15.0 – SUMMARY OF POTENTIALLY-SIGNIFICANT IMPACTS AND RECOMMENDATIONS

Table 15.1 presents the study intersections at which the Project will either cause or contribute to a potentially-significant impact, and presents a summary of the recommendations determined for each analysis scenario.

Table 15.1
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.

Where required cumulative improvements are not included in a traffic impact fee to be paid by the Project and the Project is not 100-percent responsible for the improvement, the Project's financial responsibility for the improvement can be determined based on equitable share calculations. Caltrans recommends the following equation as presented in the Caltrans

Guide for the Preparation of Traffic Impact Studies to determine a project's equitable share of the cost of improvements to State facilities:

$$P = \frac{T}{T_B - T_E}$$

where:

P = The equitable share of the project's traffic impact;
T = The project trips generated during the peak hour of the adjacent State Highway facility;
T_B = The forecasted (cumulative with project) traffic volume on the impacted State highway facility;
T_E = The existing traffic on the State Highway facility plus approved projects traffic.

Table 15.2 presents equitable share responsibility calculations for the 20-year recommendations based on p.m. peak hour trips.

Table 15.2
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%

16.0 – CONCLUSIONS

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 Table 15.1.

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.

DEPARTMENT OF TRANSPORTATION
DISTRICT 6
1352 WEST OLIVE AVENUE
P.O. BOX 12616
FRESNO, CA 93778-2616
PHONE (559) 488-7396
FAX (559) 488-4088
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

November 12, 2019

06-TUL-63-5.45
TIA
VISALIA PARKWAY DEVELOPMENT (6)

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 Transportation Impact Analysis (TIA) that was prepared for a proposed retail commercial development. The TIA indicates 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 136,900 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 will encompass approximately 12.48 acres (Outlots 1, 2, 3) located west of Phase 1. For the purpose of this TIA, a 70,000 square-foot retail building is assumed to be developed in phase 2, as it represents the worst-case scenario. Outlot 2 is not considered part of the Project. Any future development of Outlot 2 would share access with Phase 1. For the purpose 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 states that the senior housing development on Outlot 2 is included in the Five-Year Cumulative with Project analyses.

The 27.16-acre project site is located at the southwest corner of State Route (SR) 63 and Visalia Parkway (Avenue 276) intersection.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development -Intergovernmental Review (LD-IGR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

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

1. The Project will have frontage along SR 63 and Visalia Parkway. SR 63 in the vicinity of the project is currently a 4-lane conventional highway with a curbed median and a posted speed limit of 45 mph.

2. Regarding Phase 2, Caltrans could not identify the trips generated by the development of Outlot 2, when comparing the turning movement data on Figures 9.2a, 8.2a, 4.4a and 4.5a. Please provide the information for review.

3. Regarding Project Trip Generation: The TIA indicates that the building area is used to calculate the trip generation for the Super Convenience Market/Gas Station. Caltrans acknowledges that the proposed convenience store is large (3,100 sq. ft.) and will accept the provided trip generation trips for this land use (Land Use 960). However, Caltrans recommends that for future developments like this where the number of fueling positions are high (in this case 12 fueling positions), the trip generation should be based on the fueling positions since this will yield the highest trip generation outcome.

4. Regarding the Five-Year Cumulative Conditions:

    a. A commercial and residential development (97.5-acres) is being proposed on the southeast corner of SR 63/Mooney Boulevard and Visalia Parkway (directly across SR 63 to the east of the Project) and was reviewed by Caltrans in September 2019. Please note that this commercial and residential development is not included on the Pending and Approved Projects list (Table 8.1). Was this project proposed at the time the traffic counts were performed?

    b. The Project is expected to widen Visalia Parkway along their frontage. Even though the analysis calls for one (1) westbound through-lane, Caltrans recommends the analysis should account for two (2) westbound through-lanes. Please note that the commercial and residential project identified in 3a is expected to be a high trip generator and Caltrans predicts that two left-turn lanes would be needed for northbound SR 63 at the Visalia Parkway intersection.

5. Regarding the Mitigated Intersection Analysis sheets (Appendix F):
For the intersection of SR 63/Mooney Boulevard and Visalia Parkway (Intersection # 22), the TIA indicates that for the: Existing Plus Project Phase 1-PM-Mitigated, Existing Plus Project 1 and 2-AM-Mitigated, and Existing Plus Project 1 and 2-Midday-Mitigated scenarios have been analyzed with a *single* westbound left-turn lane. However, the analysis calls for *two* westbound left-turn lanes. Please revise.

6. Regarding the Site Plan:

    a. The site plan shows two proposed driveways connected to SR 63 and two driveways connecting to Visalia Parkway. However, the TIA indicates that potentially another driveway would be connected to Visalia Parkway on the western edge of the site (Outlot 2).

b. Currently, the Project proposes a driveway connected to SR 63 near the southern property line, which would have a median opening to allow left turns into the site. The northern driveway connected to SR 63 will be right-in/right-out only.

c. The Project should widen and improve SR 63 along its frontage to accommodate three (3) southbound through lanes, turn lanes, standard shoulders, plus additional width for bike facilities. Caltrans recommends these improvements should be mentioned in the TIA analysis as part of Project's opening day improvements, in addition, to the proposed mitigation measures identified under Existing-Plus Project Phase 1 and 2 conditions.

If you have any other questions, please call me at (559) 488-7396.

Sincerely,

DAVID DEEL
Associate Transportation Planner
Transportation Planning – North

DEPARTMENT OF TRANSPORTATION
DISTRICT 6
1352 WEST OLIVE AVENUE
P.O. BOX 12616
FRESNO, CA 93778-2616
PHONE (559) 488-7396
FAX (559) 488-4088
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

December 12, 2019

06-TUL-63-5.45
RESPONSE TO COMMENTS ON TIA
VISALIA PARKWAY DEVELOPMENT (7)

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:

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.

If you have any other questions, please call me at (559) 488-7396.

Sincerely,

DAVID DEEL
Associate Transportation Planner
Transportation Planning – North

Environmental Noise & Vibration Assessment

Visalia Parkway & S. Mooney Boulevard Retail Development

Visalia, California

BAC Job # 2019-195

Prepared For:

Lars Andersen & Associates, Inc.

Attn: Ashley Nulick
4694 W. Jacquelyn Avenue
Fresno, CA 93722

Prepared By:

Bollard Acoustical Consultants, Inc.

Dario Gotchet, Consultant

January 15, 2020

BOLLARD
Acoustical Consultants

CEQA Checklist

NOISE AND VIBRATION – **Would the Project Result In:**	**NA – Not Applicable**	**Potentially Significant Impact**	**Less than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Generation of 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 in other applicable local, state, or federal standards?			X		
b) Generation of excessive groundborne vibration or groundborne noise levels?				X	
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?					X

Introduction

The Visalia Parkway & S. Mooney Boulevard Retail Development project proposes the development of various commercial uses on a property located south of Visalia Parkway and west of S. Mooney Boulevard in Visalia, California. Specifically, the project will include the development of retail stores, restaurants (both with and without drive-through components), and an automotive shop. Existing land uses in the immediate project vicinity consist of single-family residential to the south and west, commercial to the north, and undeveloped land to the east. The project area and site plan are shown on Figures 1 and 2, respectively.

It is our understanding that the adjacent areas to the southwest and west of the proposed commercial uses (as identified above) will contain future uses that include a CarMax auto sales business (Outlot 2) and a senior housing development (Outlot 1). Due to the potential for elevated traffic and commercial noise levels at existing and future adjacent residential uses (senior housing development), Bollard Acoustical Consultants, Inc. (BAC) was retained to prepare this noise and vibration assessment. Specifically, this assessment focuses on the quantification of off-site traffic noise generation, off-site noise levels from proposed commercial uses, project-generated construction noise levels, and vibration levels generated from project construction and commercial operations.

It should be noted that the following noise and vibration assessment does not include analyses of potential noise or vibration impacts related to the future CarMax business on Outlot 2, or analyses of potential noise or vibration impacts on neighboring uses due to the development of the senior housing project on Outlot 1.

Noise and Vibration Fundamentals

Noise

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are designated as sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or Hertz (Hz). Definitions of acoustical terminology are provided in Appendix A.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals of pressure) as a point of reference, defined as 0 dB. Other sound pressures are then compared to the reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in decibel levels correspond closely to human perception of relative loudness. Noise levels associated with common noise sources are provided in Figure 3.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels,

perception of loudness is relatively predictable and can be approximated by filtering the frequency response of a sound level meter by means of the standardized A-weighting network.

There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}). The L_{eq} is the foundation of the day/night average noise descriptor, L_{dn}, and shows very good correlation with community response to noise. The day/night average sound level (L_{dn}) is based on the average noise level over a 24-hour day, with a +10 decibel weighting applied to noise occurring during nighttime (10:00 a.m. to 7:00 a.m.) hours. The nighttime penalty is based on the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Vibration

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, while vibration is usually associated with transmission through the ground or structures. As with noise, vibration consists of an amplitude and frequency. A person's response to vibration will depend on their individual sensitivity as well as the amplitude and frequency of the source.

Vibration can be described in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of velocity in inches per second peak particle velocity (IPS, PPV) or root-mean-square (VdB, RMS). Standards pertaining to perception as well as damage to structures have been developed for vibration in terms of peak particle velocity as well as RMS velocities.

As vibrations travel outward from the source, they excite the particles of rock and soil through which they pass and cause them to oscillate. Differences in subsurface geologic conditions and distance from the source of vibration will result in different vibration levels characterized by different frequencies and intensities. In all cases, vibration amplitudes will decrease with increasing distance. The maximum rate, or velocity of particle movement, is the commonly accepted descriptor of the vibration "strength".

Human response to vibration is difficult to quantify. Vibration can be felt or heard well below the levels that produce any damage to structures. The duration of the event has an effect on human response, as does frequency. Generally, as the duration and vibration frequency increase, the potential for adverse human response increases.

According to the Transportation and Construction-Induced Vibration Guidance Manual (Caltrans, June 2004), operation of construction equipment and construction techniques generate ground vibration. Traffic traveling on roadways can also be a source of such vibration. At high enough amplitudes, ground vibration has the potential to damage structures and/or cause cosmetic damage. Ground vibration can also be a source of annoyance to individuals who live or work close to vibration-generating activities. However, traffic, rarely generates vibration amplitudes high enough to cause structural or cosmetic damage.

Legend

- Project Border (Approximate)
- Long-Term Noise Survey Locations
- Short-Term Noise Survey Location
- Vibration Survey Locations

N

Scale (feet)

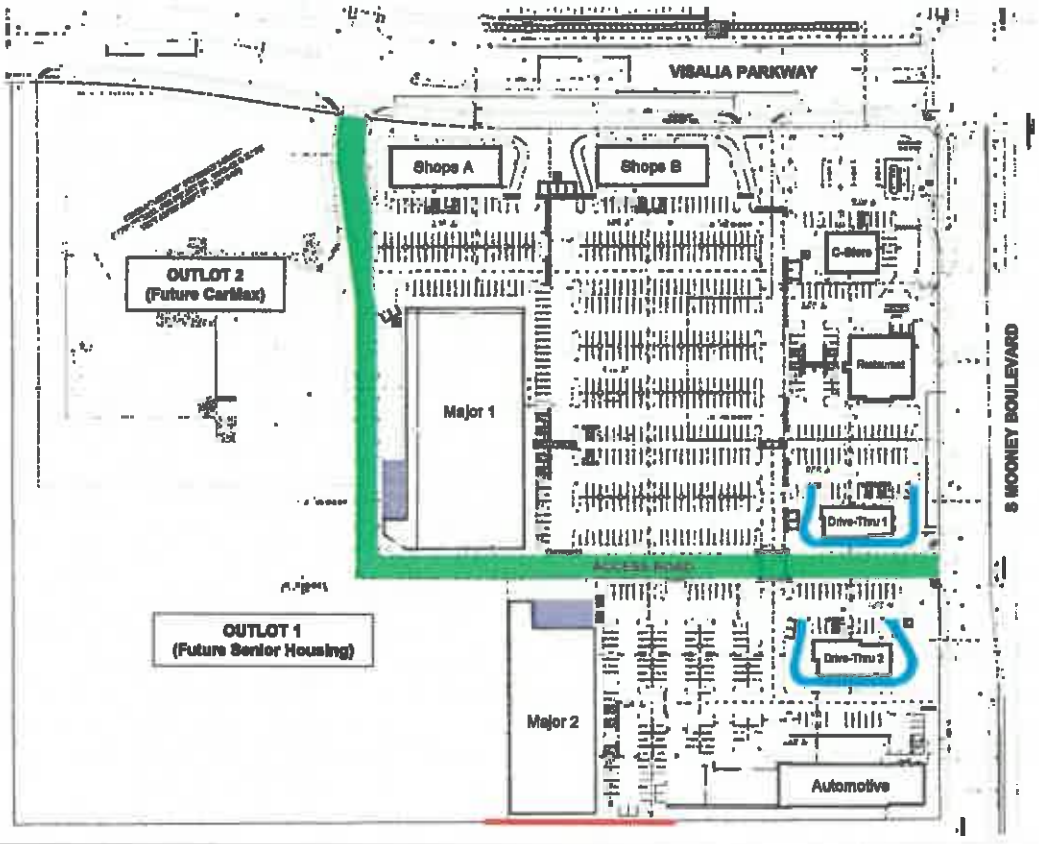
0 125 250

Visalia Parkway & S. Mooney Boulevard Retail Development
Visalia, California

Project Area

Figure 1

BOLLARD Acoustical Consultants



Legend

- Recommended 7-Foot Tall Solid Noise Barrier
- Proposed Primary Heavy Truck Route
- Proposed Restaurant Drive-Through Lanes
- Proposed Loading Docks

N

Scale (Feet)

0 100 200

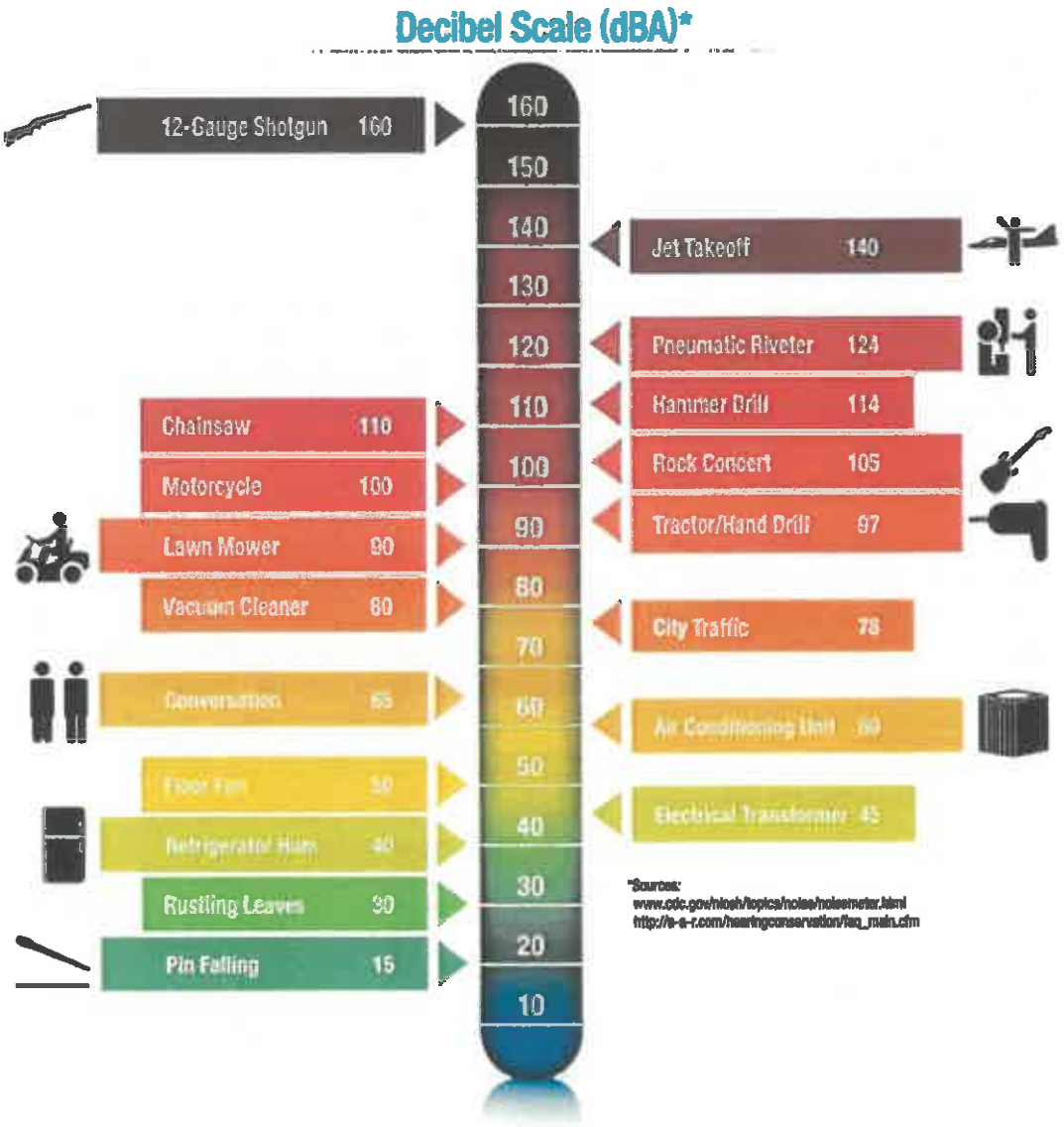
Visalia Parkway & S. Mooney Boulevard
Retail Development
Visalia, California

Site Plan

Figure 2

BOLLARD Acoustical Consultants

Figure 3
Noise Levels Associated with Common Noise Sources



Regulatory Setting: Criteria for Acceptable Noise and Vibration Exposure

Federal

There are no federal noise or vibration criteria which would be directly applicable to this project. However, the City of Visalia does not have a specific policy for assessing noise impacts associated with increases in ambient noise levels from project-generated sources. As a result, the following federal noise criteria was applied to the project.

Federal Interagency Commission on Noise (FICON)

The Federal Interagency Commission on Noise (FICON) has developed a graduated scale for use in the assessment of project-related noise level increases. The criteria shown in Table 1 was developed by FICON as a means of developing thresholds for impact identification for project-related noise level increases. The FICON standards have been used extensively in recent years by the authors of this section in the preparation of the noise sections of Environmental Impact Reports that have been certified in many California cities and counties.

The use of the FICON standards are considered conservative relative to thresholds used by other agencies in the State of California. For example, the California Department of Transportation (Caltrans) requires a project-related traffic noise level increase of 12 dB for a finding of significance, and the California Energy Commission (CEC) considers project-related noise level increases between 5 to 10 dB significant, depending on local factors. Therefore, the use of the FICON standards, which set the threshold for finding of significant noise impacts as low as 1.5 dB, provides a very conservative approach to impact assessment for this project.

Table 1
Significance of Changes in Cumulative Noise Exposure

Ambient Noise Level Without Project (L_{dn} or CNEL)	Change in Ambient Noise Level Due to Project
<60 dB	+5.0 dB or more
60 to 65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more
Source: Federal Interagency Committee on Noise (FICON)	

Based on the FICON research, as shown in Table 1, a 5 dB increase in noise levels due to a project is required for a finding of significant noise impact where ambient noise levels without the project are less than 60 dB. Where pre-project ambient conditions are between 60 and 65 dB, a 3 dB increase is applied as the standard of significance. Finally, in areas already exposed to higher noise levels, specifically pre-project noise levels in excess of 65 dB, a 1.5 dB increase is considered by FICON as the threshold of significance.

State of California

California Environmental Quality Act (CEQA)

The State of California has established regulatory criteria that are applicable to this assessment. Specifically, Appendix G of the State of California Environmental Quality Act (CEQA) Guidelines are used to assess the potential significance of impacts pursuant to local General Plan policies, Municipal Code standards, or the applicable standards of other agencies. According to Appendix G of the CEQA guidelines, the project would result in a significant noise or vibration impact if the following occur:

A. Generation of 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 in other applicable local, state, or federal standards?

B. Generation of excessive groundborne vibration or groundborne noise levels?

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?

It should be noted that audibility is not a test of significance according to CEQA. If this were the case, any project which added any audible amount of noise to the environment would be considered unacceptable according to CEQA. Because every physical process creates noise, whether by the addition of a single vehicle on a roadway, or a tractor in an agricultural field, the use of audibility alone as significance criteria would be unworkable. CEQA requires a substantial increase in ambient noise levels before noise impacts are identified, not simply an audible change.

California Department of Transportation (Caltrans)

The City of Visalia does not currently have adopted standards for groundborne vibration. As a result, the vibration impact criteria developed by the California Department of Transportation (Caltrans) was applied to the project. The Caltrans criteria applicable to damage and annoyance from transient and continuous vibration typically associated with construction activities are presented in Tables 2 and 3. Equipment or activities typical of continuous vibration include: excavation equipment, static compaction equipment, tracked vehicles, traffic on a highway, vibratory pile drivers, pile-extraction equipment, and vibratory compaction equipment. Equipment or activities typical of single-impact (transient) or low-rate repeated impact vibration include impact pile drivers, blasting, drop balls, "pogo stick" compactors, and crack-and-seat equipment (California Department of Transportation 2013).

Table 2
Guideline Vibration Damage Potential Threshold Criteria

Structure and Condition	Maximum PPV (inches/second)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.
PPV = Peak Particle Velocity
Source: California Department of Transportation, Transportation and Construction Vibration Manual (2013).

Table 3
Guideline Vibration Annoyance Potential Criteria

Human Response	Maximum PPV (inches/second)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely perceptible	0.40	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.90	0.10
Severe	2.00	0.40

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.
PPV = Peak Particle Velocity
Source: California Department of Transportation, Transportation and Construction Vibration Manual (2013).

Local

Visalia General Plan

The Safety and Noise Element of the Visalia General Plan provides contains objectives and policies to ensure that city residents are not subjected to noise beyond acceptable levels. The General objectives and policies which would be most applicable to this project are reproduced below.

Objectives

N-O-1 Strive to achieve an acceptable noise environment for present and future residents of Visalia.

N-O-2 Protect the City's economic base by preventing the encroachment of incompatible land uses near known noise producing industries, railroads, airports and other sources.

N-O-3 Protect noise-sensitive land uses such as schools, hospitals, and senior care facilities from encroachment of and exposure to excessive levels of noise.

Policies

N-P-1 Update the City's Noise Ordinance as needed to be in conformance with the General Plan.

N-P-2 Promote the use of noise attenuation measures to improve the acoustic environment inside residences where existing single-family residential development is located in a noise-impacted environment such as along an arterial street or adjacent to a noise-producing use.

N-P-4 Where new development of industrial, commercial or other noise-generating land uses (including roadways, railroads, and airports) may result in noise levels that exceed the noise level exposure criteria established by Tables 8-3 and 8-4 (Tables 4 and 5 of this report), require a noise study to determine impacts, and require developers to mitigate these impacts in conformance with Tables 8-3 and 8-4 (Tables 4 and 5 of this report) as a condition of permit approval through appropriate means.

Noise mitigation measures may include but are not limited to:

- Screen and control noise sources, such as parking and loading facilities, outdoor activities, and mechanical equipment;
- Increase setbacks for noise sources from adjacent dwellings;
- Retain fences, walls, and landscaping that serve as noise buffers;
- Use soundproofing materials and double-glazed windows;
- Use open space, building orientation and design, landscaping and running water to mask sounds; and
- Control hours of operation, including deliveries and trash pickup, to minimize noise impacts.

Alternative acoustical designs that achieve the prescribed noise level reduction may be approved, provided a qualified acoustical consultant submits information demonstrating that the alternative designs will achieve and maintain the specific targets for outdoor activity areas and interior spaces. As a last resort, developers may propose to construct noise walls along state highways and arterials when compatible with aesthetic concerns and neighborhood character. This would be a developer responsibility, with no City funding.

N-P-5 Continue to enforce applicable State Noise Insulation Standards (California Administrative Code, Title 24) and Uniform Building Code (UBC) noise requirements.

Table 4
Transportation Noise Sources

Noise-Sensitive Land Use	Outdoor Activity Areas, dBA	Interior Spaces, dBA	
	Ldn/CNEL[2]	Ldn/CNEL[2]	L_{eq}[3]
Residential	65	45	–
Transient Lodging	65	45	–
Hospitals, Nursing Homes	65	45	–
Theatres, Auditoriums, Music Halls	–	–	35
Churches, Meeting Halls	65	–	45
Office Buildings	–	–	45
Schools, Libraries, Museums	–	–	45

[1] Outdoor activity areas generally include backyards of single-family residences and outdoor patios, decks or common recreation areas for multi-family developments.
[2] The CNEL is used for quantification of aircraft noise exposure as required by CAC Title 21.
[3] As determined for a typical worst-case hour during periods of use.
Source: Visalia General Plan, Safety and Noise Element, Table 8-3

Table 5
Stationary Noise Sources[1]

Noise Level Descriptor	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Hourly Equivalent Sound Level, L_{eq} (dBA)	50	45
Maximum Sound Level, L_{max} (dBA)	70	65

[1] As determined as the property line of the receiving noise-sensitive use.
Source: Visalia General Plan, Safety and Noise Element, Table 8-4

Visalia Municipal Code

The provisions of the Visalia Municipal Code which would be most applicable to this project are reproduced below.

Chapter 8.36 Noise

8.36.040 Exterior noise standards – fixed noise sources.

A. It is unlawful for any person at any location within the city to create any noise, or to allow the creation of any noise, on property owned, leased, occupied or otherwise controlled by such person which causes the exterior noise level, when measured at the property line of any affected noise-sensitive land use, to exceed any of the categorical noise level standards as set forth in the following table:

Exterior Noise Level Standards, dBA

Category	Cumulative Number of Minutes in Any 1-Hour Time Period	Evening and Daytime (6:00 a.m. to 7:00 p.m.)	Nighttime (7:00 p.m. to 6:00 a.m.)
1	30 (L_{50})	50	45
2	15 (L_{25})	55	50
3	5 (L_8)	60	55
4	1 (L_2)	65	60
5	0 (L_{max})	70	65

Source: Visalia Municipal Code, Section 8.36.040(A)

B. In the event the measured ambient noise level without the alleged offensive source in operation exceeds an applicable noise level standard in any category above, the applicable standard shall be adjusted so as to equal the ambient noise level.

C. Each of the noise level standards specified above shall be reduced by 5 dB for pure tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.

8.36.050 Exterior noise standards – mobile noise sources prohibition against use.

It is unlawful to operate any of the below-listed devices, appliances, equipment or vehicles on public or private property abutting noise-sensitive land uses 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.

C. Construction equipment including jackhammers, portable generators, pneumatic equipment, trenchers, or other such equipment, except for emergency repair purposes as provided in Section 8.36.070.

8.36.060 Residential interior noise standards.

A. It is unlawful for any person, at any location within the city, to operate or cause to be operated, any source of sound or to allow the creation of any noise which causes the noise level when measured inside a dwelling unit to exceed any of the categorized noise level standards as set forth in the following table:

Interior Noise Level Standards, dBA

Category	Cumulative Number of Minutes in Any 1-Hour Time Period	Evening and Daytime (6:00 a.m. to 7:00 p.m.)	Nighttime (7:00 p.m. to 6:00 a.m.)
1	5 (L_8)	45	35
2	1 (L_2)	50	40
3	0 (L_{max})	55	45

Source: Visalia Municipal Code, Section 8.36.040(A)

B. In the event the measured ambient noise level without the alleged offensive source in operation exceeds an applicable noise level standard in any category above, the applicable standard shall be adjusted so as to equal the ambient noise level.

C. Each of the noise level standards specified above shall be reduced by 5 dB for pure tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.

8.36.070 Noise source exemptions.

The following activities shall be exempted from the provisions of this chapter:

A. Noise sources associated with the collection of waste or garbage from commercially zoned or industrially zoned property by the city or its authorized franchisee.

Environmental Setting - Existing Ambient Noise and Vibration Environment

Existing Noise-Sensitive Land Uses in the Project Vicinity

Noise-sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the primary intended use of the land. Places where people live, sleep, recreate, worship, and study are generally considered to be sensitive to noise because intrusive noise can be disruptive to these activities.

The existing noise-sensitive land uses which would potentially be affected by the project consist of residential uses. Specifically, single-family residential land uses are located to the south and west. The northern end of the project property is located adjacent to commercial uses, which typically aren't considered to be noise-sensitive. The project areas and surrounding land uses are shown on Figure 1.

Existing Traffic Noise Levels along Project Area Roadway Network

The FHWA Traffic Noise Model (FHWA-RD-77-108) was used to develop existing noise contours expressed in terms of L_{dn} for major roadways within the project study area. The FHWA model predicts hourly L_{eq} values for free-flowing traffic conditions. Estimates of the hourly distribution of traffic for a typical 24-hour period were used to develop L_{dn} values from L_{eq} values.

Traffic data in the form of AM and PM peak hour movements for existing conditions were obtained from Peters Engineering Group (the project traffic consultant). Average daily traffic volumes were conservatively estimated by applying a factor of 10 to AM peak hour conditions. Using these data and the FHWA model, traffic noise levels were calculated. The traffic noise level at 50 feet from the roadway centerline and distances from the centerlines of selected roadways to the 60 dB, 65 dB, and 70 dB L_{dn} contours are summarized in Table 6.

In many cases, the actual distances to noise level contours may vary from the distances predicted by the FHWA model. Factors such as roadway curvature, roadway grade, shielding from local

topography or structures, elevated roadways, or elevated receivers may affect actual sound propagation.

It is also recognized that existing sensitive land uses within the project vicinity are located varying distances from the centerlines of the local roadway network. The 50 foot reference distance is utilized in this analysis to provide a reference position at which changes in existing and future traffic noise levels resulting from the project can be evaluated. Appendix B contains the FWHA model inputs for existing conditions.

Table 6
Existing Traffic Noise Modeling Results

				Distance to Contour (feet)		
Segment	Intersection	Direction	L_{dn} 50 Feet from Roadway	70 dB L_{dn}	65 dB L_{dn}	60 dB L_{dn}
1	1 - Whitendale Ave / County Center	North	66	26	55	119
2		South	65	24	52	113
3		East	66	26	56	120
4		West	67	31	68	146
5	2 - Whitendale Ave / Mooney Blvd	North	68	34	74	160
6		South	68	38	82	176
7		East	66	26	56	120
8		West	65	25	54	115
9	3 - Sunnyside Ave / Mooney Blvd	North	68	39	84	181
10		South	68	36	78	168
11		East	54	4	9	19
12		West	54	5	10	21
13	4 - Orchard Ave / Mooney Blvd	North	68	35	76	163
14		South	68	34	74	160
15		East	55	5	11	24
16		West	47	1	3	7
17	5 - Caldwell Ave / Demaree St	North	69	43	93	201
18		South	69	41	87	188
19		East	69	43	92	199
20		West	69	46	99	213
21	6 - Caldwell Ave / Dans St	North	52	3	7	15
22		South	57	6	14	30
23		East	69	44	94	203
24		West	69	44	94	203
25	7 - Caldwell Ave / County Center Dr	North	64	21	45	96
26		South	64	19	42	90
27		East	67	30	66	141
28		West	69	43	92	197
29	8 - Caldwell Ave / Shady St	North	48	2	4	8
30		South	52	3	6	14
31		East	67	31	66	143
32		West	67	31	66	143
33	9 - Caldwell Ave / Mooney Blvd	North	68	35	75	162
34		South	68	35	76	163
35		East	67	31	66	143
36		West	67	32	70	150

Table 6
Existing Traffic Noise Modeling Results

Segment	Intersection	Direction	L_{dn} 50 Feet from Roadway	Distance to Contour (feet) 70 dB L_{dn}	65 dB L_{dn}	60 dB L_{dn}
37	10 - Caldwell Ave / Fairway St	North	58	8	17	36
38		South	57	7	14	31
39		East	67	30	66	141
40		West	66	28	61	131
41	11 - Caldwell Ave / Stonebrook St	North	54	4	9	19
42		South	40	0	1	2
43		East	69	44	94	203
44		West	67	30	65	141
45	12 - Cameron Ave / County Center Dr	North	64	21	44	96
46		South	62	14	31	66
47		East	62	15	33	71
48		West	ND	--	--	--
49	13 - Cameron Ave / Mooney Blvd	North	67	33	72	155
50		South	68	39	85	182
51		East	65	23	49	106
52		West	63	17	37	80
53	14 - Cameron Ave / Stonebrook St	North	ND	--	--	--
54		South	62	14	31	67
55		East	67	31	67	144
56		West	65	22	47	101
57	15 - Cameron Ave / West St	North	58	8	17	37
58		South	52	3	7	16
59		East	66	27	59	126
60		West	67	32	70	150
61	16 - Visalia Prkwy / Demaree St	North	70	48	104	224
62		South	70	48	104	224
63		East	67	31	66	143
64		West	67	29	63	136
65	17 - Visalia Prkwy / Dans St	North	59	9	20	43
66		South	44	1	2	4
67		East	65	23	50	108
68		West	67	32	70	150
69	18 - Visalia Prkwy / County Center Dr	North	62	14	30	66
70		South	ND	--	--	--
71		East	65	23	49	106
72		West	66	25	54	117
73	19 - Visalia Prkwy / Outlot 1 Access	North	ND	--	--	--
74		South	ND	--	--	--
75		East	65	22	48	104
76		West	65	22	48	104
77	20 - Visalia Prkwy / Main Site Access	North	51	3	6	13
78		South	ND	--	--	--
79		East	65	22	47	100
80		West	65	22	48	104
81	21 - Visalia Prkwy / E Site Access	North	55	5	10	22
82		South	ND	--	--	--

Table 6
Existing Traffic Noise Modeling Results

Segment	Intersection	Direction	L_{dn} 50 Feet from Roadway	Distance to Contour (feet) 70 dB L_{dn}	65 dB L_{dn}	60 dB L_{dn}
83		East	65	22	48	103
84		West	65	22	46	100
85	22 - Visalia Prkwy / Mooney Blvd	North	68	38	82	176
86		South	69	46	99	214
87		East	64	21	45	97
88		West	64	20	44	95
89	23 - Visalia Prkwy / Stonebrook St	North	62	14	31	66
90		South	ND	–	–	–
91		East	ND	–	–	–
92		West	63	17	38	81
93	24 - N Site Access / Mooney Blvd	North	69	46	99	214
94		South	69	46	99	214
95		East	ND	–	–	–
96		West	ND	–	–	–
97	25 - S Site Access / Mooney Blvd	North	69	46	99	214
98		South	69	46	99	214
99		East	ND	–	–	–
100		West	ND	–	–	–
101	26 - Midvalley Ave / Mooney Blvd	North	70	47	101	217
102		South	69	46	98	211
103		East	50	2	5	11
104		West	55	5	10	22
105	27 - Ave 272 / Rd 108 (Demaree St)	North	72	68	146	315
106		South	72	66	142	306
107		East	64	21	44	96
108		West	63	16	35	76
109	28 - Ave 272 / Mooney Blvd	North	69	45	97	210
110		South	70	50	107	230
111		East	60	10	22	47
112		West	64	20	43	93
113	29 - Ave 268 / Mooney Blvd	North	70	48	103	221
114		South	70	47	100	216
115		East	58	8	18	38
116		West	61	12	26	55

Note: ND = Roadway segments for which no traffic data was provided.
Source: FHWA-RD-77-108 with inputs from Peters Engineering. Appendix B contains FHWA model inputs.

Existing Overall Ambient Noise Environment within the Project Area

The existing ambient noise environment within the project area is defined primarily by traffic on Visalia Parkway and S. Mooney Boulevard. To generally quantify existing ambient noise levels within the project area, short-term (15-minute) and long-term (24-hour) and ambient noise surveys were conducted on the project site on September 25 & 26, 2019, respectively. The noise

measurement locations are shown on Figure 1. Photographs of the noise survey locations are provided in Appendix C.

Larson Davis Laboratories (LDL) Model 820 and 831 precision integrating sound level meters were used to complete the noise level measurement surveys. The meters were calibrated before use with an LDL Model CA200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all specifications of the American National Standards Institute requirements for Type 1 sound level meters (ANSI S1.4).

The results from the long-term ambient noise surveys are summarized in Table 7. The detailed results of the long-term noise surveys are contained in Appendix D in tabular format and graphically in Appendix E. A summary of the short-term noise survey results is provided in Table 8.

Table 7
Summary of Long-Term Noise Survey Measurement Results – September 26, 2019[1]

			Average Measured Hourly Noise Levels, dBA[3]					
			Daytime[4]			Nighttime[5]		
Site[2]	Description	L_{dn}	L_{50}	L_{eq}	L_{max}	L_{50}	L_{eq}	L_{max}
LT-1	Western end of project area along the project boundary.	59	51	53	66	48	53	69
LT-2	Southern end of the project area along the project boundary.	55	48	51	61	44	48	62

[1] Detailed summaries of the noise monitoring results are provided in Appendices D and E.
[2] Long-term noise survey locations are identified on Figure 1.
[3] Noise levels presented in terms of: Average (Low-High)
[4] Daytime hours: 7:00 a.m. to 10:00 p.m.
[5] Nighttime hours: 10:00 p.m. to 7:00 a.m.
Source: Bollard Acoustical Consultants, Inc. (2020)

Table 8
Summary of Short-Term Noise Survey Measurement Results – September 25, 2019

			Average Measured Noise Levels, dBA	
Site	Description	Time	L_{eq}	L_{max}
ST-1	Southwestern end of the project area near project boundary	11:15 a.m.	40	48

[1] Short-term noise survey location is identified on Figure 1.
Source: Bollard Acoustical Consultants, Inc. (2020)

As shown in Table 7, measured average noise levels were highest at Site LT-1. The noise level surveys conducted at Sites LT-1 and LT-2 were intended to quantify the existing general ambient noise environment within the project area, including the noise generation of traffic on the adjacent roadways.

Results from the short-term noise level survey at Site ST-1 (Table 8) indicate that measured ambient average and maximum noise levels were 40 dB L_{eq} and 48 dB L_{max}.

Adjustments to Municipal Code Noise Standards Based on Ambient Conditions

Section 8.36.040 of the Visalia Municipal Code states if measured ambient noise levels exceed the established noise level limits, the applicable standard shall be adjusted so as to equal the measured ambient noise level.

As previously discussed, long-term ambient noise level surveys were conducted on the project site by BAC on September 26, 2019. The noise measurement locations are shown on Figure 1 – the results of the noise level survey are summarized in Table 7. Noise measurement Site LT-1 was selected be representative of ambient conditions at the nearest existing residences to the south of the project. Site LT-2 was selected to be representative of ambient conditions at the nearest existing residences to the west of the project. Based on the results from the BAC long-term noise level surveys, the Municipal Code noise level limits applicable to the project are summarized in Table 9.

Table 9
Adjusted Municipal Code Noise Level Standards Applicable to the Project

Nearest Residences[1]	Average Measured Noise Levels				Unadjusted Standards				Adjustment for Measured Ambient?				Applicable Standards[2]			
	Daytime		Nighttime		Day/Eve		Nighttime		Day/Eve		Nighttime		Day/Eve		Nighttime	
	L_{50}	L_{max}	L_{50}	L_{max}	L_{50}	L_{max}	L_{50}	L_{max}	L_{50}	L_{max}	L_{50}	L_{max}	L_{50}	L_{max}	L_{50}	L_{max}
South	51	66	48	69	50	70	45	65	Y	N	Y	Y	51	70	48	69
West	48	61	44	62	50	70	45	65	N	N	N	N	50	70	45	65

[1] Site LT-1=nearest residences south of project – Site LT-2=nearest residences west of project.
[2] Applicable noise levels based on measurements from BAC long-term ambient noise level surveys.
Source: Bollard Acoustical Consultants, Inc. (2020)

Existing Ambient Vibration Environment within the Project Area

During the site visit on September 25, 2019, vibration levels were below the threshold of perception within the project areas. Nonetheless, to quantify existing vibration levels within the project area, BAC conducted three (3) short-term (5-minute) vibration measurement surveys on the project site on September 25, 2019. The vibration survey locations are shown on Figure 1. Photographs of the vibration survey locations are provided in Appendix C-2.

A Larson-Davis Laboratories Model LxT precision integrating sound level meter equipped with a vibration transducer was used to complete the measurements. The results are summarized in Table 10.

Table 10
Summary of Ambient Vibration Survey Measurement Results – September 25, 2019

Site	Time	Average Measured Vibration Level, PPV (in. sec.)[1]
V-1	11:10 a.m.	<0.001
V-2	11:25 a.m.	0.003
V-3	11:35 a.m.	0.001

[1] PPV = Peak Particle Velocity (inches/second)
Source: Bollard Acoustical Consultants, Inc. (2020)

The Table 10 data indicate that measured average vibration levels within the project area ranged from less than 0.001 to 0.003 in/sec PPV. The measured vibration levels are well below the Caltrans vibration annoyance criteria for "barely perceptible" human response identified in Table 3.

Impacts and Mitigation Measures

Thresholds of Significance

For the purposes of this report, a noise and vibration impact is considered significant if the project would result in:

- Generation of 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 in other applicable local, state, or federal standards; or
- Generation of excessive groundborne vibration or groundborne noise levels; or
- 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.

The project site is not within the vicinity of a private airstrip, an airport land use plan, or within two miles of a public airport. Therefore, the last threshold listed above is not discussed further.

The following criteria based on standards established by the Federal Interagency Commission on Noise (FICON), California Department of Transportation (Caltrans), Visalia General Plan, and Visalia Municipal Code were used to evaluate the significance of environmental noise and vibration resulting from the project:

- A significant noise impact would be identified if the project would expose persons to or generate noise levels that would exceed applicable noise standards presented in the Visalia General Plan or Visalia Municipal Code.

- A significant impact would be identified if off-site traffic or if the noise exposure from on-site commercial activities generated by the project would substantially increase noise levels at sensitive receptors in the vicinity. A substantial increase would be identified relative to the FICON standards provided in Table 1.

- A significant impact would be identified if project construction activities or proposed on-site commercial operations would expose noise-sensitive receptors to excessive vibration levels. Specifically, an impact would be identified if groundborne vibration levels due to these sources would exceed the Caltrans vibration impact criteria.

Noise Impacts Associated with Project-Generated Increases Off-Site Traffic

With development of the project, traffic volumes on the local roadway network will increase. Those increases in daily traffic volumes will result in a corresponding increase in traffic noise levels at existing uses located along those roadways. The FHWA Model was used with traffic data provided by the client (prepared by Peters Engineering Group) to predict project traffic noise level increases relative to Existing, Five-Year Cumulative, 10-Year Cumulative, and 20-Year Cumulative project and no project conditions.

Impact 1: Increases in Existing Traffic Noise Levels due to Project (Phase 1)

Traffic data in the form of AM and PM peak hour movements for Existing and Existing Plus Project Phase 1 conditions in the project area roadway network were obtained from the project transportation impact analysis completed by Peters Engineering Group (October 3, 2019). Average daily traffic (ADT) volumes were conservatively estimated by applying a factor of 10 to AM peak hour conditions.

Existing versus Existing Plus Project Phase 1 traffic noise levels on the local roadway network are shown in Table 11. The following section includes an assessment of predicted traffic noise levels relative to the FICON significance noise criteria identified in Table 1. The Table 11 data are provided in terms of L_{dn} at a standard distance of 50 feet from the centerlines of the roadways in the project vicinity. Appendix B contains the FWHA model inputs.

Table 11
Traffic Noise Modeling Results and Project-Related Traffic Noise Increases
Existing vs. Existing Plus Project Phase 1

Segment	Intersection	Direction	Traffic Noise Level at 50 feet, dB L_{dn}			Substantial Increase?
			E	E+PP1	Increase	
1	1 - Whitendale Ave / County Center	North	65.7	65.7	0.0	N
2		South	65.3	65.3	0.0	N
3		East	65.7	65.8	0.1	N
4		West	67.0	67.0	0.0	N
5	2 - Whitendale Ave / Mooney Blvd	North	67.6	67.9	0.3	N
6		South	68.2	68.6	0.4	N
7		East	65.7	65.8	0.1	N
8		West	65.5	65.5	0.0	N
9	3 - Sunnyside Ave / Mooney Blvd	North	68.4	68.7	0.3	N

Table 11
Traffic Noise Modeling Results and Project-Related Traffic Noise Increases
Existing vs. Existing Plus Project Phase 1

Segment	Intersection	Direction	Traffic Noise Level at 50 feet, dB L_{dn}			Substantial Increase?
			E	E+PP1	Increase	
10		South	67.9	68.3	0.4	N
11		East	53.6	53.7	0.1	N
12		West	54.4	54.5	0.1	N
13	4 - Orchard Ave / Mooney Blvd	North	67.7	68.1	0.4	N
14		South	67.6	68.1	0.5	N
15		East	55.3	55.5	0.2	N
16		West	47.1	48.5	1.4	N
17	5 - Caldwell Ave / Demaree St	North	69.1	69.1	0.0	N
18		South	68.6	68.7	0.1	N
19		East	69.0	69.2	0.2	N
20		West	69.4	69.6	0.2	N
21	6 - Caldwell Ave / Dans St	North	52.1	52.1	0.0	N
22		South	56.6	56.6	0.0	N
23		East	69.1	69.3	0.2	N
24		West	69.1	69.3	0.2	N
25	7 - Caldwell Ave / County Center Dr	North	64.3	64.6	0.3	N
26		South	63.8	64.2	0.4	N
27		East	66.8	67.0	0.2	N
28		West	68.9	69.1	0.2	N
29	8 - Caldwell Ave / Shady St	North	48.2	48.2	0.0	N
30		South	51.6	51.6	0.0	N
31		East	66.8	67.1	0.3	N
32		West	66.8	67.1	0.3	N
33	9 - Caldwell Ave / Mooney Blvd	North	67.6	68.1	0.5	N
34		South	67.7	68.6	0.9	N
35		East	66.9	67.1	0.2	N
36		West	67.2	67.4	0.2	N
37	10 - Caldwell Ave / Fairway St	North	57.8	57.9	0.1	N
38		South	56.9	56.9	0.0	N
39		East	66.8	67.0	0.2	N
40		West	66.3	66.5	0.2	N
41	11 - Caldwell Ave / Stonebrook St	North	53.6	53.9	0.3	N
42		South	39.8	39.8	0.0	N
43		East	69.1	69.3	0.2	N
44		West	66.7	66.9	0.2	N
45	12 - Cameron Ave / County Center Dr	North	64.2	64.5	0.3	N
46		South	61.8	62.3	0.5	N
47		East	62.3	62.3	0.0	N
48		West	ND	ND	--	--
49	13 - Cameron Ave / Mooney Blvd	North	67.4	68.3	0.9	N
50		South	68.4	69.5	1.1	N
51		East	64.9	65.2	0.3	N
52		West	63.0	63.3	0.3	N
53	14 - Cameron Ave / Stonebrook St	North	ND	ND	--	--
54		South	61.9	62.2	0.3	N

Table 11
Traffic Noise Modeling Results and Project-Related Traffic Noise Increases
Existing vs. Existing Plus Project Phase 1

Segment	Intersection	Direction	Traffic Noise Level at 50 feet, dB L_{dn}			Substantial Increase?
			E	E+PP1	Increase	
55		East	66.9	67.2	0.3	N
56		West	64.6	64.8	0.2	N
57	15 - Cameron Ave / West St	North	58.1	58.6	0.5	N
58		South	52.4	52.6	0.2	N
59		East	66.0	66.4	0.4	N
60		West	67.1	67.5	0.4	N
61	16 - Visalia Prkwy / Demaree St	North	69.8	69.9	0.1	N
62		South	69.8	69.8	0.0	N
63		East	66.8	67.1	0.3	N
64		West	66.5	66.7	0.2	N
65	17 - Visalia Prkwy / Dans St	North	59.0	59.1	0.1	N
66		South	43.6	44.2	0.6	N
67		East	65.0	65.4	0.4	N
68		West	67.2	67.4	0.2	N
69	18 - Visalia Prkwy / County Center Dr	North	61.8	62.3	0.5	N
70		South	ND	ND	--	--
71		East	64.9	65.6	0.7	N
72		West	65.5	65.9	0.4	N
73	19 - Visalia Prkwy / Outlet 1 Access	North	ND	ND	--	--
74		South	ND	ND	--	--
75		East	64.7	65.4	0.7	N
76		West	64.7	65.4	0.7	N
77	20 - Visalia Prkwy / Main Site Access	North	51.2	54.8	3.6	N
78		South	ND	ND	--	--
79		East	64.5	66.3	1.8	N
80		West	64.7	65.4	0.7	N
81	21 - Visalia Prkwy / E Site Access	North	54.7	51.0	-3.7	N
82		South	NA	54.7	--	--
83		East	64.7	66.6	1.9	N
84		West	64.5	66.3	1.8	N
85	22 - Visalia Prkwy / Mooney Blvd	North	68.3	69.4	1.1	N
86		South	69.5	69.8	0.3	N
87		East	64.3	64.6	0.3	N
88		West	64.2	66.3	2.1	N
89	23 - Visalia Prkwy / Stonebrook St	North	61.8	62.1	0.3	N
90		South	ND	ND	--	--
91		East	ND	ND	--	--
92		West	63.1	63.5	0.4	N
93	24 - N Site Access / Mooney Blvd	North	69.5	69.8	0.3	N
94		South	69.5	69.7	0.2	N
95		East	ND	ND	--	--
96		West	NA	55.5	--	--
97	25 - S Site Access / Mooney Blvd	North	69.5	69.7	0.2	N
98		South	69.5	70.1	0.6	N
99		East	ND	ND	--	--

Table 11
Traffic Noise Modeling Results and Project-Related Traffic Noise Increases
Existing vs. Existing Plus Project Phase 1

Segment	Intersection	Direction	Traffic Noise Level at 50 feet, dB L_{dn}			Substantial Increase?
			E	E+PP1	Increase	
100		West	NA	58.0	–	–
101	26 - Midvalley Ave / Mooney Blvd	North	69.6	70.2	0.6	N
102		South	69.4	70.0	0.6	N
103		East	49.9	49.9	0.0	N
104		West	54.6	55.2	0.6	N
105	27 - Ave 272 / Rd 108	North	72.0	72.0	0.0	N
106		South	71.8	71.8	0.0	N
107		East	64.2	64.3	0.1	N
108		West	62.7	62.9	0.2	N
109	28 - Ave 272 / Mooney Blvd	North	69.3	70.0	0.7	N
110		South	69.9	70.5	0.6	N
111		East	59.6	59.6	0.0	N
112		West	64.1	64.2	0.1	N
113	29 - Ave 268 / Mooney Blvd	North	69.7	70.2	0.5	N
114		South	69.5	70.1	0.6	N
115		East	58.2	58.2	0.0	N
116		West	60.6	60.6	0.0	N

Notes:
ND = Roadway segments for which no traffic data was provided.
NA = Roadway segments that previously did not exist (located on project site).
Source: FHWA-RD-77-108 with inputs from Peters Engineering. Appendix B contains the FHWA model inputs.

The data in Table 11 indicate that traffic generated by the project would not result in an increase of traffic noise levels on the local roadway network. Relative to the FICON significance criteria identified in Table 1, the increases would not be considered substantial. As a result, off-site traffic noise impacts related to increases in traffic resulting from the implementation of the project (Phase 1 conditions) are identified as being ***less than significant.***

Impact 2: Increases in Existing Traffic Noise Levels due to Project (Phases 1 and 2)

Traffic data in the form of AM and PM peak hour movements for Existing and Existing Plus Project Phases 1 and 2 conditions in the project area roadway network were obtained from the project transportation impact analysis completed by Peters Engineering Group (October 3, 2019). Average daily traffic (ADT) volumes were conservatively estimated by applying a factor of 10 to AM peak hour conditions.

Existing versus Existing Plus Project Phases 1 and 2 traffic noise levels on the local roadway network are shown in Table 12. The following section includes an assessment of predicted traffic noise levels relative to the FICON significance noise criteria identified in Table 1. The Table 12 data are provided in terms of L_{dn} at a standard distance of 50 feet from the centerlines of the roadways in the project vicinity. Appendix B contains the FWHA model inputs.

Table 12
Traffic Noise Modeling Results and Project-Related Traffic Noise Increases
Existing vs. Existing Plus Project Phases 1 and 2

Segment	Intersection	Direction	Traffic Noise Level at 50 feet, dB L_{dn}			Substantial Increase?
			E	E+PP1&2	Increase	
1	1 - Whitendale Ave / County Center	North	65.7	65.7	0.0	N
2		South	65.3	65.3	0.0	N
3		East	65.7	65.8	0.1	N
4		West	67.0	67.0	0.0	N
5	2 - Whitendale Ave / Mooney Blvd	North	67.6	67.9	0.3	N
6		South	68.2	68.6	0.4	N
7		East	65.7	65.8	0.1	N
8		West	65.5	65.5	0.0	N
9	3 - Sunnyside Ave / Mooney Blvd	North	68.4	68.8	0.4	N
10		South	67.9	68.3	0.4	N
11		East	53.6	53.7	0.1	N
12		West	54.4	54.5	0.1	N
13	4 - Orchard Ave / Mooney Blvd	North	67.7	68.1	0.4	N
14		South	67.6	68.1	0.5	N
15		East	55.3	55.5	0.2	N
16		West	47.1	48.5	1.4	N
17	5 - Caldwell Ave / Demaree St	North	69.1	69.1	0.0	N
18		South	68.6	68.7	0.1	N
19		East	69.0	69.2	0.2	N
20		West	69.4	69.7	0.3	N
21	6 - Caldwell Ave / Dans St	North	52.1	52.1	0.0	N
22		South	56.6	56.6	0.0	N
23		East	69.1	69.3	0.2	N
24		West	69.1	69.3	0.2	N
25	7 - Caldwell Ave / County Center Dr	North	64.3	64.6	0.3	N
26		South	63.8	64.2	0.4	N
27		East	66.8	67.1	0.3	N
28		West	68.9	69.1	0.2	N
29	8 - Caldwell Ave / Shady St	North	48.2	48.2	0.0	N
30		South	51.6	51.6	0.0	N
31		East	66.8	67.1	0.3	N
32		West	66.8	67.1	0.3	N
33	9 - Caldwell Ave / Mooney Blvd	North	67.6	68.1	0.5	N
34		South	67.7	68.6	0.9	N
35		East	66.9	67.1	0.2	N
36		West	67.2	67.4	0.2	N
37	10 - Caldwell Ave / Fairway St	North	57.8	57.9	0.1	N
38		South	56.9	56.9	0.0	N
39		East	66.8	67.0	0.2	N
40		West	66.3	66.5	0.2	N
41	11 - Caldwell Ave / Stonebrook St	North	53.6	53.9	0.3	N
42		South	39.8	39.8	0.0	N
43		East	69.1	69.3	0.2	N
44		West	66.7	66.9	0.2	N
45	12 - Cameron Ave / County Center Dr	North	64.2	64.6	0.4	N

Table 12
Traffic Noise Modeling Results and Project-Related Traffic Noise Increases
Existing vs. Existing Plus Project Phases 1 and 2

Segment	Intersection	Direction	Traffic Noise Level at 50 feet, dB L_{dn}			Substantial Increase?
			E	E+PP1&2	Increase	
46		South	61.8	62.3	0.5	N
47		East	62.3	62.3	0.0	N
48		West	ND	ND	–	–
49	13 - Cameron Ave / Mooney Blvd	North	67.4	68.3	0.9	N
50		South	68.4	69.6	1.2	N
51		East	64.9	65.2	0.3	N
52		West	63.0	63.3	0.3	N
53	14 - Cameron Ave / Stonebrook St	North	ND	ND	–	–
54		South	61.9	62.3	0.4	N
55		East	66.9	67.2	0.3	N
56		West	64.6	64.9	0.3	N
57	15 - Cameron Ave / West St	North	58.1	58.6	0.5	N
58		South	52.4	52.6	0.2	N
59		East	66.0	66.4	0.4	N
60		West	67.1	67.5	0.4	N
61	16 - Visalia Prkwy / Demaree St	North	69.8	69.9	0.1	N
62		South	69.8	69.8	0.0	N
63		East	66.8	67.1	0.3	N
64		West	66.5	66.7	0.2	N
65	17 - Visalia Prkwy / Dans St	North	59.0	59.1	0.1	N
66		South	43.6	44.2	0.6	N
67		East	65.0	65.4	0.4	N
68		West	67.2	67.4	0.2	N
69	18 - Visalia Prkwy / County Center Dr	North	61.8	62.4	0.6	N
70		South	ND	ND	–	–
71		East	64.9	65.6	0.7	N
72		West	65.5	65.9	0.4	N
73	19 - Visalia Prkwy / Outlet 1 Access	North	ND	ND	–	–
74		South	NA	42.3	–	–
75		East	64.7	65.5	0.8	N
76		West	64.7	65.5	0.8	N
77	20 - Visalia Prkwy / Main Site Access	North	51.2	54.8	3.6	N
78		South	NA	59.3	–	–
79		East	64.5	66.3	1.8	N
80		West	64.7	65.5	0.8	N
81	21 - Visalia Prkwy / E Site Access	North	54.7	51.0	-3.7	N
82		South	NA	54.9	–	–
83		East	64.7	66.7	2.0	N
84		West	64.5	66.3	1.8	N
85	22 - Visalia Prkwy / Mooney Blvd	North	68.3	69.5	1.2	N
86		South	69.5	69.9	0.4	N
87		East	64.3	64.6	0.3	N
88		West	64.2	66.4	2.2	N
89	23 - Visalia Prkwy / Stonebrook St	North	61.8	62.1	0.3	N
90		South	ND	ND	–	–

Table 12
Traffic Noise Modeling Results and Project-Related Traffic Noise Increases
Existing vs. Existing Plus Project Phases 1 and 2

Segment	Intersection	Direction	Traffic Noise Level at 50 feet, dB L_{dn}			Substantial Increase?
			E	E+PP1&2	Increase	
91		East	ND	ND	--	--
92		West	63.1	63.5	0.4	N
93	24 - N Site Access / Mooney Blvd	North	69.5	69.9	0.4	N
94		South	69.5	69.7	0.2	N
95		East	ND	ND	--	--
96		West	NA	55.6	--	--
97	25 - S Site Access / Mooney Blvd	North	69.5	69.7	0.2	N
98		South	69.5	70.1	0.6	N
99		East	ND	ND	--	--
100		West	NA	58.1	--	--
101	26 - Midvalley Ave / Mooney Blvd	North	69.6	70.2	0.6	N
102		South	69.4	70.0	0.6	N
103		East	49.9	49.9	0.0	N
104		West	54.6	55.2	0.6	N
105	27 - Ave 272 / Rd 108	North	72.0	72.0	0.0	N
106		South	71.8	71.8	0.0	N
107		East	64.2	64.3	0.1	N
108		West	62.7	62.9	0.2	N
109	28 - Ave 272 / Mooney Blvd	North	69.3	70.0	0.7	N
110		South	69.9	70.5	0.6	N
111		East	59.6	59.6	0.0	N
112		West	64.1	64.2	0.1	N
113	29 - Ave 268 / Mooney Blvd	North	69.7	70.3	0.6	N
114		South	69.5	70.1	0.6	N
115		East	58.2	58.2	0.0	N
116		West	60.6	60.6	0.0	N

Notes:
ND = Roadway segments for which no traffic data was provided.
NA = Roadway segments that previously did not exist (on project site).
Source: FHWA-RD-77-108 with inputs from Peters Engineering. Appendix B contains the FHWA model inputs.

The data in Table 12 indicate that traffic generated by the project would not result in an increase of traffic noise levels on the local roadway network. Relative to the FICON significance criteria identified in Table 1, the increases would not be considered substantial. As a result, off-site traffic noise impacts related to increases in traffic resulting from the implementation of the project (Phases 1 and 2 conditions) are identified as being ***less than significant.***

Impact 3: Increases in Five-Year Cumulative Traffic Noise Levels due to Project

Traffic data in the form of AM and PM peak hour movements for Five-Year Cumulative and Five-Year Cumulative Plus Project conditions in the project area roadway network were obtained from the project transportation impact analysis completed by Peters Engineering Group (October 3,

2019). Average daily traffic (ADT) volumes were conservatively estimated by applying a factor of 10 to AM peak hour conditions.

Five-Year Cumulative versus Five-Year Cumulative Plus Project traffic noise levels on the local roadway network are shown in Table 13. The following section includes an assessment of predicted traffic noise levels relative to the FICON significance noise criteria identified in Table 1. The Table 13 data are provided in terms of L_{dn} at a standard distance of 50 feet from the centerlines of the roadways in the project vicinity. Appendix B contains the FWHA model inputs.

Table 13
Traffic Noise Modeling Results and Project-Related Traffic Noise Increases
Five-Year Cumulative vs. Five-Year Cumulative Plus Project

Segment	Intersection	Direction	Traffic Noise Level at 50 feet, dB L_{dn}			Substantial Increase?
			5YC	5YC+P	Increase	
1	1 - Whitendale Ave / County Center	North	65.9	65.9	0.0	N
2		South	65.5	65.5	0.0	N
3		East	65.9	66.0	0.1	N
4		West	67.2	67.2	0.0	N
5	2 - Whitendale Ave / Mooney Blvd	North	68.0	68.3	0.3	N
6		South	68.7	69.1	0.4	N
7		East	66.0	66.1	0.1	N
8		West	65.7	65.8	0.1	N
9	3 - Sunnyside Ave / Mooney Blvd	North	68.8	69.1	0.3	N
10		South	68.3	68.7	0.4	N
11		East	53.7	53.8	0.1	N
12		West	57.7	57.8	0.1	N
13	4 - Orchard Ave / Mooney Blvd	North	68.1	68.5	0.4	N
14		South	68.0	68.4	0.4	N
15		East	55.5	55.7	0.2	N
16		West	47.6	48.8	1.2	N
17	5 - Caldwell Ave / Demaree St	North	69.3	69.4	0.1	N
18		South	69.0	69.1	0.1	N
19		East	69.1	69.3	0.2	N
20		West	69.6	69.8	0.2	N
21	6 - Caldwell Ave / Dans St	North	52.1	52.1	0.0	N
22		South	56.6	56.6	0.0	N
23		East	69.4	69.6	0.2	N
24		West	69.4	69.6	0.2	N
25	7 - Caldwell Ave / County Center Dr	North	64.6	64.9	0.3	N
26		South	64.1	64.5	0.4	N
27		East	67.0	67.2	0.2	N
28		West	69.1	69.3	0.2	N
29	8 - Caldwell Ave / Shady St	North	48.3	48.3	0.0	N
30		South	51.7	51.7	0.0	N
31		East	67.2	67.4	0.2	N
32		West	67.1	67.4	0.3	N
33	9 - Caldwell Ave / Mooney Blvd	North	68.2	68.7	0.5	N
34		South	68.2	69.0	0.8	N
35		East	67.1	67.3	0.2	N

Table 13
Traffic Noise Modeling Results and Project-Related Traffic Noise Increases
Five-Year Cumulative vs. Five-Year Cumulative Plus Project

Segment	Intersection	Direction	Traffic Noise Level at 50 feet, dB L_{dn}			Substantial Increase?
			5YC	5YC+P	Increase	
36		West	67.4	67.6	0.2	N
37	10 - Caldwell Ave / Fairway St	North	57.8	58.0	0.2	N
38		South	56.9	56.9	0.0	N
39		East	67.0	67.2	0.2	N
40		West	66.5	66.7	0.2	N
41	11 - Caldwell Ave / Stonebrook St	North	53.6	53.9	0.3	N
42		South	47.7	47.7	0.0	N
43		East	69.4	69.5	0.1	N
44		West	67.0	67.2	0.2	N
45	12 - Cameron Ave / County Center Dr	North	64.6	65.0	0.4	N
46		South	62.3	62.9	0.6	N
47		East	62.5	62.6	0.1	N
48		West	ND	ND	--	--
49	13 - Cameron Ave / Mooney Blvd	North	68.0	68.8	0.8	N
50		South	68.8	69.9	1.1	N
51		East	65.4	65.6	0.2	N
52		West	63.4	63.6	0.2	N
53	14 - Cameron Ave / Stonebrook St	North	ND	ND	--	--
54		South	62.4	62.7	0.3	N
55		East	67.1	67.5	0.4	N
56		West	65.1	65.4	0.3	N
57	15 - Cameron Ave / West St	North	58.5	58.9	0.4	N
58		South	52.6	52.9	0.3	N
59		East	66.5	66.8	0.3	N
60		West	67.6	67.9	0.3	N
61	16 - Visalia Prkwy / Demaree St	North	70.1	70.2	0.1	N
62		South	70.1	70.1	0.0	N
63		East	67.5	67.8	0.3	N
64		West	67.0	67.2	0.2	N
65	17 - Visalia Prkwy / Dans St	North	59.0	59.1	0.1	N
66		South	43.6	44.2	0.6	N
67		East	65.7	66.0	0.3	N
68		West	67.7	67.9	0.2	N
69	18 - Visalia Prkwy / County Center Dr	North	62.3	62.9	0.6	N
70		South	ND	ND	--	--
71		East	65.4	66.1	0.7	N
72		West	66.1	66.4	0.3	N
73	19 - Visalia Prkwy / Outlet 1 Access	North	ND	ND	--	--
74		South	NA	42.3	--	--
75		East	65.3	66.0	0.7	N
76		West	65.3	66.0	0.7	N
77	20 - Visalia Prkwy / Main Site Access	North	51.2	54.8	3.6	N
78		South	NA	59.4	--	--
79		East	65.1	66.7	1.6	Y
80		West	65.3	66.0	0.7	N

Table 13
Traffic Noise Modeling Results and Project-Related Traffic Noise Increases
Five-Year Cumulative vs. Five-Year Cumulative Plus Project

Segment	Intersection	Direction	Traffic Noise Level at 50 feet, dB L_{dn}			Substantial Increase?
			5YC	5YC+P	Increase	
81	21 - Visalia Prkwy / E Site Access	North	54.7	51.0	-3.7	N
82		South	NA	54.9	--	--
83		East	65.3	67.0	1.7	Y
84		West	65.1	66.7	1.6	Y
85	22 - Visalia Prkwy / Mooney Blvd	North	68.7	69.8	1.1	N
86		South	69.9	70.3	0.4	N
87		East	65.1	65.3	0.2	N
88		West	64.8	66.7	1.9	N
89	23 - Visalia Prkwy / Stonebrook St	North	62.1	62.5	0.4	N
90		South	45.8	45.8	0.0	N
91		East	50.9	50.9	0.0	N
92		West	63.6	64.0	0.4	N
93	24 - N Site Access / Mooney Blvd	North	69.9	70.2	0.3	N
94		South	69.9	70.1	0.2	N
95		East	ND	ND	--	--
96		West	NA	55.6	--	--
97	25 - S Site Access / Mooney Blvd	North	69.9	70.1	0.2	N
98		South	69.9	70.5	0.6	N
99		East	ND	ND	--	--
100		West	NA	58.3	--	--
101	26 - Midvalley Ave / Mooney Blvd	North	70.0	70.6	0.6	N
102		South	69.8	70.4	0.6	N
103		East	49.9	49.9	0.0	N
104		West	54.6	55.2	0.6	N
105	27 - Ave 272 / Rd 108	North	72.4	72.4	0.0	N
106		South	72.2	72.2	0.0	N
107		East	64.4	64.5	0.1	N
108		West	63.1	63.3	0.2	N
109	28 - Ave 272 / Mooney Blvd	North	69.8	70.4	0.6	N
110		South	70.3	70.9	0.6	N
111		East	59.8	59.8	0.0	N
112		West	64.2	64.4	0.2	N
113	29 - Ave 268 / Mooney Blvd	North	70.1	70.6	0.5	N
114		South	69.9	70.5	0.6	N
115		East	58.3	58.3	0.0	N
116		West	60.7	60.7	0.0	N

Notes:
ND = Roadway segments for which no traffic data was provided.
NA = Roadway segments that previously did not exist (on project site).
Source: FHWA-RD-77-108 with inputs from Peters Engineering. Appendix B contains the FHWA model inputs.

The Table 13 data indicate that the proposed project's contribution to traffic noise level increases is predicted to exceed the FICON substantial increase criteria along three roadway segments evaluated in the 5-Year Cumulative conditions analysis. However, additional analysis of those

roadway segments revealed that there are no noise-sensitive uses identified along those roadway segments. Because there are no identified noise-sensitive receptors along those roadway segments, off-site traffic noise impacts related to increases in traffic resulting from the implementation of the project under the 5-Year Cumulative conditions are identified as being ***less than significant.***

Impact 4: Increases in 10-Year Cumulative Traffic Noise Levels due to Project

Traffic data in the form of AM and PM peak hour movements for 10-Year Cumulative and 10-Year Cumulative Plus Project conditions in the project area roadway network were obtained from the project transportation impact analysis completed by Peters Engineering Group (October 3, 2019). Average daily traffic (ADT) volumes were conservatively estimated by applying a factor of 10 to AM peak hour conditions.

10-Year Cumulative versus 10-Year Cumulative Plus Project traffic noise levels on the local roadway network are shown in Table 14. The following section includes an assessment of predicted traffic noise levels relative to the FICON significance noise criteria identified in Table 1. The Table 14 data are provided in terms of L_{dn} at a standard distance of 50 feet from the centerlines of the roadways in the project vicinity. Appendix B contains the FWHA model inputs.

Table 14
Traffic Noise Modeling Results and Project-Related Traffic Noise Increases
10-Year Cumulative vs. 10-Year Cumulative Plus Project

Segment	Intersection	Direction	Traffic Noise Level at 50 feet, dB L_{dn}			Substantial Increase?
			10YC	10YC+P	Increase	
1	1 - Whitendale Ave / County Center	North	66.2	66.2	0.0	N
2		South	65.8	65.8	0.0	N
3		East	66.3	66.3	0.0	N
4		West	67.4	67.5	0.1	N
5	2 - Whitendale Ave / Mooney Blvd	North	68.4	68.7	0.3	N
6		South	69.0	69.4	0.4	N
7		East	66.3	66.4	0.1	N
8		West	66.0	66.1	0.1	N
9	3 - Sunnyside Ave / Mooney Blvd	North	68.9	69.3	0.4	N
10		South	68.5	68.8	0.3	N
11		East	53.7	53.8	0.1	N
12		West	57.7	57.8	0.1	N
13	4 - Orchard Ave / Mooney Blvd	North	68.3	68.7	0.4	N
14		South	68.1	68.6	0.5	N
15		East	55.5	55.7	0.2	N
16		West	47.6	48.8	1.2	N
17	5 - Caldwell Ave / Demaree St	North	69.6	69.6	0.0	N
18		South	69.3	69.4	0.1	N
19		East	69.2	69.4	0.2	N
20		West	69.7	69.9	0.2	N
21	6 - Caldwell Ave / Dans St	North	52.1	52.1	0.0	N
22		South	56.6	56.6	0.0	N
23		East	69.7	69.9	0.2	N

Table 14
Traffic Noise Modeling Results and Project-Related Traffic Noise Increases
10-Year Cumulative vs. 10-Year Cumulative Plus Project

Segment	Intersection	Direction	Traffic Noise Level at 50 feet, dB L_{dn}			Substantial Increase?
			10YC	10YC+P	Increase	
24		West	69.7	69.9	0.2	N
25	7 - Caldwell Ave / County Center Dr	North	65.0	65.3	0.3	N
26		South	64.5	64.8	0.3	N
27		East	67.1	67.3	0.2	N
28		West	69.2	69.4	0.2	N
29	8 - Caldwell Ave / Shady St	North	48.3	48.3	0.0	N
30		South	51.7	51.7	0.0	N
31		East	67.5	67.7	0.2	N
32		West	67.5	67.7	0.2	N
33	9 - Caldwell Ave / Mooney Blvd	North	68.6	69.0	0.4	N
34		South	68.6	69.3	0.7	N
35		East	67.3	67.6	0.3	N
36		West	67.6	67.9	0.3	N
37	10 - Caldwell Ave / Fairway St	North	57.8	58.0	0.2	N
38		South	56.9	56.9	0.0	N
39		East	67.1	67.3	0.2	N
40		West	66.6	66.9	0.3	N
41	11 - Caldwell Ave / Stonebrook St	North	53.6	53.9	0.3	N
42		South	47.7	47.7	0.0	N
43		East	69.5	69.7	0.2	N
44		West	67.1	67.3	0.2	N
45	12 - Cameron Ave / County Center Dr	North	64.9	65.2	0.3	N
46		South	62.8	63.3	0.5	N
47		East	62.6	62.6	0.0	N
48		West	ND	ND	--	--
49	13 - Cameron Ave / Mooney Blvd	North	68.4	69.1	0.7	N
50		South	69.3	70.3	1.0	N
51		East	65.7	65.9	0.2	N
52		West	63.7	63.9	0.2	N
53	14 - Cameron Ave / Stonebrook St	North	ND	ND	--	--
54		South	62.4	62.7	0.3	N
55		East	67.2	67.5	0.3	N
56		West	65.3	65.5	0.2	N
57	15 - Cameron Ave / West St	North	59.1	59.4	0.3	N
58		South	53.2	53.4	0.2	N
59		East	66.8	67.1	0.3	N
60		West	68.0	68.3	0.3	N
61	16 - Visalia Prkwy / Demaree St	North	70.3	70.4	0.1	N
62		South	70.1	70.2	0.1	N
63		East	67.7	68.0	0.3	N
64		West	67.4	67.5	0.1	N
65	17 - Visalia Prkwy / Dans St	North	59.0	59.1	0.1	N
66		South	43.6	44.2	0.6	N
67		East	65.9	66.3	0.4	N
68		West	67.9	68.1	0.2	N

Table 14
Traffic Noise Modeling Results and Project-Related Traffic Noise Increases
10-Year Cumulative vs. 10-Year Cumulative Plus Project

Segment	Intersection	Direction	Traffic Noise Level at 50 feet, dB L_{dn}			Substantial Increase?
			10YC	10YC+P	Increase	
69	18 - Visalia Prkwy / County Center Dr	North	62.8	63.4	0.6	N
70		South	ND	ND	--	--
71		East	65.7	66.3	0.6	N
72		West	66.3	66.6	0.3	N
73	19 - Visalia Prkwy / Outlet 1 Access	North	ND	ND	--	--
74		South	NA	42.3	--	--
75		East	65.6	66.3	0.7	N
76		West	65.6	66.3	0.7	N
77	20 - Visalia Prkwy / Main Site Access	North	51.2	54.8	3.6	N
78		South	NA	59.4	--	--
79		East	65.4	66.9	1.5	Y
80		West	65.6	66.3	0.7	N
81	21 - Visalia Prkwy / E Site Access	North	54.7	51.0	-3.7	N
82		South	NA	54.9	--	--
83		East	65.6	67.2	1.6	Y
84		West	65.4	66.9	1.5	Y
85	22 - Visalia Prkwy / Mooney Blvd	North	69.2	70.2	1.0	N
86		South	70.4	70.7	0.3	N
87		East	65.7	65.9	0.2	N
88		West	65.0	66.9	1.9	Y
89	23 - Visalia Prkwy / Stonebrook St	North	62.1	62.5	0.4	N
90		South	45.8	45.8	0.0	N
91		East	50.9	50.9	0.0	N
92		West	63.6	64.0	0.4	N
93	24 - N Site Access / Mooney Blvd	North	70.2	70.6	0.4	N
94		South	70.2	70.4	0.2	N
95		East	ND	ND	--	--
96		West	NA	55.6	--	--
97	25 - S Site Access / Mooney Blvd	North	70.2	70.4	0.2	N
98		South	70.2	70.8	0.6	N
99		East	ND	ND	--	--
100		West	NA	58.3	--	--
101	26 - Midvalley Ave / Mooney Blvd	North	70.3	70.9	0.6	N
102		South	70.1	70.7	0.6	N
103		East	49.9	49.9	0.0	N
104		West	54.6	55.2	0.6	N
105	27 - Ave 272 / Rd 108	North	72.8	72.8	0.0	N
106		South	72.6	72.6	0.0	N
107		East	64.6	64.8	0.2	N
108		West	63.4	63.5	0.1	N
109	28 - Ave 272 / Mooney Blvd	North	70.1	70.7	0.6	N
110		South	70.7	71.2	0.5	N
111		East	60.2	60.2	0.0	N
112		West	64.6	64.8	0.2	N
113	29 - Ave 268 / Mooney Blvd	North	70.4	70.9	0.5	N

Table 14
Traffic Noise Modeling Results and Project-Related Traffic Noise Increases
10-Year Cumulative vs. 10-Year Cumulative Plus Project

Segment	Intersection	Direction	Traffic Noise Level at 50 feet, dB L_{dn}			Substantial Increase?
			10YC	10YC+P	Increase	
114		South	70.3	70.8	0.5	N
115		East	58.5	58.5	0.0	N
116		West	60.9	60.9	0.0	N

Notes:
ND = Roadway segments for which no traffic data was provided.
NA = Roadway segments that previously did not exist (on project site).
Source: FHWA-RD-77-108 with inputs from Peters Engineering. Appendix B contains the FHWA model inputs.

The Table 14 data indicate that the proposed project's contribution to traffic noise level increases is predicted to exceed the FICON substantial increase criteria along four roadway segments evaluated in the 10-Year Cumulative conditions analysis. However, additional analysis of those roadway segments revealed that there are no noise-sensitive uses identified along those roadway segments. Because there are no identified noise-sensitive receptors along those roadway segments, off-site traffic noise impacts related to increases in traffic resulting from the implementation of the project under the 10-Year Cumulative conditions are identified as being ***less than significant.***

Impact 5: Increases in 20-Year Cumulative Traffic Noise Levels due to Project

Traffic data in the form of AM and PM peak hour movements for 20-Year Cumulative and 20-Year Cumulative Plus Project conditions in the project area roadway network were obtained from the project transportation impact analysis completed by Peters Engineering Group (October 3, 2019). Average daily traffic (ADT) volumes were conservatively estimated by applying a factor of 10 to AM peak hour conditions.

20-Year Cumulative versus 20-Year Cumulative Plus Project traffic noise levels on the local roadway network are shown in Table 15. The following section includes an assessment of predicted traffic noise levels relative to the FICON significance noise criteria identified in Table 1. The Table 15 data are provided in terms of L_{dn} at a standard distance of 50 feet from the centerlines of the roadways in the project vicinity. Appendix B contains the FWHA model inputs.

Table 15
Traffic Noise Modeling Results and Project-Related Traffic Noise Increases
20-Year Cumulative vs. 20-Year Cumulative Plus Project

Segment	Intersection	Direction	Traffic Noise Level at 50 feet, dB L_{dn}			Substantial Increase?
			20YC	20YC+P	Increase	
1	1 - Whitendale Ave / County Center	North	66.5	66.5	0.0	N
2		South	66.0	66.0	0.0	N
3		East	66.5	66.6	0.1	N
4		West	67.7	67.7	0.0	N

Table 15
Traffic Noise Modeling Results and Project-Related Traffic Noise Increases
20-Year Cumulative vs. 20-Year Cumulative Plus Project

Segment	Intersection	Direction	Traffic Noise Level at 50 feet, dB L_{dn}			Substantial Increase?
			20YC	20YC+P	Increase	
5	2 - Whitendale Ave / Mooney Blvd	North	68.5	68.8	0.3	N
6		South	69.1	69.5	0.4	N
7		East	66.5	66.6	0.1	N
8		West	66.3	66.3	0.0	N
9	3 - Sunnyside Ave / Mooney Blvd	North	69.0	69.3	0.3	N
10		South	68.6	68.9	0.3	N
11		East	53.7	53.8	0.1	N
12		West	57.7	57.8	0.1	N
13	4 - Orchard Ave / Mooney Blvd	North	68.3	68.7	0.4	N
14		South	68.2	68.6	0.4	N
15		East	55.5	55.7	0.2	N
16		West	47.6	48.8	1.2	N
17	5 - Caldwell Ave / Demaree St	North	69.7	69.7	0.0	N
18		South	69.4	69.5	0.1	N
19		East	69.2	69.4	0.2	N
20		West	69.8	70.0	0.2	N
21	6 - Caldwell Ave / Dans St	North	52.1	52.1	0.0	N
22		South	56.6	56.6	0.0	N
23		East	69.9	70.1	0.2	N
24		West	69.9	70.1	0.2	N
25	7 - Caldwell Ave / County Center Dr	North	65.3	65.6	0.3	N
26		South	64.7	65.0	0.3	N
27		East	67.1	67.4	0.3	N
28		West	69.3	69.4	0.1	N
29	8 - Caldwell Ave / Shady St	North	48.3	48.3	0.0	N
30		South	51.7	51.7	0.0	N
31		East	67.7	67.9	0.2	N
32		West	67.7	67.9	0.2	N
33	9 - Caldwell Ave / Mooney Blvd	North	68.7	69.1	0.4	N
34		South	68.7	69.4	0.7	N
35		East	67.5	67.7	0.2	N
36		West	67.7	68.0	0.3	N
37	10 - Caldwell Ave / Fairway St	North	57.9	58.0	0.1	N
38		South	56.9	56.9	0.0	N
39		East	67.1	67.3	0.2	N
40		West	66.7	66.9	0.2	N
41	11 - Caldwell Ave / Stonebrook St	North	55.3	55.5	0.2	N
42		South	58.9	58.9	0.0	N
43		East	70.8	70.9	0.1	N
44		West	67.8	67.9	0.1	N
45	12 - Cameron Ave / County Center Dr	North	65.1	65.4	0.3	N
46		South	63.1	63.6	0.5	N
47		East	62.6	62.6	0.0	N
48		West	ND	ND	--	--
49	13 - Cameron Ave / Mooney Blvd	North	68.6	69.3	0.7	N

Table 15
Traffic Noise Modeling Results and Project-Related Traffic Noise Increases
20-Year Cumulative vs. 20-Year Cumulative Plus Project

Segment	Intersection	Direction	Traffic Noise Level at 50 feet, dB L_{dn}			Substantial Increase?
			20YC	20YC+P	Increase	
50		South	69.5	70.4	0.9	N
51		East	65.8	66.0	0.2	N
52		West	63.9	64.1	0.2	N
53	14 - Cameron Ave / Stonebrook St	North	61.0	61.0	0.0	N
54		South	64.3	64.5	0.2	N
55		East	67.7	68.0	0.3	N
56		West	66.3	66.5	0.2	N
57	15 - Cameron Ave / West St	North	59.7	60.0	0.3	N
58		South	53.7	53.9	0.2	N
59		East	67.0	67.3	0.3	N
60		West	68.2	68.5	0.3	N
61	16 - Visalia Prkwy / Demaree St	North	70.4	70.5	0.1	N
62		South	70.2	70.3	0.1	N
63		East	67.8	68.1	0.3	N
64		West	67.5	67.6	0.1	N
65	17 - Visalia Prkwy / Dans St	North	59.0	59.1	0.1	N
66		South	43.6	44.2	0.6	N
67		East	66.0	66.3	0.3	N
68		West	67.9	68.2	0.3	N
69	18 - Visalia Prkwy / County Center Dr	North	63.1	63.6	0.5	N
70		South	ND	ND	--	--
71		East	65.9	66.5	0.6	N
72		West	66.4	66.7	0.3	N
73	19 - Visalia Prkwy / Outlet 1 Access	North	ND	ND	--	--
74		South	NA	42.3	--	--
75		East	65.7	66.4	0.7	N
76		West	65.7	66.3	0.6	N
77	20 - Visalia Prkwy / Main Site Access	North	51.2	52.8	1.6	N
78		South	NA	59.9	--	--
79		East	65.5	67.0	1.5	Y
80		West	65.7	66.3	0.6	N
81	21 - Visalia Prkwy / E Site Access	North	54.7	54.7	0.0	N
82		South	NA	54.9	--	--
83		East	65.6	67.2	1.6	Y
84		West	65.4	66.8	1.4	N
85	22 - Visalia Prkwy / Mooney Blvd	North	69.4	70.4	1.0	N
86		South	70.7	71.0	0.3	N
87		East	66.1	66.2	0.1	N
88		West	65.2	67.0	1.8	Y
89	23 - Visalia Prkwy / Stonebrook St	North	64.1	64.3	0.2	N
90		South	ND	ND	--	--
91		East	64.6	64.6	0.0	N
92		West	66.5	66.6	0.1	N
93	24 - N Site Access / Mooney Blvd	North	70.4	70.7	0.3	N
94		South	70.4	70.6	0.2	N

Table 15
Traffic Noise Modeling Results and Project-Related Traffic Noise Increases
20-Year Cumulative vs. 20-Year Cumulative Plus Project

Segment	Intersection	Direction	Traffic Noise Level at 50 feet, dB L_{dn}			Substantial Increase?
			20YC	20YC+P	Increase	
95		East	ND	ND	--	--
96		West	NA	55.6	--	--
97	25 - S Site Access / Mooney Blvd	North	70.4	70.6	0.2	N
98		South	70.4	70.9	0.5	N
99		East	ND	ND	--	--
100		West	NA	58.3	--	--
101	26 - Midvalley Ave / Mooney Blvd	North	70.4	71.0	0.6	N
102		South	70.3	70.8	0.5	N
103		East	49.9	49.9	0.0	N
104		West	54.6	55.2	0.6	N
105	27 - Ave 272 / Rd 108	North	72.9	72.9	0.0	N
106		South	72.7	72.7	0.0	N
107		East	64.9	65.0	0.1	N
108		West	63.8	63.9	0.1	N
109	28 - Ave 272 / Mooney Blvd	North	70.2	70.8	0.6	N
110		South	70.8	71.3	0.5	N
111		East	60.6	60.6	0.0	N
112		West	65.0	65.1	0.1	N
113	29 - Ave 268 / Mooney Blvd	North	70.5	71.0	0.5	N
114		South	70.4	70.9	0.5	N
115		East	58.6	58.6	0.0	N
116		West	61.1	61.1	0.0	N

Notes:
ND = Roadway segments for which no traffic data was provided.
NA = Roadway segments that previously did not exist (on project site).
Source: FHWA-RD-77-108 with inputs from Peters Engineering. Appendix B contains the FHWA model inputs.

The Table 15 data indicate that the proposed project's contribution to traffic noise level increases is predicted to exceed the FICON substantial increase criteria along three roadway segments evaluated in the 20-Year Cumulative conditions analysis. However, additional analysis of those roadway segments revealed that there are no noise-sensitive uses identified along those roadway segments. Because there are no identified noise-sensitive receptors along those roadway segments, off-site traffic noise impacts related to increases in traffic resulting from the implementation of the project under the 20-Year Cumulative conditions are identified as being ***less than significant.***

Noise Impacts Associated with Proposed On-Site Commercial Activities

The primary noise sources associated the proposed commercial components of the project have been identified as on-site delivery truck circulation, truck delivery activities (i.e., loading and unloading of product at loading docks and storefronts), rooftop mechanical equipment (HVAC), restaurant drive-through operations (i.e., vehicle passages and speaker noise), and parking lot

activities. An assessment of each project-related noise source follows. The locations of the on-site noise sources are shown on Figure 2.

Impact 6: On-Site Delivery Truck Circulation Noise at Existing Residences

Based on review of the project site plan, it is expected that delivery trucks will utilize an access road centrally located within the commercial development. This assumed delivery route would be accessed from two points – Visalia Parkway (Outlet Access 1) and S. Mooney Boulevard (South Site Access). The assumed primary delivery route is shown on Figure 2.

It is expected that heavy truck deliveries could only physically occur at the Major 1 building – which would occur at the rear or west side of the building. Based on this expectation, only medium duty trucks/vans or smaller could deliver product to the remaining buildings of the development (including Major 2 building with a loading dock). These assumptions are based on the proposed building capacities, orientation, and delivery access points indicated in the project site plan. Based on the project site plan, the nearest proposed buildings to existing residences to the south and west are buildings Major 1, Major 2, Shops A and Automotive.

It has been the experience of BAC in similar projects that commercial uses typically can have deliveries during both daytime and nighttime hours, with daily deliveries consisting of 1-2 heavy trucks and 4 medium duty trucks/vans. Based on the information above, it was conservatively assumed that 2 heavy trucks and 2 medium duty trucks/vans could deliver products to the Major 1 building during the same worst-case hour. It was further assumed that 2 medium duty trucks/vans could deliver products to the Major 2, Shops A and Automotive buildings during the same worst-case hour.

Truck deliveries are expected to be relatively brief and will occur at low speeds. To predict noise levels generated by truck deliveries, BAC utilized file data obtained from measurements conducted by BAC of heavy and medium duty truck passbys. According to BAC file data, single-event heavy truck passby noise levels are approximately 74 dB L_{max} and 83 dB SEL at a reference distance of 50 feet. BAC file data also indicate that single-event medium truck passby noise levels are approximately 66 dB L_{max} and 76 SEL at a reference distance of 50 feet.

Because the Visalia General Plan noise standards are provided in terms of both individual maximum noise levels and hourly average noise levels, it is necessary to identify the number of truck movements occurring during a typical busy hour of operations to assess compliance with the L_{eq}-based standards. In addition, because on-site truck circulation could occur throughout the course of an hour (i.e., in excess of 30 minutes), the applicable Visalia Municipal Code noise level descriptor for on-site truck circulation would be the median noise level metric (L_{50}).

Based on a conservative 2 heavy truck trips and 2 medium truck trips per hour, and SEL's of 83 and 76 dB SEL per passby, the hourly average noise level generated by building Major 1 delivery truck circulation computes to 51 dB L_{eq} at a reference distance of 50 feet from the passby route during the worst-case hour of deliveries (maximum noise level of 74 dB L_{max}). Based on a conservative 2 medium truck trips per hour, and an SEL 76 dB SEL per passby, the hourly average noise level generated by building Major 2, Shops A and Automotive delivery truck circulation computes to 43 dB L_{eq} at a reference distance of 50 feet from the passby route during

the worst-case hour of deliveries (maximum noise level of 66 dB L_{max}). Median (L_{50}) on-site truck circulation noise levels would be approximately 5 dB less than hourly average noise levels (L_{eq}).

Assuming standard spherical spreading loss (-6 dB per doubling of distance), on-site delivery truck circulation noise exposure at the nearest existing residential uses to the south and west was calculated, and the results of those calculations are presented in Table 16.

Table 16
Predicted On-Site Truck Circulation Noise Levels at Nearest Existing Residential Uses

Nearest Residential Use	Nearest Building	Distance from Truck Lane (feet)[1]	Predicted Noise Levels (dB)		
			L_{eq}	L_{50}	L_{max}
South	Major 1	340	35	30	57
	Major 2	150	34	29	56
	Automotive	150	34	29	56
West	Major 1	500	31	26	54
	Shops A	475	24	<20	46

[1] Distances measured from center of nearest truck circulation lane to nearest residential property lines south and west.

Source: Bollard Acoustical Consultants, Inc. (2020)

As indicated in Table 16, on-site truck circulation noise levels are predicted to satisfy the Visalia General Plan hourly average (L_{eq}) and maximum (L_{max}) daytime and nighttime noise level standards at the nearest existing residential uses to the south and west. The Table 16 data also indicates that on-site truck circulation noise levels are predicted to satisfy the Visalia Municipal Code adjusted daytime/evening and nighttime median (L_{50}) exterior noise level limits at those nearest existing residential uses.

Standard residential construction (stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), results in an exterior to interior noise reduction of at least 25 dB with windows closed and approximately 15 dB with windows open. Based on this information, on-site truck circulation noise levels are expected to satisfy the strictest Visalia Municipal Code interior noise level criteria within the nearest existing residences.

The predicted average hourly, maximum, and median noise levels shown in Table 16 are below measured ambient daytime and nighttime noise levels measured at the nearest existing residential uses (Table 7).

Because on-site delivery truck circulation noise levels are predicted to satisfy the applicable Visalia General Plan and Municipal Code noise level limits, and because on-site delivery truck circulation noise levels are not predicted to significantly increase ambient noise levels at existing residential uses, this impact is identified as being ***less than significant***.

Impact 7: On-Site Truck Delivery Operations Noise at Existing Residences

The site plans indicate that the project proposes loading docks to accommodate store deliveries at buildings Major 1 and 2. The proposed loading docks are shown on Figure 2. In addition to

the deliveries that would occur at Major 1 and 2 loading docks, it is expected that deliveries would also occur at the front of the proposed stores (using medium trucks). The primary noise sources associated with loading area activities are trucks stopping (air brakes), trucks backing into position (back-up alarms), and pulling away from the loading/unloading area (revving engines).

The Visalia General Plan noise standards are provided in terms of both hourly average (L_{eq}) and individual maximum (L_{max}) noise levels. Because truck deliveries could occur throughout the course of an hour (i.e., in excess of 30 minutes), the applicable Visalia Municipal Code noise level descriptor for on-site truck delivery activities would be the median noise level metric (L_{50}).

To quantify the noise generated by truck delivery operations, BAC utilized noise level data obtained from BAC field measurements of a commercial warehouse facility. According to BAC measurement data, truck loading dock average and maximum noise levels are approximately 63 dB L_{eq} and 75 dB L_{max} at a reference distance of 50 feet. Median (L_{50}) on-site truck delivery activity noise levels would be approximately 5 dB less than hourly average noise levels (L_{eq}). Assuming standard spherical spreading loss (-6 dB per doubling of distance), on-site truck delivery operations noise exposure at the nearest existing residential uses to the south and west was calculated, and the results of those calculations are presented in Table 17.

Table 17
Predicted On-Site Truck Delivery Operations Noise Levels at Nearest Existing Residential Uses

Nearest Residential Use	Nearest Building	Distance from Delivery Area (feet)[1]	Predicted Noise Levels (dB)		
			L_{eq}	L_{50}	L_{max}
South	Major 1	420	45	40	57
	Major 2	150	53	48	65
	Automotive	150	53	48	65
West	Major 1	500	43	38	55
	Shops A	550	42	37	54

[1] Distances measured from nearest delivery area (loading dock or front of store) to property line of nearest residential uses.

Source: Bollard Acoustical Consultants, Inc. (2020)

The Table 17 data indicate that on-site truck delivery operations noise levels are predicted to satisfy the Visalia Municipal Code adjusted daytime/evening and nighttime median (L_{50}) exterior noise level limits at the nearest existing residential uses to the south and west. However, on-site truck delivery operations noise levels associated with the Major 2 and Automotive buildings are predicted to exceed the Visalia General Plan daytime and nighttime hourly average (L_{eq}) daytime and nighttime noise level standards at the nearest existing residential uses to the south.

Based on the noise level reduction achieved with standard residential construction (minimum 25 dB with windows closed, approximately 15 dB with windows open), on-site truck delivery activity noise levels are expected to satisfy the strictest Visalia Municipal Code interior noise level criteria within the nearest existing residences.

The predicted average hourly, maximum, and median noise levels shown in Table 17 are below measured ambient daytime and nighttime noise levels measured at the nearest existing residential uses (Table 7).

Because on-site truck delivery operations noise levels associated with the Major 2 and Automotive buildings are predicted to exceed the Visalia General Plan daytime and nighttime hourly average (L_{eq}) daytime and nighttime noise level standards at the nearest existing residential uses to the south, this impact is considered to be ***potentially significant.***

Mitigation Impact 7:

In order to satisfy applicable Visalia General Plan daytime and nighttime hourly average (L_{eq}) exterior noise level limits at the nearest existing residential uses, the following noise mitigation measure should be implemented:

MM 7: The construction of a solid noise barrier measuring 7-feet in height along the project property boundary, as indicated in Figure 2. The construction of a 7-foot solid noise barrier at the location indicated in Figure 2 will result in the satisfaction of the applicable General Plan daytime and nighttime noise level limits at the nearest existing residential uses to the south of the project.

Table 18 shows the predicted on-site truck delivery operations hourly average (L_{eq}) noise levels after construction of a 7-foot tall noise barrier as discussed above.

Table 18
Predicted Truck Delivery Activity Noise Levels – Mitigated with 7-Foot Tall Wall

Nearest Residential Use	Predicted Noise Levels, L_{eq} (dB)[1]	General Plan Noise Standards, L_{eq} (dB)	
		Daytime	Nighttime
South	45	50	45

[1] Predicted noise levels include the screening provided by a 7-foot tall noise barrier along the property line, as indicated in Figure 2.

Source: Bollard Acoustical Consultants, Inc. (2020)

Significance after Mitigation: ***Less than Significant***

Impact 8: Commercial HVAC Equipment Noise at Existing Residences

It is assumed that the HVAC systems for maintaining comfortable temperatures within the future commercial buildings of the development will consist of packaged rooftop air conditioning systems. Such HVAC units, which typically stand about 4-5 feet tall, would be shielded from view of nearby existing residences by the building parapets on top of the proposed commercial buildings. Such rooftop HVAC units frequently generate a noise level of approximately 45 dB L_{eq} at a reference distance of 100 feet from the building facade, including shielding by a building parapet.

Based on the project site plans, the Major 2 building is proposed to be located closest to existing residences. Based on the above-mentioned HVAC reference noise level, and after consideration

of the shielding that would be provided by the building parapet, rooftop HVAC equipment noise levels from the Major 2 building are expected to satisfy the Visalia General Plan daytime hourly average (L_{eq}) and Municipal Code daytime median (L_{50}) exterior noise level limits at the nearest existing residential uses. However, it is possible that noise level exposure associated with the Major 2 building could exceed the applicable Visalia General Plan and Municipal Code exterior nighttime noise level standards at the nearest existing residential uses.

Based on the previously discussed noise level reduction achieved with standard residential construction (minimum 25 dB with windows closed, approximately 15 dB with windows open), HVAC equipment noise levels are expected to satisfy the strictest Visalia Municipal Code interior noise level criteria within the nearest existing residential uses.

Based on the above information, it is expected that average hourly, maximum, and median noise levels associated with HVAC equipment will be within the range of measured ambient daytime noise levels measured at the nearest existing residential uses (Table 7). However, it is possible that HVAC equipment noise levels could be above measured ambient nighttime noise levels at the nearest existing residential uses.

Because it is possible that noise level exposure associated with the Major 2 building mechanical equipment could exceed the applicable Visalia General Plan and Municipal Code exterior nighttime noise level standards at the nearest existing residential uses, and because it is possible that this equipment could be above ambient nighttime noise levels at those residential uses, this impact is considered to be ***potentially significant.***

Mitigation Impact 8:

In order to satisfy the applicable Visalia General Plan and Visalia Municipal Code nighttime exterior noise level limits at existing residential uses, the following noise mitigation measures should be implemented:

MM 8: A site specific noise impact study that addresses proposed commercial HVAC equipment noise levels should be completed by a qualified noise consultant once specific proposals for such plans are filed. The noise impact study should include an analysis of HVAC equipment noise exposure at the nearest existing residential uses. The analysis should include associated mitigation measures (as appropriate) to reduce commercial HVAC equipment noise levels to a state of compliance with applicable Visalia General Plan and Municipal Code noise level limits at nearby existing residential uses.

Specific mitigation measures could include but are not limited to the following:

- Ensure that noise exposure associated with the selected mechanical equipment satisfies the applicable General Plan and Municipal Code noise level limits at existing residential uses.

- Locate mechanical equipment on the rooftop of commercial buildings away from existing residences (to the extent feasible) and screen the equipment behind building parapets.

- The 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.

Significance after Mitigation: *Less than Significant*

Impact 9: Restaurant Drive-Through Operations Noise at Existing Residences

The project proposes the construction of two restaurants that would include drive-through lanes. The primary noise sources associated with drive-through operations are vehicle passages and outdoor speakers. The locations of the restaurant buildings are shown on Figure 2, identified as Drive-Through 1 and 2.

To quantify the noise exposure of restaurant vehicle passages from the proposed drive-through lanes at the nearest existing residences, BAC utilized noise measurement data collected for similar drive-through operations. According to BAC file data, drive-through speaker and vehicle idling noise levels are approximately 50 dB L_{eq} and 55 dB L_{max} at a reference distance of 50 feet.

The Visalia General Plan noise standards are provided in terms of both hourly average (L_{eq}) and individual maximum (L_{max}) noise levels. Because drive-through operations could occur throughout the course of an hour (i.e., in excess of 30 minutes), the applicable Visalia Municipal Code noise level descriptor for drive-through operations would be the median noise level metric (L_{50}).

The drive-through restaurant proposed nearest to existing residences is Drive-Through 2. Based on the project site plan, the drive-through lane associated with the Drive-Through 2 restaurant is located approximately 260 feet from the property line of the nearest existing residential use to the south. At this distance, hourly average and maximum noise levels associated with continuous drive-through lane usage is calculated to be 36 dB L_{eq} and 41 dB L_{max}. The median (L_{50}) drive-through noise level would be approximately 5 dB less than hourly average noise level (31 dB L_{50}).

The predicted drive-through operations noise levels of 36 dB L_{eq} and 41 dB L_{max} would satisfy the Visalia General Plan hourly average (L_{eq}) and maximum (L_{max}) daytime and nighttime noise level standards at the property line of the nearest existing residential use to the south. The predicted drive-through operations noise exposure at that residential use would also satisfy the Visalia Municipal Code adjusted daytime/evening and nighttime median (L_{50}) exterior noise level limits.

Based on the previously discussed noise level reduction achieved with standard residential construction (minimum 25 dB with windows closed, approximately 15 dB with windows open), drive-through operations noise levels are expected to satisfy the strictest Visalia Municipal Code interior noise level criteria within the nearest existing residences.

The predicted average hourly, maximum, and median drive-through operations noise levels are below measured ambient daytime and nighttime noise levels measured at the nearest existing residential uses (Table 7).

Because project drive-through operations noise levels are predicted to satisfy the applicable Visalia General Plan and Municipal Code noise level limits, and because drive-through operations noise levels are not predicted to significantly increase ambient noise levels at existing residential uses, this impact is identified as being ***less than significant***.

Impact 10: Parking Lot Activity Noise at Existing Residences

As a means of determining the noise levels due to parking lot activities at the project site, BAC utilized noise level data collected at various parking lots in the Sacramento region over the years. That data indicates that a typical Sound Exposure Level (SEL) due to automobile arrivals/departures, including car doors slamming and people conversing is approximately 70 dB, at a distance of 50 feet. The maximum noise level associated with parking lot activity typically did not exceed 65 dB L_{max} at the same reference distance.

The parking area proposed nearest to existing residences is located at the southern end of the project site adjacent to the Major 2 building. According to the project site plans, this parking area will accommodate approximately 130 parking spaces. It was assumed for the purposes of this analysis that all of the parking stalls could fill or empty during any given peak hour (worst-case). However, it is likely that parking area activity would be more spread out. Parking area noise exposure was determined using the following equation:

$$Peak\ Hour\ L_{eq} = 70+10*log\ (N) - 35.6$$

Where 70 is the mean Sound Exposure Level (SEL) for an automobile parking lot arrival or departure, N is the number of parking lot operations in a given hour, and 35.6 is 10 times the logarithm of the number of seconds in an hour.

The Visalia General Plan noise standards are provided in terms of both hourly average (L_{eq}) and individual maximum (L_{max}) noise levels. Because on-site traffic circulation (and parking) would occur throughout the course of an hour (i.e., in excess of 30 minutes), the applicable Visalia Municipal Code noise level descriptor for parking lot activity noise would be the median noise level metric (L_{50}).

The effective noise center of the parking area at the southern end of the project site is located approximately 180 feet from property line of the nearest existing residential use to the south. At that distance, the computed hourly L_{eq} using the formula provided above would be 44 dB L_{eq}. The median (L_{50}) parking lot noise level would be approximately 5 dB less than hourly average noise level (39 dB L_{50}). The parking area maximum noise level is calculated to be 54 dB L_{max} at this same distance. It should be noted that predicted parking area noise exposure at the nearest existing residential use would be further reduced after construction of a 6-foot tall solid noise barrier along the property line, as recommended in Mitigation Measure 7.

The predicted parking area noise levels of 44 dB L_{eq} and 54 dB L_{max} would satisfy the Visalia General Plan hourly average (L_{eq}) and maximum (L_{max}) daytime and nighttime noise level standards at the property line of the nearest existing residential use to the south. The predicted parking area noise exposure at that residential use would also satisfy the Visalia Municipal Code adjusted daytime/evening and nighttime median (L_{50}) exterior noise level limits.

Based on the previously discussed noise level reduction achieved with standard residential construction (minimum 25 dB with windows closed, approximately 15 dB with windows open), parking area noise levels are expected to satisfy the strictest Visalia Municipal Code interior noise level criteria within the nearest existing residences.

The predicted average hourly, maximum, and median parking area noise levels are below measured ambient daytime and nighttime noise levels measured at the nearest existing residential uses (Table 7).

Because project parking area noise levels are predicted to satisfy the applicable Visalia General Plan and Municipal Code noise level limits, and because parking area noise levels are not predicted to significantly increase ambient noise levels at existing residential uses, this impact is identified as being ***less than significant.***

Impact 11: Project Construction Noise at Existing Residences

During project construction, heavy equipment would be used for grading excavation, paving, and building construction, which would increase ambient noise levels when in use. Noise levels would vary depending on the type of equipment used, how it is operated, and how well it is maintained. Noise exposure at any single point outside the project work area would also vary depending upon the proximity of equipment activities to that point. The nearest existing noise-sensitive uses (residences) to the project site are located approximately 25 feet away.

Table 19 includes the range of maximum noise levels for equipment commonly used in general construction projects at full-power operation at a distance of 50 feet. Not all these construction activities would be required of this project. The Table 19 data also include predicted maximum equipment noise levels at the nearest identified noise-sensitive (residential) uses located approximately 25 feet away, which assume a standard spherical spreading loss of 6 dB per doubling of distance.

Table 19
Typical Construction Equipment Noise

Equipment Description	Maximum Noise Level at 50 Feet, dBA	Predicted Maximum Noise Level at 25 feet, dBA
Air Compressor	80	86
Backhoe	80	86
Ballast Equalizer	82	88
Ballast Tamper	83	89
Compactor	82	88
Concrete Mixer	85	91
Concrete Pump	82	88
Concrete Vibrator	76	82
Crane, Mobile	83	89
Dozer	85	91
Generator	82	88
Grader	85	91
Impact Wrench	85	91
Jack Hammer	88	94
Loader	80	86
Paver	85	91
Pneumatic Tool	85	91
Pump	77	83
Rail Saw	90	96
Saw	76	82
Scarifier	83	89
Scraper	85	91
Shovel	82	88
Spike Driver	77	83
Tie Cutter	84	90
Tie Handler	80	86
Tie Inserter	85	91
Truck	84	90

Source: FTA Transit Noise and Vibration Impact Assessment Manual, Table 7-1.

Based on the equipment noise levels in Table 19, worst-case on-site project construction equipment noise levels at the nearest residential uses located 25 feet away 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 shown in Table 7. Further, it is possible that those noise levels could exceed the applicable Visalia General Plan and Municipal Code noise level limits. As a result, noise impacts associated with construction activities are identified as being ***potentially significant***.

Mitigation for Impact 11: Construction Noise Control Measures

MM-11: To the maximum extent practical, the following measures should be incorporated into the project construction operations:

- Pursuant to Visalia Municipal Code Section 8.36.050, the operation of construction equipment including jackhammers, portable generators, pneumatic equipment,

trenchers, or other such equipment shall not be operated on the project site 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.

- All noise-producing project equipment and vehicles using internal-combustion engines shall be equipped with manufacturers-recommended mufflers and be maintained in good working condition.
- All mobile or fixed noise-producing equipment used on the project site that are regulated for noise output by a federal, state, or local agency shall comply with such regulations while in the course of project activity.
- Electrically powered equipment shall be used instead of pneumatic or internal-combustion-powered equipment, where feasible.
- Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors.
- Project area and site access road speed limits shall be established and enforced during the construction period.
- Nearby residences shall be notified of construction schedules so that arrangements can be made, if desired, to limit their exposure to short-term increases in ambient noise levels.

Significance of Impact 11 following Mitigation: *Less than Significant*

Vibration Impacts Associated with Project Construction

Impact 12: Project Construction Vibration Levels

During project construction, heavy equipment would be used for grading, excavation, paving, and building construction, which would generate localized vibration in the immediate vicinity of the construction. The nearest existing residential structures are located approximately 25 feet from construction activities which would occur within the project site.

Table 20 includes the range of vibration levels for equipment commonly used in general construction projects at a distance of 50 feet. The Table 20 data also include predicted equipment vibration levels at the nearest identified residences to the project site located approximately 25 feet away.

Table 20
Vibration Source Levels for Construction Equipment

Equipment	Maximum PPV (inches/second)[1]	
	Maximum PPV at 50 Feet[2]	Predicted PPV at 25 Feet
Hoe ram	0.032	0.089
Large bulldozer	0.032	0.089
Caisson drilling	0.032	0.089
Loaded trucks	0.027	0.076
Jackhammer	0.012	0.035
Small bulldozer	0.001	0.003

[1] PPV = Peak Particle Velocity
[2] Reference vibration level obtained from the FTA Transit Noise and Vibration Impact Assessment Manual (2018).

As indicated in Table 20, vibration levels generated from on-site construction activities at the nearest existing residences are predicted to be well below the strictest Caltrans thresholds for damage to residential structures of 0.30 in/sec PPV shown in Table 2. Further, the predicted vibration levels are well below the Caltrans thresholds for annoyance presented in Table 3. Therefore, on-site construction within the project area would not result in excessive groundborne vibration levels at nearby existing off-site sensitive receptors.

As indicated in Table 10, the measured average vibration levels at the project site were well below the strictest Caltrans thresholds for damage to structures and thresholds for annoyance. Therefore, the project would not result in the exposure of persons to excessive groundborne vibration levels at the project site.

It is our understanding that the development is not proposing equipment that would generate significant vibration levels. Therefore, it is not expected that the proposed uses of the development will experience excessive groundborne vibration.

Because vibration levels due to and upon the proposed project will satisfy the applicable Caltrans groundborne impact vibration criteria, this impact is considered to be ***less than significant.***

Noise Impacts Upon Future Outlot 1

The following impact discussions include assessments of project-generated commercial noise exposure at the adjacent currently undeveloped Outlot 1 parcel. It is our understanding that the Outlot 1 parcel will contain a future senior housing development.

Impact 13: On-Site Delivery Truck Circulation Noise Levels at Outlot 1

As shown on Figure 2, a portion of the on-site delivery truck route is located adjacent to the northeastern boundary of Outlot 1. Based on the proximity of the proposed truck lane to Outlot 1, it is possible that noise levels from delivery truck passbys could impact future noise-sensitive uses proposed within Outlot 1.

An analysis of predicted on-site delivery truck circulation noise exposure at existing residences was presented in **Impact 6.** Based on conservative estimates of future delivery truck volumes,

results from that analysis indicate that project on-site delivery truck circulation noise levels associated with the Major 1 building (adjacent to Outlot 1) compute to approximately 51 dB L_{eq} and 74 dB L_{max} at a distance of 50 feet from the truck delivery lane.

The property boundary of Outlot 1 is located approximately 15 feet from the center of the proposed on-site delivery truck lane. At this distance, on-site delivery truck noise exposure is calculated to be 62 dB L_{eq} and 84 dB L_{max}. The median (L_{50}) on-site truck circulation noise level would be approximately 5 dB less than the hourly L_{eq} noise level (57 dB L_{50}).

The predicted on-site delivery truck circulation noise levels of 62 dB L_{eq} and 84 dB L_{max} would exceed the Visalia General Plan hourly average (L_{eq}) and maximum (L_{max}) daytime and nighttime noise level standards at the property boundary of Outlot 1. The predicted truck circulation noise exposure would also exceed the Visalia Municipal Code (unadjusted) daytime/evening and nighttime median exterior noise level limits at the property boundary of Outlot 1. Lastly, depending on the location of the future residential structures within Outlot 1, it is possible that on-site delivery truck circulation noise levels could exceed the Visalia Municipal Code interior noise level criteria applicable to residential uses. As a result, this impact is considered to be ***potentially significant.***

Mitigation Impact 13:

In order to satisfy the applicable Visalia General Plan and Visalia Municipal Code exterior and interior noise level limits at future noise-sensitive uses within Outlot 1, the following noise mitigation measure should be implemented:

MM 13: A site specific noise impact study that addresses adjacent commercial delivery truck circulation noise levels should be completed by a qualified noise consultant once specific proposals for such plans are filed. Specifically, the noise impact study should include an analysis of exterior and interior commercial delivery truck circulation noise exposure at Outlot 1. The analysis should include associated mitigation measures (as appropriate) to reduce commercial delivery truck circulation noise levels to a state of compliance with applicable Visalia General Plan and Municipal Code noise level limits at the noise-sensitive uses of Outlot 1.

Specific mitigation measures could include but are not limited to the following:

- The construction of a solid noise barrier along the boundary of the project property and Outlot 1.
- The restriction of truck deliveries to daytime hours only.

Significance of Impact 13 following Mitigation: *Less than Significant*

Impact 14: On-Site Truck Delivery Operations Noise Levels at Outlot 1

As shown on Figure 2, the nearest delivery truck loading/unloading areas to Outlot 1 are the proposed loading docks of buildings Major 1 and 2. Based on the proximity of the loading docks

to Outlot 1, it is possible that loading dock noise levels could impact future noise-sensitive uses proposed within Outlot 1.

An analysis of predicted on-site delivery truck operations noise exposure at existing residences was presented in **Impact 7**. Based on BAC reference noise level data presented in that analysis, truck delivery operations average and maximum noise levels are approximately 63 dB L_{eq} and 75 dB L_{max} at a reference distance of 50 feet from the truck loading docks. The median (L_{50}) loading dock noise level would be approximately 5 dB less than the hourly L_{eq} noise level (58 dB L_{50}). The property boundary of Outlot 1 is located approximately 50 and 75 feet from the center of the loading dock areas proposed at buildings Major 1 and 2, respectively.

Based on the information above, noise levels associated with loading dock operations at buildings Major 1 and 2 would exceed the Visalia General Plan hourly average (L_{eq}) and maximum (L_{max}) daytime and nighttime noise level standards at the property boundary of Outlot 1. Noise levels from loading dock operations would also exceed the Visalia Municipal Code (unadjusted) daytime/evening and nighttime median exterior noise level limits at the property boundary of Outlot 1. Lastly, depending on the location of the future residential structures within Outlot 1, it is possible that noise from delivery truck activities could exceed the Visalia Municipal Code interior noise level criteria applicable to residential uses. As a result, this impact is considered to be ***potentially significant.***

Mitigation Impact 14:

In order to satisfy the applicable Visalia General Plan and Visalia Municipal Code exterior and interior noise level limits at future noise-sensitive uses within Outlot 1, the following noise mitigation measure should be implemented:

MM 14: A site specific noise impact study that addresses noise levels associated with adjacent commercial loading dock operations should be completed by a qualified noise consultant once specific proposals for such plans are filed. Specifically, the noise impact study should include an analysis of exterior and interior commercial loading dock operations noise exposure at Outlot 1. The analysis should include associated mitigation measures (as appropriate) to reduce commercial loading dock operations noise levels to a state of compliance with applicable Visalia General Plan and Municipal Code noise level limits at the noise-sensitive uses of Outlot 1.

Specific mitigation measures could include but are not limited to the following:

- The construction of a solid noise barrier along the boundary of the project property and Outlot 1.
- The restriction of truck deliveries to daytime hours only.
- The implementation of window construction upgrades.

Significance of Impact 14 following Mitigation: *Less than Significant*

Impact 15: Commercial HVAC Equipment Noise Levels at Outlot 1

An analysis of predicted commercial HVAC equipment noise exposure at existing residences was presented in **Impact 8**. Based on that analysis, it was assumed that the HVAC systems for the future commercial buildings of the development would consist of packaged rooftop air conditioning systems. Such HVAC units frequently generate a noise level of approximately 45 dB L_{eq} at a reference distance of 100 feet from the building facade, including shielding by a building parapet.

Based on the project site plans, the Major 2 building is proposed to be located closest to Outlot 1. Based on the above-mentioned HVAC reference noise level, and after consideration of the shielding that would be provided by the building parapet, rooftop HVAC equipment noise exposure from the Major 2 building are expected to satisfy the Visalia General Plan daytime hourly average (L_{eq}) and Municipal Code daytime median (L_{50}) exterior noise level limits at the property boundary of Outlot 1. In addition, based on the previously discussed noise level reduction achieved with standard residential construction (minimum 25 dB with windows closed, approximately 15 dB with windows open), rooftop HVAC equipment noise levels are expected to satisfy the strictest Visalia Municipal Code interior noise level criteria within the nearest existing residences. However, it is possible that noise level exposure associated with the Major 2 building could exceed the applicable Visalia General Plan and Municipal Code exterior nighttime noise level standards at the noise-sensitive uses of Outlot 1. As a result, this impact is considered to be ***potentially significant.***

Mitigation Impact 15:

In order to satisfy the applicable Visalia General Plan and Visalia Municipal Code nighttime exterior noise level limits at future noise-sensitive uses within Outlot 1, the following noise mitigation measure should be implemented:

MM 15: A site specific noise impact study that addresses proposed commercial HVAC equipment noise levels should be completed by a qualified noise consultant once specific proposals for such plans are filed. Specifically, the noise impact study should include an analysis of HVAC equipment noise exposure at the future noise-sensitive uses of Outlot 1. The analysis should include associated mitigation measures (as appropriate) to reduce commercial HVAC equipment noise levels to a state of compliance with applicable Visalia General Plan and Municipal Code noise level limits at the noise-sensitive uses of Outlot 1.

Specific mitigation measures could include but are not limited to the following:

- Ensure that noise exposure associated with the selected mechanical equipment satisfies the applicable General Plan and Municipal Code noise level limits at the noise-sensitive uses of Outlot 1.

- Locate mechanical equipment on the rooftop of commercial buildings away from noise-sensitive uses (to the extent feasible), and screen the equipment behind building parapets.

- The 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 noise-sensitive uses of Outlot 1.

Significance after Mitigation: ***Less than Significant***

Impact 16: Restaurant Drive-Through Operations Noise at Outlot 1

An analysis of predicted restaurant drive-through operations noise exposure at existing residences was presented in **Impact 9**. According to BAC file data referenced in that analysis, drive-through speaker and vehicle idling noise levels are approximately 50 dB L_{eq} and 55 dB L_{max} at a reference distance of 50 feet. The median (L_{50}) drive-through operations noise level would be approximately 5 dB less than the hourly L_{eq} noise level (45 dB L_{50}).

The property boundary of Outlot 1 is located approximately 400 feet from the nearest restaurant drive-through lane (Drive-Through 2). At that distance, drive-through noise exposure is calculated to be 32 dB L_{eq} and 37 dB L_{max}. The median (L_{50}) drive-through noise level would be approximately 5 dB less than the hourly L_{eq} noise level (27 dB L_{50}).

The predicted drive-through operations noise levels of 32 dB L_{eq} and 37 dB L_{max} would satisfy the Visalia General Plan hourly average (L_{eq}) and maximum (L_{max}) daytime and nighttime noise level standards at the property line of Outlot 1. The predicted drive-through operations noise level of 27 dB L_{50} would also satisfy the Visalia Municipal Code (unadjusted) daytime and nighttime median exterior noise level limits. Lastly, standard residential construction (stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), results in an exterior to interior noise reduction of at least 25 dB with windows closed and approximately 15 dB with windows open. Based on this information, restaurant drive-through operations noise exposure is expected to satisfy the strictest Visalia Municipal Code interior noise level criteria within the noise-sensitive uses of Outlot 1. As a result, this impact is considered to be ***less than significant.***

Impact 17: Parking Lot Activity Noise Levels at Outlot 1

The parking area proposed nearest to Outlot 1 is located in between buildings Major 1, Major 2 and Drive-Through 1. Based on the project site plan, it was conservatively estimated that worst-case parking area noise exposure at Outlot 1 would be associated with parking movements from approximately 200 nearby stalls. The effective noise center of this parking area is located approximately 300 feet from property line of Outlot 1.

Using the same parking area reference noise levels and associated methodology presented in **Impact 10**, and assuming that 200 of the closest parking stalls to Outlot 1 could fill or empty during any given peak hour (worst-case), the hourly L_{eq} is computed to be 42 dB L_{eq} at a distance of 300 feet. The median (L_{50}) parking lot noise level would be approximately 5 dB less than the hourly average noise level (37 dB L_{50}). The parking area maximum noise level is calculated to be 49 dB L_{max} at this same distance.

The predicted parking area noise levels of 42 dB L_{eq} and 49 dB L_{max} would satisfy the Visalia General Plan hourly average (L_{eq}) and maximum (L_{max}) daytime and nighttime noise level standards at the property line of Outlot 1. The predicted parking area noise levels would also satisfy the Visalia Municipal Code (unadjusted) daytime/evening and nighttime median exterior noise level limits. Lastly, standard residential construction (stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), results in an exterior to interior noise reduction of at least 25 dB with windows closed and approximately 15 dB with windows open. Based on this information, parking area noise exposure is expected to satisfy the strictest Visalia Municipal Code interior noise level criteria within the noise-sensitive uses of Outlot 1. As a result, this impact is considered to be ***less than significant***.

This concludes BAC's noise and vibration assessment of the Visalia Parkway & S. Mooney Boulevard Retail Development project in Visalia, California. Please contact BAC at (916) 663-0500 or dariog@bacnoise.com if you have any comments or questions regarding this report.

Appendix A

Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.
Ldn	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
Leq	Equivalent or energy-averaged sound level.
Lmax	The highest root-mean-square (RMS) sound level measured over a given period of time.
Loudness	A subjective term for the sensation of the magnitude of sound.
Masking	The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.
Noise	Unwanted sound.
Peak Noise	The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the Maximum level, which is the highest RMS level.
RT_{60}	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
Sabin	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 sabin.
SEL	A rating, in decibels, of a discrete event, such as an aircraft flyover or train passby, that compresses the total sound energy of the event into a 1-s time period.
Threshold of Hearing	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
Threshold of Pain	Approximately 120 dB above the threshold of hearing.

Appendix B-1
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 01 Existing
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment	Intersection	Direction	ADT	Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
1	County Center / Whitendale	North	7,770	80	20	2	1	40	50
2		South	7,170	80	20	2	1	40	50
3		East	7,840	80	20	2	1	40	50
4		West	10,460	80	20	2	1	40	50
5	Mooney / Whitendale	North	12,060	80	20	2	1	40	50
6		South	13,950	80	20	2	1	40	50
7		East	7,870	80	20	2	1	40	50
8		West	7,400	80	20	2	1	40	50
9	Mooney / Sunnyside	North	14,500	80	20	2	1	40	50
10		South	12,960	80	20	2	1	40	50
11		East	1,210	80	20	2	1	25	50
12		West	1,450	80	20	2	1	25	50
13	Mooney / Orchard	North	12,390	80	20	2	1	40	50
14		South	12,030	80	20	2	1	40	50
15		East	1,250	80	20	2	1	30	50
16		West	190	80	20	2	1	30	50
17	Demaree / Caldwell	North	12,760	80	20	2	1	45	50
18		South	11,580	80	20	2	1	45	50
19		East	12,540	80	20	2	1	45	50
20		West	13,940	80	20	2	1	45	50
21	Dans / Caldwell	North	860	80	20	2	1	25	50
22		South	2,410	80	20	2	1	25	50
23		East	12,960	80	20	2	1	45	50
24		West	12,870	80	20	2	1	45	50
25	County Center / Caldwell	North	5,640	80	20	2	1	40	50
26		South	5,100	80	20	2	1	40	50
27		East	10,030	80	20	2	1	40	50
28		West	12,430	80	20	2	1	45	50
29	Shady / Caldwell	North	350	80	20	2	1	25	50
30		South	770	80	20	2	1	25	50
31		East	10,190	80	20	2	1	40	50
32		West	10,170	80	20	2	1	40	50
33	Mooney / Caldwell	North	12,240	80	20	2	1	40	50
34		South	12,460	80	20	2	1	40	50

Appendix B-1
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 01 Existing
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment		Direction		Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
35		East	10,210	80	20	2	1	40	50
36		West	10,970	80	20	2	1	40	50
37	Fairway / Caldwell	North	2,220	80	20	2	1	30	50
38		South	1,790	80	20	2	1	30	50
39		East	10,030	80	20	2	1	40	50
40		West	8,900	80	20	2	1	40	50
41	Stonebrook / Caldwell	North	1,220	80	20	2	1	25	50
42		South	50	80	20	2	1	25	50
43		East	9,970	80	20	2	1	50	50
44		West	9,940	80	20	2	1	40	50
45	County Center / Cameron	North	5,680	80	20	2	1	40	50
46		South	3,180	80	20	2	1	40	50
47		East	3,600	80	20	2	1	40	50
48		West							
49	Mooney / Cameron	North	11,550	80	20	2	1	40	50
50		South	11,010	80	20	2	1	45	50
51		East	6,530	80	20	2	1	40	50
52		West	4,250	80	20	2	1	40	50
53	Stonebrook / Cameron	North							
54		South	4,470	80	20	2	1	35	50
55		East	10,300	80	20	2	1	40	50
56		West	6,010	80	20	2	1	40	50
57	West / Cameron	North	1,880	80	20	2	1	35	50
58		South	500	80	20	2	1	35	50
59		East	8,360	80	20	2	1	45	50
60		West	8,220	80	20	2	1	45	50
61	Demaree / Visalia Parkway	North	11,580	80	20	2	1	50	50
62		South	11,570	80	20	2	1	50	50
63		East	7,660	80	20	2	1	45	50
64		West	7,130	80	20	2	1	45	50
65	Dans / Visalia Parkway	North	4,210	80	20	2	1	25	50
66		South	120	80	20	2	1	25	50
67		East	6,720	80	20	2	1	40	50
68		West	8,230	80	20	2	1	45	50

Appendix B-1
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 01 Existing
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment		Direction		Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
69	County Center / Visalia Parkway	North	3,170	80	20	2	1	40	50
70		South							
71		East	6,540	80	20	2	1	40	50
72		West	7,550	80	20	2	1	40	50
73	Outlet 1 Access / Visalia Parkway	North							
74		South							
75		East	6,280	80	20	2	1	40	50
76		West	6,280	80	20	2	1	40	50
77	Main Site Access / Visalia Parkway	North	700	80	20	2	1	25	50
78		South					1		50
79		East	5,980	80	20	2	1	40	50
80		West	6,280	80	20	2	1	40	50
81	East Site Access / Visalia Parkway	North	1,570	80	20	2	1	25	50
82		South					1		50
83		East	6,280	80	20	2	1	40	50
84		West	6,970	80	20	2	1	40	50
85	Mooney / Visalia Parkway	North	10,610	80	20	2	1	45	50
86		South	14,060	80	20	2	1	45	50
87		East	5,720	80	20	2	1	40	50
88		West	5,530	80	20	2	1	40	50
89	Stonebrook / Visalia Parkway	North	4,350	80	20	2	1	35	50
90		South					1	35	50
91		East					1	40	50
92		West	4,350	80	20	2	1	40	50
93	Mooney / North Site Access	North	14,060	80	20	2	1	45	50
94		South	14,060	80	20	2	1	45	50
95		East					1		50
96		West					1		50
97	Mooney / South Site Access	North	14,060	80	20	2	1	45	50
98		South	14,060	80	20	2	1	45	50
99		East					1		50
100		West					1		50
101	Mooney / Midvalley	North	14,310	80	20	2	1	45	50
102		South	13,760	80	20	2	1	45	50

Appendix B-1
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 01 Existing
Model Run Date: 11/5/2019

Segment		Direction		Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
103		East	260	80	20	2	1	35	50
104		West	830	80	20	2	1	35	50
105	Demaree / Avenue 272	North	12,080	80	20	2	1	60	50
106		South	11,580	80	20	2	1	60	50
107		East	2,530	80	20	2	1	55	50
108		West	1,790	80	20	2	1	55	50
109	Mooney / Avenue 272	North	13,610	80	20	2	1	45	50
110		South	15,690	80	20	2	1	45	50
111		East	880	80	20	2	1	55	50
112		West	2,440	80	20	2	1	55	50
113	Mooney / Avenue 268	North	14,710	80	20	2	1	45	50
114		South	14,260	80	20	2	1	45	50
115		East	1,040	80	20	2	1	45	50
116		West	1,830	80	20	2	1	45	50

Note: Blank cells represent roadways for which no traffic data was provided.

Appendix B-2
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 02 Existing Plus Project Phase 1
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment	Intersection	Direction	ADT	Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
1	County Center / Whitendale	North	7,770	80	20	2	1	40	50
2		South	7,170	80	20	2	1	40	50
3		East	7,970	80	20	2	1	40	50
4		West	10,810	80	20	2	1	40	50
5	Mooney / Whitendale	North	13,020	80	20	2	1	40	50
6		South	15,210	80	20	2	1	40	50
7		East	8,040	80	20	2	1	40	50
8		West	7,530	80	20	2	1	40	50
9	Mooney / Sunnyside	North	15,760	80	20	2	1	40	50
10		South	14,280	80	20	2	1	40	50
11		East	1,240	80	20	2	1	25	50
12		West	1,480	80	20	2	1	25	50
13	Mooney / Orchard	North	13,710	80	20	2	1	40	50
14		South	13,490	80	20	2	1	40	50
15		East	1,320	80	20	2	1	30	50
16		West	260	80	20	2	1	30	50
17	Demaree / Caldwell	North	12,870	80	20	2	1	45	50
18		South	11,790	80	20	2	1	45	50
19		East	13,110	80	20	2	1	45	50
20		West	14,610	80	20	2	1	45	50
21	Dans / Caldwell	North	880	80	20	2	1	25	50
22		South	2,410	80	20	2	1	25	50
23		East	13,530	80	20	2	1	45	50
24		West	13,540	80	20	2	1	45	50
25	County Center / Caldwell	North	6,120	80	20	2	1	40	50
26		South	5,520	80	20	2	1	40	50
27		East	10,660	80	20	2	1	40	50
28		West	13,000	80	20	2	1	45	50
29	Shady / Caldwell	North	350	80	20	2	1	25	50
30		South	770	80	20	2	1	25	50
31		East	10,820	80	20	2	1	40	50
32		West	10,800	80	20	2	1	40	50
33	Mooney / Caldwell	North	13,700	80	20	2	1	40	50
34		South	15,100	80	20	2	1	40	50

Appendix B-2
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 02 Existing Plus Project Phase 1
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment		Direction		Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
35		East	10,760	80	20	2	1	40	50
36		West	11,600	80	20	2	1	40	50
37	Fairway / Caldwell	North	2,280	80	20	2	1	30	50
38		South	1,790	80	20	2	1	30	50
39		East	10,510	80	20	2	1	40	50
40		West	9,450	80	20	2	1	40	50
41	Stonebrook / Caldwell	North	1,290	80	20	2	1	25	50
42		South	60	80	20	2	1	25	50
43		East	10,380	80	20	2	1	50	50
44		West	10,420	80	20	2	1	40	50
45	County Center / Cameron	North	6,000	80	20	2	1	40	50
46		South	3,600	80	20	2	1	40	50
47		East	3,600	80	20	2	1	40	50
48		West							
49	Mooney / Cameron	North	14,190	80	20	2	1	40	50
50		South	14,280	80	20	2	1	45	50
51		East	6,950	80	20	2	1	40	50
52		West	4,460	80	20	2	1	40	50
53	Stonebrook / Cameron	North							
54		South	4,820	80	20	2	1	35	50
55		East	11,070	80	20	2	1	40	50
56		West	6,430	80	20	2	1	40	50
57	West / Cameron	North	2,070	80	20	2	1	35	50
58		South	530	80	20	2	1	35	50
59		East	6,690	80	20	2	1	45	50
60		West	8,990	80	20	2	1	45	50
61	Demaree / Visalia Parkway	North	11,790	80	20	2	1	50	50
62		South	11,680	80	20	2	1	50	50
63		East	8,200	80	20	2	1	45	50
64		West	7,350	80	20	2	1	45	50
65	Dans / Visalia Parkway	North	4,280	80	20	2	1	25	50
66		South	140	80	20	2	1	25	50
67		East	7,350	80	20	2	1	40	50
68		West	8,770	80	20	2	1	45	50

Appendix B-2
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 02 Existing Plus Project Phase 1
Model Run Date: 11/6/2019

BOLLARD Acoustical

Segment		Direction		Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
69	County Center / Visalia Parkway	North	3,620	80	20	2	1	40	50
70		South							
71		East	7,620	80	20	2	1	40	50
72		West	8,180	80	20	2	1	40	50
73	Outlet 1 Access / Visalia Parkway	North							
74		South							
75		East	7,360	80	20	2	1	40	50
76		West	7,360	80	20	2	1	40	50
77	Main Site Access / Visalia Parkway	North	1,600	80	20	2	1	25	50
78		South	4,430	80	20	2	1	25	50
79		East	8,980	80	20	2	1	40	50
80		West	7,390	80	20	2	1	40	50
81	East Site Access / Visalia Parkway	North	670	80	20	2	1	25	50
82		South	1,580	80	20	2	1	25	50
83		East	9,640	80	20	2	1	40	50
84		West	8,930	80	20	2	1	40	50
85	Mooney / Visalia Parkway	North	13,880	80	20	2	1	45	50
86		South	15,280	80	20	2	1	45	50
87		East	6,070	80	20	2	1	40	50
88		West	9,030	80	20	2	1	40	50
89	Stonebrook / Visalia Parkway	North	4,700	80	20	2	1	35	50
90		South							
91		East							
92		West	4,700	80	20	2	1	40	50
93	Mooney / North Site Access	North	15,280	80	20	2	1	45	50
94		South	14,700	80	20	2	1	45	50
95		East							
96		West	1,980	80	20	2	1	25	50
97	Mooney / South Site Access	North	14,770	80	20	2	1	45	50
98		South	16,220	80	20	2	1	45	50
99		East							
100		West	3,350	80	20	2	1	25	50
101	Mooney / Midvalley	North	16,540	80	20	2	1	45	50
102		South	15,660	80	20	2	1	45	50

Appendix B-2
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 02 Existing Plus Project Phase 1
Model Run Date: 11/5/2019

Segment		Direction		Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
103		East	280	80	20	2	1	35	50
104		West	980	80	20	2	1	35	50
105	Demaree / Avenue 272	North	12,190	80	20	2	1	60	50
106		South	11,690	80	20	2	1	60	50
107		East	2,600	80	20	2	1	55	50
108		West	1,660	80	20	2	1	55	50
109	Mooney / Avenue 272	North	15,710	80	20	2	1	45	50
110		South	17,650	80	20	2	1	45	50
111		East	880	80	20	2	1	55	50
112		West	2,510	80	20	2	1	55	50
113	Mooney / Avenue 288	North	16,740	80	20	2	1	45	50
114		South	16,290	80	20	2	1	45	50
115		East	1,040	80	20	2	1	45	50
116		West	1,830	80	20	2	1	45	50

Note: Blank cells represent roadways for which no traffic data was provided.

Appendix B-3
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 03 Existing Plus Project Phases 1 & 2
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment	Intersection	Direction	ADT	Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
1	County Center / Whitendale	North	7,770	80	20	2	1	40	50
2		South	7,170	80	20	2	1	40	50
3		East	7,970	80	20	2	1	40	50
4		West	10,610	80	20	2	1	40	50
5	Mooney / Whitendale	North	13,060	80	20	2	1	40	50
6		South	15,250	80	20	2	1	40	50
7		East	8,040	80	20	2	1	40	50
8		West	7,530	80	20	2	1	40	50
9	Mooney / Sunnyside	North	16,810	80	20	2	1	40	50
10		South	14,330	80	20	2	1	40	50
11		East	1,240	80	20	2	1	25	50
12		West	1,460	80	20	2	1	25	50
13	Mooney / Orchard	North	13,760	80	20	2	1	40	50
14		South	13,540	80	20	2	1	40	50
15		East	1,320	80	20	2	1	30	50
16		West	260	80	20	2	1	30	50
17	Demaree / Caldwell	North	12,870	80	20	2	1	45	50
18		South	11,790	80	20	2	1	45	50
19		East	13,130	80	20	2	1	45	50
20		West	14,630	80	20	2	1	45	50
21	Dans / Caldwell	North	560	80	20	2	1	25	50
22		South	2,410	80	20	2	1	25	50
23		East	13,560	80	20	2	1	45	50
24		West	13,560	80	20	2	1	45	50
25	County Center / Caldwell	North	6,130	80	20	2	1	40	50
26		South	5,520	80	20	2	1	40	50
27		East	10,690	80	20	2	1	40	50
28		West	13,020	80	20	2	1	45	50
29	Shady / Caldwell	North	350	80	20	2	1	25	50
30		South	770	80	20	2	1	25	50
31		East	10,840	80	20	2	1	40	50
32		West	10,820	80	20	2	1	40	50
33	Mooney / Caldwell	North	13,760	80	20	2	1	40	50
34		South	15,200	80	20	2	1	40	50

Appendix B-3
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 03 Existing Plus Project Phases 1 & 2
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment		Direction		Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
35		East	10,780	80	20	2	1	40	50
36		West	11,620	80	20	2	1	40	50
37	Fairway / Caldwell	North	2,290	80	20	2	1	30	50
38		South	1,790	80	20	2	1	30	50
39		East	10,530	80	20	2	1	40	50
40		West	9,470	80	20	2	1	40	50
41	Stonebrook / Caldwell	North	1,290	80	20	2	1	25	50
42		South	50	80	20	2	1	25	50
43		East	10,400	80	20	2	1	50	50
44		West	10,440	80	20	2	1	40	50
45	County Center / Cameron	North	6,020	80	20	2	1	40	50
46		South	3,820	80	20	2	1	40	50
47		East	3,600	80	20	2	1	40	50
48		West							
49	Mooney / Cameron	North	14,300	80	20	2	1	40	50
50		South	14,410	80	20	2	1	45	50
51		East	6,970	80	20	2	1	40	50
52		West	4,460	80	20	2	1	40	50
53	Stonebrook / Cameron	North							
54		South	4,840	80	20	2	1	35	50
55		East	11,110	80	20	2	1	40	50
56		West	6,450	80	20	2	1	40	50
57	West / Cameron	North	2,070	80	20	2	1	35	50
58		South	530	80	20	2	1	35	50
59		East	6,910	80	20	2	1	45	50
60		West	9,010	80	20	2	1	45	50
61	Demaree / Visalia Parkway	North	11,790	80	20	2	1	50	50
62		South	11,680	80	20	2	1	50	50
63		East	8,200	80	20	2	1	45	50
64		West	7,350	80	20	2	1	45	50
65	Dans / Visalia Parkway	North	4,260	80	20	2	1	25	50
66		South	140	80	20	2	1	25	50
67		East	7,370	80	20	2	1	40	50
68		West	6,790	80	20	2	1	45	50

Appendix B-3
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 03 Existing Plus Project Phases 1 & 2
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment		Direction		Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
69	County Center / Visalia Parkway	North	3,640	80	20	2	1	40	50
70		South							
71		East	7,660	80	20	2	1	40	50
72		West	8,200	80	20	2	1	40	50
73	Outlet 1 Access / Visalia Parkway	North							
74		South	90	80	20	2	1	25	50
75		East	7,470	80	20	2	1	40	50
76		West	7,400	80	20	2	1	40	50
77	Main Site Access / Visalia Parkway	North	1,600	80	20	2	1	25	50
78		South	4,490	80	20	2	1	25	50
79		East	9,050	80	20	2	1	40	50
80		West	7,470	80	20	2	1	40	50
81	East Site Access / Visalia Parkway	North	670	80	20	2	1	25	50
82		South	1,630	80	20	2	1	25	50
83		East	9,760	80	20	2	1	40	50
84		West	9,020	80	20	2	1	40	50
85	Mooney / Visalia Parkway	North	14,010	80	20	2	1	45	50
86		South	15,340	80	20	2	1	45	50
87		East	6,080	80	20	2	1	40	50
88		West	9,150	80	20	2	1	40	50
89	Stonebrook / Visalia Parkway	North	4,720	80	20	2	1	35	50
90		South							
91		East							
92		West	4,720	80	20	2	1	40	50
93	Mooney / North Site Access	North	16,360	80	20	2	1	45	50
94		South	14,750	80	20	2	1	45	50
95		East							
96		West	1,920	80	20	2	1	25	50
97	Mooney / South Site Access	North	14,820	80	20	2	1	45	50
98		South	16,310	80	20	2	1	45	50
99		East							
100		West	3,460	80	20	2	1	25	50
101	Mooney / Midvalley	North	16,630	80	20	2	1	45	50
102		South	15,950	80	20	2	1	45	50

Appendix B-3
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 03 Existing Plus Project Phases 1 & 2
Model Run Date: 11/5/2019

Segment		Direction		Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
103		East	280	80	20	2	1	35	50
104		West	980	80	20	2	1	35	50
105	Demaree / Avenue 272	North	12,190	80	20	2	1	60	50
106		South	11,690	80	20	2	1	60	50
107		East	2,600	80	20	2	1	55	50
108		West	1,860	80	20	2	1	55	50
109	Mooney / Avenue 272	North	15,790	80	20	2	1	45	50
110		South	17,740	80	20	2	1	45	50
111		East	880	80	20	2	1	55	50
112		West	2,510	80	20	2	1	55	50
113	Mooney / Avenue 288	North	16,820	80	20	2	1	45	50
114		South	16,370	80	20	2	1	45	50
115		East	1,040	80	20	2	1	45	50
116		West	1,830	80	20	2	1	45	50

Note: Blank cells represent roadways for which no traffic data was provided.

Appendix B-4
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 04 Five Year Cumulative No Project
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment	Intersection	Direction	ADT	Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
1	County Center / Whitendale	North	8,110	80	20	2	1	40	50
2		South	7,460	80	20	2	1	40	50
3		East	8,260	80	20	2	1	40	50
4		West	10,950	80	20	2	1	40	50
5	Mooney / Whitendale	North	13,390	80	20	2	1	40	50
6		South	15,650	80	20	2	1	40	50
7		East	6,340	80	20	2	1	40	50
8		West	7,800	80	20	2	1	40	50
9	Mooney / Sunnyside	North	15,870	80	20	2	1	40	50
10		South	14,230	80	20	2	1	40	50
11		East	1,230	80	20	2	1	25	50
12		West	3,130	80	20	2	1	25	50
13	Mooney / Orchard	North	13,650	80	20	2	1	40	50
14		South	13,230	80	20	2	1	40	50
15		East	1,310	80	20	2	1	30	50
16		West	210	80	20	2	1	30	50
17	Demaree / Caldwell	North	13,560	80	20	2	1	45	50
18		South	12,650	80	20	2	1	45	50
19		East	12,880	80	20	2	1	45	50
20		West	14,390	80	20	2	1	45	50
21	Dans / Caldwell	North	860	80	20	2	1	25	50
22		South	2,410	80	20	2	1	25	50
23		East	13,780	80	20	2	1	45	50
24		West	13,790	80	20	2	1	45	50
25	County Center / Caldwell	North	6,010	80	20	2	1	40	50
26		South	5,440	80	20	2	1	40	50
27		East	10,450	80	20	2	1	40	50
28		West	12,660	80	20	2	1	45	50
29	Shady / Caldwell	North	360	80	20	2	1	25	50
30		South	780	80	20	2	1	25	50
31		East	10,950	80	20	2	1	40	50
32		West	10,930	80	20	2	1	40	50
33	Mooney / Caldwell	North	13,970	80	20	2	1	40	50
34		South	13,970	80	20	2	1	40	50

Appendix B-4
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 04 Five Year Cumulative No Project
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment		Direction		Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
35		East	10,830	80	20	2	1	40	50
36		West	11,590	80	20	2	1	40	50
37	Fairway / Caldwell	North	2,240	80	20	2	1	30	50
38		South	1,790	80	20	2	1	30	50
39		East	10,540	80	20	2	1	40	50
40		West	9,390	80	20	2	1	40	50
41	Stonebrook / Caldwell	North	1,220	80	20	2	1	25	50
42		South	310	80	20	2	1	25	50
43		East	10,500	80	20	2	1	50	50
44		West	10,490	80	20	2	1	40	50
45	County Center / Cameron	North	6,130	80	20	2	1	40	50
46		South	3,580	80	20	2	1	40	50
47		East	3,790	80	20	2	1	40	50
48		West							
49	Mooney / Cameron	North	13,200	80	20	2	1	40	50
50		South	12,140	80	20	2	1	45	50
51		East	7,300	80	20	2	1	40	50
52		West	4,800	80	20	2	1	40	50
53	Stonebrook / Cameron	North							
54		South	4,890	80	20	2	1	35	50
55		East	10,910	80	20	2	1	40	50
56		West	6,820	80	20	2	1	40	50
57	West / Cameron	North	2,020	80	20	2	1	35	50
58		South	530	80	20	2	1	35	50
59		East	7,080	80	20	2	1	45	50
60		West	9,090	80	20	2	1	45	50
61	Demaree / Visalia Parkway	North	12,590	80	20	2	1	50	50
62		South	12,420	80	20	2	1	50	50
63		East	8,920	80	20	2	1	45	50
64		West	8,010	80	20	2	1	45	50
65	Dans / Visalia Parkway	North	4,210	80	20	2	1	25	50
66		South	120	80	20	2	1	25	50
67		East	7,750	80	20	2	1	40	50
68		West	9,260	80	20	2	1	45	50

Appendix B-4
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 04 Five Year Cumulative No Project
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment		Direction		Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
69	County Center / Visalia Parkway	North	3,560	80	20	2	1	40	50
70		South							
71		East	7,340	80	20	2	1	40	50
72		West	8,580	80	20	2	1	40	50
73	Outlet 1 Access / Visalia Parkway	North							
74		South							
75		East	7,140	80	20	2	1	40	50
76		West	7,140	80	20	2	1	40	50
77	Main Site Access / Visalia Parkway	North	700	80	20	2	1	25	50
78		South							
79		East	6,820	80	20	2	1	40	50
80		West	7,120	80	20	2	1	40	50
81	East Site Access / Visalia Parkway	North	1,570	80	20	2	1	25	50
82		South							
83		East	7,080	80	20	2	1	40	50
84		West	6,790	80	20	2	1	40	50
85	Mooney / Visalia Parkway	North	11,840	80	20	2	1	45	50
86		South	15,650	80	20	2	1	45	50
87		East	6,860	80	20	2	1	40	50
88		West	6,310	80	20	2	1	40	50
89	Stonebrook / Visalia Parkway	North	4,720	80	20	2	1	35	50
90		South	110	80	20	2	1	35	50
91		East	260	80	20	2	1	40	50
92		West	4,670	80	20	2	1	40	50
93	Mooney / North Site Access	North	15,450	80	20	2	1	45	50
94		South	15,450	80	20	2	1	45	50
95		East							
96		West							
97	Mooney / South Site Access	North	15,450	80	20	2	1	45	50
98		South	15,450	80	20	2	1	45	50
99		East							
100		West							
101	Mooney / Midvalley	North	15,670	80	20	2	1	45	50
102		South	15,120	80	20	2	1	45	50

Appendix B-4
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 04 Five Year Cumulative No Project
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment		Direction		Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
103		East	280	80	20	2	1	35	50
104		West	830	80	20	2	1	35	50
105	Demaree / Avenue 272	North	13,330	80	20	2	1	60	50
106		South	12,710	80	20	2	1	60	50
107		East	2,610	80	20	2	1	55	50
108		West	1,950	80	20	2	1	55	50
109	Mooney / Avenue 272	North	14,970	80	20	2	1	45	50
110		South	17,060	80	20	2	1	45	50
111		East	910	80	20	2	1	55	50
112		West	2,540	80	20	2	1	55	50
113	Mooney / Avenue 268	North	16,090	80	20	2	1	45	50
114		South	15,620	80	20	2	1	45	50
115		East	1,060	80	20	2	1	45	50
116		West	1,870	80	20	2	1	45	50

Note: Blank cells represent roadways for which no traffic data was provided.

Appendix B-5
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 05 Five Year Cumulative with Project
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment	Intersection	Direction	ADT	Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
1	County Center / Whitendale	North	8,110	80	20	2	1	40	50
2		South	7,460	80	20	2	1	40	50
3		East	8,390	80	20	2	1	40	50
4		West	11,080	80	20	2	1	40	50
5	Mooney / Whitendale	North	14,380	80	20	2	1	40	50
6		South	16,960	80	20	2	1	40	50
7		East	6,520	80	20	2	1	40	50
8		West	7,940	80	20	2	1	40	50
9	Mooney / Sunnyside	North	17,160	80	20	2	1	40	50
10		South	15,600	80	20	2	1	40	50
11		East	1,250	80	20	2	1	25	50
12		West	3,160	80	20	2	1	25	50
13	Mooney / Orchard	North	15,010	80	20	2	1	40	50
14		South	14,750	80	20	2	1	40	50
15		East	1,380	80	20	2	1	30	50
16		West	280	80	20	2	1	30	50
17	Demaree / Caldwell	North	13,670	80	20	2	1	45	50
18		South	12,660	80	20	2	1	45	50
19		East	13,470	80	20	2	1	45	50
20		West	15,080	80	20	2	1	45	50
21	Dans / Caldwell	North	860	80	20	2	1	25	50
22		South	2,410	80	20	2	1	25	50
23		East	14,380	80	20	2	1	45	50
24		West	14,390	80	20	2	1	45	50
25	County Center / Caldwell	North	6,520	80	20	2	1	40	50
26		South	5,680	80	20	2	1	40	50
27		East	11,110	80	20	2	1	40	50
28		West	13,470	80	20	2	1	45	50
29	Shady / Caldwell	North	360	80	20	2	1	25	50
30		South	780	80	20	2	1	25	50
31		East	11,600	80	20	2	1	40	50
32		West	11,580	80	20	2	1	40	50
33	Mooney / Caldwell	North	15,490	80	20	2	1	40	50
34		South	16,710	80	20	2	1	40	50

Appendix B-5
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 05 Five Year Cumulative with Project
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment		Direction		Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
35		East	11,400	80	20	2	1	40	50
36		West	12,240	80	20	2	1	40	50
37	Fairway / Caldwell	North	2,310	80	20	2	1	30	50
38		South	1,790	80	20	2	1	30	50
39		East	11,030	80	20	2	1	40	50
40		West	9,950	80	20	2	1	40	50
41	Stonebrook / Caldwell	North	1,290	80	20	2	1	25	50
42		South	310	80	20	2	1	25	50
43		East	10,920	80	20	2	1	50	50
44		West	10,980	80	20	2	1	40	50
45	County Center / Cameron	North	6,620	80	20	2	1	40	50
46		South	4,110	80	20	2	1	40	50
47		East	3,630	80	20	2	1	40	50
48		West							
49	Mooney / Cameron	North	15,950	80	20	2	1	40	50
50		South	15,580	80	20	2	1	45	50
51		East	7,740	80	20	2	1	40	50
52		West	4,630	80	20	2	1	40	50
53	Stonebrook / Cameron	North							
54		South	5,360	80	20	2	1	35	50
55		East	11,720	80	20	2	1	40	50
56		West	7,280	80	20	2	1	40	50
57	West / Cameron	North	2,230	80	20	2	1	35	50
58		South	560	80	20	2	1	35	50
59		East	7,630	80	20	2	1	45	50
60		West	9,880	80	20	2	1	45	50
61	Demaree / Visalia Parkway	North	12,600	80	20	2	1	50	50
62		South	12,550	80	20	2	1	50	50
63		East	9,490	80	20	2	1	45	50
64		West	8,240	80	20	2	1	45	50
65	Dans / Visalia Parkway	North	4,260	80	20	2	1	25	50
66		South	140	80	20	2	1	25	50
67		East	8,400	80	20	2	1	40	50
68		West	9,620	80	20	2	1	45	50

Appendix B-5
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 05 Five Year Cumulative with Project
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment		Direction		Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
69	County Center / Visalia Parkway	North	4,140	80	20	2	1	40	50
70		South							
71		East	6,560	80	20	2	1	40	50
72		West	9,220	80	20	2	1	40	50
73	Outlet 1 Access / Visalia Parkway	North							
74		South	90	80	20	2	1	25	50
75		East	8,420	80	20	2	1	40	50
76		West	8,350	80	20	2	1	40	50
77	Main Site Access / Visalia Parkway	North	1,600	80	20	2	1	25	50
78		South	4,570	80	20	2	1	25	50
79		East	9,860	80	20	2	1	40	50
80		West	8,390	80	20	2	1	40	50
81	East Site Access / Visalia Parkway	North	670	80	20	2	1	25	50
82		South	1,630	80	20	2	1	25	50
83		East	10,590	80	20	2	1	40	50
84		West	9,840	80	20	2	1	40	50
85	Mooney / Visalia Parkway	North	15,250	80	20	2	1	45	50
86		South	16,940	80	20	2	1	45	50
87		East	7,220	80	20	2	1	40	50
88		West	9,950	80	20	2	1	40	50
89	Stonebrook / Visalia Parkway	North	5,090	80	20	2	1	35	50
90		South	110	80	20	2	1	35	50
91		East	260	80	20	2	1	40	50
92		West	5,240	80	20	2	1	40	50
93	Mooney / North Site Access	North	16,720	80	20	2	1	45	50
94		South	16,120	80	20	2	1	45	50
95		East							
96		West	1,920	80	20	2	1	25	50
97	Mooney / South Site Access	North	16,190	80	20	2	1	45	50
98		South	17,790	80	20	2	1	45	50
99		East							
100		West	3,560	80	20	2	1	25	50
101	Mooney / Midvalley	North	18,080	80	20	2	1	45	50
102		South	17,410	80	20	2	1	45	50

Appendix B-5
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 05 Five Year Cumulative with Project
Model Run Date: 11/5/2019

Segment		Direction		Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
103		East	280	80	20	2	1	35	50
104		West	960	80	20	2	1	35	50
105	Demaree / Avenue 272	North	13,440	80	20	2	1	60	50
106		South	12,620	80	20	2	1	60	50
107		East	2,690	80	20	2	1	55	50
108		West	2,030	80	20	2	1	55	50
109	Mooney / Avenue 272	North	17,260	80	20	2	1	45	50
110		South	19,290	80	20	2	1	45	50
111		East	910	80	20	2	1	55	50
112		West	2,620	80	20	2	1	55	50
113	Mooney / Avenue 268	North	18,310	80	20	2	1	45	50
114		South	17,640	80	20	2	1	45	50
115		East	1,060	80	20	2	1	45	50
116		West	1,870	80	20	2	1	45	50

Note: Blank cells represent roadways for which no traffic data was provided.

Appendix B-6
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 06 Ten Year Cumulative No Project
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment	Intersection	Direction	ADT	Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
1	County Center / Whitendale	North	6,770	80	20	2	1	40	50
2		South	7,980	80	20	2	1	40	50
3		East	8,930	80	20	2	1	40	50
4		West	11,700	80	20	2	1	40	50
5	Mooney / Whitendale	North	14,550	80	20	2	1	40	50
6		South	16,920	80	20	2	1	40	50
7		East	8,930	80	20	2	1	40	50
8		West	9,400	80	20	2	1	40	50
9	Mooney / Sunnyside	North	16,430	80	20	2	1	40	50
10		South	14,790	80	20	2	1	40	50
11		East	1,230	80	20	2	1	25	50
12		West	3,130	80	20	2	1	25	50
13	Mooney / Orchard	North	14,160	80	20	2	1	40	50
14		South	13,760	80	20	2	1	40	50
15		East	1,310	80	20	2	1	30	50
16		West	210	80	20	2	1	30	50
17	Demaree / Caldwell	North	14,410	80	20	2	1	45	50
18		South	13,600	80	20	2	1	45	50
19		East	13,060	80	20	2	1	45	50
20		West	14,810	80	20	2	1	45	50
21	Dans / Caldwell	North	860	80	20	2	1	25	50
22		South	2,410	80	20	2	1	25	50
23		East	14,870	80	20	2	1	45	50
24		West	14,860	80	20	2	1	45	50
25	County Center / Caldwell	North	6,620	80	20	2	1	40	50
26		South	5,900	80	20	2	1	40	50
27		East	10,730	80	20	2	1	40	50
28		West	13,170	80	20	2	1	45	50
29	Shady / Caldwell	North	360	80	20	2	1	25	50
30		South	780	80	20	2	1	25	50
31		East	11,880	80	20	2	1	40	50
32		West	11,840	80	20	2	1	40	50
33	Mooney / Caldwell	North	15,280	80	20	2	1	40	50
34		South	15,280	80	20	2	1	40	50

Appendix B-6
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 06 Ten Year Cumulative No Project
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment		Direction		Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
35		East	11,440	80	20	2	1	40	50
36		West	12,190	80	20	2	1	40	50
37	Fairway / Caldwell	North	2,240	80	20	2	1	30	50
38		South	1,790	80	20	2	1	30	50
39		East	10,880	80	20	2	1	40	50
40		West	9,730	80	20	2	1	40	50
41	Stonebrook / Caldwell	North	1,220	80	20	2	1	25	50
42		South	310	80	20	2	1	25	50
43		East	10,920	80	20	2	1	50	50
44		West	10,910	80	20	2	1	40	50
45	County Center / Cameron	North	6,570	80	20	2	1	40	50
46		South	4,010	80	20	2	1	40	50
47		East	3,820	80	20	2	1	40	50
48		West							
49	Mooney / Cameron	North	14,540	80	20	2	1	40	50
50		South	13,400	80	20	2	1	45	50
51		East	7,750	80	20	2	1	40	50
52		West	4,970	80	20	2	1	40	50
53	Stonebrook / Cameron	North							
54		South	4,990	80	20	2	1	35	50
55		East	11,180	80	20	2	1	40	50
56		West	7,090	80	20	2	1	40	50
57	West / Cameron	North	2,330	80	20	2	1	35	50
58		South	600	80	20	2	1	35	50
59		East	7,670	80	20	2	1	45	50
60		West	9,980	80	20	2	1	45	50
61	Demaree / Visalia Parkway	North	13,170	80	20	2	1	50	50
62		South	12,610	80	20	2	1	50	50
63		East	9,370	80	20	2	1	45	50
64		West	8,630	80	20	2	1	45	50
65	Dans / Visalia Parkway	North	4,210	80	20	2	1	25	50
66		South	120	80	20	2	1	25	50
67		East	8,250	80	20	2	1	40	50
68		West	9,760	80	20	2	1	45	50

Appendix B-6
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 06 Ten Year Cumulative No Project
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment		Direction		Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
69	County Center / Visalia Parkway	North	4,010	80	20	2	1	40	50
70		South							
71		East	7,820	80	20	2	1	40	50
72		West	9,010	80	20	2	1	40	50
73	Outlet 1 Access / Visalia Parkway	North							
74		South							
75		East	7,730	80	20	2	1	40	50
76		West	7,730	80	20	2	1	40	50
77	Main Site Access / Visalia Parkway	North	700	80	20	2	1	25	50
78		South					1		50
79		East	7,380	80	20	2	1	40	50
80		West	7,660	80	20	2	1	40	50
81	East Site Access / Visalia Parkway	North	1,570	80	20	2	1	25	50
82		South							
83		East	7,590	80	20	2	1	40	50
84		West	7,300	80	20	2	1	40	50
85	Mooney / Visalia Parkway	North	13,060	80	20	2	1	45	50
86		South	17,500	80	20	2	1	45	50
87		East	7,900	80	20	2	1	40	50
88		West	6,740	80	20	2	1	40	50
89	Stonebrook / Visalia Parkway	North	4,720	80	20	2	1	35	50
90		South	110	80	20	2	1	35	50
91		East	260	80	20	2	1	40	50
92		West	4,870	80	20	2	1	40	50
93	Mooney / North Site Access	North	16,780	80	20	2	1	45	50
94		South	16,780	80	20	2	1	45	50
95		East							
96		West							
97	Mooney / South Site Access	North	16,780	80	20	2	1	45	50
98		South	16,780	80	20	2	1	45	50
99		East							
100		West							
101	Mooney / Mineola	North	16,950	80	20	2	1	45	50
102		South	16,400	80	20	2	1	45	50

Appendix B-6
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 06 Ten Year Cumulative No Project
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment		Direction		Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
103		East	260	80	20	2	1	35	50
104		West	830	80	20	2	1	35	50
105	Demaree / Avenue 272	North	14,410	80	20	2	1	60	50
106		South	13,790	80	20	2	1	60	50
107		East	2,790	80	20	2	1	55	50
108		West	2,080	80	20	2	1	55	50
109	Mooney / Avenue 272	North	16,270	80	20	2	1	45	50
110		South	16,560	80	20	2	1	45	50
111		East	1,000	80	20	2	1	55	50
112		West	2,790	80	20	2	1	55	50
113	Mooney / Avenue 268	North	17,410	80	20	2	1	45	50
114		South	16,930	80	20	2	1	45	50
115		East	1,110	80	20	2	1	45	50
116		West	1,950	80	20	2	1	45	50

Note: Blank cells represent roadways for which no traffic data was provided.

Appendix B-7
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 07 Ten Year Cumulative with Project
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment	Intersection	Direction	ADT	Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
1	County Center / Whitendale	North	8,770	80	20	2	1	40	50
2		South	7,980	80	20	2	1	40	50
3		East	9,090	80	20	2	1	40	50
4		West	11,850	80	20	2	1	40	50
5	Mooney / Whitendale	North	15,550	80	20	2	1	40	50
6		South	18,230	80	20	2	1	40	50
7		East	9,110	80	20	2	1	40	50
8		West	8,530	80	20	2	1	40	50
9	Mooney / Sunnyside	North	17,740	80	20	2	1	40	50
10		South	16,160	80	20	2	1	40	50
11		East	1,260	80	20	2	1	25	50
12		West	3,160	80	20	2	1	25	50
13	Mooney / Orchard	North	15,530	80	20	2	1	40	50
14		South	15,270	80	20	2	1	40	50
15		East	1,360	80	20	2	1	30	50
16		West	280	80	20	2	1	30	50
17	Demaree / Caldwell	North	14,530	80	20	2	1	45	50
18		South	13,740	80	20	2	1	45	50
19		East	13,670	80	20	2	1	45	50
20		West	15,520	80	20	2	1	45	50
21	Dans / Caldwell	North	880	80	20	2	1	25	50
22		South	2,410	80	20	2	1	25	50
23		East	15,460	80	20	2	1	45	50
24		West	15,470	80	20	2	1	45	50
25	County Center / Caldwell	North	7,130	80	20	2	1	40	50
26		South	6,340	80	20	2	1	40	50
27		East	11,380	80	20	2	1	40	50
28		West	13,760	80	20	2	1	45	50
29	Shady / Caldwell	North	360	80	20	2	1	25	50
30		South	780	80	20	2	1	25	50
31		East	12,520	80	20	2	1	40	50
32		West	12,500	80	20	2	1	40	50
33	Mooney / Caldwell	North	16,610	80	20	2	1	40	50
34		South	18,050	80	20	2	1	40	50

Appendix B-7
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 07 Ten Year Cumulative with Project
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment		Direction		Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
35		East	12,020	80	20	2	1	40	50
36		West	12,860	80	20	2	1	40	50
37	Fairway / Caldwell	North	2,310	80	20	2	1	30	50
38		South	1,790	80	20	2	1	30	50
39		East	11,380	80	20	2	1	40	50
40		West	10,300	80	20	2	1	40	50
41	Stonebrook / Caldwell	North	1,280	80	20	2	1	25	50
42		South	310	80	20	2	1	25	50
43		East	11,340	80	20	2	1	50	50
44		West	11,400	80	20	2	1	40	50
45	County Center / Cameron	North	7,060	80	20	2	1	40	50
46		South	4,540	80	20	2	1	40	50
47		East	3,860	80	20	2	1	40	50
48		West							
49	Mooney / Cameron	North	17,290	80	20	2	1	40	50
50		South	16,800	80	20	2	1	45	50
51		East	8,190	80	20	2	1	40	50
52		West	5,180	80	20	2	1	40	50
53	Stonebrook / Cameron	North							
54		South	5,360	80	20	2	1	35	50
55		East	11,990	80	20	2	1	40	50
56		West	7,630	80	20	2	1	40	50
57	West / Cameron	North	2,540	80	20	2	1	35	50
58		South	630	80	20	2	1	35	50
59		East	8,220	80	20	2	1	45	50
60		West	10,750	80	20	2	1	45	50
61	Demaree / Visalia Parkway	North	13,380	80	20	2	1	50	50
62		South	12,790	80	20	2	1	50	50
63		East	9,920	80	20	2	1	45	50
64		West	8,850	80	20	2	1	45	50
65	Dans / Visalia Parkway	North	4,280	80	20	2	1	25	50
66		South	140	80	20	2	1	25	50
67		East	8,910	80	20	2	1	40	50
68		West	10,330	80	20	2	1	45	50

Appendix B-7
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 07 Ten Year Cumulative with Project
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment		Direction		Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
69	County Center / Visalia Parkway	North	4,570	80	20	2	1	40	50
70		South							
71		East	9,030	80	20	2	1	40	50
72		West	9,660	80	20	2	1	40	50
73	Outlet 1 Access / Visalia Parkway	North							
74		South	90	80	20	2	1	25	50
75		East	9,010	80	20	2	1	40	50
76		West	8,940	80	20	2	1	40	50
77	Main Site Access / Visalia Parkway	North	1,600	80	20	2	1	25	50
78		South	4,570	80	20	2	1	25	50
79		East	10,440	80	20	2	1	40	50
80		West	8,950	80	20	2	1	40	50
81	East Site Access / Visalia Parkway	North	670	80	20	2	1	25	50
82		South	1,630	80	20	2	1	25	50
83		East	11,090	80	20	2	1	40	50
84		West	10,350	80	20	2	1	40	50
85	Mooney / Visalia Parkway	North	16,490	80	20	2	1	45	50
86		South	18,760	80	20	2	1	45	50
87		East	8,270	80	20	2	1	40	50
88		West	10,360	80	20	2	1	40	50
89	Stonebrook / Visalia Parkway	North	5,090	80	20	2	1	35	50
90		South	110	80	20	2	1	35	50
91		East	280	80	20	2	1	40	50
92		West	5,240	80	20	2	1	40	50
93	Mooney / North Site Access	North	18,080	80	20	2	1	45	50
94		South	17,460	80	20	2	1	45	50
95		East							
96		West	1,920	80	20	2	1	25	50
97	Mooney / South Site Access	North	17,530	80	20	2	1	45	50
98		South	19,130	80	20	2	1	45	50
99		East							
100		West	3,660	80	20	2	1	25	50
101	Mooney / Midvalley	North	19,370	80	20	2	1	45	50
102		South	18,680	80	20	2	1	45	50

Appendix B-7
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 07 Ten Year Cumulative with Project
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment		Direction		Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
103		East	280	80	20	2	1	35	50
104		West	880	80	20	2	1	35	50
105	Demaree / Avenue 272	North	14,520	80	20	2	1	60	50
106		South	13,900	80	20	2	1	60	50
107		East	2,860	80	20	2	1	55	50
108		West	2,160	80	20	2	1	55	50
109	Mooney / Avenue 272	North	18,550	80	20	2	1	45	50
110		South	20,790	80	20	2	1	45	50
111		East	1,000	80	20	2	1	55	50
112		West	2,860	80	20	2	1	55	50
113	Mooney / Avenue 268	North	19 830	80	20	2	1	45	50
114		South	19,150	80	20	2	1	45	50
115		East	1,110	80	20	2	1	45	50
116		West	1,950	80	20	2	1	45	50

Note: Blank cells represent roadways for which no traffic data was provided.

Appendix B-8
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 08 Twenty Year Cumulative No Project
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment	Intersection	Direction	ADT	Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
1	County Center / Whitendale	North	9,330	80	20	2	1	40	50
2		South	8,380	80	20	2	1	40	50
3		East	9,460	80	20	2	1	40	50
4		West	12,260	80	20	2	1	40	50
5	Mooney / Whitendale	North	15,030	80	20	2	1	40	50
6		South	17,320	80	20	2	1	40	50
7		East	9,390	80	20	2	1	40	50
8		West	8,940	80	20	2	1	40	50
9	Mooney / Sunnyside	North	16,760	80	20	2	1	40	50
10		South	15,120	80	20	2	1	40	50
11		East	1,230	80	20	2	1	25	50
12		West	3,150	80	20	2	1	25	50
13	Mooney / Orchard	North	14,310	80	20	2	1	40	50
14		South	13,910	80	20	2	1	40	50
15		East	1,310	80	20	2	1	30	50
16		West	210	80	20	2	1	30	50
17	Demaree / Caldwell	North	14,840	80	20	2	1	45	50
18		South	13,840	80	20	2	1	45	50
19		East	13,200	80	20	2	1	45	50
20		West	15,040	80	20	2	1	45	50
21	Dans / Caldwell	North	860	80	20	2	1	25	50
22		South	2,410	80	20	2	1	25	50
23		East	15,590	80	20	2	1	45	50
24		West	15,600	80	20	2	1	45	50
25	County Center / Caldwell	North	7,110	80	20	2	1	40	50
26		South	6,270	80	20	2	1	40	50
27		East	10,910	80	20	2	1	40	50
28		West	13,350	80	20	2	1	45	50
29	Shady / Caldwell	North	360	80	20	2	1	25	50
30		South	780	80	20	2	1	25	50
31		East	12,430	80	20	2	1	40	50
32		West	12,410	80	20	2	1	40	50
33	Mooney / Caldwell	North	15,720	80	20	2	1	40	50
34		South	15,760	80	20	2	1	40	50

Appendix B-8
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 08 Twenty Year Cumulative No Project
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment		Direction		Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
35		East	11,930	80	20	2	1	40	50
36		West	12,610	80	20	2	1	40	50
37	Fairway / Caldwell	North	2,260	80	20	2	1	30	50
38		South	1,790	80	20	2	1	30	50
39		East	10,930	80	20	2	1	40	50
40		West	9,760	80	20	2	1	40	50
41	Stonebrook / Caldwell	North	1,790	80	20	2	1	25	50
42		South	4,070	80	20	2	1	25	50
43		East	14,640	80	20	2	1	50	50
44		West	12,620	80	20	2	1	40	50
45	County Center / Cameron	North	6,760	80	20	2	1	40	50
46		South	4,280	80	20	2	1	40	50
47		East	3,800	80	20	2	1	40	50
48		West							
49	Mooney / Cameron	North	15,160	80	20	2	1	40	50
50		South	14,090	80	20	2	1	45	50
51		East	7,970	80	20	2	1	40	50
52		West	5,160	80	20	2	1	40	50
53	Stonebrook / Cameron	North	3,630	80	20	2	1	35	50
54		South	7,750	80	20	2	1	35	50
55		East	12,490	80	20	2	1	40	50
56		West	8,990	80	20	2	1	40	50
57	West / Cameron	North	2,670	80	20	2	1	35	50
58		South	660	80	20	2	1	35	50
59		East	7,680	80	20	2	1	45	50
60		West	10,450	80	20	2	1	45	50
61	Demaree / Visalia Parkway	North	13,400	80	20	2	1	50	50
62		South	12,840	80	20	2	1	50	50
63		East	9,640	80	20	2	1	45	50
64		West	8,860	80	20	2	1	45	50
65	Dans / Visalia Parkway	North	4,210	80	20	2	1	25	50
66		South	120	80	20	2	1	25	50
67		East	8,350	80	20	2	1	40	50
68		West	9,860	80	20	2	1	45	50

Appendix B-8
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 08 Twenty Year Cumulative No Project
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment		Direction		Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
69	County Center / Visalia Parkway	North	4,290	80	20	2	1	40	50
70		South							
71		East	8,150	80	20	2	1	40	50
72		West	9,160	80	20	2	1	40	50
73	Outlet 1 Access / Visalia Parkway	North							
74		South							
75		East	7,840	80	20	2	1	40	50
76		West	7,840	80	20	2	1	40	50
77	Main Site Access / Visalia Parkway	North	700	80	20	2	1	25	50
78		South							
79		East	7,460	80	20	2	1	40	50
80		West	7,760	80	20	2	1	40	50
81	East Site Access / Visalia Parkway	North	1,570	80	20	2	1	25	50
82		South							
83		East	7,660	80	20	2	1	40	50
84		West	7,370	80	20	2	1	40	50
85	Mooney / Visalia Parkway	North	13,940	80	20	2	1	45	50
86		South	18,630	80	20	2	1	45	50
87		East	8,490	80	20	2	1	40	50
88		West	7,000	80	20	2	1	40	50
89	Stonebrook / Visalia Parkway	North	7,430	80	20	2	1	35	50
90		South							
91		East	6,030	80	20	2	1	40	50
92		West	9,320	80	20	2	1	40	50
93	Mooney / North Site Access	North	17,330	80	20	2	1	45	50
94		South	17,330	80	20	2	1	45	50
95		East							
96		West							
97	Mooney / South Site Access	North	17,330	80	20	2	1	45	50
98		South	17,330	80	20	2	1	45	50
99		East							
100		West							
101	Mooney / Midvalley	North	17,440	80	20	2	1	45	50
102		South	18,880	80	20	2	1	45	50

Appendix B-8
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 08 Twenty Year Cumulative No Project
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment		Direction		Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
103		East	280	80	20	2	1	35	50
104		West	830	80	20	2	1	35	50
105	Demaree / Avenue 272	North	14,900	80	20	2	1	60	50
106		South	14,190	80	20	2	1	60	50
107		East	2,990	80	20	2	1	55	50
108		West	2,290	80	20	2	1	55	50
109	Mooney / Avenue 272	North	16,780	80	20	2	1	45	50
110		South	19,270	80	20	2	1	45	50
111		East	1,100	80	20	2	1	55	50
112		West	3,010	80	20	2	1	55	50
113	Mooney / Avenue 266	North	17,930	80	20	2	1	45	50
114		South	17,430	80	20	2	1	45	50
115		East	1,160	80	20	2	1	45	50
116		West	2,020	80	20	2	1	45	50

Note: Blank cells represent roadways for which no traffic data was provided.

Appendix B-9
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 09 Twenty Year Cumulative with Project
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment	Intersection	Direction	ADT	Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
1	County Center / Whitendale	North	9,330	80	20	2	1	40	50
2		South	8,380	80	20	2	1	40	50
3		East	9,610	80	20	2	1	40	50
4		West	12,420	80	20	2	1	40	50
5	Mooney / Whitendale	North	16,020	80	20	2	1	40	50
6		South	18,620	80	20	2	1	40	50
7		East	9,590	80	20	2	1	40	50
8		West	9,080	80	20	2	1	40	50
9	Mooney / Sunnyside	North	18,070	80	20	2	1	40	50
10		South	16,490	80	20	2	1	40	50
11		East	1,260	80	20	2	1	25	50
12		West	3,180	80	20	2	1	25	50
13	Mooney / Orchard	North	16,690	80	20	2	1	40	50
14		South	15,430	80	20	2	1	40	50
15		East	1,380	80	20	2	1	30	50
16		West	260	80	20	2	1	30	50
17	Demaree / Caldwell	North	14,950	80	20	2	1	45	50
18		South	14,050	80	20	2	1	45	50
19		East	13,800	80	20	2	1	45	50
20		West	15,740	80	20	2	1	45	50
21	Dans / Caldwell	North	860	80	20	2	1	25	50
22		South	2,410	80	20	2	1	25	50
23		East	16,190	80	20	2	1	45	50
24		West	16,200	80	20	2	1	45	50
25	County Center / Caldwell	North	7,600	80	20	2	1	40	50
26		South	6,700	80	20	2	1	40	50
27		East	11,560	80	20	2	1	40	50
28		West	13,940	80	20	2	1	45	50
29	Shady / Caldwell	North	350	80	20	2	1	25	50
30		South	780	80	20	2	1	25	50
31		East	13,060	80	20	2	1	40	50
32		West	13,060	80	20	2	1	40	50
33	Mooney / Caldwell	North	17,230	80	20	2	1	40	50
34		South	18,500	80	20	2	1	40	50

Appendix B-9
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 09 Twenty Year Cumulative with Project
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment		Direction		Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
35		East	12,400	80	20	2	1	40	50
36		West	13,170	80	20	2	1	40	50
37	Fairway / Caldwell	North	2,330	80	20	2	1	30	50
38		South	1,760	80	20	2	1	30	50
39		East	11,420	80	20	2	1	40	50
40		West	10,320	80	20	2	1	40	50
41	Stonebrook / Caldwell	North	1,660	80	20	2	1	25	50
42		South	4,070	80	20	2	1	25	50
43		East	16,080	80	20	2	1	50	50
44		West	13,110	80	20	2	1	40	50
45	County Center / Cameron	North	7,260	80	20	2	1	40	50
46		South	4,800	80	20	2	1	40	50
47		East	3,840	80	20	2	1	40	50
48		West							
49	Mooney / Cameron	North	17,930	80	20	2	1	40	50
50		South	17,500	80	20	2	1	45	50
51		East	8,400	80	20	2	1	40	50
52		West	5,360	80	20	2	1	40	50
53	Stonebrook / Cameron	North	3,630	80	20	2	1	35	50
54		South	9,120	80	20	2	1	35	50
55		East	13,300	80	20	2	1	40	50
56		West	9,430	80	20	2	1	40	50
57	West / Cameron	North	2,880	80	20	2	1	35	50
58		South	710	80	20	2	1	35	50
59		East	8,430	80	20	2	1	45	50
60		West	11,240	80	20	2	1	45	50
61	Demaree / Visalia Parkway	North	13,610	80	20	2	1	50	50
62		South	12,960	80	20	2	1	50	50
63		East	10,200	80	20	2	1	45	50
64		West	9,090	80	20	2	1	45	50
65	Dans / Visalia Parkway	North	4,280	80	20	2	1	25	50
66		South	140	80	20	2	1	25	50
67		East	9,000	80	20	2	1	40	50
68		West	10,420	80	20	2	1	45	50

Appendix B-9
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 09 Twenty Year Cumulative with Project
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment		Direction		Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
69	County Center / Visalia Parkway	North	4,850	80	20	2	1	40	50
70		South							
71		East	9,360	80	20	2	1	40	50
72		West	9,810	80	20	2	1	40	50
73	Outlet 1 Access / Visalia Parkway	North							
74		South	90	80	20	2	1	25	50
75		East	9,120	80	20	2	1	40	50
76		West	9,050	80	20	2	1	40	50
77	Main Site Access / Visalia Parkway	North	1,020	80	20	2	1	25	50
78		South	5,150	80	20	2	1	25	50
79		East	10,560	80	20	2	1	40	50
80		West	9,070	80	20	2	1	40	50
81	East Site Access / Visalia Parkway	North	1,570	80	20	2	1	25	50
82		South	1,630	80	20	2	1	25	50
83		East	11,160	80	20	2	1	40	50
84		West	10,160	80	20	2	1	40	50
85	Mooney / Visalia Parkway	North	17,340	80	20	2	1	45	50
86		South	19,900	80	20	2	1	45	50
87		East	8,840	80	20	2	1	40	50
88		West	10,620	80	20	2	1	40	50
89	Stonebrook / Visalia Parkway	North	7,600	80	20	2	1	35	50
90		South							
91		East	6,030	80	20	2	1	40	50
92		West	9,690	80	20	2	1	40	50
93	Mooney / North Site Access	North	18,610	80	20	2	1	45	50
94		South	18,010	80	20	2	1	45	50
95		East							
96		West	1,920	80	20	2	1	25	50
97	Mooney / South Site Access	North	18,080	80	20	2	1	45	50
98		South	19,660	80	20	2	1	45	50
99		East							
100		West	3,560	80	20	2	1	25	50
101	Mooney / Midvalley	North	19,860	80	20	2	1	45	50
102		South	19,180	80	20	2	1	45	50

Appendix B-9
FHWA Highway Traffic Noise Prediction Model Data Inputs
Visalia Parkway S. Mooney Retail Development
File Name: 2019-195 09 Twenty Year Cumulative with Project
Model Run Date: 11/5/2019

BOLLARD Acoustical

Segment		Direction		Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
103		East	280	80	20	2	1	35	50
104		West	980	80	20	2	1	35	50
105	Demaree / Avenue 272	North	15,010	80	20	2	1	60	50
106		South	14,300	80	20	2	1	60	50
107		East	3,030	80	20	2	1	55	50
108		West	2,360	80	20	2	1	55	50
109	Mooney / Avenue 272	North	19,070	80	20	2	1	45	50
110		South	21,490	80	20	2	1	45	50
111		East	1,100	80	20	2	1	55	50
112		West	3,060	80	20	2	1	55	50
113	Mooney / Avenue 268	North	20,150	80	20	2	1	45	50
114		South	19,650	80	20	2	1	45	50
115		East	1,160	80	20	2	1	45	50
116		West	2,020	80	20	2	1	45	50

Note: Blank cells represent roadways for which no traffic data was provided.

Legend

- A LT-1: 36°17'18.62"N, 119°18'56.00"W
- B LT-1: 36°17'18.62"N, 119°18'56.00"W
- C LT-2: 36°17'25.55"N, 119°18'5.15"W
- D LT-2: 36°17'25.55"N, 119°18'5.15"W

Note: Long-term noise surveys completed on September 26, 2019.

Visalia Parkway & S. Mooney Boulevard Retail Development
Visalia, California

Photographs of Long-Term Noise Survey Locations

Appendix C-1

BOLLARD Acoustical Consultants

Legend

- A ST: 36°17'19.22"N, 119°19'4.26"W
- B ST: 36°17'19.22"N, 119°19'4.26"W
- C V-2: 36°17'27.81"N, 119°19'4.84"W
- D V-3: 36°17'19.46"N, 119°19'4.75"W

Note: Short-term noise and vibration surveys completed on September 25, 2019.

Visalia Parkway & S. Mooney Boulevard
Retail Development
Visalia, California

Photographs of Short-Term Noise & Vibration Survey Locations

Appendix C-2

BOLLARD Acoustical Consultants

Appendix D-1
Ambient Noise Monitoring Results
Visalia Parkway & S. Mooney Boulevard Retail Development - Visalia, California - LT-1
Thursday, September 26, 2019

Hour	Leq	Lmax	L50	L90
12:00 AM	56	84	50	45
1:00 AM	49	65	43	38
2:00 AM	49	65	41	38
3:00 AM	51	68	43	39
4:00 AM	51	63	48	41
5:00 AM	55	66	52	46
6:00 AM	55	66	55	50
7:00 AM	57	70	57	53
8:00 AM	53	66	52	49
9:00 AM	50	60	49	46
10:00 AM	51	65	48	44
11:00 AM	50	64	48	44
12:00 PM	48	58	47	43
1:00 PM	50	66	48	44
2:00 PM	49	57	48	46
3:00 PM	49	68	48	46
4:00 PM	51	70	49	47
5:00 PM	50	63	49	47
6:00 PM	54	68	52	49
7:00 PM	57	69	56	51
8:00 PM	57	68	56	51
9:00 PM	55	73	54	49
10:00 PM	54	78	51	45
11:00 PM	50	66	47	42

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	57	48	53	56	49	53
Lmax (Maximum)	73	56	66	84	63	69
L50 (Median)	57	47	51	55	41	48
L90 (Background)	53	43	47	50	38	43

Computed Ldn, dB	59
% Daytime Energy	65%
% Nighttime Energy	35%

GPS Coordinates	36°17'18.52"N
	119°18'55.00"W

BOLLARD
Acoustical Consultants

Appendix D-2
Ambient Noise Monitoring Results
Visalia Parkway & S. Mooney Boulevard Retail Development - Visalia, California - LT-2
Thursday, September 26, 2019

Hour	Leq	Lmax	L50	L90
12:00 AM	49	72	46	41
1:00 AM	43	58	40	35
2:00 AM	42	57	38	34
3:00 AM	44	60	40	37
4:00 AM	48	59	45	39
5:00 AM	50	60	49	44
6:00 AM	54	74	53	48
7:00 AM	57	69	56	54
8:00 AM	53	65	52	49
9:00 AM	47	54	46	44
10:00 AM	47	64	45	42
11:00 AM	45	53	44	42
12:00 PM	46	56	44	41
1:00 PM	48	65	45	41
2:00 PM	47	56	46	40
3:00 PM	51	62	50	41
4:00 PM	52	63	51	44
5:00 PM	51	62	50	44
6:00 PM	50	65	48	43
7:00 PM	50	61	49	46
8:00 PM	49	63	48	44
9:00 PM	47	59	46	41
10:00 PM	45	61	42	39
11:00 PM	45	61	43	38

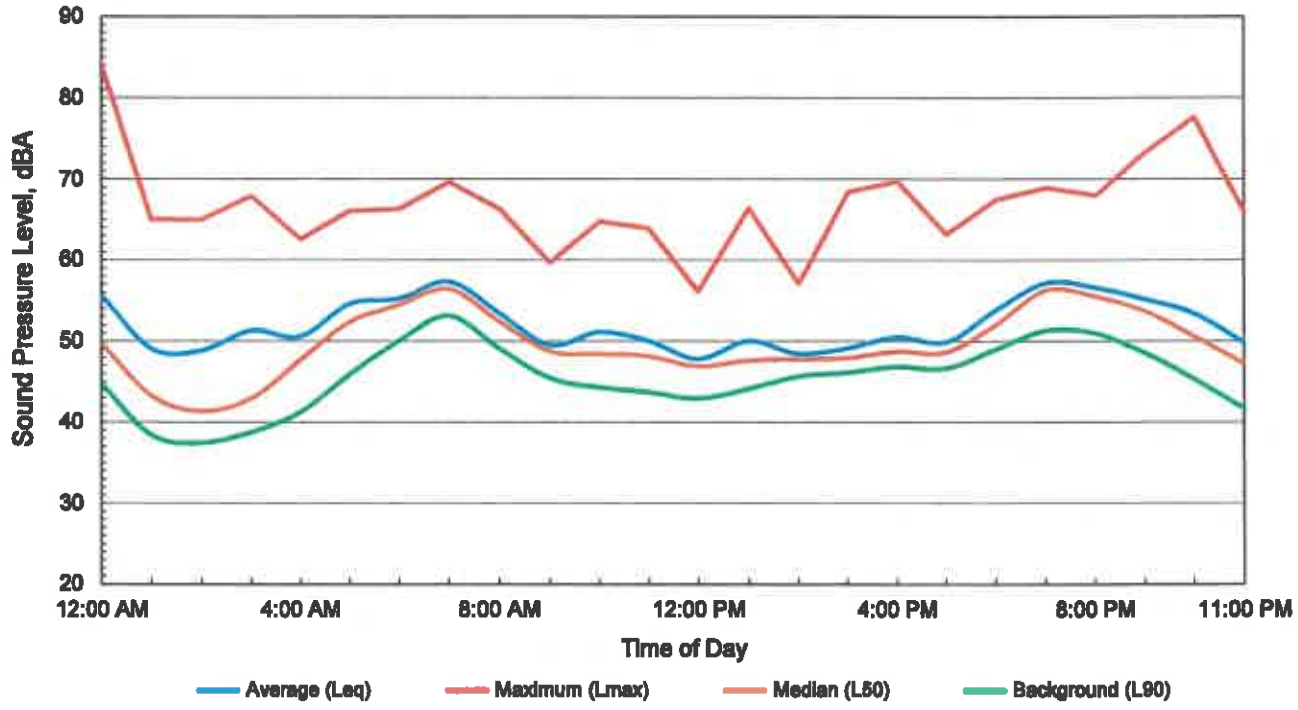
	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	57	46	51	54	42	48
Lmax (Maximum)	69	53	61	74	57	62
L50 (Median)	56	44	48	53	38	44
L90 (Background)	54	40	44	49	34	40

Computed Ldn, dB	55
% Daytime Energy	74%
% Nighttime Energy	26%

GPS Coordinates	36°17'16.52"N
	119°18'55.00"W

BOLLARD
Acoustical Consultants

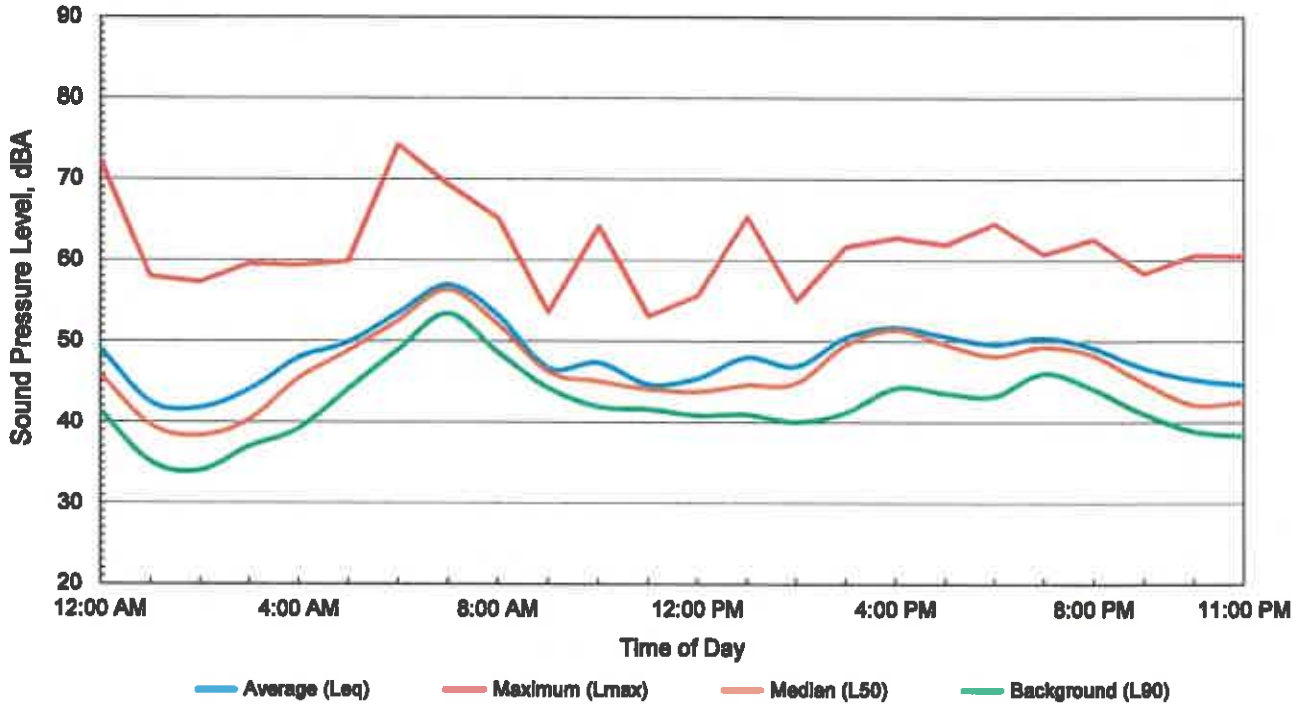
Appendix E-1
Ambient Noise Monitoring Results
Visalia Parkway & S. Mooney Boulevard Retail Development - Visalia, California - LT-1
Thursday, September 26, 2019



Computed Ldn = 59 dB

BOLLARD
Acoustical Consultants

Appendix E-2
Ambient Noise Monitoring Results
Visalia Parkway & S. Mooney Boulevard Retail Development - Visalia, California - LT-2
Thursday, September 26, 2019



Computed Ldn = 55 dB

BOLLARD
Acoustical Consultants

#2

MEETING DATE: June 12, 2019
SITE PLAN NO. 19-055 Resubmittal #2
PARCEL MAP NO.
SUBDIVISION:
LOT LINE ADJUSTMENT NO.

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

☐ **RESUBMIT** Major changes to your plans are required. Prior to accepting construction drawings for building permit, your project must return to the Site Plan Review Committee for review of the revised plans.

☐ During site plan design/policy concerns were identified, schedule a meeting with

☐ Planning ☐ Engineering prior to resubmittal plans for Site Plan Review.

☐ Solid Waste ☐ Parks and Recreation ☐ Fire Dept.

☒ **REVISE AND PROCEED** (see below)

☐ A revised plan addressing the Committee comments and revisions must be submitted for Off-Agenda Review and approval prior to submitting for building permits or discretionary actions.

☐ Submit plans for a building permit between the hours of 9:00 a.m. and 4:00 p.m., Monday through Friday.

☒ Your plans must be reviewed by:

☐ CITY COUNCIL ☐ REDEVELOPMENT

☒ PLANNING COMMISSION ☐ PARK/RECREATION

☒ CUP

☐ HISTORIC PRESERVATION ☐ OTHER: _____

☐ **ADDITIONAL COMMENTS :**

If you have any questions or comments, please call (559) 713-4444.

Site Plan Review Committee

- Per COV Design & Improvement Standard C-32 Drive Approach Locations, minimum distances of 200-ft for driveway from intersection, and 500-ft between driveways shall be adhered to. Visalia Pkwy and Mooney Blvd are classified as arterials.
- As part of TIA, intersection improvements to be addressed for Visalia Pkwy and Mooney SR63.

Leslie Blair

19-055RR

BUILDING/DEVELOPMENT PLAN REQUIREMENTS
ENGINEERING DIVISION

☒	Adrian Rubalcaba	713-4271
☐	Diego Corvera	713-4209

ITEM NO: 2 DATE: JUNE 12, 2019

SITE PLAN NO.:	19-055 2ND RESUBMITTAL
PROJECT TITLE:	VISALIA PARKWAY
DESCRIPTION:	PROPOSED SHOPPING CENTER DEVELOPMENT
APPLICANT:	DANIEL ZOLDAK
PROP OWNER:	VISCA INVESTMENT CO
LOCATION:	SWC VISALIA PARKWAY & MOONEY BLVD
APN:	126-960-001

SITE PLAN REVIEW COMMENTS

☒ REQUIREMENTS (indicated by checked boxes)

☒ Install curb return with ramp, with *35'* radius; ***MOONEY & VISALIA PKWY***

☒ Install curb; ☒ gutter ***MOONEY & VISALIA PKWY***

☒ Drive approach size: ☒ Use radius return; ***REFER TO CITY COMMERCIAL STDS***

☒ Sidewalk: ***7'-10'*** width; ☒ ***5'*** parkway width at ***MOONEY & VISALIA PKWY***

☒ Repair and/or replace any sidewalk across the public street frontage(s) of the subject site that has become uneven, cracked or damaged and may constitute a tripping hazard.

☒ Replace any curb and gutter across the public street frontage(s) of the subject site that has become uneven and has created areas where water can stand.

☒ Right-of-way dedication required. A title report is required for verification of ownership. ***VISALIA & MOONEY***

☒ Deed required prior to issuing building permit; ***TO BE GRANTED BY MAP***

☒ City Encroachment Permit Required. ***FOR ANY WORK NECESSARY IN THE PUBLIC RIGHT-OF-WAY*** Insurance certificate with general & auto liability ($1 million each) and workers compensation ($1 million), valid business license, and appropriate contractor's license must be on file with the City, and valid Underground Service Alert # provided prior to issuing the permit. Contact Encroachment Tech. at 713-4414.

☒ CalTrans Encroachment Permit required. ☒ CalTrans comments required prior to issuing building permit. Contacts: David Deel (Planning) 488-4088; ***MOONEY BLVD***

☐ Landscape & Lighting District/Home Owners Association required prior to approval of Final Map. Landscape & Lighting District will maintain common area landscaping, street lights, street trees and local streets as applicable. Submit completed Landscape and Lighting District application and filing fee a min. of 75 days before approval of Final Map.

☒ Landscape & irrigation improvement plans to be submitted for each phase. Landscape plans will need to comply with the City's street tree ordinance. The locations of street trees near intersections will need to comply with Plate SD-1 of the City improvement standards. A street tree and landscape master plan for all phases of the subdivision will need to be submitted with the initial phase to assist City staff in the formation of the landscape and lighting assessment district.

☒ Grading & Drainage plan required. If the project is phased, then a master plan is required for the entire project area that shall include pipe network sizing and grades and street grades. ☒ Prepared by registered civil engineer or project architect. ☒ All elevations shall be based on the City's benchmark network. Storm run-off from the project shall be handled as follows: a) ☒ directed to the City's existing storm drainage system; b) ☐ directed to a permanent on-site basin; or c) ☐ directed to a temporary on-site basin is required until a connection with adequate capacity is available to the City's storm drainage system. On-site basin: : maximum side slopes, perimeter fencing required, provide access ramp to bottom for maintenance.

☒ Grading permit is required for clearing and earthwork performed prior to issuance of the building permit.

☒ Show finish elevations. (Minimum slopes: A.C. pavement = 1%, Concrete pavement = 0.25%. Curb & Gutter =.020%, V-gutter = 0.25%)

☒ Show adjacent property grade elevations. A retaining wall will be required for grade differences greater than 0.5 feet at the property line.

☒All public streets within the project limits and across the project frontage shall be improved to their full width, subject to available right of way, in accordance with City policies, standards and specifications. ***VISALIA PKWY & MOONEY BUILD OUT***
☒Traffic indexes per city standards: ***ARTERIAL STDS***
☒Install street striping as required by the City Engineer. ***TBD BY TRAFFIC DEPT AT CIVIL PLAN REVIEW***
☒Install landscape curbing (typical at parking lot planters).
☒Minimum paving section for parking: 2" asphalt concrete paving over 4" Class 2 Agg. Base, or 4" concrete pavement over 2" sand.
☒Design Paving section to traffic index of 5.0 min. for solid waste truck travel path.
☒Provide "R" value tests: ***1*** each at ***300' INTERVALS***
☐Written comments required from ditch company Contacts: James Silva 747-1177 for Modoc, Persian, Watson, Oakes, Flemming, Evans Ditch and Peoples Ditch; Jerry Hill 686-3425 for Tulare Irrigation Canal, Packwood and Cameron Creeks; Bruce George 747-5601 for Mill Creek and St. John's River.
☐Access required on ditch bank, 15' minimum ☐ Provide wide riparian dedication from top of bank.
☒Show Valley Oak trees with drip lines and adjacent grade elevations. ☒ Protect Valley Oak trees during construction in accordance with City requirements.
☒A permit is required to remove Valley Oak trees. Contact Public Works Admin at 713-4428 for a Valley Oak tree evaluation or permit to remove. ☒ A pre-construction conference is required.
☒Relocate existing utility poles and/or facilities. ***REQUIRED W/ STREET WIDENING***
☒Underground all existing overhead utilities within the project limits. Existing overhead electrical lines over 50kV shall be exempt from undergrounding. ***REQUIRED W/ STREET WIDENING***
☐Subject to existing Reimbursement Agreement to reimburse prior developer:
☒ Fugitive dust will be controlled in accordance with the applicable rules of San Joaquin Valley Air District's Regulation VIII. Copies of any required permits will be provided to the City.
☒ If the project requires discretionary approval from the City, it may be subject to the San Joaquin Valley Air District's Rule 9510 Indirect Source Review per the rule's applicability criteria. A copy of the approved AIA application will be provided to the City.
☒If the project meets the one acre of disturbance criteria of the State's Storm Water Program, then coverage under General Permit Order 2009-0009-DWQ is required and a Storm Water Pollution Prevention Plan (SWPPP) is needed. A copy of the approved permit and the SWPPP will be provided to the City.

☒Comply with prior comments. ☐Resubmit with additional information. ☒Redesign required.

Additional Comments:

1. A separate Site Plan submittal will be required for the underlying parcel mapping as proposed on the development plan.

2. The proposed drive access locations on Visalia Parkway shall comply to City arterial standards for distances from intersections and between drive approaches. The proposed full median opening aligned with westerly drive approach and existing north drive approach on Visalia Pkwy will need to be analyzed and determined feasible in a TIS, refer to further comments by the Traffic Safety Dept.

3. Phase one of the proposed development plan shall include construction of all street frontage improvements and utility extensions/tie-ins. A master utility plan will be required. Additional improvements and/or design considerations will apply; to be based on the results of the Traffic Impact Study required with this master plan.

4. Prior to the TIS results, at a minimum the site plan shall indicate the need for additional improvements to the signaled intersection at Mooney & Visalia Pkwy, extending east on Visalia Pkwy beyond Mooney Blvd., in order for the intersection to function properly given the ultimate widening of Visalia Pkwy. Further engineering approval of revised Site Plan will be required at time of CUP application processing. Additional revisions may be necessary prior to CUP completeness.

5. Previous engineering comments indicated the City will be further reviewing the west extension of Visalia Pkwy, beyond the master planned development parcel limits, and that the City may elect to impose additional improvements to build-out Visalia Pkwy to the west. It is the intention of City to

require the full build out of the existing two-lane to four-lane roadway on Visalia Pkwy to the west of the site. A new graphic depicting this extension, to Dans Lane, will need to be included in the Site Plan layout.

6. Common access easements for the internal circulation will need to be shown on the parcel map. Parking restrictions may be required depending on the width of the main access road onsite.

7. Pedestrian accessibility shall be incorporated throughout the master plan. Each parcel (future building) shall have an accessible path of travel connected internally as well as a connection to City sidewalk.

8. Refer to City transit bus turnout design standards. Per the proposed design standards required by Caltrans, the bus stop turnout was relocated to south of the southerly drive approach on Mooney. This may pose an issue with City Transit - refer to preferred location and additional comments by the Transit Dept.

9. Mooney Blvd (State Hwy 63) is Caltrans jurisdiction. Proposed cross section and improvements along Mooney will need to comply with Caltrans comments. Proposed access drive locations and median openings shall be further approved by Caltrans..

10. All refuse enclosures will need direct-stab access by a City Solid Waste vehicle. Proper manueverability shall be incorporated. Refer to City 24' refuse enclosure standards, a concrete apron and metal gates are required. Revisions to location and/or orientation may be necessary, to be further determined at time of each parcel development. Refer to Solid Waste comments.

11. Visalia Pkwy is a 110' arterial roadway identified in the City's Circulation Element and Traffic Impact Fee program. Currently, only the north half exists. New development shall install the remaining street width improvements. Developer is responsible for costs & construction of the curbs, gutters, sidewalk, parkway landscape, right-of-way dedication, street lights, striping & signage, utility relocations, and six-foot of pavement and any street transitioning. Street improvements beyond the six-foot of pavement section can qualify for reimbursement via Transportation Impact Fee credits. Required additional improvements beyond the frontage limits of the development will also qualify for reimbursements in fee credits/cash payments per the provisions in the Transportation Impact Fee program. Further coordination with City Engineer will be required.

12. An additional 10' right-of-way, to conform to a 65' width from centerline, shall be continued across the project site. Site plan shows a 55' from centerline design and will need to be revised. Per the City's trailways and bike path master plan, a 10' sidewalk will be required along the Visalia Pkwy southern street frontage. The revised Site Plan will require further review and approval by Engineering at time of CUP application processing.

13. Comply with City parking lot standards.

14. Project will be required to install and maintain all parkway landscaping. Landscape design shall comply with CA MWELO regulations. Street trees shall be planted in the parkways per City street tree master plan.

15. Refer to further entitlement requirements by the Planning Dept.

16. Impact fees will apply to the acreage of land developed and building construction. Refer to page # 5 for applicable fees.

17. The cross sections of the frontage roads as shown on the Site Plan will need to note the direction from point of view.

18. The outlot 1 design is not delineated on Site Plan however should provide adequate lane width and improvements to allow emergency services access as well. Adjacent parcel development should be able to utilize this service lane.

19. Drive aisles intersecting the public streets should be perpendicular to the curb line in first 100'.

SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: **19-055 2nd RESUBMITTAL**
Date: **6/12/2019**

Summary of applicable Development Impact Fees to be collected at the time of building permit:

(Preliminary estimate only! Final fees will be based on the development fee schedule in effect at the time of building permit issuance.)

(Fee Schedule Date:**8/3/2018**)
(Project type for fee rates:**RETAIL**)

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

FEE ITEM	FEE RATE
☒ Groundwater Overdraft Mitigation Fee	**$1,293/AC X 27.16 = $35,118**
☒ Transportation Impact Fee	**RETAIL $9,723/1000SF X 137 = $1,332,051**
☒ Trunk Line Capacity Fee	**VARIES PER USE, REFER TO CITY FEE SCHEDULE**
☒ Sewer Front Foot Fee	**$43/LF X 1260 (VISALIA PKWY) = $54,180**
☒ Storm Drain Acq/Dev Fee	**$7,318/AC X 27.16 = $198,757**
☐ Park Acq/Dev Fee	
☐ Northeast Specific Plan Fees	
☒ Waterways Acquisition Fee	**$5,373/AC X 27.16 = $145,931**
☒ Public Safety Impact Fee: Police	**$8,671/AC X 27.16 = $235,504**
☒ Public Safety Impact Fee: Fire	**$1,897/AC X 27.16 = $51,523**
☒ Public Facility Impact Fee	**$333/1KSF X 137 = $45,621**
☐ Parking In-Lieu	

Reimbursement:

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

Adrian Rubalcaba

SITE PLAN REVIEW COMMENTS

Paul Scheibel, Planning Division, 559-713-4369
Date: June 12, 2019

SITE PLAN NO:	2019-055 - C
PROJECT TITLE:	Visalia Parkway
DESCRIPTION:	Proposed Shopping Center Development
APPLICANT:	Daniel J. Zoldak
PROP. OWNER:	VISCA Investment Co.
LOCATION TITLE:	SWC Visalia Parkway & S. Mooney Blvd.
APN TITLE:	126-960-001
GENERAL PLAN:	Regional Commercial
EXISTING ZONING:	C-R (Regional Commercial)

Rule 9510 – This project is subject to the Rule 9510 requirements of the San Joaquin Valley Air Pollution Control District – see District web-site for information.

SPR No. 2017-128 previous Shopping Center submittal

Planning Division Recommendation:

☒ Revise and Proceed (still needs separate TPM submittal for SPR review)
☐ Resubmit

Project Requirements

- Master Plan CUP for overall project and for development on commercial parcels less than 5 acres
- Photometric Study
- Noise Study
- Tentative Parcel Map
- Additional Information as Needed

PROJECT SPECIFIC INFORMATION: June 12, 2019

1. See previous comments; and,
2. Provide pedestrian connectivity among all buildings
3. Provide logical loading/dock design for Major 1. A 300+ ft. loading ramp is not an industry standard. Ensure design demonstrates all loading activities are concealed from view to the west and noise attenuated.
4. The second parking stall line from the north requires landscape planters/tree wells for shade. If intended to be a landscape median it should be balanced by a corresponding median on the south side of the parking field.
5. Declare Phasing to the extent known.
6. Include the "Carmax" site as "gray shadow" but not a direct component of the Master CUP.
7. Provide details as to size, architecture, and operational statement for all KNOWN uses. This will streamline future permitting.

PROJECT SPECIFIC INFORMATION: April 24, 2019

1. See previous comments.

PROJECT SPECIFIC INFORMATION: March 20, 2019

1. Scale and size of plan made review difficult – comments based upon what staff is able to deduce form plan. Provide a larger scale or more legible plan for subsequent reviews.
2. Master Plan for site through the CUP process. Provide a site plan that dimensions the parking stalls, drive-aisles, building setbacks, landscaping setbacks, pedestrian walkways, trash enclosures, etc
3. Any proposed Parcel Map should be processed concurrently with the Master Plan CUP. Parcel maps are a separate submittal to the Site Plan Review process.
4. Any conditional use show on the Master Plan which is not fully approved as a part of the master plan will require a subsequent CUP process. Master Plan CUP approval need to include standard CUP

required materials such as, but not limited to - detailed site plan [may need separate Site Plan Review], building elevations, operational statement, and related materials).

5. Master Plan (MP) details need to be correct for the MP to be set for a public hearing.
6. Provide an architectural style for the center as a part of the master plan.
7. Provide phasing details for the site and street improvements.
8. The solid waste enclosures need to be revised to meet the direct stab standards for the Solid Waste Department.
9. Shopping Centers is calculated at one stall per 225 sq. ft. of gross building area. At **105,300 sq. ft. /225=468** parking stalls required, the plan identification of 838 stalls meets this requirement. Provide a phasing for the parking areas as a part of the Phasing Plan for this Master Plan.
10. Note the "Future Auto Sales" is not a permitted or conditional use in the CR zone. A change to the zoning or Zoning Ordinance is required.
11. Photometric light study required for the center.
12. Minimum seven-foot high block wall is required along the west and south property lines.
13. Provide a clear series of pedestrian paths between the Pads and to the right-of-way. Detail the main access road (sidewalks/landscaping/other).
14. A sign program may be included as a part of the Master Plan – needs to be detailed and specific to the intent.
15. Limitations on illuminated signage – illuminated signs will be prohibited from facing into residential areas and indirect light and glare from signs into residential is not allowed.
16. No outdoor Public Address or Paging systems are allowed adjacent to residential uses.
17. Noise/Sound Study required for automotive use near residential on south ends of site.
18. See Fire and Building comments related to Outlot 1 – which may need to be an access drive with maintained landscaping along the west side.
19. Add landscape islands every 10 contiguous parking stalls along Major 1, and the west side of the field of parking at Outlot 2.
20. Show how the Mooney/Visalia Parkway intersection will work based upon any proposed phasing.
21. Provide Bus Turnout/Stop per Transit requirements.
22. The individual drive-thru pads must meet City standards if they are shown as a part of the Master Plan – even if they will be subject to their own CUP in the future.
23. The site is subject to AB 52, Early Consultation with Local Native American Tribes. Please allow approximately 40 days lead time between the time a CUP or other discretionary application is filed, and the time in which it can be formally reviewed for application completeness.
24. Environmental Review – Initial Study – Negative Declaration – Mitigated Negative Declaration > upon completion of the Initial Study staff will consider the type and depth of the needed environmental document.
25. Clearly depict all loading docks for the large retail pads. A Noise Study may be required to address loading/unloading activities for the large retail operator pads located near residential development.
26. Pedestrian access paths within in the shopping center should be designed to distinguish the path vs. a vehicular drive aisle.
27. Provide conceptual development details for the west portion of project site noted on the site plan exhibit as "Future Auto Sales" and "Outlot 1 & 2".
28. A shared parking/site maintenance/solid waste/shared vehicular access agreement shall be required as conditions of any parcel map.
29. Comply with Caltrans requirements.
30. The site is subject to AB 52, Early Consultation with Local Native American Tribes. Please allow approximately 40 days lead time between the time a CUP or other discretionary application is filed, and the time in which it can be formally reviewed for application completeness.

This project requires discretionary approval by the City Council and/or Planning Commission the final determination of consistency will be made by the Planning Commission and/or City Council.

17.18.070 Development standards in the C-R zone.

NOTE: These standards may be superseded by standers established as a part of the Packwood Creek Master Plan

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.

Parking:

1. Provide parking spaces based Zoning Ordinance Section 17.34.020
2. 30% of the required parking stalls may be compact and shall be evenly distributed in the lot.
3. Provide handicapped space(s).
4. An 80 sq. ft. minimum landscape well is required every 10 contiguous parking.
5. A planter is required every other row. (5-9 feet in width containing trees on twenty (20) foot centers.
6. No repair work or vehicle servicing allowed in a parking area.
7. It is highly recommended that bicycle rack(s) be provided on site plan.
8. No parking shall be permitted in a required front/rear/side yard.
9. Design/locate parking lot lighting to deflect any glare away from abutting residential areas.
10. Parking lot to be screened from view by a 3-foot tall solid wall or shrubs when located adjacent to a public street or when across from residential property.
11. Front carport area to have a 3 to 6-foot tall screening wall.
12. Provide shopping cart storage areas on site plan.
13. Provide transit facilities on site plan.
14. Provide shared parking/access agreements
15. Provide off-street loading facility.
16. The project should provide preferential parking spaces for carpools and vanpools to decrease the number of single occupant vehicle work trips. The preferential treatment could include covered parking spaces or close-in parking spaces, or designated free parking, or a guaranteed space for the vehicle.
17. Provide a "No Parking" (dead-head) stall at the end of the parking row (for rows over 6 stalls deep with no outlet) to allow vehicles to turn around rather than backing out if no stalls are available.

Fencing and Screening:

1. Provide screening for roof mounted equipment (Zoning Ordinance Section 17.30.130.F).
2. Provide second-story screening for all windows that may intrude into adjacent residential properties. Details and cross-sections will be required to be reviewed and approved prior to issuance of building permits (Zoning Ordinance Section 17.30.130.F).
3. Provide screened trash enclosure with solid screening gates (Zoning Ordinance Section 17.30.130.F).
4. Provide solid screening of all outdoor storage areas. Outdoor storage to be screened from public view with solid material (Zoning Ordinance Section 17.30.130.F).

5. Outdoor retail sales prohibited.
6. Cross Sections need to be provided for site Plan Review if there is greater than an 18-inch difference between the elevation of the subject site and the adjacent properties, and the sections would be required for the public hearing process also.
7. All outdoor storage areas are to be identified on the site plan and they are to be shown with screening (fencing). No materials may be stored above the storage area fence heights.
8. Provide minimum of 7-foot high concrete block wall or masonry wall along/around the west and south property lines.
9. If there is an anticipated grade difference of more than 12-inches between this site and the adjacent sites, a cross section of the difference and the walls must be provided as a part of the Subdivision and/or CUP application package.
10. NOTE: The maximum height of block walls and fences is 7-feet in the appropriate areas; this height is measured on the tallest side of the fence. If the height difference is such that the fence on the inside of the project site is not of sufficient height, the fence height should be discussed with Planning Staff prior to the filing of applications to determine if an Exception to fence/wall height should also be submitted.

Landscaping:

1. The City has adopted the State Water Efficient Landscape Ordinance. The ordinance applies to projects installing 2,500 square feet or more of landscaping. It requires that landscaping and irrigation plans be certified by a qualified entity (i.e., Landscape Architect) as meeting the State water conservation requirements. The City's implementation of this new State law will be accomplished by self-certification of the final landscape and irrigation plans by a California licensed landscape architect or other qualified entity with sections signed by appropriately licensed or certified persons as required by the ordinance. **NOTE: Prior to a final for the project, a signed Certificate of Compliance for the MWELO standards is required indicating that the landscaping has been installed to MWELO standards.**
2. Provide street trees at an average of 20-feet on center along street frontages. All trees to be 15-gallon minimum size (Zoning Ordinance Section 17.30.015-2).
3. In the P(R-M) multi-family residential zone, all multiple family developments shall have landscaping including plants, and ground cover to be consistent with surrounding landscaping in the vicinity. Landscape plans to be approved by city staff prior to installation and occupancy of use and such landscaping to be permanently maintained. (Zoning Ordinance Section 17.16.180)
4. All landscape areas to be protected with 6-inch concrete curbs (Zoning Ordinance Section 17.30.130.F).
5. All parking lots to be designed to provide a tree canopy to provide shade in the hot seasons and sunlight in the winter months.
6. Provide a detailed landscape and irrigation plan as a part of the building permit package (Zoning Ordinance Section 17.34.040).
7. An 80 sq. ft. minimum landscape well is required every 10 contiguous parking stalls (Zoning Ordinance Section 17.30.130.C).
8. Provide a detailed landscape and irrigation plan for review prior to issuance of building permits. Please review Zoning Ordinance section 17.30.130-C for current landscaping and irrigation requirements.
9. Provide a conceptual landscape plan for resubmittal or planning commission review.
10. Locate existing oak trees on site and provide protection for all oak trees greater than 2" diameter (see Oak Tree Preservation Ordinance).
11. Maintenance of landscaped areas. - A landscaped area provided in compliance with the regulations prescribed in this title or as a condition of a use permit or variance shall be planted with materials suitable for screening or ornamenting the site, whichever is appropriate, and plant materials shall be maintained and replaced as needed, to screen or ornament the site. (Prior code § 7484)

Lighting:

1. All lighting is to be designed and installed so as to prevent any significant direct or indirect light or glare from falling upon any adjacent residential property. This will need to be demonstrated in the building plans and prior to final on the site.
2. Parking lot and drive aisle lighting adjacent to residential units or designated property should consider the use of 15-foot high light poles, with the light element to be completely recessed into the can. A reduction in the height of the light pole will assist in the reduction/elimination of direct and indirect light and glare which may adversely impact adjacent residential areas.
3. Building and security lights need to be shielded so that the light element is not visible from the adjacent residential properties, if any new lights are added or existing lights relocated.
4. NOTE: Failure to meet these lighting standards in the field will result in no occupancy for the building until the standards are met.

In no case shall more than 0.5 lumens be exceeded at any property line, and in cases where the adjacent residential unit is very close to the property line, 0.5 lumens may not be acceptable.

Noise: NOISE ORDINANCE (Municipal Code Chapter 8.36)

The City's Noise Ordinance has standards for maximum noise levels near sensitive land uses. The project, as with all other uses in the City, will be required to meet the standards of the Noise Ordinance during construction of the project and during operation of the use on the site. It is the property owner's responsibility to ensure that the Ordinance is being met. Copies of the Noise Ordinance are available at the Community Development Department front counter or online at www.ci.visalia.ca.us. (Click on Municipal Code and then go to Chapter 8.36.)

As part of Staff's review prior to Planning Commission/City Council hearings on the proposed project Staff may determine it appropriate to review the proposed project for potential Noise Ordinance conformity. If it is determined that the proposed project may not meet the Noise Ordinance a Noise Study may be required prior to public hearing on the project.

If staff believes that the proposed project may not meet the City Noise Ordinance as proposed. As part of Staff's review prior to Planning Commission/City Council hearings on the proposed project, Staff will require that a Noise Study be prepared for review by the Planning Commission/City Council.

NOTE: Staff recommendations contained in this document are not to be considered support for a particular action or project unless otherwise stated in the comments. The comments found on this document pertain to the site plan submitted for review on the above referenced date. Any changes made to the plan submitted must be submitted for additional review.

Signature _____

SPR 19055
VISALIA PARKWAY
SWC OF VISALIA PARKWAY
& S MOONEY BLVD.

City of Visalia

Building: Site Plan Review Comments

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

- [x] A building permit will be required. PER EACH STRUCTURE. *For information call (559) 713-4444*
- [x] Submit 1 digital set of professionally prepared plans and 1 set of calculations. (Small Tenant Improvements)
- [ ] Submit 1 digital set of plans prepared by an architect or engineer. Must comply with 2016 California Building Cod Sec. 2308 for conventional light-frame construction or submit 1 digital set of engineered calculations.
- [ ] Indicate abandoned wells, septic systems and excavations on construction plans.

You are responsible to ensure compliance with the following checked items:

- [x] Meet State and Federal requirements for accessibility for persons with disabilities.
- [ ] A path of travel, parking and common area must comply with requirements for access for persons with disabilities.
- [ ] All accessible units required to be adaptable for persons with disabilities.
- [ ] Maintain sound transmission control between units minimum of 50 STC.
- [ ] Maintain fire-resistive requirements at property lines.
- [ ] A demolition permit & deposit is required. *For information call (559) 713-4444*
- [ ] Obtain required permits from San Joaquin Valley Air Pollution Board. *For information call (661) 392-5500*
- [x] Plans must be approved by the Tulare County Health Department. *For information call (559) 624-8011*
- [ ] Project is located in flood zone _____ * [ ] Hazardous materials report.
- [ ] Arrange for an on-site inspection. (Fee for inspection $157.00) *For information call (559) 713-4444*
- [x] School Development fees. Commercial $0.61 per square foot. Residential $3.79 per square foot.
- [ ] Park Development fee $_____ per unit collected with building permits.
- [ ] Existing address must be changed to be consistent with city address. *For information call (559) 713-4320*
- [ ] Acceptable as submitted
- [ ] No comments at this time

Additional comments: CONNECT ALL BUILDINGS WITH ACCESSIBLE ROUTES. VERIFY REQUIRED ACCESSIBLE PARKING SPACES AT EACH BUILDING. PROVIDE ACCESSIBLE ROUTE TO THE PUBLIC WAY. PROVIDE OIL & GREASE INTERCEPTORS. PROVIDE ACCESSIBLE ROUTE TO TRASH ENCLOSURE. ALL NEW LANDSCAPING SHALL MEET THE MWELO REQUIREMENTS.

VAL CARCIA 6/12/19

Site Plan Review Comments For: Visalia Fire Department Corbin Reed, Fire Marshal 420 N. Burke Visalia, CA 93292 559-713-4272 Office 559-713-4808 Fax	Date: 06/10/2019 Item # 2 Site Plan # 19-055 resub APN: 087450016 Location:

The following comments are applicable when checked:

☒ The Site Plan Review comments are issued as general overview of your project. With further details, additional requirements will be enforced at the Plan Review stage. Please refer to the 2016 California Fire Code (CFC), 2016 California Building Codes (CBC) and City of Visalia Municipal Codes.

Special Comments:

☒ No additional comments.

Corbin Reed
Fire Marshal

SPR-19-055

V. PARKWAY/MOONEY.

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

Site Plan Review Comments

[X] No Comment at this time.

[ ] Request opportunity to comment or make recommendations as to safety issues as plans are developed.

[ ] Public Safety Impact fee:
Ordinance No. 2001-11 Chapter 16.48 of Title 16 of the Visalia Municipal Code
Effective date - August 17, 2001

Impact fees shall be imposed by the City pursuant to this Ordinance as a condition of or in conjunction with the approval of a development project. "New Development or Development Project" means any new building, structure or improvement of any parcels of land, upon which no like building, structure of improvement previously existed. *Refer to Engineering Site Plan comments for fee estimation.

[ ] Not enough information provided. Please provide additional information pertaining to:

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

[ ] Access Controlled / Restricted etc:

[ ] Lighting Concerns:

[ ] Landscaping Concerns:

[ ] Traffic Concerns:

[ ] Surveillance Issues:

[ ] Line of Sight Issues:

[ ] Other Concerns:

L. GRANT 420

Visalia Police Department

SITE PLAN REVIEW COMMENTS

CITY OF VISALIA TRAFFIC SAFETY DIVISION

June 12, 2019

ITEM NO. 2	RESUBMITTAL
SITE PLAN NO:	SPR19-055
PROJECT TITLE:	Visalia Parkway
DESCRIPTION:	Proposed Shopping Center Development
APPLICANT:	Daniel J. Zoldak
OWNER:	Visca Investment Co.
APN:	126-060-001
LOCATION:	SWC of Visalia Parkway & S. Mooney Blvd.

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

☐ No Comments

☐ See Previous Site Plan Comments

☒ Install Street Light(s) per City Standards.

☐ Install Street Name Blades at Locations.

☐ Install Stop Signs at Locations.

☒ Construct parking per City Standards PK-1 through PK-4.

☒ Construct drive approach per City Standards.

☒ Traffic Impact Analysis required (CUP)

- ☐ Provide more traffic information such as . Depending on development size, characteristics, etc., a TIA may be required.

☐ Additional traffic information required (Non Discretionary)

- ☐ Trip Generation - Provide documentation as to concurrence with General Plan.
- ☐ Site Specific - Evaluate access points and provide documentation of conformance with COV standards. If noncomplying, provide explanation.
- ☐ Traffic Impact Fee (TIF) Program - Identify improvments needed in concurrence with TIF.

Additional Comments:

- Per COV Design & Improvement Standard P-12 Typcial Median Break Locations, ¾ access (right in & out, left in only) will be permitted at the most westerly driveway and aligning with the existing driveway to the development on the northside of Visalia Pkwy, and right in & out only will be permitted at the easterly driveway on Visalia Pkwy.

Leslie Blair

19-055RR

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

COMMERCIAL BIN SERVICE

19055

	No comments.
XX	See comments below
XX	Revisions required prior to submitting final plans. See comments below.
	Resubmittal required. See comments below.
XX	Customer responsible for all cardboard and other bulky recyclables to be broken down before disposing of in recycle containers
XX	ALL refuse enclosures must be R-3 OR R-4
XX	Customer must provide combination or keys for access to locked gates/bins
	Type of refuse service not indicated.
XX	Location of bin enclosure not acceptable. See comments below.
	Bin enclosure not to city standards double.
	Inadequate number of bins to provide sufficient service. See comments below.
XX	Drive approach too narrow for refuse trucks access. See comments below.
	Area not adequate for allowing refuse truck turning radius of : Commercial 50 ft. outside 35 ft. inside; Residential 35 ft. outside, 20 ft. inside.
XX	Paved areas should be engineered to withstand a 55,000 lb. refuse truck.
XX	Bin enclosure gates are required
	Hammerhead turnaround must be built per city standards.
	Cul - de - sac must be built per city standards.
XX	Bin enclosures are for city refuse containers only. Grease drums or any other items are not allowed to be stored inside bin enclosures.
XX	Area in front of refuse enclosure must be marked off indicating no parking
XX	Enclosure will have to be designed and located for a STAB service (DIRECT ACCESS) with no less than 38' clear space in front of the bin, included the front concrete pad.
	Customer will be required to roll container out to curb for service.
XX	Must be a concrete slab in front of enclosure as per city standards, the width of the enclosure by ten(10) feet, minimum of six(6) inches in depth.
	Roll off compactor's must have a clearance of 3 feet from any wall on both sides and there must be a minimum of 53 feet clearance in front of the compactor to allow the truck enough room to provide service.
XX	City ordinance 8.28.120-130 (effective 07/16/16) requires contractor to contract with City for removal of construction debris unless transported in equipment owned by contractor or unless contracting with a franchise permittee for removal of debris utilizing roll-off boxes.
Comment	Enclosure in between shops A & B needs to be set for direct stab, landscape island is blocking approach to left side doors. Landscaping islands for automotive enclosure and Drive-Thur 3 are also in the direct line of service. Shops A & B and store C, should have space between landscape curb and enclosure wall. Great examples on spacing between curbing and enclosures for Major 1 and 2. Be sure to have enclosure gates open 180 degrees.

Jim Ross, Solid Waste Manager, 559-713-4533
Edward Zuniga, Solid Waste Supervisor, 559-713-4338

#3

MEETING DATE: September 11, 2019
SITE PLAN NO. 19-158 Resubmittal
PARCEL MAP NO.
SUBDIVISION:
LOT LINE ADJUSTMENT NO.

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

☐ **RESUBMIT** Major changes to your plans are required. Prior to accepting construction drawings for building permit, your project must return to the Site Plan Review Committee for review of the revised plans.

☐ During site plan design/policy concerns were identified, schedule a meeting with

☐ Planning ☐ Engineering prior to resubmittal plans for Site Plan Review.

☐ Solid Waste ☐ Parks and Recreation ☐ Fire Dept.

☒ **REVISE AND PROCEED** (see below)

☐ A revised plan addressing the Committee comments and revisions must be submitted for Off-Agenda Review and approval prior to submitting for building permits or discretionary actions.

☐ Submit plans for a building permit between the hours of 9:00 a.m. and 4:00 p.m., Monday through Friday.

☒ Your plans must be reviewed by:

☐ CITY COUNCIL ☐ REDEVELOPMENT

☒ PLANNING COMMISSION ☐ PARK/RECREATION

☒ TPM + CUP

☐ HISTORIC PRESERVATION ☐ OTHER: _____

☐ **ADDITIONAL COMMENTS :**

If you have any questions or comments, please call (559) 713-4444.

Site Plan Review Committee

SUBDIVISION & PARCEL MAP REQUIREMENTS
ENGINEERING DIVISION

☒ Adrian Rubalcaba 713-4271
☐ Diego Corvera 713-4209

ITEM NO: 3 DATE: SEPTEMBER 11, 2019

SITE PLAN NO.:	19-158 RESUBMITTAL
PROJECT TITLE:	VISALIA PARKWAY
DESCRIPTION:	TENTATIVE SUBDIVISION MAP FOR PROPOSED SHOPPING CENTER DEVELOPMENT
APPLICANT:	DANIEL J ZOLDAK
PROP. OWNER:	VISCA INVESTMENT CO
LOCATION:	SOUTHWEST CORNER OF VISALIA PKWY & MOONEY BLVD
APN:	126-960-001

SITE PLAN REVIEW COMMENTS

☒ REQUIREMENTS (Indicated by checked boxes)

☐ Submit improvements plans detailing all proposed work; ☐ Subdivision Agreement will detail fees & bonding requirements

☒ Bonds, certificate of insurance, cash payment of fees/inspection, and approved map & plan required prior to approval of Final Map.

☒ The Final Map & Improvements shall conform to the Subdivision Map Act, the City's Subdivision Ordinance and Standard Improvements.

☐ A preconstruction conference is required prior to the start of any construction.

☒ Right-of-way dedication required. A title report is required for verification of ownership. ☒ by map ☐ by deed

☐ City Encroachment Permit Required which shall include an approved traffic control plan.

☐ CalTrans Encroachment Permit Required. ☐ CalTrans comments required prior to tentative parcel map approval. CalTrans contacts: David Deel (Planning) 488-4088

☒ Landscape & Lighting District/Home Owners Association required prior to approval of Final Map. Landscape & Lighting District will maintain common area landscaping, street lights, street trees and local streets as applicable. Submit completed Landscape and Lighting District application and filing fee a min. of 75 days before approval of Final Map. ***City Landscape and Lighting District required for street lighting & median landscape maintenance on Visalia Pkwy & Mooney.***

☐ Landscape & irrigation improvement plans to be submitted for each phase. Landscape plans will need to comply with the City's street tree ordinance. The locations of street trees near intersections will need to comply with Plate SD-1 of the City improvement standards. A street tree and landscape master plan for all phases of the subdivision will need to be submitted with the initial phase to assist City staff in the formation of the landscape and lighting assessment district.

☐ Dedicate landscape lots to the City that are to be maintained by the Landscape & Lighting District.

☐ Northeast Specific Plan Area: Application for annexation into Northeast District required 75 days prior to Final Map approval.

☐ Written comments required from ditch company. Contacts: James Silva 747-1177 for Modoc, Persian, Watson, Oakes, Flemming, Evans Ditch and Peoples Ditches; Paul Hendrix 686-3425 for Tulare Irrigation Canal, Packwood and Cameron Creeks; Bruce George 747-5601 for Mill Creek and St. John's River.

☐ Final Map & Improvements shall conform to the City's Waterways Policy. ☐ Access required on ditch bank, 12' minimum. ☐ Provide wide riparian dedication from top of bank.

☐ Sanitary Sewer master plan for the entire development shall be submitted for approval prior to approval of any portion of the system. The sewer system will need to be extended to the boundaries of the development where future connection and extension is anticipated. The sewer system will need to be sized to serve any future developments that are anticipated to connect to the system.

☐ Grading & Drainage plan required. If the project is phased, then a master plan is required for the entire project area that shall include pipe network sizing and grades and street grades. ☐ Prepared by registered civil engineer or project architect. ☐ All elevations shall be based on the City's benchmark network. Storm run-off from the project shall be handled as follows: a) ☐ directed to the City's existing storm drainage system; b) ☐ directed to a permanent on-site basin; or c) ☐ directed to a temporary on-site basin is

required until a connection with adequate capacity is available to the City's storm drainage system. On-site basin: : maximum side slopes, perimeter fencing required, provide access ramp to bottom for maintenance.

☐Show Valley Oak trees with drip lines and adjacent grade elevations. ☐ Protect Valley Oak trees during construction in accordance with City requirements. ☐A permit is required to remove Valley Oak trees. Contact Public Works Admin at (559)713-4428 for a Valley Oak tree evaluation or permit to remove. ☐ Valley Oak tree evaluations by a certified arborist are required to be submitted to the City in conjunction with the tentative map application. ☐ A pre-construction conference is required.

☐Show adjacent property grade elevations on improvement plans. A retaining wall will be required for grade differences greater than 0.5 feet at the property line.

☐Relocate existing utility poles and/or facilities.

☐Underground all existing overhead utilities within the project limits. Existing overhead electrical lines over 50kV shall be exempt from undergrounding.

☐Provide "R" value tests: each at

☐Traffic indexes per city standards:

☐All public streets within the project limits and across the project frontage shall be improved to their full width, subject to available right of way, in accordance with City policies, standards and specifications.

☐All lots shall have separate drive approaches constructed to City Standards.

☐Install street striping as required by the City Engineer.

☐Install sidewalk: ft. wide, with ft. wide parkway on

☐Cluster mailbox supports required at 1 per 2 lots, or use postal unit (contact the Postmaster at 732-8073).

☐Subject to existing Reimbursement Agreement to reimburse prior developer:

☐Abandon existing wells per City of Visalia Code. A building permit is required.

☐Remove existing irrigation lines & dispose off-site. ☐Remove existing leach fields and septic tanks.

☐ Fugitive dust will be controlled in accordance with the applicable rules of San Joaquin Valley Air District's Regulation VIII. Copies of any required permits will be provided to the City.

☐ If the project requires discretionary approval from the City, it may be subject to the San Joaquin Valley Air District's Rule 9510 Indirect Source Review per the rule's applicability criteria. A copy of the approved AIA application will be provided to the City.

☐If the project meets the one acre of disturbance criteria of the State's Storm Water Program, then coverage under General Permit Order 2009-0009-DWQ is required and a Storm Water Pollution Prevention Plan (SWPPP) is needed. A copy of the approved permit and the SWPPP will be provided to the City.

☒Comply with prior comments ☐Resubmit with additional information ☒Redesign required

Additional Comments:

1. The title "Phased" tentative parcel map can be omitted at time of tentative map submittal.

2. Proposed tentative map is subject to the underlying master planned project and improvement requirements. Development of any parcel will require that the first phase of the master planned improvements be completed (Refer to SPR 19-055).

3. Impact fees can be deferred until time of development of each parcel. Final map filing fees will apply.

4. Refer to Planning Dept. conditions regarding parcel A.

5. Right-of-way on Visalia Pkwy appears to match existing 65' from centerline to the south. Refer to underlying master plan design.

6. Per the master plan design, significant design considerations are needed at the access drive on Visalia Pkwy that aligns with the northern shopping center. The master plan proposes a full open median at this intersection therefore a design for 3 lanes for all traffic movements will need to be implemented - this will affect the north approach as it is inadequate in size and will need to be widened at a future time. Further coordination with City Engineer at time of final map design will be required to ensure proper width and location of the access drive is delineated correctly.

7. Parcel "I" will need to be designated as a common utility, access, or any other desired easement to be utilized by all parcels. Additional project CC&R's will most likely be necessary. Typically, the common drive and utility areas are not designated as a separate parcel but as an "Outlot" or "Lot".

8. Tentative map filing fees will apply.

SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: **19-158 RESUBMITTAL**
Date: **9/11/2019**

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

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

(Fee Schedule Date:**8/3/2019**)
(Project type for fee rates:**TENTATIVE PARCEL MAP**)

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

FEE ITEM	FEE RATE
☒ Trunk Line Capacity Fee	
☒ Sewer Front Foot Fee	
☒ Storm Drainage Acquisition Fee	
☐ Park Acquisition Fee	
☐ Northeast Acquisition Fee Total Storm Drainage Block Walls Parkway Landscaping Bike Paths	
☒ Waterways Acquisition Fee	

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

City Reimbursement:

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

Adrian Rubalcaba

SITE PLAN REVIEW COMMENTS

Paul Scheibel, Planning Division, 559-713-4369
Date: June 12, 2019

SITE PLAN NO:	2019-158
PROJECT TITLE:	Visalia Parkway
DESCRIPTION:	Tentative Subdivision Map for Proposed Shopping Center Development.
APPLICANT:	Daniel J. Zoldak
PROP. OWNER:	VISCA Investment Co.
LOCATION TITLE:	SWC Visalia Parkway & S. Mooney Blvd.
APN TITLE:	126-960-001
GENERAL PLAN:	Regional Commercial
EXISTING ZONING:	C-R (Regional Commercial)

Rule 9510 – This project is subject to the Rule 9510 requirements of the San Joaquin Valley Air Pollution Control District – see District web-site for information.

SPR No. 2017-128 previous Shopping Center submittal

Planning Division Recommendation:

☒ Revise and Proceed (still needs separate TPM submittal for SPR review)
☐ Resubmit

Project Requirements

- Master Plan CUP for overall project and for development on commercial parcels less than 5 acres
- Photometric Study
- Noise Study
- Tentative Parcel Map
- Additional Information as Needed

PROJECT SPECIFIC INFORMATION: August 28, 2019

1. See June 12th and August 28, 2019, comments, and
2. Parcel A is not a viable commercial parcels. It should be merged with Lot J as a flag lot.
3. An offsite improvement agreement will be required for the benefit of the Carmax CUP to build the western perimeter wall, and to install and maintain fence barriers across the northern and southern ends of Parcel A.
4. Reconfigure the northern entry and adjacent parcels to reflect buildout geometry for that as a signalized intersection.
5. Parcel I shall be deed restricted as a non-buildable parcel, to be used solely for shared access drives, utilities.
6. Show proposed "phasing" , or remove "Phased" from map title.

PROJECT SPECIFIC INFORMATION: June 12, 2019

1. See previous comments; and,
2. Provide pedestrian connectivity among all buildings
3. Provide logical loading/dock design for Major 1. A 300+ ft. loading ramp is not an industry standard. Ensure design demonstrates all loading activities are concealed from view to the west and noise attenuated.
4. The second parking stall line from the north requires landscape planters/tree wells for shade. If intended to be a landscape median it should be balanced by a corresponding median on the south side of the parking field.
5. Declare Phasing to the extent known.
6. Include the "Carmax" site as "gray shadow" but not a direct component of the Master CUP.
7. Provide details as to size, architecture, and operational statement for all KNOWN uses. This will streamline future permitting.

PROJECT SPECIFIC INFORMATION: April 24, 2019

1. See previous comments.

PROJECT SPECIFIC INFORMATION: March 20, 2019

1. Scale and size of plan made review difficult – comments based upon what staff is able to deduce form plan. Provide a larger scale or more legible plan for subsequent reviews.
2. Master Plan for site through the CUP process. Provide a site plan that dimensions the parking stalls, drive-aisles, building setbacks, landscaping setbacks, pedestrian walkways, trash enclosures, etc
3. Any proposed Parcel Map should be processed concurrently with the Master Plan CUP. Parcel maps are a separate submittal to the Site Plan Review process.
4. Any conditional use show on the Master Plan which is not fully approved as a part of the master plan will require a subsequent CUP process. Master Plan CUP approval need to include standard CUP required materials such as, but not limited to - detailed site plan [may need separate Site Plan Review], building elevations, operational statement, and related materials).
5. Master Plan (MP) details need to be correct for the MP to be set for a public hearing.
6. Provide an architectural style for the center as a part of the master plan.
7. Provide phasing details for the site and street improvements.
8. The solid waste enclosures need to be revised to meet the direct stab standards for the Solid Waste Department.
9. Shopping Centers is calculated at one stall per 225 sq. ft. of gross building area. At **105,300 sq. ft. /225=468** parking stalls required, the plan identification of 838 stalls meets this requirement. Provide a phasing for the parking areas as a part of the Phasing Plan for this Master Plan.
10. Note the "Future Auto Sales" is not a permitted or conditional use in the CR zone. A change to the zoning or Zoning Ordinance is required.
11. Photometric light study required for the center.
12. Minimum seven-foot high block wall is required along the west and south property lines.
13. Provide a clear series of pedestrian paths between the Pads and to the right-of-way. Detail the main access road (sidewalks/landscaping/other).
14. A sign program may be included as a part of the Master Plan – needs to be detailed and specific to the intent.
15. Limitations on illuminated signage – illuminated signs will be prohibited from facing into residential areas and indirect light and glare from signs into residential is not allowed.
16. No outdoor Public Address or Paging systems are allowed adjacent to residential uses.
17. Noise/Sound Study required for automotive use near residential on south ends of site.
18. See Fire and Building comments related to Outlot 1 – which may need to be an access drive with maintained landscaping along the west side.
19. Add landscape islands every 10 contiguous parking stalls along Major 1, and the west side of the field of parking at Outlot 2.
20. Show how the Mooney/Visalia Parkway intersection will work based upon any proposed phasing.
21. Provide Bus Turnout/Stop per Transit requirements.
22. The individual drive-thru pads must meet City standards if they are shown as a part of the Master Plan – even if they will be subject to their own CUP in the future.
23. The site is subject to AB 52, Early Consultation with Local Native American Tribes. Please allow approximately 40 days lead time between the time a CUP or other discretionary application is filed, and the time in which it can be formally reviewed for application completeness.
24. Environmental Review – Initial Study – Negative Declaration – Mitigated Negative Declaration > upon completion of the Initial Study staff will consider the type and depth of the needed environmental document.
25. Clearly depict all loading docks for the large retail pads. A Noise Study may be required to address loading/unloading activities for the large retail operator pads located near residential development.
26. Pedestrian access paths within in the shopping center should be designed to distinguish the path vs. a vehicular drive aisle.

27. Provide conceptual development details for the west portion of project site noted on the site plan exhibit as "Future Auto Sales" and "Outlot 1 & 2".
28. A shared parking/site maintenance/solid waste/shared vehicular access agreement shall be required as conditions of any parcel map.
29. Comply with Caltrans requirements.
30. The site is subject to AB 52, Early Consultation with Local Native American Tribes. Please allow approximately 40 days lead time between the time a CUP or other discretionary application is filed, and the time in which it can be formally reviewed for application completeness.

This project requires discretionary approval by the City Council and/or Planning Commission the final determination of consistency will be made by the Planning Commission and/or City Council.

17.18.070 Development standards in the C-R zone.

NOTE: These standards may be superseded by standers established as a part of the Packwood Creek Master Plan

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.

Parking:

1. Provide parking spaces based Zoning Ordinance Section 17.34.020
2. 30% of the required parking stalls may be compact and shall be evenly distributed in the lot.
3. Provide handicapped space(s).
4. An 80 sq. ft. minimum landscape well is required every 10 contiguous parking.
5. A planter is required every other row. (5-9 feet in width containing trees on twenty (20) foot centers.
6. No repair work or vehicle servicing allowed in a parking area.
7. It is highly recommended that bicycle rack(s) be provided on site plan.
8. No parking shall be permitted in a required front/rear/side yard.
9. Design/locate parking lot lighting to deflect any glare away from abutting residential areas.
10. Parking lot to be screened from view by a 3-foot tall solid wall or shrubs when located adjacent to a public street or when across from residential property.
11. Front carport area to have a 3 to 6-foot tall screening wall.
12. Provide shopping cart storage areas on site plan.
13. Provide transit facilities on site plan.
14. Provide shared parking/access agreements
15. Provide off-street loading facility.
16. The project should provide preferential parking spaces for carpools and vanpools to decrease the number of single occupant vehicle work trips. The preferential treatment could include covered

parking spaces or close-in parking spaces, or designated free parking, or a guaranteed space for the vehicle.

17. Provide a "No Parking" (dead-head) stall at the end of the parking row (for rows over 6 stalls deep with no outlet) to allow vehicles to turn around rather than backing out if no stalls are available.

Fencing and Screening:

1. Provide screening for roof mounted equipment (Zoning Ordinance Section 17.30.130.F).
2. Provide second-story screening for all windows that may intrude into adjacent residential properties. Details and cross-sections will be required to be reviewed and approved prior to issuance of building permits (Zoning Ordinance Section 17.30.130.F).
3. Provide screened trash enclosure with solid screening gates (Zoning Ordinance Section 17.30.130.F).
4. Provide solid screening of all outdoor storage areas. Outdoor storage to be screened from public view with solid material (Zoning Ordinance Section 17.30.130.F).
5. Outdoor retail sales prohibited.
6. Cross Sections need to be provided for site Plan Review if there is greater than an 18-inch difference between the elevation of the subject site and the adjacent properties, and the sections would be required for the public hearing process also.
7. All outdoor storage areas are to be identified on the site plan and they are to be shown with screening (fencing). No materials may be stored above the storage area fence heights.
8. Provide minimum of 7-foot high concrete block wall or masonry wall along/around the west and south property lines.
9. If there is an anticipated grade difference of more than 12-inches between this site and the adjacent sites, a cross section of the difference and the walls must be provided as a part of the Subdivision and/or CUP application package.
10. NOTE: The maximum height of block walls and fences is 7-feet in the appropriate areas; this height is measured on the tallest side of the fence. If the height difference is such that the fence on the inside of the project site is not of sufficient height, the fence height should be discussed with Planning Staff prior to the filing of applications to determine if an Exception to fence/wall height should also be submitted.

Landscaping:

1. The City has adopted the State Water Efficient Landscape Ordinance. The ordinance applies to projects installing 2,500 square feet or more of landscaping. It requires that landscaping and irrigation plans be certified by a qualified entity (i.e., Landscape Architect) as meeting the State water conservation requirements. The City's implementation of this new State law will be accomplished by self-certification of the final landscape and irrigation plans by a California licensed landscape architect or other qualified entity with sections signed by appropriately licensed or certified persons as required by the ordinance. **NOTE: Prior to a final for the project, a signed Certificate of Compliance for the MWELO standards is required indicating that the landscaping has been installed to MWELO standards.**
2. Provide street trees at an average of 20-feet on center along street frontages. All trees to be 15-gallon minimum size (Zoning Ordinance Section 17.30.015-2).
3. In the P(R-M) multi-family residential zone, all multiple family developments shall have landscaping including plants, and ground cover to be consistent with surrounding landscaping in the vicinity. Landscape plans to be approved by city staff prior to installation and occupancy of use and such landscaping to be permanently maintained. (Zoning Ordinance Section 17.16.180)
4. All landscape areas to be protected with 6-inch concrete curbs (Zoning Ordinance Section 17.30.130.F).
5. All parking lots to be designed to provide a tree canopy to provide shade in the hot seasons and sunlight in the winter months.
6. Provide a detailed landscape and irrigation plan as a part of the building permit package (Zoning Ordinance Section 17.34.040).

7. An 80 sq. ft. minimum landscape well is required every 10 contiguous parking stalls (Zoning Ordinance Section 17.30.130.C).
8. Provide a detailed landscape and irrigation plan for review prior to issuance of building permits. Please review Zoning Ordinance section 17.30.130-C for current landscaping and irrigation requirements.
9. Provide a conceptual landscape plan for resubmittal or planning commission review.
10. Locate existing oak trees on site and provide protection for all oak trees greater than 2" diameter (see Oak Tree Preservation Ordinance).
11. Maintenance of landscaped areas. - A landscaped area provided in compliance with the regulations prescribed in this title or as a condition of a use permit or variance shall be planted with materials suitable for screening or ornamenting the site, whichever is appropriate, and plant materials shall be maintained and replaced as needed, to screen or ornament the site. (Prior code § 7484)

Lighting:

1. All lighting is to be designed and installed so as to prevent any significant direct or indirect light or glare from falling upon any adjacent residential property. This will need to be demonstrated in the building plans and prior to final on the site.
2. Parking lot and drive aisle lighting adjacent to residential units or designated property should consider the use of 15-foot high light poles, with the light element to be completely recessed into the can. A reduction in the height of the light pole will assist in the reduction/elimination of direct and indirect light and glare which may adversely impact adjacent residential areas.
3. Building and security lights need to be shielded so that the light element is not visible from the adjacent residential properties, if any new lights are added or existing lights relocated.
4. NOTE: Failure to meet these lighting standards in the field will result in no occupancy for the building until the standards are met.

In no case shall more than 0.5 lumens be exceeded at any property line, and in cases where the adjacent residential unit is very close to the property line, 0.5 lumens may not be acceptable.

Noise: NOISE ORDINANCE (Municipal Code Chapter 8.36)

The City's Noise Ordinance has standards for maximum noise levels near sensitive land uses. The project, as with all other uses in the City, will be required to meet the standards of the Noise Ordinance during construction of the project and during operation of the use on the site. It is the property owner's responsibility to ensure that the Ordinance is being met. Copies of the Noise Ordinance are available at the Community Development Department front counter or online at www.ci.visalia.ca.us. (Click on Municipal Code and then go to Chapter 8.36.)

As part of Staff's review prior to Planning Commission/City Council hearings on the proposed project Staff may determine it appropriate to review the proposed project for potential Noise Ordinance conformity. If it is determined that the proposed project may not meet the Noise Ordinance a Noise Study may be required prior to public hearing on the project.

If staff believes that the proposed project may not meet the City Noise Ordinance as proposed. As part of Staff's review prior to Planning Commission/City Council hearings on the proposed project, Staff will require that a Noise Study be prepared for review by the Planning Commission/City Council.

NOTE: Staff recommendations contained in this document are not to be considered support for a particular action or project unless otherwise stated in the comments. The comments found on this document pertain to the site plan submitted for review on the above referenced date. Any changes made to the plan submitted must be submitted for additional review.

Signature

SPR19158
VISALIA PARKWAY
126-960-001

City of Visalia

Building: Site Plan Review Comments

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

- ☐ A building permit will be required. *For information call (559) 713-4444*
- ☐ Submit 1 digital set of professionally prepared plans and 1 set of calculations. (Small Tenant Improvements)
- ☐ Submit 1 digital set of plans prepared by an architect or engineer. Must comply with 2016 California Building Cod Sec. 2308 for conventional light-frame construction or submit 1 digital set of engineered calculations.
- ☐ Indicate abandoned wells, septic systems and excavations on construction plans.

You are responsible to ensure compliance with the following checked items:

- ☐ Meet State and Federal requirements for accessibility for persons with disabilities.
- ☐ A path of travel, parking and common area must comply with requirements for access for persons with disabilities.
- ☐ All accessible units required to be adaptable for persons with disabilities.
- ☐ Maintain sound transmission control between units minimum of 50 STC.
- ☐ Maintain fire-resistive requirements at property lines.
- ☐ A demolition permit & deposit is required. *For information call (559) 713-4444*
- ☐ Obtain required permits from San Joaquin Valley Air Pollution Board. *For information call (661) 392-5500*
- ☐ Plans must be approved by the Tulare County Health Department. *For information call (559) 624-8011*
- ☐ Project is located in flood zone _____. ☐ Hazardous materials report.
- ☐ Arrange for an on-site inspection. (Fee for inspection $157.00) *For information call (559) 713-4444*
- ☐ School Development fees. Commercial $0.61 per square foot. Residential $3.79 per square foot.
- ☐ Park Development fee $_____, per unit collected with building permits.
- ☐ Existing address must be changed to be consistent with city address. *For information call (559) 713-4320*
- ☐ Acceptable as submitted
- ☒ No comments at this time

Additional comments: _____

_____

_____

_____

VAL CHECK 9/11/19
Signature

Site Plan Comments
Visalia Fire Department
Corbin Reed, Fire Marshal
420 N. Burke
Visalia CA 93292
559-713-4272 office
prevention.division@visalia.city

Date	September 9, 2019
Item #	3
Site Plan #	19-158 resub
APN:	126960001

- The Site Plan Review comments are issued as **general overview** of your project. With further details, additional requirements will be enforced at the Plan Review stage. Please refer to the 2016 California Fire Code (CFC), 2016 California Building Codes (CBC) and City of Visalia Municipal Codes.

- Fire protection items are not required to be installed for **parcel map or lot line adjustment** at this time; however, any developments taking place on these parcels will be subject to fire & life safety requirements including fire protection systems and fire hydrants in accordance with all applicable sections of the California Fire Code.

- Construction and demolition sites prior to and during construction shall comply with the following:
  - **Water supply** for fire protection, either temporary or permanent, shall be made available as soon as combustible materials arrive on the site. 2016 CFC 3312
  - Provide an all-weather, 20 feet width **construction access road** capable of holding a 75,000 pound fire apparatus. Fire apparatus access shall be provided within 100 feet of temporary or permanent fire department connections. 2016 CFC 3310

- **More information** is needed before a Site Plan Review can be conducted. Please submit plans with more detail. Please include information on

- Where a portion of the facility or building is more than 400 feet from a hydrant on a fire apparatus access road, **on-site fire hydrant(s)** shall be provided. 2016 CFC 507.5.1, App B and C

- Due to insufficient building information, the number and distance between **fire hydrants** cannot be determined by the Site Plan Review process. The number of fire hydrants and distance between required fire hydrants shall be determined by utilizing type of construction and square footage in accordance with 2016 CFC §507, App B and C.

  To determine **fire hydrant** location(s) and distribution the following information should be provided to the Site Plan Review committee: Type of construction_____ Square footage _____

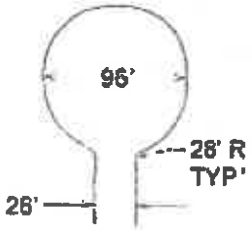
- A **fire apparatus access road(s)** shall be provided and extend within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. Minimum turning radius for emergency fire apparatus shall be 20 feet inside

radius and 43 feet outside radius. Fire apparatus access roads shall have an unobstructed width of not less than the following (2016 CFC 503.1.1)

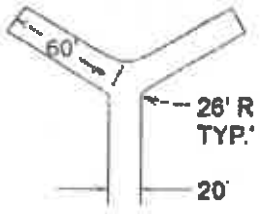
- 20 feet width, exclusive of shoulders (No Parking)
- More than 26 feet width, exclusive of shoulders (No Parking one side)
- More than 32 feet wide, exclusive of shoulders (Parking permitted on both sides)

- Buildings or portions of buildings or facilities with a vertical distance between the grade plan and the highest roof surface that exceed 30 feet shall provide an approved fire apparatus access road capable of accommodating fire department aerial apparatus.
  - Access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders.
  - Access routes shall be located within a minimum of 15 feet and maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building.
  - Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building.

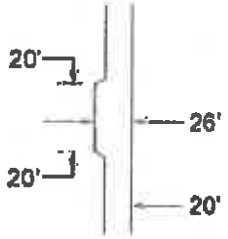
- Fire apparatus access roads in excess of 150 feet that dead end shall be provided with a **turnaround**. Fire apparatus access roads with a length of 151-500 feet shall be a minimum of 20 feet in width. Length of 501-750 feet shall be 26 feet in width. 2016 CFC Table D103.4



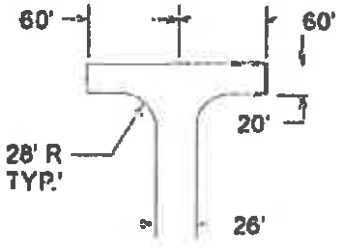
96' DIAMETER
CUL-DE-SAC



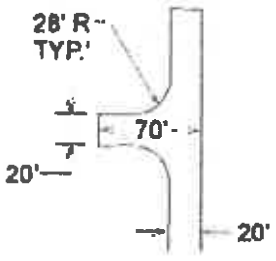
60' "Y"



MINIMUM CLEARANCE
AROUND A FIRE
HYDRANT



120' HAMMERHEAD



ACCEPTABLE ALTERNATIVE
TO 120' HAMMERHEAD

- Approved **No PARKING – FIRE LANE signs** shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. Signs shall have a minimum dimension of 12 inches wide by 18 inches high and have red letters on a white reflective background. 2013 CFC 503.3/ D103.6

- **Gates on access roads** shall be a minimum width of 20 feet and shall comply with the following (2016 CFC D103.5):
  - Gates shall be of the swinging or sliding type.
  - Gates shall allow manual operation by one person (power outages).
  - Gates shall be maintained in an operative condition at all times.
  - Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. Note: Knox boxes shall be ordered using an approved Knox Authorization Order Form. The forms can be obtained at the Visalia Fire Department administration office located at 420 N Burke, Visalia, CA 93292. Please allow adequate time for shipping and installation.

- **All streets** shall meet the City of Visalia's Design & Improvement Standards for streets to ensure that fire apparatus can make access to all structures in the event of an emergency.

Corbin Reed Fire Marshal

19-158
9/11/19

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

Site Plan Review Comments

☑ No Comment at this time.

☐ Request opportunity to comment or make recommendations as to safety issues as plans are developed.

☐ Public Safety Impact fee:
Ordinance No. 2001-11 Chapter 16.48 of Title 16 of the Visalia Municipal Code
Effective date - August 17, 2001

Impact fees shall be imposed by the City pursuant to this Ordinance as a condition of or in conjunction with the approval of a development project. "New Development or Development Project" means any new building, structure or improvement of any parcels of land, upon which no like building, structure of improvement previously existed. *Refer to Engineering Site Plan comments for fee estimation.

☐ Not enough information provided. Please provide additional information pertaining to:

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

☐ Access Controlled / Restricted etc:

☐ Lighting Concerns:

☐ Landscaping Concerns:

☐ Traffic Concerns:

☐ Surveillance Issues:

☐ Line of Sight Issues:

☐ Other Concerns:

Visalia Police Department

SITE PLAN REVIEW COMMENTS

CITY OF VISALIA TRAFFIC SAFETY DIVISION

September 11, 2019

ITEM NO. 3	RESUBMITTAL
SITE PLAN NO:	SPR19-158
PROJECT TITLE	Visalia Parkway
DESCRIPTION.	Tentative Subdivision Map for Proposed Shopping Center Development
APPLICANT:	Daniel J. Zoldak
OWNER	Vaca Investment Co.
APN	126-060-001
LOCATION	Southwest Corner of Visalia Parkway & S Mooney Blvd

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

☐ No Comments

☒ See Previous Site Plan Comments

☐ Install Street Light(s) per City Standards.

☐ Install Street Name Blades at Locations.

☐ Install Stop Signs at Locations.

☐ Construct parking per City Standards PK-1 through PK-4.

☐ Construct drive approach per City Standards.

☐ Traffic Impact Analysis required (CUP)

- ☐ Provide more traffic information such as . Depending on development size, characteristics, etc., a TIA may be required.

☐ Additional traffic information required (Non Discretionary)

- ☐ Trip Generation - Provide documentation as to concurrence with General Plan.
- ☐ Site Specific - Evaluate access points and provide documentation of conformance with COV standards. If noncomplying, provide explanation.
- ☐ Traffic Impact Fee (TIF) Program - Identify improvments needed in concurrence with TIF

Additional Comments:

•

Leslie Blair

Leslie Blair

19-158R

Site Plan Review Comments For:	Date: 09/11/2019
California Water Service Stuart Skoglund, Superintendent 216 N. Valley Oaks Dr. Visalia, CA 93292 559-624-1662 Office 559-735-3189 Fax	Item # 3 Site Plan # 19-158 Project: Description: tentative subdivision map Applicant: Location: SW corner Visalia Pkwy/Mooney APN:

The following comments are applicable when checked:

☒ No Comments at this time

☐ Fire Hydrants
Comments-

☐ Services
Comments-

☐ Mains
Comments-

☐ Backflow requirements
Comments-

Additional Comments:

☐

Stuart Skoglund
Superintendent

DEPARTMENT OF TRANSPORTATION
DISTRICT 6
1352 WEST OLIVE AVENUE
P.O. BOX 12616
FRESNO, CA 93778-2616
PHONE (559) 488-7396
FAX (559) 488-4088
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

July 15, 2019

06-TUL-63-5.45
SPR 19055 (RESUB) (4)
VISALIA PARKWAY DEVELOPMENT
AGENDA: 6/12/2019

SENT VIA EMAIL

Ms. Susan Currier, Sr. Administrative Assistant
City of Visalia – Community Development – Site Plan Review
315 East Acequia Avenue
Visalia, CA 93291

Dear Ms. Currier:

Thank you for the opportunity to review resubmitted Site Plan Review (SPR) 19055 proposing a retail commercial development on 27.16 acres. The project site is located at the southwest corner of State Route (SR) 63 and Visalia Parkway (Avenue 276) intersection. Caltrans has previously reviewed site plans for this site in 2016 and 2017. These prior comments letters are still valid and attached for reference. The current site plan indicates the following proposed development:

- 2 Shops at 10,000 sq. ft. each,
- Convenience Store at 3,100 sq. ft., with 6 gas pumps (12 dispensers)
- 3 Drive-Thru Restaurants: 2 at 4,200 sq. ft and 1 at 5,000 sq. ft.,
- Automotive Building at 12,000 sq. ft.,
- Major Retail Building at 56,800 sq. ft.,
- 2 Out lots at 0.78 acres and 5.84 acres,
- Future Auto Sales Lot at 5 acres.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development -Intergovernmental Review (LD-IGR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

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

Resubmitted Site Plan:

1. Caltrans concurs with the southbound SR 63 Right Turn cross section design.

2. Caltrans anticipates an additional 7 feet of right of way may be required so that the right of way boundary line would be at the back of the sidewalk for this cross section.

3. Regarding the location of the pull-out bus bay, a 6-foot wide bicycle lane should be provided between the bus pull-out and the through lane.

4. For the remainder of the frontage improvements along SR 63, a 6-foot wide bicycle lane is not needed since *the bike lane would be situated within the 10-foot shoulder*.

Overall Project:

5. Caltrans recommends a Transportation Impact Study (TIS) be completed to identify the Project's impacts, mitigation and potential improvements to SR 63. The TIS analysis for all intersections should include an operational analysis, and a queue analysis. The TIS should include an analysis for the proposed left turn lane into the site via a raised concrete median channelization.

6. The Project will have frontage along SR 63 and Visalia Parkway. SR 63 in the vicinity of the project is currently a 4-lane conventional highway with a curbed median and a posted 45 mph speed limit.

7. Caltrans recommends, as part of opening day improvements, the Project widen and improve SR 63 along its frontage to accommodate the following configuration of SR 63: three (3) southbound thru-lanes, turn lane, standard shoulder, plus additional width for bike facilities.

8. According to the Caltrans Transportation Concept Report (TCR), segment 3 of SR 63 in the vicinity of the proposed project is currently a 4-lane conventional highway and ultimately planned to be a 6-lane facility within a total of 156 feet of right-of-way (78 feet from the centerline). Caltrans right-of-way maps shows this segment of SR 63 existing at 110 feet with 55 feet from the centerline on the west side of SR 63.

9. An Irrevocable Offer of Dedication to Caltrans for 23 feet of right-of-way is needed to accommodate the ultimate configuration of SR 63. Dedications required by the Lead Agency need to be shown on a revised site plan and forwarded for our review. Right-of-way dedicated to the State due to the proposed project or work proposed in the State right-of-way, will need to be dedicated and conveyed to the State (in a form approved by the State) before an encroachment permit is issued for any work in the State right-of-way. A summary of the requirements for right-of-way dedications is enclosed.

10. The site plan shows two proposed driveways providing access to SR 63 and two driveways connecting to Visalia Parkway.

11. An encroachment permit must be obtained for all proposed activities for placement of encroachments within, under or over the State highway rights-of-way. Activity and work planned in the State right-of-way shall be performed to State standards and specifications, at no cost to the State. Engineering plans, calculations, specifications, and reports (documents) shall be stamped and signed by a licensed Engineer or Architect. Engineering documents for encroachment permit activity and work in the State right-of-way may be submitted using English Units. The Permit Department and the Environmental Planning Branch will review and approve the activity and work in the State right-of-way before an encroachment permit is issued. The Streets and Highways Code Section 670 provides Caltrans discretionary approval authority for projects that encroach on the State Highway

System. Encroachment permits will be issued in accordance with Streets and Highway Codes, Section 671.5, "Time Limitations." Encroachment permits do not run with the land. A change of ownership requires a new permit application. Only the legal property owner or his/her authorized agent can pursue obtaining an encroachment permit. **Please call the Caltrans Encroachment Permit Office - District 6: 1352 W. Olive, Fresno, CA 93778, at (559) 488-4058. Please review the permit application checklist at:** https://forms.dot.ca.gov/v2Forms/servlet/FormRenderer?fmid=TR0402&distpath=MAOTO&brapath=PERM

12. Upon project approval by the local public agency and prior to an encroachment permit application submittal, the project proponent is required to schedule a "Pre-Submittal" meeting with District 6 Encroachment Permit Office. **Please contact District 6 Encroachment Permit Office at (559) 488-4058 to schedule this meeting.**

13. Alternative transportation policies should be applied to the development. An assessment of multi-modal facilities should be conducted to develop an integrated multi-modal transportation system to serve and help alleviate traffic congestion caused by the project and related development in this area of the City. The assessment should include the following:

    a. Pedestrian walkways should link this proposal to an internal project area walkway, transit facilities, as well as other walkways in the surrounding area.

    b. The project should consider bicycles as an alternative mode of transportation and offer internal amenities to encourage bicycle use which should include parking, security, lockers and showers. However, internal bicycle paths should be coordinated with local and regional pathways to further encourage the use of bicycles for commuter and recreational purposes.

    c. If transit is not available within ¼-mile of the site, transit should be extended to provide services to what will be a high activity center.

If you have any other questions, please call me at (559) 488-7396.

Sincerely,

DAVID DEEL
Associate Transportation Planner
Transportation Planning – North

DEPARTMENT OF TRANSPORTATION
DISTRICT 6
1352 WEST OLIVE AVENUE
P.O. BOX 12616
FRESNO, CA 93778-2616
PHONE (559) 488-7396
FAX (559) 488-4088
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

August 29, 2019

06-TUL-63-5.45
SPR 19055 (RESUB) (5)
TENTATIVE SUBDIVISION MAP
VISALIA PARKWAY DEVELOPMENT
AGENDA: 8/28/19

SENT VIA EMAIL

Ms. Susan Currier, Sr. Administrative Assistant
City of Visalia – Community Development – Site Plan Review
315 East Acequia Avenue
Visalia, CA 93291

Dear Ms. Currier:

Thank you for the opportunity to review the Tentative Subdivision Map, proposing to divide 27.16 acres into 12 lots of varying sizes under resubmitted Site Plan Review (SPR) 19005, which proposes a retail commercial development. The project site is located at the southwest corner of State Route (SR) 63 and Visalia Parkway (Avenue 276) intersection.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

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

1. The proposed retail commercial development will have frontage along SR 63 and Visalia Parkway. SR 63 in the vicinity of the project is currently a 4-lane conventional highway with a raised median and a posted 45 mph speed limit.

2. Caltrans recommends, as part of opening day improvements, that the retail commercial development widen and improve SR 63 along its frontage to accommodate the following configuration for SR 63: three (3) southbound thru-lanes, turn lane, standard shoulder and a bike lane.

3. According to the Caltrans Transportation Concept Report (TCR), segment 3 of SR 63 in the vicinity of the proposed project is currently a 4-lane conventional highway and ultimately planned to be a 6-lane facility within a total of 156 feet of right-of-way (78 feet from the centerline). Caltrans right-of-way maps shows this segment of SR 63 existing at 110 feet with 55 feet from the centerline on the west side of SR 63.

4. A Dedication to Caltrans for 23 feet of right-of-way is needed to accommodate the ultimate configuration of SR 63.

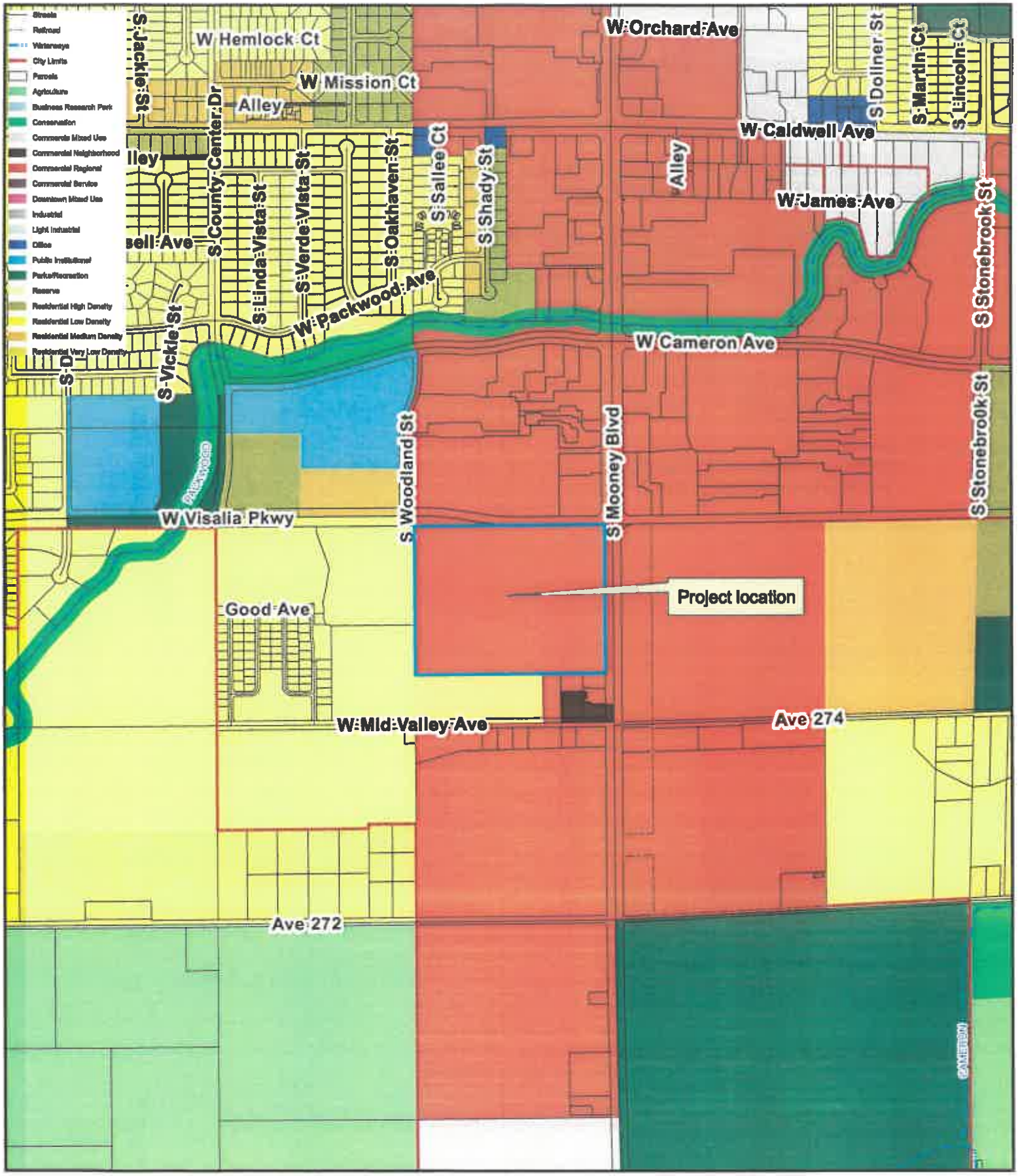
5. The Tentative Subdivision Map *shows only* 11.50 feet offered for dedication to Caltrans along SR 63. The TSM does not provide measurements for the roadway width.

6. Please revise the Tentative Subdivision Map to indicate the existing right-of-way of 55 feet from the centerline and the *required* 23 feet of dedication to accommodate opening day improvements and the planned configuration of SR 63.

If you have any other questions, please call me at (559) 488-7396.

Sincerely,

DAVID DEEL
Associate Transportation Planner
Transportation Planning – North



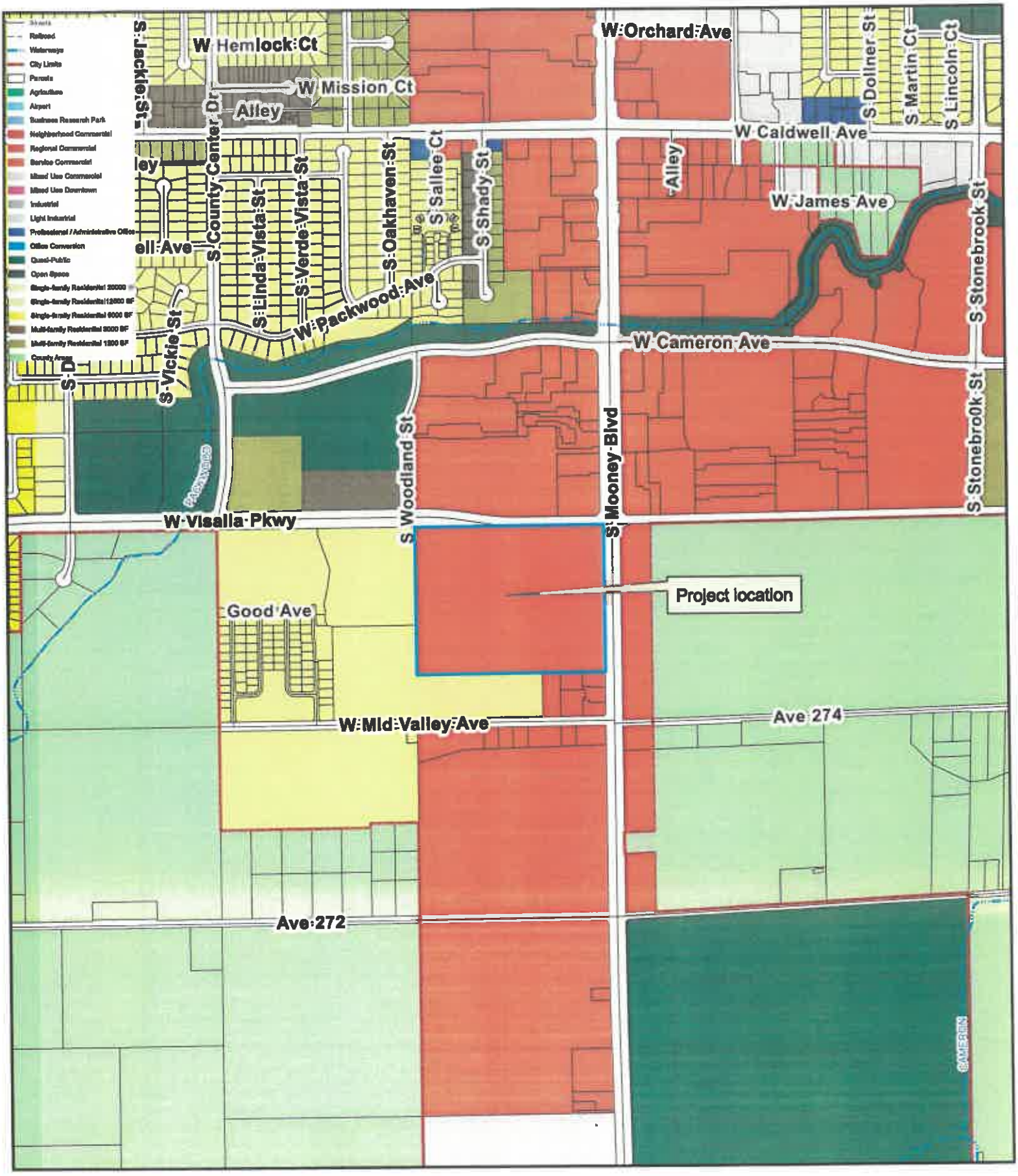
Tentative Parcel Map No. 2019-13
Conditional Use Permit No. 2019-31

General Plan Map

N
W E
S

0 355 710 1420

Feet



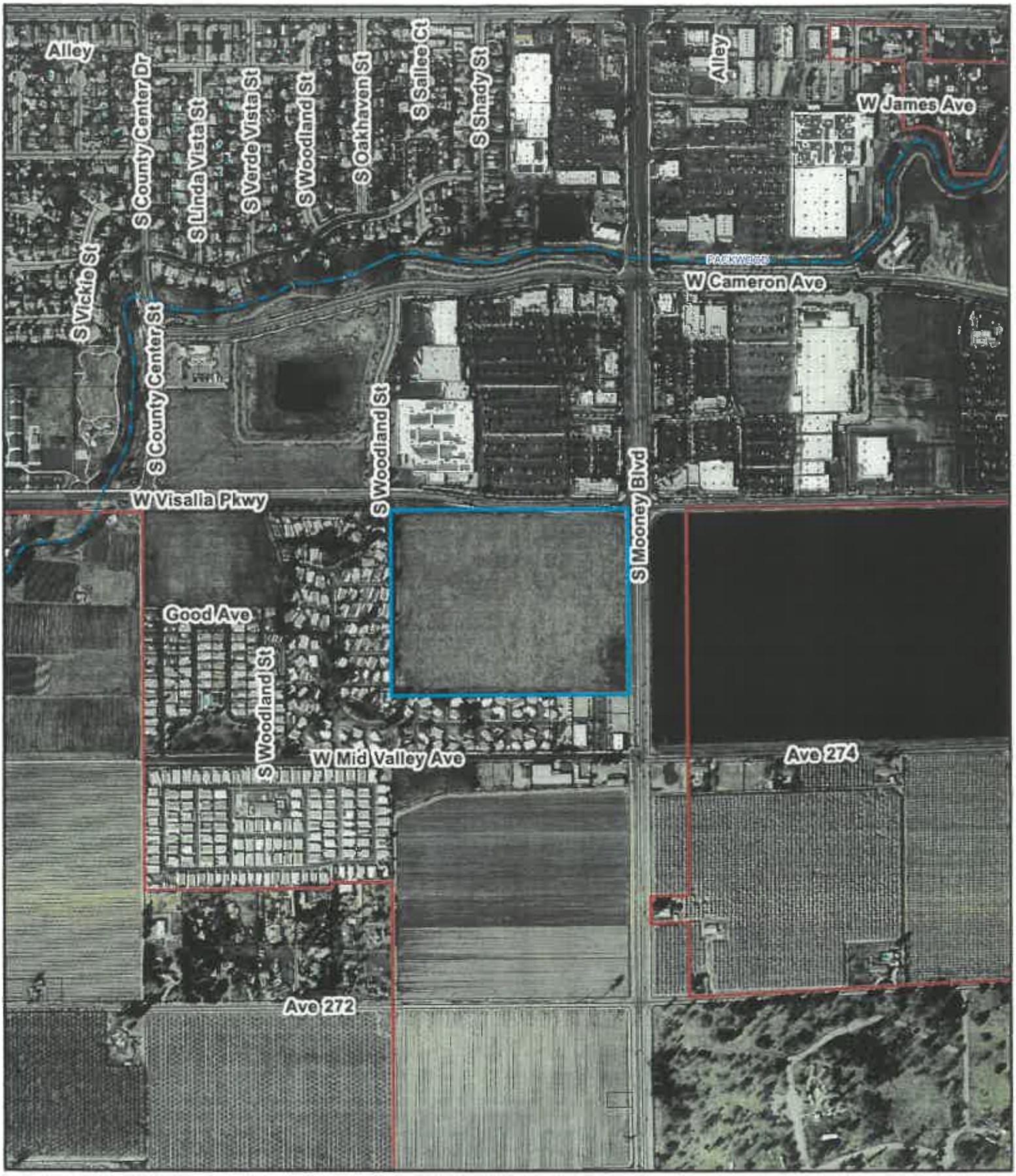
Tentative Parcel Map No. 2019-13
Conditional Use Permit No. 2019-31

Zoning Map

N
W E
S

0 355 710 1420

Feet



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

Aerial Map

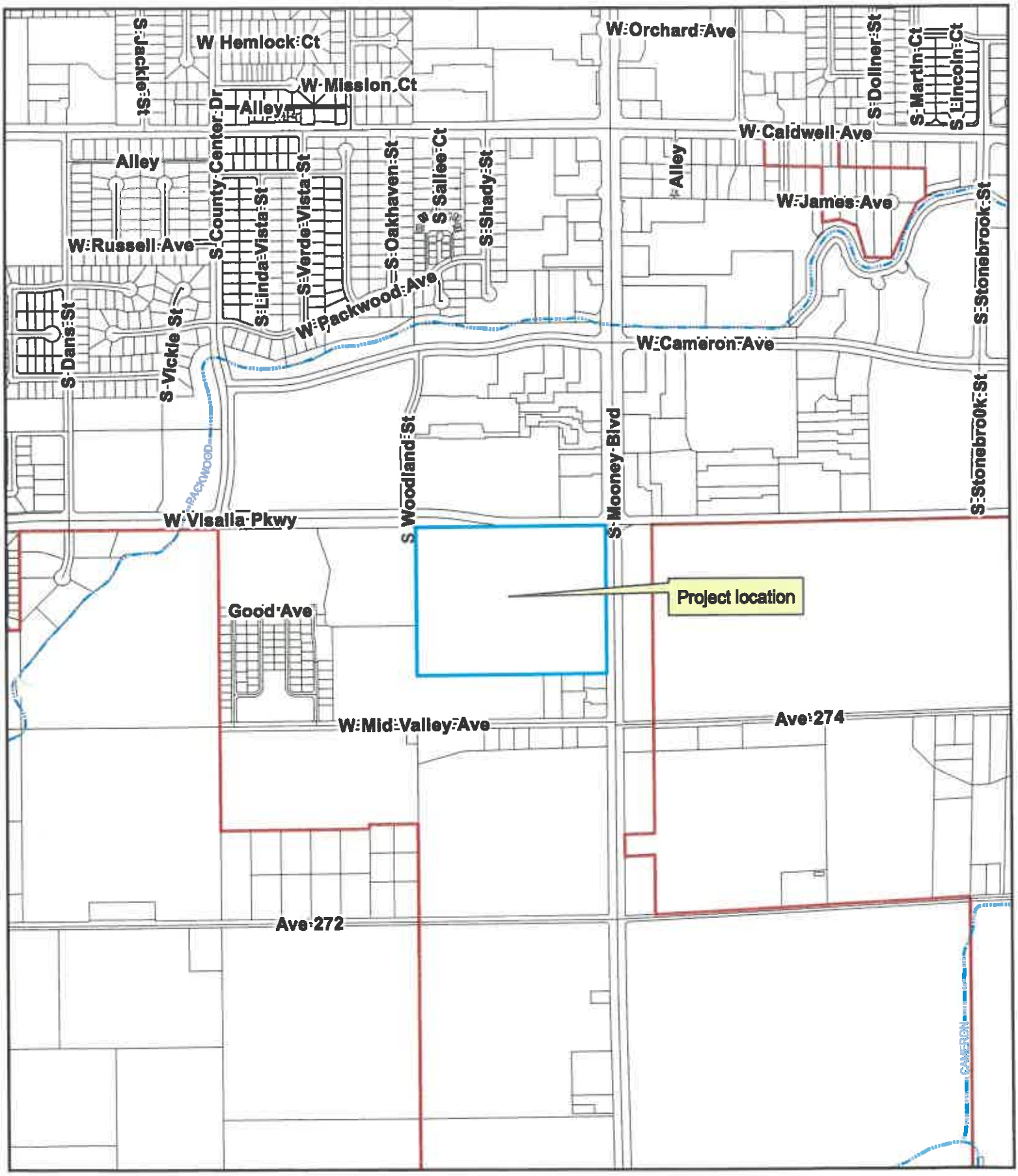
N
W E
S

0 285 570 1140

Feet

Streets
Railroad
Waterways
City Limits
Parcels

VISALIA



N

W E

S

0 355 710 1420

Feet

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

Vicinity Map

Streets
Railroad
Waterways
City Limits
Parcels

VISALIA