SITE PLAN REVIEW AGENDA

11/9/2022 - 9:00 A.M.

(Via Microsoft Teams)

To review supporting documents, click on the "SITE PLAN NO" link, then click on "Record Info" / "Attachments"

ITEM NO: 1

SITE PLAN NO: **SPR22171**
PROJECT TITLE: Chimboz BBQ LLC
DESCRIPTION: Food Truck to be Located in the South Bound Parking Lot of Sportsman's Warehouse that runs along Visalia Parkway. (CR)
APPLICANT: Danny Cisneros
OWNER: MATHARU JOGINDER S (CO-TR)
APN: 126730040
LOCATION: 1650 W VISALIA PKWY

ITEM NO: 2

SITE PLAN NO: **SPR22172**
PROJECT TITLE: King's Petroleum LLC
DESCRIPTION: New 32' x 78' 4" Fuel Island Canopy, 6 Pumps and 2 Above Ground 12,000 Gallon Fuel Storage Tanks. (C-S/QP)
APPLICANT: Logan Couch
OWNER: UNION PACIFIC RAILROAD CO
APN: 094190017
LOCATION: 205 N BEN MADDOX WAY

ITEM NO: 3

SITE PLAN NO: **SPR22173**
PROJECT TITLE: Sequoia Plaza Center
DESCRIPTION: Build a 34' Wall to Divide Two Address 2137 &2139 W. Whitendale (C-MU)
APPLICANT: Jose R Trevino
OWNER: TREVINO JOSE R & RAQUEL R (CO-TRS)(T 1
APN: 121090071
LOCATION: 2131 W WHITENDALE AVE
2137 W WHITENDALE AVE
2139 W WHITENDALE AVE

ITEM NO: 4

SITE PLAN NO: **SPR22174**
PROJECT TITLE: Carleton Acres Commercial Tentative Parcel Map
DESCRIPTION: Commercial Mix-Use with 5 Parcels along Riggin and 3 Parcels for Costco (Warehouse, Gas Pump, Car Wash)
APPLICANT: Matt Ainley
OWNER: HAYES RANCH LLC
APN: 077100108
LOCATION: NE Corner of Shirk & Riggin

ITEM NO: 5

SITE PLAN NO: **SPR22175**
PROJECT TITLE: High Flight Shops, LLC
DESCRIPTION: Divide Existing Parcel (1.02 acres) into two Parcels. Proposed Parcel 1 (0.53 acres), Existing Improvements and Building to Remain. Parcel 2 (0.49 acres) to Remain Vacant for Potential Improvemer in the Future. (C-MU)
APPLICANT: Scott Yorkison
OWNER: JAIR JACK & ROSE MARIE

AFTER REVIEW OF REGULAR AGENDA ITEMS, THE COMMITTEE WILL BE AVAILABLE TO REVIEW OFF-AGENDA ITEMS FOR INFORMAL REVIEW. THE COMMITTEE WILL BE AVAILABLE TO ANSWER QUESTIONS AT THAT TIME.

SITE PLAN REVIEW AGENDA

11/9/2022 - 9:00 A.M.

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APN: 100030022
LOCATION: 1400 E NOBLE AVE

ITEM NO: 6
SITE PLAN NO: **SPR22176**
PROJECT TITLE: Remodel Portion of existing Sequoia Mall Building
DESCRIPTION: Demise a portion of the existing Sequoia Mall Building into a 16,000sf Retail Space. (C-R)
APPLICANT: Jim Sanders
OWNER: CALDWELL MOONEY PARTNERS I LP
APN: 121110049
LOCATION: 3405 S MOONEY BLVD

ITEM NO: 7
SITE PLAN NO: **SPR22177**
PROJECT TITLE: Washington Elementary
DESCRIPTION: Encroachments into the City of Visalia Right of Way Consisting of Curb & Gutter, Pave Out, Sidewalk, & Re-Striping. (QP)
APPLICANT: Matt Ainley
OWNER: VISALIA UNIFIED SCHOOL DISTRICT
APN: 097067001
LOCATION: 500 S GARDEN ST

ITEM NO: 8
SITE PLAN NO: **SPR22178**
PROJECT TITLE: Central Point III
DESCRIPTION: One Concrete tilt up Building: 1,270,750 SF
APPLICANT: Patrick Daniels
OWNER: D & P CORNERSTONE PROPERTIES LLC
APN: 077120017
LOCATION: 3807 N PLAZA DR

AFTER REVIEW OF REGULAR AGENDA ITEMS, THE COMMITTEE WILL BE AVAILABLE TO REVIEW OFF-AGENDA ITEMS FOR INFORMAL REVIEW. THE COMMITTEE WILL BE AVAILABLE TO ANSWER QUESTIONS AT THAT TIME.

CITY OF VISALIA SITE PLAN REVIEW APPLICATION

- Additional information and assistance in filling out this application can be found at the City of Visalia website (www.visalia.city) or by calling (559) 713-4440-

This application MUST be filled out in its entirety and submitted with an acceptable site plan (see site plan minimum requirements & submittal details on Page 2). Failure to provide all requested information may result in rejection of your application and exclusion from the Site Plan Review agenda.

- Site Plan Review meetings are held on Wednesdays at 9am at City Hall East - 315 E Acequia Ave - Applicant(s) or Representative(s) must be present -

- Application submittal deadline is 4pm on Thursdays to be scheduled for the next available meeting -

GENERAL PROJECT INFORMATION

Project/Business Name: Chimboz BBQ LLC Date: 10-27-22

Project Description: Food truck

Site Plan Review Resubmittal: Yes ◯ No (X) If Resubmittal, Previous Site Plan Review Number: _____

Property Owner: Michael Wilcox

Applicant(s) Name: Danny Cisneros

Project Address/Location: 1650 w Visalia Parkway

Assessor Parcel Number: 126-730-040

Parcel Size (Acreage or Square Feet): 2.96 Acres Building or Suite Square Footage: _____

Are There Any Proposed Building Modifications: Yes ◯ No (X)

Estimated Cost of Modifications to Building: $ N/A

Describe All Proposed Building Modifications: N/A

--- THIS AREA FOR CITY STAFF USE ONLY ---

Date Received: 11/01/22

SPR Agenda: 11/9/22 Item No. ____

Zone: C-R SPR No. 22-171

Historic District: Yes ◯ No (X)

Flood Zone: X (X) AE ◯ X/AE ◯

OPERATIONS & TRAFFIC INFORMATION

-- A SEPARATE, DETAILED OPERATIONAL STATEMENT IS HIGHLY RECOMMENDED FOR ALL SUBMITTALS --

Existing/Prior Building Use: Existing retail Parking lot

Proposed Building Use: No changes Just food truck

Proposed Hours of Operation: 11Am to 8pm

Days of Week In Operation (Circle): (Su) M T W Th F (Sa)

Number of Employees Per Day: Existing 2 Proposed 2-3

Number of Customers Per Day (Estimated): Existing 30 Proposed 60

Predicted Peak Operating Hour: 3pm to 5pm

Describe Any Truck Delivery Schedule & Operations: N/A

Please Identify Any Unique or Specific Traffic Patterns That Will Require Accommodations For Operations, Customers, or Employees (Provide Separate Attachment if Necessary): NONE

Describe Any Special Events Planned for the Facility: NONE

SUBMIT APPLICATION TO: CITY OF VISALIA COMMUNITY DEVELOPMENT DEPT - 315 E ACEQUIA AVE - VISALIA CA 93291
IF ANY QUESTIONS, PLEASE CALL THE CITY OF VISALIA AT (559) 713-4440

SITE PLAN REQUIREMENTS

SITE PLAN MINIMUM REQUIREMENTS

- Submit a digital copy of the site plan(s) and completed application on a flash drive or equivalent (PDF format preferred, hard paper copies not accepted).
- Digital copies must be clear, legible, and on a layout sized appropriately to convey all necessary project information.
- Site plan shall provide for and indicate all of the following:
  - North arrow
  - All existing & proposed site features
  - Site dimensions, including building
  - Existing and proposed fencing at site
  - Public improvements (curbs, sidewalks, utility poles, hydrants, street lights, etc.)
  - Existing & proposed structures
  - Adjacent street names
  - Refuse enclosures & containers
  - Valley oak trees (show drip line)
  - Existing & proposed landscaping
  - Parking stalls (include ADA)
  - Loading/unloading areas
  - Accessible path of travel from right of way
  - Accessible path of travel from ADA stall
  - Location and width of drive approaches to site
  - Tentative maps shall adhere to requirements of Visalia Municipal Code Section 16

REQUIRED SIGNATURE

Applicant Information (Final comments will be mailed to the name and address provided below)

Name: Danny Cisneros
Address: 2441 N. Bradley St
City, State, Zip Visalia Ca 93292
Phone: 559 608 7435
Email: chimbo2bbq.559@yahoo.com

Signature of Owner or Authorized Agent*

Danny Cisneros — Owner — 10-27-22 — Date

Authorized Agent* — Date

* If signed by an authorized agent, the "Agency Authorization" information below must be completed for this application to be considered acceptable.

AGENCY AUTHORIZATION FORM

AGENCY AUTHORIZATION

OWNER:

I, Michael Wilcox, declare as follows; I am the owner of certain real property bearing assessor's parcel number (APN):

126 — 730 — 040

AGENT:

I designate _____, to act as my duly authorized agent for all purposes necessary to file an application for, and obtain a permit to _____ relative to the property mentioned herein.

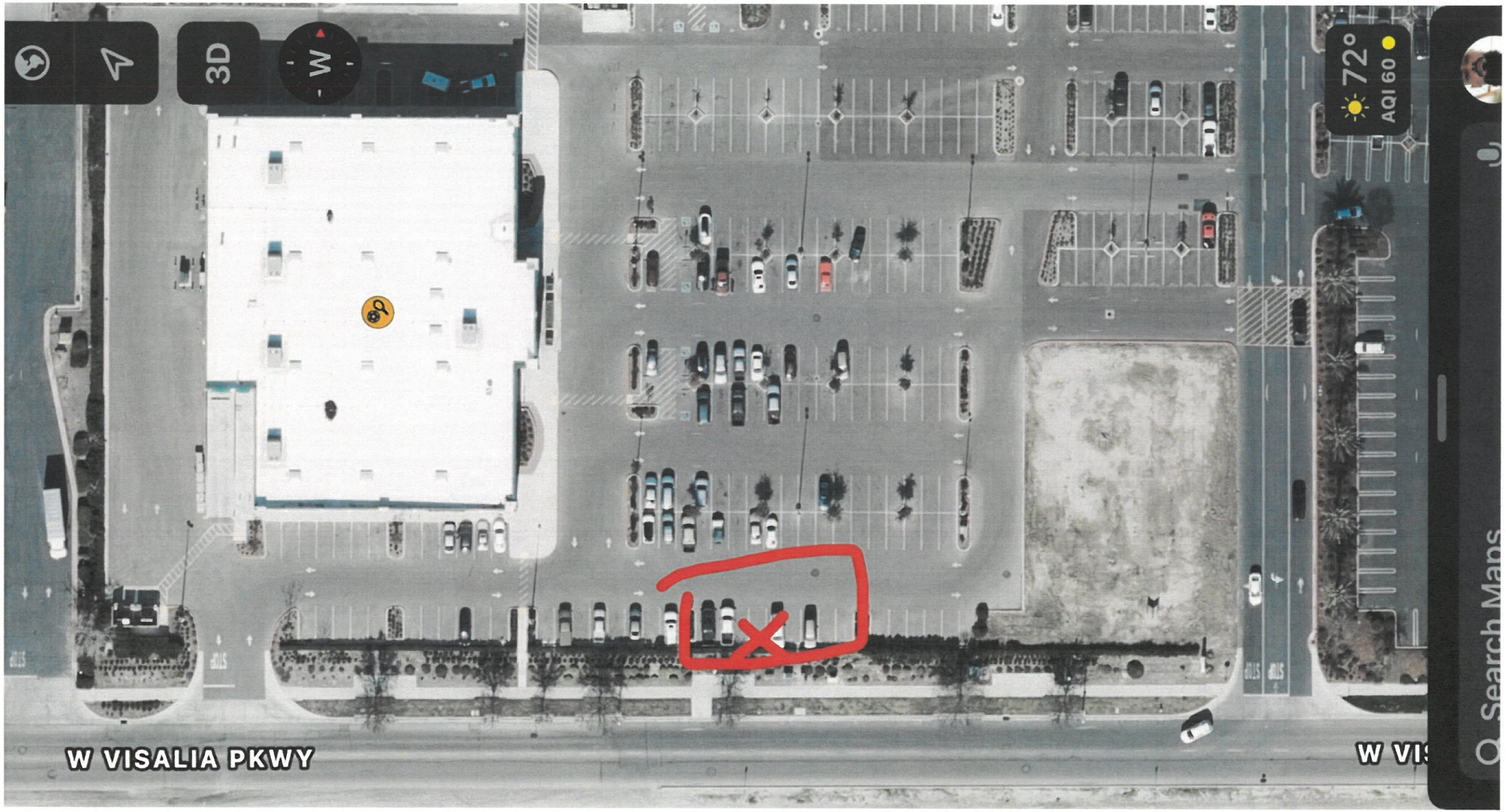
I declare under penalty of perjury the foregoing is true and correct.

Executed this _____ day of _____, 20____.

Signatures

OWNER	AGENT
Signature of Owner	Signature of Agent
1650 W Visalia Pkwy	Agent Mailing Address
Visalia, CA. 93277	
559-308-7100	
Owner Phone Number	Agent Phone Number

SUBMIT APPLICATION TO: CITY OF VISALIA COMMUNITY DEVELOPMENT DEPT - 315 E ACEQUIA AVE - VISALIA CA 93291
IF ANY QUESTIONS, PLEASE CALL THE CITY OF VISALIA AT (559) 713-4440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Search Maps

CITY OF VISALIA SITE PLAN REVIEW APPLICATION

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This application MUST be filled out in its entirety and submitted with an acceptable site plan (see site plan minimum requirements & submittal details on Page 2). Failure to provide all requested information may result in rejection of your application and exclusion from the Site Plan Review agenda.

- Site Plan Review meetings are held on Wednesdays at 9am at City Hall East - 315 E Acequia Ave - Applicant(s) or Representative(s) must be present -

- Application submittal deadline is 4pm on Thursdays to be scheduled for the next available meeting -

GENERAL PROJECT INFORMATION

Project/Business Name: KING'S PETROLEUM LLC Date: 10/26/22

Project Description: NEW 32' X 78'4" FUEL ISLAND CANOPY, 6 PUMPS AND 2 ABOVE GROUND 12,000 GALLON FUEL STORAGE TANKS

Site Plan Review Resubmittal: Yes ○ No ● If Resubmittal, Previous Site Plan Review Number:

Property Owner: AL HIRANI

Applicant(s) Name: TOWNSEND ARCHITECTURAL GROUP FOR AL HIRANI

Project Address/Location: 205 N. BEN MADDOX WAY

Assessor Parcel Number: 094.190.017

Parcel Size (Acreage or Square Feet): 4.272 Building or Suite Square Footage: 2,500 S.F.

Are There Any Proposed Building Modifications: Yes ○ No ●

Estimated Cost of Modifications to Building: $ N/A

Describe All Proposed Building Modifications: N/A

--- THIS AREA FOR CITY STAFF USE ONLY ---

Date Received: 11/03/22

SPR Agenda: 11/09/22 Item No.

Zone: CS/SP SPR No. 22-172

Historic District: Yes ○ No ⊗

Flood Zone: X ○ AE ○ X/AE ⊗

OPERATIONS & TRAFFIC INFORMATION

-- A SEPARATE, DETAILED OPERATIONAL STATEMENT IS HIGHLY RECOMMENDED FOR ALL SUBMITTALS --

Existing/Prior Building Use: FUEL ISLANDS AND CANOPY FOR FUEL SALES

Proposed Building Use: FUEL ISLANDS AND CANOPY FOR FUEL SALES

Proposed Hours of Operation: 7am - 5pm

Days of Week In Operation (Circle): (Su) (M) (T) (W) (Th) (F) (Sa)

Number of Employees Per Day: Existing 2 Proposed 2

Number of Customers Per Day (Estimated): Existing 50-75 Proposed 100 - 150

Predicted Peak Operating Hour:

Describe Any Truck Delivery Schedule & Operations: AS Needed between the hours of 7am - 5pm

Please Identify Any Unique or Specific Traffic Patterns That Will Require Accommodations For Operations, Customers, or Employees

(Provide Separate Attachment if Necessary): NO Unique accomodations needed @ this time.

Describe Any Special Events Planned for the Facility: None

Page 1 of 2 - Application continues on back of this page

SITE PLAN REQUIREMENTS

SITE PLAN MINIMUM REQUIREMENTS

- Submit a digital copy of the site plan(s) and completed application on a flash drive or equivalent (PDF format preferred, hard paper copies not accepted).
- Digital copies must be clear, legible, and on a layout sized appropriately to convey all necessary project information.
- Site plan shall provide for and indicate all of the following:
  - North arrow
  - All existing & proposed site features
  - Site dimensions, including building
  - Existing and proposed fencing at site
  - Public improvements (curbs, sidewalks, utility poles, hydrants, street lights, etc.)
  - Existing & proposed structures
  - Adjacent street names
  - Refuse enclosures & containers
  - Valley oak trees (show drip line)
  - Existing & proposed landscaping
  - Parking stalls (include ADA)
  - Loading/unloading areas
  - Accessible path of travel from right of way
  - Accessible path of travel from ADA stall
  - Location and width of drive approaches to site
  - Tentative maps shall adhere to requirements of Visalia Municipal Code Section 16

REQUIRED SIGNATURE

Applicant Information (Final comments will be mailed to the name and address provided below)

Name: LOGAN COUCH
Address: 484 WEST PROSPECT SUITE B
City, State, Zip PORTERVILLE CA 93257
Phone: 559-202-6254
Email: logananthonycouch@gmail.com

Signature of Owner or Authorized Agent*

Owner _____ Date 10/30/2022

Authorized Agent* _____ Date 11/2/2022

* If signed by an authorized agent, the "Agency Authorization" information below must be completed for this application to be considered acceptable.

AGENCY AUTHORIZATION FORM

AGENCY AUTHORIZATION

OWNER:

I, AL TIRANI, declare as follows; I am the owner of certain real property bearing assessor's parcel number (APN):

094-190-017

AGENT:

I designate LOGAN COUCH to act as my duly authorized agent for all purposes necessary to file an application for, and obtain a permit to CONSTRUCT FUEL ISLAND AND CANOPY relative to the property mentioned herein.

I declare under penalty of perjury the foregoing is true and correct.

Executed this 30TH day of October, 2022

Signatures	OWNER	AGENT
Signature		
Mailing Address	205 N Bonnadonx Way P.O. Box 508 Visalia 93279	484 WEST PROSPECT SUITE B PORTERVILLE CA 93257
Phone Number	559-359-2041	559-202-6254

SUBMIT APPLICATION TO: CITY OF VISALIA COMMUNITY DEVELOPMENT DEPT - 315 E ACEQUIA AVE - VISALIA CA 93291
IF ANY QUESTIONS, PLEASE CALL THE CITY OF VISALIA AT (559) 713-4...

PARCEL DESCRIPTION:

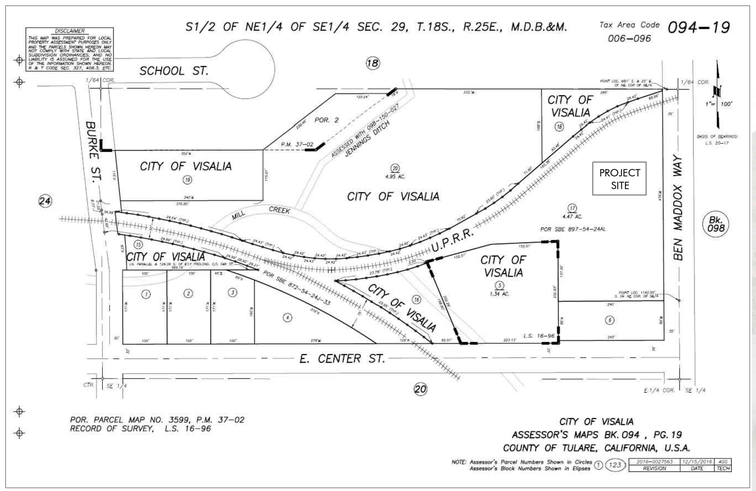
A.P.N.: 094-190-017
ACREAGE: 4.272 AC ±
ADDRESS: 205 N. BEN MADDOX WAY,
VISALIA, CA 93292
ZONE: C-S (SERVICE COMMERCIAL)

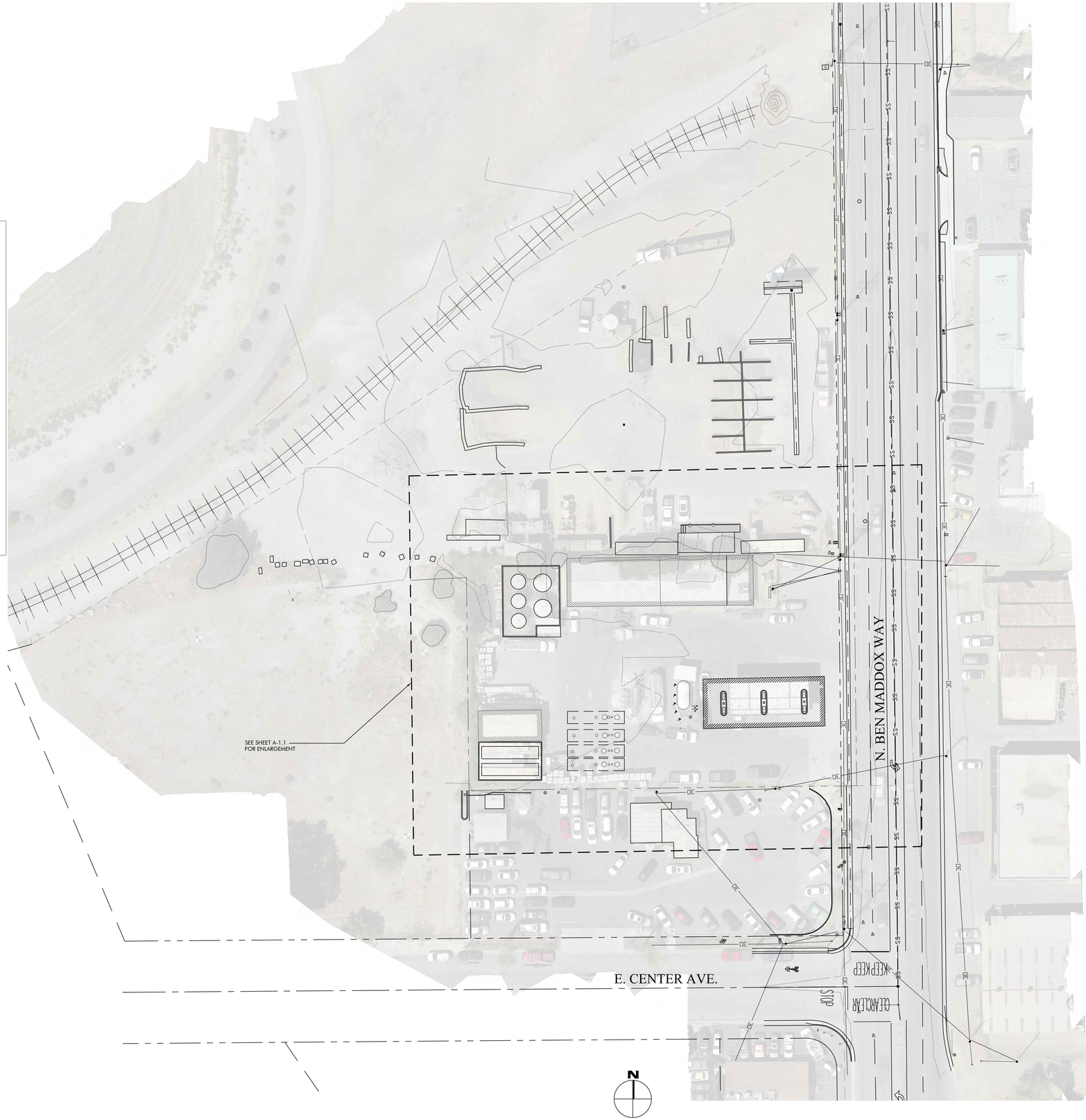
SCOPE OF WORK:

CONSTRUCT NEW 78'-4" X 32'-0"
CANOPY W/ NEW (2) 12000 GAL.
DIESEL STORAGE TANKS & CONTAINMENT PIT

APN MAP:

N.T.S





OVERALL SITE PLAN

SC.: 1/32" = 1'-0"

TOWNSEND ARCHITECTURAL GROUP
www.TownsendGroup.net
484 NORTH PROSPECT STREET, SUITE 'B'
PORTERVILLE, CA. 93257
(559) 789-9999 FAX (559) 781-3201

Licensed Architect
Dennis A. Townsend
No. C-24088
Ren. 9-30-23
State of California

A NEW FUEL CANOPY FOR:

KINGS PETROLEUM

205 N. BEN MADDOX WAY
VISALIA, CA
93292

DRAWN BY:	U.Garcia
DES. BY:	L. Couch
PLOT DATE:	10-26-2022
CHK'D BY:	D. Townsend/L. Couch

REVISION

DESCRIPTION	DATE

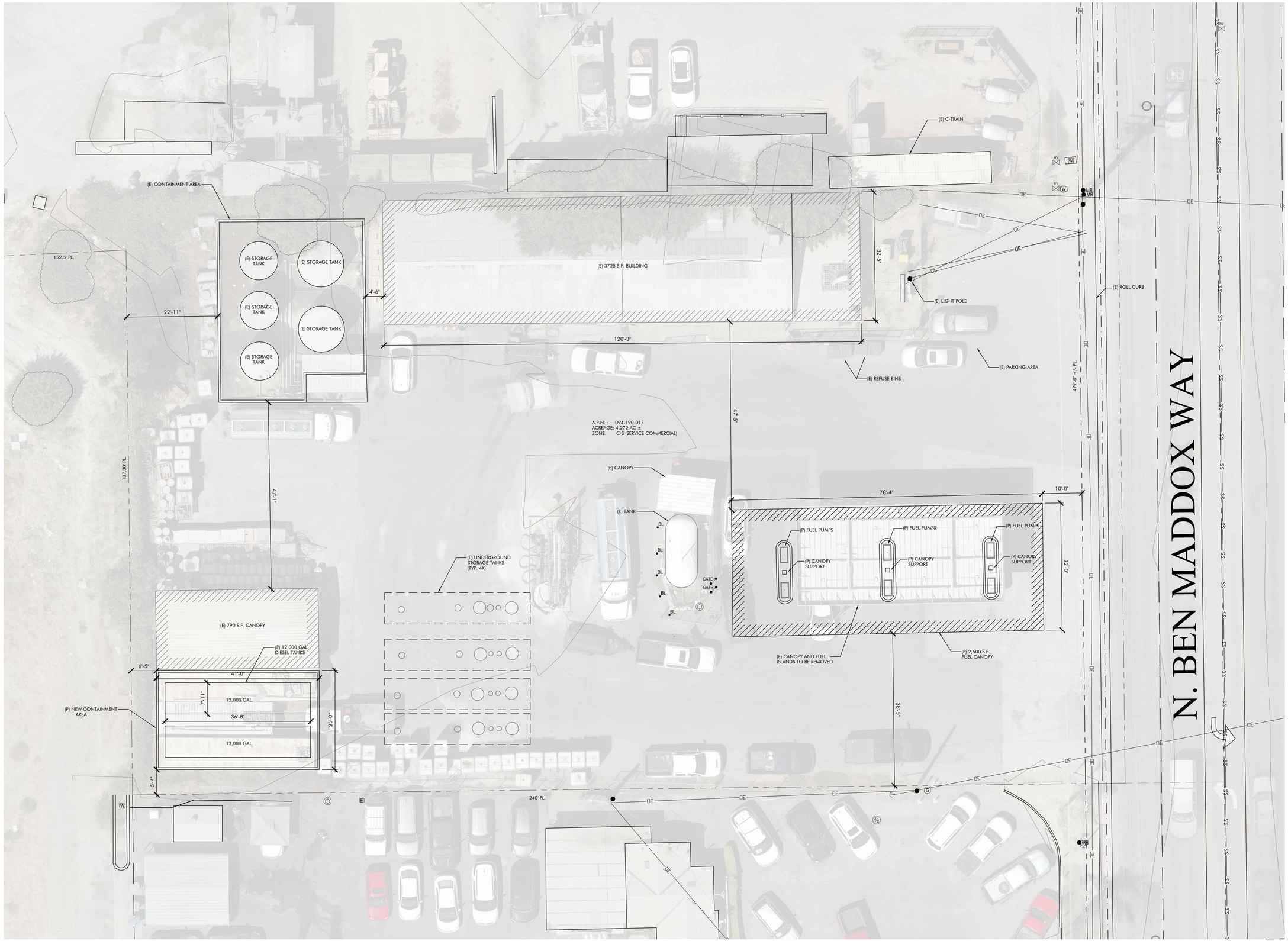
OVERALL

SITE PLAN

PROJECT NUMBER: 22T69

SHEET NUMBER

A-1.1



ENLARGED SITE PLAN

SC.: 3/32" = 1'-0"

TOWNSEND ARCHITECTURAL GROUP
www.TownsendGroup.net

484 NORTH PROSPECT STREET, SUITE 'B'
PORTERVILLE, CA. 93257
(559) 789-9999 FAX (559) 781-3201

Licensed Architect
Dennis A. Townsend
No. C-24088
Ren. 9-30-23
State of California

A NEW FUEL CANOPY FOR:

KINGS PETROLEUM

205 N. BEN MADDOX WAY
VISALIA, CA
93292

DRAWN BY:	U.Garcia
DES. BY:	L. Couch
PLOT DATE:	10-26-2022
CHK'D BY:	D. Townsend/L. Couch

REVISION

DESCRIPTION	DATE

ENLARGED

SITE PLAN

PROJECT NUMBER: 22T69

SHEET NUMBER

A-1.1

BUILDING AND SAFETY DEPARTMENT NOTES

ABOUT US:

CALCRAFT originated in 1993 as a canopy supplier to the Oil Industry. Since that beginning, CALCRAFT CORPORATION has evolved into a "COMPLETE" manufacturer of not only canopies, but an array of ordinary and extraordinary structures and re-image components. Couple the manufacturing capabilities in a 30,000 SQ. FT. facility on 3½ acres with a fully-licensed and experienced contractor, and you have a TOTAL IMAGE COMPANY.

CALCRAFT is centrally located in the Inland Empire near the I-10 freeway at
1426 South Willow Avenue, Rialto, CA 92376
ph 909.879.2900 fax 909.879.2910 www.calcraft.com

LICENSES AND CERTIFICATIONS:

Los Angeles Fabricator License Number FB01612 as a Type I Fabricator of Light Weight Steel (LWS) & High Strength Steel (HSS)
California State License No. 872310, Classification(s) B, C10, C33, C43, C45, C46, C51, HAZ.
California Certificate of Workers Compensation Insurance: Marsh Risk & Insurance Services CA License #0437153
Travelers Property Casualty Co of America (NAIC# 25674)
Policy # UB-7K616457-19-26-G
Nevada State License 0083854, Classification(s) B2-Residential & Small Commercial.
Arizona State License 228688, Classification(s) B-01 General Commercial.

BASIS OF DESIGN:

I. Code:	2019 California Codes : Building, Mechanical, Plumbing, Electrical, Fire, Green Building Standards and Energy Efficiency Standards
II. Use and Occupancy Classification:	
Business, Professional, Car wash, etc.	Group: B
Mercantile, Markets, Motor fuel-dispensing	Group: M
Storage, Motor Vehicle Repair	Group: S-1 & S-2
Utility, Carports, Sheds etc.	Group: U
III. Type of construction:	Type II-B
IV. Roof Live Loads	
a. Retail	20 psf (Reducible)
V. Roof Snow Load	
a. Ground Snow Load	Pg = 0 psf
b. Snow Importance Factor	Is = 1.0
c. Snow Exposure Coefficient	Ce = 1.0
d. Thermal Exposure Coefficient	Ct = 1.2
e. Roof Snow Load	Pf = 0.7*Ce *Ct * Is* Pg = 0 psf
VI. Wind Loads	
a. Wind Velocity (3 Second Gust)	95 mph
b. Exposure Type	C
VII. Seismic Loads	
a. Short Period Mapped Spectral Acceleration	Ss = 1.405
b. Soil Site Class	D
c. Short Period Site Coefficient	Fa = 1.0
d. 5% Damped Design Spectral Response Acceleration	S_{DS} = 2/3 * Fa * Ss = 0.937
e. Seismic Importance Factor	Ie = 1.00
f. Response Modification Coefficient	R = 1.25
g. Seismic Response Coefficient	Cs = SDS * Ie / R
h. W	Dead Loads of Structure
i. Building Seismic Design Category	D
j. System Overstrength Factor	1.25
k. Deflection Amplification Factor	1.25
l. Base Shear	V= CS * W = 0.749 W (Strength Design)

WORKMANSHIP:

1. Workmanship and methods of fabrication shall conforrm to current CBC requirements and AISC Manual of Steel Construction.
2. The design, fabrication and erection of structural steel for buildings and structures shall be in accordance with AISC 360 per CBC Section 2205.

STEEL:

STRUCTURAL STEEL:
1. Structural steel shapes shall conform to ASTM A992. Gr. 50 for W shapes or ASTM A-36 for other shapes
2. Structural steel tubing "HSS" (square and rectangular) shall conform to ASTM A500, grade B
3. Structural steel pipe shall conform to ASTM A53, grade B.
4. Structural steel design shall be done in accordance with the requirements of the CBC and the AISC Manual of Steel Construction.
5. Structural steel fabrication and erection shall be done in accordance with the AISC Code of Standard Practice for Steel Buildings and Bridges.

LIGHT GAUGE STEEL:
1. Light gauge structural steel shall conform to ASTM A653 SQ Gr 40 OR 50, grade B or D as designated on the shop drawings or calculations.
2. Light gauge structural tubing (square and rectangle) shall conform to ASTM A513, grade MT-1010, Fy = 30 ksi, as a minimum.
3. Design and fabrication of structural light gauge steel shall be done in accordance with the AISI Cold Formed Steel Design Manual.

SHEET METAL ROOF DECK AND WALL PANELS:
1. Light gauge sheet metal used for roof deck and wall panels shall conform to ASTM A653 SQ., grade 40 or 50.
2. Roof deck and wall panels shall be continuously rolled formed or locked formed on a press brake.

OIL CANNING:

Oil canning can be defined as a perceived waviness in the flat areas of panels. Oil canning is an inherent characteristic of light-gauge, cold-form metal products with broad flat areas. It can be stress in the coil, fabrication, sub-structure and installation. Normally, structural integrity is not affected. However, structural integrity must be reviewed if the distortion results from an extreme external influence.
OIL CANNING IS NOT GROUNDS FOR PANEL REJECTION.

WELDING:

STRUCTURAL STEEL WELDING:
1. Welding shall conform to AWS D1.1
2. Structural welding shall be done by a qualified welder in CALCRAFT'S licensed fabricator shop.
3. Structural field welding shall be done by a licensed certified welder under the direction of a licensed welding inspector.
4. AWS E70XX electrodes shall be used for structural welds.

LIGHT GAUGE STEEL WELDING:
1. Light gauge welding shall conform to AWS D1.3
2. Structural light gauge welding shall be done by a qualified welder in CALCRAFT'S licensed fabricator shop.
3. All light gauge structural field welding shall be done by a licensed certified welder under the direction of a licensed welding inspector.
4. AWS E70XX electrodes or inert gas shielded arc shall be used for light gauge structural welds.

FASTENERS:

BOLTS:
1. All bolts shall be ¾" diameter, ASTM A307 machine bolts, unless noted otherwise on plans, and coated for corrosion resistance with nuts fully engaged. (no special inspection required)
2. High strength bolts shall be ASTM A325N, bearing type bolts with hardened washers, unless noted otherwise on plans.
3. Stainless steel bolts shall be ¾" diameter ASTM A320 or A193 grade B8 or B8M, Fu = 75 ksi.

ANCHOR BOLTS:
1. Anchor bolts shall be provided by the general contractor unless noted otherwise on the drawings.
2. Anchor bolts shall be of ASTM F1554 materials unless otherwise called out on calculations.
3. Installation of anchor bolts shall be in accordance with the AISC Code of Standard Practice, Section 7.5.

SCREWS:
1. Sheet metal screws shall be of a type as Approved in ICC Report #ESR-1976, ESR-2196. Size and spacing shall be indicated on plans.

POP RIVETS:
1. All pop rivets shall be the break Mandrell blind rivet type and shall conform to IFI Standard 114.
2. Finishes shall be zinc cadmium plated or stainless steel.
3. Pop rivets shall not be used in structural applications unless specifically called for by the design calculations.

CONCRETE:

FOOTING DESIGN:
1. The allowable soil pressure on spread footing is assumed to be 4,000 psf per Stantec Soils report (April 16, 2022).
2. The allowable lateral bearing pressure on wind column footings is assumed to be 300 psf per foot of depth per Stantec Soils report (April 16, 2022)..
3. Bottoms of all load bearing footings are to be 12" minimum below top of undisturbed natural grade, 90% compacted fill or frost line.
4. Concrete used for foundations and footings shall be machine mixed with a minimum compressive strength of 4,000 psi at 28 days. (Special Inspection is NOT REQUIRED, per Section 1705.3 Exception 1)
Higher strength will be used when required by the design calculations or by local codes. (SPECIAL INSPECTION IS REQUIRED)
5. Reinforcing steel shall be deformed bars conforming to ASTM A615 grade 60. Lap all bars a minimum of 30 bar diameters unless noted otherwise.
6. All vertical form work shall be braced and held in place for a minimum of three (3) days after concrete placement.
7. Drypack shall be Quikrete Non-Shrink Precision Grout (No. 1585) or one part cement, three parts sand, mixed as dry as possible.
8. No steel shall be set or erected on the footings until the concrete has cured for a minimum of three (3) days.
9. All materials and work shall conform to ACI 318-II, Specifications for the Design and Placement of Concrete.

CONCRETE SLAB DESIGN:
1. Concrete slab thickness shall be a minimum of 4", unless shown otherwise on the drawings.
2. Concrete shall be machine mixed with a minimum compressive strength of 2,500 psi at 28 days or as required by the design drawings.
3. Welded wire fabric reinforcement shall conform to ASTM A185 and be 6x6-W1.4xW1.4 or deformed reinforcing bars as specified in calculations (See plans)
4. All material and work shall conform to the ACI 318, Specifications for the Design and Placement of Concrete.

MASONRY:
1. All material and work shall conform to ACI 531, specification for the design and erection of masonry units.
2. Grout shall have a fluid pouring consistency and conform to ASTM C143 with a compressive strength equal to the units being grouted.
3. Masonry unit strength shall conform to ASTM C140. Masonry joints shall not exceed ⅝" thickness.
4. Reinforcing steel shall be an intermediate grade deformed bars as per ASTM A615.

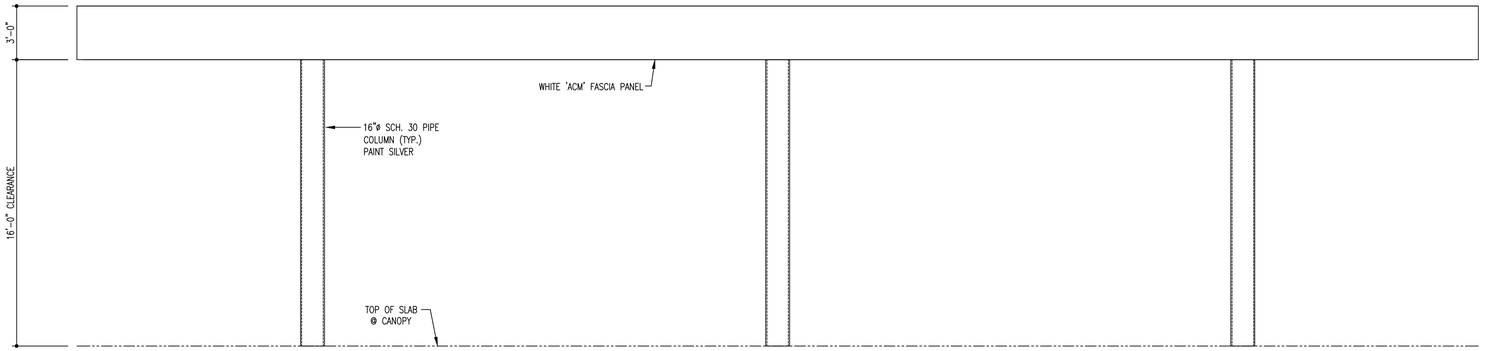
SHEET INDEX

REV.	DATE	DESCRIPTION	BY

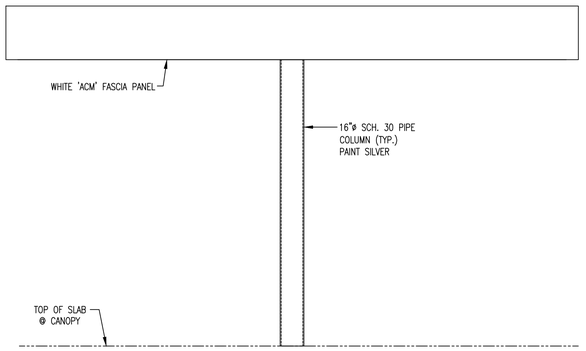
CALCRAFT.com
1426 South Willow Avenue, Rialto, CA 92376 - ph 909 879 2900 fax 909 879 2910
www.calcraft.com - State contractor license #872310

SCALE: N/A = 1'-0" U.N.
DRAWN BY: Jaime V
DATE: 09-30-22
CHECKED BY: -
DATE: -

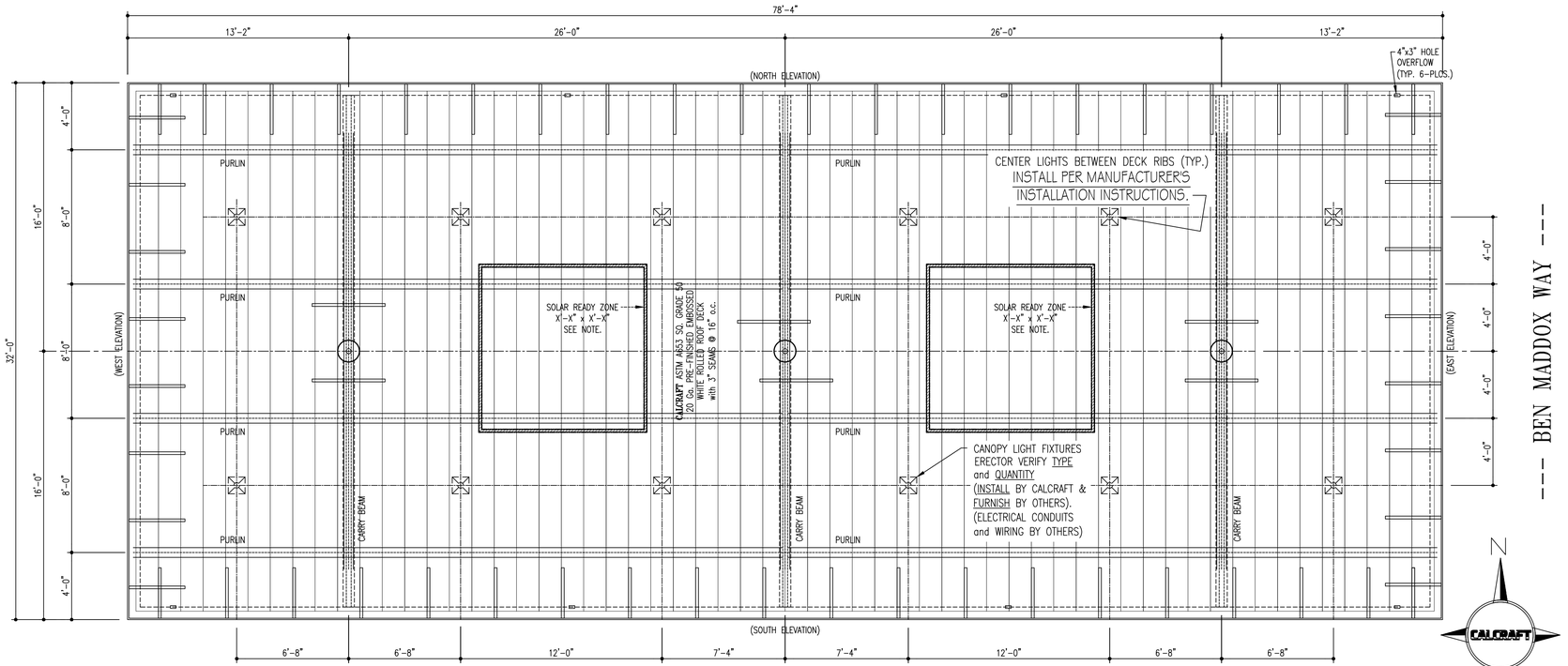
LOCATION: 205 N. Ben Maddox Way, Visalia, CA 93292
HAND: -
JOB NO.: D22120
TITLE: Pacific Pride (King's Petroleum)
32'-0" x 78'-4" (3) Column Canopy
General Notes & Specifications
DRWG. NO.: GN1
REV.: -
SHEET: -
OF: -



NORTH & SOUTH ELEVATIONS (SHOWN)



EAST & WEST ELEVATIONS (SHOWN)



LIGHTING PLAN

NOTE:
QUANTITY OF LIGHTS MAY VARY FROM JOB TO JOB DEPENDING ON IF THERE IS AN EXISTING FOODMART BELOW, ETC.....
SO CHECK QUANTITY AND TYPE OF LIGHTS BEFORE INSTALLING.

NOTE:
BE SURE TO MISS ANY STEEL OR FASCIA BRACKETS ABOVE WHEN CUTTING OPENINGS IN DECK. OPENINGS TO BE CENTERED ON DECK PANS.

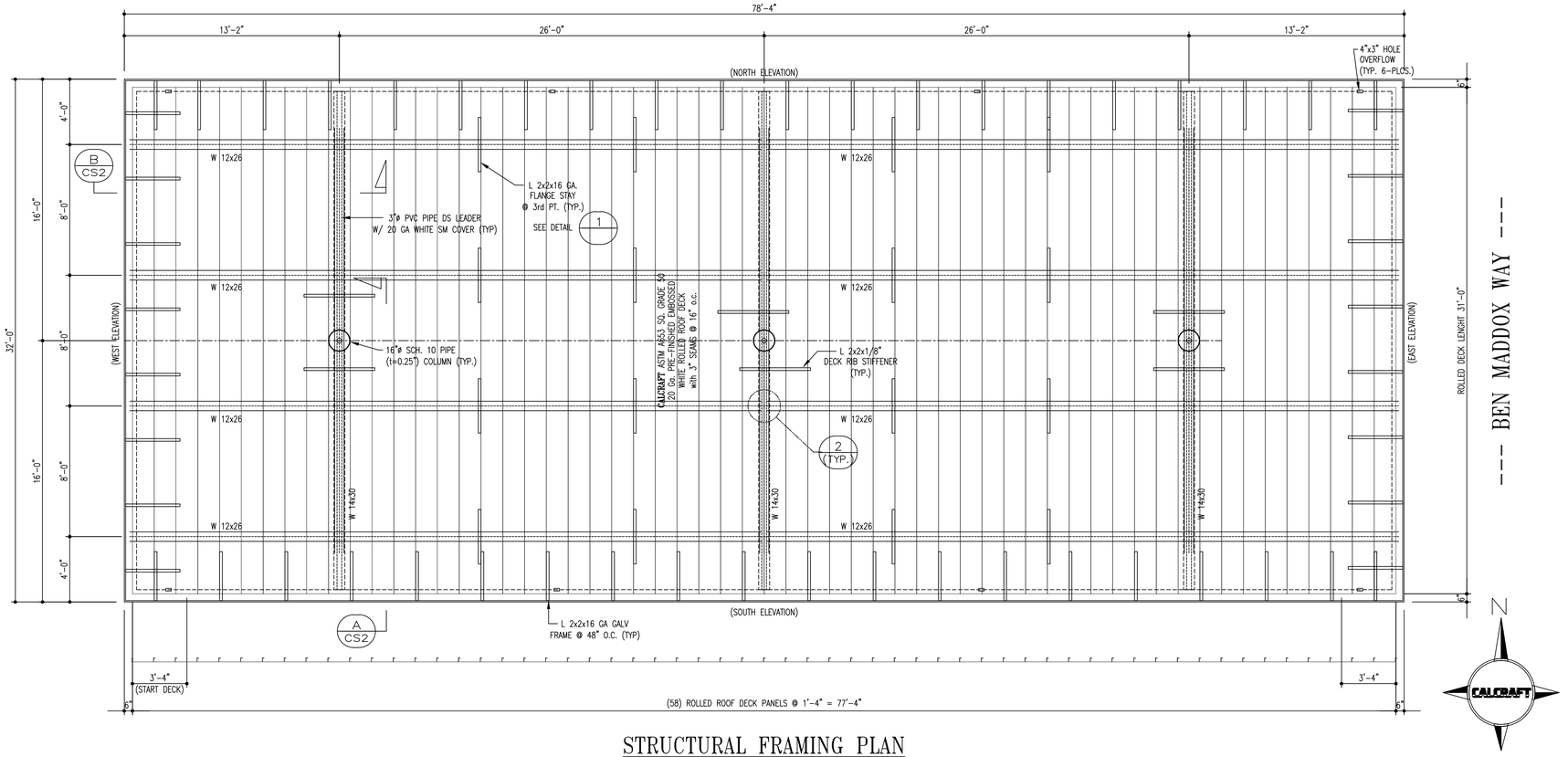
NOTE: CBC REQUIRED SOLAR READY ZONE
SOLAR READY ZONE= SEE PLAN.
MAX SYSTEM WT= 5 PSF
TO BE SUPPORTED ATOP CANOPY PURLIN BEAMS.
DO NOT SUPPORT SOLAR DIRECTLY ON ROOF DECK.
SEE PLAN FOR LOCATION.

REV.	DATE	DESCRIPTION	BY
△			
△			
△			
△			

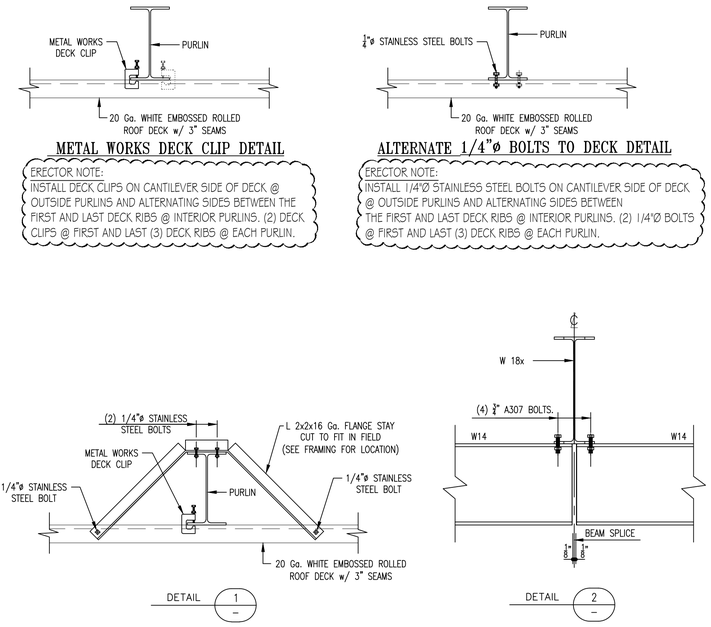
CALCRAFT.com
1426 South Willow Avenue, Rialto, CA 92376 - ph 909 879 2900 fax 909 879 2910
www.calcraft.com - State contractor license #872310

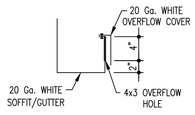
SCALE: 1/4" = 1'-0" U.N.
DRAWN BY: Jaime V
DATE: 09-30-22
CHECKED BY: -
DATE: -

LOCATION: 205 N. Ben Maddox Way, Visalia, CA 93292
HAND: -
JOB NO.: D22120
TITLE: Pacific Pride (King's Petroleum)
32'-0" x 78'-4" (3) Column Canopy
Elevations & Light Pllan
DRWG. NO.: CA1
REV.: △
SHEET: -
OF: -

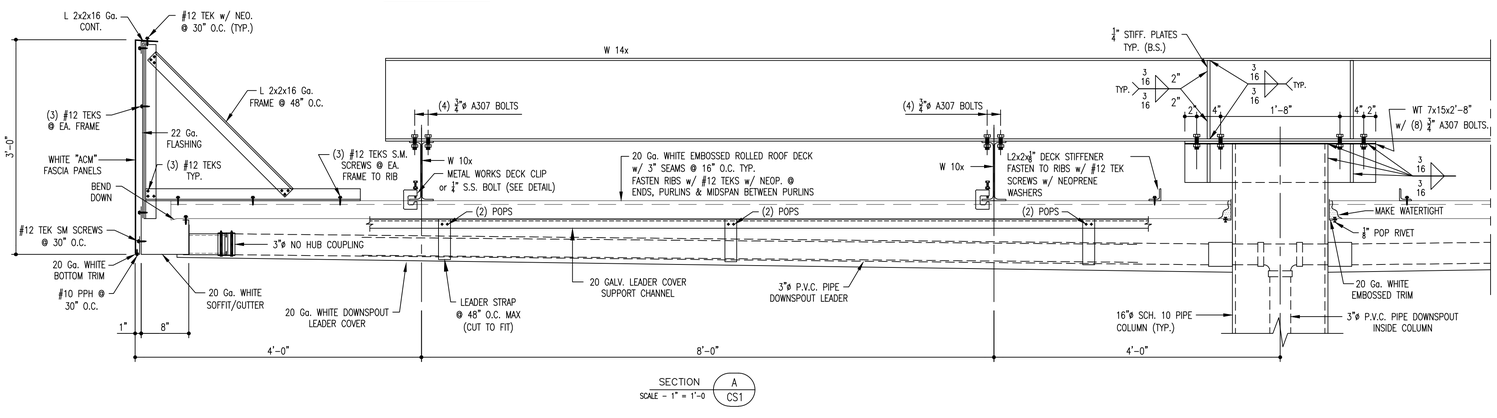


STRUCTURAL FRAMING PLAN

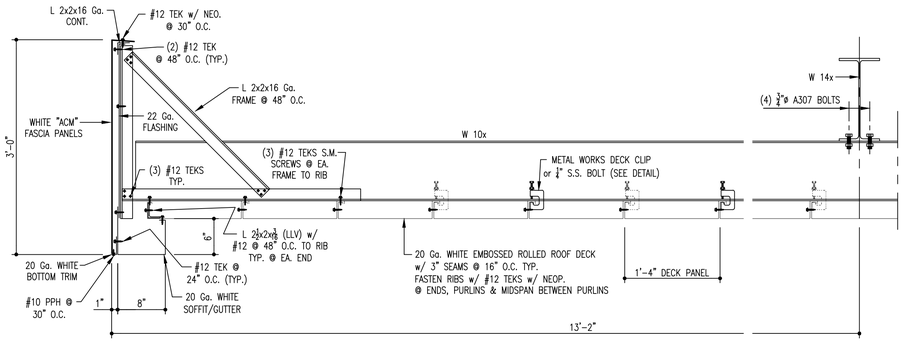




OVERFLOW DETAIL



SECTION A / CS1 — SCALE - 1" = 1'-0



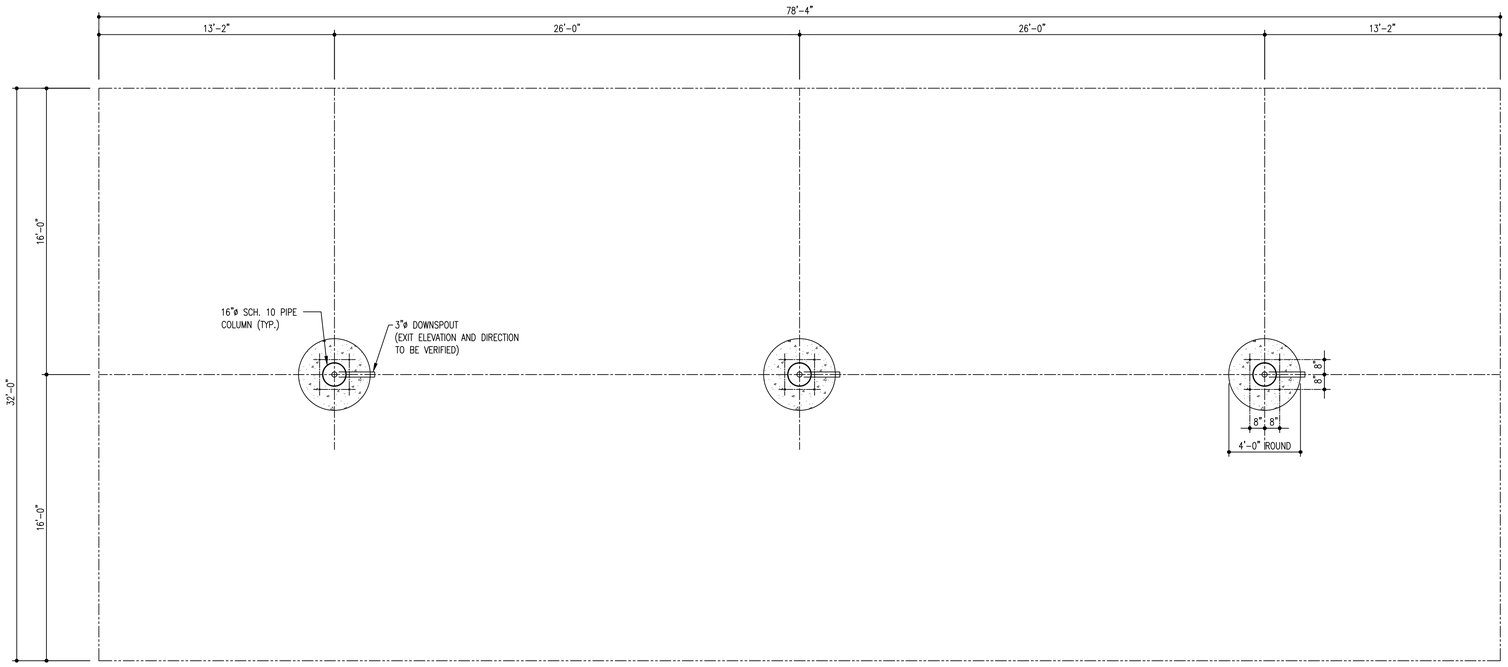
SECTION B / CS1 — SCALE - 1" = 1'-0

REV.	DATE	DESCRIPTION	BY

CALCRAFT.com
1426 South Willow Avenue, Rialto, CA 92376 - ph 909 879 2900 fax 909 879 2910
www.calcraft.com - State contractor license #872310

SCALE: 1/4" = 1'-0" U.N.
DRAWN BY: Jaime V
DATE: 09-30-22
CHECKED BY: -
DATE: -

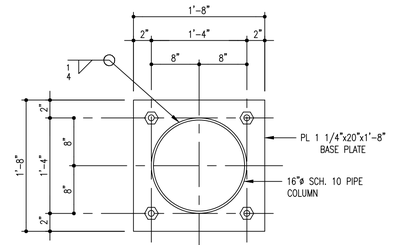
LOCATION: 205 N. Ben Maddox Way, Visalia, CA 93292
HAND: -
JOB NO.: D22120
TITLE: Pacific Pride (King's Petroleum)
32'-0" x 78'-4" (3) Column Canopy
Framing Plan, Sections and Details
DRWG. NO.: CS1
REV.: -
SHEET: -
OF: -



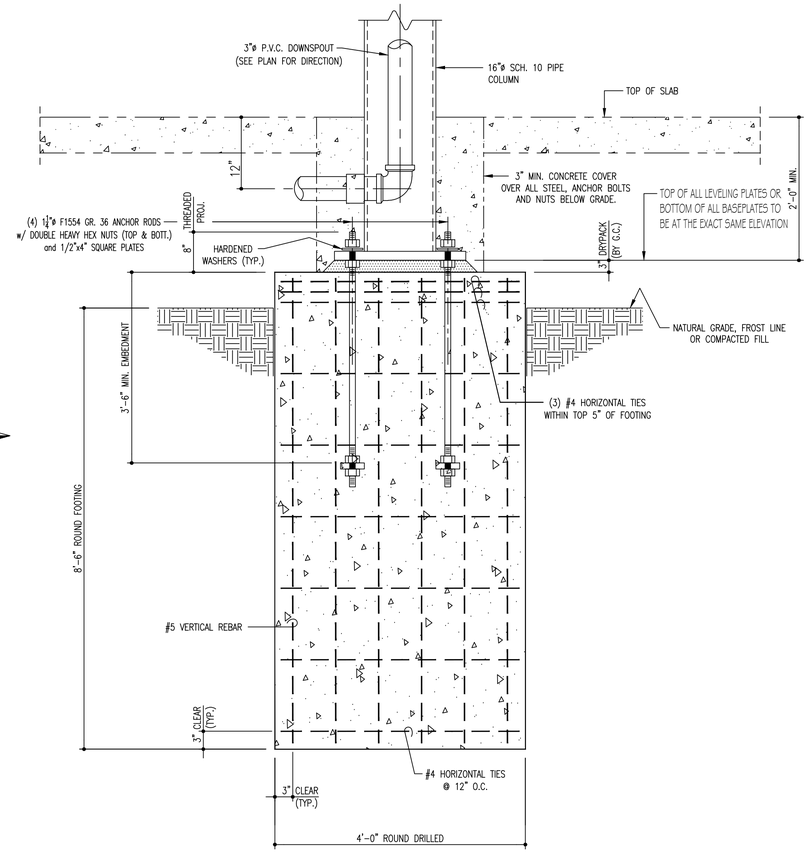
FOUNDATION PLAN

(DETAILER NOTE: DOWNSPOUT AND CONDUIT INFORMATION TO BE VERIFIED.)

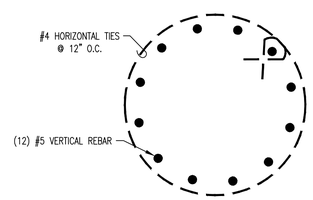
--- BEN MADDOX WAY ---



TYPICAL BASE PLATE DETAIL



FOOTING SECTION @ 16"ø PIPE COLUMN



FOOTING REINFORCING DETAILS

NOTES:

1. IT IS THE OWNER'S/GENERAL CONTRACTORS RESPONSIBILITY TO CONVEY TO ALL CONTRACTORS THAT IT IS THEIR RESPONSIBILITY TO INSURE THAT THE SITE IS PROPERLY EXCAVATED AND GRADED. DURING CONCRETE FORMING AND AFTER THE POUR, THE CONCRETE SHOULD BE CHECKED FOR PROPER ELEVATION, LEVEL SQUARE AND CORRECT DIMENSIONS.
2. THE MOST CRITICAL PHASE OF FOUNDATION PREPARATION IS IN THE PRECISE LOCATION OF ANCHOR BOLTS. MEASUREMENTS FOR ANCHOR BOLTS PLACEMENT MUST BE EXACT AND SHOULD BE RECHECKED TO ASSURE PROPER LOCATION.
3. CORRECTION OF LOCATION, OF ELEVATION AND OF DIMENSIONAL ERRORS MUST BE MADE PRIOR TO THE ARRIVAL OF THE ERECTING CREWS AND PRIOR TO THE ERECTION OF THE STRUCTURE.
4. AFTER THE FORMS HAVE BEEN REMOVED, ALL THE TRENCHES, HOLES AND UNEVEN SITE CONDITIONS MUST BE LEVELED TO INSURE A SAFE WORKING AND ACCESS AREA, ACCEPTABLE TO LOCAL, STATE, FEDERAL AND O.S.H.A. AGENCIES.

G.C. NOTE:

5. PRIOR TO POURING FOUNDATIONS PLEASE CALL STRUCTURE FABRICATOR AND REQUEST SIGNED APPROVED FOUNDATION DRAWINGS WITH THE ESTABLISHED ELEVATIONS AND FOOTING DEPTH DIMENSIONS.

6. TOP OF ALL ANCHOR BOLT LEVELING PLATES TO BE AT THE SAME ELEVATION. SEE SIGNED FOUNDATION DRAWINGS FOR THE ELEVATION.

Call 811 Before You Dig

Call 2 Full Working Days In Advance

DO NOT USE FOR CONSTRUCTION OF FOUNDATION UNLESS SIGNED BELOW

DATE:

REV.	DATE	DESCRIPTION	BY

CALCRAFT.com
1426 South Willow Avenue, Rialto, CA 92376 - ph 909 879 2900 fax 909 879 2910
www.calcraft.com - State contractor license #872310

SCALE: 1/4" = 1'-0" U.N.
DRAWN BY: Jaime V
DATE: 09-30-22
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LOCATION: 205 N. Ben Maddox Way, Visalia, CA 93292
HAND: –
JOB NO.: D22120
TITLE: Pacific Pride (King's Petroleum)
32'-0" x 78'-4" (3) Column Canopy
Foundation Plan and Footing Section
DRWG. NO.: CF1
REV.: △
SHEET: –
OF: –

B224666

CITY OF VISALIA SITE PLAN REVIEW APPLICATION

Additional information and assistance in filling out this application can be found at the City of Visalia website (www.visalia.city) or by calling (559) 713-4440.

This application MUST be filled out in its entirety and submitted with an acceptable site plan (see site plan minimum requirements & submittal details on Page 2). Failure to provide all requested information may result in rejection of your application and exclusion from the Site Plan Review agenda.

Site Plan Review meetings are held on Wednesdays at 9:00 a.m. online utilizing Microsoft Teams. The applicant or representative must be present.

Application submittal deadline are Thursday at 4:00 p.m. to be scheduled for the next available meeting.

GENERAL PROJECT INFORMATION

Project/Business Name: SEQUOIA PLAZA CENTER Date: 11-2-22

Project Description: BUILD A 34' C WALL TO DEVIDE TWO ADDRESS 2137-2139 W WHITENDALE VISALIA

Site Plan Review Resubmittal: Yes ○ No ⊗ If Resubmittal, Previous Site Plan Review Number:

Property Owner: JOSE R & RAQUEL R TREVINO

Applicant(s) Name: JOSE TREVINO

Project Address/Location: 2131 W WHITENDALE VISALIA

Assessor Parcel Number: 121-090-071

Parcel Size (Acreage or Square Feet): 30,756 Building or Suite Square Footage: 2800 ☐

Are There Any Proposed Building Modifications: Yes ○ No ⊗

Estimated Cost of Modifications to Building: $ 2000,00

Describe All Proposed Building Modifications: BUILD A WALL TO SEPARET THE 2800☐ INTO TWO BUSSINESSES, IT WAS TAKEN OUT BY PREVIOUS TANANT (SMOKE SHOP)

--- THIS AREA FOR CITY STAFF USE ONLY ---

Date Received: 11/03/2022

SPR Agenda: 11/09/22 Item No.

Zone: C-MU SPR No. 22-173

Historic District: Yes ○ No ⊗

Flood Zone: X ⊗ AE ○ X/AE ○

OPERATIONS & TRAFFIC INFORMATION

-- A SEPARATE, DETAILED OPERATIONAL STATEMENT IS HIGHLY RECOMMENDED FOR ALL SUBMITTALS --

Existing/Prior Building Use: VITAMINS SHOP - EXERCISE

Proposed Building Use: RETAIL

Proposed Hours of Operation: 8:AM = 5:PM

Days of Week In Operation (Circle): Su (M) (T) (W) (Th) (F) Sa

Number of Employees Per Day: Existing 2 Proposed

Number of Customers Per Day (Estimated): ? Existing Proposed

Predicted Peak Operating Hour: ?

Describe Any Truck Delivery Schedule & Operations: NA

Please Identify Any Unique or Specific Traffic Patterns That Will Require Accommodations For Operations, Customers, or Employees (Provide Separate Attachment if Necessary): NA

Describe Any Special Events Planned for the Facility: NA

SUBMIT APPLICATION ONLINE USING FILE DROP ACCESSED ONLINE AT HTTPS://SHARE.VISALIA.CITY/FILEDROP/SPR

IF ANY QUESTIONS, PLEASE CALL THE CITY OF VISALIA AT (559) 713-4440

Revised 10/26/2022

B 224666

SITE PLAN MINIMUM REQUIREMENTS

SITE PLAN REQUIREMENTS

- Submit a digital copy of the site plan(s) and completed application on a flash drive or equivalent (PDF format preferred, hard paper copies not accepted).
- Digital copies must be clear, legible, and on a layout sized appropriately to convey all necessary project information.
- Site plan shall provide for and indicate all of the following:
  - North arrow
  - All existing & proposed site features
  - Site dimensions, including building
  - Existing and proposed fencing at site
  - Public improvements (curbs, sidewalks, utility poles, hydrants, street lights, etc.)
  - Existing & proposed structures
  - Adjacent street names
  - Refuse enclosures & containers
  - Valley oak trees (show drip line)
  - Existing & proposed landscaping
  - Parking stalls (include ADA)
  - Loading/unloading areas
  - Accessible path of travel from right of way
  - Accessible path of travel from ADA stall
  - Location and width of drive approaches to site
  - Tentative maps shall adhere to requirements of Visalia Municipal Code Section 16

REQUIRED SIGNATURE

Applicant Information (Final comments will be mailed to the name and address provided below)

Name: JOSE R TREVINO
Address: 1139 N. EL CAJON ST
City, State, Zip VISALIA 93291
Phone: 559-804-1910
Email: J3VINO1953@YAHOO.COM

Signature of Owner or Authorized Agent*

Owner — Date: 11-2-22

Authorized Agent* — Date

* If signed by an authorized agent, the "Agency Authorization" information below must be completed for this application to be considered acceptable.

AGENCY AUTHORIZATION FORM

AGENCY AUTHORIZATION

OWNER:

I, _____, declare as follows; I am the owner of certain real property bearing assessor's parcel number (APN):

_____ _____ _____

AGENT:

I designate _____, to act as my duly authorized agent for all purposes necessary to file an application for, and obtain a permit to _____ relative to the property mentioned herein.

I declare under penalty of perjury the foregoing is true and correct.

Executed this _____ day of _____, 20____.

Signatures

OWNER	AGENT
Signature of Owner	Signature of Agent
1139 N. EL CAJON ST — Owner Mailing Address	Agent Mailing Address
VISALIA CA 93291	
804-1910 - 528-3000 — Owner Phone Number	Agent Phone Number

SUBMIT APPLICATION ONLINE USING FILE DROP ACCESSED ONLINE AT HTTPS://SHARE.VISALIA.CITY/FILEDROP/SPR
IF ANY QUESTIONS, PLEASE CALL THE CITY OF VISALIA AT (559) 713-4440

Revised 10/26/2022

CITY OF VISALIA

315 E Acequia Ave
Visalia, CA 93291
559-713-4444

Fire Code Review

Building Safety Review

BUILDING PLAN CONDITION/REVISION LIST

Please refer to the City's stamped status on the plans to determine whether a plan re-submittal is required. The items noted below delineate the conditions/revisions of the City. Based on the status of the plans, please address the conditions/revisions as necessary. Each line item includes a PDF page number or sheet index, if applicable, for reference to the reviewed plans.

Plan Check Expiration Date and Extensions: The permit will expire within 180 calendar days of inactivity between permit submittals. Under certain circumstances, applicants may request an extension of the 180 calendar days at the discretion of the Building Official. Inactive permits that have expired will be discarded by the City of Visalia 365 days, including the initial 180 days, after permit inactivity.

Markup Summary 09-29-2022 B224666

PLAN_Sub1_B224666 - CORRECTIONS 09-29-22.pdf (9)

BY OWNER

address accessibility with tenant improvements. 20% rule applies - indicate where this is being applied.

Subject: Text Box
Page Index: 1
Author: Adrian Rubalcaba
File Name: PLAN_Sub1_B224666 - CORRECTIONS 09-29-22.pdf

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BY OWNER

a new Site Plan Review submittal may be required.

Subject: Text Box
Page Index: 1
Author: Adrian Rubalcaba
File Name: PLAN_Sub1_B224666 - CORRECTIONS 09-29-22.pdf

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BY OWNER

provide operational statement for new tenant uses.
previous history proposal for smoke shop which needed a CUP.

Subject: Text Box
Page Index: 1
Author: Adrian Rubalcaba
File Name: PLAN_Sub1_B224666 - CORRECTIONS 09-29-22.pdf

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CITY OF VISALIA

315 E Acequia Ave
Visalia, CA 93291
559-713-4444

Fire Code Review

Building Safety Review

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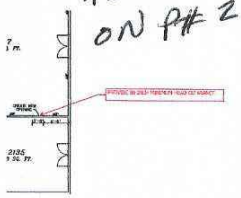
ADDED PH 2

Subject: Text Box
Page Index: 2
Author: Val Garcia
File Name: PLAN_Sub1_B224666 - CORRECTIONS 09-29-22.pdf

SHOW GENERAL LIGHTING LAYOUT FOR EACH NEW SPACE CREATED BY NEW WALL SEPARATING TENANT SPACE 2139 AND 2137. GRAPHICALLY SHOW ON PLANS WITH INDEPENDENT SWITCHING CONTROLS FOR EACH TENANT.

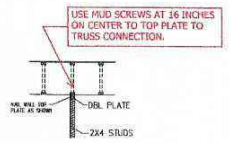
ADDED NOTE ON PH 2



Subject: Callout
Page Index: 2
Author: Val Garcia
File Name: PLAN_Sub1_B224666 - CORRECTIONS 09-29-22.pdf

PROVIDE 80 INCH MINIMUM HEAD CLEARANCE. NOTE

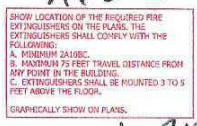
ADDED NOTE PH2



Subject: Callout
Page Index: 2
Author: Val Garcia
File Name: PLAN_Sub1_B224666 - CORRECTIONS 09-29-22.pdf

USE MUD SCREWS AT 16 INCHES ON CENTER TO TOP PLATE TO TRUSS CONNECTION.
SEE DETAIL A/2

ADDED



ON PH 2

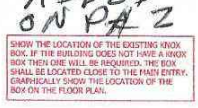
Subject: Text Box
Page Index: 2
Author: Val Garcia
File Name: PLAN_Sub1_B224666 - CORRECTIONS 09-29-22.pdf

SHOW LOCATION OF THE REQUIRED FIRE EXTINGUISHERS ON THE PLANS. THE EXTINGUISHERS SHALL COMPLY WITH THE FOLLOWING:
A. MINIMUM 2A10BC.
B. MAXIMUM 75 FEET TRAVEL DISTANCE FROM ANY POINT IN THE BUILDING.
C. EXTINGUISHERS SHALL BE MOUNTED 3 TO 5 FEET ABOVE THE FLOOR.

BY ENTRY DOOR

GRAPHICALLY SHOW ON PLANS.

ADDED ON PH 2



Subject: Text Box
Page Index: 2
Author: Val Garcia
File Name: PLAN_Sub1_B224666 - CORRECTIONS 09-29-22.pdf

SHOW THE LOCATION OF THE EXISTING KNOX BOX. IF THE BUILDING DOES NOT HAVE A KNOX BOX THEN ONE WILL BE REQUIRED. THE BOX SHALL BE LOCATED CLOSE TO THE MAIN ENTRY. GRAPHICALLY SHOW THE LOCATION OF THE BOX ON THE FLOOR PLAN.

NOTE & LOCATION (BY) (ENTRY DOOR) B135 OFFICE

CITY OF VISALIA

315 E Acequia Ave
Visalia, CA 93291
559-713-4444

Fire Code Review

Building Safety Review

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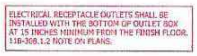
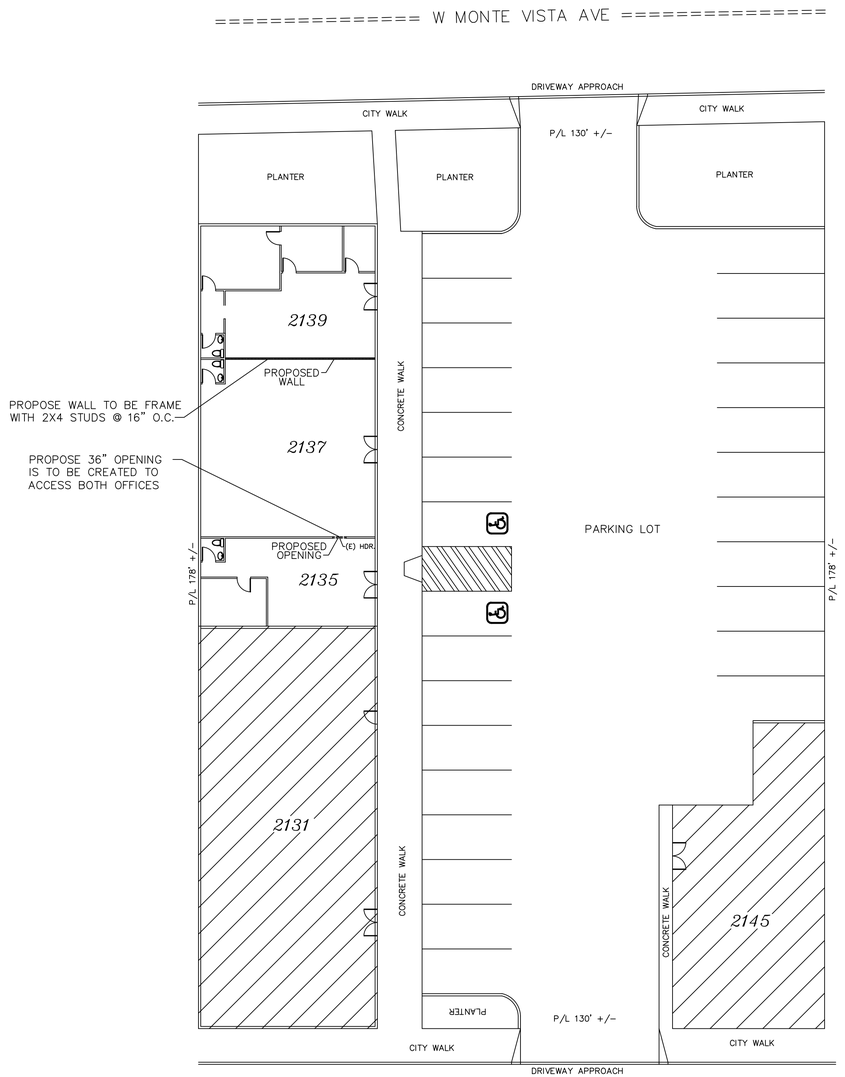
ADDED NOTE P#2 ✓



Subject: Text Box
Page Index: 2
Author: Val Garcia
File Name: PLAN_Sub1_B224666 - CORRECTIONS 09-29-22.pdf

ELECTRICAL RECEPTACLE OUTLETS SHALL BE INSTALLED WITH THE BOTTOM OF OUTLET BOX AT 15 INCHES MINIMUM FROM THE FINISH FLOOR. 11B-308.1.2 NOTE ON PLANS.

GOD IS LOVE
FAITH WORKS



SITE PLAN

APN#: 121-009-017

SCALE: 1/8" = 1'-0"

NORTH

NOTE
ALL THE WORK TO BE DONE IN ACCORDANCE WITH THE CITY OF VISALIA STD'S & THE PRESENT CODES AND REGULATIONS.

APPLICABLE CODES 2019
CBC, CPC, CMC, CFC, CEC, CAL GREEN AND CALIF. ENERGY CODE 2019

SHEET INDEX

SHEET	DESCRIPTION
1	SITE PLAN
2	PROPOSED FLOOR PLAN AND ELECTRICAL PLAN

NOTE
PROJECT ADDRESS TO BE POSTED AT JOB SITE W/4" HIGH NUMERALS ON CONSTRUCTION BACK GROUND WITH 1/2 MIN. STROKE

PLANNING DEPT APPROVAL

BUILDING DEPT APPROVAL

JAISAL DESIGN
1671 Ave. 400 Kingsburg, CA 93631
PH.(559)897-4507-Email: jaime@jaisaldesign.com

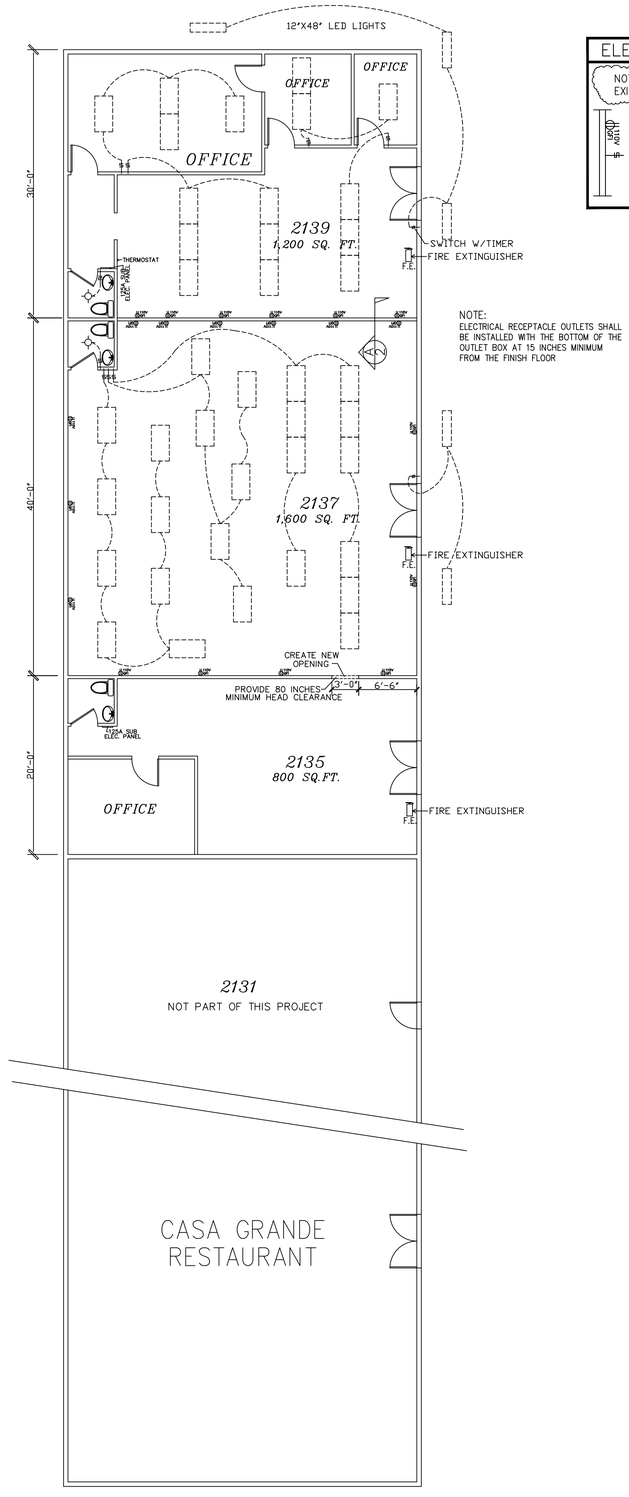
Jaime Salinas
JAIME SALINAS
WE MAKE YOUR VISION A REALITY
DESIGNER
JAISAL DESIGN
CONSTRUCTION PLAN DESIGN

RESPONSIBLE BUILDER:
OWNER
JOSE TREVINO
12830 AVE 416
OROSI, CA 93647
CELL: 559 804-1910

PROJECT TITLE:
PROPOSED WALL
JOSE TREVINO
2137 W WHITENDALE AVE
VISALIA CA. 93277
CELL. 559 804-1910

REV. 10-2022

JOB NO.: J. TREVINO
DRAWN BY: JAISAL
SHEET NO.: 1
OF 2 SHEETS
DATE: 08/2022



ELECRICAL PLAN

SCALE: 1/8" = 1'-0"

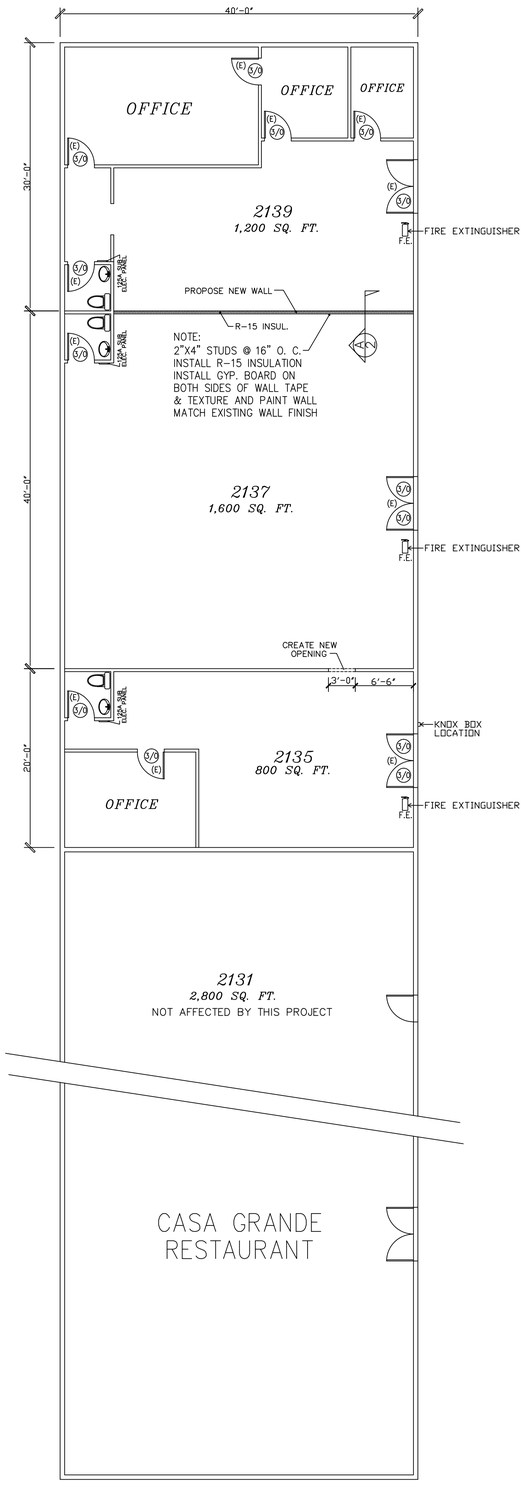
ELECTRICAL LEGEND

NOTE:
EXISTING LIGHTING TO REMAIN

48"A.F.F.

110V GFI PROTECTED OUTLET

SWITCH NO SPECIAL TYPE REQUIRED



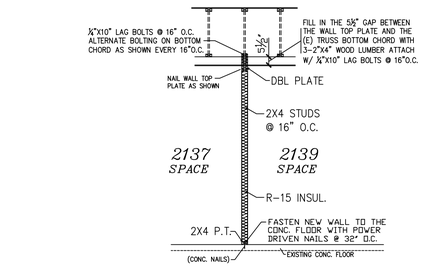
PROPOSED FLOOR PLAN

SCALE: 1/8" = 1'-0"

WALL LEGEND

- EXISTING WALLS TO REMAIN
- NEW WALLS
- (E) WALLS TO BE REMOVED

(E) EXISTING (N) NEW



TYPICAL CROSS SECTION

SCALE: 1/4" = 1'-0"

NOTE
ALL THE WORK TO BE DONE IN ACCORDANCE WITH THE CITY OF VISALIA STD'S & THE PRESENT CODES AND REGULATIONS.

PLANNING DEPT APPROVAL

BUILDING DEPT APPROVAL

NORTH

JAISAL DESIGN
1671 Ave. 400 Kingsburg, CA 93631
PH.(559)897-4507-Email: jaime@jaisaldesign.com

DESIGNER: Jaime Salinas — JAIME SALINAS

RESPONSIBLE BUILDER:
OWNER
JOSE TREVINO
12830 AVE 416
OROSI, CA 93647
CELL. 559 804-1910

PROJECT TITLE:
PROPOSED WALL
JOSE TREVINO
2137 W WHITENDALE AVE
VISALIA CA, 93277
CELL. 559 804-1910

JOB NO.:	J. TREVINO
DRAWN BY:	JAISAL
SHEET NO.:	2
OF	2 SHEETS
DATE:	08/2022

CITY OF VISALIA SITE PLAN REVIEW APPLICATION

- Additional information and help in filling out this application can be found at the City of Visalia website (www.ci.visalia.ca.us) or by calling (559) 713-4440-

This application MUST be filled out in its entirety and submitted with an acceptable site plan (see details below). Failure to provide all requested information may result in your application being rejected for additional information and excluded from the Site Plan Review agenda

- All plans to be considered on the next available agenda must be submitted by 4:00 p.m. on the Thursday prior to the meeting -

- Site plan review meetings are held on Wednesdays at 9am at City Hall East - 315 E Acequia Ave - Applicant or representative must be present -

GENERAL PROJECT INFORMATION

Project/Business Name: Carleton Acres Commercial Tentative Parcel Map Date: 11-03-22

Project Description: Commercial mix-use with 5 parcels along Riggin and 3 parcels for Costco (warehouse, gas pump, car wash). The project is part of Carleton Acres Specific Plan.

Site Plan Review Resubmittal: Yes ◯ No ⊗ If Resubmittal, Previous Site Plan Review Number: _____

Property Owner: Hayes Ranch, LLC

Applicant(s) Name: 4Creeks, Inc.

Project Address/Location: NE Corner of Shirk and Riggin

Assessor Parcel Number: ~~077-100-008~~ 077-100-108

Parcel Size (Acreage or Square Feet): +/-28.7 acres Building or Suite Square Footage: N/A

Are There Any Proposed Building Modifications: Yes ◯ No ⊗

Estimated Cost of Modifications to Building: $ N/A

Describe All Proposed Building Modifications: _____

--- THIS AREA FOR CITY STAFF USE ONLY ---

Date Received: 11/03/22

SPR Agenda: 11/09/22 Item No. ____

Zone: X SPR No. 22-174

Historic District: Yes ◯ No ⊗

Flood Zone: X ◯ AE ◯ X/AE ⊗

OPERATIONS & TRAFFIC INFORMATION

-- A SEPARATE, DETAILED OPERATIONAL STATEMENT IS HIGHLY RECOMMENDED FOR ALL SUBMITTALS --

Existing/Prior Building Use: _____

Proposed Building Use: _____

Proposed Hours of Operation: _____

Days of Week In Operation (Circle): Su M T W Th F Sa

Number of Employees Per Day: Existing _____ Proposed _____

Number of Customers Per Day (Estimated): Existing _____ Proposed _____

Predicted Peak Operating Hour: _____

Describe Any Truck Delivery Schedule & Operations: _____

Please Identify Any Unique or Specific Traffic Patterns That Will Require Accommodations For Operations, Customers, or Employees

(Provide Separate Attachment if Necessary): _____

Describe Any Special Events Planned for the Facility: _____

Page 1 of 2 - Application continues on back of this page

SITE PLAN REQUIREMENTS

SITE PLAN MINIMUM REQUIREMENTS

⇨ Plan(s) must be clear, legible, and on a sheet size appropriate to easily convey all necessary project information. Suggested minimum sheet size for site plans is 11"x17" (Excludes tentative parcel and final maps)

⇨ Site plan shall provide for and indicate all of the following:

- North arrow
- All existing & proposed site features
- Site dimensions, including building
- Existing and proposed fencing at site
- Public improvements (curbs, sidewalks, utility poles, hydrants, street lights, etc.)
- Existing & proposed structures
- Adjacent street names
- Refuse enclosures & containers
- Valley oak trees (show drip line)
- Existing & proposed landscaping
- Parking stalls (include ADA)
- Loading/unloading areas
- Accessible path of travel from right of way
- Accessible path of travel from ADA stall
- Location and width of drive approaches to site
- Tentative maps shall adhere to requirements of Visalia Municipal Code Section 16

⇨ Submit 20 copies of the site plan with this application, folded to a legal size of 9" x 12" with the print on the outside (no rolled plans)

REQUIRED SIGNATURE

Applicant Information (Final comments will be mailed to the name and address provided below)

Name: 4Creeks, Inc.

Address: 324 S. Santa Fe St.

City, State, Zip Visalia, CA 93291

Phone: 559-802-3052

Email: mailto@4-creeks.com

Signature of Owner or Authorized Agent*

Owner _____ 11-03-22 Date

Authorized Agent* _____ 11-03-22 Date

* If signed by an authorized agent, the "Agency Authorization" information below must be completed for this application to be considered complete

AGENCY AUTHORIZATION FORM

AGENCY AUTHORIZATION

OWNER:

I, Eric Shannon, declare as follows; I am the owner of certain real property bearing assessor' parcel number (APN):

077-10-089

AGENT:

I designate 4Creeks, Inc. to act as my duly authorized agent for all purposes necessary to fil an application for, and obtain a permit to Conditional Tentative Parcel Map relative to the property mentioned herein.

I declare under penalty of perjury the foregoing is true and correct.

Executed this 03 day of November, 20 22

Signatures

OWNER

Signature of Owner (Notary Required)

Owner Mailing Address
11878 Ave. 328
Visalia, CA 93291

Owner Phone Number 559-334-6800

AGENT

Signature of Agent
324 S. Santa Fe St., Visalia, CA 93292

Agent Mailing Address

559-802-3052
Agent Phone Number

Approved by City of Visalia:

By: _____ Date: _____

SUBMIT APPLICATION TO: CITY OF VISALIA COMMUNITY DEVELOPMENT DEPT - 315 E ACEQUIA AVE - VISALIA CA 93291

OCTOBER 2022

CARLETON ACRES COMMERCIAL

TENTATIVE PARCEL MAP

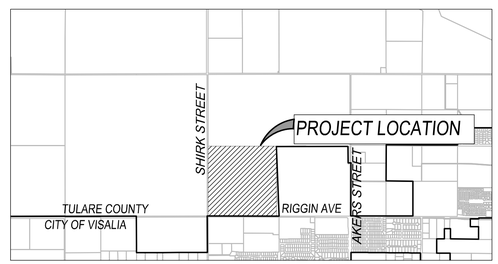
BEING A DIVISION OF A PORTION OF THE S 1/2 SEC. 14, T.18S., R.24E., M.D.B. & M., IN THE CITY OF VISALIA, COUNTY OF TULARE, STATE OF CALIFORNIA.

LEGEND

APN:	077-100-088
ACREAGE:	+/-28.7
PROPOSED LOTS:	8
FLOOD ZONE:	X02
EXISTING ZONING:	AE-40
PROPOSED ZONING:	COMMERCIAL
GENERAL PLAN:	LOW DENSITY RESIDENTIAL
ELECTRICITY:	SOUTHERN CALIFORNIA EDISON
WATER:	CAL WATER
TELEPHONE:	AT&T/COMCAST
ZONING:	CITY OF VISALIA
NATURAL GAS:	SOUTHERN CALIFORNIA GAS
EXISTING USE:	VACANT
PROPOSED USE:	COMMERCIAL
PROPOSED MAINTENANCE:	CITY OF VISALIA

UTILITIES:

STORM WATER: PER CARLETON SD MASTERPLAN
SEWER: CONNECTION LOCATED IN SHIRK ST., PER CARLETON SS MASTERPLAN.
WATER: 12" WATER TIE INTO EXISTING WATER LINE IN SHIRK AND RIGGIN AVE.



VICINITY MAP

SCALE: 1"=½ MILE

PREPARED BY:

4CREEKS
324 S. SANTA FE, STE. A
P.O. BOX 7593
VISALIA, CA 93292
TEL: 559.802.3052
FAX: 559.802.3215

NORTH
150' 0' 150'

20073

CITY OF VISALIA SITE PLAN REVIEW APPLICATION

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This application MUST be filled out in its entirety and submitted with an acceptable site plan (see site plan minimum requirements & submittal details on Page 2). Failure to provide all requested information may result in rejection of your application and exclusion from the Site Plan Review agenda.

- Site Plan Review meetings are held on Wednesdays at 9am at City Hall East - 315 E Acequia Ave - Applicant(s) or Representative(s) must be present -

- Application submittal deadline is 4pm on Thursdays to be scheduled for the next available meeting -

GENERAL PROJECT INFORMATION

Project/Business Name: High Flight Shops, LLC Date: 10-7-2022

Project Description: Divide existing Parcel (1.02 acres) into two parcels. Proposed Parcel 1 (0.53 acres), existing improvements and building to remain. Parcel 2 (0.49 acres) to remain vacant for potential improvement in the future.

Site Plan Review Resubmittal: Yes ◯ No ☑ If Resubmittal, Previous Site Plan Review Number:

Property Owner: High Flight Shops, LLC

Applicant(s) Name: Scott Yorkison

Project Address/Location: 1400 E. Noble Avenue, Visalia, CA 93292

Assessor Parcel Number: 100-030-022

Parcel Size (Acreage or Square Feet): 1.02 Acres Building or Suite Square Footage: No improvements or buildings proposed

Are There Any Proposed Building Modifications: Yes ◯ No ☑

Estimated Cost of Modifications to Building: $ 0

Describe All Proposed Building Modifications: N/A

--- THIS AREA FOR CITY STAFF USE ONLY ---

Date Received: 11/3/2022

SPR Agenda: 11/09/22 Item No.

Zone: C-MU SPR No. 22-175

Historic District: Yes ◯ No ☒

Flood Zone: X ☒ AE ◯ X/AE ◯

OPERATIONS & TRAFFIC INFORMATION

-- A SEPARATE, DETAILED OPERATIONAL STATEMENT IS HIGHLY RECOMMENDED FOR ALL SUBMITTALS --

Existing/Prior Building Use: N/A

Proposed Building Use: N/A

Proposed Hours of Operation: N/A

Days of Week In Operation (Circle): Su M T W Th F Sa

Number of Employees Per Day: Existing _____ Proposed _____

Number of Customers Per Day (Estimated): Existing _____ Proposed _____

Predicted Peak Operating Hour: N/A

Describe Any Truck Delivery Schedule & Operations: N/A

Please Identify Any Unique or Specific Traffic Patterns That Will Require Accommodations For Operations, Customers, or Employees

(Provide Separate Attachment if Necessary): N/A

Describe Any Special Events Planned for the Facility: N/A

SUBMIT APPLICATION TO: CITY OF VISALIA COMMUNITY DEVELOPMENT DEPT - 315 E ACEQUIA AVE - VISALIA CA 93291

IF ANY QUESTIONS, PLEASE CALL THE CITY OF VISALIA AT (559) 713-4440

SITE PLAN REQUIREMENTS

SITE PLAN MINIMUM REQUIREMENTS

⇨ Submit a digital copy of the site plan(s) and completed application on a flash drive or equivalent (PDF format preferred, hard paper copies not accepted).

⇨ Digital copies must be clear, legible, and on a layout sized appropriately to convey all necessary project information.

⇨ Site plan shall provide for and indicate all of the following:

- North arrow
- All existing & proposed site features
- Site dimensions, including building
- Existing and proposed fencing at site
- Public improvements (curbs, sidewalks, utility poles, hydrants, street lights, etc.)
- Existing & proposed structures
- Adjacent street names
- Refuse enclosures & containers
- Valley oak trees (show drip line)
- Existing & proposed landscaping
- Parking stalls (include ADA)
- Loading/unloading areas
- Accessible path of travel from right of way
- Accessible path of travel from ADA stall
- Location and width of drive approaches to site
- Tentative maps shall adhere to requirements of Visalia Municipal Code Section 16

REQUIRED SIGNATURE

Applicant Information (Final comments will be mailed to the name and address provided below)

Name: Scott Yorkison

Address: 4740 Green River Road, Suite 317

City, State, Zip Corona, CA 92878

Phone: 818-378 2004

Email: scottsalimdevelopment@gmail.com

Signature of Owner or Authorized Agent*

High Flight Shops, LLC
Owner

10-7-2022
Date

Authorized Agent*

11-3-2022
Date

* If signed by an authorized agent , the "Agency Authorization" information below must be completed for this application to be considered acceptable.

AGENCY AUTHORIZATION FORM

AGENCY AUTHORIZATION

OWNER:

I, _____, declare as follows; I am the owner of certain real property bearing assessor's parcel number (APN):

_____ _____ _____

AGENT:

I designate _____, to act as my duly authorized agent for all purposes necessary to file an application for, and obtain a permit to _____ relative to the property mentioned herein.

I declare under penalty of perjury the foregoing is true and correct.

Executed this _____ day of _____, 20____.

Signatures	
OWNER	AGENT
Signature of Owner	Signature of Agent
Owner Mailing Address	Agent Mailing Address
Owner Phone Number	Agent Phone Number

SUBMIT APPLICATION TO: CITY OF VISALIA COMMUNITY DEVELOPMENT DEPT - 315 E ACEQUIA AVE - VISALIA CA 93291
IF ANY QUESTIONS, PLEASE CALL THE CITY OF VISALIA AT (559) 713-4440

LEGEND

F.H.	FIRE HYDRANT
P/L	PROPERTY LINE
R/W	RIGHT OF WAY
ST. LT.	STREET LIGHT
ST	STREET
DRWY	DRIVEWAY
S/W	SIDEWALK
EX.	EXISTING
LS	LANDSCAPE

SITE DATA

APN:	100-030-022
AREA:	1.02 AC
CURRENT ZONING:	CSO
PROPOSED ZONING:	CSO
DESIGN DISTRICT:	A
EXISTING USE:	VACANT
PROPOSED USE:	CAR WASH
SEWER SERVICE:	CITY OF VISALIA
WATER SERVICE:	CALIFORNIA WATER SERVICE COMPANY
STORM SERVICE:	CITY OF VISALIA
GAS SERVICE:	THE GAS COMPANY
SERVICE:	SOUTHERN CALIFORNIA EDISON COMPANY
REFUSE SERVICE:	CITY OF VISALIA
TELEPHONE:	ATT
FLOOD ZONE:	X

PROPERTY INFORMATION

ADDRESS: 1400 E. NOBLE AVENUE
VISALIA, CA 93292

A PORTION OF N12 OF NW14 OF NW14 SECTION 33, TRACT 18S, RANGE 25E, M.D.B.&M.

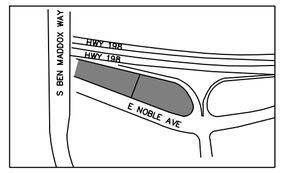
OWNER/DEVELOPER

OWNER:
JACK AND ROSE MARIE JAIR
901 STOCKTON STREET,
SAN FRANCISCO, CA 94108

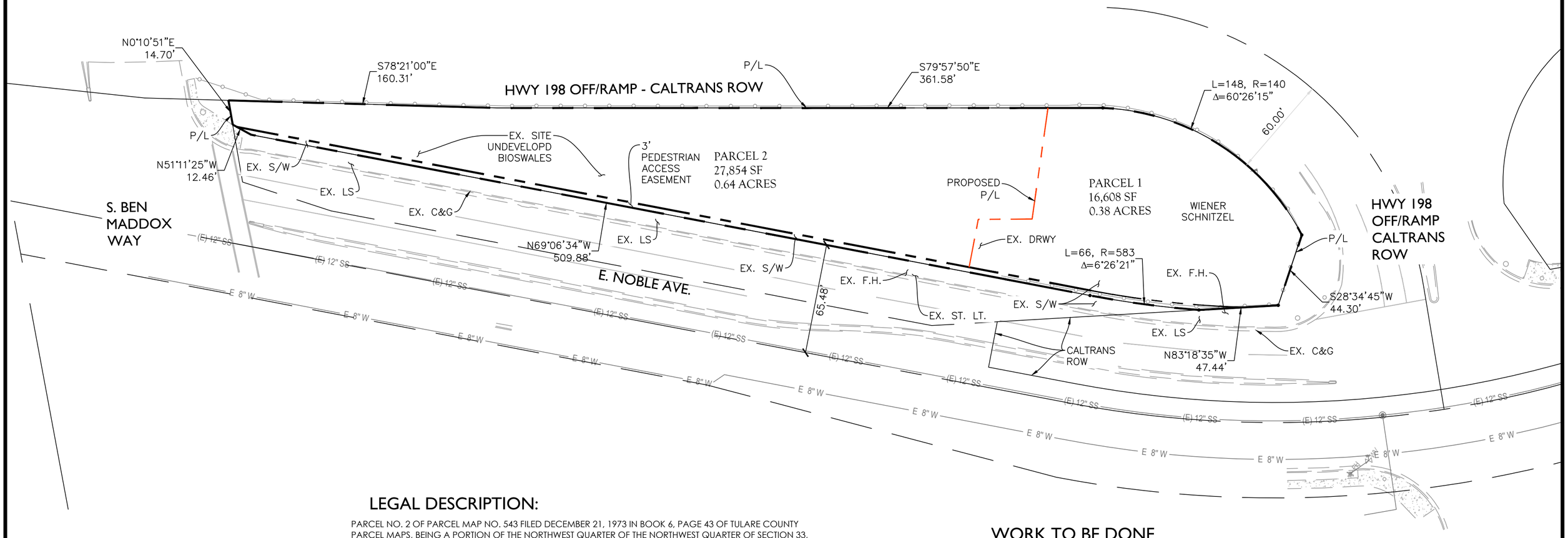
415-420-5647
JAIRJACK@HOTMAIL.COM

DEVELOPER:
HIGH FLIGHT SHOPS, LLC
4740 GREEN RIVER ROAD, SUITE 317
CORONA, CA 92878

SCOTT YORKISON
(818) 378-2004
SCOTTSALIMDEVELOPMENT@GMAIL.COM



VICINITY MAP



LEGAL DESCRIPTION:

PARCEL NO. 2 OF PARCEL MAP NO. 543 FILED DECEMBER 21, 1973 IN BOOK 6, PAGE 43 OF TULARE COUNTY PARCEL MAPS, BEING A PORTION OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 33, TOWNSHIP 18 SOUTH, RANGE 25 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE CITY OF VISALIA, COUNTY OF TUALRE, STATE OF CALIFORNIA.

EXCEPTING THEREFROM THAT PORTION THEREOF DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF SAID SECTION 33, THENCE SOUTH 0 DEGREES 30' 44" EAST ALONG THE WEST LINE OF SAID SECTION 33, 469.48 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH 69 DEGREES 09' 19" EAST 150 FEET, MORE OR LESS, TO A POINT IN A LINE PARALLEL WITH AND 140 FEET EASTERLY, MEASURED AT RIGHT ANGLES FROM THE WEST LINE OF SECTION 33; THENCE SOUTHERLY PARALLEL TO AND 140 EASTERLY OF SAID WEST LINE OF SECTION 33, 165 FEET; THENCE WEST, PARALLEL TO THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 33, 140 FEET TO THE WEST LINE OF SECTION 33; THENCE NORTH 0 DEGREES 30' 44" WEST ALONG SAID WEST LINE TO THE TRUE POINT OF BEGINNING.

WORK TO BE DONE

DIVIDE EXISTING PARCEL INTO TWO PARCELS. PROPOSED PARCEL 1, NO IMPROVEMENT PROPOSED, EXISTING IMPROVEMENTS AND BUILDING TO REMAIN. PROPOSED PARCEL 2 TO REMAIN VACANT FOR POTENTIAL IMPROVEMENT IN THE FUTURE.

DOST ENGINEERING
PLANNING, DESIGN & CONSTRUCTION SUPPORT

PREPARED BY:

FARID DOST, RCE No. 81086 DATE

CITY OF VISALIA SITE PLAN REVIEW APPLICATION

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- Application submittal deadline is 4pm on Thursdays to be scheduled for the next available meeting -

GENERAL PROJECT INFORMATION

Project/Business Name: Remodel portion of existing Sequoia Mall building Date: 11/03/2022

Project Description: Demise a portion of the existing Sequoia Mall building into a +/-16,000SF retail space

Site Plan Review Resubmittal: Yes ○ No ☒ If Resubmittal, Previous Site Plan Review Number:

Property Owner: Caldwell Mooney Partners I, L.P.

Applicant(s) Name: Caldwell Mooney Partners I, L.P.

Project Address/Location: 3415 S. Mooney Blvd, Visalia, CA 93277

Assessor Parcel Number: 121-110-049

Parcel Size (Acreage or Square Feet): 9.35 Acres Building or Suite Square Footage: +/- 16,000 square feet

Are There Any Proposed Building Modifications: Yes ☒ No ○

Estimated Cost of Modifications to Building: $ 1,250,000

Describe All Proposed Building Modifications: Demise a portion of the existing Sequoia Mall building into a +/- 16,00SF retail space with new storefront and canopy facade.

--- THIS AREA FOR CITY STAFF USE ONLY ---

Date Received: 11/03/22

SPR Agenda: 11/09/22 Item No.

Zone: C-R SPR No. 22-176

Historic District: Yes ○ No ☒

Flood Zone: X ☒ AE ○ X/AE ○

OPERATIONS & TRAFFIC INFORMATION

- - A SEPARATE, DETAILED OPERATIONAL STATEMENT IS HIGHLY RECOMMENDED FOR ALL SUBMITTALS - -

Existing/Prior Building Use: Retail

Proposed Building Use: Retail

Proposed Hours of Operation: Estimated to be 10am - 9pm

Days of Week In Operation (Circle): (Su) M T W Th F Sa

Number of Employees Per Day: Existing 0 Proposed To Be Determined

Number of Customers Per Day (Estimated): Existing 0 Proposed To Be Determined

Predicted Peak Operating Hour: To Be Determined

Describe Any Truck Delivery Schedule & Operations: Typical truck delivery operations within a shopping center

Please Identify Any Unique or Specific Traffic Patterns That Will Require Accommodations For Operations, Customers, or Employees

(Provide Separate Attachment if Necessary): None

Describe Any Special Events Planned for the Facility: None

Page 1 of 2 - Application continues on back of this page

SITE PLAN REQUIREMENTS

SITE PLAN MINIMUM REQUIREMENTS

⇨ Submit a digital copy of the site plan(s) and completed application on a flash drive or equivalent (PDF format preferred, hard paper copies not accepted).

⇨ Digital copies must be clear, legible, and on a layout sized appropriately to convey all necessary project information.

⇨ Site plan shall provide for and indicate all of the following:

- North arrow
- All existing & proposed site features
- Site dimensions, including building
- Existing and proposed fencing at site
- Public improvements (curbs, sidewalks, utility poles, hydrants, street lights, etc.)
- Existing & proposed structures
- Adjacent street names
- Refuse enclosures & containers
- Valley oak trees (show drip line)
- Existing & proposed landscaping
- Parking stalls (include ADA)
- Loading/unloading areas
- Accessible path of travel from right of way
- Accessible path of travel from ADA stall
- Location and width of drive approaches to site
- Tentative maps shall adhere to requirements of Visalia Municipal Code Section 16

REQUIRED SIGNATURE

Applicant Information (Final comments will be mailed to the name and address provided below)

Name: Jim Sanders; Paynter Realty & Investments, Inc.

Address: 195 South C. Street, Ste. 200

City, State, Zip Tustin, CA 92780

Phone: 714-731-8892

Email: jsanders@paynterrealty.com

Signature of Owner or Authorized Agent*

Owner David H. Paynter, General Partner
Caldwell Mooney Partners I, L.P.

Date 11-3-22

Authorized Agent*

Date 11-3-22

* If signed by an authorized agent , the "Agency Authorization" information below must be completed for this application to be considered acceptable.

AGENCY AUTHORIZATION FORM

AGENCY AUTHORIZATION

OWNER:

I, Caldwell Mooney Partners I, L.P., declare as follows; I am the owner of certain real property bearing assessor's parcel number (APN):

121-110-049

AGENT:

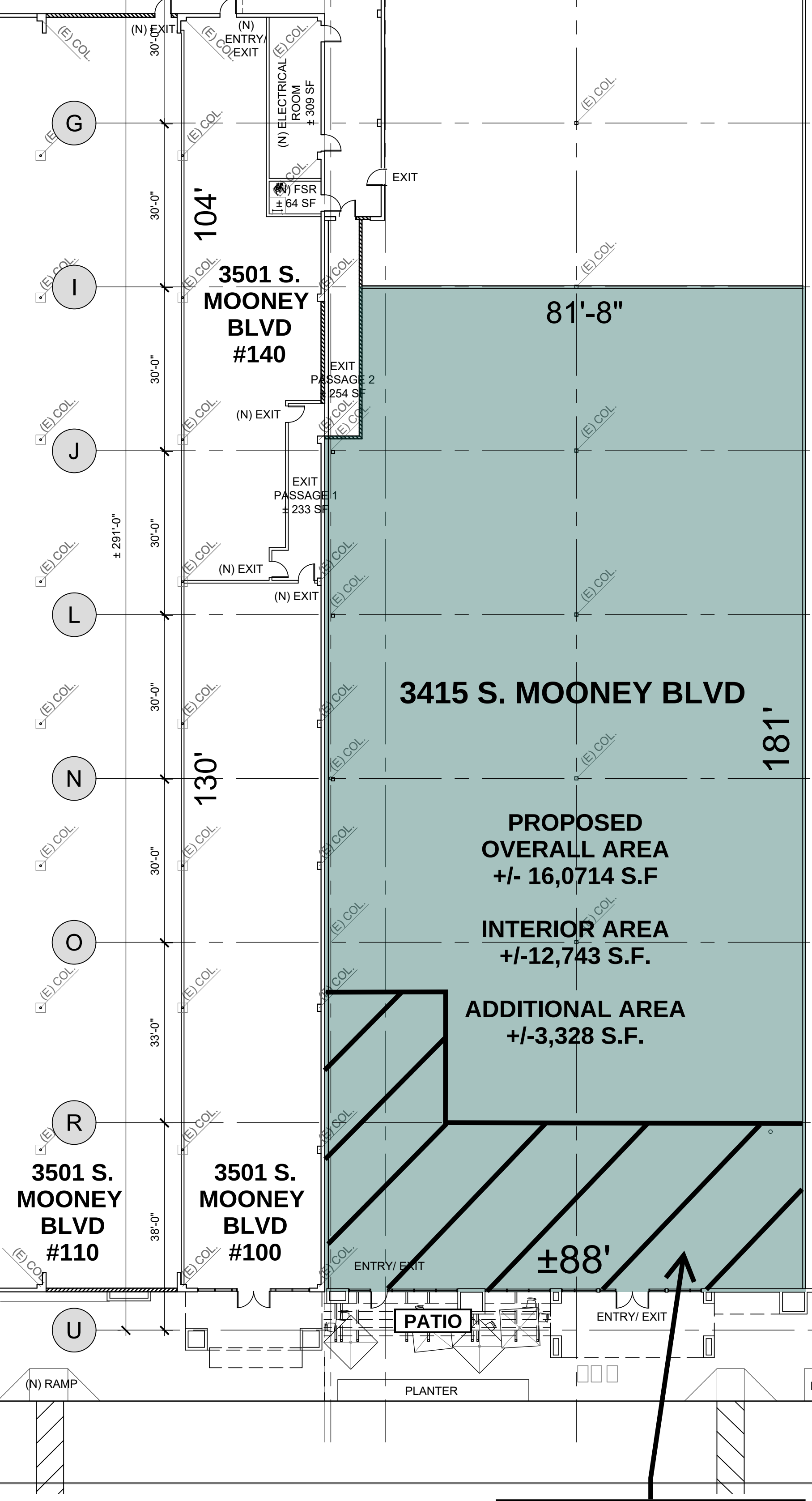
I designate Jim Sanders; Paynter Realty & Investments, Inc. , to act as my duly authorized agent for all purposes necessary to file an application for, and obtain a permit to remodel a portion of the existing mall relative to the property mentioned herein.

I declare under penalty of perjury the foregoing is true and correct.

Executed this 3rd day of November, 2022.

Signatures	
OWNER	**AGENT**
Signature of Owner David H. Paynter, General Partner Caldwell Mooney Partners I, L.P.	Signature of Agent
Owner Mailing Address 195 South C Street, Ste 200, Tustin, CA 92780	Agent Mailing Address
Owner Phone Number (714) 731-8892	Agent Phone Number

SUBMIT APPLICATION TO: CITY OF VISALIA COMMUNITY DEVELOPMENT DEPT - 315 E ACEQUIA AVE - VISALIA CA 93291
IF ANY QUESTIONS, PLEASE CALL THE CITY OF VISALIA AT (559) 713-4440

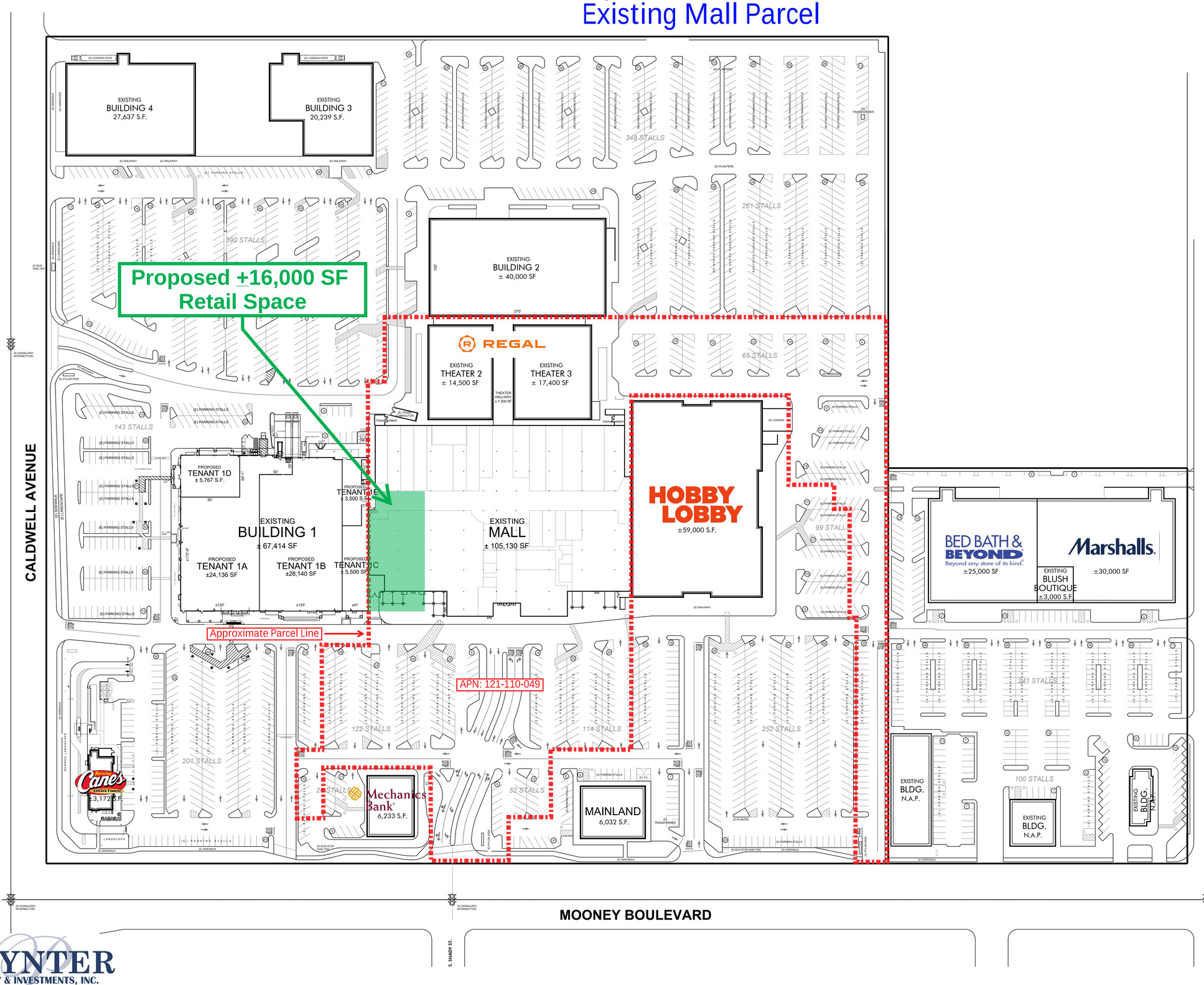


+ 16,000 SF RETAIL SPACE
PROPOSED FLOOR PLAN

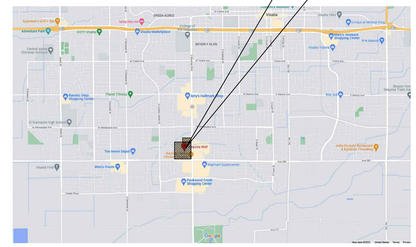
PAYNTER
REALTY & INVESTMENTS, INC.

N

Sequoia Mall Site Plan
Existing Mall Parcel



NWC S. MOONEY BLVD &
W. CALDWELL AVENUE
VISALIA, CA



VICINITY MAP

NOT TO SCALE

NORTH

SITE DATA

ZONING

APN	121-110-055
EXISTING USE	SHOPPING CENTER
ZONING	C-R (REGIONAL COMMERCIAL)

SITE AREA
5.98 AC

BUILDING DATA

BUILDING AREA	
BUILDING 1	± 67,414 SF
Tenant 1A (24,136 SF)	
Tenant 1B (28,140 SF)	
Tenant 1C (5,500 SF)	
Tenant 1D (5,767 SF)	
Tenant 1E (3,500 SF)	
Electrical Room (302 SF)	
FSR (69 SF)	
SHOPPING MALL	± 105,130 SF
BUILDING 2	± 40,000 SF
THEATER 2	± 14,500 SF
THEATER 3	± 17,400 SF
THEATER HALLWAY	± 7,300 SF
HOBBY LOBBY	± 59,000 SF
MAINLAND	± 6,032 SF
MECHANICS BANK	± 6,233 SF
RAISING CANES	± 3,172 SF
BUILDING 3	± 20,239 SF
BUILDING 4	± 27,637 SF
BED BATH & BEYOND	±25,000 SF
MARSHALLS	±30,000 SF
BLUSH BOUTIQUE	± 3,000 SF
TOTAL	± 432,057 SF

PARKING DATA

PARKING REQUIRED:	1,920 STALLS (@1/225 SF)
PARKING PROVIDED:	2,414 STALLS
PARKING RATIO:	5.5 /1000 SF

PROPOSED SITE PLAN

SCALE: 1" = 60'-0"

GRAPHIC SCALE
60' 0 30' 60' 120' 180'
1 inch = 60' feet

PRELIMINARY SITE PLAN SUBJECT TO CHANGE.

PAYNTER
REALTY & INVESTMENTS, INC.

CITY OF VISALIA SITE PLAN REVIEW APPLICATION

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Site Plan Review meetings are held on Wednesdays at 9:00 a.m. online utilizing Microsoft Teams. The applicant or representative must be present.

Application submittal deadline are Thursday at 4:00 p.m. to be scheduled for the next available meeting.

GENERAL PROJECT INFORMATION

Project/Business Name: WASHINGTON ELEMENTARY Date: 10/31/22

Project Description: ENCROACHMENTS INTO THE CITY OF VISALIA RIGHT OF WAY CONSISTING OF CURB & GUTTER, PAVE OUT, SIDEWALK, AND RE-STRIPING

Site Plan Review Resubmittal: Yes ○ No ● If Resubmittal, Previous Site Plan Review Number: _____

Property Owner: CITY OF VISALIA SCHOOL DISTRICT

Applicant(s) Name: JONATHAN FRAUSTO

Project Address/Location: JONATHAN FRAUSTO 500 S. Garden St

Assessor Parcel Number: 097 - 067 - 001

Parcel Size (Acreage or Square Feet): 105,882 sf Building or Suite Square Footage: N/A

Are There Any Proposed Building Modifications: Yes ○ No ●

Estimated Cost of Modifications to Building: $ N/A

Describe All Proposed Building Modifications: _____

--- THIS AREA FOR CITY STAFF USE ONLY ---

Date Received: 11/3/22

SPR Agenda: 11/9/22 Item No. ____

Zone: QP SPR No. 22-177

Historic District: Yes ⊗ No ○

Flood Zone: X ⊗ AE ○ X/AE ○

OPERATIONS & TRAFFIC INFORMATION

-- A SEPARATE, DETAILED OPERATIONAL STATEMENT IS HIGHLY RECOMMENDED FOR ALL SUBMITTALS --

Existing/Prior Building Use: N/A

Proposed Building Use: N/A

Proposed Hours of Operation: N/A

Days of Week In Operation (Circle): Su M T W Th F Sa

Number of Employees Per Day: Existing _____ Proposed _____

Number of Customers Per Day (Estimated): Existing _____ Proposed _____

Predicted Peak Operating Hour: N/A

Describe Any Truck Delivery Schedule & Operations: N/A

Please Identify Any Unique or Specific Traffic Patterns That Will Require Accommodations For Operations, Customers, or Employees

(Provide Separate Attachment if Necessary): N/A

Describe Any Special Events Planned for the Facility: N/A

SUBMIT APPLICATION ONLINE USING FILE DROP ACCESSED ONLINE AT HTTPS://SHARE.VISALIA.CITY/FILEDROP/SPR

IF ANY QUESTIONS, PLEASE CALL THE CITY OF VISALIA AT (559) 713-4440

Revised 10/26/2022

SITE PLAN REQUIREMENTS

SITE PLAN MINIMUM REQUIREMENTS

⇨ Submit a digital copy of the site plan(s) and completed application on a flash drive or equivalent (PDF format preferred, hard paper copies not accepted).

⇨ Digital copies must be clear, legible, and on a layout sized appropriately to convey all necessary project information.

⇨ Site plan shall provide for and indicate all of the following:

- North arrow
- All existing & proposed site features
- Site dimensions, including building
- Existing and proposed fencing at site
- Public improvements (curbs, sidewalks, utility poles, hydrants, street lights, etc.)
- Existing & proposed structures
- Adjacent street names
- Refuse enclosures & containers
- Valley oak trees (show drip line)
- Existing & proposed landscaping
- Parking stalls (include ADA)
- Loading/unloading areas
- Accessible path of travel from right of way
- Accessible path of travel from ADA stall
- Location and width of drive approaches to site
- Tentative maps shall adhere to requirements of Visalia Municipal Code Section 16

REQUIRED SIGNATURE

Applicant Information (Final comments will be mailed to the name and address provided below)

Name: JONATHAN FRAUSTO

Address: 324 S. SANTE FE STREET

City, State, Zip VISALIA, CA, 93293

Phone: 559-802-3052

Email: JONATHANF@4-CREEKS.COM

Signature of Owner or Authorized Agent*

Steven Pena — Owner

11/1/22 — Date

Authorized Agent*

Date

* If signed by an authorized agent , the "Agency Authorization" information below must be completed for this application to be considered acceptable.

AGENCY AUTHORIZATION FORM

AGENCY AUTHORIZATION

OWNER:

I, STEVE PENA, declare as follows; I am the owner of certain real property bearing assessor's parcel number (APN):

097 — 067 — 001

AGENT:

I designate JONATHAN FRAUSTO, to act as my duly authorized agent for all purposes necessary to file an application for, and obtain a permit to ENCROACH INTO THE CITY OF VISALIA RIGHT OF WAY relative to the property mentioned herein.

I declare under penalty of perjury the foregoing is true and correct.

Executed this _____ day of _____, 20____.

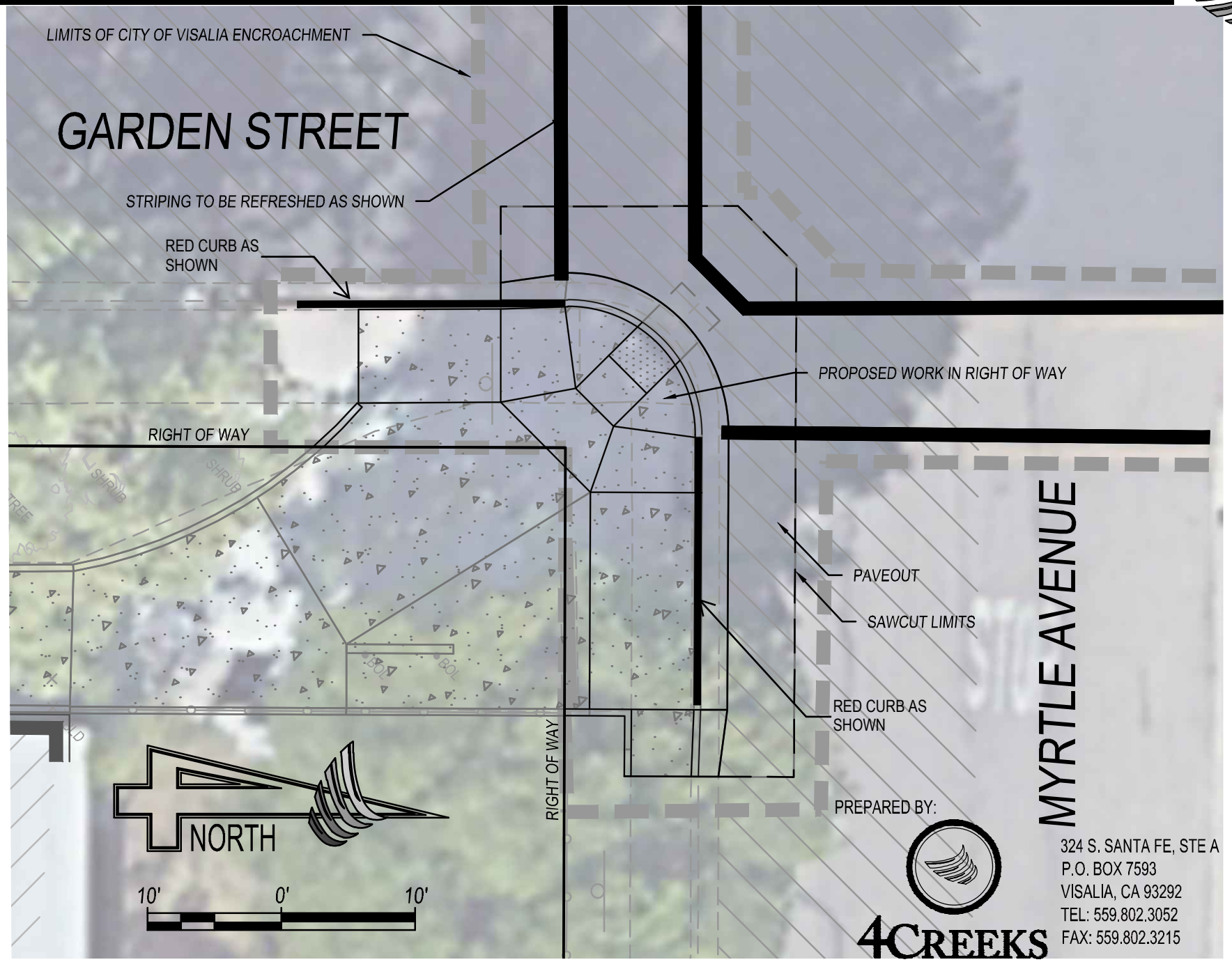
Signatures

OWNER	AGENT
Steven Pena	
Signature of Owner	Signature of Agent
5000 w. Cypress	
Owner Mailing Address	Agent Mailing Address
Visalia, Ca. 93277	
(559)730-7350	
Owner Phone Number	Agent Phone Number

SUBMIT APPLICATION ONLINE USING FILE DROP ACCESSED ONLINE AT HTTPS://SHARE.VISALIA.CITY/FILEDROP/SPR

IF ANY QUESTIONS, PLEASE CALL THE CITY OF VISALIA AT (559) 713-4440

Revised 10/26/2022


LIMITS OF CITY OF VISALIA ENCROACHMENT
GARDEN STREET
STRIPING TO BE REFRESHED AS SHOWN
RED CURB AS SHOWN
PROPOSED WORK IN RIGHT OF WAY
RIGHT OF WAY
PAVEOUT
SAWCUT LIMITS
RED CURB AS SHOWN
MYRTLE AVENUE
RIGHT OF WAY
NORTH
10'
0'
10'
PREPARED BY:
4CREEKS
324 S. SANTA FE, STE A
P.O. BOX 7593
VISALIA, CA 93292
TEL: 559.802.3052
FAX: 559.802.3215

CITY OF VISALIA SITE PLAN REVIEW APPLICATION

- Additional information and assistance in filling out this application can be found at the City of Visalia website (www.visalia.city) or by calling (559) 713-4440-

This application MUST be filled out in its entirety and submitted with an acceptable site plan (see site plan minimum requirements & submittal details on Page 2). Failure to provide all requested information may result in rejection of your application and exclusion from the Site Plan Review agenda.

- Site Plan Review meetings are held on Wednesdays at 9am at City Hall East - 315 E Acequia Ave - Applicant(s) or Representative(s) must be present -

- Application submittal deadline is 4pm on Thursdays to be scheduled for the next available meeting -

GENERAL PROJECT INFORMATION

Project/Business Name: Central Point III Date: 11/3/2022

Project Description: One (1) concrete tilt up buildings: 1,270,750 SF

Site Plan Review Resubmittal: Yes (●) No ( ) If Resubmittal, Previous Site Plan Review Number: 21231 Ref

Property Owner: CapRock Acquisitions, LLC

Applicant(s) Name: CapRock Acquisitions, LLC

Project Address/Location: West Side of North Plaza Drive, Visalia, CA

Assessor Parcel Number: 077-120-017

Parcel Size (Acreage or Square Feet): +/- 155.83 acres Building or Suite Square Footage: 1,270,750 SF

Are There Any Proposed Building Modifications: Yes ( ) No (●)

Estimated Cost of Modifications to Building: $

Describe All Proposed Building Modifications: 1,270,750 SF building along with associated onsite improvements. Offsite improvements are assumed to include Plaza Drive frontage to Ave 320 and immediate project frontage on Road 76 as shown on site plan.

--- THIS AREA FOR CITY STAFF USE ONLY ---

Date Received: 11/03/22

SPR Agenda: 11/09/22 Item No. ____

Zone: ____ SPR No. 22-178

Historic District: Yes ( ) No ( )

Flood Zone: X ( ) AE ( ) X/AE ( )

OPERATIONS & TRAFFIC INFORMATION

-- A SEPARATE, DETAILED OPERATIONAL STATEMENT IS HIGHLY RECOMMENDED FOR ALL SUBMITTALS --

Existing/Prior Building Use: Vacant land

Proposed Building Use: Industrial warehouse use/distribution center/logistics center

Proposed Hours of Operation: While no tenants have been identified, typical industrial uses are 24 hours per day

Days of Week In Operation (Circle): (Su) (M) (T) (W) (Th) (F) (Sa)

Number of Employees Per Day: Existing N/A Proposed N/A

Number of Customers Per Day (Estimated): Existing N/A Proposed N/A

Predicted Peak Operating Hour: N/A

Describe Any Truck Delivery Schedule & Operations: Truck deliveries and departures will take place throughout the day. The proposed use is a distribution center which, depending on future tenants, will dictate truck usage/volume

Please Identify Any Unique or Specific Traffic Patterns That Will Require Accommodations For Operations, Customers, or Employees

(Provide Separate Attachment if Necessary): None

Describe Any Special Events Planned for the Facility: None by the developer

SUBMIT APPLICATION TO: CITY OF VISALIA COMMUNITY DEVELOPMENT DEPT - 315 E ACEQUIA AVE - VISALIA CA 93291

IF ANY QUESTIONS, PLEASE CALL THE CITY OF VISALIA AT (559) 713-4440

SITE PLAN REQUIREMENTS

SITE PLAN MINIMUM REQUIREMENTS

- Submit a digital copy of the site plan(s) and completed application on a flash drive or equivalent (PDF format preferred, hard paper copies not accepted).
- Digital copies must be clear, legible, and on a layout sized appropriately to convey all necessary project information.
- Site plan shall provide for and indicate all of the following:
  - North arrow
  - All existing & proposed site features
  - Site dimensions, including building
  - Existing and proposed fencing at site
  - Public improvements (curbs, sidewalks, utility poles, hydrants, street lights, etc.)
  - Existing & proposed structures
  - Adjacent street names
  - Refuse enclosures & containers
  - Valley oak trees (show drip line)
  - Existing & proposed landscaping
  - Parking stalls (include ADA)
  - Loading/unloading areas
  - Accessible path of travel from right of way
  - Accessible path of travel from ADA stall
  - Location and width of drive approaches to site
  - Tentative maps shall adhere to requirements of Visalia Municipal Code Section 16

REQUIRED SIGNATURE

Applicant Information (Final comments will be mailed to the name and address provided below)

Name: Patrick Daniels

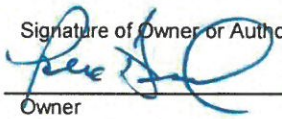
Address: 1300 Dove Street, Suite 200

City, State, Zip Newport Beach, CA 92660

Phone: (949) 342-8000 x 102

Email: pdaniels@caprock-partners.com

Signature of Owner or Authorized Agent*



/Patrick Daniels — December 28, 2021

Owner — Date

Authorized Agent* — Date

* If signed by an authorized agent , the "Agency Authorization" information below must be completed for this application to be considered acceptable.

AGENCY AUTHORIZATION FORM

AGENCY AUTHORIZATION

OWNER:

I, _____, declare as follows; I am the owner of certain real property bearing assessor's parcel number (APN):

_____ _____ _____

AGENT:

I designate _____, to act as my duly authorized agent for all purposes necessary to file an application for, and obtain a permit to _____ relative to the property mentioned herein.

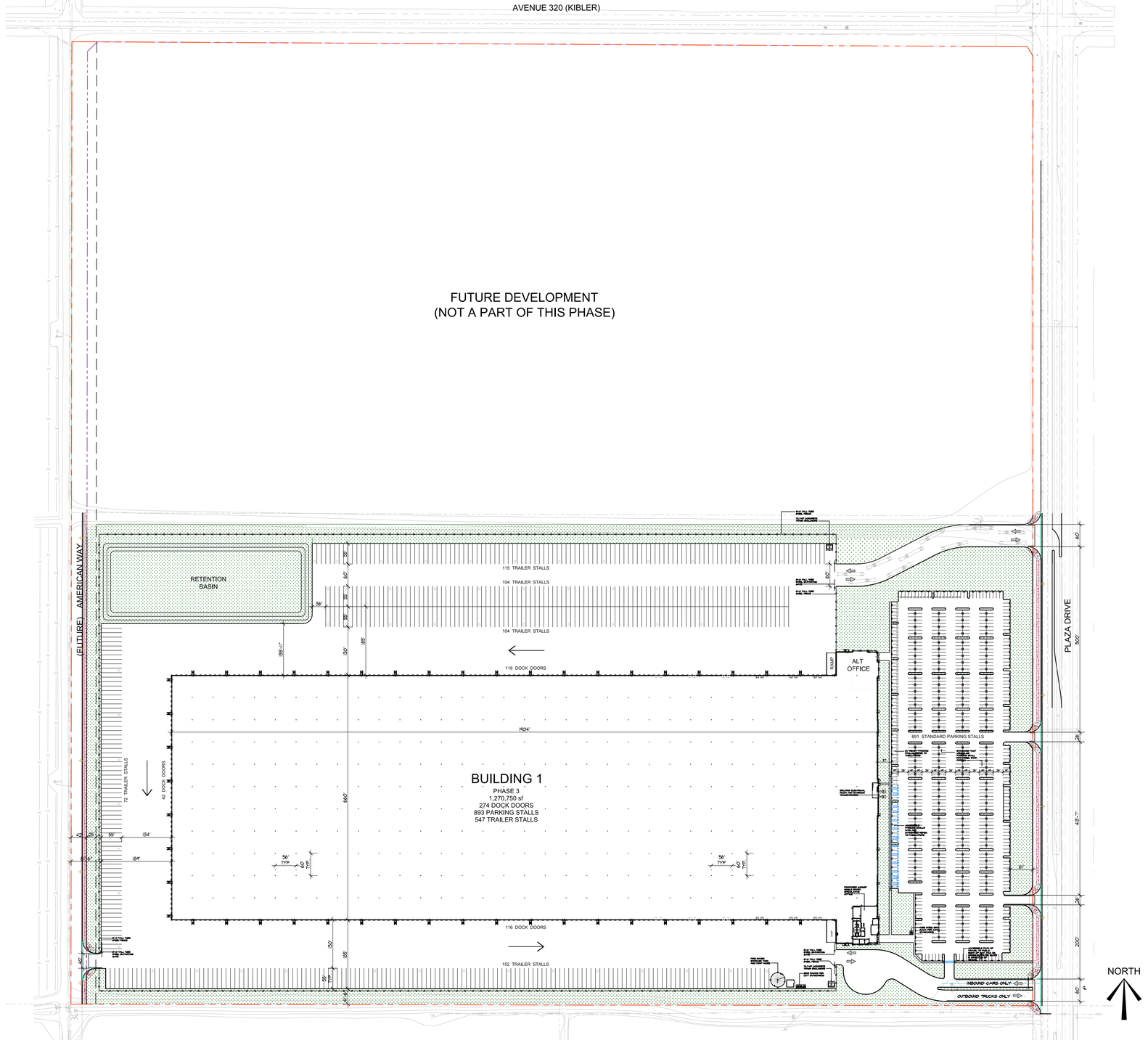
I declare under penalty of perjury the foregoing is true and correct.

Executed this _____ day of _____, 20____.

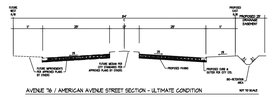
Signatures	
OWNER	AGENT
Signature of Owner	Signature of Agent
Owner Mailing Address	Agent Mailing Address
Owner Phone Number	Agent Phone Number

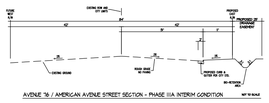
SUBMIT APPLICATION TO: CITY OF VISALIA COMMUNITY DEVELOPMENT DEPT - 315 E ACEQUIA AVE - VISALIA CA 93291
IF ANY QUESTIONS, PLEASE CALL THE CITY OF VISALIA AT (559) 713-4440

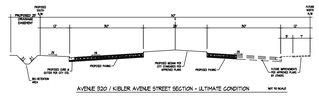

BUILDING CORNER PERSPECTIVE

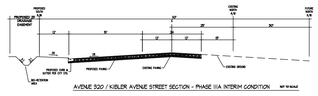


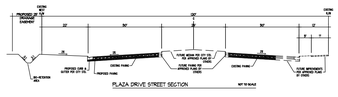
OVERALL SITE PLAN


AVENUE 'B' / AMERICAN AVENUE STREET SECTION - ULTIMATE CONDITION

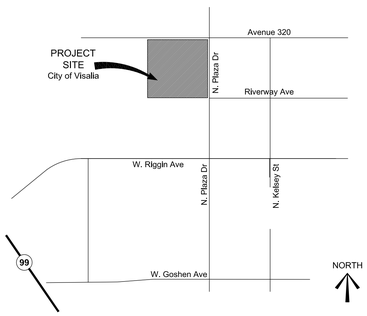

AVENUE 'B' / AMERICAN AVENUE STREET SECTION - PHASE IIIA INTERIM CONDITION


AVENUE 320 / KIBLER AVENUE STREET SECTION - ULTIMATE CONDITION


AVENUE 320 / KIBLER AVENUE STREET SECTION - PHASE IIIA INTERIM CONDITION


PLAZA DRIVE STREET SECTION

STREET SECTIONS



VICINITY MAP

SITE AREA:	3,263,670 s.f. (74.92 acres)			
PROPOSED BUILDING AREA:	1,270,750 s.f.			
FAR (NET SITE AREA)	38.94%			
LANDSCAPE REQUIRED:	326,367 s.f. (10%)			
LANDSCAPE PROVIDED:	446,477 s.f. (13.7%)			
PARKING CALCULATION:				
CITY REQUIRED PARKING STANDARDS				
OFFICE (1:250 s.f.)	6,596 s.f. / 250	=	26	stalls
WAREHOUSE (1:1000 s.f.)	1,264,154 s.f. / 1000	=	1,264	stalls
TOTAL PARKING REQUIRED (CITY STANDARDS)		=	1,290	stalls
ALTERNATE PROPOSED STANDARDS				
OFFICE	6,596 s.f. / 250	=	26	stalls
WAREHOUSE 0-20,000s.f.	20,000 s.f. /1000	=	20	stalls
WAREHOUSE 20-40,000s.f.	20,000 s.f. / 2000	=	10	stalls
WAREHOUSE 40-1,264,154	1,224,154 s.f. / 4000	=	306	stalls
TOTAL PARKING REQUIRED		=	362	stalls
TOTAL NUMBER OF PARKING STALLS PROVIDED		=	896	stalls
- Number of required accessible parking space (2% of total parking spaces on site (Table 11B-208.2)		=	15	stalls
- Van accessible (ratio 1:6 of total accessible parking) (Sect 11B-208.2,4)		=	3	stalls
- Standard parking		=	878	stalls
TRAILER 12'x55'		=	547	stalls

PROJECT SUMMARY

douglasfranz architects inc
4001 Westerly Place, Suite 108
Newport Beach, CA 92660
(949) 550-0525

License Renewal Date: 31 March 2023

REVISIONS

Visalia Logistics Center

Phase III - Building 1

Plaza Drive at Riverway Avenue
Visalia, California

SITE PLAN
OPTION 24e

DATE: 11-2-2022
SCALE: 1" = 120'-0"
DRAWN BY: DFA
PROJECT NO: 21023.01

A.1
(OPTION 24)

Galloway
9477 N. Fort Washington, Suite 105
Fresno, CA 93730
559.721.5030 • GallowayUS.com

To: SPR Committee

From: Galloway

Date: November 3, 2022

Re: Central Point III SPR 21231– Summary of Changes

The following changes have been incorporated into the site plan since the first Site Plan Review meeting January 5, 2022.

Onsite construction will consist of a single phase with one 1,270,750 SF building and offsite improvements on Plaza and future American are anticipated to be completed as detailed in requirements previously provided by City of Visalia. There are no vehicular or truck access points being proposed to Road 76 or Avenue 320.

SITE PLAN (SHEET A.1)	
#	CHANGE
1	Building 2-4 removed and Building 1 reduced from 1,321,824sf to 1,270,750sf
2	Building 1 shifted South approx 110' (trailer parking moved from South to North)
3	Retention basin moved to Northwest corner of Building 1
4	Plaza Drive primary truck entry drives combined (from two to one) for a primary truck entrance (3/4 intersection with left in only); truck exit incorporated at Riverway/Plaza intersection
5	Incorporated preliminary offsite improvements on Plaza Drive and future American. Offsite improvements on Avenue 320 and American north of Building 1 removed.

Sincerely,

Terra Mortensen
Galloway & Company, Inc.
559-721-5030
TerraMortensen@Galloway.com

DRAFT

Caprock Development Project

Traffic Operational Plan
November 3, 2022

Prepared for:
City of Visalia

Prepared by:
VRPA Technologies, Inc.
4630 W. Jennifer, Suite 105
Fresno, CA 93722

In Association With:
Galloway US

Caprock Development Project
Traffic Operational Plan

Study Team

- ✓ Georgiena Vivian, President, VRPA Technologies, Inc., gvivian@vrpatechnologies.com, (559) 259-9257
- ✓ Erik Ruehr, Dir. of Traffic Engineering, VRPA Technologies, Inc., eruehr@vrpatechnologies.com, (858) 566-1766
- ✓ Jeff Stine, Senior Transportation Planner, VRPA Technologies, Inc. jstine@vrpatechnologies.com,
- ✓ (858) 566-1766
- ✓ Nisha Pathak, Transportation Engineer, VRPA Technologies, Inc., npathak@vrpatechnologies.com, (559) 271-1200

Table of Contents

List of Tables

List of Figures

1.0 Introduction

1.1 Description of the Region/Project

This Traffic Operational Plan (TOP) has been prepared for the purpose of analyzing traffic conditions related to the Caprock Development Project (Project). The Project is located at the southwest corner of Ave 320 and Plaza Drive approximately 1.5 miles west of SR 99. The Project seeks to develop a standard warehouse building of 1,270,750 sqft. Figure 1-1 shows the site's regional context while Figure 1-2 shows the Project location within the City of Visalia. Figure 1-3 shows the tentative layout of the proposed Project.

1.1.1 *Project Access*

Vehicular access to the site would be provided by driveway along Plaza Drive at ¼ mile of Avenue 320.

1.1.2 *Study Area*

The study intersections and roadway segments includes list of major intersections within Project site in consultation with City of Visalia staff. Site access driveways will also be evaluated in this TOP and are discussed in Section 3.0 of this report. They include:

Intersections

- ✓ Project Access/Plaza Dr.
- ✓ Avenue 320/Plaza Dr.
- ✓ Avenue 320/ Road 76- Future American Road

1.1.3 *Study Scenarios*

The study time periods for the traffic analysis will include the weekday AM and PM peak hours determined between 7:00 and 9:00 AM and between 4:00 and 6:00 PM. Level of service analysis for the AM and PM peak hours will be analyzed for the following scenarios:

- ✓ Existing Conditions
- ✓ Opening Year Conditions (2023) With Project

1.2 Methodology

In analyzing street and intersection capacities the Level of Service (LOS) methodologies are applied. LOS standards are applied by transportation agencies to quantitatively assess a street and highway system's performance by rating intersections on a scale of LOS "A" through "F". In

addition, safety concerns are analyzed to determine the need for appropriate mitigation resulting from increased traffic near sensitive uses, the need for dedicated ingress and egress access lanes to the project, and other evaluations such as the need for signalized intersections or other improvements. Tables 1-1 and 1-2 define LOS "A" to "F" by indicating the ranges in the amounts of average delay for a vehicle at signalized and unsignalized intersections for each level of service ranging from LOS "A" to "F".

1.2.1 *Intersection Analysis*

Intersection LOS analysis was conducted using the Synchro software program. Various roadway geometric, traffic volumes, properties (peak hour factors, storage pocket length, etc.) was input into the Synchro 10 Software program to accurately determine the travel delay and LOS for each Study scenario. Levels of Service can be determined for both signalized and unsignalized intersections.

Tables 1-2 and 1-3 indicate the ranges in the amounts of average delay for a vehicle at signalized and unsignalized intersections for the various levels of service ranging from LOS "A" to "F".

The signalized LOS standards applied to calculate intersection LOS are in accordance with the current edition of the HCM. Intersection turning movement counts and roadway geometrics used to develop LOS calculations were obtained from field review findings and count data provided from the traffic count sources identified in Section 2.1.

When an unsignalized intersection does not meet acceptable LOS standards, the investigation of the need for a traffic signal shall be evaluated. The latest edition of the California Manual on Uniform Traffic Control Devices for Streets and Highways (California MUTCD) introduces standards for determining the need for traffic signals. The California MUTCD indicates that the satisfaction of one or more traffic signal warrants does not in itself require the installation of a traffic signal. In addition to the warrant analysis, an engineering study of the current or expected traffic conditions should be conducted to determine whether the installation of a traffic signal is justified. The City of Visalia uses Warrant 1, California MUTCD 8-Hours Peak Warrant (Warrant 1) to determine if a traffic signal is warranted at intersections that fall below current LOS standards.

1.3 Policies to Maintain Level of Service

1.3.1 *City of Visalia*

The City of Visalia General Plan states the City will plan for LOS "D" for street segments and intersections.

1.4 VMT Analysis

Senate Bill 743 (SB 743) went into effect throughout California on July 1, 2020. This legislation changed the performance measure for CEQA transportation studies from level of service to vehicle miles traveled (VMT). An assessment of potential VMT impacts associated with the Project is provided in separate Chapter 3to address changes in CEQA requirements.

Table 1-1
Signalized Intersections
Level of Service Definitions
(Highway Capacity Manual)

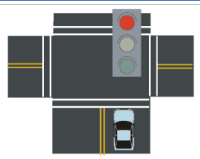
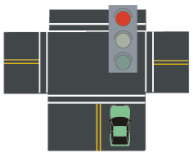
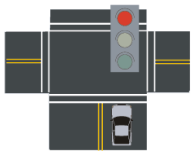
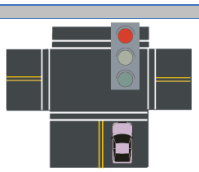
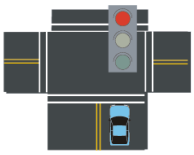
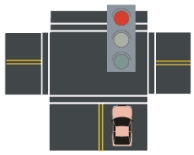
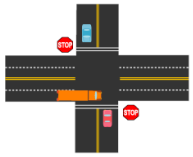
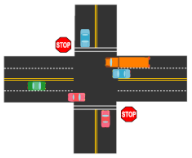
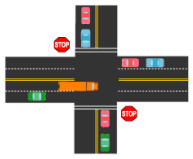
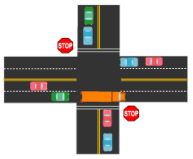
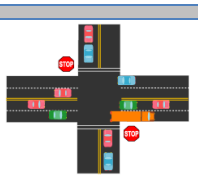
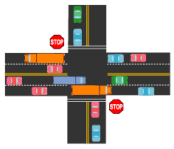
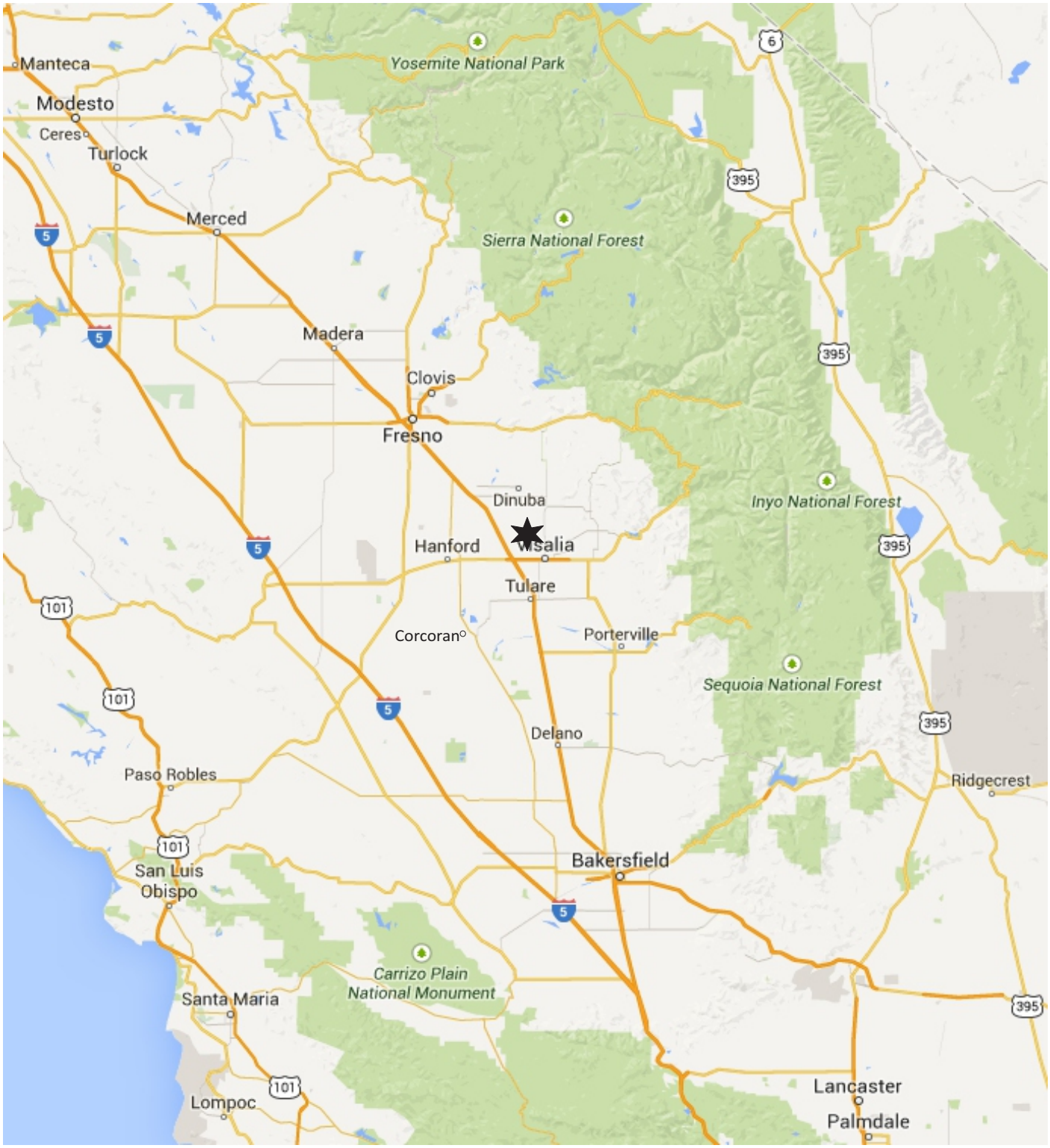
LEVEL OF SERVICE	DEFINITION		AVERAGE TOTAL DELAY (sec/veh)
A	Describes operations with very low delay. This level of service occurs when there is no conflicting traffic for a minor street.		**≤ 10.0**
B	Describes operations with moderately low delay. This level generally occurs with a small amount of conflicting traffic causing higher levels of average delay.		**> 10.0 - 20.0**
C	Describes operations with average delays. These higher delays may result from a moderate amount of minor street traffic. Queues begin to get longer.		**> 20.0 - 35.0**
D	Describes a crowded operation, with below average delays. At level D, the influence of congestion becomes more noticeable. Longer delays may result from shorter gaps on the mainline and an increase of minor street traffic. The queues of vehicles are increasing.		**> 35.0 - 55.0**
E	Describes operations at or near capacity. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor gaps for the minor street to cross and large queues.		**> 55.0 - 80.0**
F	Describes operations that are at the failure point. This level, considered to be unacceptable to most drivers, often occurs with over- saturation, that is, when arrival flow rates exceed the capacity of the intersection. Insufficient gaps of suitable size exist to allow minor traffic to cross the intersection safely.		**> 80.0**

Table 1-2
Unsignalized Intersections
Level of Service Definitions
(Highway Capacity Manual)

LEVEL OF SERVICE	DEFINITION	AVERAGE TOTAL DELAY (sec/veh)
A	No delay for stop-controlled approaches. 	**0 - 10.0**
B	Describes operations with minor delay. 	**> 10.0 - 15.0**
C	Describes operations with moderate delays. 	**> 15.0 - 25.0**
D	Describes operations with some delays. 	**> 25.0 - 35.0**
E	Describes operations with high delays and long queues. 	**> 35.0 - 50.0**
F	Describes operations with extreme congestion, with very high delays and long queues unacceptable to most drivers. 	**> 50.0**

Caprock Development Project
Regional Location

Figure 1-1



LEGEND

★ Project location

North

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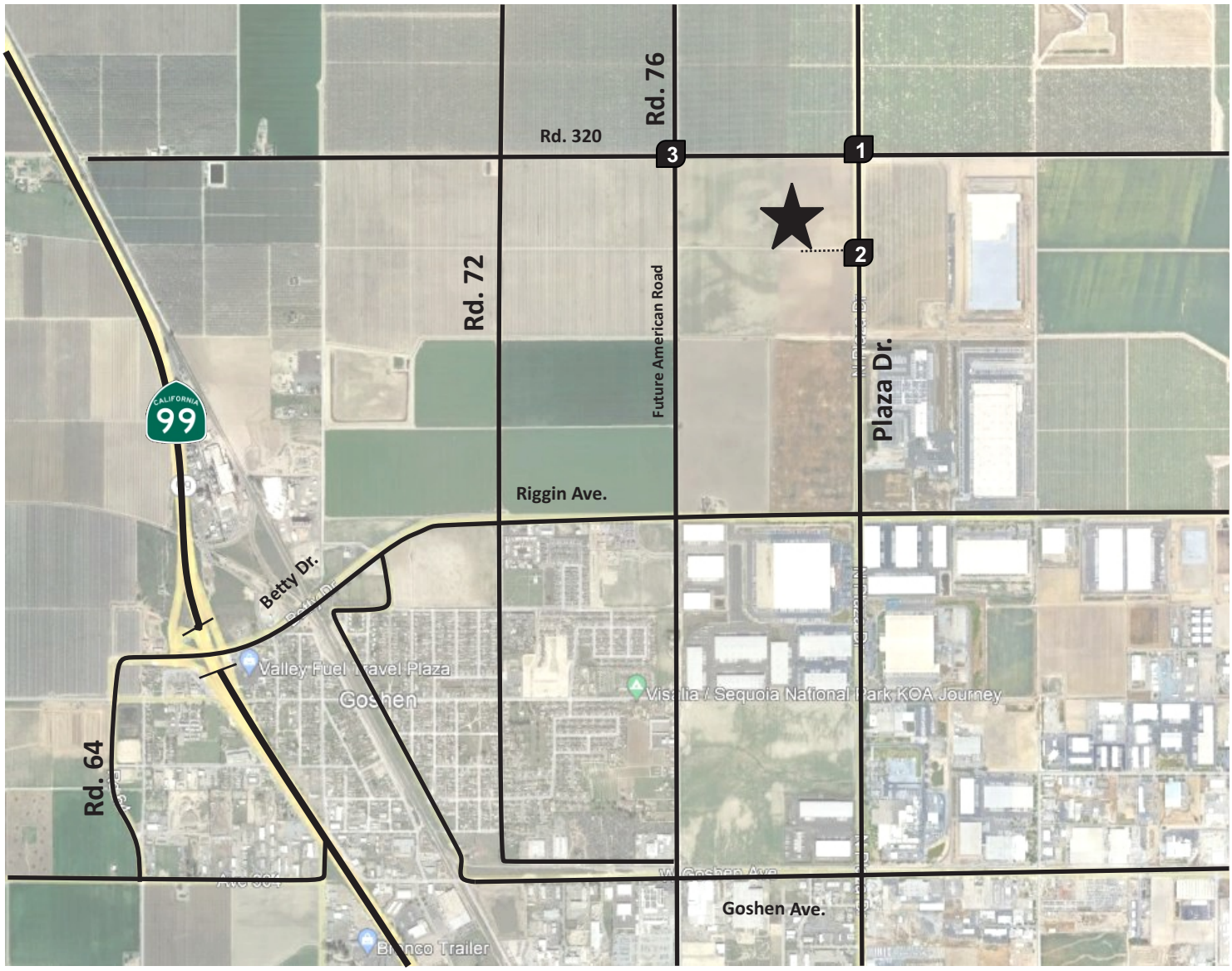
Caprock Development Project

Project Location

Figure 1-2



LEGEND

- Project Site
- # Study Intersections
- Existing road
- Proposed road

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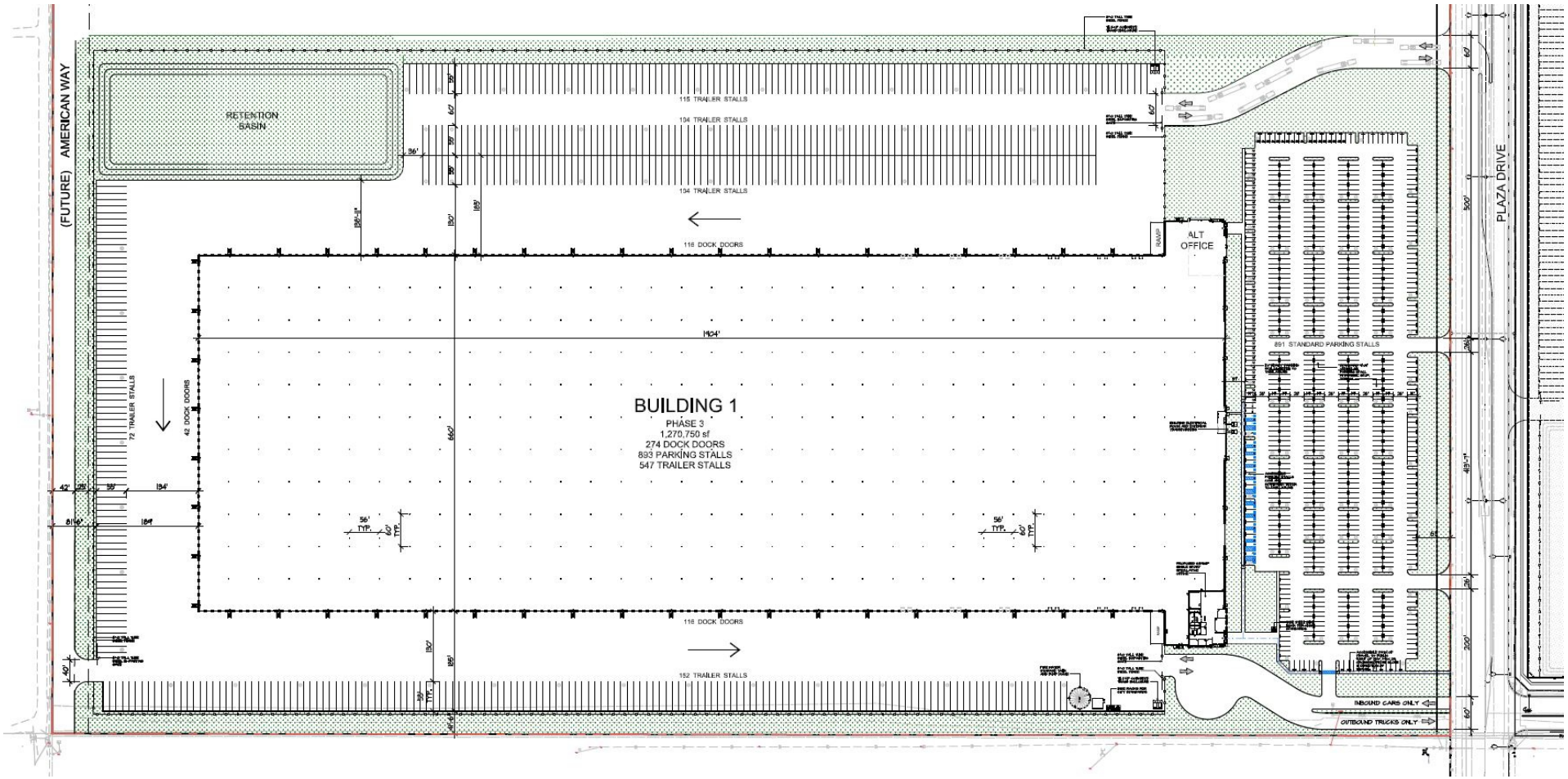
North

Caprock Development Project

Project Site Plan

Figure 1-3



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2.0 Existing Conditions

2.1 Existing Traffic Counts and Roadway Geometrics

The first step toward assessing Project traffic impacts is to assess existing traffic conditions. Existing AM and PM peak hour turning movements were collected at each study intersection by National Data and Surveying Services. Intersection turning movement counts were conducted for the peak hour periods of 7:00-9:00 AM and 4:00-6:00 PM for study intersections on Tuesday, September 20th, 2022. Traffic count data worksheets are provided in Appendix A.

2.2 Existing Functional Roadway Classification System

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the type of service they are intended to provide. Fundamental to this process is the recognition that individual streets and highways do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads.

The current hierarchical system of roadways within the study area consists of the following four (4) basic classifications:

- ✓ **State Freeways and Highways** – provide for the ability to carry large traffic volumes at high speeds for long distances. Access points are fully controlled. Freeways connect points within the City/County and link the City/County to other parts of the State.
- ✓ **Arterials** – provide for mobility within the City/County, carrying through traffic on continuous routes and joining major traffic generators, freeways, and other arterials. Access to abutting private property and intersecting local streets shall generally be restricted.
- ✓ **Collectors** – provide for internal traffic movement within communities and connect local roads to arterials. Direct access to abutting private property shall generally be permitted.
- ✓ **Local Streets** – Roadways which provide direct access to abutting property and connect with other local roads, collectors, and arterials. Local roads are typically developed as two-lane undivided roadways. Access to abutting private property and intersecting streets shall be permitted.

2.3 Affected Streets and Highways

Street and highway intersections and segments near and adjacent to the Project site were analyzed to determine levels of service utilizing HCM-based methodologies described previously. The study intersections were developed in consultation with City of Visalia staff and requirements. Site access driveways will also be evaluated in this report and are discussed in Chapter 3.

Intersections

- ✓ Project Access/Plaza Dr.
- ✓ Avenue 320/Plaza Dr.
- ✓ Avenue 320/ Road 76- Future American Road

The existing lane geometry at study area intersections is shown in Figure 2-1. Figures 2-2 and 2-3 shows existing traffic volumes for the AM and PM peak hours in the study area.

2.4 Level of Service

2.4.1 *Intersection Capacity Analysis*

All intersection LOS analyses were estimated using Synchro 10 Software. Various roadway geometrics, traffic volumes, and properties (peak hour factors, storage pocket length, etc) were input into the Synchro 10 Software program to accurately determine the travel delay and LOS for each Study scenario. The intersection LOS and delays reported represent the 6th Edition HCM outputs. Synchro assumptions, listed below, show the various Synchro inputs and methodologies used in the analysis.

- ✓ **Lane Geometry**
  - Storage lengths for turn lanes for existing intersections were obtained from aerial photos and rounded to the nearest 25 feet
  - VRPA conducted a field study of the specified intersections and segments to verify lane geometry and intersection control as well as to obtain other pertinent data such as signal timing and phasing, where applicable.

- ✓ **Traffic Conditions**
  - Peak hour factors (PHF) for each intersection approach was obtained from traffic counts in the study area and were utilized for Existing Conditions, and Near-term (Opening Year) Plus Project conditions.
  - Heavy vehicle percentages were based on the HCM default
  - Roadway link speed limits were observed in the field and input into the Synchro network to determine roadway link speeds

Results of the analysis show that all of the study intersections currently operate at or below the City of Visalia's minimum level of service criteria that is LOS 'D' during the peak hour. Table 2-1 shows the intersection LOS for the existing conditions. Synchro 10 (HCM 6th Edition) Worksheets are provided in Appendix C.

2.4.2 *Queuing Analysis*

Table 2-2 provides a queue length summary for all approaches at the study intersection for Existing Conditions. As shown in Table 2-2, the longest calculated queue is 225 feet at the westbound through movement during the PM peak hour.

Table 2-1
Caprock Development Project
Existing Intersection operation

INTERSECTION	CONTROL	TARGET LOS	PEAK HOUR	EXISTING	
				DELAY	LOS
Plaza Dive and Avenue 320	Signalized	D	AM	7.6	A
			PM	15.4	B
Plaza Drive and Project Access	One-Way Stop	D	AM	Future Intersection	
			PM		
Avenue 320 and Road 76	One-Way Stop	D	AM	7.2	A
			PM	7.2	A

DELAY is measured in seconds

LOS = Level of Service / **BOLD** denotes LOS standard has been exceeded

For signalized intersections, delay results show the average for the entire intersection. For two-way and All way stop controlled intersections, delay results show the delay for the worst movement.

HCM 6th doesn't support the speed limit of 65mph, so 55mph is considered for the analysis purpose.

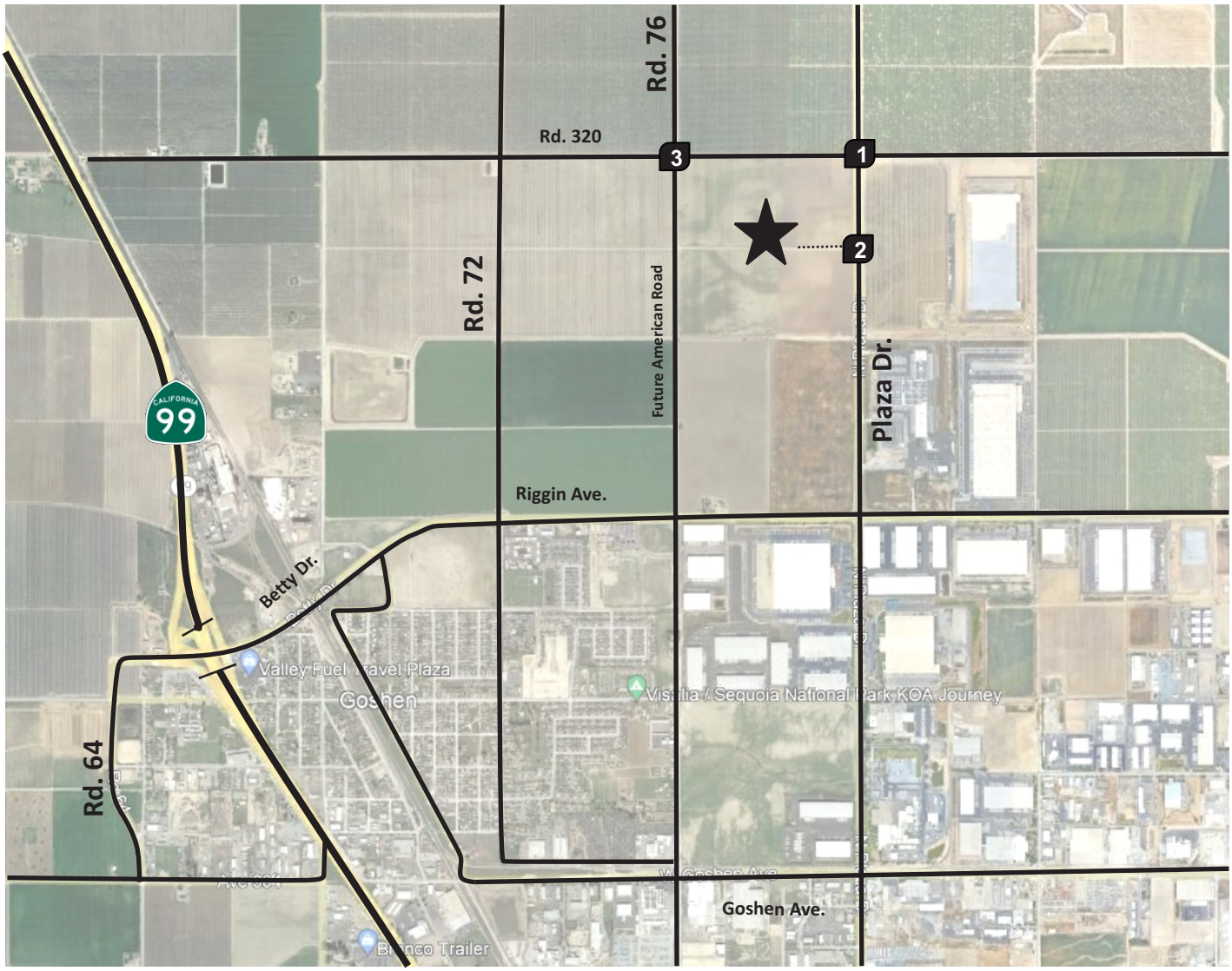
Table 2-2
Caprock Development Project
Existing Conditions Queuing Operations

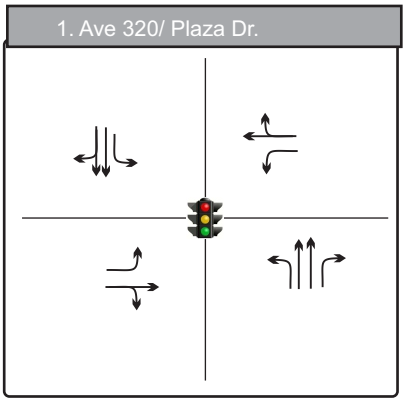
INTERSECTION	INTERSECTION APPROACH	EXISITNG CONDITIONS	
		AM QUEUE	PM QUEUE
Plaza Dive and Avenue 320	EB Left	6.0	5.0
	WB Left	39.0	9.0
	WB Through	38.0	35.0
	NB Left	8.0	225.0
	NB Through	74.0	190.0
	NB Right	0.0	0.0
	SB Left	64.0	88.0
	SB Through	87.0	94.0
Plaza Drive and Project Access	NB Left	Future Intersections	
	EB Right		

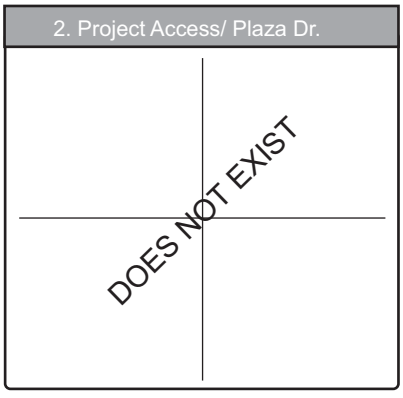
QUEUE is measured in feet

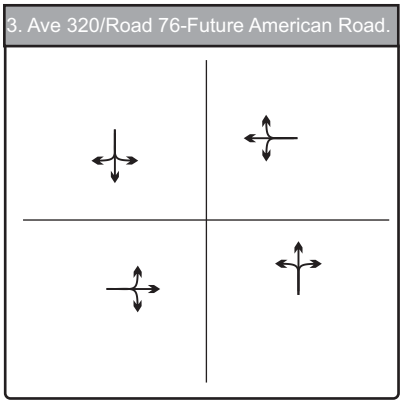
Caprock Development Project
Existing Lane Geometry

Figure 2-1









LEGEND

- Project Site
- # Study Intersections
- Lane Geometry
- Existing road
- Proposed road
- Traffic Control Sign

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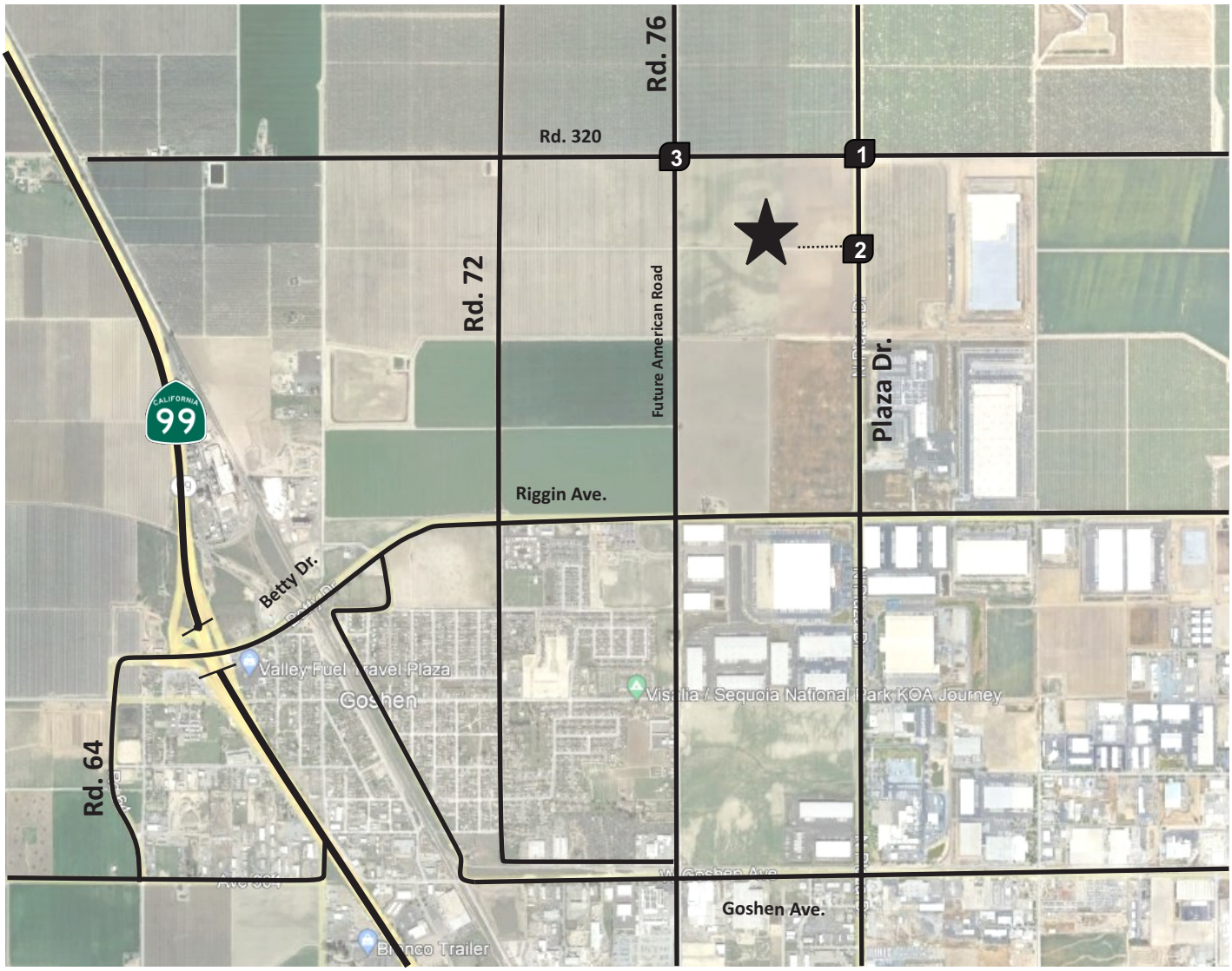
North

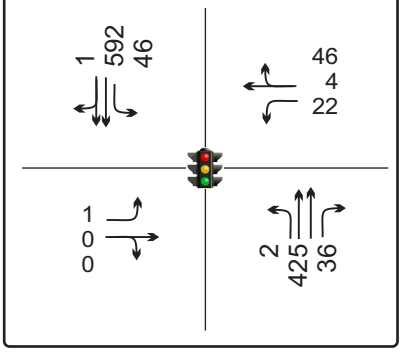
Caprock Development Project

Existing Conditions AM Peak Hour Traffic Counts

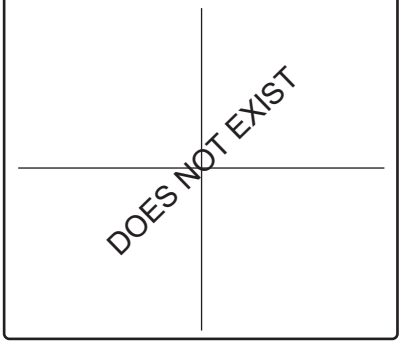
Figure 2-2



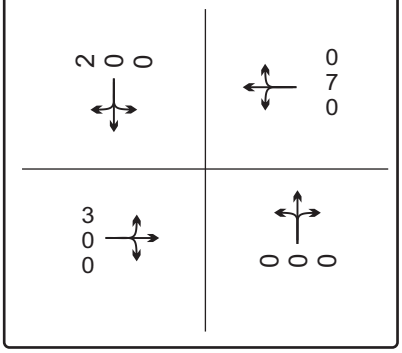
1. Ave 320/ Plaza Dr.



2. Project Access/ Plaza Dr.



3. Ave 320/Road 76-Future American Road.



LEGEND

- Project Site
- # Study Intersections
- Lane Geometry
- Existing road
- Proposed road
- Traffic Control Sign

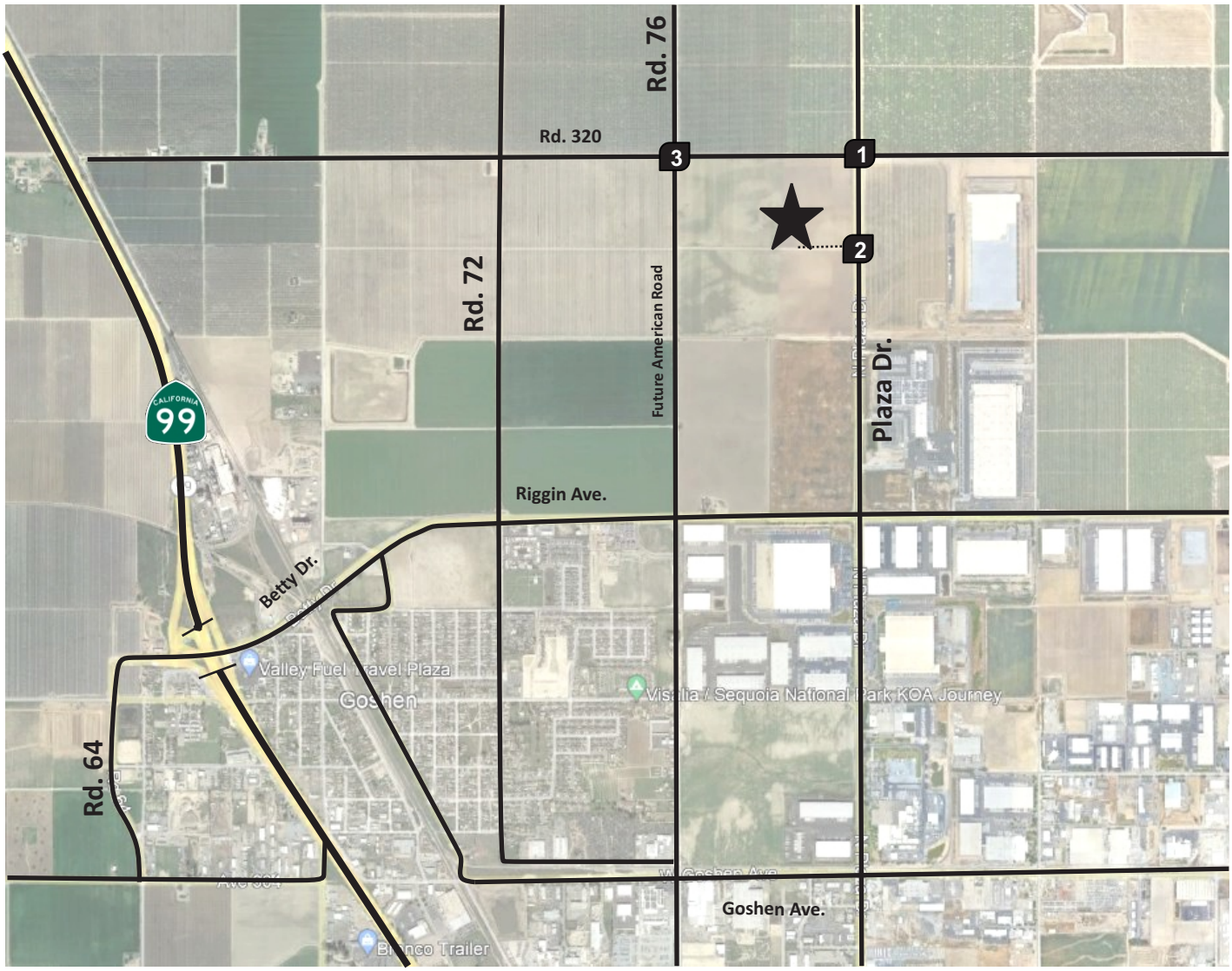
VRPA TECHNOLOGIES, INC.

North

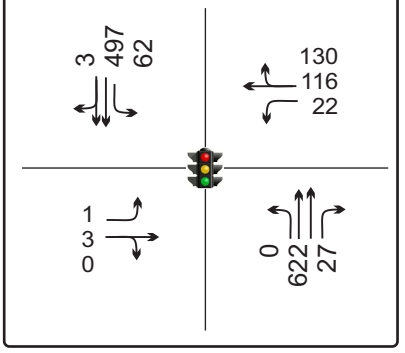
Caprock Development Project

Existing Conditions PM Peak Hour Traffic Counts

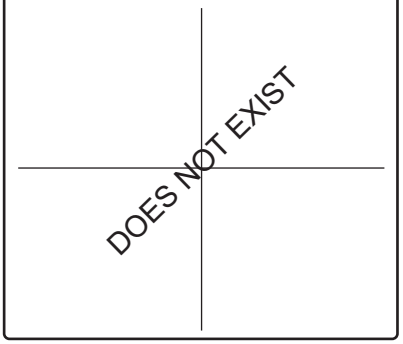
Figure 2-3



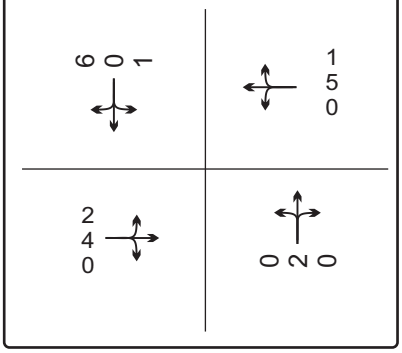
1. Ave 320/ Plaza Dr.



2. Project Access/ Plaza Dr.



3. Ave 320/Road 76-Future American Road.



LEGEND

- Project Site
- # Study Intersections
- Lane Geometry
- Existing road
- Proposed road
- Traffic Control Sign

VRPA TECHNOLOGIES, INC.

North

3.0 Traffic Impacts

This chapter provides an assessment of the traffic the Project is expected to generate and the impact of that traffic on the surrounding street system.

3.1 Trip Generation

To assess the impacts that the Project may have on the surrounding roadway network, the first step is to determine Project trip generation. Project trip generation was determined using trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition). The considerations described above led to the recommended trip generation for weekday AM (7:00-9:00am) and PM (4:00-6:00pm) peak hours shown in Table 3-1.

3.2 Trip Distribution

Project trip distribution percentages for the Opening year of the Project is shown in Figure 3-1. These percentages are based upon knowledge of the study area, engineering judgement, prevailing traffic patterns in the study area, major routes, population centers, and other existing development.

Vehicular access to the site would be provided by driveway along Plaza Drive at ¼ mile of Avenue 320. The driveways would be constructed to City standards and would be dedicated as public right of way.

3.3 Project Traffic

Project traffic as shown in Table 3-1 was distributed to the roadway system using the trip distribution percentages shown in Figures 3-1. A graphical representation of the resulting AM and PM peak hour Project trips used is shown in Figures 3-2 and 3-3.

3.4 Opening Year(2023) Conditions with Project

Traffic conditions with the Project in the Year 2023 (assumed opening day) were estimated by applying a growth rate of 2% per year to the existing traffic volumes. The resulting traffic for the Opening Year scenario is shown in Figures 3-4 and 3-5.

3.5 Impacts

3.5.1 *Intersection Capacity Analysis*

Table 3-2 provides the intersection level of service analysis for the study intersections considering the study scenarios discussed above. Potential mitigation measures are discussed in Chapter 4 of this report. Results of the analysis show that the Project will be below acceptable LOS standard for all the intersections when comparing Opening Year scenarios.

3.5.2 *Queuing Analysis*

Table 3-3 provides a queue length summary for traffic movements at study intersections. Queuing analysis for the Project driveways were completed using the queuing formulas presented in the City of Visalia "Procedures For Traffic Impact Analysis (TIA)", dated March 2021. The queue lengths presented in Table 3-3 represent the approximate queue lengths for the respective lane movements.

Results of the queuing analysis shows that queuing at the intersection of Plaza Drive and Avenue 320 will have queue greater than 300 feet which would be around 12 vehicles . As shown in Table 3-3 northbound and southbound through movement and south bound left during the PM peak hour will have greater queue. The queuing analysis also shows that onsite queuing at the Project driveways will be minimal. The northbound left on Plaza Drive has a projected queue length of 17.5 feet (>1 vehicle) based upon PM peak hour trips. In addition, it can be concluded that the left turn storage pockets shown on the site plan for the southbound left turn at Plaza Drive/Riverway Avenue/Project Access and the northbound left turn at the northernmost project driveway are designed to adequate lengths as shown on the project site plan.

3.5.3 *Driveway and Analysis*

Consideration was given to the several issues related to driveway and access analysis, as described below:

- ✓ Driveway Spacing: The project includes four proposed access points, on each at the north and south ends of the project and two in the middle of the project site that serve a proposed employee parking lot. The implementation of the two middle driveways would result in less than the typical driveway spacing target for Plaza Drive of 500 feet. A less than 500 foot spacing is considered to be adequate in this case because the two driveways are right in/right out driveways that will be used for autos only.

- ✓ Signal Warrant at Plaza Drive/Riverway Avenue/Project Access: This intersection was analyzed using the Highway Capacity Manual unsignalized intersection and was indicated to operate at level of service B in the AM and PM peak hours. Therefore, an unsignalized intersection is considered to be adequate and installation of a traffic signal is not necessary. It may be appropriate for the project to install a traffic signal in order to prepare for traffic increases in the future.

- ✓ Queuing at Project Driveways: The southernmost project driveway at Riverview Avenue was analyzed as part of the intersection analysis conducted for the Plaza Drive/Riverway Avenue/Project Access. This is considered to be the worst case for driveway queuing since it is a full access intersection. As shown in Table 3-3, the maximum queue in the PM peak hour is expected to be 17.5 feet.

- ✓ Deceleration Lanes: The need for deceleration lanes at the project driveways was considered. Like most roadways in the City of Visalia, the existing intersections and driveways along Plaza Drive do not include deceleration lanes. The project does not include any unusual traffic operations that would require a different design. Therefore, deceleration lanes are not recommended.

3.5 Vehicle Miles Traveled (VMT) Analysis

The project is located in a master planned area of the City of Visalia that has been subject to a previous analysis with respect to vehicle miles traveled (VMT). Since the project is consistent with the land use assumed in the master plan, no additional VMT analysis is needed.

Table 3-1
Caprock Development Project
Project Trip Generation

Autos

								AM Peak Hour Trips				PM Peak Hour Trips	
Land Use	ITE Code	Units	Size	Daily Auto Trip Generation Rate	Daily Trips	% AM Peak	AM Inbound	In	Out	% PM Peak	PM Inbound	In	Out
Warehouse (Building 1)	150	1000 Sq. ft.	1270.75	1.06	1,352	11.2%	81%	122	29	10.4%	21%	30	111
					1,352		Subtotal	122	29		Subtotal	30	111
							Total trips	151			Total trips	141	

Trucks

								AM Peak Hour Truck Trips				PM Peak Hour Truck Trips	
Land Use		Units	Size	Daily Truck Trip Generation Rate	Daily Truck Trips	% AM Peak	AM Inbound	In	Out	% PM Peak	PM Inbound	In	Out
Warehouse (Building 1)	150	1000 Sq. ft.	1270.75	0.55	694	3.6%	52%	13	12	5.5%	53%	20	18
					694		Subtotal	13	12		Subtotal	20	18
							Total trips	25			Total trips	38	

Total

								AM Peak Hour Trips				PM Peak Hour Trips	
Land Use		Units	Size	Daily Trip Generation Rate	Daily Trips	AM Peak Rate	AM Inbound	In	Out	PM Peak Rate	PM Inbound	In	Out
Warehouse (Building 1)	150	1000 Sq. ft.	1270.75	1.61	2,046	8.6%	77%	135	41	8.7%	28%	50	129
					2,046		Subtotal	135	41		Subtotal	50	129
							Total trips	176			Total trips	179	

Table 3-2
Caprock Development Project
Opening Year With Project Intersection Operations

INTERSECTION	CONTROL	TARGET LOS	PEAK HOUR	OPENING YEAR WITH PORJECT	
				DELAY	LOS
Plaza Dive and Avenue 320	Signlaized	D	AM	8.1	A
			PM	36.6	D
Plaza Drive and Project Access	One-Way Stop	D	AM	10.9	B
			PM	11.3	B
Avenue 320 and Road 76	One-Way Stop	D	AM	7.2	A
			PM	7.2	A

DELAY is measured in seconds

LOS = Level of Service / **BOLD** denotes LOS standard has been exceeded

For signalized intersections, delay results show the average for the entire intersection. For two-way and All way stop controlled intersections, delay results show the delay for the worst movement.

HCM 6th doesn't support the speed limit of 65mph, so 55mph is considered for the analysis purpose.

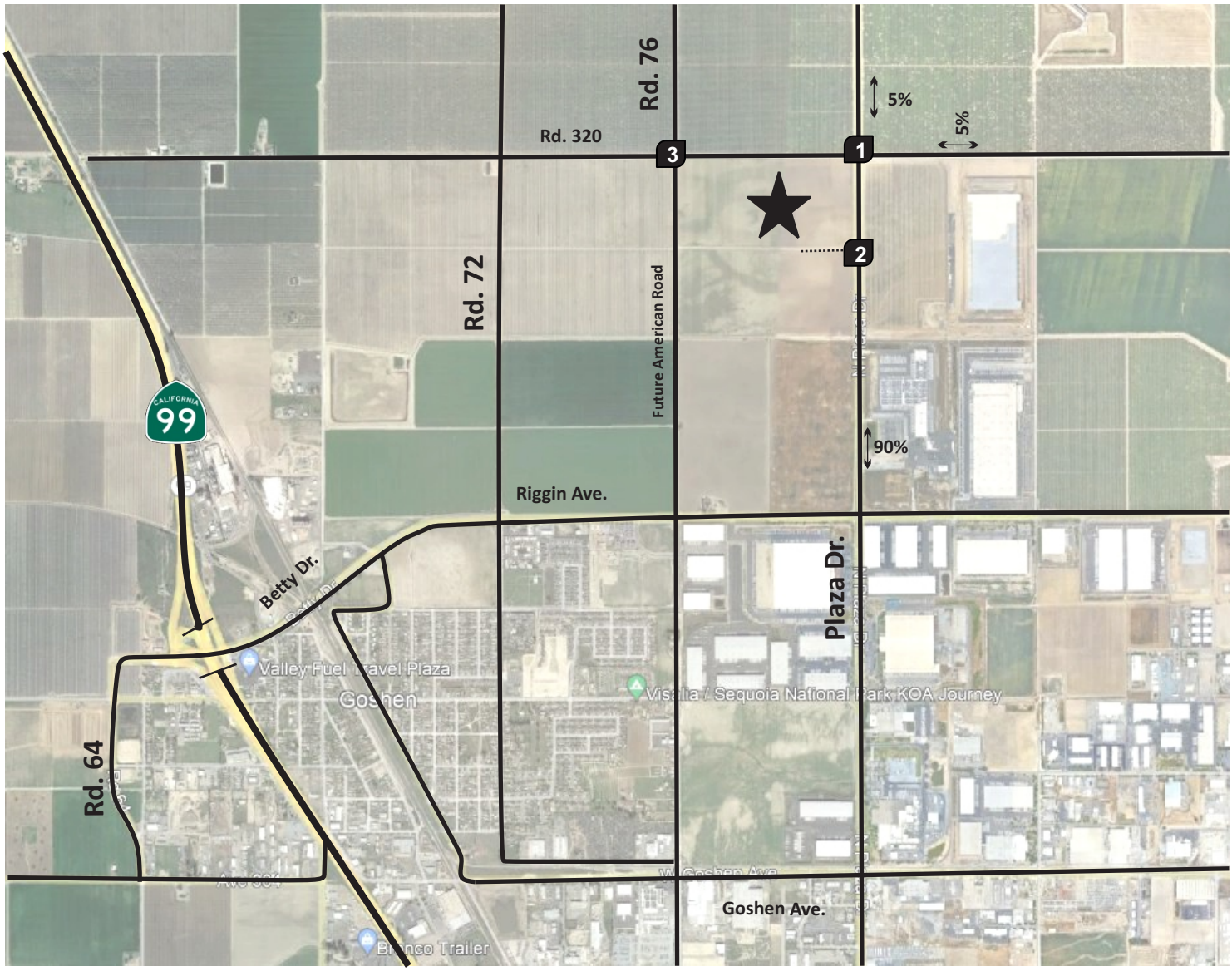
Table 3-3
Caprock Development Project
Opening Year With Project Queuing Operations

INTERSECTION	INTERSECTION APPROACH	OPENING YEAR WITH PORJECT	
		AM QUEUE	PM QUEUE
Plaza Dive and Avenue 320	EB Left	6.0	6.0
	EB Through	8.0	-
	WB Left	39.0	24.0
	WB Through	46.0	41.0
	NB Left	8.0	**>300**
	NB Through	77.0	**>300**
	NB Right	0.0	0
	SB Left	66.0	**>300**
	SB Through	92.0	78.0
Plaza Drive and Project Access	NB Left	12.5	5
	EB Right	5.0	17.5

QUEUE is measured in feet

Caprock Development Project
Trip Distribution

Figure 3-1



LEGEND

- Project Site
- # Study Intersections
- Existing road
- Proposed road
- 80% Trip Distribution %

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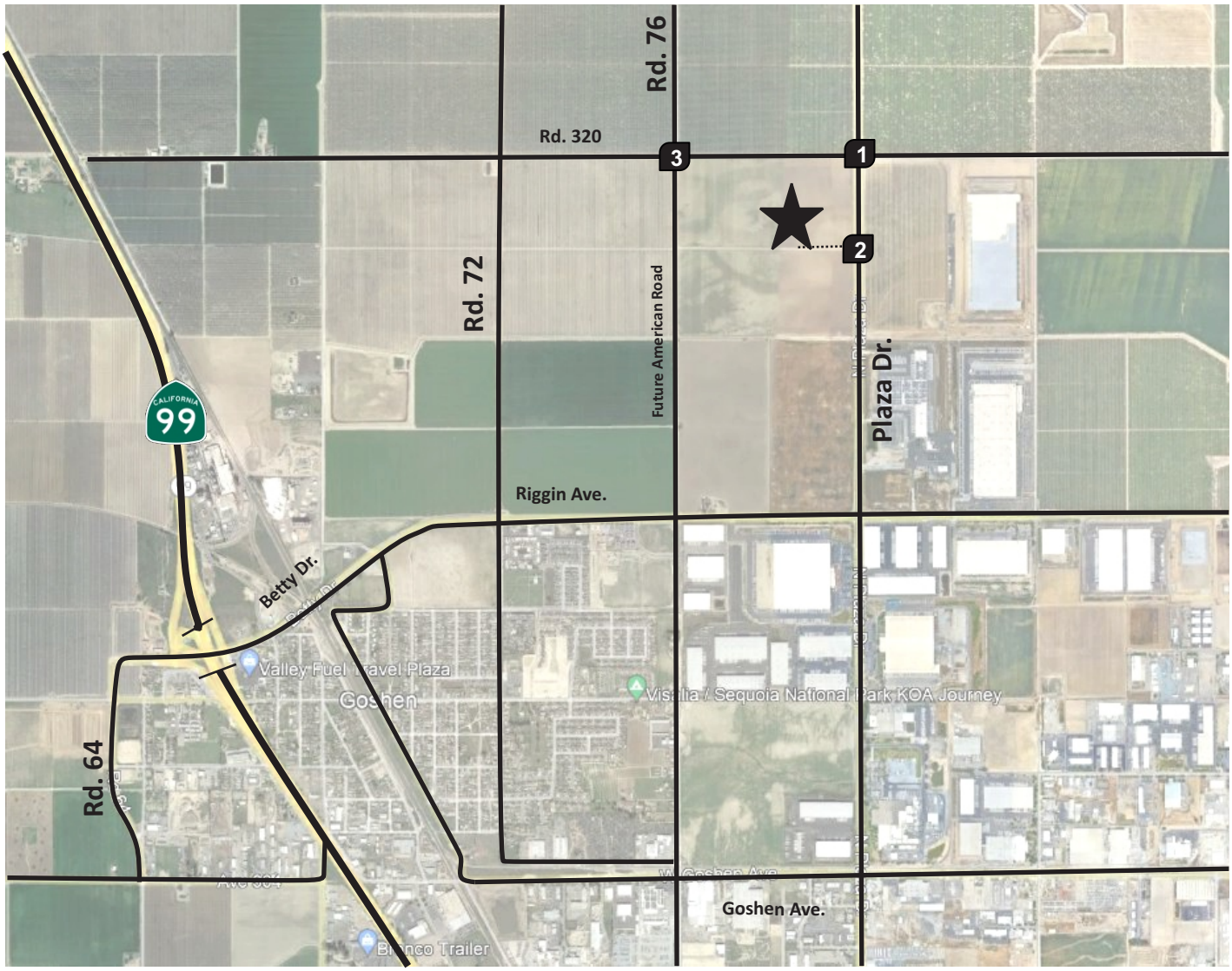
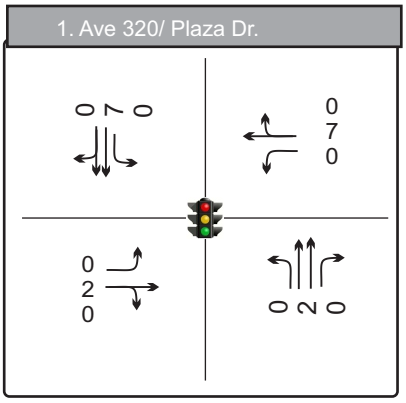
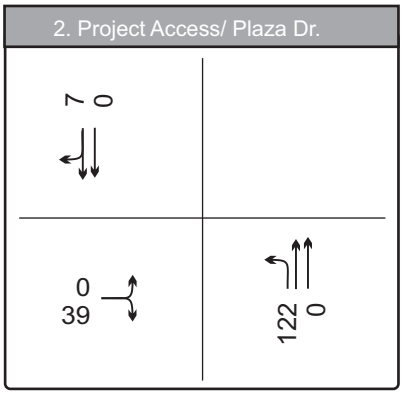
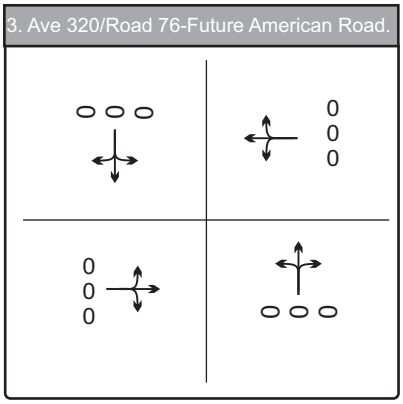
Caprock Development Project
Project AM Peak Hour Traffic Count

Figure 3-2









LEGEND

★ Project Site | # Study Intersections | Lane Geometry

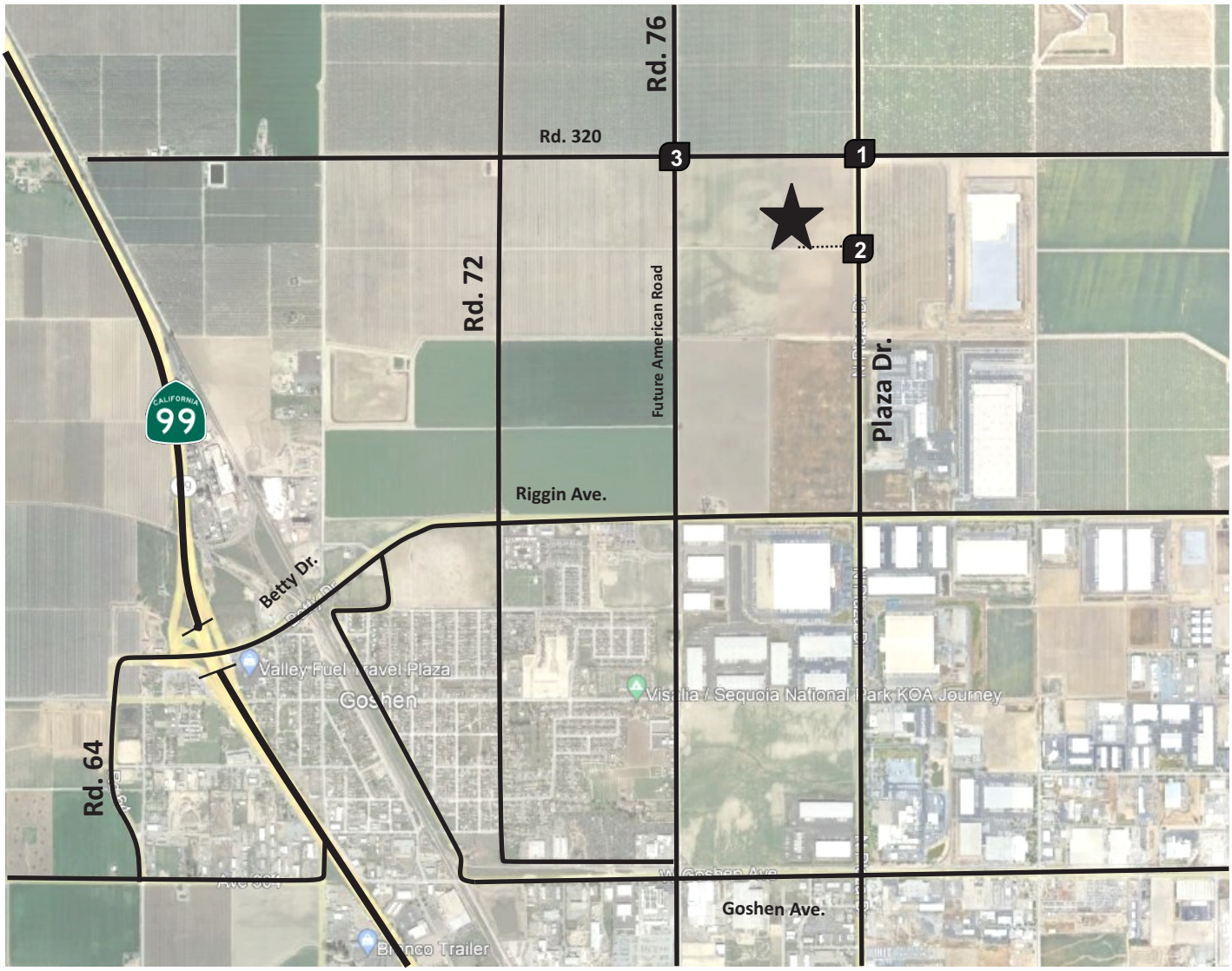
— Existing road | ▪▪▪▪ Proposed road | STOP Stop Control | Traffic Control Sign

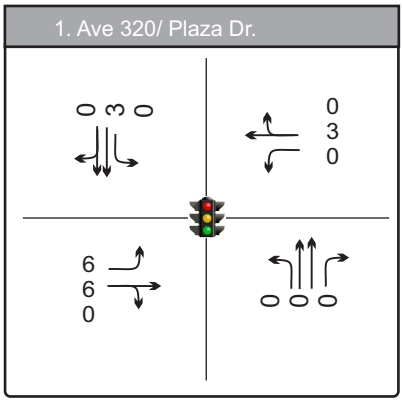
VRPA TECHNOLOGIES, INC.

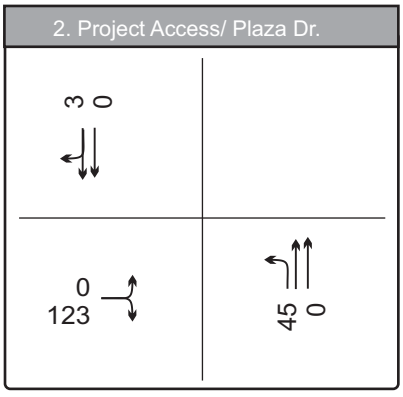
North

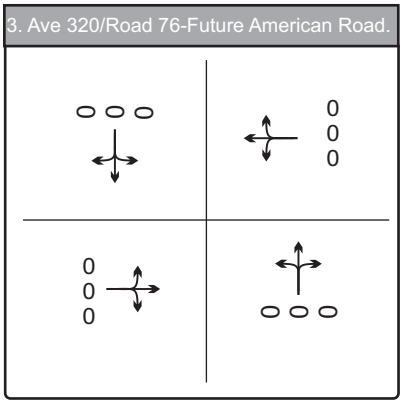
Caprock Development Project
Project PM Peak Hour Traffic Count

Figure 3-3









LEGEND

- Project Site
- # Study Intersections
- Lane Geometry
- Existing road
- Proposed road
- STOP Stop Control
- Traffic Control Sign

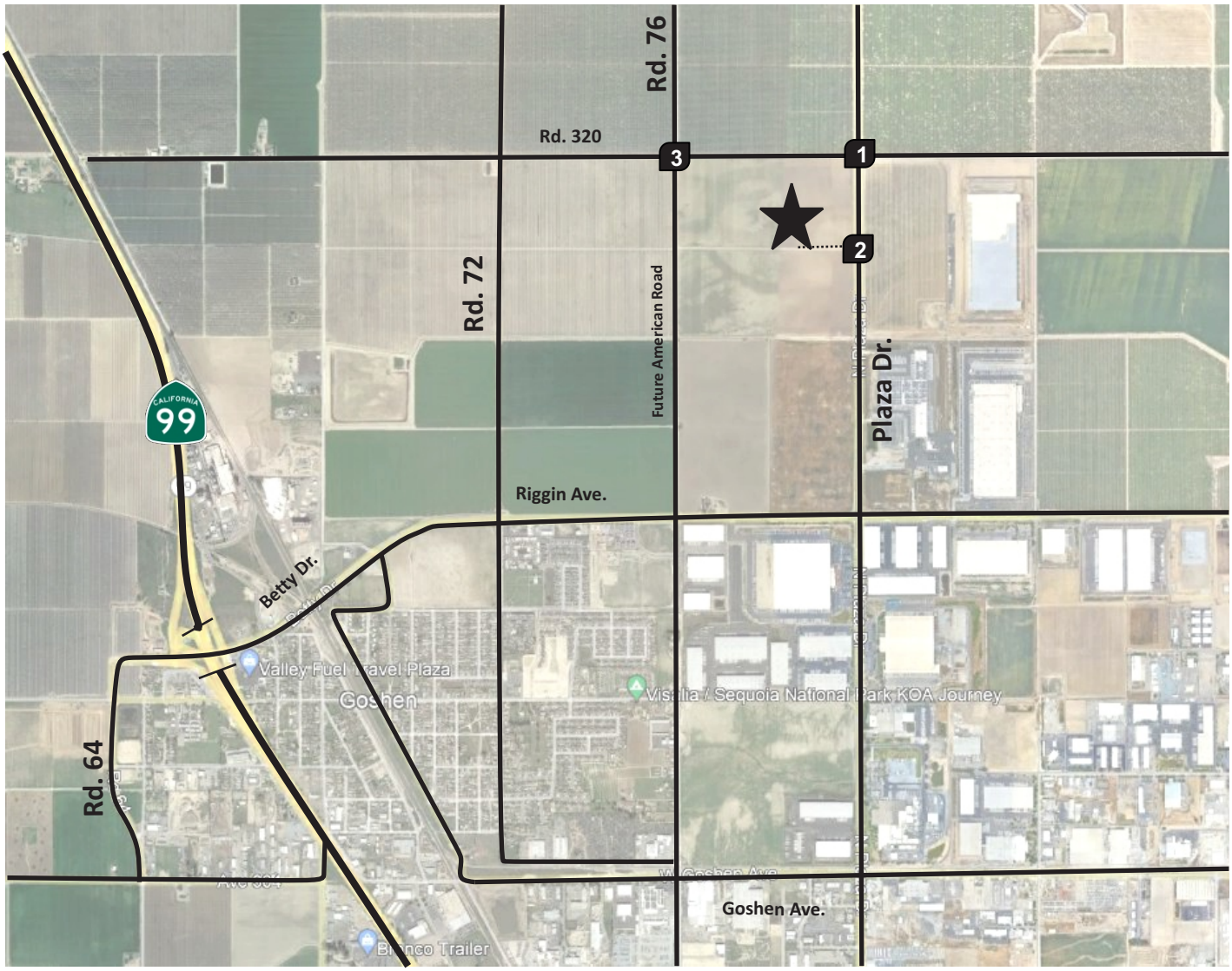
VRPA TECHNOLOGIES, INC.

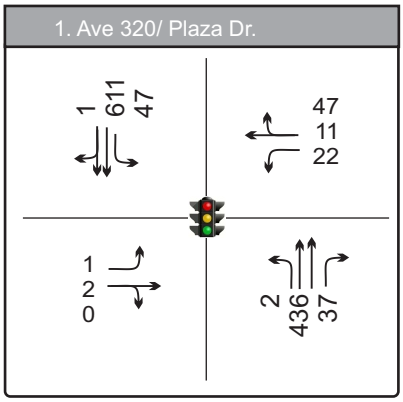
North

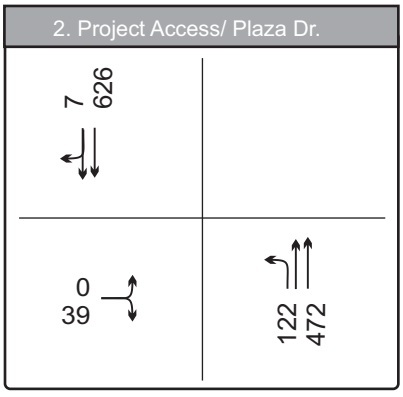
Caprock Development Project

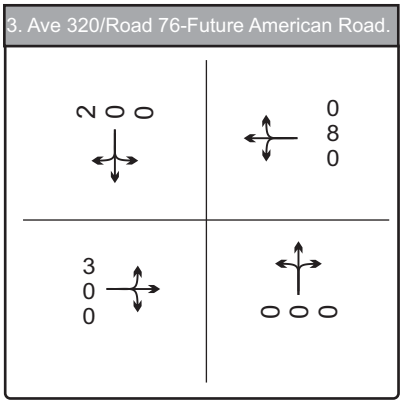
Opening Year(2023) Conditions With Project AM Peak Hour Traffic Count

Figure 3-4









LEGEND

- Project Site
- # Study Intersections
- Lane Geometry
- Existing road
- Proposed road
- STOP Stop Control
- Traffic Control Sign

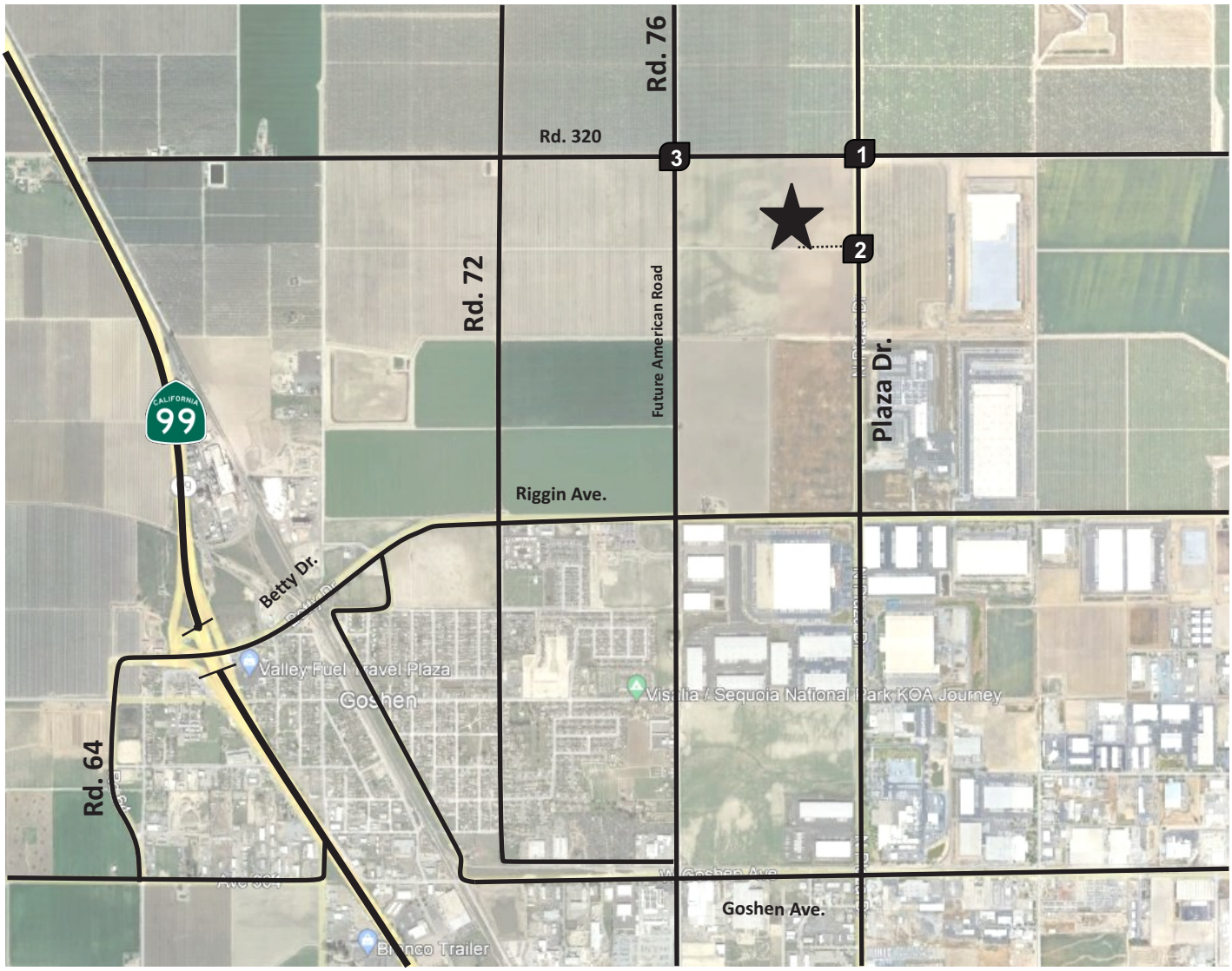
VRPA TECHNOLOGIES, INC.

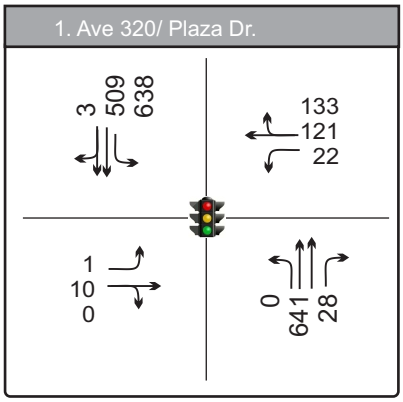
North

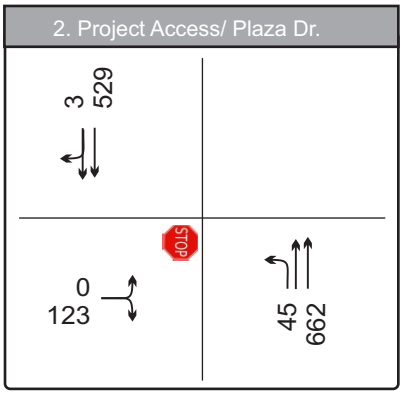
Caprock Development Project

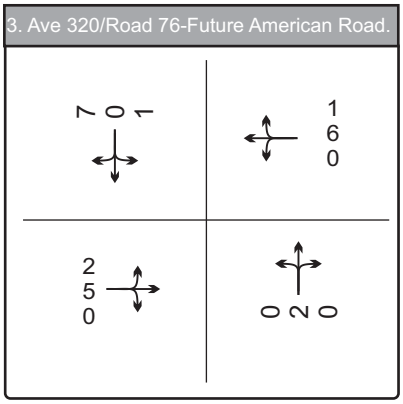
Opening Year(2023) Conditions With Project PM Peak Hour Traffic Count

Figure 3-5









LEGEND

- Project Site
- # Study Intersections
- Lane Geometry
- Existing road
- Proposed road
- STOP Stop Control
- Traffic Control Sign

VRPA TECHNOLOGIES, INC.

North

4.0 Roadway Improvements

Based on the results of Chapters 1 through 3, all intersections in the traffic analysis study area are expected to operate at target levels of service or better with or without the project in the existing and opening year scenarios. Therefore, no roadway improvements are needed.

Appendix

Appendix-A
Traffic Counts

Prepared by National Data & Surveying Services

Alta Ave/N Plaza Dr & Ave 320

Peak Hour Turning Movement Count

ID: 22-090112-001
City: Visalia

Day: Wednesday
Date: 10/5/2022

	PEAK HOURS	COUNT PERIODS
AM	07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:45 PM - 05:45 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Alta Ave/N Plaza Dr)

AM	1	592	46	0	472	AM
NOON	0	0	0	0	0	NOON
PM	3	497	62	1	651	PM

EASTBOUND (Ave 320)

AM	NOON	PM		
7	0	6		
0	0	0	0	
1	0	1	0	
0	0	3	1	
0	0	0	0	
AM	NOON	PM		

WESTBOUND (Ave 320)

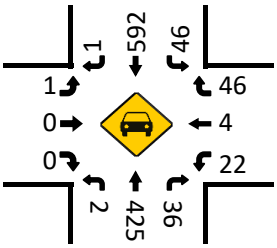
PM	NOON	AM	
27	0	46	0
3	0	4	1
15	0	22	0
0	0	0	0
92	0	82	
PM	NOON	AM	

NORTHBOUND (Alta Ave/N Plaza Dr)

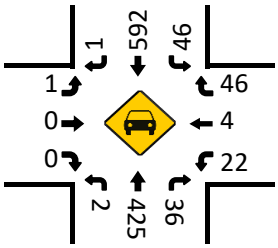
PM	512	0	0	622	27	PM
NOON	0	0	0	0	0	NOON
AM	615	1	2	425	36	AM

CONTROL			
2-Way Stop(EB/WB)			
TEV	1176 AM	0 NOON	1261 PM
PHF	0.85		0.85

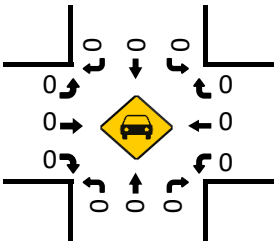
Totals (AM)



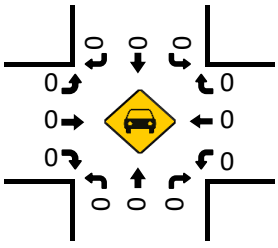
Totals (AM)



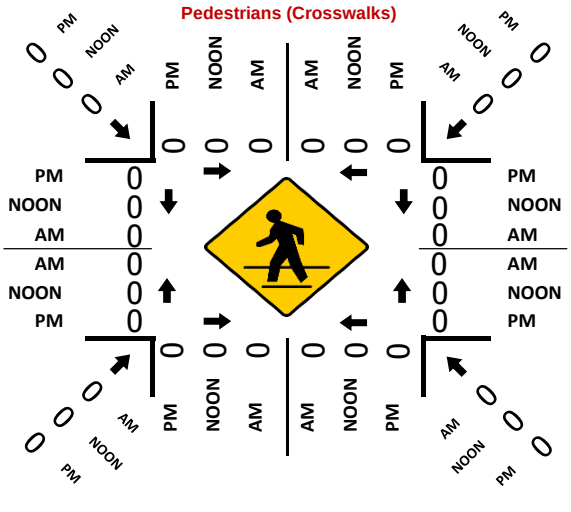
Totals (NOON)



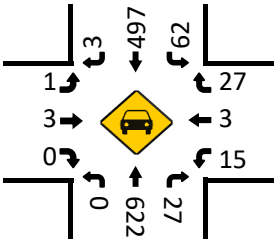
Totals (NOON)



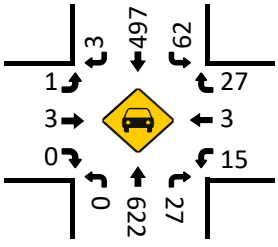
Pedestrians (Crosswalks)



Totals (PM)



Totals (PM)



Prepared by National Data & Surveying Services

Rd 76 & Ave 320

Peak Hour Turning Movement Count

ID: 22-090112-002
City: Visalia

Day: Wednesday
Date: 10/5/2022

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Rd 76)

AM	2	0	0	0	3	AM
NOON	0	0	0	0	0	NOON
PM	6	0	1	0	5	PM

EASTBOUND (Ave 320)

AM	NOON	PM	
9	0	11	⇦
0	0	0	↶ 0
3	0	2	↱ 0
0	0	4	→ 1
0	0	0	↴ 0
AM	NOON	PM	

WESTBOUND (Ave 320)

PM	NOON	AM	
1	0	0	0 ↰
5	0	7	1 ←
0	0	0	0 ↙
0	0	0	0 ↳
5	0	0	⇨
PM	NOON	AM	

NORTHBOUND (Rd 76)

PM	0	0	0	2	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

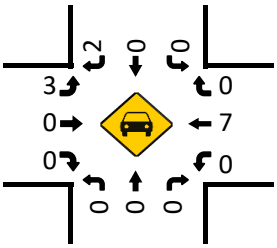
0 1 0 0 (SB) · 0 0 1 0 (NB) · 0 1 0 0 (EB) · 0 0 1 0 (WB)

CONTROL

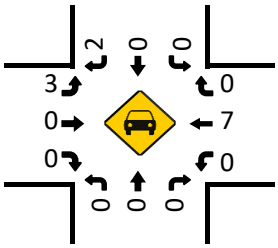
No Control

TEV	12 AM	0 NOON	21 PM
PHF	0.75		0.75

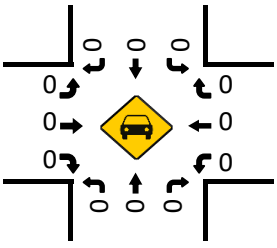
Totals (AM)



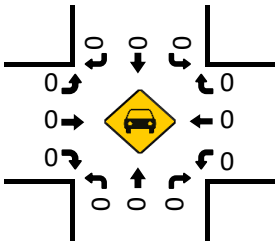
Totals (AM)



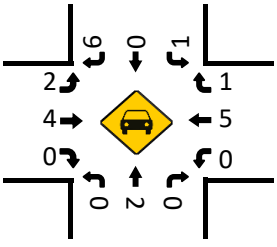
Totals (NOON)



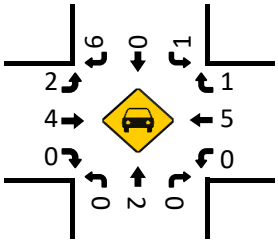
Totals (NOON)



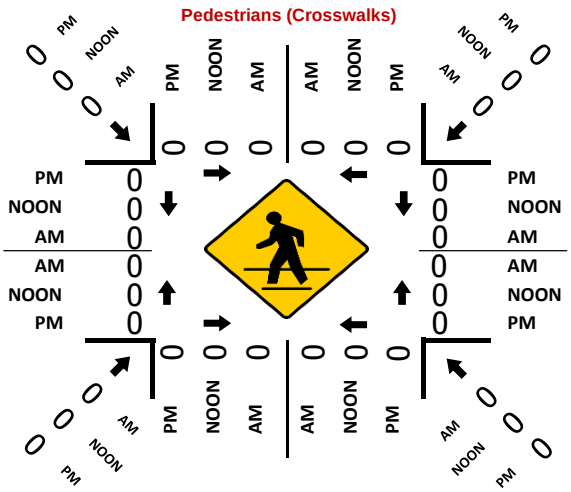
Totals (PM)



Totals (PM)



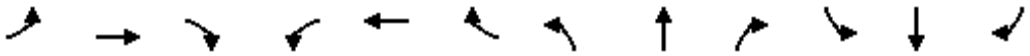
Pedestrians (Crosswalks)



Appendix-B
Synchro Worksheets

HCM 6th Signalized Intersection Summary
1: Plaza Dr. & Ave 320

11/02/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	0	22	4	46	2	425	36	46	592	1
Future Volume (veh/h)	1	0	0	22	4	46	2	425	36	46	592	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	1	0	0	24	4	50	2	462	39	50	643	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	107	94	0	155	6	75	5	2647	1181	72	2849	4
Arrive On Green	0.05	0.00	0.00	0.05	0.05	0.05	0.00	0.75	0.75	0.04	0.79	0.79
Sat Flow, veh/h	1339	1856	0	1406	118	1473	1767	3526	1572	1767	3612	6
Grp Volume(v), veh/h	1	0	0	24	0	54	2	462	39	50	314	330
Grp Sat Flow(s),veh/h/ln	1339	1856	0	1406	0	1590	1767	1763	1572	1767	1763	1855
Q Serve(g_s), s	0.1	0.0	0.0	1.4	0.0	2.9	0.1	3.2	0.5	2.4	3.9	3.9
Cycle Q Clear(g_c), s	2.9	0.0	0.0	1.4	0.0	2.9	0.1	3.2	0.5	2.4	3.9	3.9
Prop In Lane	1.00		0.00	1.00		0.93	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	107	94	0	155	0	81	5	2647	1181	72	1391	1463
V/C Ratio(X)	0.01	0.00	0.00	0.15	0.00	0.67	0.42	0.17	0.03	0.70	0.23	0.23
Avail Cap(c_a), veh/h	470	596	0	536	0	511	238	2647	1181	444	1391	1463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.3	0.0	0.0	39.2	0.0	39.9	42.6	3.1	2.7	40.5	2.3	2.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.5	0.0	9.2	48.9	0.1	0.1	11.5	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.5	0.0	1.3	0.1	0.7	0.1	1.2	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	0.0	0.0	39.7	0.0	49.1	91.5	3.2	2.8	52.0	2.7	2.7
LnGrp LOS	D	A	A	D	A	D	F	A	A	D	A	A
Approach Vol, veh/h		1			78			503			694	
Approach Delay, s/veh		41.4			46.2			3.5			6.2	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	68.8		8.8	4.7	72.0		8.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	21.5	57.5		27.5	11.5	67.5		27.5				
Max Q Clear Time (g_c+I1), s	4.4	5.2		4.9	2.1	5.9		4.9				
Green Ext Time (p_c), s	0.1	3.2		0.0	0.0	3.5		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		7.6
HCM 6th LOS		A

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1	1	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.96	4.16	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	0	1079	1613	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	1079	1613	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1613	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	0	0	0	7	0	0	0	0	0	0	2
Future Vol, veh/h	3	0	0	0	7	0	0	0	0	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	3	0	0	0	8	0	0	0	0	0	0	2

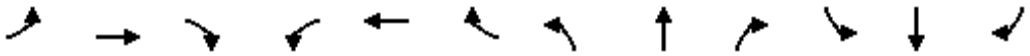
Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	8	0	0	0	0	0	14	14	0
Stage 1	-	-	-	-	-	-	6	6	-
Stage 2	-	-	-	-	-	-	8	8	-
Critical Hdwy	4.13	-	-	4.13	-	-	6.43	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327
Pot Cap-1 Maneuver	1606	-	-	-	-	-	1002	878	-
Stage 1	-	-	-	-	-	-	1014	889	-
Stage 2	-	-	-	-	-	-	1012	887	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1606	-	-	-	-	-	1000	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	1000	0	-
Stage 1	-	-	-	-	-	-	1012	0	-
Stage 2	-	-	-	-	-	-	1012	0	-

Approach	EB	WB	NB
HCM Control Delay, s	7.2	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	-	1606	-	-	-	-	-
HCM Lane V/C Ratio	-	0.002	-	-	-	-	-
HCM Control Delay (s)	0	7.2	0	-	0	-	-
HCM Lane LOS	A	A	A	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-	-	-	-

Lane Group	EBL	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1	24	54	2	462	39	50	644
v/c Ratio	0.01	0.22	0.32	0.02	0.18	0.03	0.33	0.22
Control Delay	39.0	44.0	18.5	41.0	5.3	0.1	44.5	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	44.0	18.5	41.0	5.3	0.1	44.5	2.7
Queue Length 50th (ft)	1	12	2	1	43	0	26	28
Queue Length 95th (ft)	6	39	38	8	74	0	64	87
Internal Link Dist (ft)			5379		2646			2150
Turn Bay Length (ft)				625		500	625	
Base Capacity (vph)	403	422	515	222	2600	1187	414	2923
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.06	0.10	0.01	0.18	0.03	0.12	0.22

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	3	0	22	116	130	0	622	27	62	497	3
Future Volume (veh/h)	1	3	0	22	116	130	0	622	27	62	497	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	1	3	0	24	126	141	0	676	29	67	540	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	116	346	0	338	149	167	2	2180	973	87	2575	14
Arrive On Green	0.19	0.19	0.00	0.19	0.19	0.19	0.00	0.62	0.62	0.05	0.72	0.72
Sat Flow, veh/h	1104	1856	0	1403	800	895	1767	3526	1572	1767	3595	20
Grp Volume(v), veh/h	1	3	0	24	0	267	0	676	29	67	265	278
Grp Sat Flow(s),veh/h/ln	1104	1856	0	1403	0	1694	1767	1763	1572	1767	1763	1852
Q Serve(g_s), s	0.1	0.1	0.0	1.3	0.0	14.1	0.0	8.4	0.7	3.5	4.7	4.7
Cycle Q Clear(g_c), s	14.2	0.1	0.0	1.4	0.0	14.1	0.0	8.4	0.7	3.5	4.7	4.7
Prop In Lane	1.00		0.00	1.00		0.53	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	116	346	0	338	0	316	2	2180	973	87	1263	1327
V/C Ratio(X)	0.01	0.01	0.00	0.07	0.00	0.84	0.00	0.31	0.03	0.77	0.21	0.21
Avail Cap(c_a), veh/h	260	590	0	521	0	538	200	2180	973	409	1263	1327
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	30.8	0.0	31.3	0.0	36.4	0.0	8.4	6.9	43.6	4.4	4.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	6.1	0.0	0.4	0.1	13.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.4	0.0	6.0	0.0	2.7	0.2	1.7	1.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.3	30.8	0.0	31.4	0.0	42.6	0.0	8.7	6.9	56.6	4.8	4.8
LnGrp LOS	D	C	A	C	A	D	A	A	A	E	A	A
Approach Vol, veh/h		4			291			705			610	
Approach Delay, s/veh		33.9			41.6			8.7			10.5	
Approach LOS		C			D			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	61.9		21.8	0.0	71.0		21.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	21.5	55.5		29.5	10.5	66.5		29.5				
Max Q Clear Time (g_c+I1), s	5.5	10.4		16.2	0.0	6.7		16.1				
Green Ext Time (p_c), s	0.1	4.8		0.0	0.0	2.9		1.2				

Intersection Summary												
HCM 6th Ctrl Delay			15.4									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1	1	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.96	4.16	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	0	1079	1613	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	1079	1613	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1613	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

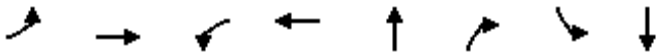
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	4	0	0	5	1	0	2	0	1	0	6
Future Vol, veh/h	2	4	0	0	5	1	0	2	0	1	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	2	4	0	0	5	1	0	2	0	1	0	7

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	6	0	0	4	0	0	14	14	4
Stage 1	-	-	-	-	-	-	8	8	-
Stage 2	-	-	-	-	-	-	6	6	-
Critical Hdwy	4.13	-	-	4.13	-	-	6.43	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327
Pot Cap-1 Maneuver	1608	-	-	1611	-	-	1002	878	1077
Stage 1	-	-	-	-	-	-	1012	887	-
Stage 2	-	-	-	-	-	-	1014	889	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1608	-	-	1611	-	-	1001	0	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	1001	0	-
Stage 1	-	-	-	-	-	-	1011	0	-
Stage 2	-	-	-	-	-	-	1014	0	-

Approach	EB	WB	NB
HCM Control Delay, s	2.4	0	
HCM LOS			-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	-	1608	-	-	1611	-	-
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-
HCM Control Delay (s)	-	7.2	0	-	0	-	-
HCM Lane LOS	-	A	A	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-

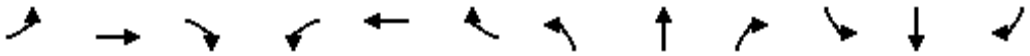


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1	3	24	267	676	29	67	543
v/c Ratio	0.01	0.01	0.09	0.75	0.32	0.03	0.41	0.22
Control Delay	32.0	31.3	33.0	45.0	11.9	0.1	50.3	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.0	31.3	33.0	45.0	11.9	0.1	50.3	5.3
Queue Length 50th (ft)	1	2	12	130	106	0	39	49
Queue Length 95th (ft)	5	9	35	225	190	0	88	94
Internal Link Dist (ft)		2603		5379	2646			2150
Turn Bay Length (ft)						500	625	
Base Capacity (vph)	160	561	424	548	2114	983	388	2522
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.01	0.06	0.49	0.32	0.03	0.17	0.22

Intersection Summary

HCM 6th Signalized Intersection Summary
1: Plaza Dr. & Ave 320

11/02/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	2	0	22	11	47	2	436	37	47	611	1
Future Volume (veh/h)	1	2	0	22	11	47	2	436	37	47	611	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	1	2	0	24	12	51	2	474	40	51	664	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	108	106	0	162	18	75	5	2635	1175	72	2836	4
Arrive On Green	0.06	0.06	0.00	0.06	0.06	0.06	0.00	0.75	0.75	0.04	0.79	0.79
Sat Flow, veh/h	1328	1856	0	1404	308	1311	1767	3526	1572	1767	3612	5
Grp Volume(v), veh/h	1	2	0	24	0	63	2	474	40	51	324	341
Grp Sat Flow(s),veh/h/ln	1328	1856	0	1404	0	1620	1767	1763	1572	1767	1763	1855
Q Serve(g_s), s	0.1	0.1	0.0	1.4	0.0	3.3	0.1	3.4	0.6	2.5	4.2	4.2
Cycle Q Clear(g_c), s	3.4	0.1	0.0	1.5	0.0	3.3	0.1	3.4	0.6	2.5	4.2	4.2
Prop In Lane	1.00		0.00	1.00		0.81	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	108	106	0	162	0	93	5	2635	1175	72	1384	1456
V/C Ratio(X)	0.01	0.02	0.00	0.15	0.00	0.68	0.42	0.18	0.03	0.71	0.23	0.23
Avail Cap(c_a), veh/h	451	585	0	524	0	511	213	2635	1175	436	1384	1456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	38.8	0.0	39.5	0.0	40.3	43.4	3.2	2.9	41.3	2.5	2.5
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.4	0.0	8.4	49.0	0.1	0.1	12.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.5	0.0	1.5	0.1	0.8	0.1	1.3	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.0	38.9	0.0	39.9	0.0	48.7	92.4	3.4	2.9	53.4	2.9	2.8
LnGrp LOS	D	D	A	D	A	D	F	A	A	D	A	A
Approach Vol, veh/h		3			87			516			716	
Approach Delay, s/veh		39.9			46.3			3.7			6.5	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	69.7		9.5	4.7	73.0		9.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	21.5	57.5		27.5	10.5	68.5		27.5				
Max Q Clear Time (g_c+I1), s	4.5	5.4		5.4	2.1	6.2		5.3				
Green Ext Time (p_c), s	0.1	3.3		0.0	0.0	3.7		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		8.1	
HCM 6th LOS		A	

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	39	122	472	626	7
Future Vol, veh/h	0	39	122	472	626	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	42	133	513	680	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	344	688	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.96	4.16	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	0	649	895	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	649	895	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	895	-	649	-	-
HCM Lane V/C Ratio	0.148	-	0.065	-	-
HCM Control Delay (s)	9.7	-	10.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.2	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	0	0	8	0	0	0	0	0	0	2
Future Vol, veh/h	3	0	0	0	8	0	0	0	0	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	3	0	0	0	9	0	0	0	0	0	0	2

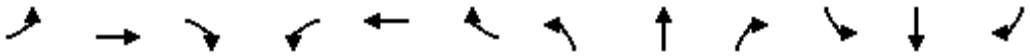
Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	9	0	0	0	0	0	15	15	0
Stage 1	-	-	-	-	-	-	6	6	-
Stage 2	-	-	-	-	-	-	9	9	-
Critical Hdwy	4.13	-	-	4.13	-	-	6.43	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327
Pot Cap-1 Maneuver	1604	-	-	-	-	-	1001	877	-
Stage 1	-	-	-	-	-	-	1014	889	-
Stage 2	-	-	-	-	-	-	1011	886	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1604	-	-	-	-	-	999	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	999	0	-
Stage 1	-	-	-	-	-	-	1012	0	-
Stage 2	-	-	-	-	-	-	1011	0	-

Approach	EB	WB	NB
HCM Control Delay, s	7.2	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	-	1604	-	-	-	-	-
HCM Lane V/C Ratio	-	0.002	-	-	-	-	-
HCM Control Delay (s)	0	7.2	0	-	0	-	-
HCM Lane LOS	A	A	A	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-	-	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1	2	24	63	2	474	40	51	665
v/c Ratio	0.01	0.01	0.22	0.36	0.02	0.18	0.03	0.33	0.23
Control Delay	39.0	39.0	44.0	21.5	41.5	5.3	0.1	44.7	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	39.0	44.0	21.5	41.5	5.3	0.1	44.7	2.8
Queue Length 50th (ft)	1	1	12	6	1	44	0	26	30
Queue Length 95th (ft)	6	8	39	46	8	77	0	66	92
Internal Link Dist (ft)		2603		5379		2646			2150
Turn Bay Length (ft)					625		500	625	
Base Capacity (vph)	400	559	423	526	202	2593	1185	415	2920
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.00	0.06	0.12	0.01	0.18	0.03	0.12	0.23

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	10	0	22	121	133	0	641	28	638	509	3
Future Volume (veh/h)	1	10	0	22	121	133	0	641	28	638	509	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	1	11	0	24	132	145	0	697	30	693	553	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	91	337	0	313	147	161	2	985	439	732	2643	14
Arrive On Green	0.18	0.18	0.00	0.18	0.18	0.18	0.00	0.28	0.28	0.41	0.74	0.74
Sat Flow, veh/h	1093	1856	0	1392	808	888	1767	3526	1572	1767	3595	20
Grp Volume(v), veh/h	1	11	0	24	0	277	0	697	30	693	271	285
Grp Sat Flow(s),veh/h/ln	1093	1856	0	1392	0	1696	1767	1763	1572	1767	1763	1852
Q Serve(g_s), s	0.1	0.5	0.0	1.6	0.0	17.3	0.0	19.2	1.5	40.9	5.2	5.2
Cycle Q Clear(g_c), s	17.4	0.5	0.0	2.1	0.0	17.3	0.0	19.2	1.5	40.9	5.2	5.2
Prop In Lane	1.00		0.00	1.00		0.52	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	91	337	0	313	0	308	2	985	439	732	1296	1361
V/C Ratio(X)	0.01	0.03	0.00	0.08	0.00	0.90	0.00	0.71	0.07	0.95	0.21	0.21
Avail Cap(c_a), veh/h	113	375	0	341	0	343	82	985	439	893	1296	1361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	36.5	0.0	37.3	0.0	43.3	0.0	35.0	28.7	30.6	4.5	4.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	23.8	0.0	4.3	0.3	16.8	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.5	0.0	9.0	0.0	8.5	0.6	18.9	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	36.5	0.0	37.4	0.0	67.1	0.0	39.3	29.0	47.3	4.9	4.8
LnGrp LOS	D	D	A	D	A	E	A	D	C	D	A	A
Approach Vol, veh/h		12			301			727			1249	
Approach Delay, s/veh		37.8			64.7			38.9			28.4	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	49.3	34.8		24.2	0.0	84.1		24.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	54.7	29.9		21.9	5.0	79.6		21.9				
Max Q Clear Time (g_c+I1), s	42.9	21.2		19.4	0.0	7.2		19.3				
Green Ext Time (p_c), s	1.9	2.9		0.0	0.0	3.0		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			36.6									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	123	45	662	529	3
Future Vol, veh/h	0	123	45	662	529	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	134	49	720	575	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	289	578	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.96	4.16	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	0	705	985	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	705	985	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	985	-	705	-	-
HCM Lane V/C Ratio	0.05	-	0.19	-	-
HCM Control Delay (s)	8.8	-	11.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	-	-

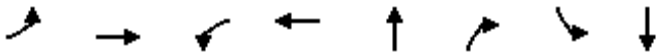
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	5	0	0	6	1	0	2	0	1	0	7
Future Vol, veh/h	2	5	0	0	6	1	0	2	0	1	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	2	5	0	0	7	1	0	2	0	1	0	8

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	8	0	0	5	0	0	17	17	5
Stage 1	-	-	-	-	-	-	9	9	-
Stage 2	-	-	-	-	-	-	8	8	-
Critical Hdwy	4.13	-	-	4.13	-	-	6.43	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327
Pot Cap-1 Maneuver	1606	-	-	1610	-	-	998	875	1075
Stage 1	-	-	-	-	-	-	1011	886	-
Stage 2	-	-	-	-	-	-	1012	887	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1606	-	-	1610	-	-	997	0	1075
Mov Cap-2 Maneuver	-	-	-	-	-	-	997	0	-
Stage 1	-	-	-	-	-	-	1010	0	-
Stage 2	-	-	-	-	-	-	1012	0	-

Approach	EB	WB	NB
HCM Control Delay, s	2.1	0	
HCM LOS			-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	-	1606	-	-	1610	-	-
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-
HCM Control Delay (s)	-	7.2	0	-	0	-	-
HCM Lane LOS	-	A	A	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1	11	24	277	697	30	693	556
v/c Ratio	0.02	0.03	0.10	0.86	0.70	0.06	0.94	0.21
Control Delay	41.0	40.6	41.7	64.2	42.3	0.2	52.0	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.0	40.6	41.7	64.2	42.3	0.2	52.0	4.6
Queue Length 50th (ft)	1	7	15	174	259	0	472	60
Queue Length 95th (ft)	6	24	41	#317	340	0	#706	78
Internal Link Dist (ft)		2603		5379	2646			2150
Turn Bay Length (ft)						500	625	
Base Capacity (vph)	74	358	268	362	1002	516	849	2623
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.03	0.09	0.77	0.70	0.06	0.82	0.21

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.