.5 of this report.

9.1 – Five-Year Cumulative With Project Lane Configurations and Intersection Control

The five-year cumulative with Project lane configurations and intersection control are presented in Figure 9.1, Five-Year Cumulative With Project Lane Configurations and Intersection Control.

9.2 – Five-Year Cumulative With Project Traffic Volumes

The five-year cumulative with Project peak-hour traffic volumes are presented in the following figures:

Figure 9.2a: Five-Year Cumulative With Project Peak Hour Traffic Volumes (A.M. and P.M. Peak Hours)

Figure 9.2b: Five-Year Cumulative With Project Peak Hour Traffic Volumes (Midday Peak Hour)

9.3 – Five-Year Cumulative With Project Intersection LOS Analysis

The results of the five-year with Project intersection LOS analyses are summarized in Table 9.1. The intersection analysis sheets are presented in Appendix C. Project significant impacts are identified in bold type and are underlined.

9.4 – Five-Year Cumulative With Project Queuing Analysis

The results of the five-year with Project queuing analyses are summarized in Table 9.2. Calculated 95th-percentile queues exceeding the storage capacity are identified in bold type and are underlined. The intersection analysis sheets presented in Appendix C include the queue analysis results.

Table 9.1
Intersection Analysis Summary – Five-Year With Project

Intersection	Control	A.M. Peak Hour		Midday Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Whitendale / County Center	Signals	24.7	C	17.9	B	22.4	C
Whitendale / Mooney	Signals	19.9	B	28.7	C	24.5	C
Sunnyside / Mooney	Signals	13.5	B	22.2	C	23.8	C
Orchard / Mooney	Signals	10.1	B	16.6	B	16.2	B
Caldwell / Demaree	Signals	27.3	C	24.0	C	30.5	C
Caldwell / Dans	TWS	**53.3**	F	29.1	D	**50.1**	F
Caldwell / County Center	Signals	17.5	B	22.6	C	25.2	C
Caldwell / Shady	Signals	13.3	B	14.2	B	14.6	B
Caldwell / Mooney	Signals	20.5	C	34.4	C	34.2	C
Caldwell / Fairway	Signals	13.2	B	16.8	B	19.6	B
Caldwell / Stonebrook	Signals	8.0	A	7.9	A	7.1	A
Cameron / County Center	OWS	16.9	C	20.3	C	23.5	C
Cameron / Mooney	Signals	17.0	B	30.6	C	27.1	C
Cameron / Stonebrook	OWS	109.5	F	**69.8**	F	75.6	F
Cameron / West	TWS	**52.4**	F	**70.3**	F	**121.5**	F
Visalia Pwy / Demaree	Signals	27.0	C	20.4	C	23.1	C
Visalia Pwy / Dans	TWS	63.7	F	20.0	C	27.3	D
Visalia Pwy / County Center	OWS	**46.4**	E	**49.8**	E	103.0	F
Visalia Pwy / Outlot 1	OWS	11.1	B	12.4	B	12.8	B
Visalia Pwy / Main Site	TWS	81.8	F	**>300**	F	>300	F
Visalia Pwy / East Site	OWS	14.3	B	30.8	D	23.6	C
Visalia Pwy / Mooney	Signals	27.6	C	50.3	D	47.3	D
Visalia Pwy / Stonebrook	OWS	10.2	B	9.5	A	9.3	A
North Site / Mooney	OWS	12.1	B	17.5	C	17.1	C
South Site / Mooney	OWS	12.2	B	23.2	C	21.5	C
Midvalley / Mooney	Signals	5.9	A	6.5	A	5.9	A
Ave 272 / Road 108	Signals	13.2	B	11.8	B	13.4	B
Ave 272 / Mooney	TWS	270.9	F	**>300**	F	**>300**	F
Ave 268 / Mooney	Signals	8.4	A	10.0	B	17.0	B

Table 9.2
Queuing Analysis Summary – Five-Year With Project

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Whitendale / County Center	Storage	100+	*	35	100+	*	35	100+	*	50	100+	*	50
	A.M.	137	233	23	47	200	0	104	151	0	64	148	29
	Midday	47	192	0	49	184	0	53	177	0	63	157	0
	P.M.	78	297	8	66	227	0	68	194	0	60	180	3
Whitendale / Mooney	Storage	150	*	260	250	*	240	335	740	125	465	*	190
	A.M.	50	82	43	76	92	17	46	137	39	34	136	0
	Midday	75	101	92	142	105	23	128	297	67	91	371	2
	P.M.	63	133	68	121	124	0	126	268	70	73	328	0
Sunnyside / Mooney	Storage	170	*	S	100	*	S	400	*	S	290	750	S
	A.M.	72	23		13	25		103	166		90	176	
	Midday	211	53		31	49		236	353		124	500	
	P.M.	278	55		30	59		135	340		112	429	
Orchard / Mooney	Storage	125+	125+	S	105	780	S	125	540	100	275	*	100
	A.M.	10	10		32	20		12	159	0	65	113	0
	Midday	52	44		100	61		41	398	0	258	343	0
	P.M.	40	36		97	52		53	317	0	195	328	0
Caldwell / Demaree	Storage	260	*	S	265	*	135	240	*	125	255	*	S
	A.M.	198	255		73	258	46	105	231	0	79	266	
	Midday	155	242		90	208	44	65	162	44	80	185	
	P.M.	249	391		121	310	64	105	250	55	132	242	
Caldwell / Dans	Storage	+	DNS	S	+	DNS	S	S	*	S	S	200	S
	A.M.	3			5				105			10	
	Midday	0			3				20			20	
	P.M.	3			5				43			38	
Caldwell / County Center	Storage	105+	*	S	145+	*	S	105+	*	45	100+	*	50
	A.M.	67	183		16	149		114	107	0	71	118	26
	Midday	64	270		19	195		174	140	0	133	134	10
	P.M.	102	321		26	219		165	161	0	141	158	21
Caldwell / Shady	Storage	250	*	S	250	700	S	S	*	S	S	500	125
	A.M.	37	145		28	127			38			11	0
	Midday	58	169		63	156			35			28	0
	P.M.	63	205		77	173			50			25	0
Caldwell / Mooney	Storage	350	715	S	350	750	S	300	*	165	275	535	270
	A.M.	67	104		61	105		56	135	37	35	121	12
	Midday	176	199		183	131		206	289	50	131	445	44
	P.M.	172	253		165	177		183	286	55	128	411	62
Caldwell / Fairway	Storage	200	750	S	290	*	S	120	375	S	55	*	S
	A.M.	56	90		70	117		19	30		27	22	
	Midday	87	125		109	136		53	67		58	53	
	P.M.	117	197		150	172		65	74		114	55	
Caldwell / Stonebrook	Storage	255	*	100	300	*	NS	S	175	S	S	540	540
	A.M.	26	87	0	14	151	0		0			38	0
	Midday	33	153	0	11	152	0		0			18	4
	P.M.	53	223	0	10	193	6		24			31	11

* Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
\+ Connects to a two-way left-turn lane that provides additional storage.
See Section 1.5 for a list of abbreviations

Table 9.2 (Continued)
Queuing Analysis Summary – Five-Year With Project

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Cameron / County Center	Storage	DNE	DNE	DNE	*	DNE	105	DNE	DNS	DNS	150	DNS	DNE
	A.M.				13		18				15		
	Midday				15		48				23		
	P.M.				25		50				28		
Cameron / Mooney	Storage	155+	*	S	300	*	S	240	*	150	210	*	150
	A.M.	76	73		112	84		16	159	26	48	119	0
	Midday	292	164		203	113		70	342	22	201	351	86
	P.M.	215	184		206	123		59	308	49	178	289	56
Cameron / Stonebrook	Storage	DNE	DNS	DNS	S	*	DNE	150+	DNE	890	DNE	DNE	DNE
	A.M.					33		60		35			
	Midday					23		38		65			
	P.M.					25		18		115			
Cameron / West	Storage	100+	DNS	DNS	95+	DNS	DNS	S	550	NS	110+	*	NS
	A.M.	8			0				35	3	3	3	28
	Midday	10			0				23	0	0	3	25
	P.M.	13			0				33	0	8	8	35
Visalia Pwy/ Demaree	Storage	190	*	250	145	*	NS	300	*	S	300	*	S
	A.M.	48	248	0	84	82	8	66	182		132	138	
	Midday	33	135	0	116	58	29	43	137		157	121	
	P.M.	28	195	0	86	79	39	67	191		160	162	
Visalia Pwy/ Dans	Storage	195	DNS	S	75+	DNS	S	S	350	S	S	*	S
	A.M.	20			0				8			168	
	Midday	3			0				0			20	
	P.M.	3			0				3			30	
Visalia Pwy/ County Center	Storage	200+	DNS	DNE	DNE	DNS	S	DNE	DNE	DNE	195+	DNE	775
	A.M.	10									80		38
	Midday	5									115		18
	P.M.	13									145		25
Visalia Pwy/ Outlot 1	Storage	DNE	DNS	S	DNE	DNS	DNE	DNE	DNE	P	DNE	DNE	DNE
	A.M.									0			
	Midday									5			
	P.M.									8			
Visalia Pwy/ Main Site	Storage	S	*	DNE	DNE	725	S	S	P	S	S	P	S
	A.M.		5			10			293			10	
	Midday		8			18			**>1000**			**620**	
	P.M.		8			15			**910**			615	
Visalia Pwy/ East Site	Storage	DNE	DNS	S	DNE	DNS	DNE	DNE	DNE	P	DNE	DNE	DNE
	A.M.									25			
	Midday									103			
	P.M.									68			
Visalia Pwy/ Mooney	Storage	180	*	TBD	175	*	S	240	*	S	295	*	215
	A.M.	306	160	44	275	257		144	319		31	186	14
	Midday	587	215	50	273	370		210	402		147	327	58
	P.M.	578	249	59	**288**	356		235	410		89	310	44

* Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
\+ Connects to a two-way left-turn lane that provides additional storage.
See Section 1.5 for a list of abbreviations

Table 9.2 (Continued)
Queuing Analysis Summary – Five-Year With Project

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Visalia Pwy/ Stonebrook	Storage	TBD	DNS	DNE	DNE	DNS	S	DNE	DNE	DNE	S	DNE	TBD
	A.M.	13											40
	Midday	13											20
	P.M.	18											20
North Site / Mooney	Storage	DNE	DNE	P	DNE	DNE	DNE	DNE	DNS	DNE	DNE	DNS	DNS
	A.M.			10									
	Midday			35									
	P.M.			25									
South Site / Mooney	Storage	DNE	DNE	P	DNE	DNE	DNE	TBD	DNS	DNE	DNE	DNS	DNS
	A.M.			15				25					
	Midday			48				103					
	P.M.			35				78					
Midvalley / Mooney	Storage	S	*	25	S	*	S	475	*	S	470	*	145
	A.M.		42	0		0		15	218		15	188	3
	Midday		44	0		0		18	293		22	293	15
	P.M.		45	0		0		15	305		17	304	19
Ave 272 / Road 108	Storage	185	*	S	175	*	S	230	*	S	260	*	S
	A.M.	21	75		17	52		29	212		72	159	
	Midday	19	43		24	51		17	137		44	135	
	P.M.	25	36		29	107		25	205		29	197	
Ave 272 / Mooney	Storage	S	*	S	S	*	S	470	DNS	S	480	DNS	S
	A.M.		123			133		5			0		
	Midday		273			168		5			3		
	P.M.		158			73		33			3		
Ave 268 / Mooney	Storage	S	800	NS	S	*	S	480	*	S	475	*	S
	A.M.		28	0		37		73	213		50	222	
	Midday		97	3		24		73	238		51	281	
	P.M.		147	35		26		124	378		75	426	

* Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
\+ Connects to a two-way left-turn lane that provides additional storage.
See Section 1.5 for a list of abbreviations

9.5 – Five-Year Cumulative With Project Transit, Bicycle, and Pedestrian Facilities

The proposed Project is not expected to impede or interfere with existing transit, bicycle, and pedestrian facilities.

9.6 – Five-Year Cumulative With Project Potentially-Significant Impacts and Mitigation Measures

The cumulative five-year potentially-significant impacts are described below, followed by the recommended mitigation measure or action.

Impact 5-1

At the intersection of Caldwell Avenue and Dans Street, the cumulative effect of the Project and regional growth will cause LOS F during the a.m. and p.m. peak hours.

Recommendation 5-1

Traffic signals are expected to mitigate the intersection to acceptable levels of service, if warranted and if the City desires traffic signals closely spaced from County Center Drive. If the City anticipates installation of traffic signals in the future, the Project may be required to pay an equitable share of the cost of the future traffic signals if they are not already included in the development fee program.

Impact 5-2

At the intersection of Cameron Avenue and Stonebrook Street, the cumulative effect of the Project and regional growth will cause LOS F during the peak hours.

Recommendation 5-2

Traffic signals are expected to mitigate the intersection to acceptable levels of service, if warranted. The Project may be required to pay an equitable share of the cost of the future traffic signals if they are not already included in the development fee program.

Impact 5-3

At the intersection of Cameron Avenue and West Street, the cumulative effect of the Project and regional growth will cause LOS F during the peak hours.

Recommendation 5-3

Traffic signals are expected to mitigate the intersection to acceptable levels of service, if warranted. The Project may be required to pay an equitable share of the cost of the future traffic signals if they are not already included in the development fee program.

Impact 5-4

At the intersection of Visalia Parkway and Dans Street, the cumulative effect of the Project and regional growth will cause LOS F during the a.m. peak hour.

Recommendation 5-4

Traffic signals are expected to mitigate the intersection to acceptable levels of service, if warranted and if the City desires traffic signals closely spaced from County Center Drive. If the City anticipates installation of traffic signals in the future, the Project may be required to pay an equitable share of the cost of the future traffic signals if they are not already included in the development fee program.

Impact 5-5

At the intersection of Visalia Parkway and County Center Drive, the cumulative effect of the Project and regional growth will cause LOS E during the a.m. and midday peak hours and LOS F during the p.m. peak hour.

Recommendation 5-5

Traffic signals are expected to mitigate the intersection to acceptable levels of service, if warranted. The Project may be required to pay an equitable share of the cost of the future traffic signals if they are not already included in the development fee program.

Impact 5-6

At the intersection of Visalia Parkway and the Main Site Access, the intersection would operate at LOS F during all three peak hours with two-way stop control.

Recommendation 5-6

Considering the anticipated heavy minor street volumes and heavy turning movements over numerous hours per day, and that the peak-hour traffic signal warrant is expected to be satisfied in the existing-plus-Project condition, it is recommended that traffic signals be installed at the intersection. The proposed driveway should be aligned with the existing driveway on the north side of Visalia Parkway to facilitate signalization. The intersection should be designed to accommodate the ultimate lane configurations based on the 20-year analyses; however, the minimum lane configurations required in the five-year condition are as follows:

Eastbound: one left-turn lane, one through lane, and one right-turn lane
Westbound: one left-turn lane and one through lane with a shared right turn
Northbound: one shared left-turn/through and one right-turn lane
Southbound: one shared left-turn/through/right-turn lane (existing driveway)

Impact 5-7

At the intersection of Visalia Parkway and Mooney Boulevard, the cumulative effect of the Project and regional growth will cause the calculated 95th percentile queues to exceed the existing storage capacity in the left-turn lanes on the eastbound and westbound approaches.

Recommendation 5-7

The intersection will require widening to accommodate the calculated queues. The intersection construction should accommodate the ultimate lane configurations based on the 20-year analyses; however, the minimum lane configurations required in the five-year with Project condition are as follows:

Eastbound: two left-turn lanes, one through lane, and one right-turn lane
Westbound: two left-turn lanes and one through lane with a shared right turn
Northbound: one left-turn lane and two through lanes with a shared right turn
Southbound: one left-turn lane, three through lanes, and one right-turn lane

Impact 5-8

At the intersection of Avenue 272 and Mooney Boulevard, the cumulative effect of the Project and regional growth will exacerbate delays associated with the existing LOS F during all three peak hours.

Recommendation 5-8

Traffic signals are expected to mitigate the intersection to acceptable levels of service, if warranted. A roundabout would also mitigate the intersection to acceptable levels of service. An Intersection Control Evaluation Report (ICE) will eventually be required by Caltrans to identify the preferred control; it is recommended that the ICE report not be required as part of the environmental review. The ICE may be deferred until such time as

the intersection improvements are imminent. It is noted that Caltrans typically prefers that Sidra software be utilized to analyze roundabouts. In our experience, the Synchro software typically provides delay results that are greater the Sidra results. It is our opinion that, if the Synchro software indicates an acceptable LOS for a roundabout, then a roundabout may be considered as a feasible improvement. The ICE report, when prepared, should utilize Sidra software or the software required by Caltrans at that time. The Project may be required to pay an equitable share of the cost of the future traffic signals or roundabout at the discretion of the City of Visalia.

9.7 – Summary of Five-Year Cumulative With Project Mitigated Conditions

Tables 9.3 and 9.4 present a summary of the mitigated conditions. The mitigated intersection analyses sheets are presented in Appendix F.

Table 9.3
Mitigated Intersection Analysis Summary – Five-Year With Project

Intersection	Control	A.M. Peak Hour		Midday Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Caldwell / Dans	Signals	10.3	B	8.7	A	9.8	A
Cameron / Stonebrook	Signals	13.7	B	14.7	B	16.4	B
Cameron / West	Signals	10.6	B	12.4	B	13.9	B
Visalia Pwy / Dans	Signals	15.4	B	9.7	A	10.4	B
Visalia Pwy / County Center	Signals	12.8	B	10.7	B	13.3	B
Visalia Pwy / Main Site	Signals	14.0	B	20.1	C	19.7	B
Visalia Pwy / Mooney	Signals	23.0	C	32.9	C	32.3	C
Ave 272 / Mooney	Signals	10.4	B	10.9	B	11.5	B
	Round	8.9	A	12.8	B	15.8	C

Table 9.4
Mitigated Queuing Analysis Summary – Five-Year With Project

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Caldwell / Dans	A.M.	35	167		47	154			41			0	
	Midday	17	225		23	171			23			1	
	P.M.	27	303		35	193			5			7	
Cameron / Stonebrook	A.M.		173	10	244	145		29		35			
	Midday		330	14	198	188		24		43			
	P.M.		450	16	209	211		15		53			
Cameron / West	A.M.	63	186	0	4	202	0		27	0	6	6	27
	Midday	102	401	0	11	302	0		18	0	3	6	32
	P.M.	143	477	0	17	307	0		20	0	10	11	41
Visalia Pwy/ Dans	A.M.	142	175		7	285			0			47	
	Midday	33	223		14	236			6			32	
	P.M.	33	347		12	378			0			32	
Visalia Pwy/ County Center	A.M.	83	109			274					55		28
	Midday	61	132			305					88		29
	P.M.	117	159			435					76		33
Visalia Pwy/ Main Site	A.M.	60	167	12	88	160			59	44		16	
	Midday	101	171	29	172	157			110	49		119	
	P.M.	109	269	18	138	221			83	44		110	
Visalia Pwy/ Mooney	A.M.	147	153	43	125	225		130	276		29	169	35
	Midday	265	214	50	142	297		176	323		121	277	52
	P.M.	243	234	55	151	299		199	364		89	291	42
Ave 272 / Mooney (Signals)	A.M.		45			39		48	242		8	179	
	Midday		45			25		34	327		25	424	
	P.M.		30			20		161	361		27	439	
Ave 272 / Mooney (Round)	A.M.		25			0			75			50	
	Midday		25			0			125			150	
	P.M.		0			0			200			200	

Lanes should be designed to accommodate the calculated queues and should consider the calculated queues in the 20-year scenario. The City of Visalia requires a minimum storage length of 300 feet.
See Section 1.5 for a list of abbreviations

10.0 – 10-YEAR CUMULATIVE NO-PROJECT CONDITIONS

10.1– 10-Year Cumulative No-Project Lane Configurations and Intersection Control

The 10-year cumulative no-Project lane configurations and intersection control are presented in Figure 10.1, 10-Year Cumulative No-Project Lane Configurations and Intersection Control.

10.2 – 10-Year Cumulative No-Project Traffic Volumes

The 10-year cumulative traffic volumes without the Project were estimated by adding the traffic volumes that are expected to occur as a result of the pending projects to the pending projects and, where applicable, also applying a growth rate based on a review of the growth projected by the Tulare County travel model (described in Section 12 of this report). The 10-year cumulative no-Project traffic volumes are presented in the following figures:

Figure 10.2a: 10-Year Cumulative No-Project Peak Hour Traffic Volumes (A.M. and P.M. Peak Hours)

Figure 10.2b: 10-Year Cumulative No-Project Peak Hour Traffic Volumes (Midday Peak Hour)

10.3 – 10-Year Cumulative No-Project Intersection LOS Analysis

The results of the 10-year cumulative no-Project intersection LOS analyses are summarized in Table 10.1. The intersection analysis sheets are presented in Appendix C. Levels of service and delays worse than the target LOS D or indicated in bold type.

10.4 – 10-Year Cumulative No-Project Queuing Analysis

The results of the 10-year cumulative no-Project queuing analyses are summarized in Table 10.2. Calculated 95th-percentile queues exceeding the storage capacity are identified in bold type and are underlined. The intersection analysis sheets presented in Appendix C include the queue analysis results.

Table 10.1
Intersection Analysis Summary – 10-Year No-Project

Intersection	Control	A.M. Peak Hour		Midday Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Whitendale / County Center	Signals	26.3	C	18.6	B	23.3	C
Whitendale / Mooney	Signals	20.0	C	29.4	C	24.3	C
Sunnyside / Mooney	Signals	13.4	B	22.0	C	23.4	C
Orchard / Mooney	Signals	9.9	A	16.2	B	15.7	B
Caldwell / Demaree	Signals	28.1	C	24.5	C	32.1	C
Caldwell / Dans	TWS	61.0	F	30.2	D	57.7	F
Caldwell / County Center	Signals	17.4	B	22.0	C	26.1	C
Caldwell / Shady	Signals	13.2	B	14.2	B	14.5	B
Caldwell / Mooney	Signals	20.2	C	32.4	C	33.5	C
Caldwell / Fairway	Signals	13.2	B	16.6	B	19.4	B
Caldwell / Stonebrook	Signals	7.9	A	7.7	A	7.0	A
Cameron / County Center	OWS	16.8	C	20.3	C	24.8	C
Cameron / Mooney	Signals	16.7	B	31.3	C	26.9	C
Cameron / Stonebrook	OWS	84.7	F	55.6	F	63.2	F
Cameron / West	TWS	57.2	F	58.8	F	111.5	F
Visalia Pwy / Demaree	Signals	26.3	C	19.5	B	22.4	C
Visalia Pwy / Dans	TWS	52.0	F	18.1	C	26.7	D
Visalia Pwy / County Center	OWS	36.8	E	26.1	D	77.6	F
Visalia Pwy / Outlot 1	DNE						
Visalia Pwy / Main Site	OWS	12.8	B	16.6	C	21.7	C
Visalia Pwy / East Site	DNE						
Visalia Pwy / Mooney	Signals	29.9	C	37.7	D	42.6	D
Visalia Pwy / Stonebrook	OWS	10.1	B	9.4	A	9.1	A
North Site / Mooney	DNE						
South Site / Mooney	DNE						
Midvalley / Mooney	Signals	5.8	A	6.1	A	5.6	A
Ave 272 / Road 108	Signals	13.5	B	11.9	B	13.8	B
Ave 272 / Mooney	TWS	255.7	F	>300	F	>300	F
Ave 268 / Mooney	Signals	8.6	A	10.1	B	17.1	B

Table 10.2
Queuing Analysis Summary – 10-Year No-Project

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Whitendale / County Center	Storage	100+	*	35	100+	*	35	100+	*	50	100+	*	50
	A.M.	150	275	23	47	235	0	107	166	0	66	161	33
	Midday	51	200	0	52	191	3	57	194	0	68	170	0
	P.M.	87	301	12	79	232	0	79	214	0	61	196	4
Whitendale / Mooney	Storage	150	*	260	250	*	240	335	740	125	465	*	190
	A.M.	53	88	43	76	101	18	45	139	39	35	134	0
	Midday	81	108	97	144	114	28	131	294	66	98	369	6
	P.M.	63	131	66	117	133	0	120	255	64	72	315	0
Sunnyside / Mooney	Storage	170	*	S	100	*	S	400	*	S	290	750	S
	A.M.	70	22		8	24		99	159		89	164	
	Midday	211	52		25	49		234	331		124	481	
	P.M.	278	55		18	59		132	323		112	413	
Orchard / Mooney	Storage	125+	125+	S	105	780	S	125	540	100	275	*	100
	A.M.	9	6		28	20		10	151	0	65	103	0
	Midday	48	39		85	58		34	358	0	243	313	0
	P.M.	39	33		89	51		48	292	0	188	308	0
Caldwell / Demaree	Storage	260	*	S	265	*	135	240	*	125	255	*	S
	A.M.	215	252		77	257	49	110	247	0	84	286	
	Midday	172	242		98	211	52	68	175	50	89	200	
	P.M.	290	395		129	306	81	108	251	57	146	257	
Caldwell / Dans	Storage	+	DNS	S	+	DNS	S	S	*	S	S	P	S
	A.M.	3			5				115			13	
	Midday	0			3				20			20	
	P.M.	3			5				48			40	
Caldwell / County Center	Storage	105+	*	S	145+	*	S	105+	*	45	100+	*	50
	A.M.	69	175		17	144		100	113	0	61	122	32
	Midday	71	276		19	194		165	140	0	112	131	14
	P.M.	113	336		30	219		176	161	0	129	148	25
Caldwell / Shady	Storage	250	*	S	250	700	S	S	*	S	S	500	125
	A.M.	37	149		28	131			38			11	0
	Midday	58	169		63	155			35			28	0
	P.M.	63	210		77	175			50			25	0
Caldwell / Mooney	Storage	350	715	S	350	750	S	300	*	165	275	535	270
	A.M.	70	105		54	106		46	135	6	36	116	14
	Midday	184	201		169	152		187	275	42	138	427	45
	P.M.	185	257		154	183		171	280	54	140	376	44
Caldwell / Fairway	Storage	200	750	S	290	*	S	120	375	S	55	*	S
	A.M.	54	89		70	115		19	30		27	21	
	Midday	83	124		109	135		53	67		58	51	
	P.M.	113	194		150	167		65	73		114	51	
Caldwell / Stonebrook	Storage	255	*	100	300	*	NS	S	175	S	S	540	540
	A.M.	24	87	0	14	151	0		0			38	0
	Midday	28	158	0	11	155	0		0			17	0
	P.M.	50	225	0	10	191	6		24			31	7

* Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
\+ Connects to a two-way left-turn lane that provides additional storage.
See Section 1.5 for a list of abbreviations

Table 10.2 (Continued)
Queuing Analysis Summary – 10-Year No-Project

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Cameron / County Center	Storage	DNE	DNE	DNE	*	DNE	105	DNE	DNS	DNS	150	DNS	DNE
	A.M.				13		18				15		
	Midday				50		23				15		
	P.M.				30		53				28		
Cameron / Mooney	Storage	155+	*	S	300	*	S	240	*	150	210	*	150
	A.M.	74	71		91	91		9	140	18	48	96	0
	Midday	319	170		173	123		63	286	0	325	309	79
	P.M.	221	191		189	143		55	281	47	186	245	47
Cameron / Stonebrook	Storage	DNE	DNS	DNS	S	*	DNE	150+	DNE	890	DNE	DNE	DNE
	A.M.					30		50		30			
	Midday					18		30		53			
	P.M.					20		15		93			
Cameron / West	Storage	100+	DNS	DNS	95+	DNS	DNS	S	550	NS	110+	*	NS
	A.M.	8			0				40	3	3	3	28
	Midday	8			0				18	0	0	3	20
	P.M.	13			3				33	0	10	8	30
Visalia Pwy/ Demaree	Storage	190	*	250	145	*	NS	300	*	S	300	*	S
	A.M.	51	270	0	47	86	7	71	190		120	145	
	Midday	34	130	0	105	56	22	44	142		137	127	
	P.M.	29	239	0	42	76	40	72	195		156	171	
Visalia Pwy/ Dans	Storage	195	DNS	S	75+	DNS	S	S	350	S	S	*	S
	A.M.	20			0				8			145	
	Midday	3			0				0			15	
	P.M.	3			0				3			25	
Visalia Pwy/ County Center	Storage	200+	DNS	DNE	DNE	DNS	S	DNE	DNE	DNE	195+	DNE	775
	A.M.	10									55		40
	Midday	5									43		18
	P.M.	13									113		30
Visalia Pwy/ Outlot 1	Storage	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE
	A.M.												
	Midday												
	P.M.												
Visalia Pwy/ Main Site	Storage	S	*	DNE	DNE	DNS	S	DNE	DNE	DNE	P	DNE	S
	A.M.		3								5		
	Midday		5								25		
	P.M.		5								40		
Visalia Pwy/ East Site	Storage	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE
	A.M.												
	Midday												
	P.M.												
Visalia Pwy/ Mooney	Storage	180	*	S	175	*	S	240	*	S	295	*	215
	A.M.	104	273		336	205		123	386		39	147	0
	Midday	185	369		332	270		144	422		139	210	8
	P.M.	179	430		339	260		159	570		108	254	0

* Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
\+ Connects to a two-way left-turn lane that provides additional storage.
See Section 1.5 for a list of abbreviations

Table 10.2 (Continued)
Queuing Analysis Summary – 10-Year No-Project

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Visalia Pwy/ Stonebrook	Storage	TBD	DNS	DNE	DNE	DNS	S	DNE	DNE	DNE	S	DNE	TBD
	A.M.	10											35
	Midday	13											18
	P.M.	15											18
North Site / Mooney	Storage	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE
	A.M.												
	Midday												
	P.M.												
South Site / Mooney	Storage	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE
	A.M.												
	Midday												
	P.M.												
Midvalley / Mooney	Storage	S	*	25	S	*	S	475	*	S	470	*	145
	A.M.		37	0		0		15	201		15	175	0
	Midday		34	0		0		18	249		22	252	10
	P.M.		37	0		0		15	277		17	278	15
Ave 272 / Road 108	Storage	185	*	S	175	*	S	230	*	S	260	*	S
	A.M.	21	77		19	52		31	233		75	173	
	Midday	21	42		25	52		19	145		48	143	
	P.M.	26	35		30	112		25	223		30	214	
Ave 272 / Mooney	Storage	S	*	S	S	*	S	470	DNS	S	480	DNS	S
	A.M.		105			138		5			0		
	Midday		223			123		5			3		
	P.M.		140			70		35			3		
Ave 268 / Mooney	Storage	S	800	NS	S	*	S	480	*	S	475	*	S
	A.M.		28	0		37		75	204		50	210	
	Midday		100	5		24		75	213		52	253	
	P.M.		151	35		27		129	354		78	398	

* Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
\+ Connects to a two-way left-turn lane that provides additional storage.
See Section 1.5 for a list of abbreviations

10.5 – 10-Year Cumulative No-Project Deficiencies

The following intersections are expected to operate at levels of service worse than the target LOS D in the 10-year no-Project scenario:

- Caldwell Avenue / Dans Street
- Cameron Avenue / Stonebrook Street
- Cameron Avenue / West Street
- Visalia Parkway / Dans Street
- Visalia Parkway / County Center Drive
- Avenue 272 / Mooney Boulevard.

The calculated 95th-percentile queues at the following intersections exceed the storage capacity as described:

- Sunnyside Avenue / Mooney Boulevard (left-turn lane on eastbound approach during the midday and p.m. peak hours);
- Caldwell Avenue / Demaree Street (left-turn lane on eastbound approach during the p.m. peak hour);
- Caldwell Avenue / Fairway Street (left-turn lane on southbound approach during the midday and p.m. peak hours);
- Cameron Avenue / Mooney Boulevard (left-turn lane on southbound approach during the midday peak hour);
- Visalia Parkway / Mooney Boulevard (left-turn lane on the westbound approach during all three peak hours and left-turn lane on eastbound approach during the midday peak hour).

11.0 – 10-YEAR CUMULATIVE WITH PROJECT CONDITIONS

The 10-year cumulative with Project analyses include the assumption that both Phases 1 and 2 of the Project are constructed, as well as senior housing on Outlot 2 as described in Section 4.5 of this report.

11.1 – 10-Year Cumulative With Project Lane Configurations and Intersection Control

The 10-year cumulative with Project lane configurations and intersection control are presented in Figure 11.1, 10-Year Cumulative With Project Lane Configurations and Intersection Control.

11.2 – 10-Year Cumulative With Project Traffic Volumes

The 10-year cumulative with Project peak-hour traffic volumes are presented in the following figures:

Figure 11.2a: 10-Year Cumulative With Project Peak Hour Traffic Volumes (A.M. and P.M. Peak Hours)

Figure 11.2b: 10-Year Cumulative With Project Peak Hour Traffic Volumes (Midday Peak Hour)

11.3 – 10-Year Cumulative With Project Intersection LOS Analysis

The results of the 10-year with Project intersection LOS analyses are summarized in Table 11.1. The intersection analysis sheets are presented in Appendix C. Project significant impacts are identified in bold type and are underlined.

11.4 – 10-Year Cumulative With Project Queuing Analysis

The results of the 10-year with Project queuing analyses are summarized in Table 11.2. Calculated 95th-percentile queues exceeding the storage capacity are identified in bold type and are underlined. The intersection analysis sheets presented in Appendix C include the queue analysis results.

Table 11.1
Intersection Analysis Summary – 10-Year With Project

Intersection	Control	A.M. Peak Hour		Midday Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Whitendale / County Center	Signals	26.6	C	18.8	B	23.7	C
Whitendale / Mooney	Signals	20.6	C	31.4	C	25.1	C
Sunnyside / Mooney	Signals	13.5	B	22.6	C	24.1	C
Orchard / Mooney	Signals	10.1	B	16.7	B	16.3	B
Caldwell / Demaree	Signals	28.8	C	25.5	C	33.3	C
Caldwell / Dans	TWS	**72.9**	**F**	**35.0**	**E**	67.1	**F**
Caldwell / County Center	Signals	18.1	B	25.4	C	30.1	C
Caldwell / Shady	Signals	13.2	B	14.2	B	14.5	B
Caldwell / Mooney	Signals	21.5	C	38.0	D	37.5	D
Caldwell / Fairway	Signals	13.2	B	16.8	B	19.7	B
Caldwell / Stonebrook	Signals	7.9	A	7.8	A	7.0	A
Cameron / County Center	OWS	17.5	C	22.6	C	27.3	D
Cameron / Mooney	Signals	17.5	B	33.9	C	28.6	C
Cameron / Stonebrook	OWS	121.0	**F**	84.6	**F**	84.9	**F**
Cameron / West	TWS	**81.4**	**F**	**93.6**	**F**	**180.5**	**F**
Visalia Pwy / Demaree	Signals	28.0	C	21.2	C	23.9	C
Visalia Pwy / Dans	TWS	**80.8**	**F**	21.7	C	30.6	D
Visalia Pwy / County Center	OWS	**64.9**	**F**	**65.2**	**F**	**234.5**	**F**
Visalia Pwy / Outlot 1	OWS	11.4	B	12.8	B	13.3	B
Visalia Pwy / Main Site	TWS	109.4	**F**	**>300**	**F**	**>300**	**F**
Visalia Pwy / East Site	OWS	14.8	B	33.4	D	25.2	D
Visalia Pwy / Mooney	Signals	30.9	C	60.0	**E**	54.5	D
Visalia Pwy / Stonebrook	OWS	10.2	B	9.6	A	9.3	A
North Site / Mooney	OWS	12.5	B	19.0	C	18.4	C
South Site / Mooney	OWS	12.7	B	27.6	D	25.3	D
Midvalley / Mooney	Signals	5.9	A	6.7	A	6.1	A
Ave 272 / Road 108	Signals	13.6	B	12.0	B	13.9	B
Ave 272 / Mooney	TWS	**>300**	**F**	**>300**	**F**	**>300**	**F**
Ave 268 / Mooney	Signals	8.6	A	10.4	B	19.3	B

Table 11.2
Queuing Analysis Summary – 10-Year With Project

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Whitendale / County Center	Storage	100+	*	35	100+	*	35	100+	*	50	100+	*	50
	A.M.	150	283	23	47	244	0	107	166	0	66	161	33
	Midday	51	213	0	52	199	3	57	194	0	68	170	0
	P.M.	87	313	12	79	257	0	79	214	0	61	196	4
Whitendale / Mooney	Storage	150	*	260	250	*	240	335	740	125	465	*	190
	A.M.	55	92	45	82	104	18	49	152	40	36	149	0
	Midday	84	110	119	158	116	28	142	333	79	102	414	6
	P.M.	67	138	71	129	140	0	132	279	73	76	347	0
Sunnyside / Mooney	Storage	170	*	S	100	*	S	400	*	S	290	750	S
	A.M.	72	23		13	25		103	173		92	183	
	Midday	211	53		31	49		236	372		124	542	
	P.M.	278	55		30	59		135	358		112	454	
Orchard / Mooney	Storage	125+	125+	S	105	780	S	125	540	100	275	*	100
	A.M.	10	10		33	20		12	166	0	67	117	0
	Midday	54	45		102	61		42	419	0	264	363	0
	P.M.	40	37		100	53		54	335	0	201	346	0
Caldwell / Demaree	Storage	260	*	S	265	*	135	240	*	125	255	*	S
	A.M.	217	274		78	274	49	115	252	0	84	293	
	Midday	182	292		105	243	56	77	190	52	94	216	
	P.M.	293	435		130	336	83	113	254	57	148	262	
Caldwell / Dans	Storage	+	DNS	S	+	DNS	S	S	*	S	S	200	S
	A.M.	3			5				130			13	
	Midday	0			3				23			25	
	P.M.	3			5				53			45	
Caldwell / County Center	Storage	105+	*	S	145+	*	S	105+	*	45	100+	*	50
	A.M.	68	186		17	155		118	118	0	81	130	32
	Midday	75	314		20	243		192	151	0	146	143	14
	P.M.	113	361		30	262		196	172	0	154	159	25
Caldwell / Shady	Storage	250	*	S	250	700	S	S	*	S	S	500	125
	A.M.	38	157		29	137			39			12	0
	Midday	58	184		63	169			35			28	0
	P.M.	63	223		77	188			50			25	0
Caldwell / Mooney	Storage	350	715	S	350	750	S	300	*	165	275	535	270
	A.M.	74	119		68	113		60	151	37	37	138	14
	Midday	191	220		196	144		220	315	59	141	494	45
	P.M.	188	279		178	182		200	308	68	143	424	44
Caldwell / Fairway	Storage	200	750	S	290	*	S	120	375	S	55	*	S
	A.M.	57	94		71	122		19	30		27	22	
	Midday	89	135		112	147		55	69		60	54	
	P.M.	120	207		154	180		67	75		118	56	
Caldwell / Stonebrook	Storage	255	*	100	300	*	NS	S	175	S	S	540	540
	A.M.	26	91	0	13	158	0		0			39	0
	Midday	34	167	0	11	165	0		0			18	4
	P.M.	55	235	0	11	202	6		25			32	11

* Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
\+ Connects to a two-way left-turn lane that provides additional storage.
See Section 1.5 for a list of abbreviations

Table 11.2 (Continued)
Queuing Analysis Summary – 10-Year With Project

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Cameron / County Center	Storage	DNE	DNE	DNE	*	DNE	105	DNE	DNS	DNS	150	DNS	DNE
	A.M.				13		18				15		
	Midday				18		55				25		
	P.M.				35		58				28		
Cameron / Mooney	Storage	155+	*	S	300	*	S	240	*	150	210	*	150
	A.M.	81	82		117	100		17	175	29	53	132	0
	Midday	319	177		224	123		75	384	29	225	403	104
	P.M.	222	200		223	142		65	359	52	187	312	62
Cameron / Stonebrook	Storage	DNE	DNS	DNS	S	*	DNE	150+	DNE	890	DNE	DNE	DNE
	A.M.					33		65		38			
	Midday					23		43		73			
	P.M.					25		18		125			
Cameron / West	Storage	100+	DNS	DNS	95+	DNS	DNS	S	550	NS	110+	*	NS
	A.M.	10			0				58	3	3	3	33
	Midday	10			0				33	0	0	3	28
	P.M.	15			3				48	0	10	10	38
Visalia Pwy/ Demaree	Storage	190	*	250	145	*	NS	300	*	S	300	*	S
	A.M.	51	283	0	51	88	11	71	192		135	145	
	Midday	34	144	0	121	62	31	44	144		163	127	
	P.M.	29	259	0	49	81	44	72	205		167	171	
Visalia Pwy/ Dans	Storage	195	DNS	S	75+	DNS	S	S	350	S	S	*	S
	A.M.	20			0				10			193	
	Midday	3			0				0			23	
	P.M.	3			0				3			35	
Visalia Pwy/ County Center	Storage	200+	DNS	DNE	DNE	DNS	S	DNE	DNE	DNE	195+	DNE	775
	A.M.	10									113		43
	Midday	8									145		20
	P.M.	15									248		35
Visalia Pwy/ Outlot 1	Storage	DNE	DNS	S	DNE	DNS	DNE	DNE	DNE	P	DNE	DNE	DNE
	A.M.									0			
	Midday									5			
	P.M.									8			
Visalia Pwy/ Main Site	Storage	S	*	DNE	DNE	725	S	S	P	S	S	P	S
	A.M.		5			10			240			10	
	Midday		8			18			**>1000**			630	
	P.M.		10			15			963			638	
Visalia Pwy/ East Site	Storage	DNE	DNS	S	DNE	DNS	DNE	DNE	DNE	P	DNE	DNE	DNE
	A.M.									25			
	Midday									110			
	P.M.									73			
Visalia Pwy/ Mooney	Storage	180	*	TBD	175	*	S	240	*	S	295	*	215
	A.M.	307	175	45	367	297		147	366		39	205	15
	Midday	604	230	51	298	408		227	471		163	364	58
	P.M.	**601**	266	60	300	384		**248**	540		108	327	47

* Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
\+ Connects to a two-way left-turn lane that provides additional storage.
See Section 1.5 for a list of abbreviations

Table 11.2 (Continued)
Queuing Analysis Summary – 10-Year With Project

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Visalia Pwy/ Stonebrook	Storage	TBD	DNS	DNE	DNE	DNS	S	DNE	DNE	DNE	S	DNE	TBD
	A.M.	13											40
	Midday	15											23
	P.M.	18											20
North Site / Mooney	Storage	DNE	DNE	P	DNE	DNE	DNE	DNE	DNS	DNE	DNE	DNS	DNS
	A.M.			10									
	Midday			38									
	P.M.			28									
South Site / Mooney	Storage	DNE	DNE	P	DNE	DNE	DNE	TBD	DNS	DNE	DNE	DNS	DNS
	A.M.			15				28					
	Midday			53				123					
	P.M.			40				93					
Midvalley / Mooney	Storage	S	*	25	S	*	S	475	*	S	470	*	145
	A.M.		42	0		0		15	241		15	206	3
	Midday		44	0		0		18	325		22	326	15
	P.M.		45	0		0		15	342		17	341	19
Ave 272 / Road 108	Storage	185	*	S	175	*	S	230	*	S	260	*	S
	A.M.	21	80		119	54		31	235		75	174	
	Midday	21	46		25	56		19	148		48	146	
	P.M.	26	38		30	116		25	226		30	216	
Ave 272 / Mooney	Storage	S	*	S	S	*	S	470	DNS	S	480	DNS	S
	A.M.		213			175		8			0		
	Midday		330			XX		5			3		
	P.M.		198			XX		43			3		
Ave 268 / Mooney	Storage	S	800	NS	S	*	S	480	*	S	475	*	S
	A.M.		30	0		40		79	231		54	245	
	Midday		101	4		24		75	262		53	311	
	P.M.		154	36		28		129	427		78	527	

* Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
\+ Connects to a two-way left-turn lane that provides additional storage.
XX Where Synchro calculates very high delays and volume-to-capacity ratios, the software is unable to calculate a meaningful queue length. A specific threshold is not indicated as the analysis incorporates various variables.
See Section 1.5 for a list of abbreviations

11.5 – 10-Year Cumulative With Project Transit, Bicycle, and Pedestrian Facilities

The proposed Project is not expected to impede or interfere with existing transit, bicycle, and pedestrian facilities.

11.6 – 10-Year Cumulative With Project Potentially-Significant Impacts and Mitigation Measures

The cumulative 10-year potentially-significant impacts are described below, followed by the recommended mitigation measure or action.

Impact 10-1

At the intersection of Caldwell Avenue and Dans Street, the cumulative effect of the Project and regional growth will cause LOS F during the a.m. and p.m. peak hours and LOS E during the midday peak hour.

Recommendation 10-1

Traffic signals are expected to mitigate the intersection to acceptable levels of service, if warranted and if the City desires traffic signals closely spaced from County Center Drive. If the City anticipates installation of traffic signals in the future, the Project may be required to pay an equitable share of the cost of the future traffic signals if they are not already included in the development fee program.

Impact 10-2

At the intersection of Cameron Avenue and Stonebrook Street, the cumulative effect of the Project and regional growth will cause LOS F during the peak hours.

Recommendation 10-2

Traffic signals are expected to mitigate the intersection to acceptable levels of service, if warranted. The Project may be required to pay an equitable share of the cost of the future traffic signals if they are not already included in the development fee program.

Impact 10-3

At the intersection of Cameron Avenue and West Street, the cumulative effect of the Project and regional growth will cause LOS F during the peak hours.

Recommendation 10-3

Traffic signals are expected to mitigate the intersection to acceptable levels of service, if warranted. The Project may be required to pay an equitable share of the cost of the future traffic signals if they are not already included in the development fee program.

Impact 10-4

At the intersection of Visalia Parkway and Dans Street, the cumulative effect of the Project and regional growth will cause LOS F during the a.m. peak hour.

Recommendation 10-4

Traffic signals are expected to mitigate the intersection to acceptable levels of service, if warranted and if the City desires traffic signals closely spaced from County Center Drive. If the City anticipates installation of traffic signals in the future, the Project may be required to pay an equitable share of the cost of the future traffic signals if they are not already included in the development fee program.

Impact 10-5

At the intersection of Visalia Parkway and County Center Drive, the cumulative effect of the Project and regional growth will cause LOS F during the peak hours.

Recommendation 10-5

Traffic signals are expected to mitigate the intersection to acceptable levels of service, if warranted. The Project may be required to pay an equitable share of the cost of the future traffic signals if they are not already included in the development fee program.

Impact 10-6

At the intersection of Visalia Parkway and the Main Site Access, the intersection would operate at LOS F during all three peak hours with two-way stop control.

Recommendation 10-6

Considering the anticipated heavy minor street volumes and heavy turning movements over numerous hours per day, and that the peak-hour traffic signal warrant is expected to be satisfied in the existing-plus-Project condition, it is recommended that traffic signals be installed at the intersection. The proposed driveway should be aligned with the existing driveway on the north side of Visalia Parkway to facilitate signalization. The intersection should be designed to accommodate the ultimate lane configurations based on the 20-year analyses; however, the minimum lane configurations required in the 10-year condition are as follows:

Eastbound: one left-turn lane, one through lane, and one right-turn lane
Westbound: one left-turn lane and one through lane with a shared right turn
Northbound: one shared left-turn/through and one right-turn lane
Southbound: one shared left-turn/through/right-turn lane (existing driveway)

Impact 10-7

At the intersection of Avenue 272 and Mooney Boulevard, the cumulative effect of the Project and regional growth will exacerbate delays associated with the existing LOS F during all three peak hours.

Recommendation 10-7

Traffic signals are expected to mitigate the intersection to acceptable levels of service, if warranted. A roundabout would also mitigate the intersection to acceptable levels of service. An Intersection Control Evaluation Report (ICE) will eventually be required by Caltrans to identify the preferred control; it is recommended that the ICE report not be required as part of the environmental review. The ICE may be deferred until such time as the intersection improvements are imminent. It is noted that Caltrans typically prefers that Sidra software be utilized to analyze roundabouts. In our experience, the Synchro software typically provides delay results that are greater the Sidra results. It is our opinion that, if the Synchro software indicates an acceptable LOS for a roundabout, then a roundabout may be considered as a feasible improvement. The ICE report, when prepared, should utilize Sidra software or the software required by Caltrans at that time. The Project may be required to pay an equitable share of the cost of the future traffic signals or roundabout at the discretion of the City of Visalia.

Impact 10-8

At the intersection of Visalia Parkway and Mooney Boulevard, the cumulative effect of the Project and regional growth will cause LOS E during the midday peak hour and will cause the calculated 95th percentile queues to exceed the existing storage capacity in the left-turn lanes on the eastbound, westbound, and northbound approaches.

Recommendation 10-8

The intersection will require widening to operate at acceptable levels of service. The intersection construction should accommodate the ultimate lane configurations based on the 20-year analyses; however, the minimum lane configurations required in the 10-year with Project condition are as follows:

Eastbound: two left-turn lanes, one through lane, and one right-turn lane
Westbound: two left-turn lanes and one through lane with a shared right turn
Northbound: one left-turn lane and two through lanes with a shared right turn
Southbound: one left-turn lane, three through lanes, and one right-turn lane

11.7 – Summary of 10-Year Cumulative With Project Mitigated Conditions

Tables 11.3 and 11.4 present a summary of the mitigated conditions. The mitigated intersection analyses sheets are presented in Appendix F.

Table 11.3
Mitigated Intersection Analysis Summary – 10-Year With Project

Intersection	Control	A.M. Peak Hour		Midday Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Caldwell / Dans	Signals	10.4	B	9.0	A	10.3	B
Cameron / Stonebrook	Signals	13.8	B	15.9	B	17.1	B
Cameron / West	Signals	10.4	B	13.5	B	15.4	B
Visalia Pwy / Dans	Signals	16.1	B	9.8	A	11.1	B
Visalia Pwy / County Center	Signals	14.2	B	11.3	B	17.3	B
Visalia Pwy / Main Site	Signals	14.3	B	20.8	C	21.2	C
Visalia Pwy / Mooney	Signals	25.1	C	36.5	D	36.2	D
Ave 272 / Mooney	Signals	11.2	B	12.5	B	13.3	B
	Round	9.7	A	14.6	B	19.0	C

Table 11.4
Mitigated Queuing Analysis Summary – 10-Year With Project

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Caldwell / Dans	A.M.	35	184		47	170			41			0	
	Midday	17	284		23	188			23			1	
	P.M.	27	343		35	218			5			7	
Cameron / Stonebrook	A.M.		180	10	244	153		29		35			
	Midday		347	15	207	199		25		44			
	P.M.		478	16	209	224		15		53			
Cameron / West	A.M.	92	136	0	0	228	0		29	0	7	6	28
	Midday	106	446	0	11	338	0		19	0	3	6	32
	P.M.	151	535	0	22	323	0		22	0	11	12	42
Visalia Pwy/ Dans	A.M.	142	190		7	312			0			47	
	Midday	33	247		14	292			6			32	
	P.M.	33	384		12	418			0			32	
Visalia Pwy/ County Center	A.M.	95	113			299					61		28
	Midday	64	139			324					92		30
	P.M.	138	166			487					90		35
Visalia Pwy/ Main Site	A.M.	59	179	12	93	177			58	44		16	
	Midday	101	187	29	172	173			110	49		119	
	P.M.	109	286	17	150	275			84	45		110	
Visalia Pwy/ Mooney	A.M.	161	177	46	158	264		144	326		39	191	35
	Midday	271	229	51	152	325		187	371		139	302	53
	P.M.	250	250	56	156	334		212	438		108	307	44
Ave 272 / Mooney (Signals)	A.M.		48			42		52	303		8	195	
	Midday		47			28		35	390		26	474	
	P.M.		32			21		178	450		28	485	
Ave 272 / Mooney (Round)	A.M.		50			25			100			75	
	Midday		25			0			150			200	
	P.M.		0			0			250			250	

Lanes should be designed to accommodate the calculated queues and should consider the calculated queues in the 20-year scenario. The City of Visalia requires a minimum storage length of 300 feet.
See Section 1.5 for a list of abbreviations

12.0 – 20-YEAR CUMULATIVE NO-PROJECT CONDITIONS

12.1– 20-Year Cumulative No-Project Lane Configurations and Intersection Control

The 20-year cumulative no-Project lane configurations and intersection control are presented in Figure 12.1, 20-Year Cumulative No-Project Lane Configurations and Intersection Control. The 20-year analyses include the assumption that Stonebrook Avenue is constructed between Visalia Parkway and Caldwell Avenue because it is identified as an 11 to 25-year arterial in the 2014 City of Visalia General Plan, suggesting that it is expected to be constructed prior to the year 2039.

12.2 – 20-Year Cumulative No-Project Traffic Volumes

The Tulare County Association of Governments (TCAG) maintains a travel model that is typically used to forecast future traffic volumes. An increment method was utilized to forecast traffic volumes for future conditions by determining the growth projected by the model between the base year and the analysis year. This growth is added to the existing traffic volumes and the result is the predicted future traffic volume. The TCAG travel model output is included in Appendix E. Where travel model data is not directly available, such as locations where streets are not included in the model or where the analysis scenario (midday) are not included in the model, an annual growth rate was applied to the existing volumes based on information available in the model. The results were to reviewed to ensure that the pending and approved projects are accommodated in the 20-year traffic volumes.

Where the increment method was applied, forecasts of future turning movements were based on the methods presented in Chapter 8 of the Transportation Research Board National Cooperative Highway Research Program Report 255 entitled *"Highway Traffic Data for Urbanized Area Project Planning and Design."*

The 20-year cumulative no-Project traffic volumes are presented in the following figures:

Figure 12.2a: 20-Year Cumulative No-Project Peak Hour Traffic Volumes (A.M. and P.M. Peak Hours)

Figure 12.2b: 20-Year Cumulative No-Project Peak Hour Traffic Volumes (Midday Peak Hour)

12.3 – 20-Year Cumulative No-Project Intersection LOS Analysis

The results of the 20-year cumulative no-Project intersection LOS analyses are summarized in Table 12.1. The intersection analysis sheets are presented in Appendix C. Levels of service and delays worse than the target LOS D or indicated in bold type.

12.4 – 20-Year Cumulative No-Project Queuing Analysis

The results of the 20-year cumulative no-Project queuing analyses are summarized in Table 12.2. Calculated 95th-percentile queues exceeding the storage capacity are identified in bold type and are underlined. The intersection analysis sheets presented in Appendix C include the queue analysis results.

Table 12.1
Intersection Analysis Summary – 20-Year No-Project

Intersection	Control	A.M. Peak Hour		Midday Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Whitendale / County Center	Signals	28.2	C	19.5	B	24.5	C
Whitendale / Mooney	Signals	20.5	C	30.5	C	24.5	C
Sunnyside / Mooney	Signals	13.5	C	22.1	C	23.6	C
Orchard / Mooney	Signals	9.9	A	16.2	B	15.7	B
Caldwell / Demaree	Signals	28.9	C	25.6	C	34.9	C
Caldwell / Dans	TWS	74.9	F	34.4	D	71.4	F
Caldwell / County Center	Signals	17.8	B	24.1	C	30.0	C
Caldwell / Shady	Signals	13.2	B	14.2	B	14.5	B
Caldwell / Mooney	Signals	20.6	C	34.6	C	34.8	C
Caldwell / Fairway	Signals	13.2	B	16.7	C	19.5	B
Caldwell / Stonebrook	Signals	25.3	C	14.9	B	29.0	C
Cameron / County Center	OWS	17.4	C	21.5	C	29.8	D
Cameron / Mooney	Signals	16.8	B	32.8	C	27.8	C
Cameron / Stonebrook	OWS	>300	F	>300	F	>300	F
Cameron / West	TWS	78.8	F	66.0	F	144.9	F
Visalia Pwy / Demaree	Signals	27.5	C	19.8	B	23.8	C
Visalia Pwy / Dans	TWS	54.0	F	18.1	C	27.3	D
Visalia Pwy / County Center	OWS	42.9	E	27.5	D	156.0	F
Visalia Pwy / Outlot 1	DNE						
Visalia Pwy / Main Site	OWS	12.9	B	17.1	C	22.1	C
Visalia Pwy / East Site	DNE						
Visalia Pwy / Mooney	Signals	33.8	C	40.6	D	48.6	D
Visalia Pwy / Stonebrook	OWS	46.5	E	98.1	F	>300	F
North Site / Mooney	DNE						
South Site / Mooney	DNE						
Midvalley / Mooney	Signals	5.5	A	6.2	A	5.7	A
Ave 272 / Road 108	Signals	14.0	B	12.2	B	14.3	B
Ave 272 / Mooney	TWS	>300	F	>300	F	>300	F
Ave 268 / Mooney	Signals	8.7	A	10.4	B	18.8	B

Table 12.2
Queuing Analysis Summary – 20-Year No-Project

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Whitendale / County Center	Storage	100+	*	35	100+	*	35	100+	*	50	100+	*	50
	A.M.	162	299	23	47	263	0	107	178	0	69	174	34
	Midday	54	213	0	55	202	7	59	210	0	79	184	0
	P.M.	96	313	15	87	250	2	86	257	0	62	211	4
Whitendale / Mooney	Storage	150	*	260	250	*	240	335	740	125	465	*	190
	A.M.	58	98	44	79	113	18	47	148	39	36	135	0
	Midday	89	114	111	147	124	34	139	306	69	108	378	11
	P.M.	65	132	67	118	143	0	120	256	64	73	317	2
Sunnyside / Mooney	Storage	170	*	S	100	*	S	400	*	S	290	750	S
	A.M.	71	22		8	24		100	163		89	168	
	Midday	**211**	52		25	49		234	343		124	508	
	P.M.	**278**	55		18	59		132	336		112	430	
Orchard / Mooney	Storage	125+	125+	S	105	780	S	125	540	100	275	*	100
	A.M.	9	6		28	20		10	151	0	65	106	0
	Midday	48	39		85	58		34	357	0	243	315	0
	P.M.	39	33		89	51		48	296	0	190	313	0
Caldwell / Demaree	Storage	260	*	S	265	*	135	240	*	125	255	*	S
	A.M.	227	256		78	262	52	113	255	0	85	299	
	Midday	195	269		109	239	61	74	190	53	100	218	
	P.M.	**356**	429		136	322	96	111	251	57	162	265	
Caldwell / Dans	Storage	+	DNS	S	+	DNS	S	S	*	S	S	P	S
	A.M.	3			5				133			13	
	Midday	0			3				23			23	
	P.M.	3			5				55			45	
Caldwell / County Center	Storage	105+	*	S	145+	*	S	105+	*	45	100+	*	50
	A.M.	68	176		19	147		103	120	0	64	132	38
	Midday	82	305		20	231		181	149	0	124	139	18
	P.M.	125	362		32	232		207	169	0	136	151	31
Caldwell / Shady	Storage	250	*	S	250	700	S	S	*	S	S	500	125
	A.M.	38	155		29	137			39			11	0
	Midday	58	179		63	164			35			28	0
	P.M.	63	220		77	183			50			25	0
Caldwell / Mooney	Storage	350	715	S	350	750	S	300	*	165	275	535	270
	A.M.	71	112		56	108		47	136	6	37	123	15
	Midday	192	216		179	161		198	281	45	145	454	45
	P.M.	193	273		162	186		181	300	69	150	392	46
Caldwell / Fairway	Storage	200	750	S	290	*	S	120	375	S	55	*	S
	A.M.	54	89		70	116		19	30		28	21	
	Midday	84	130		109	142		53	67		59	52	
	P.M.	113	195		150	168		65	74		**116**	51	
Caldwell / Stonebrook	Storage	255	*	100	300	*	NS	S	*	S	S	540	540
	A.M.	27	100	18	253	155	0		62			56	3
	Midday	51	179	27	133	168	25		76			51	5
	P.M.	82	586	33	216	214	24		223			97	13

* Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
\+ Connects to a two-way left-turn lane that provides additional storage.
See Section 1.5 for a list of abbreviations

Table 12.2 (Continued)
Queuing Analysis Summary – 20-Year No-Project

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Cameron / County Center	Storage	DNE	DNE	DNE	*	DNE	105	DNE	DNS	DNS	150	DNS	DNE
	A.M.				13		18				15		
	Midday				18		53				25		
	P.M.				45		58				30		
Cameron / Mooney	Storage	155+	*	S	300	*	S	240	*	150	210	*	150
	A.M.	75	75		93	95		9	144	20	49	105	0
	Midday	344	178		192	127		69	301	0	237	339	92
	P.M.	223	202		201	153		60	319	50	187	251	50
Cameron / Stonebrook	Storage	TBD	DNS	S	TBD	DNS	S	150+	890	S	TBD	*	S
	A.M.	3			35			XX	613		XX	473	
	Midday	5			20			XX	555		XX	460	
	P.M.	10			25			XX	970		XX	715	
Cameron / West	Storage	100+	DNS	DNS	95+	DNS	DNS	S	550	NS	110+	*	NS
	A.M.	13			0				58	3	3	3	30
	Midday	8			0				23	0	0	3	23
	P.M.	13			3				43	3	10	10	33
Visalia Pwy/ Demaree	Storage	190	*	250	145	*	NS	300	*	S	300	*	S
	A.M.	54	282	0	48	87	7	77	193		123	147	
	Midday	35	130	0	109	57	23	46	144		142	128	
	P.M.	29	271	0	48	76	41	77	197		160	174	
Visalia Pwy/ Dans	Storage	195	DNS	S	75+	DNS	S	S	350	S	S	*	S
	A.M.	20			0				8			148	
	Midday	3			0				0			15	
	P.M.	3			0				3			25	
Visalia Pwy/ County Center	Storage	200+	DNS	DNE	DNE	DNS	S	DNE	DNE	DNE	195+	DNE	775
	A.M.	10									70		43
	Midday	5									50		18
	P.M.	15									200		35
Visalia Pwy/ Outlot 1	Storage	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE
	A.M.												
	Midday												
	P.M.												
Visalia Pwy/ Main Site	Storage	S	*	DNE	DNE	DNS	S	DNE	DNE	DNE	P	DNE	S
	A.M.		3								5		
	Midday		5								28		
	P.M.		5								40		
Visalia Pwy/ East Site	Storage	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE
	A.M.												
	Midday												
	P.M.												
Visalia Pwy/ Mooney	Storage	180	*	S	175	*	S	240	*	S	295	*	215
	A.M.	113	283		383	214		126	409		48	161	0
	Midday	186	382		346	277		161	435		154	220	8
	P.M.	189	450		342	283		164	647		130	237	0

* Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
\+ Connects to a two-way left-turn lane that provides additional storage.
See Section 1.5 for a list of abbreviations

Table 12.2 (Continued)
Queuing Analysis Summary – 20-Year No-Project

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Visalia Pwy/ Stonebrook	Storage	TBD	DNS	DNE	DNE	DNS	S	DNE	DNE	DNE	TBD	DNE	TBD
	A.M.	23									85		103
	Midday	20									175		28
	P.M.	30									395		40
North Site / Mooney	Storage	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE
	A.M.												
	Midday												
	P.M.												
South Site / Mooney	Storage	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE
	A.M.												
	Midday												
	P.M.												
Midvalley / Mooney	Storage	S	*	25	S	*	S	475	*	S	470	*	145
	A.M.		37	0		0		15	208		15	182	0
	Midday		34	0		0		18	259		22	267	10
	P.M.		37	0		0		15	295		17	294	15
Ave 272 / Road 108	Storage	185	*	S	175	*	S	230	*	S	260	*	S
	A.M.	25	83		19	56		32	248		78	177	
	Midday	21	44		28	56		20	146		50	143	
	P.M.	29	37		31	122		26	228		31	220	
Ave 272 / Mooney	Storage	S	*	S	S	*	S	470	DNS	S	480	DNS	S
	A.M.		145			168		8			0		
	Midday		270			168		5			3		
	P.M.		173			105		43			3		
Ave 268 / Mooney	Storage	S	800	NS	S	*	S	480	*	S	475	*	S
	A.M.		30	0		39		78	210		53	219	
	Midday		104	5		25		79	221		54	268	
	P.M.		157	36		27		133	378		80	423	

* Greater than 1,000 feet to next signalized or all-way stop controlled intersection.

\+ Connects to a two-way left-turn lane that provides additional storage.

XX Where Synchro calculates very high delays and volume-to-capacity ratios, the software is unable to calculate a meaningful queue length. A specific threshold is not indicated as the analysis incorporates various variables.

See Section 1.5 for a list of abbreviations

12.5 – 20-Year Cumulative No-Project Deficiencies

The following intersections are expected to operate at levels of service worse than the target LOS D in the 20-year no-Project scenario:

- Caldwell Avenue / Dans Street
- Cameron Avenue / Stonebrook Street
- Cameron Avenue / West Street
- Visalia Parkway / Dans Street
- Visalia Parkway / County Center Drive
- Visalia Parkway / Stonebrook Street
- Avenue 272 / Mooney Boulevard.

The calculated 95th-percentile queues at the following intersections exceed the storage capacity as described:

- Sunnyside Avenue / Mooney Boulevard (left-turn lane on eastbound approach during the midday and p.m. peak hours);
- Caldwell Avenue / Demaree Street (left-turn lane on eastbound approach during the p.m. peak hour);
- Caldwell Avenue / Fairway Street (left-turn lane on southbound approach during the midday and p.m. peak hours);
- Cameron Avenue / Mooney Boulevard (left-turn lane on southbound approach during the midday peak hour);
- Cameron Avenue / Stonebrook Street (northbound approach during the p.m. peak hour);
- Visalia Parkway / Mooney Boulevard (left-turn lane on the westbound approach during all three peak hours and left-turn lane on eastbound approach during the midday and p.m. peak hours);
- Visalia Parkway / Stonebrook Street (left-turn lane on the southbound approach during the p.m. peak hour).

13.0 – 20-YEAR CUMULATIVE WITH PROJECT CONDITIONS

The 20-year cumulative with Project analyses include the assumption that both Phases 1 and 2 of the Project are constructed, as well as senior housing on Outlot 2 as described in Section 4.5 of this report.

13.1 – 20-Year Cumulative With Project Lane Configurations and Intersection Control

The 20-year cumulative with Project lane configurations and intersection control are presented in Figure 13.1, 20-Year Cumulative With Project Lane Configurations and Intersection Control.

13.2 – 20-Year Cumulative With Project Traffic Volumes

The 20-year cumulative with Project peak-hour traffic volumes are presented in the following figures:

Figure 13.2a: 20-Year Cumulative With Project Peak Hour Traffic Volumes (A.M. and P.M. Peak Hours)

Figure 13.2b: 20-Year Cumulative With Project Peak Hour Traffic Volumes (Midday Peak Hour)

13.3 – 20-Year Cumulative With Project Intersection LOS Analysis

The results of the 20-year with Project intersection LOS analyses are summarized in Table 13.1. The intersection analysis sheets are presented in Appendix C. Project significant impacts are identified in bold type and are underlined.

13.4 – 20-Year Cumulative With Project Queuing Analysis

The results of the 20-year with Project queuing analyses are summarized in Table 13.2. Calculated 95th-percentile queues exceeding the storage capacity are identified in bold type and are underlined. The intersection analysis sheets presented in Appendix C include the queue analysis results.

Table 13.1
Intersection Analysis Summary – 20-Year With Project

Intersection	Control	A.M. Peak Hour		Midday Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Whitendale / County Center	Signals	28.6	C	19.8	B	24.9	C
Whitendale / Mooney	Signals	21.0	C	32.4	C	25.3	C
Sunnyside / Mooney	Signals	13.6	B	22.7	C	24.3	C
Orchard / Mooney	Signals	10.0	B	16.7	B	16.3	B
Caldwell / Demaree	Signals	29.6	C	26.6	C	36.1	D
Caldwell / Dans	TWS	**93.6**	**F**	39.6	**E**	83.1	**F**
Caldwell / County Center	Signals	18.6	B	28.4	C	35.1	D
Caldwell / Shady	Signals	13.1	B	14.1	B	14.5	B
Caldwell / Mooney	Signals	21.9	C	40.7	D	38.9	D
Caldwell / Fairway	Signals	13.3	B	16.9	B	19.8	B
Caldwell / Stonebrook	Signals	26.1	C	15.3	B	32.9	C
Cameron / County Center	OWS	18.2	C	23.8	C	33.2	D
Cameron / Mooney	Signals	17.8	B	35.8	D	29.8	C
Cameron / Stonebrook	OWS	**>300**	**F**	**>300**	**F**	**>300**	**F**
Cameron / West	TWS	**122.5**	**F**	**107.6**	**F**	**261.5**	**F**
Visalia Pwy / Demaree	Signals	29.4	C	21.7	C	25.4	C
Visalia Pwy / Dans	TWS	**85.1**	**F**	21.7	C	31.2	D
Visalia Pwy / County Center	OWS	**81.9**	**F**	**72.7**	**F**	**>300**	**F**
Visalia Pwy / Outlot 1	OWS	11.4	B	12.8	B	13.3	B
Visalia Pwy / Main Site	TWS	116.5	**F**	**>300**	**F**	**>300**	**F**
Visalia Pwy / East Site	OWS	13.8	B	24.9	C	21.1	C
Visalia Pwy / Mooney	Signals	33.3	C	**60.3**	**E**	**60.4**	**E**
Visalia Pwy / Stonebrook	OWS	**55.4**	**F**	**142.4**	**F**	**>300**	**F**
North Site / Mooney	OWS	12.7	B	19.9	C	19.4	C
South Site / Mooney	OWS	13.0	B	30.9	D	28.0	D
Midvalley / Mooney	Signals	5.9	A	6.9	A	6.3	A
Ave 272 / Road 108	Signals	14.1	B	12.2	B	14.4	B
Ave 272 / Mooney	TWS	**>300**	**F**	**>300**	**F**	**>300**	**F**
Ave 268 / Mooney	Signals	8.7	A	10.8	B	21.7	C

Table 13.2
Queuing Analysis Summary – 20-Year With Project

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Whitendale / County Center	Storage	100+	*	35	100+	*	35	100+	*	50	100+	*	50
	A.M.	162	306	23	47	269	0	107	178	0	69	174	34
	Midday	54	241	0	55	213	7	59	210	0	79	184	0
	P.M.	96	324	15	87	263	2	86	257	0	62	211	4
Whitendale / Mooney	Storage	150	*	260	250	*	240	335	740	125	465	*	190
	A.M.	60	102	46	85	116	18	51	160	43	37	150	0
	Midday	90	114	129	159	124	34	148	346	83	109	424	11
	P.M.	68	139	72	130	150	0	132	281	74	77	348	1
Sunnyside / Mooney	Storage	170	*	S	100	*	S	400	*	S	290	750	S
	A.M.	73	24		13	25		104	178		92	188	
	Midday	211	53		31	49		237	384		124	562	
	P.M.	228	55		30	59		135	372		112	471	
Orchard / Mooney	Storage	125+	125+	S	105	780	S	125	540	100	275	*	100
	A.M.	10	10		33	20		12	166	0	67	120	0
	Midday	54	45		102	61		42	419	0	264	364	0
	P.M.	41	38		100	54		54	340	0	202	349	0
Caldwell / Demaree	Storage	260	*	S	265	*	135	240	*	125	255	*	S
	A.M.	229	280		79	279	52	117	258	0	86	303	
	Midday	205	307		114	270	64	82	204	54	105	234	
	P.M.	358	465		136	349	100	116	255	57	163	271	
Caldwell / Dans	Storage	+	DNS	S	+	DNS	S	S	*	S	S	200	S
	A.M.	3			5				150			15	
	Midday	0			3				28			28	
	P.M.	3			5				63			53	
Caldwell / County Center	Storage	105+	*	S	145+	*	S	105+	*	45	100+	*	50
	A.M.	68	187		19	157		120	126	0	86	140	38
	Midday	84	342		21	266		207	160	0	157	150	17
	P.M.	125	387		32	272		226	180	0	162	162	31
Caldwell / Shady	Storage	250	*	S	250	700	S	S	*	S	S	500	125
	A.M.	38	164		29	144			40			12	0
	Midday	58	194		63	178			35			28	0
	P.M.	63	235		77	195			50			25	0
Caldwell / Mooney	Storage	350	715	S	350	750	S	300	*	165	275	535	270
	A.M.	76	127		71	115		62	155	38	39	148	15
	Midday	199	236		208	152		234	321	63	148	522	50
	P.M.	197	293		187	182		210	333	90	152	441	46
Caldwell / Fairway	Storage	200	750	S	290	*	S	120	375	S	55	*	S
	A.M.	57	94		71	122		19	30		29	22	
	Midday	91	141		113	154		56	70		61	55	
	P.M.	120	208		154	181		67	75		120	56	
Caldwell / Stonebrook	Storage	255	*	100	300	*	NS	S	*	S	S	540	540
	A.M.	30	104	18	261	162	0		65			58	4
	Midday	55	190	27	136	181	25		78			52	10
	P.M.	86	531	26	275	236	25		230			98	17

* Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
\+ Connects to a two-way left-turn lane that provides additional storage.
See Section 1.5 for a list of abbreviations

Table 13.2 (Continued)
Queuing Analysis Summary – 20-Year With Project

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Cameron / County Center	Storage	DNE	DNE	DNE	*	DNE	105	DNE	DNS	DNS	150	DNS	DNE
	A.M.				15		18				15		
	Midday				20		60				25		
	P.M.				50		63				30		
Cameron / Mooney	Storage	155+	*	S	300	*	S	240	*	150	210	*	150
	A.M.	82	87		118	104		17	180	32	54	142	0
	Midday	344	186		251	127		81	402	34	237	439	117
	P.M.	225	210		240	152		70	401	55	188	318	65
Cameron / Stonebrook	Storage	TBD	DNS	S	TBD	DNS	S	150+	890	S	TBD	*	S
	A.M.	3			40			XX	720		XX	515	
	Midday	8			25			XX	715		XX	513	
	P.M.	10			30			XX	**≥1000**		XX	748	
Cameron / West	Storage	100+	DNS	DNS	95+	DNS	DNS	S	550	NS	110+	*	NS
	A.M.	13			0				78	3	3	3	35
	Midday	10			0				38	0	0	3	30
	P.M.	15			3				63	3	13	13	40
Visalia Pwy/ Demaree	Storage	190	*	250	145	*	NS	300	*	S	300	*	S
	A.M.	54	296	0	54	90	12	77	195		139	147	
	Midday	35	144	0	125	62	33	46	145		168	128	
	P.M.	29	290	0	55	81	44	77	210		169	174	
Visalia Pwy/ Dans	Storage	195	DNS	S	75+	DNS	S	S	350	S	S	*	S
	A.M.	20			0				10			198	
	Midday	3			0				0			23	
	P.M.	3			0				3			35	
Visalia Pwy/ County Center	Storage	200+	DNS	DNE	DNE	DNS	S	DNE	DNE	DNE	195+	DNE	775
	A.M.	10									140		48
	Midday	8									160		20
	P.M.	15									365		40
Visalia Pwy/ Outlot 1	Storage	DNE	DNS	S	DNE	DNS	DNE	DNE	DNE	P	DNE	DNE	DNE
	A.M.									0			
	Midday									5			
	P.M.									8			
Visalia Pwy/ Main Site	Storage	S	*	DNE	DNE	725	S	S	P	S	S	P	S
	A.M.		5			10			350			10	
	Midday		8			18			**≤1000**			635	
	P.M.		10			15			975			643	
Visalia Pwy/ East Site	Storage	DNE	DNS	S	DNE	DNS	DNE	DNE	DNE	P	DNE	DNE	DNE
	A.M.									23			
	Midday									83			
	P.M.									60			
Visalia Pwy/ Mooney	Storage	180	*	TBD	175	*	S	240	*	S	295	*	215
	A.M.	312	176	45	**414**	315		151	388		48	221	19
	Midday	652	253	58	294	416		259	436		190	326	55
	P.M.	643	271	60	**364**	441		241	593		133	332	53

* Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
\+ Connects to a two-way left-turn lane that provides additional storage.
See Section 1.5 for a list of abbreviations

Table 13.2 (Continued)
Queuing Analysis Summary – 20-Year With Project

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Visalia Pwy/ Stonebrook	Storage	TBD	DNS	DNE	DNE	DNS	S	DNE	DNE	DNE	TBD	DNE	TBD
	A.M.	25									98		118
	Midday	25									210		35
	P.M.	33									425		48
North Site / Mooney	Storage	DNE	DNE	P	DNE	DNE	DNE	DNE	DNS	DNE	DNE	DNS	DNS
	A.M.			13									
	Midday			40									
	P.M.			30									
South Site / Mooney	Storage	DNE	DNE	P	DNE	DNE	DNE	TBD	DNS	DNE	DNE	DNS	DNS
	A.M.			15				28					
	Midday			55				135					
	P.M.			43				103					
Midvalley / Mooney	Storage	S	*	25	S	*	S	475	*	S	470	*	145
	A.M.		42	0		0		15	248		15	214	3
	Midday		44	0		0		18	337		22	345	15
	P.M.		45	0		0		15	362		17	361	19
Ave 272 / Road 108	Storage	185	*	S	175	*	S	230	*	S	260	*	S
	A.M.	25	85		19	57		32	253		78	179	
	Midday	21	49		28	58		20	150		50	147	
	P.M.	29	40		31	125		26	232		31	223	
Ave 272 / Mooney	Storage	S	*	S	S	*	S	470	DNS	S	480	DNS	S
	A.M.		295			208		3			0		
	Midday		373			XX		8			3		
	P.M.		XX			XX		53			5		
Ave 268 / Mooney	Storage	S	800	NS	S	*	S	480	*	S	475	*	S
	A.M.		32	0		42		84	237		57	255	
	Midday		104	5		25		79	272		54	330	
	P.M.		159	37		28		133	454		80	560	

* Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
\+ Connects to a two-way left-turn lane that provides additional storage.
XX Where Synchro calculates very high delays and volume-to-capacity ratios, the software is unable to calculate a meaningful queue length. A specific threshold is not indicated as the analysis incorporates various variables.
See Section 1.5 for a list of abbreviations

13.5 – 20-Year Cumulative With Project Transit, Bicycle, and Pedestrian Facilities

The proposed Project is not expected to impede or interfere with existing transit, bicycle, and pedestrian facilities.

13.6 – 20-Year Cumulative With Project Potentially-Significant Impacts and Mitigation Measures

The cumulative 20-year potentially-significant impacts are described below, followed by the recommended mitigation measure or action.

Impact 20-1

At the intersection of Caldwell Avenue and Dans Street, the cumulative effect of the Project and regional growth will cause LOS F during the a.m. and p.m. peak hours and LOS E during the midday peak hour.

Recommendation 20-1

Traffic signals are expected to mitigate the intersection to acceptable levels of service, if warranted and if the City desires traffic signals closely spaced from County Center Drive. If the City anticipates installation of traffic signals in the future, the Project may be required to pay an equitable share of the cost of the future traffic signals if they are not already included in the development fee program.

Impact 20-2

At the intersection of Cameron Avenue and Stonebrook Street, the cumulative effect of the Project and regional growth will cause LOS F during the peak hours.

Recommendation 20-2

Traffic signals are expected to mitigate the intersection to acceptable levels of service, if warranted. The Project may be required to pay an equitable share of the cost of the future traffic signals if they are not already included in the development fee program.

Impact 20-3

At the intersection of Cameron Avenue and West Street, the cumulative effect of the Project and regional growth will cause LOS F during the peak hours.

Recommendation 20-3

Traffic signals are expected to mitigate the intersection to acceptable levels of service, if warranted. The Project may be required to pay an equitable share of the cost of the future traffic signals if they are not already included in the development fee program.

Impact 20-4

At the intersection of Visalia Parkway and Dans Street, the cumulative effect of the Project and regional growth will cause LOS F during the a.m. peak hour.

Recommendation 20-4

Traffic signals are expected to mitigate the intersection to acceptable levels of service, if warranted and if the City desires traffic signals closely spaced from County Center Drive. If the City anticipates installation of traffic signals in the future, the Project may be required to pay an equitable share of the cost of the future traffic signals if they are not already included in the development fee program.

Impact 20-5

At the intersection of Visalia Parkway and County Center Drive, the cumulative effect of the Project and regional growth will cause LOS F during the peak hours.

Recommendation 20-5

Traffic signals are expected to mitigate the intersection to acceptable levels of service, if warranted. The Project may be required to pay an equitable share of the cost of the future traffic signals if they are not already included in the development fee program.

Impact 20-6

At the intersection of Visalia Parkway and the Main Site Access, the intersection would operate at LOS F during all three peak hours with two-way stop control.

Recommendation 20-6

Considering the anticipated heavy minor street volumes and heavy turning movements over numerous hours per day, and that the peak-hour traffic signal warrant is expected to be satisfied in the existing-plus-Project condition, it is recommended that traffic signals be installed at the intersection. The proposed driveway should be aligned with the existing driveway on the north side of Visalia Parkway to facilitate signalization. The intersection should be designed to accommodate the ultimate planned lane configurations; however, the minimum lane configurations required in the 20-year condition are as follows:

Eastbound: one left-turn lane, one through lane, and one right-turn lane
Westbound: one left-turn lane and one through lane with a shared right turn
Northbound: one shared left-turn/through and one right-turn lane
Southbound: one shared left-turn/through/right-turn lane (existing driveway)

The main site access intersection was analyzed as a full opening as proposed by the Project; and preventing left turns at the intersection is not recommended. It is noted that the proposed main site access is opposite an existing driveway at the Target Shopping Center to the north, and there is another existing Target Shopping Center driveway located east of the proposed main site access. These two existing driveways are currently full access openings with a total left-turn volume exiting the shopping center and turning left to eastbound Visalia Parkway of 153 vehicles during the midday peak hour and 135 vehicles during the p.m. peak hour. The proposed median on Visalia Parkway will eliminate left turns from the eastern existing Target driveway, and a ¾ access opening at the main site access would also eliminate left turns out from a second Target driveway. Completely eliminating left turns out of both Target driveways will redirect the vehicles currently turning left, and is likely to result in a very high number of U-turns at the main site access from westbound to eastbound. The U-turn volume is likely to be on the order of 150 vehicles per hour, and since U-turns generally occur more slowly than left turns, the equivalent left turn volume may be on the order of 225 to 300 vehicles. This would be in addition to the Project trips that are expected to turn left into the proposed Project at the main site access (203 during the midday peak hour and 161 during the p.m. peak hour). It is our opinion that a ¾ access at the proposed main site access would result in an overwhelming number of left and U-turns from westbound Visalia Parkway.

Furthermore, preventing lefts out from all of the proposed Project driveways would likely result in a substantial number of additional U-turns at Mooney Boulevard from eastbound to westbound on Visalia Parkway. There are currently 102 and 107 left turns from

eastbound Visalia Parkway to northbound Mooney Boulevard during the midday and p.m. peak hours, respectively. With the Project as proposed, it is estimated that these volumes will be on the order of 575 and 474, respectively, in the 20-year scenario, requiring two left turn lanes. Preventing left turns from the proposed Project to westbound Visalia Parkway would likely add 131 and 169 U-turns, respectively, resulting in projected totals of 706 and 643, respectively. Considering that U-turns occur more slowly, these values could operate at conditions equivalent to left-turn volumes as high as 837 and 812, respectively. The queue lengths associated with left-turn volumes in excess of 300 per hour per lane are expected to be substantial. Therefore, a full opening with traffic signals is recommended at the proposed main site access/Target driveway intersection.

Impact 20-7

At the intersection of Visalia Parkway and Stonebrook Street, the cumulative effect of the Project and regional growth will cause LOS F during the peak hours.

Recommendation 20-7

Traffic signals are expected to mitigate the intersection to acceptable levels of service, if warranted. The Project may be required to pay an equitable share of the cost of the future traffic signals if they are not already included in the development fee program.

Impact 20-8

At the intersection of Visalia Parkway and Mooney Boulevard, the cumulative effect of the Project and regional growth will cause LOS E during the midday peak hour and will cause the calculated 95th percentile queues to exceed the existing storage capacity in the left-turn lanes on the eastbound, westbound, and northbound approaches.

Recommendation 20-8

The intersection will require widening to the following minimum lane configurations to operate at acceptable levels of service:

Eastbound: two left-turn lanes, one through lane, and one right-turn lane
Westbound: two left-turn lanes, one through lane, and one right-turn lane
Northbound: one left-turn lane, two through lanes, and one right-turn lane
Southbound: one left-turn lane, three through lanes, and one right-turn lane

Impact 20-9

At the intersection of Avenue 272 and Mooney Boulevard, the cumulative effect of the Project and regional growth will exacerbate delays associated with the existing LOS F during all three peak hours.

Recommendation 20-9

Traffic signals are expected to mitigate the intersection to acceptable levels of service, if warranted. A roundabout would also mitigate the intersection to acceptable levels of service. An Intersection Control Evaluation Report (ICE) will eventually be required by Caltrans to identify the preferred control; it is recommended that the ICE report not be required as part of the environmental review. The ICE may be deferred until such time as

the intersection improvements are imminent. It is noted that Caltrans typically prefers that Sidra software be utilized to analyze roundabouts. In our experience, the Synchro software typically provides delay results that are greater the Sidra results. It is our opinion that, if the Synchro software indicates an acceptable LOS for a roundabout, then a roundabout may be considered as a feasible improvement. The ICE report, when prepared, should utilize Sidra software or the software required by Caltrans at that time. The Project may be required to pay an equitable share of the cost of the future traffic signals or roundabout at the discretion of the City of Visalia.

13.7 – Summary of 20-Year Cumulative With Project Mitigated Conditions

Tables 13.3 and 13.4 present a summary of the mitigated conditions. The mitigated intersection analyses sheets are presented in Appendix F.

Table 13.3
Mitigated Intersection Analysis Summary – 20-Year With Project

Intersection	Control	A.M. Peak Hour		Midday Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Caldwell / Dans	Signals	10.5	B	9.2	A	10.8	B
Cameron / Stonebrook	Signals	23.3	C	20.1	C	26.0	C
Cameron / West	Signals	14.2	B	13.2	B	15.9	B
Visalia Pwy / Dans	Signals	18.9	B	9.8	A	10.0	A
Visalia Pwy / County Center	Signals	14.5	B	11.7	B	18.6	B
Visalia Pwy / Main Site	Signals	14.3	B	20.1	C	20.9	C
Visalia Pwy / Mooney	Signals	24.5	C	31.6	C	31.1	C
Visalia Pwy / Stonebrook	Signals	23.2	C	17.7	B	22.4	C
Ave 272 / Mooney	Signals	12.0	B	10.9	B	12.3	B
	Round	10.1	B	15.8	C	21.9	C

Table 13.4
Mitigated Queuing Analysis Summary – 20-Year With Project

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Caldwell / Dans	A.M.	35	194		47	180			42			0	
	Midday	17	311		23	201			23			1	
	P.M.	27	370		35	226			5			7	
Cameron / Stonebrook	A.M.	50	143		278	130		77	81	45	39	158	
	Midday	85	214		196	186		86	76	58	60	162	
	P.M.	115	259		234	167		107	74	57	58	153	
Cameron / West	A.M.	123	194	0	4	244	0		31	0	7	6	28
	Midday	112	458	0	12	341	0		22	0	3	8	36
	P.M.	159	569	0	29	325	0		26	0	12	14	45
Visalia Pwy/ Dans	A.M.	145	192		7	312			0			48	
	Midday	33	245		14	292			6			32	
	P.M.	35	373		13	413			0			35	
Visalia Pwy/ County Center	A.M.	103	113			275					73		30
	Midday	64	139			332					95		29
	P.M.	158	164			567					139		43
Visalia Pwy/ Main Site	A.M.	59	184	12	93	179			58	44		16	
	Midday	101	187	29	172	174			110	49		119	
	P.M.	109	292	17	150	278			84	45		111	
Visalia Pwy/ Mooney	A.M.	159	182	47	161	247	0	143	273	38	48	206	40
	Midday	268	241	55	155	252	15	196	272	57	131	305	52
	P.M.	254	264	58	160	263	0	201	367	57	99	325	52
Visalia Pwy/ Stonebrook	A.M.	195	40			259					62		42
	Midday	250	87			153					89		42
	P.M.	275	125			288					116		48
Ave 272 / Mooney (Signals)	A.M.		51			44		54	318		9	202	
	Midday		58			34		41	345		31	494	
	P.M.		38			26		204	416		33	517	
Ave 272 / Mooney (Round)	A.M.		50			25			100			75	
	Midday		25			0			150			225	
	P.M.		25			0			275			300	

Lanes should be designed to accommodate the calculated queues and should consider the calculated queues in the 20-year scenario. The City of Visalia requires a minimum storage length of 300 feet.
See Section 1.5 for a list of abbreviations

14.0 – SITE CIRCULATION AND ACCESS

As required by the City Procedures, a review of the proposed site plan is performed to identify potential issues related to on-site circulation and site access. The proposed plan appears to provide adequate circulation throughout the site.

Potential concerns include:

- The proximity of the northernmost convenience store internal driveway to the eastern site access driveway at Visalia Parkway, and
- The presence of parking stalls within the throat at the northern access on Mooney Boulevard.

Per the City Procedures, each site access driveway will require a right-turn deceleration lane based on the speed limits and traffic volumes on both Mooney Boulevard and Visalia Parkway.

A detailed analysis of each site access intersection is included in the intersection analysis sections of this report.