

PLANNING COMMISSION AGENDA

CHAIRPERSON:

Brett Taylor



VICE CHAIRPERSON:

Liz Wynn

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

MONDAY, OCTOBER 8, 2018; 7:00 P.M., COUNCIL CHAMBERS, 707 W. ACEQUIA, VISALIA CA

1. THE PLEDGE OF ALLEGIANCE –
2. CITIZEN'S COMMENTS – This is the time for citizens to comment on subject matters that are not on the agenda but are within the jurisdiction of the Visalia Planning Commission. The Commission requests that a 5-minute time limit be observed for comments. Please begin your comments by stating and spelling your name and city. Please note that issues raised under Citizen's Comments are informational only and the Commission will not take action at this time.
3. CHANGES OR COMMENTS TO THE AGENDA–
4. CONSENT CALENDAR - All items under the consent calendar are to be considered routine and will be enacted by one motion. For any discussion of an item on the consent calendar, it will be removed at the request of the Commission and made a part of the regular agenda.
 - No items on Consent Calendar
5. PUBLIC HEARING – Brandon Smith
Continued Public Hearing: Variance No. 2018-10: A request by Brian Icenhower and Robyn Graham-Icenhower to allow a variance to the maximum fence height limit in the required front yard setback in order to install a seven-foot tall open wrought-iron fence and hedge in the R-1-5 (single-family residential, 5,000 sq. ft. minimum site area) zone. The site is located at 2821 W. Border Links Drive. (APN: 089-124-012).
6. PUBLIC HEARING – Brandon Smith
River Island Ranch Tentative Subdivision Map No. 5569: A request by 4Creeks, Inc. to subdivide parcels totaling 55.99 acres into a 239-lot single-family residential subdivision and seven lettered lots for landscaping and lighting district purposes, located within the R-1-5 (Single-Family Residential, minimum 5,000 square foot lot size) zone. The project site is located on the east side of N. Dinuba Boulevard, approximately 600 feet north of E. Shannon Parkway and south of the St. John's River (APN: 079-071-001, 016; 079-080-045, 049, 052, 053, 055).
7. DIRECTOR'S REPORT/ PLANNING COMMISSION DISCUSSION-
 - Planning Commission October 22, 2018 meeting
 - 5-Pack Work Session to City Council October 15, 2018

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

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

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

APPEAL PROCEDURE

THE LAST DAY TO FILE AN APPEAL IS THURSDAY, OCTOBER 18, 2018 BEFORE 5 PM

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

THE NEXT REGULAR MEETING WILL BE HELD ON MONDAY, OCTOBER 22, 2018



REPORT TO CITY OF VISALIA PLANNING COMMISSION

HEARING DATE: October 8, 2018

PROJECT PLANNER: Brandon Smith, Senior Planner
Phone No.: (559) 713-4636
Email: brandon.smith@visalia.city

SUBJECT: **River Island Ranch Tentative Subdivision Map No. 5569:** A request by 4Creeks, Inc. to subdivide parcels totaling 55.99 acres into a 239-lot single-family residential subdivision and seven lettered lots for landscaping and lighting district purposes, located within the R-1-5 (Single-Family Residential, minimum 5,000 square foot lot size) zone. The project site is located on the east side of N. Dinuba Boulevard, approximately 600 feet north of E. Shannon Parkway and south of the St. John's River (APN: 079-071-001, 016; 079-080-045, 049, 052, 053, 055).

STAFF RECOMMENDATION

Staff recommends approval of the River Island Ranch Tentative Subdivision Map No. 5569, as conditioned, based on the findings and conditions in Resolution No. 2018-26. Staff's recommendation is based on the conclusion that the request is consistent with the Visalia General Plan, Zoning and Subdivision Ordinances.

RECOMMENDED MOTION

I move to adopt Resolution No. 2018-26 approving River Island Ranch Tentative Subdivision Map No. 5569.

PROJECT DESCRIPTION

River Island Ranch Tentative Subdivision Map No. 5569 is a request to subdivide 55.99 acres into a 239-lot single-family residential subdivision (see Exhibit "A"). The lots created by the subdivision will utilize standard setback requirements for the R-1-5 zoning designation. The subject site, currently vacant, is surrounded on the north and east by the St. John's River and the city limits, on the west by Dinuba Boulevard, and on the south by fallow land.

The proposed single-family subdivision will be serviced by 60-foot wide public streets containing full improvements (curb, gutter, parkway landscaping, sidewalks, and street lights), sewer lines, storm drainage, and other public infrastructure, utilities, and services (i.e., electricity, gas, and water).

Primary access to the subdivision will be from Glendale Avenue, a new east/west local street aligned with Visalia Riverway Sports Park's primary entrance on Dinuba Boulevard, and the construction of Court Street, an off-site local street, to connect the subdivision with Shannon Parkway, an existing collector street to the south. The Court Street connection provides the only route for vehicles to access southbound Dinuba Boulevard. This is due to median improvements in Dinuba Boulevard planned with the subdivision. Utilities servicing the subdivision, including sanitary sewer and storm water, will be located in the Court Street right-of-way alignment.

The lots established by the subdivision will meet the R-1-5 zoning designation standards, including minimum setbacks and site area. The lot sizes proposed with this subdivision are predominantly 5,000 square feet and 6,600 square feet, and the maximum lot size is 12,992

square feet (see Exhibit "A"). The subdivision will be developed over two phases, with phasing lines and lot summaries indicated on the proposed map (see Exhibit "A").

The setbacks for the R-1-5 zone are as follows:

Minimum Lot Area	Front	Side	Street Side	Rear
5,000 sq. ft.	15-ft. to habitable space. 22-ft. to garage	5-ft.	10-ft.	25-ft.

The subdivision map will also create seven lettered lots for Landscaping and Lighting District (LLD) purposes. Four of the LLD lots will contain landscaping and six-foot tall block walls along the Dinuba Boulevard and Glendale Avenue street frontages, extending around to the street sides of all corner lots or side-on lots (i.e., LLD Lots B, C, D, and E). Lot 'G', shown near the center of the subdivision, will be a 1/3-acre "village green" pocket park that will be dedicated to the City of Visalia.

Property located along the south bank of the St. John's River will be dedicated to the City of Visalia as Lot 'F'. The subdivision incorporates a minimum 100-foot riparian habitat development setback from the south levee's landside outside-bottom tow. Under a Capitol Improvement Project (CIP), the riparian area will be improved with landscaping, and the St. John's River Trail will be extended from its current terminus at the Santa Fe Street alignment to the Regional Sport Park. The subdivision's lot and circulation pattern has placed a local street along the majority of the river bank frontage with single-family residences facing toward the river. No subdivision lots have rear yards abutting the river and riparian setback.

BACKGROUND INFORMATION

General Plan Land Use Designation:	Residential Low Density
City Zoning:	R-1-5 (Single-family Residential, 5,000 square foot minimum lot size)
Surrounding Zoning and Land Use:	<p>North: N/A (County jurisdiction) / St. John's River, single-family residence with contracting business, landscape nursery, single-family residences</p> <p>South: C-MU (Commercial Mixed Use), R-M-3 (Multi-Family Residential, one unit per 1,200 sq. ft. site area), R-M-2 (Multi-Family Residential, one unit per 3,000 sq. ft. site area) / Single-family residences, vacant land</p> <p>East: N/A (County jurisdiction) / Single-family residences</p> <p>West: Dinuba Blvd. (SR-63), QP (Quasi-Public) / City regional sports park</p>
Environmental Review:	Initial Study / Mitigated Negative Declaration No. 2018-36
Special Districts:	None
Site Plan Review:	No. 2018-042

RELATED PLANS & POLICIES

Please see attached summary of related plans and policies.

RELATED PROJECTS

Lot Line Adjustment No. 2018-05: The City of Visalia received a request to remove and adjust property lines on the project site to accommodate the proposed residential subdivision and the riparian dedication area to the City of Visalia. The Lot Line Adjustment was approved by the City of Visalia and was recorded on June 14, 2018.

PROJECT EVALUATION

Staff recommends approval of River Island Ranch Tentative Subdivision Map No. 5569 based on the project's consistency with the Land Use Element of the General Plan, the Zoning and Subdivision Ordinances for approval of the tentative subdivision map. The following potential issue areas have been analyzed for the proposed project.

General Plan and Zoning/Subdivision Ordinance Consistency

The proposed 239-lot single-family residential subdivision on 55.99 acres is compatible with existing residential and quasi-public development surrounding the site.

The project is consistent with Land Use Policy LU-P-19 of the 2014 General Plan, which states "ensure that growth occurs in a compact and concentric fashion by implementing the General Plan's phased growth strategy." The property is located within the current (Tier 1) Urban Development Boundary, which follows along the St. John's River. The St. John's River forms a natural barrier and boundary on two sides of the subdivision, wherein the City's General Plan does not plan on extending urban development north of the St. John's River through the year 2030.

Furthermore, the project is consistent with Policy LU-P-34. The conversion of the site from an agricultural use, which has not occurred on the site in the past 10 years, to urban development does not require mitigation to offset the loss of prime farmland as stated in Policy LU-P-34. The policy states; "the mitigation program shall specifically allow exemptions for conversion of agricultural lands in Tier I."

The proposed 239-lot subdivision will be developed at a gross density of 4.27 units per acre (net density of 6.50 net dwelling units per acre) which is within the Low Density Residential range of 2 to 10 units per acre.

Compatibility with the surrounding area is required by the General Plan in the decision to approve the proposed subdivision. The project is located in the northeast quadrant of Visalia and abuts the St. John's River to the north and vacant property to the south. The subdivision will provide local street connections to the south via the extension of Court St. and the future connection of Santa Fe. Street. The subdivision also incorporates a connection to the St. John's trail located north of the subdivision. Staff finds that the proposed tentative subdivision map is compatible with the surrounding area and the Low Density Residential land use designation.

For vehicular access the subdivision site will utilize three local streets – Glendale Avenue, Court Street, and (future) Santa Fe Street – that will be extended from existing arterial and collector streets, Dinuba Boulevard and Shannon Parkway. The City's General Plan designates Court Street as a 60-foot wide local street though it will function as a local collector south of the project site, due to the separate commercial and residential zoning designations on each side of Court Street, and due to vehicles that will utilize Court Street to access southbound Dinuba Boulevard.

Development Standards

The proposed subdivision's lots will utilize standard single-family residential standards for lot size and setbacks. The lots will be required to meet R-1-5 zone setback standards, including a 15-foot setback to living space, a 22-foot setback to a front-loading garage, a 5-foot setback to an interior side property line, a 10-foot setback to a street side property line, and a 25-foot setback to a rear property line.

All lots will have lot depths ranging from 100 to 130 feet, excepting lots located on cul-de-sac or knuckle street bulbs that account for approximately 5% of the total lot count. Lots located on the street bulbs will have lot depths that may reach as little as 80 feet, such as on Lots 5, 6, 15, and 31. These lots will also be required to utilize standard single-family residential setback standards, but are permitted to have a 20-foot setback for front-loading garages as identified in Section 17.12.080.C of the Zoning Ordinance.

Dinuba Boulevard Street Improvements

The developer of the subdivision will construct new local streets within the subdivision and is responsible for constructing improvements along the Dinuba Boulevard frontage as specified in the Caltrans letter responding to the project's revised traffic impact analysis dated September 5, 2018 (see Exhibit "C").

Currently Dinuba Boulevard has an unimproved street frontage adjacent to the project site with one northbound lane of traffic. Caltrans has prepared and adopted a Transportation Concept Report dated December 2014 that calls out the ultimate right-of-way along this segment as 138-feet and widening to 156-feet at intersections. The Caltrans letter, dated September 5, 2018, states that a 19-foot right-of-way dedication is needed along the project frontage to accommodate the ultimate 156-foot configuration. However, Caltrans reviewed and accepted the proposed cross-section that reduced the 156-foot configuration to 138-feet of total right-of-way as shown in Exhibit "B", on the basis that 138-feet is the standard configuration for two-way traffic not accounting for intersections. The Caltrans e-mail that acknowledges the reduced right-of-way width is included as Exhibit "D". This cross-section was approved recognizing the City's plans to abandon and close Riverway Avenue to through traffic and elimination of the need to accommodate left turn lanes at the Riverway Ave. and Dinuba Blvd. intersection (see "Riverway Avenue Improvements" discussion below).

Full street improvements will include two northbound lanes, Class II bike lane, curb, gutter, sidewalk, and landscaping. The proposed cross section for Dinuba is depicted in Exhibit "B", includes a 6-foot wide Landscaping and Lighting District (LLD) area beyond the right-of-way that will be maintained by the City of Visalia through the LLD. The two northbound lanes will taper to one lane before reaching the bridge crossing St. John's River.

Traffic Impact Analysis and Mitigation

The number of lots proposed in the subdivision, and the resulting number of trips in the a.m. and p.m. peak hours required the preparation of a Traffic Impact Analysis for this project. Peters Engineering Group prepared the traffic impact analysis for the project, dated August 2018 (attached to this report following the Initial Study / Mitigated Negative Declaration), which studied impacts to roadways and intersections in the vicinity of the project site. The analysis considered existing roadway conditions, and cumulative conditions (5-year and 20-year), with and without the project. The analysis identified recommended roadway and intersection improvements to the vicinity of the project to ensure that the project will operate at acceptable LOS "D" conditions or better through the 20 year period.

The Analysis concluded that development of the subdivision on the site will result in significant traffic impacts in the area; however these impacts will be mitigated with the implementation of recommended measures as further described below.

Participation in Transportation Impact Fees for Signalization (Traffic Impact Mitigation Measures 1.2 & 1.3)

The intersections of Riggin Ave. & Giddings St., and Riggin Ave. & Court St., are recommended for the installation of traffic signals based on existing-plus-project conditions and the 5-year cumulative conditions with the project. These intersections are already identified for future improvements by the City of Visalia Circulation Element. The Analysis states that the project shall mitigate its share of the significant cumulative impacts by participating in signalization of the intersection through payment of City development [transportation] impact fees or a fair share. The City will continue to monitor and evaluate these intersections and carry out improvements for controlled movements when such measures are critically necessary.

Raised Median at Dinuba & Glendale Intersection (Traffic Impact Mitigation Measure 1.1)

Based on recommendations from the Analysis and formal correspondence received by CalTrans, a raised median worm will be constructed in the center of Dinuba Boulevard at the Visalia Sports Park Entrance / Glendale Avenue intersection. The median worm configuration allows left-turns only from northbound and southbound approaches on Dinuba Boulevard and prevents left turns from westbound (subdivision) and eastbound (Sports Park) approaches to Dinuba Boulevard. It is not currently depicted on the tentative map (Exhibit "A"). The median is to be constructed with the initial phase of the project.

Alternative measures for mitigating impacts to this intersection were also considered in the Analysis. Signalization of the intersection was dismissed as a viable alternative since it would not meet Caltrans's minimum required spacing for traffic signals. A single-lane roundabout would have improved operating conditions to acceptable levels but would cost approximately \$1 to \$2 million to construct and would have required additional right-of-way from the sports park and surrounding properties. The median worm was ultimately favored because the applicants were able to secure easements from adjoining property owners to the south to extend Court Street, enabling vehicular access to the signalized Dinuba-Shannon intersection (discussed below).

Off-Site Construction of Court Street (Traffic Impact Mitigation Measure 1.4)

The restricted turning movements at the Dinuba Blvd. / Glendale Ave. intersection necessitated an alternate circulation path for the subdivision's 239 lots to access southbound Dinuba Boulevard. The project will therefore be constructing Court St. south of the project site across two separately-owned parcels. The tentative subdivision map and the Analysis reflect that this roadway will be constructed with the Phase 1 improvements. This is also included as a required mitigation measure to ensure there is not a substantial displacement of vehicular traffic on the city's road network south of the St. John's River and the county's road network north of the river.

Grant easements have been signed by the owners of the two separate parcels and have been recorded with the Tulare County Recorder's office.

Riverway Avenue Improvements

The City of Visalia will be abandoning the public right-of-way and closing Riverway Dr. (located west of the project site, north of the City Sports Park) to through traffic between Dinuba Boulevard and Giddings Street. The closing of Riverway Dr. is due to safety concerns for left-turn movements at the Dinuba Blvd. intersection. The closed portion of Riverway Dr. will be

incorporated as improvements to the adjacent City Sports Park. On the west side of the Riverway Ave. segment, a cul-de-sac will be constructed approximately 900 feet east of Giddings Street (see Figure 1).

The subdivision is expected to result in a potentially significant number of vehicle trips that are forced

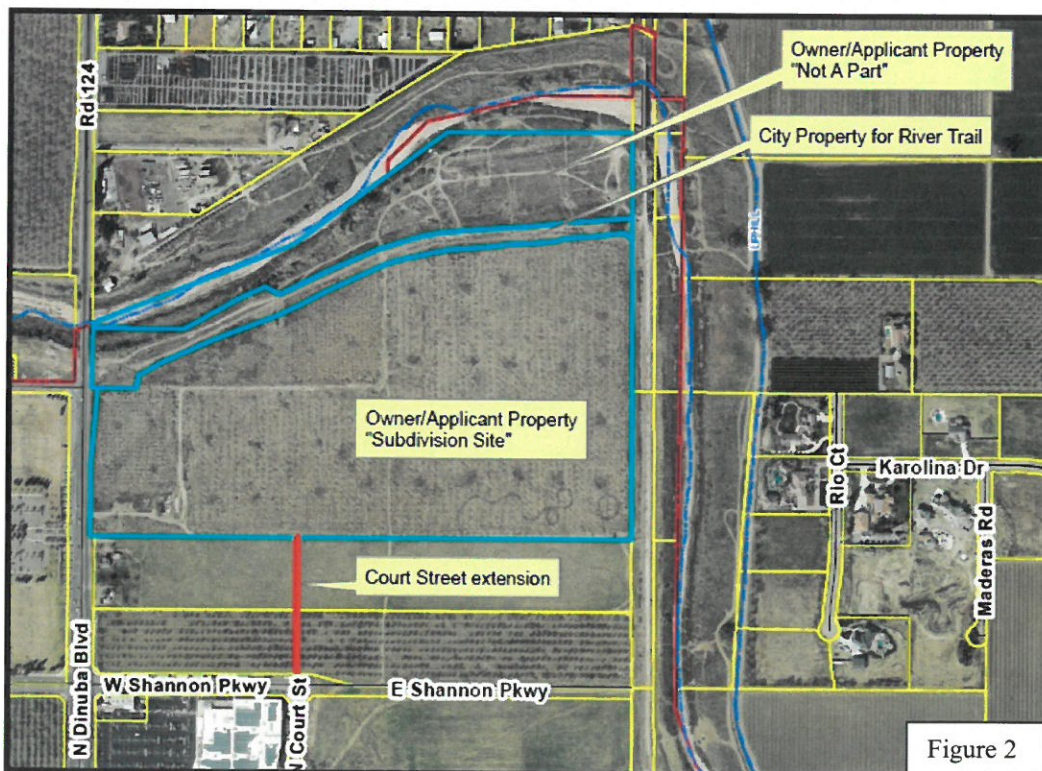
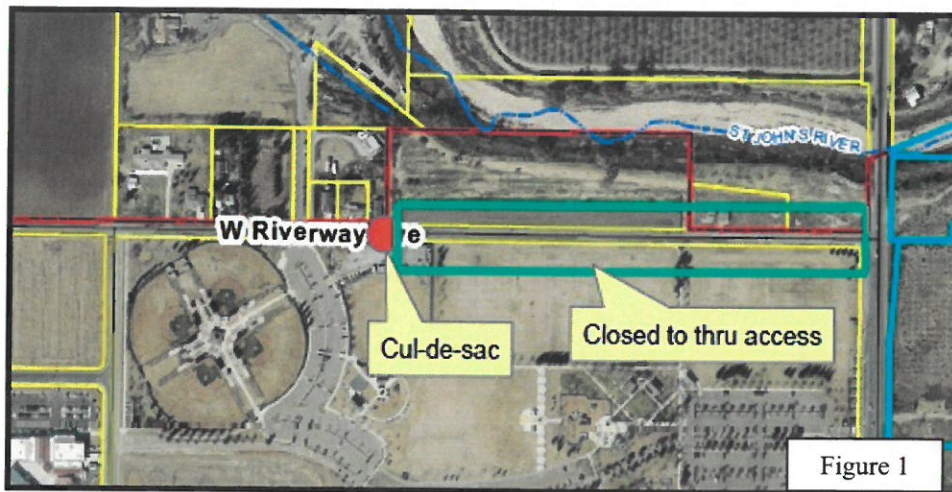
northbound on Dinuba Blvd. due to the raised median that will prevent southbound left-turn movements from Glendale Ave. Because of the potential for unsafe turning movements at Dinuba Blvd. and Riverway Ave. that may increase as a result of the raised median, the City concluded that the Riverway Ave. closure is necessary prior to opening day of the subdivision.

The project will be required as Condition of Approval Nos. 6 and 7 to construct the Riverway Ave. cul-de-sac approximately 900-foot east of Giddings Street as an off-site improvement. This improvement will be reimbursed through the City's Transportation Impact Funds. The City will also require the reconfiguration of the Dinuba Blvd. & Riverway Ave. intersection to prevent turning movements.

St. Johns River Trail Improvements

The City of Visalia is managing a CIP to construct a paved multi-use trail and landscaping improvements along the south bank of the St. John's River on property shown as Lot 'F' of the subdivision map (see Exhibit "A" and Figure 2). The City's trail project will extend the trail from its existing terminus located east of the proposed subdivision and connect the trail with the Riverway Sports Park on the west side of Dinuba Boulevard.

Construction of the trail project was approved by the City Council on June 4, 2018. Construction of the trail is expected to begin in Fall 2018 and be completed in Spring 2019. Paved connections between the trail and the streets within the subdivision will be added at various points along the river.



Landscaping and irrigation along the 100-foot riparian habitat setback will be completed under a separate CIP.

Landscape and Lighting Assessment District and Block Walls

A Landscaping and Lighting District (LLD) will be required for the long-term maintenance of the out lots (Lots A through G), which include blocks walls, landscaping and streets lights as noted on Exhibit "A".

The block walls along street frontages will be typical City standard six-foot, eight-inch block walls. The subdivision map illustrates that the block wall height will be reduced to three feet where the block wall runs adjacent to the front yard setback areas. The three-foot transition areas can be found between the corner residential lots and four local streets heading northbound from Glendale Avenue into the subdivision as well as the cul-de-sac opening between Lots 227 and 228. Staff has included Map Condition of Approval No. 4 to require the stepped down walls as depicted on Exhibit "A".

Infrastructure

Water Service: California Water Service has provided a will serve letter for the proposed tentative subdivision map, attached as Exhibit "E". The letter indicates that it will remain valid for a period of two years from the date of the letter.

Staff has included Map Condition of Approval No. 5 requiring the applicant to provide a valid will-serve letter prior to the issuance of a building permit. Notwithstanding that Cal Water has provided the letter attached as Exhibit "E", if a period of two years pass before a building permit is issued then the attached letter becomes invalid and the applicant/ builder will need to obtain a new letter.

Water is shown to be provided to the subdivision through a 12-inch pipeline located along Court Street south of the project.

Sanitary Sewer: The subdivision will have sanitary sewer flows directed into the City's sewer system. Sewer will flow outward from the subdivision through a 12-inch pipeline located along Court Street south of the project.

Storm Drainage: The subdivision will have storm-water flows directed into the City's storm drain system. Storm water will flow outward from the subdivision through a 30-inch pipeline located along Court Street south of the project.

Subdivision Map Act Findings

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

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

<u>GC Section 66474 Finding</u>	<u>Analysis</u>
(a) That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.	The proposed map has been found to be consistent with the City's General Plan. This is included as recommended Finding No. 1 of the Tentative Subdivision Map. There are no specific plans applicable to the proposed map.
(b) That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.	The proposed design and improvement of the map has been found to be consistent with the City's General Plan. This is included as recommended Finding No. 1 of the Tentative Subdivision Map. There are no specific plans applicable to the proposed map.
(c) That the site is not physically suitable for the type of development.	The site is physically suitable for the proposed map and its affiliated development plan, which is designated as Low Density Residential and developed at a density of 4.27 units per acre. This is included as recommended Finding No. 3 of the Tentative Subdivision Map.
(d) That the site is not physically suitable for the proposed density of development.	The site is physically suitable for the proposed map and its affiliated development plan, which is designated as Low Density Residential. This is included as recommended Finding No. 4 of the Tentative Subdivision Map.
(e) That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.	The proposed design and improvement of the map has been not been found likely to cause environmental damage or substantially and avoidably injure fish or wildlife or their habitat. This finding is further supported by the project's determination of no new effects under the Guidelines for the Implementation of the California Environmental Quality Act (CEQA), included as recommended Finding No. 6 of the Tentative Subdivision Map.
(f) That the design of the subdivision or type of improvements is likely to cause serious public health problems.	The proposed design of the map has been found to not cause serious public health problems. This is included as recommended Finding No. 2 of the Tentative Subdivision Map.
(g) That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.	The proposed design of the map does not conflict with any existing or proposed easements located on or adjacent to the subject property. This is included as recommended Finding No. 5 of the Tentative Subdivision Map.

Environmental Review

An Initial Study was prepared for this project, consistent with the California Environmental Quality Act (CEQA). The Initial Study disclosed that a significant, adverse environmental impact related to traffic will occur with regard to increased traffic and turning movement at the Dinuba / Glendale intersection. The Mitigated Negative Declaration circulated for this project (see attachment) contains a Mitigation Monitoring Program that includes the construction of a raised

median on Dinuba Boulevard, construction of Court Street south of the subdivision, and payment of transportation impact fees as mitigation for the traffic impact referenced above.

The mitigations contained in the Mitigation Monitoring Program will effectively reduce the environmental impact of traffic to a level that is less than significant. Therefore, staff recommends that Mitigated Negative Declaration No. 2018-036 and the Mitigation Monitoring Program contained within be adopted for this project.

Caltrans has provided a letter responding to the Initial Study / Mitigated Negative Declaration, attached as Exhibit "F". No changes are necessary to the proposed Initial Study / Mitigated Negative Declaration or Mitigation Measures based on the letter of correspondence.

RECOMMENDED FINDINGS

1. That the proposed location and layout of the River Island Ranch Tentative Subdivision Map No. 5569, its improvement and design, and the conditions under which it will be maintained is consistent with the policies and intent of the General Plan and Zoning Ordinance and Subdivision Ordinance. The 55.99-acre project site, which is the site of the proposed 239 lot single-family residential subdivision, is consistent with Land Use Policy LU-P-19 of the General Plan. Policy LU-P-19 states "ensure that growth occurs in a compact and concentric fashion by implementing the General Plan's phased growth strategy."
2. That the proposed River Island Ranch Tentative Subdivision Map No. 5569, its improvement and design, and the conditions under which it will be maintained will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity, nor is it likely to cause serious public health problems. The proposed tentative subdivision map will be compatible with adjacent land uses. The project site is bordered by existing residential development across from a natural river, a park, and vacant land.
3. That the site is physically suitable for the proposed tentative subdivision map. The River Island Ranch Tentative Subdivision Map No. 5569 is consistent with the intent of the General Plan and Zoning Ordinance and Subdivision Ordinance, and is not detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity. The project site is adjacent to land zoned for residential development, and the subdivision establishes a local street pattern that will serve the subject site and the future development of vacant parcels located to the south of the subject site.
4. That the site is physically suitable for the proposed tentative subdivision map and the project's density, which is consistent with the underlying Low Density Residential General Plan Land Use Designation. The proposed location and layout of the River Island Ranch Tentative Subdivision Map No. 5569, its improvement and design, and the conditions under which it will be maintained is consistent with the policies and intent of the General Plan and Zoning Ordinance and Subdivision Ordinance. The 55.99-acre project site, which is the site of the proposed 239-lot single-family residential subdivision, is consistent with Land Use Policy LU-P-19 of the General Plan. Policy LU-P-19 states "ensure that growth occurs in a compact and concentric fashion by implementing the General Plan's phased growth strategy."

5. That the proposed River Island Ranch Tentative Subdivision Map No. 5569, design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. The 239-lot subdivision is designed to comply with the City's Engineering Improvement Standards. Areas of dedication will be obtained as part of the tentative map recording for new street improvements, including the construction of curb, gutter, curb return, sidewalk, parkway landscaping, and pavement. Dedication of the off-site easement for public access and utilities has already been obtained by the City of Visalia through the recordation of grant easements.
6. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant with mitigation and that Mitigated Negative Declaration No. 2018-036, incorporating the Mitigation Monitoring Program included within, is hereby adopted. Furthermore, the design of the subdivision or the proposed improvements is not likely to neither cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat.

RECOMMENDED CONDITIONS

1. That the subdivision map be developed in substantial compliance with the comments and conditions of the Site Plan Review Committee as set forth under Site Plan Review No. 2018-042, incorporated herein by reference.
2. That the River Island Ranch Tentative Subdivision Map No. 5569 be prepared in substantial compliance with the subdivision map as Exhibit "A" and cross-sections as Exhibit "B".
3. That the setbacks for the single-family residential lots shall comply with the R-1-5 (Single-Family Residential 5,000 sq. ft. min. site area) zone district standards for the front, side, street side yard, and rear yard setbacks.
4. That the block walls located within the Landscape and Lighting District Lots shall transition to three-foot height adjacent to the street side yard setbacks lots as illustrated in Exhibit "A".
5. That prior to the issuance of any residential building permit on the site, the applicant / developer shall obtain and provide the City with a valid Will Serve Letter from the California Water Service Company.
6. That prior to occupancy of the first residence within the subdivision, an off-site improvement shall be made to Riverway Avenue in the form of a cul-de-sac terminus located approximately 900 feet east of Giddings Street.
7. That prior to occupancy of the first residence within the subdivision, the intersection of Riverway Avenue at Dinuba Boulevard shall be reconfigured to prevent left-turning movements.
8. That Phase 1 of the subdivision improvements shall install full improvements along the project's Dinuba Boulevard frontage, as required by Caltrans, and install Court Street from Shannon Parkway to Glendale Avenue prior to occupancy of the first residence within the subdivision.
9. That the mitigation measures found within the Mitigation Monitoring Plan for Mitigated Negative Declaration No. 2018-036 are hereby incorporated as conditions of this Tentative Subdivision Map.

10. That removal of any valley oak trees identified in the subdivision map, Exhibit "A", shall be subject to the issuance of a Valley Oak Tree Removal Permit, including any mitigation measures required by the City of Visalia Urban Forestry Division. Remaining valley oak trees shall be properly maintained, trimmed and watered. Development around the valley oak trees is subject to the City's Standard Specification for Building Around Valley Oak Trees. Any valley oak tree identified for tree trimming shall be subject to a Valley Oak Tree Trimming Permit.
11. That all applicable federal, state, regional, and city policies and ordinances be met.

APPEAL INFORMATION

According to the City of Visalia Subdivision Ordinance Section 16.28.080, an appeal to the City Council may be submitted within ten days following the date of a decision by the Planning Commission. An appeal with applicable fees shall be in writing and shall be filed with the City Clerk at 220 North Santa Fe St., Visalia, CA 93292. The appeal shall specify errors or abuses of discretion by the Planning Commission, or decisions not supported by the evidence in the record. The appeal form can be found on the City's website www.visalia.city or from the City Clerk.

Attachments:

- Related Plans and Policies
- Resolution No. 2018-26 – River Island Ranch Tentative Subdivision Map No. 5569
- Exhibit "A" – River Island Ranch Tentative Subdivision Map No. 5569
- Exhibit "B" – Entryway and Street Cross-Sections
- Exhibit "C" – Caltrans Traffic Impact Analysis Comment Letter
- Exhibit "D" – Caltrans Email Approving Proposed Cross Section
- Exhibit "E" – Cal Water Will Serve Letter
- Exhibit "F" – Caltrans Comment Letter responding to Mitigated Negative Declaration
- Initial Study / Negative Declaration No. 2018-36
- Site Plan Review Item No. 2018-042 Comments
- General Plan Land Use Map
- Zoning Map
- Aerial Map
- Location Map

RELATED PLANS AND POLICIES

General Plan and Zoning: The following General Plan and Zoning Ordinance policies apply to the proposed project:

General Plan Land Use Policies:

- LU-P-19:** Ensure that growth occurs in a compact and concentric fashion by implementing the General Plan's phased growth strategy. The General Plan Land Use Diagram establishes three growth rings to accommodate estimated City population for the years 2020 and 2030. The Urban Development Boundary I (UDB I) shares its boundaries with the 2012 city limits. The Urban Development Boundary II (UDB II) defines the urbanizable area within which a full range of urban services will need to be extended in the first phase of anticipated growth with a target buildout population of 178,000. The Urban Growth Boundary (UGB) defines full buildout of the General Plan with a target buildout population of 210,000. Each growth ring enables the City to expand in all four quadrants, reinforcing a concentric growth pattern.
- LU-P-45** Promote development of vacant, underdeveloped, and/or redevelopable land within the City limits where urban services are available and adopt a bonus/incentive program to promote and facilitate infill development in order to reduce the need for annexation and conversion of prime agricultural land and achieve the objectives of compact development established in this General Plan.
- LU-P-46** Adopt and implement an incentive program for residential infill development of existing vacant lots and underutilized sites within the City limits as a strategy to help to meet the future growth needs of the community.

General Plan Open Space and Conservation Policies:

- OSC-P-13** In new neighborhoods that include waterways, improvement of the waterway corridor, including preservation and/or enhancement of natural features and development of a continuous waterway trail on at least one side, shall be required.

Figures 6-2 and 6-3 show examples of typical future residential and neighborhood commercial development along waterways. Refined guidelines and cross-sections should ensure flexibility while achieving Plan policies.

- OSC-P-14** Establish design and development standards for new development in waterway corridors to preserve and enhance irrigation capabilities, if provided, and the natural riparian environment along these corridors. In certain locations or where conditions require it, alternative designs such as terraced seating or a planted wall system may be appropriate.

As part of Plan implementation, examples of waterway bank treatments should be developed to facilitate adoption of these standards.

- OSC-P-15** In new neighborhoods, create public access points to waterway trails spaced apart no further than 1,200 feet, wherever feasible.

- OSC-P-17** Require that new development along waterways maintain a visual orientation and active interface with waterways. Develop design guidelines to be used for review and approval of subdivision and development proposals to illustrate how this can be accomplished for different land uses in various geographic settings.

These guidelines will show where "back on" and "side-on" development adjacent to waterways may be acceptable and where it would not. They will also enhance views and public access to planning area waterways and other significant features such as Valley Oak groves consistent with flood protection, irrigation water conveyance, habitat preservation and recreation planning policies.

Additional policies are provided in the Section 6.4, Biological Resources.

OSC-P-21 Place special emphasis on the protection and enhancement of the St. Johns River Corridor by establishing extensive open space land along both sides.

OSC-P-22 Maintain a 100-foot riparian habitat development setback from the St. Johns River's south levee's landside outside-bottom tow provided that the following public facilities may be allowed as exceptions within the required setback:

- Public roadways to provide for development consistent with the Land Use and Circulation Elements;
- Public trails and bikeways consistent with this Element; and
- Public restrooms.

Provide an additional minimum 30 foot firebreak setback from the St. Johns River's development setback.

Additional open space is proposed to be created on both the south and north sides of the St. Johns River, as shown on the Open Space System diagram (to be included in the General Plan).

Zoning Ordinance Chapter for R-1 Zone

Chapter 17.12

R-1 SINGLE-FAMILY RESIDENTIAL ZONE

17.12.010 Purpose and intent.

In the R-1 single-family residential zones (R-1-5, R-1-12.5, and R-1-20), the purpose and intent is to provide living area within the city where development is limited to low density concentrations of one-family dwellings where regulations are designed to accomplish the following: to promote and encourage a suitable environment for family life; to provide space for community facilities needed to compliment urban residential areas and for institutions that require a residential environment; to minimize traffic congestion and to avoid an overload of utilities designed to service only low density residential use.

17.12.015 Applicability.

The requirements in this chapter shall apply to all property within R-1 zone districts.

17.12.020 Permitted uses.

In the R-1 single-family residential zones, the following uses shall be permitted by right:

- A. One-family dwellings;
- B. Raising of fruit and nut trees, vegetables and horticultural specialties;
- C. Accessory structures located on the same site with a permitted use including private garages and carports, one guest house, storehouses, garden structures, green houses, recreation room and hobby shops;
- D. Swimming pools used solely by persons resident on the site and their guests; provided, that no swimming pool or accessory mechanical equipment shall be located in a required front yard or in a required side yard;
- E. Temporary subdivision sales offices;
- F. Licensed day care for a maximum of fourteen (14) children in addition to the residing family;
- G. Twenty-four (24) hour residential care facilities or foster homes, for a maximum of six individuals in addition to the residing family;

- H. Signs subject to the provisions of Chapter 17.48;
- I. The keeping of household pets, subject to the definition of household pets set forth in Section 17.04.030;
- J. Accessory dwelling units as specified in Sections 17.12.140 through 17.12.200;
- K. Adult day care up to twelve (12) persons in addition to the residing family;
- L. Other uses similar in nature and intensity as determined by the city planner;
- M. Legally existing multiple family units, and expansion or reconstruction as provided in Section 17.12.070.
- N. Transitional or supportive housing for six (6) or fewer resident/clients.
- O. In the R-1-20 zone only, the breeding, hatching, raising and fattening of birds, rabbits, chinchillas, hamsters, other small animals and fowl, on a domestic noncommercial scale, provided that there shall not be less than one thousand (1,000) square feet of site area for each fowl or animal and provided that no structure housing poultry or small animals shall be closer than fifty (50) feet to any property line, closer than twenty-five (25) feet to any dwelling on the site, or closer than fifty (50) feet to any other dwelling;
- P. In the R-1-20 zone only, the raising of livestock, except pigs of any kind, subject to the exception of not more than two cows, two horses, four sheep or four goats for each site, shall be permitted; provided, that there be no limitation on the number of livestock permitted on a site with an area of ten acres or more and provided that no stable be located closer than fifty (50) feet to any dwelling on the site or closer than one hundred (100) feet to any other dwelling;

17.12.030 Accessory uses.

In the R-1 single-family residential zone, the following accessory uses shall be permitted, subject to specified provisions:

- A. Home occupations subject to the provisions of Section 17.32.030;
- B. Accessory buildings subject to the provisions of Section 17.12.100(B).
- C. Cottage Food Operations subject to the provisions of Health and Safety Code 113758 and Section 17.32.035.

17.12.040 Conditional uses.

In the R-1 single-family residential zone, the following conditional uses may be permitted in accordance with the provisions of Chapter 17.38:

- A. Planned development subject to the provisions of Chapter 17.26;
- B. Public and quasi-public uses of an educational or religious type including public and parochial elementary schools, junior high schools, high schools and colleges; nursery schools, licensed day care facilities for more than fourteen (14) children; churches, parsonages and other religious institutions;
- C. Public and private charitable institutions, general hospitals, sanitariums, nursing and convalescent homes; not including specialized hospitals, sanitariums, or nursing, rest and convalescent homes including care for acute psychiatric, drug addiction or alcoholism cases;
- D. Public uses of an administrative, recreational, public service or cultural type including city, county, state or federal administrative centers and courts, libraries, museums, art galleries, police and fire stations, ambulance service and other public building, structures and facilities; public playgrounds, parks and community centers;
- E. Electric distribution substations;
- F. Gas regulator stations;
- G. Public service pumping stations, i.e., community water service wells;

- H. Communications equipment buildings;
- I. Planned neighborhood commercial center subject to the provisions of Chapter 17.26;
- J. Residential development specifically designed for senior housing;
- K. Mobile home parks in conformance with Section 17.32.040;
- L. [Reserved.] M. Residential developments utilizing private streets in which the net lot area (lot area not including street area) meets or exceeds the site area prescribed by this article and in which the private streets are designed and constructed to meet or exceed public street standards;
- N. Adult day care in excess of twelve (12) persons;
- O. Duplexes on corner lots;
- P. Twenty-four (24) hour residential care facilities or foster homes for more than six individuals in addition to the residing family;
- Q. Residential structures and accessory buildings totaling more than ten thousand (10,000) square feet;
- R. Other uses similar in nature and intensity as determined by the city planner.
- S. Transitional or supportive housing for seven (7) or more resident/clients.

17.12.050 Site area.

The minimum site area shall be as follows:

Zone	Minimum Site Area
R-1-5	5,000 square feet
R-1-12.5	12,500 square feet
R-1-20	20,000 square feet

A. Each site shall have not less than forty (40) feet of frontage on the public street. The minimum width shall be as follows:

Zone	Interior Lot	Corner Lot
R-1-5	50 feet	60 feet
R-1-12.5	90 feet	100 feet
R-1-20	100 feet	110 feet

B. Minimum width for corner lot on a side on cul-de-sac shall be eighty (80) feet, when there is no landscape lot between the corner lot and the right of way.

17.12.060 One dwelling unit per site.

In the R-1 single-family residential zone, not more than one dwelling unit shall be located on each site, with the exception to Section 17.12.020(J).

17.12.070 Replacement and expansion of legally existing multiple family units.

In accordance with Sections 17.12.020 legally existing multiple family units may be expanded or replaced if destroyed by fire or other disaster subject to the following criteria:

- A. A site plan review permit as provided in Chapter 17.28 is required for all expansions or replacements.
- B. Replacement/expansion of unit(s) shall be designed and constructed in an architectural style compatible with the existing single-family units in the neighborhood. Review of elevations for replacement/expansion shall occur through the site plan review process. Appeals to architectural requirements of the site plan review committee shall be subject to the appeals process set forth in Chapter 17.28.050.

- C. Setbacks and related development standards shall be consistent with existing single-family units in the neighborhood.
- D. Parking requirements set forth in Section 17.34.020 and landscaping requirements shall meet current city standards and shall apply to the entire site(s), not just the replacement unit(s) or expanded area, which may result in the reduction of the number of units on the site.
- E. The number of multiple family units on the site shall not be increased.
- F. All rights established under Sections 17.12.020 and 17.12.070 shall be null and void one hundred eighty (180) days after the date that the unit(s) are destroyed (or rendered uninhabitable), unless a building permit has been obtained and diligent pursuit of construction has commenced. The approval of a site plan review permit does not constitute compliance with this requirement.

17.12.080 Front yard.

- A. The minimum front yard shall be as follows:

Zone	Minimum Front Yard
R-1-5	Fifteen (15) feet for living space and side-loading garages and twenty-two (22) feet for front-loading garages or other parking facilities, such as, but not limited to, carports, shade canopies, or porte cochere. A Porte Cochere with less than twenty-two (22) feet of setback from property line shall not be counted as covered parking, and garages on such sites shall not be the subject of a garage conversion.
R-1-12.5	Thirty (30) feet
R-1-20	Thirty-five (35) feet

- B. On a site situated between sites improved with buildings, the minimum front yard may be the average depth of the front yards on the improved site adjoining the side lines of the site but need not exceed the minimum front yard specified above.
- C. On cul-de-sac and knuckle lots with a front lot line of which all or a portion is curvilinear, the front yard setback shall be no less than fifteen (15) feet for living space and side-loading garages and twenty (20) feet for front-loading garages.

17.12.090 Side yards.

- A. The minimum side yard shall be five feet in the R-1-5 and R-1-12.5 zone subject to the exception that on the street side of a corner lot the side yard shall be not less than ten feet and twenty-two (22) feet for front loading garages or other parking facilities, such as, but not limited to, carports, shade canopies, or porte cocheres.
- B. The minimum side yard shall be ten feet in the R-1-20 zone subject to the exception that on the street side of a corner lot the side yard shall be not less than twenty (20) feet.
- C. On a reversed corner lot the side yard adjoining the street shall be not less than ten feet.
- D. On corner lots, all front-loading garage doors shall be a minimum of twenty-two (22) feet from the nearest public improvement or sidewalk.
- E. Side yard requirements may be zero feet on one side of a lot if two or more consecutive lots are approved for a zero lot line development by the site plan review committee.
- F. The placement of any mechanical equipment, including but not limited to, pool/spa equipment and evaporative coolers shall not be permitted in the five-foot side yard within the buildable area of the lot, or within five feet of rear/side property lines that are adjacent to the required side yard on adjoining lots. This provision shall not apply to street side yards on corner lots, nor shall it prohibit the surface mounting of utility meters and/or the placement of fixtures and utility lines as approved by the building and planning divisions.

17.12.100 Rear yard.

In the R-1 single-family residential zones, the minimum yard shall be twenty-five (25) feet, subject to the following exceptions:

A. On a corner or reverse corner lot the rear yard shall be twenty-five (25) feet on the narrow side or twenty (20) feet on the long side of the lot. The decision as to whether the short side or long side is used as the rear yard area shall be left to the applicant's discretion as long as a minimum area of one thousand five hundred (1,500) square feet of usable rear yard area is maintained. The remaining side yard to be a minimum of five feet.

B. Accessory structures not exceeding twelve (12) feet may be located in the required rear yard but not closer than three feet to any lot line provided that not more than twenty (20) percent of the area of the required rear yard shall be covered by structures enclosed on more than one side and not more than forty (40) percent may be covered by structures enclosed on only one side. On a reverse corner lot an accessory structure shall not be located closer to the rear property line than the required side yard on the adjoining key lot. An accessory structure shall not be closer to a side property line adjoining key lot and not closer to a side property line adjoining the street than the required front yard on the adjoining key lot.

C. Main structures may encroach up to five feet into a required rear yard area provided that such encroachment does not exceed one story and that a usable, open, rear yard area of at least one thousand five hundred (1,500) square feet shall be maintained. Such encroachment and rear yard area shall be approved by the city planner prior to issuing building permits.

17.12.110 Height of structures.

In the R-1 single-family residential zone, the maximum height of a permitted use shall be thirty-five (35) feet, with the exception of structures specified in Section 17.12.100(B).

17.12.120 Off-street parking.

In the R-1 single-family residential zone, subject to the provisions of Chapter 17.34.

17.12.130 Fences, walls and hedges.

In the R-1 single-family residential zone, fences, walls and hedges are subject to the provisions of Section 17.36.030.

RESOLUTION NO 2018-26

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING RIVER ISLAND RANCH TENTATIVE SUBDIVISION MAP NO. 5569: A REQUEST BY 4CREEKS, INC. TO SUBDIVIDE PARCELS TOTALING 55.99 ACRES INTO A 239-LOT SINGLE-FAMILY RESIDENTIAL SUBDIVISION AND SEVEN LETTERED LOTS FOR LANDSCAPING AND LIGHTING DISTRICT PURPOSES, LOCATED WITHIN THE R-1-5 (SINGLE-FAMILY RESIDENTIAL, MINIMUM 5,000 SQUARE FOOT LOT SIZE) ZONE. THE PROJECT SITE IS LOCATED ON THE EAST SIDE OF N. DINUBA BOULEVARD, APPROXIMATELY 600 FEET NORTH OF E. SHANNON PARKWAY AND SOUTH OF THE ST. JOHN'S RIVER (APN: 079-071-001, 016; 079-080-045, 049, 052, 053, 055).

WHEREAS, River Island Ranch Tentative Subdivision Map No. 5569 is a request by 4Creeks, Inc. to subdivide parcels totaling 55.99 acres into a 239-lot single-family residential subdivision and seven lettered lots for landscaping and lighting district purposes, located within the R-1-5 (Single-Family Residential, minimum 5,000 square foot lot size) zone. The project site is located on the east side of N. Dinuba Boulevard, approximately 600 feet north of E. Shannon Parkway and south of the St. John's River (APN: 079-071-001, 016; 079-080-045, 049, 052, 053, 055); and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice held a public hearing before said Commission on October 8, 2018; and

WHEREAS, the Planning Commission of the City of Visalia finds the tentative subdivision map to be in accordance with Section 16.16 of the Subdivision Ordinance of the City of Visalia, based on the evidence contained in the staff report and testimony presented at the public hearing; and

WHEREAS, the Planning Commission finds that Initial Study No. 2018-36 has identified that a significant, adverse environmental impact related to traffic generated by development of the subdivision may occur, based upon the conclusions of a traffic impact analysis prepared for the subdivision, and that mitigation measures incorporated into the project shall effectively reduce the environmental impact of traffic to a level that is less than significant subject to mitigation measures contained in the Mitigation Monitoring Program that are included in the Mitigated Negative Declaration and attached to Initial Study No. 2018-36. In addition, an Environmental Impact Report prepared for the City of Visalia General Plan, certified by Resolution No. 2014-37, adopted on October 14, 2014, was used for the adoption of the General Plan Land Use Designation of the subject site;

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

1. That the proposed location and layout of the River Island Ranch Tentative Subdivision Map No. 5569, its improvement and design, and the conditions under which it will be maintained is consistent with the policies and intent of the General Plan and Zoning Ordinance and Subdivision Ordinance. The 55.99-acre project site, which is the site of the proposed 239 lot single-family residential subdivision, is consistent with Land Use Policy LU-P-19 of the General Plan. Policy LU-P-19 states "ensure that growth occurs in a compact and concentric fashion by implementing the General Plan's phased growth strategy."
2. That the proposed River Island Ranch Tentative Subdivision Map No. 5569, its improvement and design, and the conditions under which it will be maintained will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity, nor is it likely to cause serious public health problems. The proposed tentative subdivision map will be compatible with adjacent land uses. The project site is bordered by existing residential development across from a natural river, a park, and vacant land.
3. That the site is physically suitable for the proposed tentative subdivision map. The River Island Ranch Tentative Subdivision Map No. 5569 is consistent with the intent of the General Plan and Zoning Ordinance and Subdivision Ordinance, and is not detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity. The project site is adjacent to land zoned for residential development, and the subdivision establishes a local street pattern that will serve the subject site and the future development of vacant parcels located to the south of the subject site.
4. That the site is physically suitable for the proposed tentative subdivision map and the project's density, which is consistent with the underlying Low Density Residential General Plan Land Use Designation. The proposed location and layout of the River Island Ranch Tentative Subdivision Map No. 5569, its improvement and design, and the conditions under which it will be maintained is consistent with the policies and intent of the General Plan and Zoning Ordinance and Subdivision Ordinance. The 55.99-acre project site, which is the site of the proposed 239-lot single-family residential subdivision, is consistent with Land Use Policy LU-P-19 of the General Plan. Policy LU-P-19 states "ensure that growth occurs in a compact and concentric fashion by implementing the General Plan's phased growth strategy."
5. That the proposed River Island Ranch Tentative Subdivision Map No. 5569, design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. The 239-lot subdivision is designed to comply with the City's Engineering Improvement Standards. Areas of dedication will be obtained as part of the tentative map recording for new street improvements, including the construction of curb, gutter, curb return, sidewalk, parkway landscaping, and pavement. Dedication of the off-site easement for public access and utilities has already been obtained by the City of Visalia through the recordation of grant easements.

6. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant with mitigation and that Mitigated Negative Declaration No. 2018-036, incorporating the Mitigation Monitoring Program included within, is hereby adopted. Furthermore, the design of the subdivision or the proposed improvements is not likely to neither cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat.

BE IT FURTHER RESOLVED that the Planning Commission hereby approves the tentative subdivision map on the real property herein above described in accordance with the terms of this resolution under the provisions of Section 16.16.110 of the Ordinance Code of the City of Visalia, subject to the following conditions:

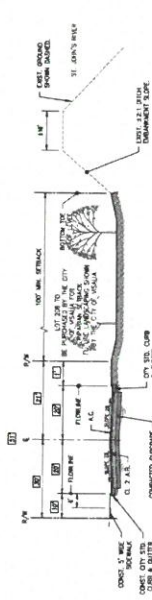
1. That the subdivision map be developed in substantial compliance with the comments and conditions of the Site Plan Review Committee as set forth under Site Plan Review No. 2018-042, incorporated herein by reference.
2. That the River Island Ranch Tentative Subdivision Map No. 5569 be prepared in substantial compliance with the subdivision map as Exhibit "A" and cross-sections as Exhibit "B".
3. That the setbacks for the single-family residential lots shall comply with the R-1-5 (Single-Family Residential 5,000 sq. ft. min. site area) zone district standards for the front, side, street side yard, and rear yard setbacks.
4. That the block walls located within the Landscape and Lighting District Lots shall transition to three-foot height adjacent to the street side yard setbacks lots as illustrated in Exhibit "A".
5. That prior to the issuance of any residential building permit on the site, the applicant / developer shall obtain and provide the City with a valid Will Serve Letter from the California Water Service Company.
6. That prior to occupancy of the first residence within the subdivision, an off-site improvement shall be made to Riverway Avenue in the form of a cul-de-sac terminus located approximately 900 feet east of Giddings Street.
7. That prior to occupancy of the first residence within the subdivision, the intersection of Riverway Avenue at Dinuba Boulevard shall be reconfigured to prevent left-turning movements.
8. That Phase 1 of the subdivision improvements shall install full improvements along the project's Dinuba Boulevard frontage, as required by Caltrans, and install Court Street from Shannon Parkway to Glendale Avenue prior to occupancy of the first residence within the subdivision.
9. That the mitigation measures found within the Mitigation Monitoring Plan for Mitigated Negative Declaration No. 2018-036 are hereby incorporated as conditions of this Tentative Subdivision Map.

10. That removal of any valley oak trees identified in the subdivision map, Exhibit "A", shall be subject to the issuance of a Valley Oak Tree Removal Permit, including any mitigation measures required by the City of Visalia Urban Forestry Division. Remaining valley oak trees shall be properly maintained, trimmed and watered. Development around the valley oak trees is subject to the City's Standard Specification for Building Around Valley Oak Trees. Any valley oak tree identified for tree trimming shall be subject to a Valley Oak Tree Trimming Permit.
11. That all applicable federal, state, regional, and city policies and ordinances be met.

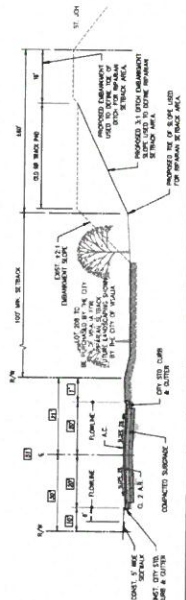
JUNE 2018

RIVER ISLAND RANCH TENTATIVE SUBDIVISION MAP

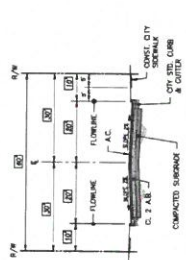
BEING A DIVISION OF THE S 13 SEC. 14 T 18 S. R 4 E. W 8 E. 1/4 IN THE CITY OF VISALIA, COUNTY OF TULARE, STATE OF CALIFORNIA.



RIVERWAY AVE CROSS SECTION

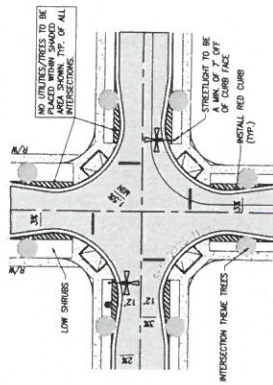


SANTA FE STREET CROSS SECTION

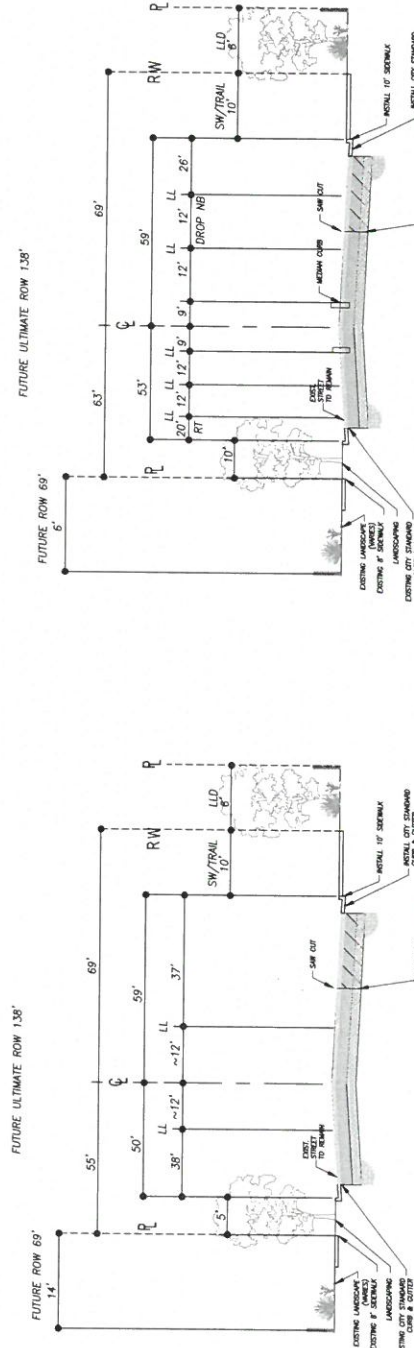


TYPICAL 60' RW STREET CROSS SECTION

Exhibit "B"

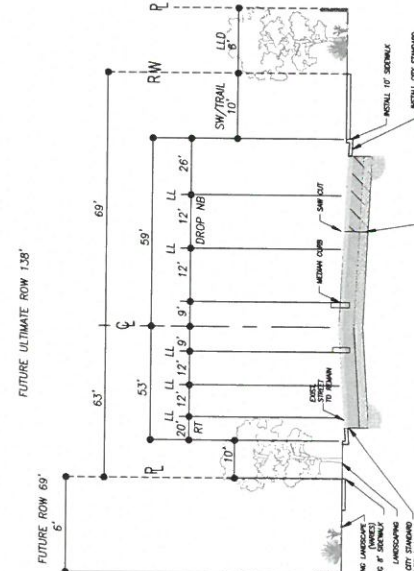


TYP. BULB-OUT



DINUBA BLVD CROSS SECTION (LOOKING NORTH)
AT RIVERWAY AVE.

FUTURE ULTIMATE ROW 138'



DINUBA BLVD CROSS SECTION (LOOKING NORTH)
AT GLENDALE AVE.

FUTURE ULTIMATE ROW 138'



VICINITY MAP

SCALE 1"=1/4" MILE

PREPARED BY
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September 5, 2018

6-TUL-63-10.45

2135-IGR/CEQA

RIVER ISLAND RANCH

REVISED TRAFFIC IMPACT ANALYSIS

TENTATIVE SUBDIVISION MAP NO. 5569

Mr. Brandon Smith, Senior Planner
City of Visalia – Community Development – Site Plan Review
315 East Acequia Avenue
Visalia, CA 93291

Dear Mr. Smith:

Thank you for the opportunity to review the *Revised* Traffic Impact Analysis (TIA) prepared for River Island Ranch subdivision (Project) under Tentative Subdivision Map (TSM) No. 5569 which proposes to divide 7 parcels totaling 55.99 acres into 239 residential lots. The Project proposes to be constructed in two phases (153 lots on the 1st phase and 86 lots on the 2nd phase). The Project's proposed site is located on the eastside of State Route (SR) 63 (Dinuba Boulevard), south of the St. John's Bridge and north of the SR 63 / Shannon Parkway intersection.

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

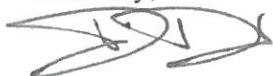
Caltrans provides the *following comments* consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

1. Access to SR 63 is proposed by a collector-type street (identified as Glendale Avenue) along the Project's southern boundary, opposite the existing driveway for the Visalia Riverway Sports Park on the west side of SR 63.
2. The revised TIA report confirms that Phase 1 of the Project will construct Court Street between Shannon Parkway and Glendale Avenue.
3. The traffic expected to be generated by the multi-family project (212 units) located northeast of the SR 63 / Shannon Parkway intersection has been included in the revised TIA.
4. The TIA states that the existing SR 63 / Riverway Drive intersection will be converted into a right-in/right-out driveway for the sports park with left turns and U-turns not being allowed.

5. As required by the City of Visalia, the Project will construct a cul-de-sac on Riverway Drive, approximately 900 feet east of Giddings Street. This portion of the Riverway Drive will be eliminated by the City and incorporated into the Sports Park site.
6. The Project will also construct a local street along the St. John's River frontage, which will not have access to SR 63.
7. Based on the City of Visalia's comments it is noted that the Sports Park would eventually need a northbound left turn to their driveway when the Sports Park is developed to the north.
8. As requested by the City of Visalia, the peak hour distribution percentages have been revised and updated to reflect only 10% of Project's trips are estimated to travel northbound on SR 63.
9. The traffic analysis has recommended that the Project's access to SR 63 opposite the Visalia Riverway Sports Park Driveway be mitigated by constructing a median worm to prevent left turns from westbound (Project) and eastbound (Sports Park) approaches to SR 63.
10. Left turns from northbound and southbound approaches on SR 63 would be allowed to the River Island Ranch Subdivision and the Sports Park. Caltrans concurs with the proposed median worm, with the understanding that Court Street will be connected to Glendale Avenue at opening day.
11. The SR 63 / Riverway Drive intersection is analyzed as a one way stop controlled intersection with no left-turning volumes from SR 63.
12. The ultimate transportation corridor concept for SR 63, within this segment, is a 6-lane conventional highway. A Dedication to Caltrans for 19 feet of right-of-way is needed to accommodate the ultimate configuration of SR 63 per Caltrans comments dated July 12, 2018.
13. The Project should widen and improve SR 63 along their frontage to accommodate a raised median, two northbound lanes, standard shoulder and a Class II bike lane, curb and gutter, landscape strips, and sidewalk as part of opening day mitigations.
14. Caltrans has requested to review the proposed SR 63 cross sections along the Project's frontage. These cross sections should show the ultimate right-of-way and should consider the future northbound left turn lane to Riverway Drive.

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

Sincerely,



DAVID DEEL

Associate Transportation Planner
Transportation Planning - North

From: Navarro, Michael@DOT [mailto:michael.navarro@dot.ca.gov]

Sent: Tuesday, September 11, 2018 3:10 PM

To: Brandon Smith

Cc: Lee, Albert M@DOT; Brandon Smith; Thanas, Ilda@DOT

Subject: RE: Right-of-Way Question

Good afternoon Brandon,

We have reviewed the proposed cross section and have confirmed that the 138' (69' from CL) is adequate for this segment of roadway, recognizing the elimination of the need to accommodate left turns at Riverway Drive. Furthermore:

- It is understood that the developer has obtained the necessary signatures to make the connection to Court Street.
- Although it does not affect the cross section, it should be noted that the inside travel lane should be 14'. This will result in 24' (rather than 26' as shown) between curb and the #2 lane.
- It is understood that the 6' designated for LLD is outside of State ROW and will be maintained by the City and/or developer through a separate agreement.
- When designing for the pave out from the saw cut, the designer needs to take into consideration from centerline of the roadway out to satisfy standard total cross slope (not just from sawcut); and for establishing correct elevation for curb and gutter.

Additional comments will follow once engineered drawings are developed for the encroachment permit process. Please feel free to contact me should you have any questions. Thank you.

Exhibit "D"



CALIFORNIA WATER SERVICE

Visalia District 216 North Valley Oaks Drive
Visalia, CA 93292 Tel: (559) 624-1600

June 15, 2018

City of Visalia
Planning Division
315 E Acequia Ave
Visalia, CA 93291

Will Serve Letter
Tentative Subdivision Map No. 5569
For River Island Ranch
APN: 079-071-001,016; 079-080-045, 049, 052, 053, 055
Developer: 4Creeks

Gentlemen:

As a regulated utility, California Water Service Company Visalia district ("Cal Water") has an obligation to provide water service in accordance with the rules and regulations of the California Public Utility Commission (CPUC). Assuming you receive all required permits from City of Visalia, Cal Water will provide water service to the above referenced project. Cal Water agrees to operate the water system and provide service in accordance with the rules and regulations of the California Public Utilities Commission (CPUC) and the company's approved tariffs on file with the CPUC. This will serve letter shall remain valid for **two years** from the date of this letter. If construction of the project has not commenced within this **two year** time frame, Cal Water will be under no further obligation to serve the project unless the developer receives an updated letter from Cal Water reconfirming our commitment to serve the above mentioned project. Additionally, Cal Water reserves the right to rescind this letter at any time in the event its water supply is severely reduced by legislative, regulatory or environmental actions.

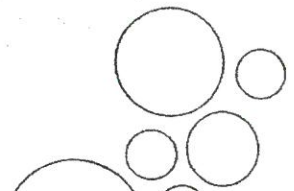
Cal Water will provide such potable¹ water at such pressure as may be available from time to time as a result of its normal operations per the company's tariffs on file with the CPUC. Installation of facilities through developer funding shall be made in accordance with the current rules and regulations of the CPUC including, among others, Tariff Rules 15 and 16 and General Order 103-A. In order for us to provide adequate water for domestic use as well as fire service protection, it may be necessary for the developer to fund the cost of special facilities, such as, but not limited to, booster pumps, storage tanks and/or water wells,² in addition to the cost of mains and services. Cal Water will provide more specific information regarding special facilities and fees after you provide us with your improvement plans, fire department requirements, and engineering fees for this project.

¹ This portion of the letter to be modified accordingly in the event the development for which this letter is being generated is to be served with potable and non-potable water.

² For the districts that collect facility fees on a per lot basis, delete the reference to wells as a special facility here and add in the following sentence, "Developer will also be required to contribute towards Cal Water's water supply by paying facilities fees on a per lot basis as described in Rule 15"

Quality. Service. Value.
calwater.com

Exhibit "E"





CALIFORNIA WATER SERVICE

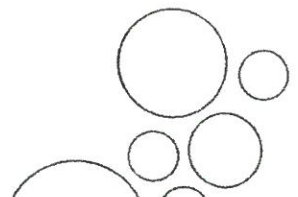
This letter shall at all times be subject to such changes or modifications by the CPUC as said Commission may, from time to time, require in the exercise of its jurisdiction.

If you have any questions regarding the above, please call me at (559) 624-1600.

Sincerely,

Tamara Kelly
District Manager

cc: Devi Prasanna – Cal Water Engineering Dept.
File



DEPARTMENT OF TRANSPORTATION

DISTRICT 6

1352 WEST OLIVE AVENUE

P.O. BOX 12616

FRESNO, CA 93778-2616

PHONE (559) 488-7396

FAX (559) 488-4088

TTY 711

www.dot.ca.gov

Making Conservation a
California way of life.

September 27, 2018

6-TUL-63-10.45
2135-IGR/CEQA
RIVER ISLAND RANCH
MITIGATED NEGATIVE DECLARATION
TENTATIVE SUBDIVISION MAP NO. 5569Mr. Brandon Smith, Senior Planner
City of Visalia – Community Development – Site Plan Review
315 East Acequia Avenue
Visalia, CA 93291

Dear Mr. Smith:

Thank you for the opportunity to review the Mitigated Negative Declaration (MND) prepared for River Island Ranch subdivision (Project) under Tentative Subdivision Map (TSM) No. 5569 which proposes to divide 7 parcels totaling 55.99 acres into 239 residential lots. The Project proposes to be constructed in two phases (153 lots in the 1st phase and 86 lots in the 2nd phase). The Project's proposed site is located on the eastside of State Route (SR) 63 (Dinuba Boulevard), south of the St. John's Bridge and north of the SR 63 / Shannon Parkway intersection.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Caltrans provides the *following comments* consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

1. In Section IV under the Mitigation Monitoring Program of the Initial Study (IS), Mitigation Measure 1.4 states "The median worm described in Mitigation Measure 1.1 will prevent ... the westbound Glendale Avenue to southbound", Caltrans recommends the following change: "The median worm described in Mitigation Measure 1.1 will restrict the left-turn movements from westbound Glendale Avenue and eastbound from the Sport Park entrance to southbound and northbound SR 63 (Dinuba Boulevard)".
2. Also, in the same paragraph, it states, "This off-site roadway shall, at a minimum, consists of one paced northbound lane ...", please change 'paced' to 'paved'.
3. Additionally, in Section XVI under Transportation and Traffic, part "b", in the seventh paragraph, it states "This off-site roadway shall, at a minimum, consists of one paced northbound lane ...", please change 'paced' to 'paved'.
4. Per Caltrans letter dated September 5, 2018 (attached), comment #14 indicates, the ultimate transportation corridor concept along this segment of SR 63 is a 6-lane conventional highway. An Irrevocable Offer of Dedication (IOD) to Caltrans for 19 feet of right-of-way is needed to accommodate the ultimate configuration of SR 63.

5. Per Caltrans letter dated September 5, 2018 (attached), comment #13 indicates that the Project should widen and improve SR 63 along its frontage to accommodate a raised median, two northbound lanes, standard shoulder and a Class II bike lane, curb and gutter, landscape strips, and sidewalk as part of opening day mitigation.
6. The sidewalk shall be maintained per a "District 6" approved maintenance agreement.
7. An encroachment permit must be obtained for all proposed activities for placement of encroachments within, under or over the State highway rights-of-way. Activity and work planned in the State right-of-way shall be performed to State standards and specifications, at no cost to the State. The Permit Department and the Environmental Planning Branch will review and approve the activity and work in the State right-of-way before an encroachment permit is issued. Encroachment permits will be issued in accordance with Streets and Highway Codes, Section 671.5, "Time Limitations." Encroachment permits do not run with the land. A change of ownership requires a new permit application. Only the legal property owner or his/her authorized agent can pursue obtaining an encroachment permit.
8. Upon project approval by the local public agency and prior to an encroachment permit application submittal, the project proponent is required to schedule a "Pre-Submittal" meeting with District 6 Encroachment Permit Office. **Please call the Caltrans Encroachment Permit Office - District 6: 1352 W. Olive, Fresno, CA 93778, at (559) 488-4058. Please review the permit application checklist at:**
<https://forms.dot.ca.gov/v2Forms/servlet/FormRenderer?frmid=TR0402&distpath=MAOTO&brapath=PERM>
9. Dust control measures shall be implemented on the site in a manner to prevent dust from entering the State right-of-way.
10. No water from the proposed project shall flow into the State right-of-way without approval from the District Hydraulic Engineer.
11. All proposed landscaping plans shall meet current standards as determined by the District Landscape Architect. Proposed landscaping adjacent to driveways needs to be low growing, less than two feet in height, due to sight distance concerns. All features of landscaping shall be evaluated for type, location and site visibility conflicts during the encroachment review process. All permits for landscaping in conventional highway right-of-way must be accompanied by a "District" approved maintenance agreement obligating a local agency or the permittee to maintaining the landscaping.

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

Sincerely,



DAVID DEEL
Associate Transportation Planner
Transportation Planning - North

DEPARTMENT OF TRANSPORTATION**DISTRICT 6**

1352 WEST OLIVE AVENUE

P.O. BOX 12616

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*Making Conservation a
California way of life.*

October 3, 2018

6-TUL-63-10.45
2135-IGR/CEQA
RIVER ISLAND RANCH
RIGHT OF WAY DEDICATION
TENTATIVE SUBDIVISION MAP NO. 5569

Mr. Brandon Smith, Senior Planner
City of Visalia – Community Development – Site Plan Review
315 East Acequia Avenue
Visalia, CA 93291

Dear Mr. Smith:

Caltrans provides the following clarification regarding Comment #4 per Caltrans letter dated September 27, 2018. This is in reference to the Mitigated Negative Declaration (MND) prepared for River Island Ranch subdivision (Project) under Tentative Subdivision Map (TSM) No. 5569 which proposes to divide 7 parcels totaling 55.99 acres into 239 residential lots. The Project's proposed site is located on the eastside of State Route (SR) 63 (Dinuba Boulevard), south of the St. John's Bridge and north of the SR 63 / Shannon Parkway intersection.

Comment #4 is replaced with the following:

4. Caltrans has reviewed the proposed cross section and confirmed that the total right-of-way (ROW) width of 138 feet (69 feet from the centerline) is adequate for this segment of SR 63 within the vicinity of the Project. Therefore, the Project will provide a dedication of ROW to achieve 69 feet of ROW along the Project's frontage from the centerline of SR 63. Dedications required by the Lead Agency need to be shown on a revised site plan and forwarded for our review. A summary of the requirements for right-of-way dedications is enclosed.

The 138 feet ROW width takes into consideration: the elimination of left turns at Riverway Drive; that the developer has obtained the necessary approvals to make the Court Street connection; that the inside travel lane should be 14 feet; that the 6 feet designated for landscaping is outside of State ROW and will be maintained by the City and/or developer through a separate agreement; and when designing for the pave out from the saw cut, the Project needs to take into consideration, from the centerline of the roadway out, to satisfy the standard total cross slope (not just from sawcut) to establish the correct elevation for curb and gutter.

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

Sincerely,

DAVID DEEL
Associate Transportation Planner
Transportation Planning - North

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

**NOTICE OF A PROPOSED
INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION**

Project Title: River Island Ranch Tentative Subdivision Map No. 5569

Project Description: River Island Ranch Tentative Subdivision Map No. 5569 is a request to subdivide property totaling 55.99 acres into a 239 lot single-family residential subdivision and seven lettered lots for landscaping and lighting district purposes. The subdivision of property, occurring over two phases, will include the creation of public local streets that will provide access to the lots. Primary access is provided through a public street accessed from Dinuba Boulevard, designated as State Route 63. The project will include off-site improvements along the Court Street alignment south of the project to facilitate the extension of public utilities, including storm water and sanitary sewer, and to extend vehicular circulation along Court Street between the project site and Shannon Parkway. The project site has a zoning designation of R-1-5 (Single-Family Residential, minimum 5,000 square foot lot size).

Project Location: The site of the subdivision map is located on the east side of Dinuba Boulevard (State Route 63), approximately 600 feet north of Shannon Parkway and south of the St. John's River within the City of Visalia, situated in Tulare County. (APN: 079-071-001, 016; 079-080-045, 049, 052, 053, 055)

Contact Person: Brandon Smith, Senior Planner

Phone: (559) 713-4636

Email: brandon.smith@visalia.city

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

Reasons for Mitigated Negative Declaration: Initial Study No. 2018-36 has identified environmental impact(s) that may occur because of the project; however, with the implementation of mitigation measures identified, impact(s) will be reduced to a level that is less than significant. Copies of the initial study and other documents relating to the subject project may be examined by interested parties at the Planning Division in City Hall East, at 315 East Acequia Avenue, Visalia, CA.

Comments on this proposed Negative Declaration will be accepted from September 18, 2018 to October 8, 2018.

Date: 9-12-18

Signed: 
Paul Scheibel, AICP
Environmental Coordinator
City of Visalia

MITIGATED NEGATIVE DECLARATION

Project Title: River Island Ranch Tentative Subdivision Map No. 5569

Project Description: River Island Ranch Tentative Subdivision Map No. 5569 is a request to subdivide property totaling 55.99 acres into a 239 lot single-family residential subdivision and seven lettered lots for landscaping and lighting district purposes. The subdivision of property, occurring over two phases, will include the creation of public local streets that will provide access to the lots. Primary access is provided through a public street accessed from Dinuba Boulevard, designated as State Route 63. The project will include off-site improvements along the Court Street alignment south of the project to facilitate the extension of public utilities, including storm water and sanitary sewer, and to extend vehicular circulation along Court Street between the project site and Shannon Parkway. The project site has a zoning designation of R-1-5 (Single-Family Residential, minimum 5,000 square foot lot size).

Project Location: The site of the subdivision map is located on the east side of Dinuba Boulevard (State Route 63), approximately 600 feet north of Shannon Parkway and south of the St. John's River within the City of Visalia, situated in Tulare County. (APN: 079-071-001, 016; 079-080-045, 049, 052, 053, 055)

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

Attachments:

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

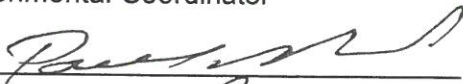
DECLARATION OF NO SIGNIFICANT EFFECT:

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

- (a) The project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.
- (b) The project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.
- (c) The project does not have environmental effects which are individually limited but cumulatively considerable. Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.
- (d) The environmental effects of the project will not cause substantial adverse effects on human beings, either directly or indirectly.

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

APPROVED
Paul Scheibel, AICP
Environmental Coordinator

By: 

Date Approved: 9-12-18

Review Period: 20 days

INITIAL STUDY

I. GENERAL

A. Project Name and Description: River Island Ranch Tentative Subdivision Map No. 5569 is a request to subdivide property totaling 55.99 acres into a 239 lot single-family residential subdivision and seven lettered lots for landscaping and lighting district purposes. The subdivision of property, occurring over two phases, will include the creation of public local streets that will provide access to the lots. Primary access is provided through a public street accessed from Dinuba Boulevard, designated as State Route 63. The project will include off-site improvements along the Court Street alignment south of the project to facilitate the extension of public utilities, including storm water and sanitary sewer, and to extend vehicular circulation along Court Street between the project site and Shannon Parkway. The project site has a zoning designation of R-1-5 (Single-Family Residential, minimum 5,000 square foot lot size).

The site of the subdivision map is located on the east side of Dinuba Boulevard (State Route 63), approximately 600 feet north of Shannon Parkway and south of the St. John's River within the City of Visalia, situated in Tulare County. (APN: 079-071-001, 016; 079-080-045, 049, 052, 053, 055)

B. Identification of the Environmental Setting:

The project site consists of an existing 55.99-acre parcel directly bounded by roadways on the west sides, vacant property on the south side, and the St. John's River on the north and east sides. Dinuba Boulevard, designated as State Route 63, borders the west side of the site. It is currently improved as a three-lane (one northbound and two southbound) arterial street. The subdivision improvements will include widening the east side of Dinuba Boulevard to its ultimate right-of-way width determined by Caltrans, and installing improvements that include curb, gutter, sidewalk, and landscaping. The site is currently unimproved along the Dinuba Boulevard frontage. The project site abuts a single-family residence to the south.

The project site is vacant and unimproved. Within the last two years the site was planted and maintained with orchards. There are foundations from a single-family residence and buildings housing agricultural operations, which existed on the west side of the site but have been demolished for at least ten years.

The property is directly adjacent to urban development on the west side. Fully urbanized development exists further to the west, south, and southeast of the property. The surrounding uses, Zoning, and General Plan are as follows:

	General Plan (2014 Land Use)	Zoning (2017)	Existing uses
North:	Conservation, Agriculture	N/A (County jurisdiction)	St. John's River, single-family residence with contracting business, landscape nursery, single-family residences
South:	Commercial Mixed Use, High Density Residential & Medium Density Residential	C-MU (Commercial Mixed Use), R-M-3 (Multi-Family Residential, one unit per 1,200 sq. ft. site area), R-M-2 (Multi-Family Residential, one unit per 3,000 sq. ft. site area), and	Single-family residences, vacant land
East:	Conservation, Agriculture	N/A (County jurisdiction)	Single-family residences
West:	Parks/Recreation	QP (Quasi-Public)	City regional sports park

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

C. Plans and Policies: The General Plan Land Use Diagram designates the site as Low Density Residential and the Zoning Map designates the site as R-1-5 (Single-Family Residential 5,000 square feet minimum area). The proposed project is consistent with the Land Use Element of the General Plan.

II. ENVIRONMENTAL IMPACTS

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

III. MITIGATION MEASURES

The following mitigation measures, which are listed below, will reduce potential environmental impacts related to Transportation / Traffic Impacts to a less than significant level as shown below:

Transportation / Traffic – A Traffic Impact Analysis prepared for the proposed project (ref.: Revised Traffic Impact Analysis for Proposed River Island Ranch Residential Subdivision. August 17, 2018, Peters Engineering Group) has concluded that roadway operating conditions for intersections and roadways in the vicinity of the project area either are or will be significantly impacted with the addition of the proposed project. To ensure that intersections and roadways will operate at acceptable LOS "D" or better through the year 2038, the Analysis Report recommends mitigation to be incorporated into the project.

Therefore, to ensure that there will not be significant impacts to transportation / traffic in association with the project, the project shall be developed with the three Mitigation Measures as described in the "Recommended Mitigation Measures" section (page 25) of the above-referenced Traffic Impact Analysis. In addition, the project shall be developed with a fourth Mitigation Measure to ensure that an off-site roadway segment (Court Street between Shannon Parkway and Glendale Avenue) is constructed in correlation with the project as discussed on pages 1 and 24. The mitigations are included as an attachment to the Mitigated Negative Declaration.

Staff has incorporated these recommendations as required mitigation measures. Therefore, to ensure that transportation / traffic requirements are met for the proposed project, the project shall be developed and shall operate in substantial compliance with the Mitigation Measures 1.1 through 1.4. These mitigation measures are included in Section IV below as part of this Initial Study.

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

IV. MITIGATION MONITORING PROGRAM

<u>Mitigation Measure</u>	<u>Responsible Party</u>	<u>Timeline</u>
Transportation / Traffic Impact Mitigation Measure 1.1: For the Visalia Riverway Sports Park Driveway (a.k.a. Glendale Avenue) / Dinuba Boulevard intersection, a median worm (or similar measure as approved by the City Engineer and City Planner) be constructed to prevent left turns from the eastbound and westbound approaches to Dinuba Boulevard. Left turns from the northbound and southbound approaches on	Project Applicant	Mitigation shall be enforced and carried out during the project's construction, and shall be completed prior to the final of the first dwelling unit building permit within the subdivision.

Dinuba Boulevard would be allowed.		
Transportation / Traffic Impact Mitigation Measure 1.2: For the Riggins Avenue / Giddings Street intersection, the Project shall mitigate its share of the significant cumulative impact by participating in signalization of the intersection through payment of City development [transportation] impact fees or a fair share. Split phasing is recommended in the northbound and southbound directions if the installation of left-turn lanes is not feasible based on the width of Giddings Street.	Project Applicant	Mitigation shall be enforced with the payment of development impact fees, which is done at the time of final map recordation.
Transportation / Traffic Impact Mitigation Measure 1.3: For the Riggins Avenue / Court Street intersection, the Project shall mitigate its share of the significant cumulative impact by participating in signalization of the intersection through payment of City development [transportation] impact fees or a fair share.	Project Applicant	Mitigation shall be enforced with the payment of development impact fees, which is done at the time of final map recordation.
Transportation / Traffic Impact Mitigation Measure 1.4: The median worm described in Mitigation Measure 1.1 will prevent left turns from the westbound Glendale Avenue to southbound Dinuba Boulevard. In order to provide an alternate means for the 239 lots within the subdivision to access southbound Dinuba Boulevard, the Project shall include the construction of Court Street between Glendale Avenue and Shannon Parkway. This off-site roadway shall, at a minimum, consist of one paved northbound lane and one paved southbound lane. The Project's Traffic Impact Analysis reflects that this roadway will be constructed with Phase 1 of the Project.	Project Applicant	Mitigation shall be enforced and carried out during the project's construction, and shall be completed prior to the final of the first dwelling unit building permit within the subdivision.

IV. PROJECT COMPATIBILITY WITH EXISTING ZONES AND PLANS

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

V. SUPPORTING DOCUMENTATION

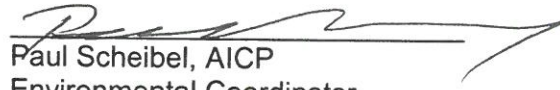
The following documents are hereby incorporated into this Negative Declaration and Initial Study by reference:

- Visalia General Plan Update. Dyett & Bhatia, October 2014.
- Visalia City Council Resolution No. 2014-38 (Certifying the Visalia General Plan Update) passed and adopted October 14, 2014.
- Visalia General Plan Update Final Environmental Impact Report (SCH No. 2010041078). Dyett & Bhatia, June 2014.
- Visalia General Plan Update Draft Environmental Impact Report (SCH No. 2010041078). Dyett & Bhatia, March 2014.
- Visalia City Council Resolution No. 2014-37 (Certifying the EIR for the Visalia General Plan Update) passed and adopted October 14, 2014.
- Visalia Municipal Code, including Title 17 (Zoning Ordinance).
- California Environmental Quality Act Guidelines.
- City of Visalia, California, Climate Action Plan, Draft Final. Strategic Energy Innovations, December 2013.
- Visalia City Council Resolution No. 2014-36 (Certifying the Visalia Climate Action Plan) passed and adopted October 14, 2014.

- City of Visalia Storm Water Master Plan. Boyle Engineering Corporation, September 1994.
- City of Visalia Sewer System Master Plan. City of Visalia, 1994.
- City of Visalia Zoning Ordinance Update. City of Visalia, March 2017.
- River Island Ranch Tentative Subdivision Map exhibit (see Exhibit "A")
- Traffic Impact Analysis prepared for Proposed River Island Ranch Residential Subdivision. Peters Engineering Group, August 17, 2018.
- Air Impact Assessment application approval letter and enclosures. San Joaquin Valley Air Pollution Control District, August 29, 2018.

VI. NAME OF PERSON WHO PREPARED INITIAL STUDY

Brandon Smith, AICP
Senior Planner



Paul Scheibel, AICP
Environmental Coordinator

**INITIAL STUDY
ENVIRONMENTAL CHECKLIST**

Name of Proposal	River Island Ranch Tentative Subdivision Map No. 5569		
NAME OF PROPONENT:	104 Investments, LLC	NAME OF AGENT:	4Creeks, Inc.
Address of Proponent:	1396 W. Herndon Avenue, Suite 110	Address of Agent:	324 S. Santa Fe Street, Suite A
	Fresno, CA 93711		Visalia, CA 93292
Telephone Number:	(559) 440-8300	Telephone Number:	(559) 802-3052
Date of Review	September 12, 2018	Lead Agency:	City of Visalia

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

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

I. AESTHETICS

Would the project:

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

II. AGRICULTURAL RESOURCES

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

- 2 a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use?
- 2 b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- 1 c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?
- 1 d) Result in the loss of forest land or conversion of forest land to non-forest use?
- 1 e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use?

III. AIR QUALITY

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

- 2 a) Conflict with or obstruct implementation of the applicable air quality plan?
- 2 b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
- 2 c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?
- 2 d) Expose sensitive receptors to substantial pollutant concentrations?
- 1 e) Create objectionable odors affecting a substantial number of people?

IV. BIOLOGICAL RESOURCES

Would the project:

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

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

V. CULTURAL RESOURCES

Would the project:

- 1 a) Cause a substantial adverse change in the significance of a historical resource as defined in Public Resources Code Section 15064.5?
- 1 b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Public Resources Code Section 15064.5?
- 1 c) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?
- 1 d) Disturb any human remains, including those interred outside of formal cemeteries?

VI. GEOLOGY AND SOILS

Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - 1 i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
 - 1 ii) Strong seismic ground shaking?
 - 1 iii) Seismic-related ground failure, including liquefaction?
 - 1 iv) Landslides?
- 1 b) Result in substantial soil erosion or loss of topsoil?
- 1 c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?
- 1 d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?
- 1 e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

VII. GREENHOUSE GAS EMISSIONS

Would the project:

- 2 a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- 2 b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

- 1 b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- 1 c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- 1 d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
- 1 e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?
- 1 f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?
- 1 g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- 1 h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

IX. HYDROLOGY AND WATER QUALITY

Would the project:

- 2 a) Violate any water quality standards of waste discharge requirements?
- 2 b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?
- 2 c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?
- 2 d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
- 2 e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
- 2 f) Otherwise substantially degrade water quality?
- 2 g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?
- 2 h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?
- 2 i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?
- 1 j) Inundation by seiche, tsunami, or mudflow?

X. LAND USE AND PLANNING

Would the project:

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

XI. MINERAL RESOURCES

Would the project:

- 1 a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- 1 b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

XII. NOISE

Would the project result in:

- 2 a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- 1 b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
- 2 c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- 2 d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
- 1 e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?
- 1 f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

XIII. POPULATION AND HOUSING

Would the project:

- 2 a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- 1 b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- 1 c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

XIV. PUBLIC SERVICES

Would the project:

- 1 a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to

maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- 1 i) Fire protection?
- 1 ii) Police protection?
- 1 iii) Schools?
- 1 iv) Parks?
- 1 v) Other public facilities?

XV. RECREATION

Would the project:

- 1 a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- 1 b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

XVI. TRANSPORTATION / TRAFFIC

Would the project:

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

XVII. TRIBAL CULTURAL RESOURCES

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

- 1 a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
- 2 b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section

5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

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

XVIII. UTILITIES AND SERVICE SYSTEMS

Would the project:

- 1 a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
- 2 b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- 2 c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- 1 d) Have sufficient water supplies available to service the project from existing entitlements and resources, or are new or expanded entitlements needed?
- 1 e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- 1 f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- 1 g) Comply with federal, state, and local statutes and regulations related to solid waste?

XIX. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

- 2 a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?
- 3 b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?
- 3 c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; *Sundstrom v. County of Mendocino*, (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors*, (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

Revised 2016

Authority: Public Resources Code sections 21083 and 21083.09

DISCUSSION OF ENVIRONMENTAL EVALUATION

I. AESTHETICS

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

The project is proposing to subdivide 55.99 acres for development of single-family residential units. The development of the project site with residential units is consistent with the Low Density Residential General Plan Land Use Designation and R-1-5 zoning as identified in Table 9-1 "*Consistency between the Plan and Zoning*" of the General Plan.

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

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

II. AGRICULTURAL RESOURCES

- a. The project is located on property that is identified as Prime Farmland based on maps prepared by the California Department of Conservation and contained within the Visalia General Plan, Figure 6-4

The Visalia General Plan Update Environmental Impact Report (EIR) has already considered the environmental impacts of the conversion of properties within the Planning Area into non-agriculture uses. Overall, the General Plan results in the conversion of over 14,000 acres of Important Farmland to urban uses, which is considered significant and unavoidable. Aside from preventing development altogether the conversion of Important Farmland to urban uses cannot be directly mitigated, through the use of agricultural conservation easements or by other means. However, the General Plan contains multiple policies that together work to limit conversion only to the extent needed to accommodate long-term growth. The General Plan policies identified under Impact 3.5-1 of the EIR serve as the mitigation that assists in reducing the severity of the impact to the extent possible while still achieving the General Plan's goals of accommodating a certain amount

of growth to occur within the Planning Area. These policies include the implementation of a three-tier growth boundary system that assists in protecting open space around the City fringe and maintaining compact development within the City limits.

The project will be consistent with Policy LU-P-34. The conversion of the site from an agricultural use to urban development does not require mitigation to offset the loss of prime farmland as stated in Policy LU-P-34. The policy states; "the mitigation program shall specifically allow exemptions for conversion of agricultural lands in Tier I."

Because there is still a significant impact to loss of agricultural resources after conversion of properties within the General Plan Planning Area to non-agricultural uses, a Statement of Overriding Considerations was previously adopted with the Visalia General Plan Update EIR.

- b. The project site is zoned R-1-5 (Single-family Residential 5,000 square feet minimum site area) which is consistent with the land use designation of Low Density Residential for the project site.

A 54-acre portion of the project site is within Agricultural Preserve No. 3595, and under Land Conservation (Williamson Act) Contract No. 10353. At the time the contract was established, the City of Visalia did not protest the formation of the agricultural preserve and contract. A Notice of Full Nonrenewal was subsequently filed on the contract and took effect starting in 2009. The Contract will expire on January 1, 2019. The project will therefore not conflict with an existing Williamson Act contract since the Contract will be expired prior to the recording of any subdivision map or the construction of homes.

- c. There is no forest land or timberland currently located on the site, nor does the site conflict with a zoning for forest land, timberland, or timberland zoned Timberland Production.
- d. There is no forest or timberland currently located on the site.
- e. The project will not involve any changes that would promote or result in the conversion of farmland to non-agriculture use. The subject property is currently designated for an urban rather than agricultural land use. Properties that are vacant may develop in a way that is consistent with their zoning and land use designated at any time. The adopted Visalia General Plan's implementation of a three-tier growth boundary system further assists in protecting open space around the City fringe to ensure that premature conversion of farmland to non-agricultural uses does not occur.

III. AIR QUALITY

- a. The project site is located in an area that is under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The project in itself does not disrupt implementation of the San Joaquin Regional Air Quality

Management Plan, and will therefore be a less than significant impact.

- b. Development under the Visalia General Plan will result in emissions that will exceed thresholds established by the SJVAPCD for PM10 and PM2.5. The project will contribute to a net increase of criteria pollutants and will therefore contribute to exceeding the thresholds. Also the project could result in short-term air quality impacts related to dust generation and exhaust due to construction and grading activities. This site was evaluated in the Visalia General Plan Update EIR for conversion into urban development. Development under the General Plan will result in increases of construction and operation-related criteria pollutant impacts, which are considered significant and unavoidable. General Plan policies identified under Impacts 3.3-1 and 3.3-2 serve as the mitigation that assists in reducing the severity of the impact to the extent possible while still achieving the General Plan's goals of accommodating a certain amount of growth to occur within the Planning Area.

The project is required to adhere to requirements administered by the SJVAPCD to reduce emissions to a level of compliance consistent with the District's grading regulations. Compliance with the SJVAPCD's rules and regulations will reduce potential impacts associated with air quality standard violations to a less than significant level.

In addition, development of the project will be subject to the SJVAPCD Indirect Source Review (ISR, Rule 9510) procedures that became effective on March 1, 2006. The Applicant will be required to obtain permits demonstrating compliance with Rule 9510, or payment of mitigation fees to the SJVAPCD. The San Joaquin Valley Air Pollution Control District approved the project's Air Impact Assessment application based on a letter dated August 29, 2018, as ISR Project No. C-20180264.

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

The project is required to adhere to requirements administered by the SJVAPCD to reduce emissions to a level of compliance consistent with the District's grading regulations. Compliance with the SJVAPCD's rules and regulations will reduce potential impacts associated with air quality standard violations to a less than significant level.

In addition, development of the project will be subject to the SJVAPCD Indirect Source Review (Rule 9510) procedures that became effective on March 1, 2006. The Applicant will be required to obtain permits demonstrating compliance with Rule 9510, or payment of mitigation fees to the SJVAPCD. The San Joaquin Valley Air Pollution

Control District approved the project's Air Impact Assessment application based on a letter dated August 29, 2018, as ISR Project No. C-20180264.

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

IV. BIOLOGICAL RESOURCES

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

In addition, staff had conducted an on-site visit to the site in September 2018 to observe biological conditions and did not observe any evidence or symptoms that would suggest the presence of a sensitive, candidate, or special species.

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

- b. The project is not located within an identified sensitive riparian habitat or other natural community. The north and east side of the project is located adjacent to the St. John's River, which is a major surface water resource in the area. The project incorporates a minimum 100-foot riparian habitat development setback from the south levee's landside outside-bottom tow, consistent with General Plan Policy OSC-P-22. The riparian area will be dedicated to the City of Visalia for future landscaping and public trails. No residential development will occur within this riparian setback.

Citywide biological resources were evaluated in the Visalia General Plan Update Environmental Impact Report (EIR). The EIR concluded that certain sensitive natural communities may be directly or indirectly affected by future development within the General Plan Planning Area, particularly valley oak woodlands and valley oak riparian woodlands. Such effects would be considered significant. However, the General Plan contains multiple policies, identified under Impact 3.8-2 of the EIR, that together work to reduce the potential for impacts on woodlands located within in the Planning Area. With

implementation of these policies, impacts on woodlands will be less than significant.

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

Citywide biological resources were evaluated in the Visalia General Plan Update Environmental Impact Report (EIR). The EIR concluded that certain protected wetlands and other waters may be directly or indirectly affected by future development within the General Plan Planning Area. Such effects would be considered significant. However, the General Plan contains multiple policies, identified under Impact 3.8-3 of the EIR, that together work to reduce the potential for impacts on wetlands and other waters located within in the Planning Area. With implementation of these policies, impacts on wetlands will be less than significant.

- d. Citywide biological resources were evaluated in the Visalia General Plan Update Environmental Impact Report (EIR). The EIR concluded that the movement of wildlife species may be directly or indirectly affected by future development within the General Plan Planning. Such effects would be considered significant. However, the General Plan contains multiple policies, identified under Impact 3.8-4 of the EIR, that together work to reduce the potential for impacts on wildlife movement corridors located within in the Planning Area. With implementation of these policies, impacts on wildlife movement corridors will be less than significant.
- e. The City has a municipal ordinance in place to protect valley oak trees. All existing valley oak trees on the project site will be under the jurisdiction of this ordinance. Any oak trees to be removed from the site are subject to the jurisdiction of the municipal ordinance.
- f. There are no local or regional habitat conservation plans for the area.

V. CULTURAL RESOURCES

- a. There are no known historical resources located within the project area. If some potentially historical or cultural resource is unearthed during development all work should cease until a qualified professional archaeologist can evaluate the finding and make necessary mitigation recommendations.
- b. There are no known archaeological resources located within the project area. If some archaeological resource is unearthed during development all work should cease until a qualified professional archaeologist can evaluate the finding and make necessary mitigation recommendations.
- c. There are no known unique paleontological resources or geologic features located within the project area. In the event that potentially significant cultural resources are discovered during ground disturbing activities associated with project preparation, construction, or completion, work shall halt in that area until a qualified Native American Tribal observer, archeologist, or paleontologist can assess the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with Tulare County Museum, Coroner, and other appropriate agencies and interested parties.
- d. There are no known human remains buried in the project vicinity. If human remains are unearthed during

development all work should cease until the proper authorities are notified and a qualified professional archaeologist can evaluate the finding and make any necessary mitigation recommendations. In the event that potentially significant cultural resources are discovered during ground disturbing activities associated with project preparation, construction, or completion, work shall halt in that area until a qualified Native American Tribal observer, archeologist, or paleontologist can assess the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with Tulare County Museum, Coroner, and other appropriate agencies and interested parties.

VI. GEOLOGY AND SOILS

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

VII. GREENHOUSE GAS EMISSIONS

- a. The project is expected to generate Greenhouse Gas (GHG) emissions in the short-term as a result of the construction of residences and the church campus and long-term as a result of day-to-day operation of the proposed residences and church.

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

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

- b. The State of California has enacted the Global Warming Solutions Act of 2006 (AB 32), which included provisions for reducing the GHG emission levels to 1990 "baseline" levels by 2020.

The proposed project will not impede the State's ability to meet the GHG emission reduction targets under AB 32. Current and probable future state and local GHG reduction measures will continue to reduce the project's contribution to climate change. As a result, the project will not contribute significantly, either individually or cumulatively, to GHG emissions.

VIII. HAZARDS AND HAZARDOUS MATERIALS

- a. No hazardous materials are anticipated with the project.
- b. Construction activities associated with development of the project may include maintenance of on-site construction equipment that could lead to minor fuel and oil spills. The use and handling of any hazardous materials during construction activities would occur in accordance with applicable federal, state, regional, and local laws. Therefore, impacts are considered to be less than significant.
- c. There are no schools located within one-quarter mile from the project. There is no reasonably foreseeable condition or incident involving the project that could affect existing or proposed school sites within one-quarter mile of school sites.
- d. The project area does not include any sites listed as hazardous materials sites pursuant to Government Code Section 65692.5.
- e. The City's adopted Airport Master Plan shows the project area is located outside of all Airport Zones. There are no restrictions for the proposed project related to Airport Zone requirements.

The project area is not located within 2 miles of a public airport.
- f. The project area is not within the vicinity of any private airstrip.
- g. The project will not interfere with the implementation of any adopted emergency response plan or evacuation plan.
- h. There are no wild lands within or near the project area.

IX. HYDROLOGY AND WATER QUALITY

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

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

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

- b. The project area overlies the southern portion of the San Joaquin unit of the Central Valley groundwater aquifer. The project will result in an increase of impervious surfaces on the project site, which might affect the amount of precipitation that is recharged to the aquifer. However, as the City of Visalia is already largely developed and covered by impervious surfaces, the increase of impervious surfaces through this project will be small by comparison. The project therefore might affect the amount of precipitation that is recharged to the aquifer. The City of Visalia's water conservation measures and explorations for surface water use over groundwater extraction will assist in offsetting the loss in groundwater recharge.
- c. Development of the site has the potential to affect drainage patterns in the short term due to erosion and sedimentation during construction activities and in the long term through the expansion of impervious surfaces. Impaired storm water runoff may then be intercepted and directed to a storm drain or water body, unless allowed to stand in a detention area. The City's existing standards may require the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the SWRCB's General Construction Permit process, which would address erosion control measures.

The Visalia General Plan contains multiple policies, identified under Impact 3.6-1 of the EIR, that together work to reduce the potential for erosion. With implementation of these policies and the existing City standards, impacts to erosion will be less than significant.
- d. Development of the site will create additional impervious surfaces. However, existing and planned improvements to storm water drainage facilities as required through the Visalia General Plan policies will reduce any potential impacts to a less than significant level.

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

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

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

Furthermore, the project will be required to meet the City's improvement standards for directing storm water runoff to the existing City storm water drainage system, consistent with the City's adopted City Storm Drain Master Plan.

- f. There are no reasonably foreseeable reasons why the

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

- g. A portion of the site is located in FEMA Flood zone AE, designated by FEMA Map No. 06107C0935E, dated June 16, 2009. The Visalia General Plan and the Building Code include minimum foundation compact and height requirements that mitigate/limit possibility for flooding.
- h. A portion of the site is located in FEMA Flood zone AE, designated by FEMA Map No. 06107C0935E, dated June 16, 2009. The Visalia General Plan and the Building Code include minimum foundation compact and height requirements that mitigate/limit possibility for flooding.
- i. The project area along with the entirety of the City of Visalia lies within the dam inundation area of Terminus Dam, located adjacent to Lake Kaweah approximately 15 miles to the east. The dam is capable of handling up to a 1,000-year flood. In the case of dam failure however, people and structures would be exposed to flooding risk. This impact is considered significant and unavoidable.

The Visalia General Plan Update Environmental Impact Report (EIR) has already considered the environmental impacts of the placement of people and structures to an area at risk of dam failure. The General Plan contains multiple polices that address the issue, and the County of Tulare maintains the Tulare County Hazard Mitigation Plan and a Mass Evacuation Plan that will help to reduce the impact. The General Plan policies identified under Impact 3.6-5 of the EIR serve as the mitigation that assists in reducing the severity of the impact to the extent possible while still achieving the General Plan's goals of accommodating a certain amount of growth to occur within the Planning Area.

Because there is still a significant impact, a Statement of Overriding Considerations was previously adopted with the Visalia General Plan Update EIR.

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

X. LAND USE AND PLANNING

- a. The project will not physically divide an established community. The proposed project is to be developed on land designated for residential development. The project site is surrounded on two sides by urban development and is bordered on two sides by the St. John's River, a natural waterway.
- b. The project as a whole does not conflict with any land use plan, policy or regulation of the City of Visalia. The site's General Plan Land Use Designation of Low Density Residential and the Zoning Designation of R-1-5 (Single-family Residential, 5,000 square foot minimum lot size) are consistent with each other based on the underlying allowed land uses and density ranges as identified in Table 9-1 "Consistency between the Plan and Zoning" of

the General Plan. The City of Visalia's Zoning Ordinance allows for single-family residences as a permitted use, though the subdivision of land requires a Tentative Subdivision Map.

The proposed project will be consistent with the Land Use Element of the General Plan, including Policy LU-P-55 for Low Density Residential Development, and consistent with the standards for single-family residential development pursuant to the Visalia Municipal Code Title 17 (Zoning Ordinance) Chapter 17.12.

- c. The project does not conflict with any applicable habitat conservation plan or natural community conservation plan as the project site is vacant dirt lot with no significant natural habitat present.

XI. MINERAL RESOURCES

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

XII. NOISE

- a. The project will result in noise generation typical of urban development, but not in excess of standards established in the City of Visalia's General Plan or Noise Ordinance. Traffic and related noise impacts from the proposed project will occur along Dinuba Boulevard (an arterial roadway) on the west and Shannon Parkway (a collector roadway) further to the south. The City's standards for setbacks and construction of walls along major streets will reduce noise levels to a level that is less than significant. Noise levels will also increase temporarily during the construction of the project but shall remain within the noise limits and restricted to the allowed hours of construction defined by the City of Visalia Noise Ordinance. Temporary increase in ambient noise levels is considered to be less than significant.
- b. Ground-borne vibration or ground-borne noise levels may occur as part of construction activities associated with the project. Construction activities will be temporary and will not expose persons to such vibration or noise levels for an extended period of time; thus the impacts will be less than significant. There are no existing uses near the project area that create ground-borne vibration or ground-borne noise levels.
- c. Ambient noise levels will increase beyond current levels as a result of the project, however these levels will be typical of noise levels associated with urban development and not in excess of standards established in the City of Visalia's General Plan or Noise Ordinance. The City's standards for setbacks and construction of walls along major streets and between residential uses reduce noise levels to a level that is less than significant. Noise associated with the establishment of new residential uses was previously evaluated with the General Plan for the conversion of land to urban uses.
- d. Noise levels will increase during the construction of the project but shall remain within the limits defined by the City of Visalia Noise Ordinance. Temporary increase in ambient noise levels is considered to be less than significant.
- e. The project area is not within two miles of a public airport.

The project will not expose people residing or working in the project area to excessive noise levels.

- f. There is no private airstrip near the project area.

XIII. POPULATION AND HOUSING

- a. The project will result in additional population growth for the site but not beyond the anticipated Low Density Residential General Plan land use designation for the project site. It is estimated that there would be approximately 717 persons residing on the 55.99-acre portion of the site being developed for residential uses. The number of persons residing within the project area is calculated on an average household size of three persons multiplied by the total number of units (239 units).

The population growth induced by the project is not considered as substantial for this location. This has been determined on the basis that the growth will not contribute in a substantial change in the long-term buildout population assumed in the Visalia General Plan, assuming that all vacant properties identified in the plan are developed at planned residential densities. The increase will also not result in substantial population growth for an area of the City beyond what existing and future services are capable of providing, as discussed elsewhere in this environmental evaluation. Therefore, impacts are determined to be less than significant.

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

XIV. PUBLIC SERVICES

- a.
 - i. Current fire protection facilities are located at the Visalia Station 54, located approximately three-quarters mile south of the property, and can adequately serve the site without a need for alteration. Impact fees will be paid to mitigate the project's proportionate impact on these facilities.
 - ii. Current police protection facilities can adequately serve the site without a need for alteration. Impact fees will be paid to mitigate the project's proportionate impact on these facilities.
 - iii. The project will generate new students for which existing schools in the area may accommodate. In addition, to address direct impacts, the project will be required to pay residential impact fees. These fees are considered to be conclusive mitigation for direct impacts.
 - iv. Current park facilities can adequately serve the site without a need for alteration. Impact fees will be paid to mitigate the project's proportionate impact on these facilities.
 - v. Other public facilities can adequately serve the site without a need for alteration.

XV. RECREATION

- a. The project will directly generate new residents and will

therefore directly increase the use of existing parks and other recreational facilities but not at a level that will cause or accelerate substantial adverse impacts or reduce acceptable service levels.

- b. The proposed project entails a residential subdivision for the purpose of developing single-family residences. As part of this subdivision, a separate lot will be created and sold to the City of Visalia for the separate improvement of a riparian setback area and extension of a public trail adjacent to the St. John's River (not a part of this project). The St. John's River is a major surface water resource in the area. Improvement and development of this area was previously evaluated and considered under the City of Visalia's Waterways and Trails Master Plan and St. John's River Park Master Plan and its supporting environmental documents.

Notwithstanding the improvements in the riparian area, the project does not include public recreational facilities or require the construction or expansion of any existing recreational facilities within the area that would otherwise have an adverse physical effect on the environment.

The Visalia General Plan contains multiple policies, identified under Impact 3.9-7 of the EIR, that together work to address the quality and management of recreational facilities and the development of new recreational facilities with progressive growth of the City. With implementation of these policies and the existing City standards, impacts will be less than significant.

XVI. TRANSPORTATION AND TRAFFIC

- a. Development and operation of the project is not anticipated to conflict with applicable plans, ordinances, or policies establishing measures of effectiveness of the City's circulation system. The project will result in an increase in traffic levels on arterial and collector roadways, although the City of Visalia's Circulation Element has been prepared to address this increase in traffic.
- b. Development of the site will result in increased traffic in the area, but will not cause a substantial increase in traffic on the city's existing circulation pattern. This site was evaluated in the Visalia General Plan Update Environmental Impact Report (EIR) for urban use.

A Traffic Impact Analysis Report was conducted for the project, dated August 2018, which studied key roadways and intersections in the vicinity of the project site. The analysis considered existing roadway conditions and year 5- and 20-year cumulative conditions, with and without the project. The analysis identified recommended roadway and intersection improvements to the vicinity of the project to ensure that the project will operate at acceptable LOS "D" conditions or better through the 20 year period.

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

The intersection of Riggan Avenue and Giddings Street located one mile south and west of the project site, is recommended for the installation of a traffic signal with northbound and southbound split phasing. This intersection is already identified for future improvements by the City of Visalia Circulation Element, specifically for controlled movements at the intersection. The Report

states that the Project shall mitigate its share of the significant cumulative impact by participating in signalization of the intersection through payment of City development [transportation] impact fees or a fair share. The City of Visalia will continue to monitor and evaluate this intersection and carry out improvements for controlled movements when such measures are critically necessary.

The intersection of Riggin Avenue and Court Street located one-half mile south of the project site is recommended for the installation of a traffic signal based on the 5-year cumulative conditions. The Report states that the Project shall mitigate its share of the significant cumulative impact by participating in signalization of the intersection through payment of City development [transportation] impact fees or a fair share. The City of Visalia will continue to monitor and evaluate this intersection and carry out improvements for controlled movements when such measures are critically necessary.

A recommended mitigation of the Analysis proposes placing a raised median worm on Dinuba Boulevard at the Glendale Avenue (Visalia Riverway Sports Park Driveway) that will prevent left turns from the eastbound and westbound approaches to Dinuba Boulevard. The raised median will be a required mitigation with the construction of Phase 1 of the subdivision, and is further described in the Mitigation Measures section of the Initial Study. This mitigation will assist in lessening congestion levels and improving safety at the intersection, and will prevent any left-turn movements into or out of the site.

Due to the restricted turning movements at the Dinuba Boulevard / Glendale Avenue intersection, an alternate means of circulation for the 239 lots within the subdivision to access southbound Dinuba Boulevard is necessary. The project will therefore be required to construct Court Street between Glendale Avenue and Shannon Parkway. This off-site roadway shall, at a minimum, consist of one paced northbound lane and one paved southbound lane. The Project's Traffic Impact Analysis reflects that this roadway will be constructed with Phase 1 of the Project. This is also included as a required mitigation measure to ensure there is not a substantial displacement of vehicular traffic on the city's and Tulare County's existing circulation pattern.

California Department of Transportation (Caltrans) provided correspondence on the project since the project takes primary vehicular access from Dinuba Boulevard, which is designated as State Route 63. Caltrans provided a letter providing comments on a first draft of the Traffic Impact Analysis Report on July 12, 2018, wherein the agency recommended toward the use of one or more roundabouts on Dinuba Boulevard as a means of mitigating impacts on intersections. In a follow-up letter prepared by Caltrans on September 5, 2018, responding to the revised and final Traffic Impact Analysis Report, the agency accepted the mitigation measure and implementation of a raised median worm at the intersection of Dinuba Boulevard and Glendale Avenue, in lieu of a roundabout, to address traffic level of service impacts.

- c. The project will not result in nor require a need to change air traffic patterns.

- d. There are no planned designs associated with the project that are considered hazardous.
- e. The project will not result in inadequate emergency access
- f. The project will not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

XVII. TRIBAL CULTURAL RESOURCES

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

- a. The site is not listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).
- b. The site has been determined to not be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

In response to an invitation for early consultation sent out on June 13, 2018, the City of Visalia did receive return correspondence requesting consultation from the chairperson of the Eshom Valley Ban of Indians / Wuksachi Tribe, a California Native American tribe, via a telephone voice message on August 8, 2018. In follow-up, City staff attempted by phone, email, and written correspondence to return the message left by the chairperson but ultimately could not get in touch with the chairperson. After providing a written letter to the chairperson asking that they request consultation within 10 days and not receiving any return correspondence, the City presumed that, as of August 24, 2018, the tribe no longer desired consultation regarding the project.

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

XVIII. UTILITIES AND SERVICE SYSTEMS

- a. The project will be connecting to existing City sanitary sewer lines, consistent with the City Sewer Master Plan. The Visalia wastewater treatment plant has a current rated capacity of 22 million gallons per day, but currently treats an average daily maximum month flow of 12.5 million gallons per day. With the completed project, the plant has more than sufficient capacity to accommodate impacts associated with the proposed project. The proposed project will therefore not cause significant environmental impacts.
- b. The project site will be accommodated by City sanitary sewer lines. As part of the project, a 12" sanitary sewer

main will be extended off-site along the Court Street alignment between Glendale Avenue and Shannon Parkway in order to connect between an existing main and the project site. Usage of these lines is consistent with the City Sewer System Master Plan. These improvements will not cause significant environmental impacts.

- c. The project site will be accommodated by City storm water drainage lines that handle on-site and street runoff. As part of the project, a 30" storm drain main will be extended off-site along the Court Street alignment between Glendale Avenue and Shannon Parkway in order to connect between an existing main and the project site. Usage of these lines is consistent with the City Storm Drain Master Plan. These improvements will not cause significant environmental impacts.
- d. California Water Service Company has determined that there are sufficient water supplies to support the site, and that service can be extended to the site. California Water Service issued a Will Serve Letter, dated June 15, 2018, stating that water is available to serve the residential subdivision. The determination of water availability shall remain valid for two years from the date of their letter. The letter also states that if the project does not commence within the two-year time frame, Cal Water will be under no obligation to serve the project unless the developer receives an updated letter from Cal Water reconfirming water availability. In addition, the letter can be rescinded at any time in the event that water supply is severely reduced by legislative, regulatory or environmental factors.
- e. The City has determined that there is adequate capacity existing to serve the site's projected wastewater treatment

demands at the City wastewater treatment plant.

- f. Current solid waste disposal facilities can adequately serve the site without a need for alteration.
- g. The project will be able to meet the applicable regulations for solid waste. Removal of debris from construction will be subject to the City's waste disposal requirements.

XIX. MANDATORY FINDINGS OF SIGNIFICANCE

- a. The project will not affect the habitat of a fish or wildlife species or a plant or animal community. This site was evaluated in the Program EIR (SCH No. 2010041078) for the City of Visalia's General Plan Update for conversion to urban use. The City adopted mitigation measures for conversion to urban development. Where effects were still determined to be significant a statement of overriding considerations was made.
- b. This site was evaluated in the Program EIR (SCH No. 2010041078) for the City of Visalia General Plan Update for the area's conversion to urban use. The City adopted mitigation measures for conversion to urban development. Where effects were still determined to be significant a statement of overriding considerations was made.
- c. This site was evaluated in the Program EIR (SCH No. 2010041078) for the City of Visalia General Plan Update for conversion to urban use. The City adopted mitigation measures for conversion to urban development. Where effects were still determined to be significant a statement of overriding considerations was made.

DETERMINATION OF REQUIRED ENVIRONMENTAL DOCUMENT

On the basis of this initial evaluation:

- ☐ I find that the proposed project **COULD NOT** have a significant effect on the environment. **A NEGATIVE DECLARATION WILL BE PREPARED.**
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on the attached sheet have been added to the project. **A MITIGATED NEGATIVE DECLARATION WILL BE PREPARED.**
- ☐ I find the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that as a result of the proposed project no new effects could occur, or new mitigation measures would be required that have not been addressed within the scope of the Program Environmental Impact Report (SCH No. 2010041078). The Environmental Impact Report prepared for the City of Visalia General Plan was certified by Resolution No. 2014-37 adopted on October 14, 2014. **THE PROGRAM ENVIRONMENTAL IMPACT REPORT WILL BE UTILIZED.**


Paul Scheibel, AICP
Environmental Coordinator

September 12, 2018
Date

Revised Traffic Impact Analysis

Proposed River Island Ranch Residential Subdivision

***East Side of Dinuba Boulevard North of Shannon Parkway
Visalia, California***

Prepared For:

Wathen Castanos Homes
1446 Tollhouse Road, Suite 103
Clovis, California 93611

Date:

August 17, 2018

Job No.:

18-025.02



PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION



Ms. Adrienne Burns
Wathen Castanos Homes
1446 Tollhouse Road, Suite 103
Clovis, California 93611

August 17, 2018

Subject: Revised Traffic Impact Analysis
Proposed River Island Ranch Residential Subdivision
East Side of Dinuba Boulevard North of Shannon Parkway
Visalia, California

Dear Ms. Burns:

1.0 INTRODUCTION

This report presents the results of a traffic impact analysis for the subject project in Visalia, California. This analysis focuses on the anticipated effect of vehicle traffic resulting from the Project and was performed in accordance with the City of Visalia *Procedures for Traffic Impact Analysis (TIA)* updated October 2014 (City Procedures). This report supersedes a previous Traffic Impact Analyses report dated June 13, 2018 and addresses comments received from the City of Visalia and Caltrans.

2.0 PROJECT DESCRIPTION

The proposed River Island Ranch Residential Subdivision (Project) is located on the east side of Dinuba Boulevard (State Route 63) between Shannon Parkway and the St. John's River near Riverway Drive in Visalia, California. The Project consists of 239 single-family residential lots on 55.99 gross acres (36.75 net acres). The Project will be constructed in two phases of 153 lots and 86 lots.

The Project will construct a collector-type street (identified as Glendale Avenue on the map) along its southern boundary that will provide access to the site via Dinuba Boulevard with a full opening proposed opposite the existing driveway at the Visalia Riverway Sports Park. Four local streets will connect the Project to Glendale Avenue. Phase 1 of the Project will construct Court Street between Shannon Parkway and Glendale Avenue. The Project will also construct a local street along the St. John's River frontage; the local street will not connect to Dinuba Boulevard. Finally, as required by the City of Visalia, the Project will construct a cul-de-sac on Riverway Drive approximately 900 feet east of Giddings Street. The portion of Riverway Drive between the new cul-de-sac and Dinuba Boulevard will be eliminated by the City of Visalia and incorporated into the sports park. The existing intersection of Riverway Drive and Dinuba Boulevard will be converted to a right-in/right-out driveway for the sports park; left turns and U-turns will not be allowed.

The location of the site is presented in the attached Figure 1, Site Vicinity Map, following the text of this report. The site plan is presented in Figure 2, Site Plan.

3.0 STUDY AREA AND TIME PERIOD

The study locations were determined as specified in the City Procedures for a Category II project (analysis of intersections within ½ mile of site) and based on correspondence with Caltrans staff. This report includes operations analysis of the following intersections:

1. Riverway Drive / Giddings Street (one-way stop City of Visalia intersection)
2. Riverway Drive / Dinuba Boulevard (one-way stop Caltrans intersection)
3. Visalia Riverway Sports Park Driveway / Dinuba Boulevard (proposed location of Glendale Avenue)
4. Shannon Parkway / Giddings Street (City of Visalia roundabout)
5. Shannon Parkway / Dinuba Boulevard (signalized Caltrans intersection)
6. Riggins Avenue / Giddings Street (two-way stop City of Visalia intersection)
7. Riggins Avenue / Dinuba Boulevard (signalized Caltrans intersection)
8. Riggins Avenue / Court Street (two-way stop City of Visalia intersection).

This report includes analysis of traffic signal warrants at the following intersections:

1. Riverway Drive / Giddings Street (one-way stop City of Visalia intersection)
2. Riverway Drive / Dinuba Boulevard (one-way stop Caltrans intersection)
3. Visalia Riverway Sports Park Driveway / Dinuba Boulevard (proposed location of Glendale Avenue)
4. Riggins Avenue / Giddings Street (two-way stop City of Visalia intersection)
5. Riggins Avenue / Court Street (two-way stop City of Visalia intersection)

Caltrans requested that road segment analyses be performed on State Route (SR) 63 for the bridge crossing the St. John's River to identify any geometric and operational limitations.

The study time periods include the weekday a.m. and p.m. peak hours determined between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. The peak hours are analyzed for the following conditions:

- Existing Conditions;
- Existing-Plus-Project (Phases 1 and 2) Conditions;
- 5-Year Cumulative Conditions Without Project;
- 5-Year Cumulative Conditions With Project (Phases 1 and 2);
- 20-Year Cumulative Conditions Without Project (Caltrans intersections only); and
- 20-Year Cumulative Conditions With Project (Caltrans intersections only).

4.0 LEVEL OF SERVICE

The Transportation Research Board *Highway Capacity Manual*, 2010, (HCM2010) defines level of service (LOS) as, "A quantitative stratification of a performance measure or measures that represent quality of service, measured on an A-F scale, with LOS A representing the best operating conditions from the traveler's perspective and LOS F the worst." LOS is typically utilized as a measure of effectiveness (MOE) for the operation of

transportation facilities. Automobile mode LOS characteristics for both unsignalized and signalized intersections are presented in Tables 1 and 2. Automobile mode LOS characteristics for road segments are presented in Table 3.

Table 1
Level of Service Characteristics for Unsignalized Intersections

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

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

Table 2
Level of Service Characteristics for Signalized Intersections

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

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

Table 3
Level of Service Characteristics for Road Segments

Level of Service	Description
A	High operating speeds with a small amount of platooning.
B	Speed reductions are present and platooning is noticeable.
C	Most vehicles traveling in platoons with speeds noticeably curtailed.
D	Platooning increases significantly.
E	Demand approaching capacity. Speeds seriously curtailed.
F	Demand exceeds capacity and heavy congestion exists.

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

5.0 SIGNIFICANCE CRITERIA

5.1 Level of Service

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

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

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

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

For purposes of this analysis, the SR 63 road segment over the St. John’s River is not considered to be within the area covered by the City of Visalia General Plan and Caltrans criteria will apply to the road segment analyses. Therefore, a significant traffic impact will be recognized if the Project will decrease the LOS below C on the road segment. A significant traffic impact would also be recognized if the Project causes a road segment operating at a substandard LOS to drop to a worse LOS.

5.2 Intersection Queuing Criteria

The City Procedures require an analysis of queuing for turn lanes. For purposes of this study, a queuing deficiency is identified in the no-Project condition if the calculated 95th-percentile queue length exceeds the storage length. A significant queuing impact is determined if the Project causes the calculated 95th-percentile queue length to exceed the existing or planned storage capacity of a lane. In storage lanes that are already deficient without the Project, a significant queuing impact is determined if the Project increases the calculated 95th-percentile queue length by at least 25 feet (the average storage length for one vehicle).

5.3 Transit, Bicycle, and Pedestrian Facilities

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

6.0 EXISTING TRAFFIC VOLUMES

Existing peak-hour traffic volumes at the study intersections were determined by performing manual turning-movement counts between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. on a weekday. The data sheets are presented in Appendix A and indicate the dates the counts were performed. The existing peak-hour turning movement volumes are presented in Figure 3, Existing Peak-Hour Traffic Volumes.

Twenty-four-hour road segment traffic counts were performed on all approaches to the intersections requiring traffic signal warrants analyses. The data sheets are presented in Appendix A and indicate the dates the counts were performed.

7.0 LANE CONFIGURATIONS AND INTERSECTION CONTROL

The existing lane configurations and intersection control at the study locations are presented in Figure 4, Existing Lane Configurations and Intersection Control. For purposes of this study, it is assumed that the existing lane configurations and intersection control will remain the same through the year 2039.

8.0 PENDING AND APPROVED PROJECTS

The traffic analyses for the cumulative conditions consider the effects of traffic expected to be generated by pending and approved projects in the study area. The projects listed below were provided by City staff and are assumed to be constructed in the 5-year cumulative conditions.

- 103-lot single-family residential subdivision located southeast of the intersection of Shannon Parkway and Court Street;
- Visalia Center (gas station, fast food restaurant, and retail buildings) located northeast of the intersection of Shannon Parkway and Dinuba Boulevard;
- 212-unit multi-family residential project located on 11.40 acres northeast of the intersection of Shannon Parkway and Court Street, east of Visalia Center;
- Riverway Sports Park Phase V.

9.0 PROJECT TRIP GENERATION

Data provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition* (TGM), are typically used to estimate the number of trips anticipated to be generated by proposed projects. Table 4 presents trip generation estimates for the Project.

Table 4
Project Trip Generation

ITE Land Use	Homes	A.M. Peak Hour Traffic Volumes			P.M. Peak Hour Traffic Volumes			Weekday Traffic Volume	
		Rate Split	Enter	Exit	Rate Split	Enter	Exit	Rate	Total
Single Family Detached Housing (210)	Phase 1: 153	0.74 25/75	29	85	0.99 63/37	96	56	9.44	1,444
Single Family Detached Housing (210)	Phase 2: 86	0.74 25/75	16	48	0.99 63/37	54	32	9.44	812
TOTALS:	239	0.74 25/75	44	133	0.99 63/37	149	88	9.44	2,256

Reference: *Trip Generation Manual, 10th Edition, Institute of Transportation Engineers, September 2017*

Rates are reported in trips per home.

Splits are reported as Entering/Exiting as a percentage of the total.

Discrepancies in totals are due to rounding.

10.0 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of Project trips was estimated using engineering judgment considering the available routes and complementary uses. The distribution was provided to City staff and Caltrans for review prior to beginning the study. The percentage distribution of Project traffic is presented in the attached Figure 5, Project Trip Distribution Percentages.

The peak-hour Project traffic volumes were assigned to the adjacent road network in accordance with the trip distribution percentages in Figure 5. The peak-hour Project traffic volumes are presented in Figure 6, A.M. and P.M. Peak Hour Project Traffic Volumes.

11.0 EXISTING-PLUS-PROJECT TRAFFIC VOLUMES

The existing-plus-Project peak-hour turning movement volumes are presented in Figure 7, Existing-Plus-Project Peak-Hour Traffic Volumes.

12.0 5-YEAR CUMULATIVE TRAFFIC VOLUMES

The 5-year cumulative traffic volumes without the Project were estimated by increasing the existing traffic volumes by two percent per year for five years and then adding the traffic volumes that are expected to occur as a result of the pending projects. The growth rate was obtained based on a review of the growth projected by the Tulare County travel model (described below) and was incorporated to account for other projects that may increase traffic volumes within the next five years. The 5-year cumulative traffic volumes without the Project are presented in Figure 8, 5-Year Cumulative No-Project Traffic Volumes. The 5-year cumulative traffic volumes with the Project are presented in Figure 9, 5-Year Cumulative With-Project Traffic Volumes.

13.0 20-YEAR CUMULATIVE TRAFFIC VOLUMES

The Tulare County Association of Governments (TCAG) maintains a travel model that is typically used to forecast future traffic volumes. An increment method was utilized to forecast traffic volumes for future conditions by determining the growth projected by the model between the base year and the analysis year, (interpolated to year 2039 from the 2040 model). This growth is added to the existing traffic volumes and the result is the predicted future traffic volume. The TCAG travel model data output is included in Appendix B.

Forecasts of future turning movements were based on the methods presented in Chapter 8 of the Transportation Research Board National Cooperative Highway Research Program Report 255 entitled "*Highway Traffic Data for Urbanized Area Project Planning and Design.*"

The 20-year cumulative traffic volumes without the Project are presented in Figure 10, 20-Year Cumulative No-Project Traffic Volumes. The 20-year cumulative traffic volumes with the Project are presented in Figure 11, 20-Year Cumulative With-Project Traffic Volumes.

14.0 SITE CIRCULATION AND ACCESS

As required by the City Procedures, a review of the proposed site plan is performed to identify potential issues related to on-site circulation and site access. The proposed map appears to provide adequate circulation throughout the site. Potential concerns include: long cul-de-sacs, several four-legged intersections, and overlong streets. If desired by the City, traffic calming measures such as bulb-outs, chokers, and chicanes may be incorporated into the design. Speed humps are typically not recommended because they impede emergency vehicles. A detailed analysis of site access is included in the intersection analysis section of this report (intersection of Visalia Riverway Sports Park Driveway / Dinuba Boulevard / Glendale Avenue.)

15.0 BICYCLE FACILITIES

The City of Visalia Bikeway Plan was adopted in February 2011 and is intended to guide bikeway policies, programs and facility improvements to improve safety, comfort and convenience for all bicyclists in the City of Visalia. The Bikeway Plan serves as a tool for the City in implementing its goal to "provide the means and support bicycling as an alternative mode of transportation for work, errand and recreational trips."

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

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

- Bike Route (Class III Bikeway). Provides right-of-way designated by signs or permanent markings and shared with pedestrians and motorists.

Class II bikeways exist on both sides of Dinuba Boulevard south of Shannon Parkway and on the west side of Dinuba Boulevard between Riverway Drive and Shannon Parkway. Class II bikeways also exist on both sides of Giddings Street north of Shannon Parkway. In general, bikeways do not exist at the other study locations.

The Project is not expected to disrupt or impede existing or planned bicycle facilities.

16.0 PEDESTRIAN FACILITIES

In the vicinity of the Project site, pedestrian connectivity is well established along the frontage of the Visalia Riverway Sports Park and along the frontage of the Orchard Walk shopping center. Sidewalks have not been constructed along portions of Dinuba Boulevard that are not yet developed. Crosswalks exist at the study intersections nearest the site. The signalized intersections include pedestrian signals.

The Project is not expected to disrupt or impede existing pedestrian facilities and will improve pedestrian connectivity by constructing sidewalks along the Project frontage in accordance with City or Caltrans standards, as applicable.

17.0 TRANSIT

Visalia Transit operates 13 fixed-route buses that service Visalia, Farmersville, Exeter, Goshen, and Tulare. Visalia Transit provides a supplemental service called Dial-A-Ride; a curb-to-curb para-transit service on a shared-ride/demand-response basis to locations within the city limits of Visalia, Goshen, Farmersville, and to/from Exeter. Youth can travel from schools to near-by recreation centers via the Loop Bus. Visalia Transit also manages the Sequoia Shuttle, which is a seasonal transit service to and from the Sequoia National Park, made possible through a partnership with the National Parks Service. Finally, the Visalia Towne Trolley operates year-round through the heart of the City of Visalia.

Routes 7A, 7B, 8A, and 8B are the nearest to the Project site and travel on Dinuba Boulevard at the Project site.

The Project is not expected to disrupt or impede existing transit facilities.

18.0 INTERSECTION ANALYSES

18.1 Operational Analysis

The levels of service at the study intersections were determined using the computer program Synchro 9, which is based on the HCM2010 procedures for calculating levels of service. The intersection analysis sheets are included in Appendix C.

Peak-hour factors (PHF) for the existing conditions were determined from the traffic counts. Industry practice is typically to assume a PHF of 0.92 in urban areas in the absence of field data. For purposes of the cumulative year 2039 analyses performed for this study, in which a substantial volume of traffic growth is added and field data is not available, a PHF of 0.92 is used unless the existing PHF is greater than 0.92.

Tables 5 through 10 present the results of the intersection analyses. Substandard levels of service and delays are presented in bold type.

Table 5
Intersection Level of Service Summary – Existing Conditions

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Riverway / Giddings	One-way stop	10.4	B	9.4	A
Riverway / Dinuba	One-way stop	20.6	C	36.1	E
Sports Park / Dinuba	One-way stop	18.4	C	42.7	E
Shannon / Giddings	Roundabout	6.9	A	5.0	A
Shannon / Dinuba	Signals	11.9	B	12.7	B
Riggin / Giddings	Two-way stop	>300	F	54.9	F
Riggin / Dinuba	Signals	19.4	B	22.9	C
Riggin / Court	Two-way stop	20.5	C	19.2	C

Table 6
Intersection LOS Summary – Existing-Plus-Project Conditions

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Riverway / Giddings	One-way stop	9.9	A	9.2	A
Riverway / Dinuba	One-way stop	12.2	B	14.3	B
Sports Park / Dinuba / Glendale	Two-way stop	22.2	C	63.4	F
Shannon / Giddings	Roundabout	8.4	A	5.9	A
Shannon / Dinuba	Signals	14.8	B	14.8	B
Riggin / Giddings	Two-way stop	>300	F	72.7	F
Riggin / Dinuba	Signals	20.1	C	25.1	C
Riggin / Court	Two-way stop	23.4	C	24.2	C

Table 7
Intersection LOS Summary – 5-Year Cumulative Conditions Without Project

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Riverway / Giddings	One-way stop	10.3	B	9.4	A
Riverway / Dinuba	One-way stop	13.4	B	16.5	C
Sports Park / Dinuba	One-way stop	24.5	C	80.6	F
Shannon / Giddings	Roundabout	9.4	A	6.4	A
Shannon / Dinuba	Signals	19.5	B	21.3	C
Riggin / Giddings	Two-way stop	>300	F	226.9	F
Riggin / Dinuba	Signals	22.3	C	27.5	C
Riggin / Court	Two-way stop	32.3	D	41.6	E

Table 8
Intersection LOS Summary – 5-Year Cumulative Conditions With Project

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Riverway / Giddings	One-way stop	10.4	B	9.5	A
Riverway / Dinuba	One-way stop	13.4	B	16.8	C
Sports Park / Dinuba / Glendale	Two-way stop	31.3	D	135.0	F
Shannon / Giddings	Roundabout	9.9	A	6.7	A
Shannon / Dinuba	Signals	21.1	C	24.6	C
Riggin / Giddings	Two-way stop	> 300	F	> 300	F
Riggin / Dinuba	Signals	23.0	C	28.9	C
Riggin / Court	Two-way stop	39.2	E	68.2	F

Table 9
Intersection LOS Summary – 20-Year Cumulative Conditions Without Project

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Riverway / Dinuba	One-way stop	13.6	B	15.1	C
Sports Park / Dinuba	One-way stop	26.1	D	66.3	F
Shannon / Dinuba	Signals	18.1	B	21.1	C
Riggin / Dinuba	Signals	26.2	C	32.5	C

Table 10
Intersection LOS Summary – 20-Year Cumulative Conditions With Project

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Riverway / Dinuba	One-way stop	13.7	B	15.3	C
Sports Park / Dinuba / Glendale	Two-way stop	33.8	D	111.6	F
Shannon / Dinuba	Signals	19.1	B	22.8	C
Riggin / Dinuba	Signals	27.4	C	34.6	C

18.2 Queuing Analysis

The results of the intersection operational analyses include an estimate of the 95th-percentile queue lengths at the study intersections. The storage capacity and the calculated 95th-percentile queue lengths are presented in Tables 11 through 16.

Notes and abbreviations for Tables 11 through 16:

L: Left-turn lane T: Through lane R: Right-turn lane
 EB: Eastbound WB: Westbound NB: Northbound SB: Southbound
 S: Shared with adjacent lane DNE: Does not exist DNS: Does not stop
 All lengths are reported in feet.

Table 11
Intersection Queuing Summary – Existing Conditions

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Riverway / Giddings	Storage	DNE	*	S	S	*	DNE	*	DNE	S	DNE	DNE	DNE
	A.M.	-	DNS	-	-	3	-	8	-	-	-	-	-
	P.M.	-	DNS	-	-	3	-	5	-	-	-	-	-
Riverway / Dinuba	Storage	25++	DNE	*	DNE	DNE	DNE	S	600	DNE	DNE	*	S
	A.M.	20	-	DNS	-	-	-	-	3	-	-	DNS	-
	P.M.	25	-	DNS	-	-	-	-	3	-	-	DNS	-
Sports Park / Dinuba	Storage	160	DNE	160	DNE	DNE	DNE	215	565	DNE	DNE	600	250
	A.M.	0	-	0	-	-	-	0	DNS	-	-	DNS	DNS
	P.M.	3	-	8	-	-	-	10	DNS	-	-	DNS	DNS
Shannon / Giddings	Storage	235	S	*	*	S	*	S	950	S	S	*	S
	A.M.	25	-	0	0	-	0	-	25	-	-	50	-
	P.M.	0	-	0	0	-	0	-	25	-	-	0	-
Shannon / Dinuba	Storage	300	*	S	235	850	S	180/ 325	*	260	305	570	265
	A.M.	15	8	-	13	10	-	21	86	0	27	156	0
	P.M.	26	12	-	36	16	-	30	182	0	36	167	0
Riggin / Giddings	Storage	155+	*	S	155+	*	S	S	*	S	S	950	S
	A.M.	5	DNS	-	5	DNS	-	-	330	-	-	278	-
	P.M.	8	DNS	-	5	DNS	-	-	88	-	-	30	-
Riggin / Dinuba	Storage	310	*	305	310	775	300	380	890	190	400	*	330
	A.M.	159	98	38	96	82	0	44	86	0	32	111	12
	P.M.	205	75	4	166	98	0	60	200	0	39	103	22
Riggin / Court	Storage	150	780	S	210	*	S	100	*	S	125	*	S
	A.M.	0	DNS	-	5	DNS	-	20	15	-	8	3	-
	P.M.	0	DNS	-	3	DNS	-	13	13	-	18	5	-

- * Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
 + Connects to a two-way left-turn lane that provides additional storage.
 ++ Not an actual storage lane. Queues longer than 25 feet may block the right turn.

Table 12
Intersection Queuing Summary – Existing-Plus-Project Conditions

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Riverway / Giddings	Storage	DNE	*	S	S	*	DNE	*	DNE	S	DNE	DNE	DNE
	A.M.	-	DNS	-	-	0	-	18	-	-	-	-	-
	P.M.	-	DNS	-	-	0	-	8	-	-	-	-	-
Riverway / Dinuba	Storage	DNE	DNE	*	DNE	DNE	DNE	S	600	DNE	DNE	*	S
	A.M.	-	-	0	-	-	-	-	DNS	-	-	DNS	-
	P.M.	-	-	3	-	-	-	-	DNS	-	-	DNS	-
Sports Park / Dinuba / Glendale	Storage	160	S	160	**	**	**	215	565	S	**	600	250
	A.M.	0	-	3	10	0	3	0	DNS	-	0	DNS	DNS
	P.M.	5	-	10	25	3	3	10	DNS	-	3	DNS	DNS
Shannon / Giddings	Storage	235	S	*	*	S	*	S	950	S	S	*	S
	A.M.	25	-	0	0	-	25	-	25	-	-	75	-
	P.M.	25	-	0	0	-	0	-	25	-	-	25	-
Shannon / Dinuba	Storage	300	*	S	235	850	S	180/ 325	*	260	305	570	265
	A.M.	56	9	-	35	15	-	28	84	0	27	155	4
	P.M.	66	20	-	61	20	-	40	183	0	36	162	1
Riggin / Giddings	Storage	155+	*	S	155+	*	S	S	*	S	S	950	S
	A.M.	5	DNS	-	5	DNS	-	-	423	-	-	333	-
	P.M.	8	DNS	-	5	DNS	-	-	105	-	-	38	-
Riggin / Dinuba	Storage	310	*	305	310	775	300	380	890	190	400	*	330
	A.M.	169	100	38	120	87	0	44	88	0	32	118	23
	P.M.	236	84	4	180	103	0	60	212	0	39	108	30
Riggin / Court	Storage	150	780	S	210	*	S	100	*	S	125	*	S
	A.M.	3	DNS	-	5	DNS	-	23	15	-	10	10	-
	P.M.	3	DNS	-	3	DNS	-	15	15	-	25	10	-

- * Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
- ** To be designed.
- + Connects to a two-way left-turn lane that provides additional storage.
- ++ Not an actual storage lane. Queues longer than 25 feet may block the right turn.

Table 13
Intersection Queuing Summary – 5-Year Cumulative Conditions Without Project

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Riverway / Giddings	Storage	DNE	*	S	S	*	DNE	*	DNE	S	DNE	DNE	DNE
	A.M.	-	DNS	-	-	0	-	20	-	-	-	-	-
	P.M.	-	DNS	-	-	0	-	10	-	-	-	-	-
Riverway / Dinuba	Storage	DNE	DNE	*	DNE	DNE	DNE	S	600	DNE	DNE	*	S
	A.M.	-	-	0	-	-	-	-	DNS	-	-	DNS	-
	P.M.	-	-	3	-	-	-	-	DNS	-	-	DNS	-
Sports Park / Dinuba	Storage	160	DNE	160	DNE	DNE	DNE	215	565	DNE	DNE	600	250
	A.M.	0	-	3	-	-	-	3	DNS	-	-	DNS	DNS
	P.M.	5	-	10	-	-	-	15	DNS	-	-	DNS	DNS
Shannon / Giddings	Storage	235	S	*	*	S	*	S	950	S	S	*	S
	A.M.	50	-	0	25	-	25	-	50	-	-	75	-
	P.M.	25	-	0	25	-	0	-	25	-	-	25	-
Shannon / Dinuba	Storage	300	*	S	235	850	S	180/ 325	*	260	305	570	265
	A.M.	54	13	-	110	21	-	30	90	11	81	165	0
	P.M.	59	26	-	177	29	-	42	194	41	144	175	0
Riggin / Giddings	Storage	155+	*	S	155+	*	S	S	*	S	S	950	S
	A.M.	8	DNS	-	5	DNS	-	-	XX	-	-	XX	-
	P.M.	10	DNS	-	5	DNS	-	-	215	-	-	115	-
Riggin / Dinuba	Storage	310	*	305	310	775	300	380	890	190	400	*	330
	A.M.	178	148	43	139	137	0	60	132	0	47	171	34
	P.M.	266	132	22	181	166	11	83	302	21	56	159	46
Riggin / Court	Storage	150	780	S	210	*	S	100	*	S	125	*	S
	A.M.	3	DNS	-	5	DNS	-	35	23	-	30	13	-
	P.M.	5	DNS	-	3	DNS	-	23	20	-	63	18	-

- * Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
- + Connects to a two-way left-turn lane that provides additional storage.
- ++ Not an actual storage lane. Queues longer than 25 feet may block the right turn.
- XX Where Synchro calculates very high delays and volume-to-capacity ratios, the software is unable to calculate a meaningful queue length. A specific threshold is not indicated as the analysis incorporates various variables.

Table 14
Intersection Queuing Summary – 5-Year Cumulative Conditions With Project

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Riverway / Giddings	Storage	DNE	*	S	S	*	DNE	*	DNE	S	DNE	DNE	DNE
	A.M.	-	DNS	-	-	0	-	23	-	-	-	-	-
	P.M.	-	DNS	-	-	0	-	10	-	-	-	-	-
Riverway / Dinuba	Storage	DNE	DNE	*	DNE	DNE	DNE	S	600	DNE	DNE	*	S
	A.M.	-	-	0	-	-	-	-	DNS	-	-	DNS	-
	P.M.	-	-	3	-	-	-	-	DNS	-	-	DNS	-
Sports Park / Dinuba / Glendale	Storage	160	S	160	**	**	**	215	565	S	**	600	250
	A.M.	3	-	3	13	0	3	3	DNS	-	0	DNS	DNS
	P.M.	8	-	18	50	3	3	15	DNS	-	3	DNS	DNS
Shannon / Giddings	Storage	235	S	*	*	S	*	S	950	S	S	*	S
	A.M.	50	-	0	25	-	25	-	50	-	-	100	-
	P.M.	25	-	0	25	-	0	-	25	-	-	25	-
Shannon / Dinuba	Storage	300	*	S	235	850	S	180/ 325	*	260	305	570	265
	A.M.	57	14	-	142	25	-	30	92	14	81	173	5
	P.M.	66	31	-	216	32	-	42	205	43	144	181	2
Riggin / Giddings	Storage	155+	*	S	155+	*	S	S	*	S	S	950	S
	A.M.	8	DNS	-	5	DNS	-	-	XX	-	-	XX	-
	P.M.	10	DNS	-	8	DNS	-	-	245	-	-	140	-
Riggin / Dinuba	Storage	310	*	305	310	775	300	380	890	190	400	*	330
	A.M.	184	154	44	151	147	0	60	135	6	47	181	35
	P.M.	290	143	22	188	174	11	83	345	33	56	168	49
Riggin / Court	Storage	150	780	S	210	*	S	100	*	S	125	*	S
	A.M.	5	DNS	-	5	DNS	-	43	23	-	40	23	-
	P.M.	10	DNS	-	3	DNS	-	33	25	-	95	28	-

- * Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
- ** To be designed.
- + Connects to a two-way left-turn lane that provides additional storage.
- ++ Not an actual storage lane. Queues longer than 25 feet may block the right turn.
- XX Where Synchro calculates very high delays and volume-to-capacity ratios, the software is unable to calculate a meaningful queue length. A specific threshold is not indicated as the analysis incorporates various variables.

Table 15
Intersection Queuing Summary – 20-Year Cumulative Conditions Without Project

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Riverway / Dinuba	Storage	DNE	DNE	*	DNE	DNE	DNE	S	600	DNE	DNE	DNE	S
	A.M.	-	-	0	-	-	-	-	DNS	-	-	-	-
	P.M.	-	-	3	-	-	-	-	DNS	-	-	-	-
Sports Park / Dinuba	Storage	160	DNE	160	DNE	DNE	DNE	215	565	DNE	DNE	600	DNE
	A.M.	0	-	3	-	-	-	3	DNS	-	-	DNS	-
	P.M.	5	-	10	-	-	-	13	DNS	-	-	DNS	-
Shannon / Dinuba	Storage	300	*	S	235	850	S	180/ 325	*	260	305	570	265
	A.M.	63	31	-	119	29	-	35	110	12	87	205	2
	P.M.	65	31	-	181	35	-	49	255	42	147	242	0
Riggin / Dinuba	Storage	310	*	305	310	775	300	380	890	190	400	*	330
	A.M.	190	191	68	152	167	4	103	132	12	71	218	56
	P.M.	297	147	49	257	203	27	123	306	26	84	170	51

- * Greater than 1,000 feet to next signalized or all-way stop controlled intersection.
- ++ Not an actual storage lane. Queues longer than 25 feet may block the right turn.

Table 16
Intersection Queuing Summary – 20-Year Cumulative Conditions With Project

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Riverway / Dinuba	Storage	DNE	DNE	*	DNE	DNE	DNE	S	600	DNE	DNE	*	S
	A.M.	-	-	0	-	-	-	-	DNS	-	-	DNS	-
	P.M.	-	-	3	-	-	-	-	DNS	-	-	DNS	-
Sports Park / Dinuba / Glendale	Storage	160	S	160	**	**	**	215	565	S	**	600	250
	A.M.	3	-	3	15	0	3	3	DNS	-	0	DNS	DNS
	P.M.	10	-	18	43	3	3	13	DNS	-	3	DNS	DNS
Shannon / Dinuba	Storage	300	*	S	235	850	S	180/ 325	*	260	305	570	265
	A.M.	66	32	-	151	34	-	35	112	15	87	218	7
	P.M.	77	38	-	216	41	-	53	253	44	160	233	7
Riggin / Dinuba	Storage	310	*	305	310	775	300	380	890	190	400	*	330
	A.M.	200	197	84	167	176	4	105	133	15	71	222	56
	P.M.	334	161	50	260	210	27	123	320	38	84	177	53

* Greater than 1,000 feet to next signalized or all-way stop controlled intersection.

** To be designed.

++ Not an actual storage lane. Queues longer than 25 feet may block the right turn.

18.3 Traffic Signal Warrants

The California State Transportation Agency and California Department of Transportation *California Manual on Uniform Traffic Control Devices, 2014 Edition (Revision 3 dated March 9, 2018)* (CMUTCD) presents various criteria (warrants) for determining the need for traffic signals. The CMUTCD states that an engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether installation of a traffic control signal is justified at a particular location. The investigation of the need for a traffic control signal shall include an analysis of the applicable factors contained in the following traffic signal warrants:

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

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

The installation of a traffic signal can serve as mitigation when a significant impact is identified at an unsignalized intersection and traffic signal warrants are satisfied. If warrants are not satisfied, traffic signals would not be considered as a feasible mitigation.

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

Crash records were obtained from the Statewide Integrated Traffic Records System (SWITRS) for the years 2015, 2016, and 2017. Table 17 summarizes general crash information at the study intersections.

Table 17
Crash Records Summary

Intersection	Date of Collision	Correctable With Traffic Signals?
Riverway / Giddings	June 27, 2016	Yes
Riverway / Dinuba	August 27, 2015	No
	December 29, 2015	No
	March 30, 2016	No
	June 11, 2016	Yes
	September 12, 2016	No
	May 13, 2017	No
	August 4, 2017	No
Sports Park / Dinuba	None Reported	-
Riggin / Giddings	May 2, 2015	No
	May 19, 2015	Yes
	February 14, 2016	Yes
	February 6, 2017	Yes
	September 24, 2017	Yes
	October 7, 2017	Yes
	December 18, 2017	No
Riggin / Court	September 22, 2016	No
	March 10, 2017	No
	December 5, 2017	No

Table 18 summarizes the traffic signal warrants studies.

Table 18
Traffic Signal Warrants Summary – Existing Conditions

Intersection	Warrant 1	Warrant 2	Warrant 3	Warrant 7
Riverway / Giddings	Not Met	Not Met	Not Met	Not Met
Riverway / Dinuba	Not Met	Not Met	Not Met	Not Met
Sports Park / Dinuba	Not Met	Not Met	Met*	Not Met
Riggin / Giddings	Met	Met	Met	Not Met
Riggin / Court	Not Met	Not Met	Not Met	Not Met

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

The results of the warrants analyses indicate that the intersection of Riggin Avenue and Giddings Street is currently a candidate for signalization. Traffic signals are not expected to be justified at the other study intersections based on the existing conditions.

19.0 ROAD SEGMENT ANALYSES

The levels of service on SR 63 crossing the St. John's River were determined using McTrans HCS7 software, which is based on the Highway Capacity Manual procedures for calculating road segment levels of service. The road segment analysis sheets are included in the attached Appendix E. Table 19 presents the results of the road segment analyses. The calculations are directional and consider the volume of opposing traffic. The governing LOS is presented for each scenario. Levels of service below the target LOS are indicated bold type.

Table 19
Road Segment LOS Summary – SR 63 at the St. John's River

Scenario	A.M. Peak Hour	P.M. Peak Hour
Existing	E	D
Existing Plus Project	E	D
5-Year No Project	E	E
5-Year With Project	E	E
20-Year No Project	E	E
20-Year With Project	E	E

20.0 DISCUSSION

20.1 Existing Conditions

The results of the intersection analyses indicate that the following study intersections are currently operating below the target LOS:

- Riverway Drive / Dinuba Boulevard: LOS E for 38 vehicles at the stop sign turning left from eastbound to northbound during p.m. peak hour;
- Visalia Riverway Sports Park Driveway / Dinuba Boulevard: LOS E for three vehicles at the sign turning left from eastbound to northbound during p.m. peak hour;
- Riggin Avenue / Giddings Street: LOS F on the stop-sign-controlled northbound and southbound approaches during the a.m. peak hour, LOS F on the northbound approach during the p.m. peak hour. Several traffic signal warrants are satisfied at the intersection.

The remaining study intersections are operating at acceptable levels of service.

No specific queuing concerns were identified in the analyses, other than those that would be expected to occur at stop-sign-controlled intersections operating at LOS E or F.

The segment of SR 63 across the St. John's River bridge is currently operating below the Caltrans target LOS during both the a.m. and p.m. peak hours.

20.2 Existing-Plus-Project Conditions

The existing-plus-Project conditions analyses represent conditions that would occur after construction of the Project in the absence of other pending projects and regional growth. This scenario isolates the specific impacts of the Project.

The results of the analyses indicate the study locations, in general, are expected to continue to operate at levels of service similar to the existing conditions. The intersection of Riverway Drive and Dinuba Boulevard will improve because turning movements currently experiencing delays will be eliminated. All of the intersections currently operating at acceptable levels of service will continue to operate at acceptable levels of service. Intersections operating below the target LOS in this scenario are discussed below.

The segment of SR 63 across the St. John's River bridge will operate at the same LOS as the existing conditions. Therefore, the Project does not significantly impact the bridge.

Visalia Riverway Sports Park Driveway and Dinuba Boulevard

At the intersection of the Visalia Riverway Sports Park Driveway and Dinuba Boulevard, where the proposed Glendale Avenue will provide access to the Project site, LOS F will be experienced by drivers turning left from both the eastbound and westbound approaches to the intersection. The Project will cause the average delay associated with LOS E for the eastbound-to-northbound left turn during the existing p.m. peak hour to increase from 42.7 seconds per vehicle to LOS F with a delay of 63.4 seconds per vehicle. It is noted that only three vehicles were counted making the left turn from the eastbound approach. However, vehicles turning left from the proposed Project to southbound Dinuba Boulevard would experience LOS F with an average delay of 51.5 seconds per vehicle. This is a significant impact.

Several alternatives for mitigating the significant impact at the intersection of Visalia Riverway Sports Park Driveway and Dinuba Boulevard may be considered. Signalization is feasible with respect to the intersection alone and would operate at LOS B during the peak hours; however, the distance between the intersection and the existing traffic signals at Shannon Parkway is less than 600 feet. Therefore, signalization is not expected to be considered as a feasible mitigation measure due to the close spacing of intersections on a State Highway. A single-lane roundabout would operate at LOS A during the peak hours, but is very costly, typically on the order of \$1 million to \$2 million per intersection. Finally, preventing left turns onto Dinuba Boulevard from the eastbound and westbound approaches is feasible and would require construction of median worm or similar measures. The option of preventing turns is expected to be the least costly and the least impactful to traffic on Dinuba Boulevard.

With implementation of the recommended mitigation measure (prevent left turns from the eastbound and westbound directions), all movements at the intersection will operate at LOS B or better during the peak hours. The mitigated intersection analysis sheets are presented in Appendix F.

Implementation of the proposed mitigation measure (prevent left turns from the eastbound and westbound directions) at the intersection of Visalia Riverway Sports Park Driveway,

Dinuba Boulevard, and Avenue E will result in a redistribution of Project trips as presented in the attached Figure 12. The redistributed existing-plus-Project traffic volumes are presented in Figure 13. Motorists who would have turned left out of the site to proceed southbound on Dinuba Boulevard are expected to exit via Court Street instead.

Riggin Avenue / Giddings Street

At the intersection of Riggin Avenue and Giddings Street, the calculated delays exceed 300 seconds per vehicle in the existing condition during the a.m. peak hour (while school was in session). At this excessive level of existing delay, it is not reliable to assign a specific Project increase to the delay values. The Project will cause the average delay associated with the LOS F to increase from 54.9 seconds per vehicle to 72.7 seconds per vehicle during the p.m. peak hour. The Project is not expected to add trips to the movements experiencing the delays; rather, the Project will add some trips in the eastbound and westbound directions on Riggin Avenue that conflict with the delayed movements. This is considered a significant impact.

To mitigate the LOS F at the intersection of Riggin Avenue and Giddings Street, either traffic signals or a roundabout may be considered. It is anticipated that the right-of-way required for a roundabout would infringe upon existing residences. Therefore, a traffic signal at this location appears to be more feasible. Traffic signal warrants are satisfied in the existing condition. Considering that the Project is not responsible for mitigating existing conditions, and that the Project does not add new trips to the movements experiencing the excessive delays, it is suggested that a reasonable mitigation measure would be for the Project to participate in signalization of the intersection through payment of City development/impact fees or a fair share.

Considering the narrow width of Giddings Street, dedicated left-turn lanes may not be feasible and signalization may require either permissive phasing or split phasing in the northbound and southbound directions. Split phasing is recommended because the lack of a left-turn lane may cause additional queuing and potential for collisions with permissive phasing.

With the installation of traffic signals with split phasing, the intersection will operate at LOS C during the peak hours. The mitigated intersection analysis sheets are presented in Appendix F.

20.3 5-Year Cumulative Conditions Without Project

The 5-year cumulative conditions without-project analyses represent conditions that are expected to occur after construction of the pending projects and other possible regional growth. This scenario estimates the 5-year cumulative impacts without the project. The results of the analyses indicate that the following study intersections are expected to operate below the target LOS:

- Visalia Riverway Sports Park Driveway / Dinuba Boulevard
- Riggin Avenue / Giddings Street
- Riggin Avenue / Court Street

It is anticipated that the intersection of Riverway Drive and Dinuba Boulevard would be eliminated and converted to a park driveway within the next five years.

The remaining study intersections are expected to operate at acceptable levels of service.

No specific queuing concerns were identified in the analyses, other than those that would be expected to occur at stop-sign-controlled intersections operating at LOS E or F.

The segment of SR 63 across the St. John's River bridge is expected to continue to operate at the existing LOS E during the a.m. peak hour and will drop from LOS D to LOS E during the p.m. peak hour.

20.4 5-Year Cumulative Conditions With Project

The 5-year cumulative conditions with-Project analyses represent conditions that are expected to occur after construction of the pending projects, other possible regional growth, and the proposed Project. This scenario estimates the 5-year cumulative impacts with the Project.

The results of the analyses indicate the study locations, in general, are expected to continue to operate at levels of service similar to the existing conditions. The intersection of Riverway Drive and Dinuba Boulevard will improve because turning movements currently experiencing delays will be eliminated. All of the intersections currently operating at acceptable levels of service will continue to operate at acceptable levels of service, with the exception of the intersection of Riffin Avenue and Court Street. Intersections operating below the target LOS in this scenario are discussed below.

The segment of SR 63 across the St. John's River bridge will operate at the same LOS as the 5-year cumulative conditions without the Project. Therefore, the Project does significantly impact the bridge.

Visalia Riverway Sports Park Driveway and Dinuba Boulevard

At the intersection of the Visalia Riverway Sports Park Driveway and Dinuba Boulevard, where the proposed Glendale Avenue will provide access to the Project site, LOS F will be experienced by drivers turning left from both the eastbound and westbound approaches to the intersection. This is a significant cumulative impact.

The mitigation measures discussed in this paragraph are identical to those discussed for the existing-plus-Project conditions. Several alternatives for mitigating the significant impact at the intersection of Visalia Riverway Sports Park Driveway and Dinuba Boulevard may be considered. Signalization is feasible with respect to the intersection alone and would operate at LOS B during the peak hours; however, the distance between the intersection and the existing traffic signals at Shannon Parkway is less than 600 feet. Therefore, signalization is not expected to be considered as a feasible mitigation measure due to the close spacing of intersections on a State Highway. A roundabout with two lanes in the northbound and southbound directions would operate at LOS A during the a.m. peak hour and LOS C during the p.m. peak hour but is very costly, typically on the order of \$1 million to \$2 million per intersection. Finally, preventing left turns onto Dinuba Boulevard from the eastbound and westbound approaches is feasible and would require construction of median worm or similar

measures. The option of preventing turns is expected to be the least costly and the least impactful to traffic on Dinuba Boulevard.

With implementation of the recommended mitigation measure (prevent left turns from the eastbound and westbound directions), all movements at the intersection will operate at LOS C or better during the peak hours. The mitigated intersection analysis sheets are presented in Appendix F.

Implementation of the proposed mitigation measure (prevent left turns from the eastbound and westbound directions) at the intersection of Visalia Riverway Sports Park Driveway, Dinuba Boulevard, and Avenue E will result in a redistribution of Project trips as presented in the attached Figure 12. The redistributed 5-year cumulative traffic volumes with the Project are presented in Figure 14. Motorists who would have turned left out of the site to proceed southbound on Dinuba Boulevard are expected to exit via Court Street instead.

Riggin Avenue / Giddings Street

At the intersection of Riggin Avenue and Giddings Street, cumulative projects and the proposed Project will exacerbate the existing LOS F. This is considered a significant cumulative impact.

The mitigation measures discussed in this paragraph are identical to those discussed for the existing-plus-Project conditions. To mitigate the LOS F at the intersection of Riggin Avenue and Giddings Street, either traffic signals or a roundabout may be considered. It is anticipated that the right-of-way required for a roundabout would infringe upon existing residences. Therefore, a traffic signal at this location appears to be more feasible. Traffic signal warrants are satisfied in the existing condition. Considering that the Project is not responsible for mitigating existing conditions, and that the Project does not add new trips to the movements experiencing the excessive delays, it is suggested that a reasonable mitigation measure would be for the Project to participate in signalization of the intersection through payment of City development/impact fees or a fair share.

Considering the narrow width of Giddings Street, dedicated left-turn lanes may not be feasible and signalization is expected to require either permissive phasing or split phasing in the northbound and southbound directions. Split phasing is recommended because the lack of a left-turn lane may cause additional queuing and potential for collisions with permissive phasing.

With the installation of traffic signals with split phasing, the intersection will operate at LOS D during the a.m. peak hour and LOS C during the p.m. peak hour. The mitigated intersection analysis sheets are presented in Appendix F.

Riggin Avenue / Court Street

As development continues in the region, the intersection of Riggin Avenue and Court Street is expected to operate at LOS E during the a.m. peak hour and LOS F during the p.m. peak hour. This is a cumulative significant impact.

The intersection has been constructed with a configuration that will accommodate signalization. It is recommended that the Project mitigate its share of the significant

cumulative impact by participating in signalization of the intersection through payment of City development/impact fees or a fair share.

With the installation of traffic signals, the intersection will operate at LOS B during the peak hours. The mitigated intersection analysis sheets are presented in Appendix F.

20.5 20-Year Cumulative Conditions Without Project

The 20-year cumulative without-Project conditions analyses are based on the assumption that the Project site is not developed. This scenario estimates the long-term cumulative impacts without the Project. Analyses are performed only for State intersections because the City Procedures do not require a 20-year analysis of City intersections for Category II projects.

The results of the analyses indicate that the following study intersection is expected to operate below the target LOS:

- Visalia Riverway Sports Park Driveway / Dinuba Boulevard

The other State study intersections are expected to operate at acceptable levels of service.

No specific queuing concerns were identified in the analyses, other than those that would be expected to occur at stop-sign-controlled intersections operating at LOS E or F.

The segment of SR 63 across the St. John's River bridge is expected to operate at LOS E during the peak hours.

20.6 20-Year Cumulative Conditions With Project

The 20-year cumulative with-Project conditions analyses estimates the long-term cumulative impacts with the Project. Analyses are performed only for State intersections because the City Procedures do not require a 20-year analysis of City intersections for Category II projects.

The results of the analyses indicate the study locations on State facilities, in general, are expected to continue to operate at levels of service similar to the existing conditions. The intersection of Riverway Drive and Dinuba Boulevard will improve because turning movements currently experiencing delays will be eliminated. The intersections currently operating at acceptable levels of service will continue to operate at acceptable levels of service. Intersections operating below the target LOS in this scenario are discussed below.

The segment of SR 63 across the St. John's River bridge will operate at the same LOS as the 20-year cumulative conditions without the Project. Therefore, the Project does significantly impact the bridge.

Visalia Riverway Sports Park Driveway and Dinuba Boulevard

At the intersection of Visalia Riverway Sports Park Driveway and Dinuba Boulevard, where the proposed Glendale Avenue will provide access to the Project site, LOS F will be experienced by drivers turning left from both the eastbound and westbound approaches to the intersection. This is a significant cumulative impact.

The mitigation measures discussed in this paragraph are identical to those discussed for the existing-plus-Project and the 5-year cumulative conditions. Several alternatives for

mitigating the significant impact at the intersection of Visalia Riverway Sports Park Driveway and Dinuba Boulevard may be considered. Signalization is feasible with respect to the intersection alone and would operate at LOS B during the peak hours; however, the distance between the intersection and the existing traffic signals at Shannon Parkway is less than 600 feet. Therefore, signalization is not expected to be considered as a feasible mitigation measure due to the close spacing of intersections on a State Highway. A roundabout with two lanes in the northbound and southbound directions would operate at LOS A during the a.m. peak hour and LOS C during the p.m. peak hour but is very costly, typically on the order of \$1 million to \$2 million per intersection. Finally, preventing left turns onto Dinuba Boulevard from the eastbound and westbound approaches is feasible and would require construction of median worm or similar measures. The option of preventing turns is expected to be the least costly and the least impactful to traffic on Dinuba Boulevard.

With implementation of the recommended mitigation measure (prevent left turns from the eastbound and westbound directions), all movements at the intersection will operate at LOS B or better during the peak hours. The mitigated intersection analysis sheets are presented in Appendix F.

Implementation of the proposed mitigation measure (prevent left turns from the eastbound and westbound directions) at the intersection of Visalia Riverway Sports Park Driveway, Dinuba Boulevard, and Avenue E will result in a redistribution of Project trips as presented in the attached Figure 12. The redistributed 20-year cumulative traffic volumes with the Project are presented in Figure 15. Motorists who would have turned left out of the site to proceed southbound on Dinuba Boulevard are expected to exit via Court Street instead.

20.7 Summary of Recommended Mitigation Measures

Tables 20 through 22 present a summary of the recommended mitigation measures with the corresponding levels of service and delays. Fair share payments may be in the form of payment of City development fees if the mitigation measure is included in the fee program.

Table 20
Recommended Mitigation Measures and LOS Summary
Existing Plus Project Conditions

Intersection	Mitigation Measure or Project Requirement	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Riverway / Dinuba	Riverway to be closed by the Project	12.2	B	14.3	B
Sports Park / Dinuba / Glendale	Prevent left turns from Glendale and from the park	10.3	B	13.0	B
Riggin / Giddings	Fair share payment for future signals	31.3	C	28.5	C

Table 21
Recommended Mitigation Measures and LOS Summary
5-Year Cumulative Conditions

Intersection	Mitigation Measure or Project Requirement	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Riverway / Dinuba	Riverway to be closed by the Project	13.4	B	16.5	C
Sports Park / Dinuba / Glendale	Prevent left turns from Glendale and from the park	11.0	B	15.0	C
Riggin / Giddings	Fair share payment for future signals	37.6	D	26.9	C
Riggin / Court	Fair share payment for future signals	17.0	B	17.2	B

Table 22
Recommended Mitigation Measures and LOS Summary
20-Year Cumulative Conditions

Intersection	Mitigation Measure or Project Requirement	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Riverway / Dinuba	Riverway to be closed by the Project	13.7	B	15.3	C
Sports Park / Dinuba / Glendale	Prevent left turns from Glendale and from the park	11.2	B	14.9	B

21.0 CONCLUSIONS

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

The traffic impact analysis found that the following study intersections and road segments are currently operating below the target LOS:

- Riverway Drive / Dinuba Boulevard
- Visalia Riverway Sports Park Driveway / Dinuba Boulevard
- Riggin Avenue / Giddings Street (traffic signal warrants satisfied)
- SR 63 across the St. John's River bridge.

The Project will construct a collector-type street (identified as Glendale Avenue on the map) along its southern boundary that will provide access to the site via Dinuba Boulevard opposite the existing driveway at the Visalia Riverway Sports Park.

Phase 1 of the Project will construct Court Street between Shannon Parkway and Glendale Avenue.

The Project will construct a cul-de-sac on Riverway Drive approximately 900 feet east of Giddings Street. The portion of Riverway Drive between the new cul-de-sac and Dinuba

Boulevard will be eliminated by the City of Visalia and incorporated into the sports park. The existing intersection of Riverway Drive and Dinuba Boulevard will be converted to a right-in/right-out driveway for the sports park; left turns and U-turns will not be allowed.

The Project is expected to cause significant impacts, or contribute to significant cumulative impacts, at the following locations:

- Visalia Riverway Sports Park Driveway / Dinuba Boulevard
- Riggin Avenue / Giddings Street
- Riggin Avenue / Court Street.

The recommended mitigation measures are as follows:

- Visalia Riverway Sports Park Driveway / Dinuba Boulevard: It is recommended that a median worm or similar measures be constructed to prevent left turns from the eastbound and westbound approaches to Dinuba Boulevard. Left turns from the northbound and southbound approaches on Dinuba Boulevard would be allowed.
- Riggin Avenue / Giddings Street: It is recommended that the Project mitigate its share of the significant cumulative impact by participating in signalization of the intersection through payment of City development/impact fees or a fair share. Split phasing is recommended in the northbound and southbound directions if the installation of left-turn lanes is not feasible based on the width of Giddings Street.
- Riggin Avenue / Court Street: It is recommended that the Project mitigate its share of the significant cumulative impact by participating in signalization of the intersection through payment of City development/impact fees or a fair share.

The proposed map appears to provide adequate circulation throughout the site. Potential concerns include: long cul-de-sacs, several four-legged intersections, and overlong streets. If desired by the City, traffic calming measures such as bulb-outs, chokers, and chicanes may be incorporated into the design.

The Project is not expected to disrupt or impede existing or planned bicycle facilities.

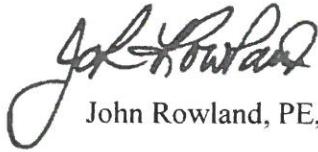
The Project is not expected to disrupt or impede existing pedestrian facilities and will improve pedestrian connectivity by constructing sidewalks along the Project frontage in accordance with City or Caltrans standards, as applicable.

The Project is not expected to disrupt or impede existing transit facilities.

The Project will not significantly impact the SR 63 bridge across the St. John's River.

Thank you for the opportunity to perform this traffic impact analysis. Please feel free to contact our office if you have any questions.

PETERS ENGINEERING GROUP



John Rowland, PE, TE



Attachments: Figures 1 through 15
Appendix A - Traffic Count Data Sheets
Appendix B – Tulare County Travel Model
Appendix C – Intersection Analysis Sheets
Appendix D – Traffic Signal Warrants
Appendix E – Road Segment Analysis Sheets
Appendix F – Mitigated Intersection Analysis Sheets

FIGURES





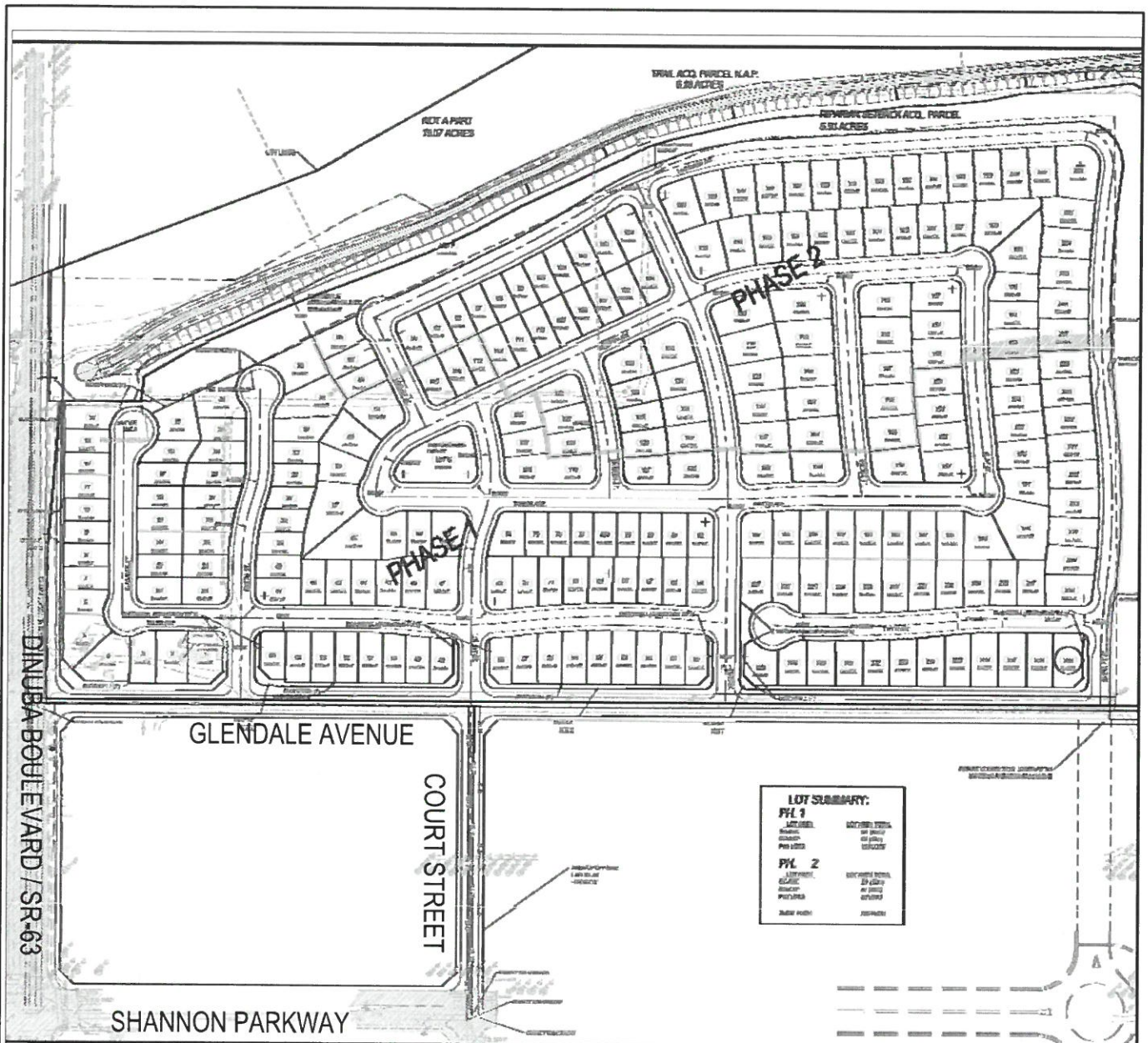
Proposed River Island Ranch Residential Subdivision
Visalia, California

LEGEND

 PROJECT SITE

VICINITY MAP





Proposed River Island Ranch Residential Subdivision
Visalia, California

SITE PLAN



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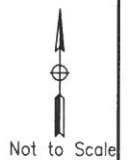
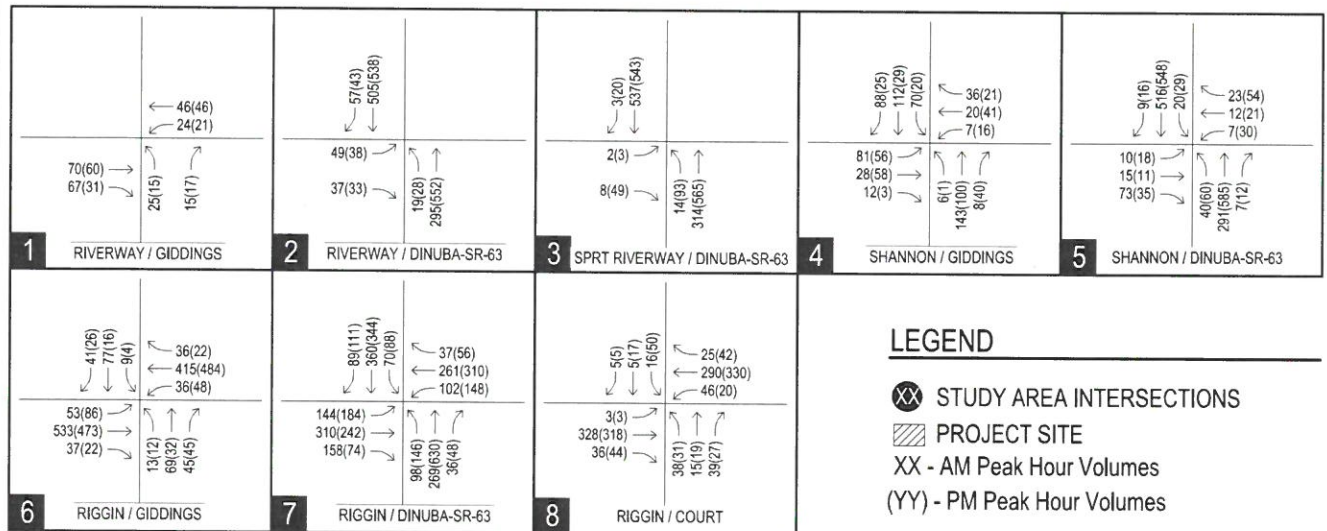
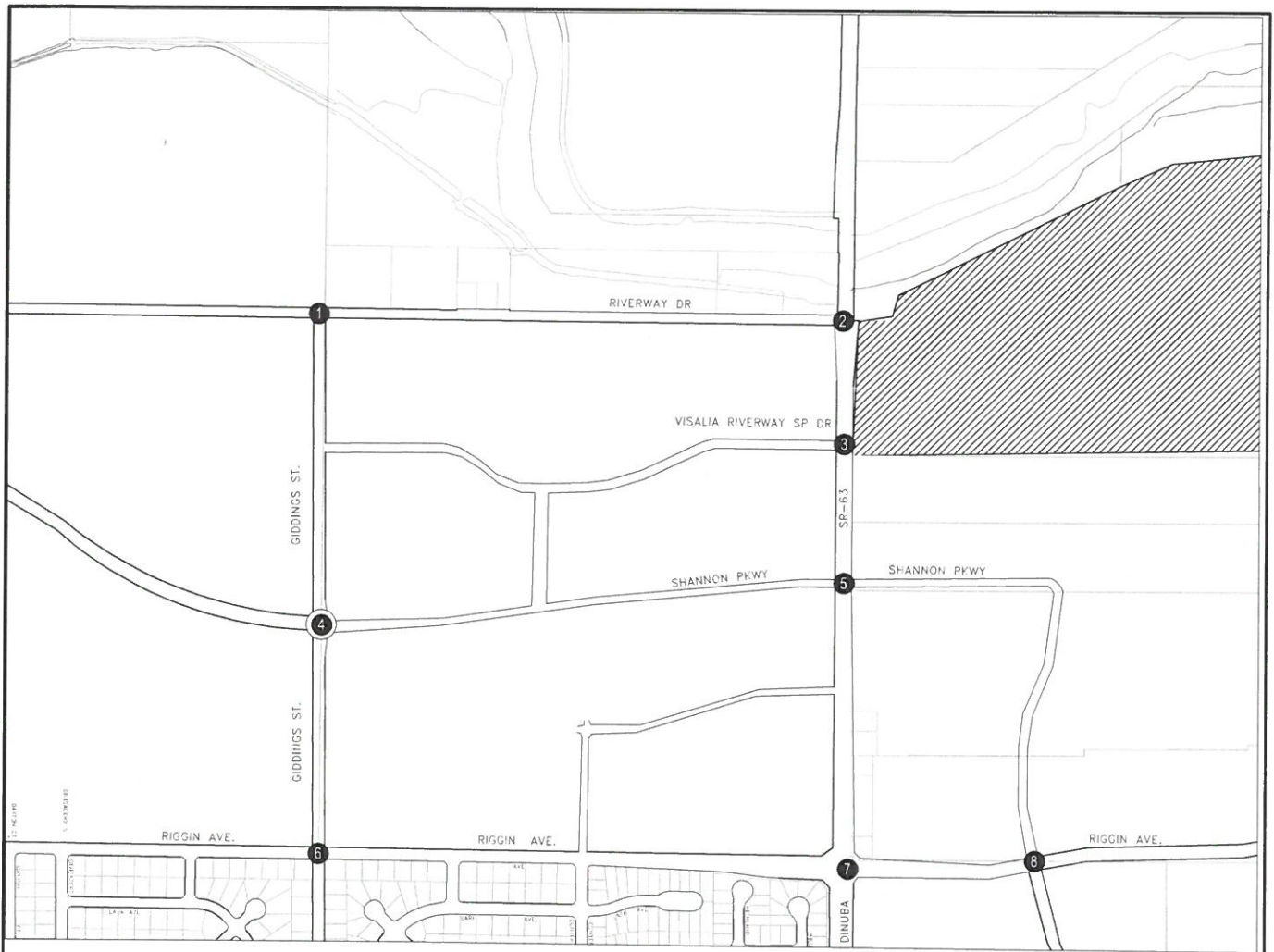


Figure 2

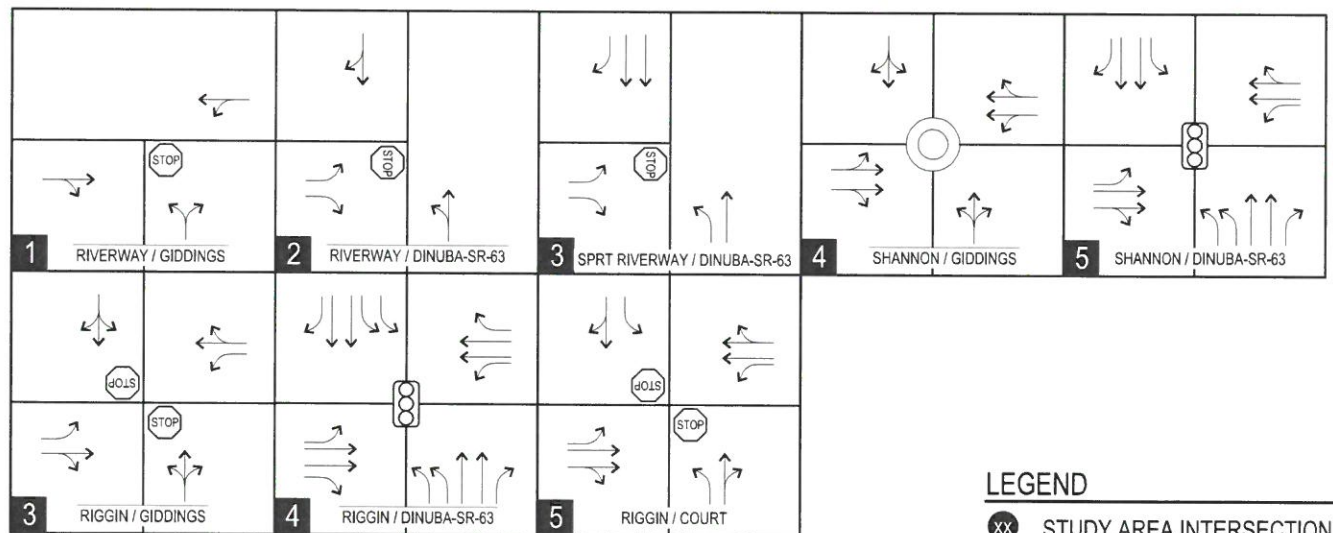
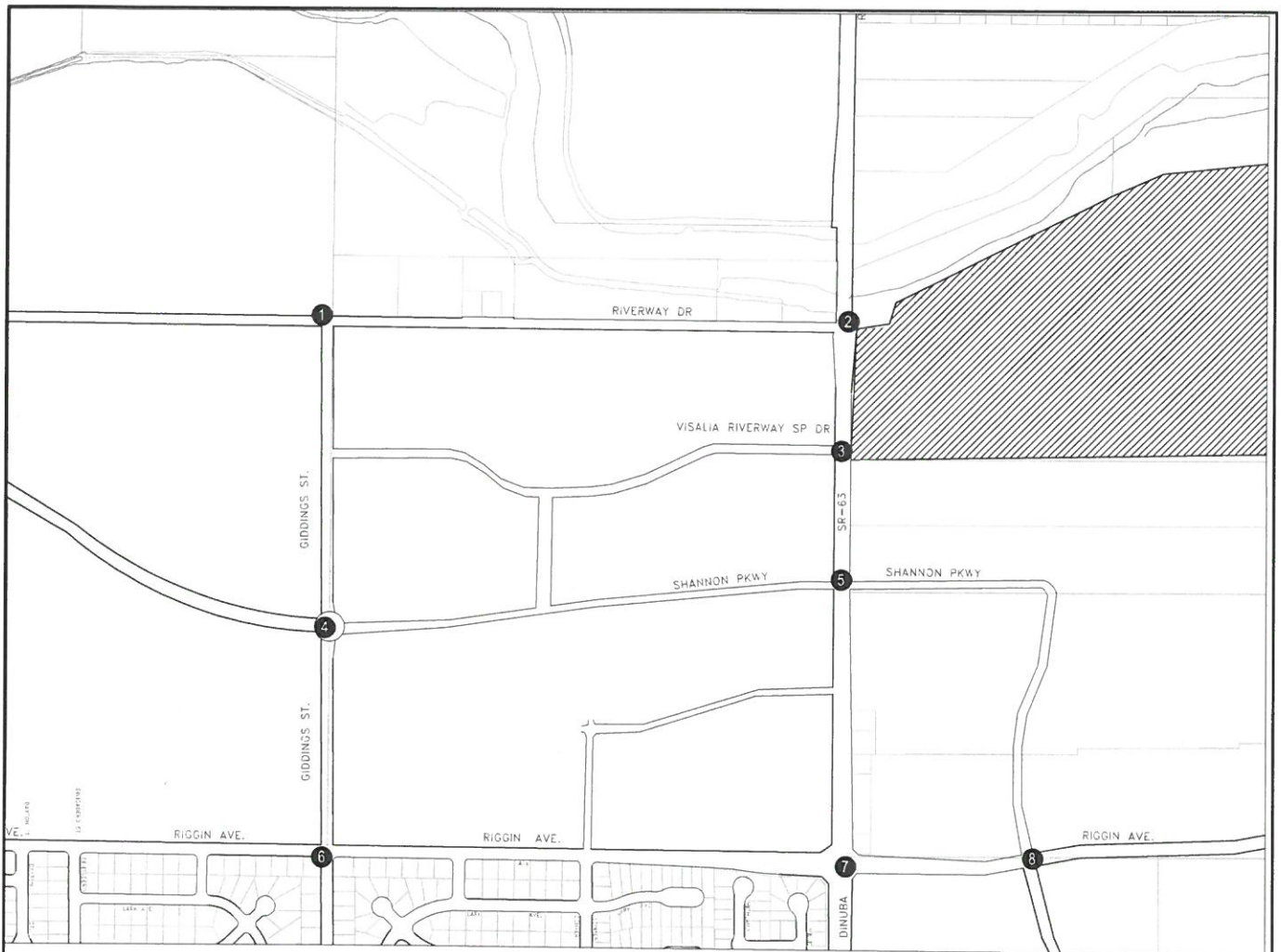


LEGEND

- XX STUDY AREA INTERSECTIONS
- XX PROJECT SITE
- XX - AM Peak Hour Volumes
- (YY) - PM Peak Hour Volumes

Proposed River Island Ranch Residential Subdivision
Visalia, California

EXISTING PEAK HOUR TRAFFIC VOLUMES



LEGEND

- XX STUDY AREA INTERSECTIONS
- PROJECT SITE
- SIGNALIZED INTERSECTION
- STOP SIGN
- DIRECTION OF TRAVEL

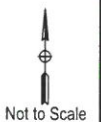
Proposed River Island Ranch Residential Subdivision
Visalia, California

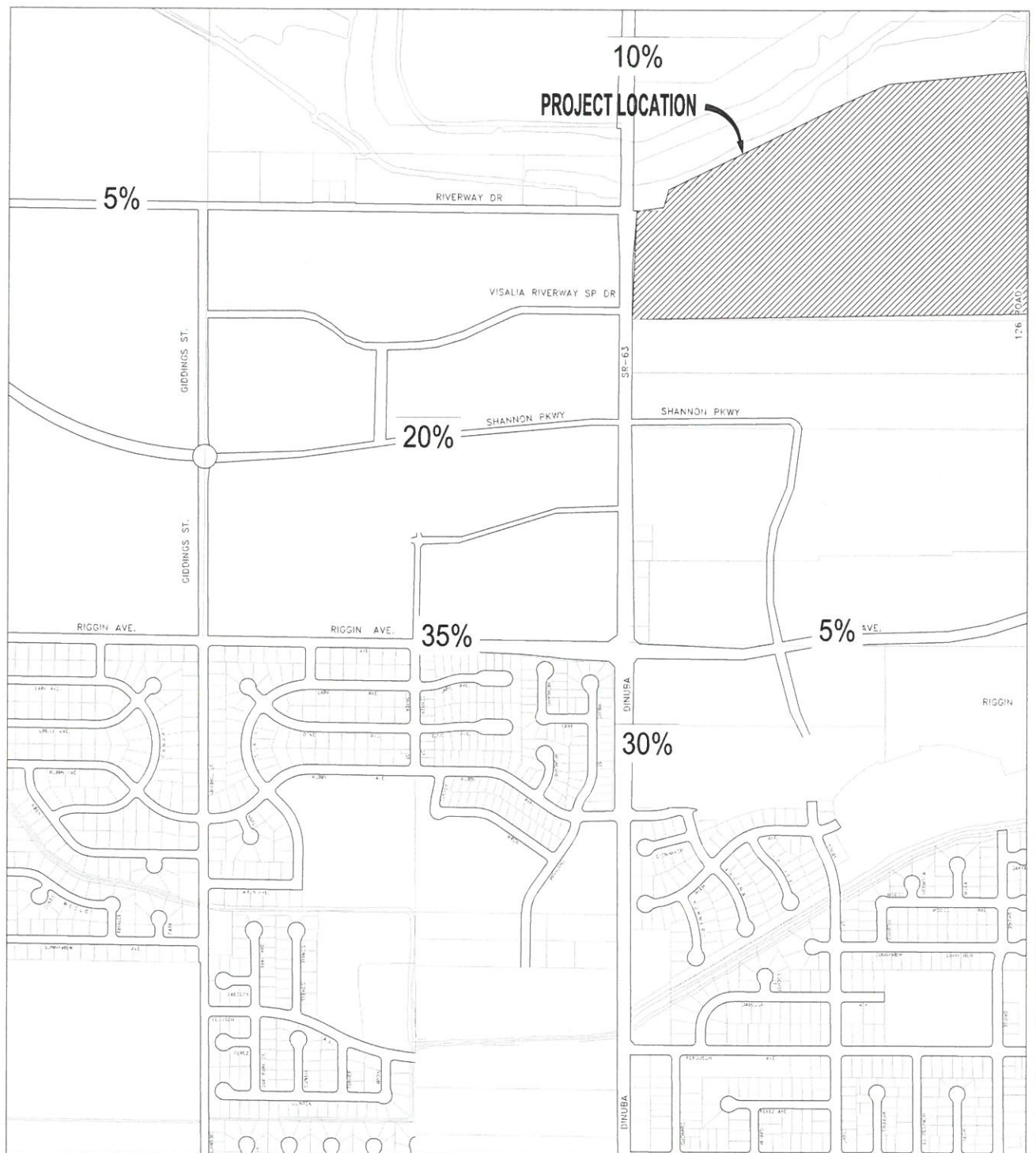
EXISTING LANE CONFIGURATIONS AND INTERSECTION CONTROL



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Figure 4



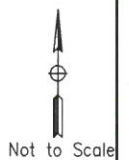


Proposed River Island Ranch Residential Subdivision
Visalia, California

LEGEND

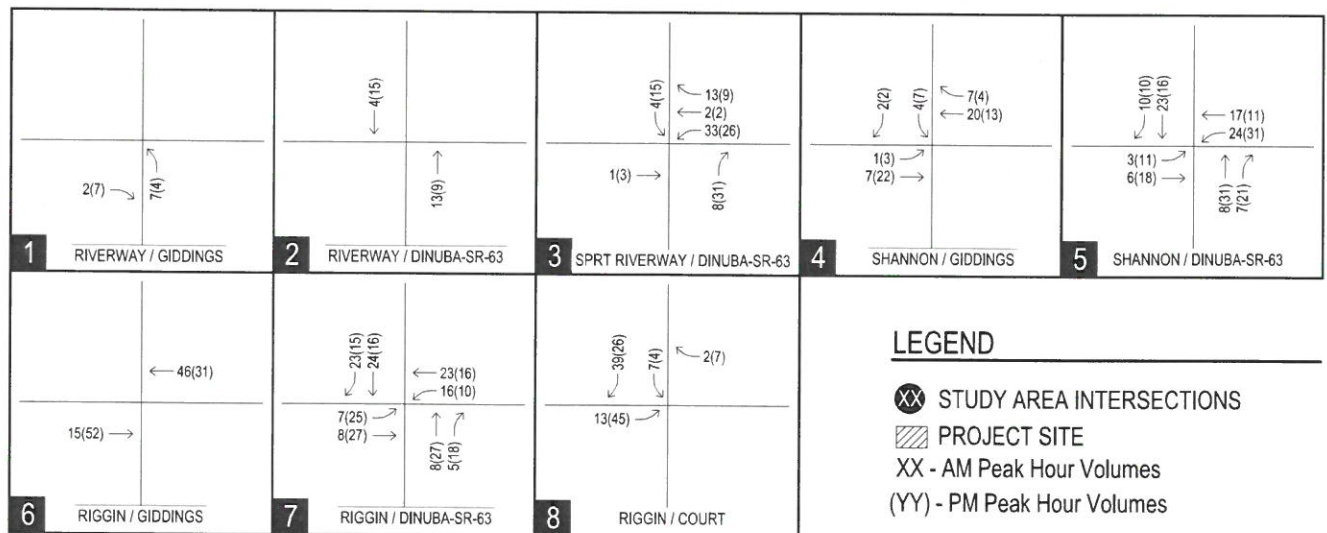
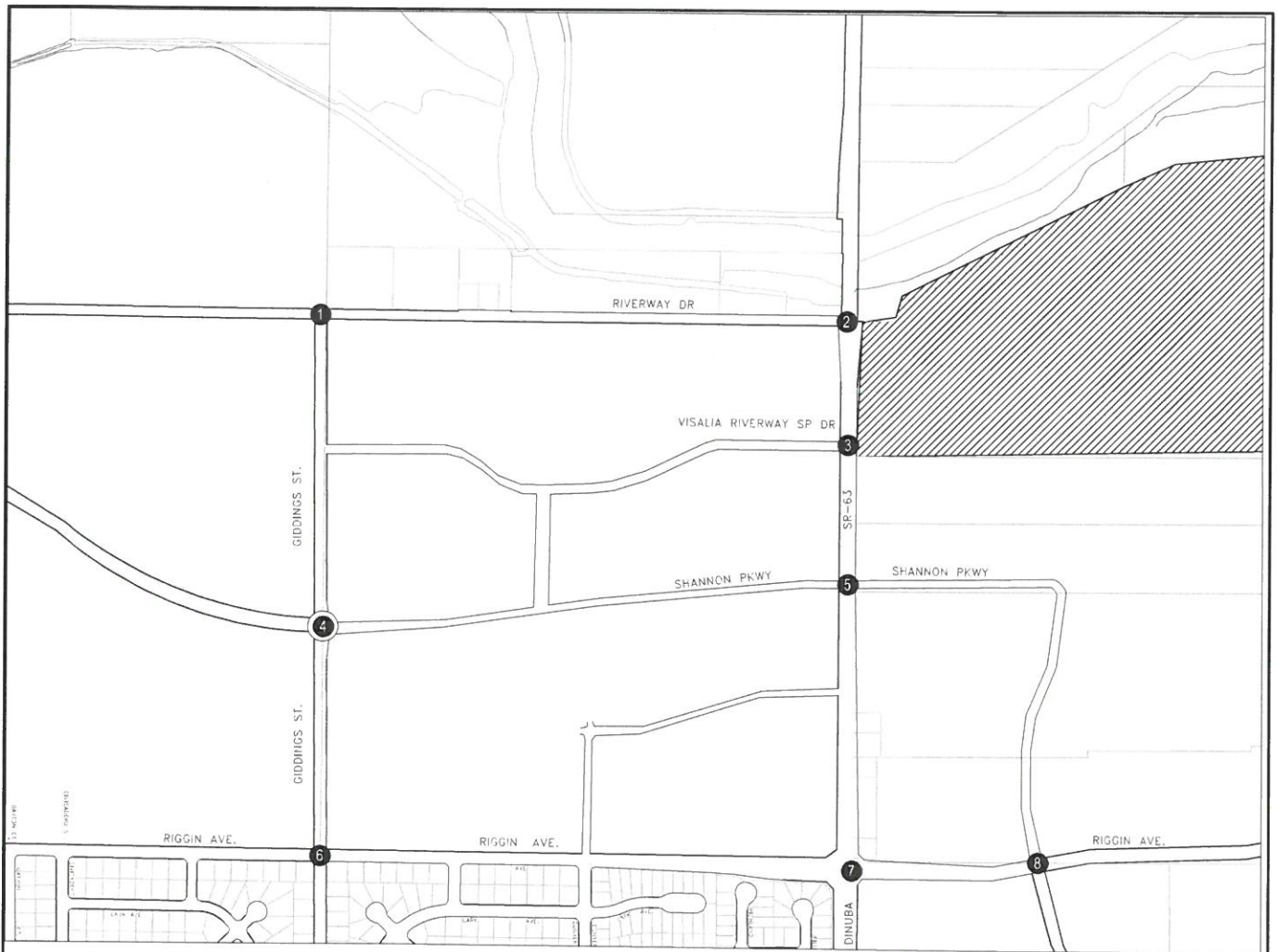
 PROJECT SITE

PEAK HOUR PROJECT TRAFFIC DISTRIBUTION PERCENTAGES



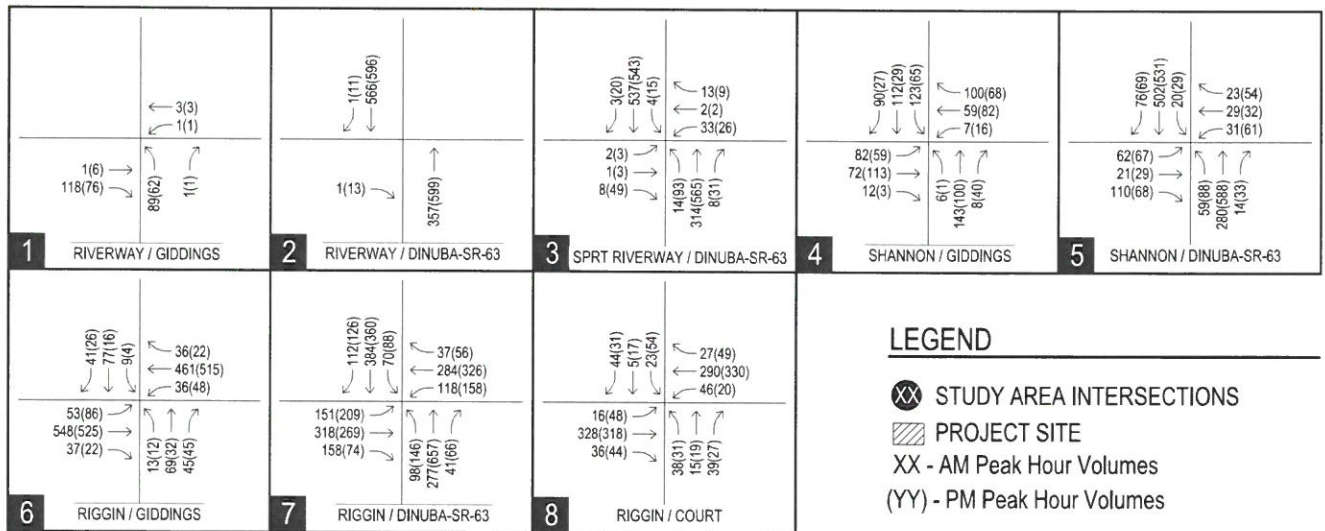
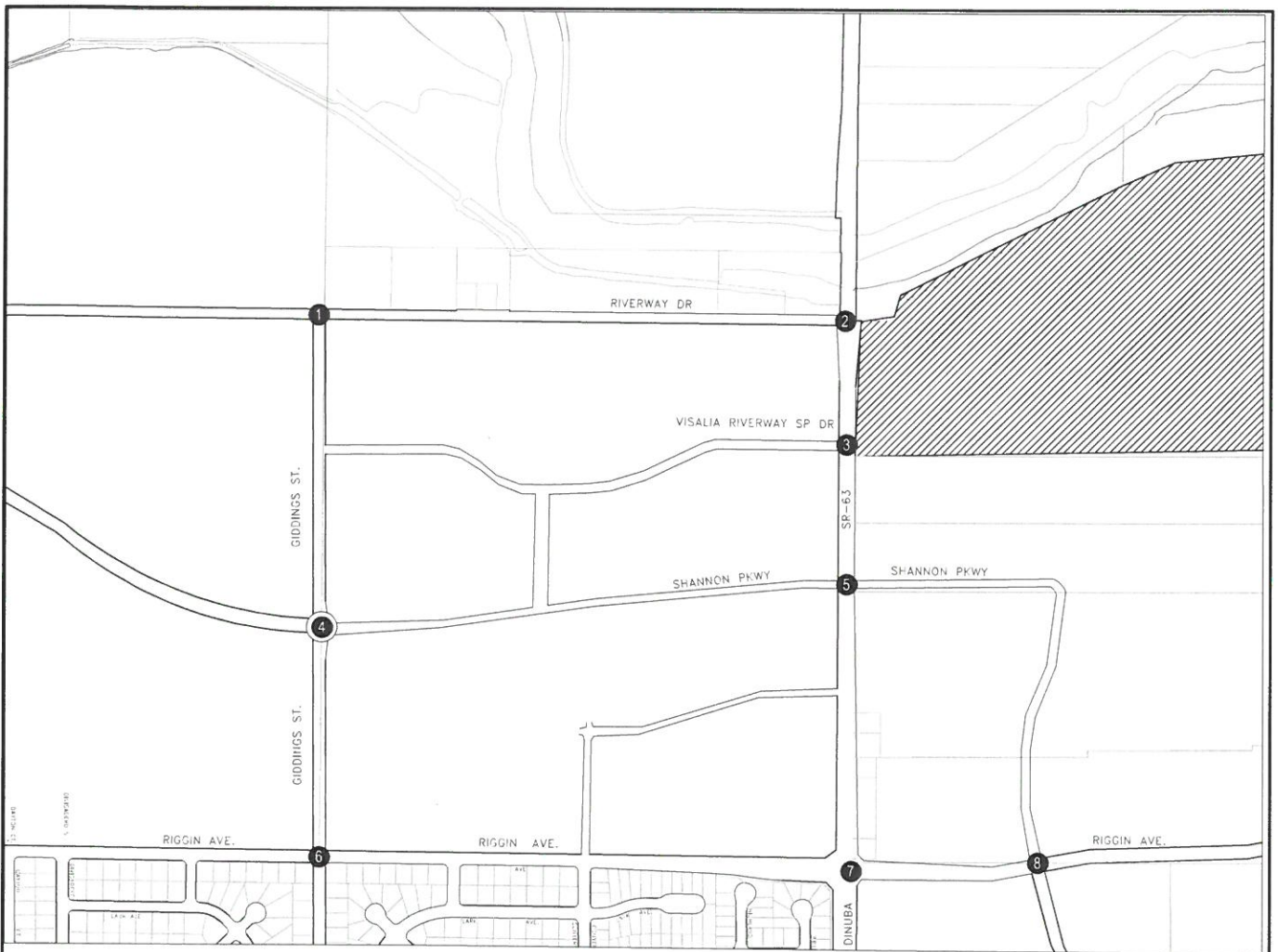
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Figure 5



Proposed River Island Ranch Residential Subdivision
Visalia, California

PEAK HOUR PROJECT TRAFFIC VOLUMES



LEGEND

- XX STUDY AREA INTERSECTIONS
- PROJECT SITE
- XX - AM Peak Hour Volumes
- (YY) - PM Peak Hour Volumes

Proposed River Island Ranch Residential Subdivision
Visalia, California

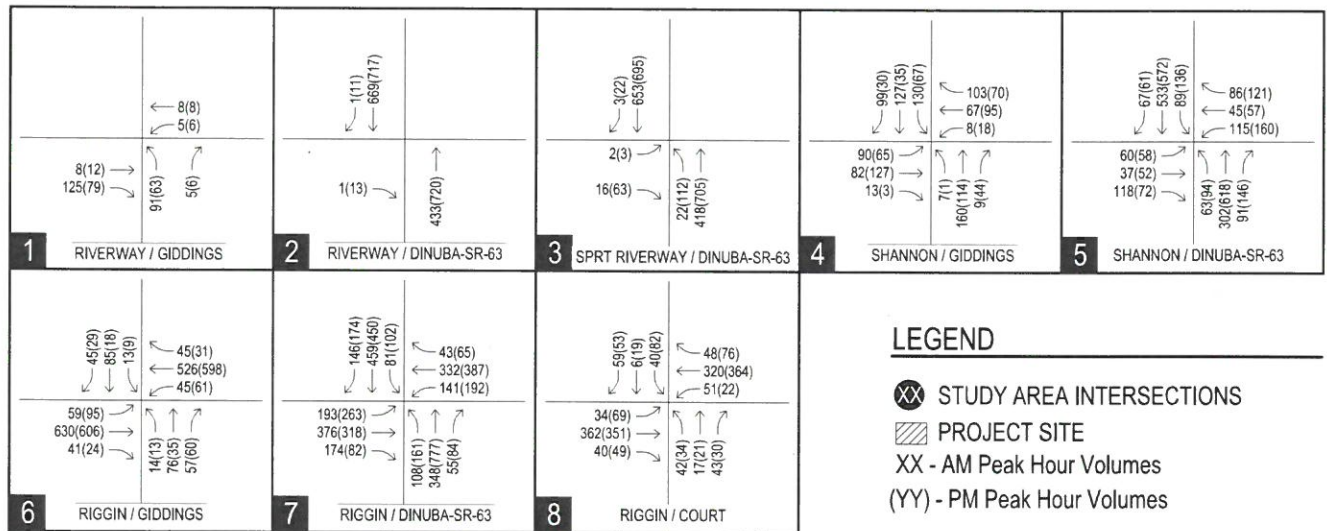
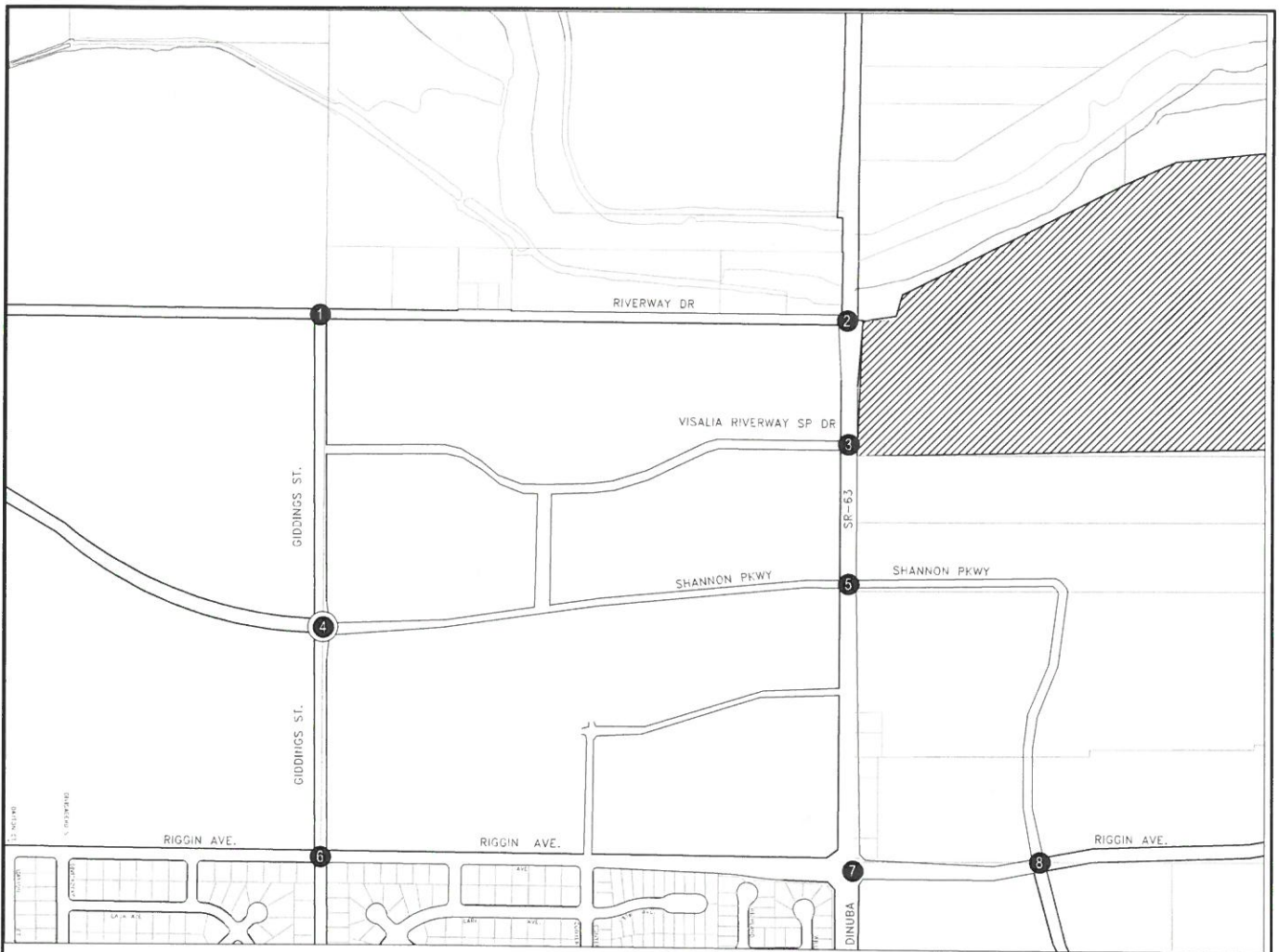
EXISTING PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES



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Figure 7



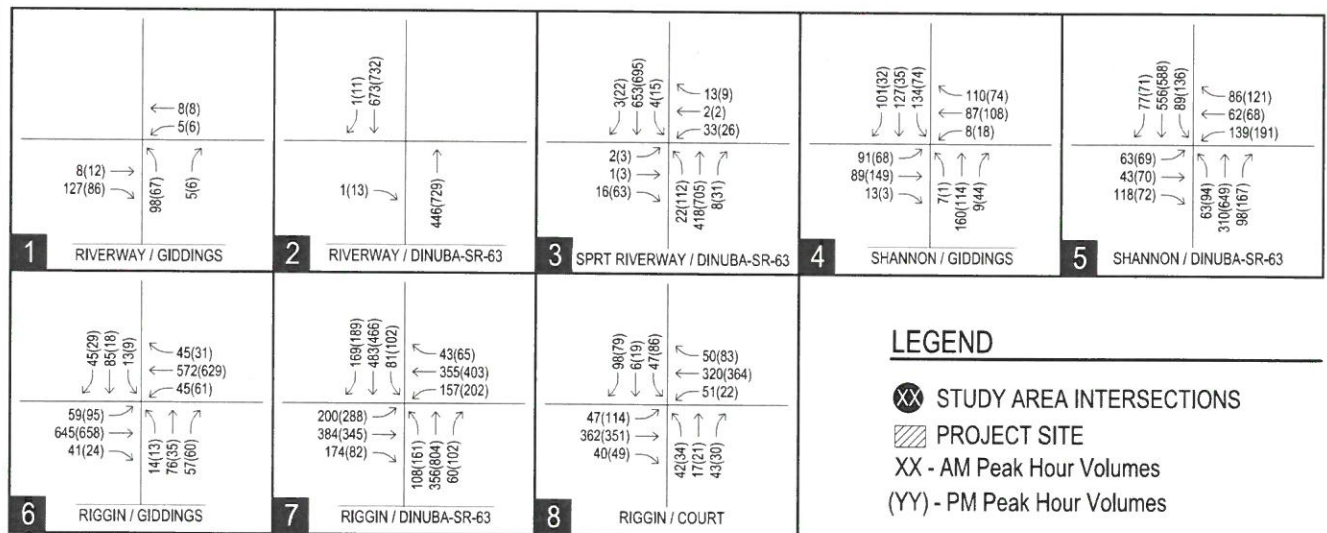
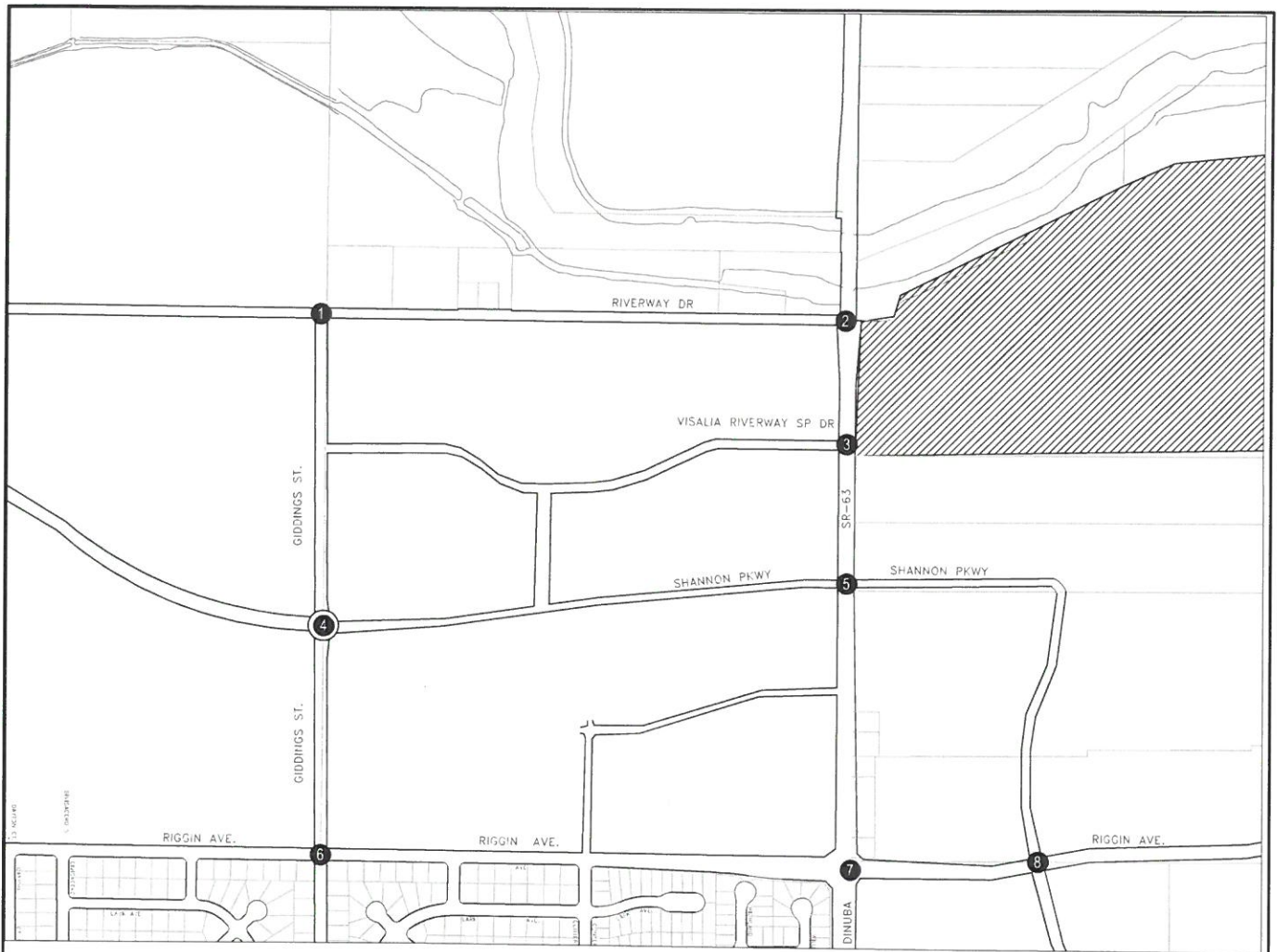
LEGEND

- XX STUDY AREA INTERSECTIONS
- XX PROJECT SITE
- XX - AM Peak Hour Volumes
- (YY) - PM Peak Hour Volumes

Proposed River Island Ranch Residential Subdivision
Visalia, California

5 YEAR CUMULATIVE NO PROJECT PEAK HOUR TRAFFIC VOLUMES





LEGEND

- XX STUDY AREA INTERSECTIONS
- PROJECT SITE
- XX - AM Peak Hour Volumes
- (YY) - PM Peak Hour Volumes

Proposed River Island Ranch Residential Subdivision
Visalia, California

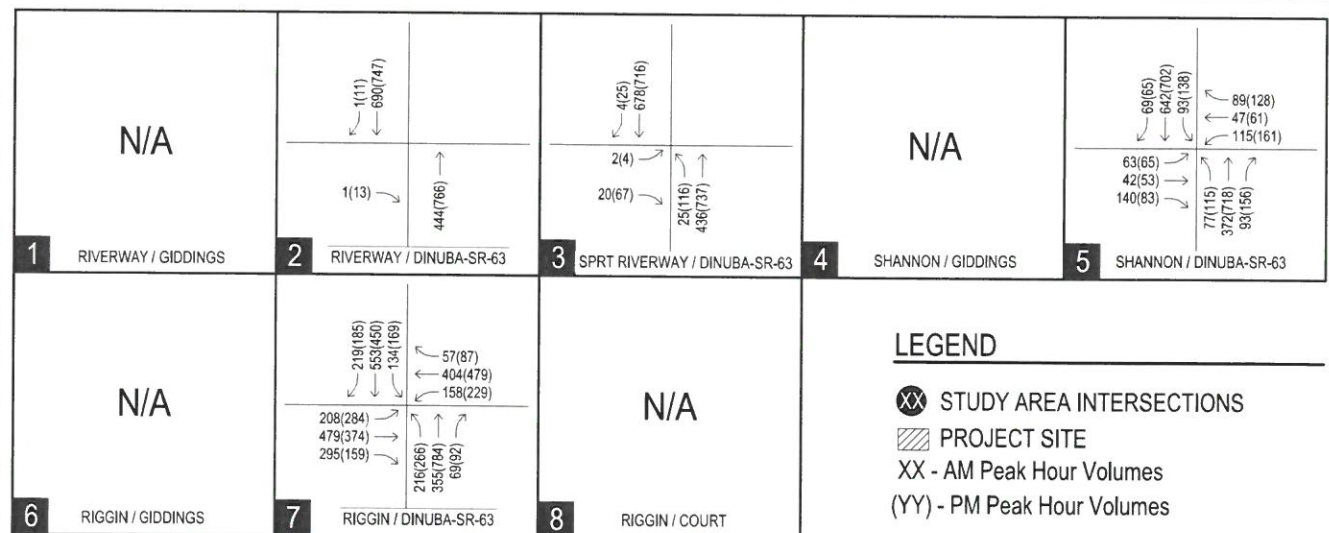
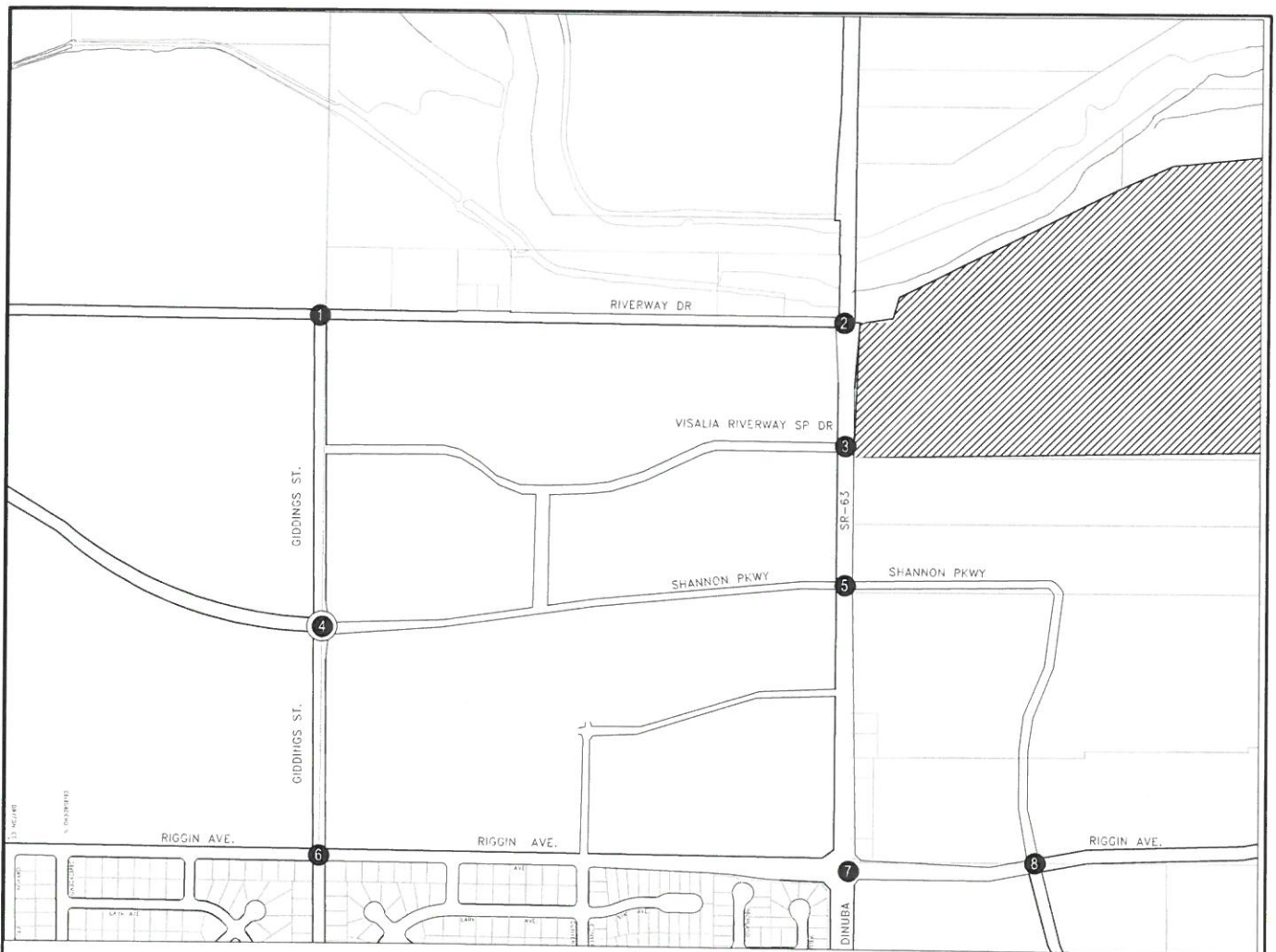
5 YEAR CUMULATIVE WITH PROJECT PEAK HOUR TRAFFIC VOLUMES



PETERS ENGINEERING GROUP

Figure 9





Proposed River Island Ranch Residential Subdivision
Visalia, California

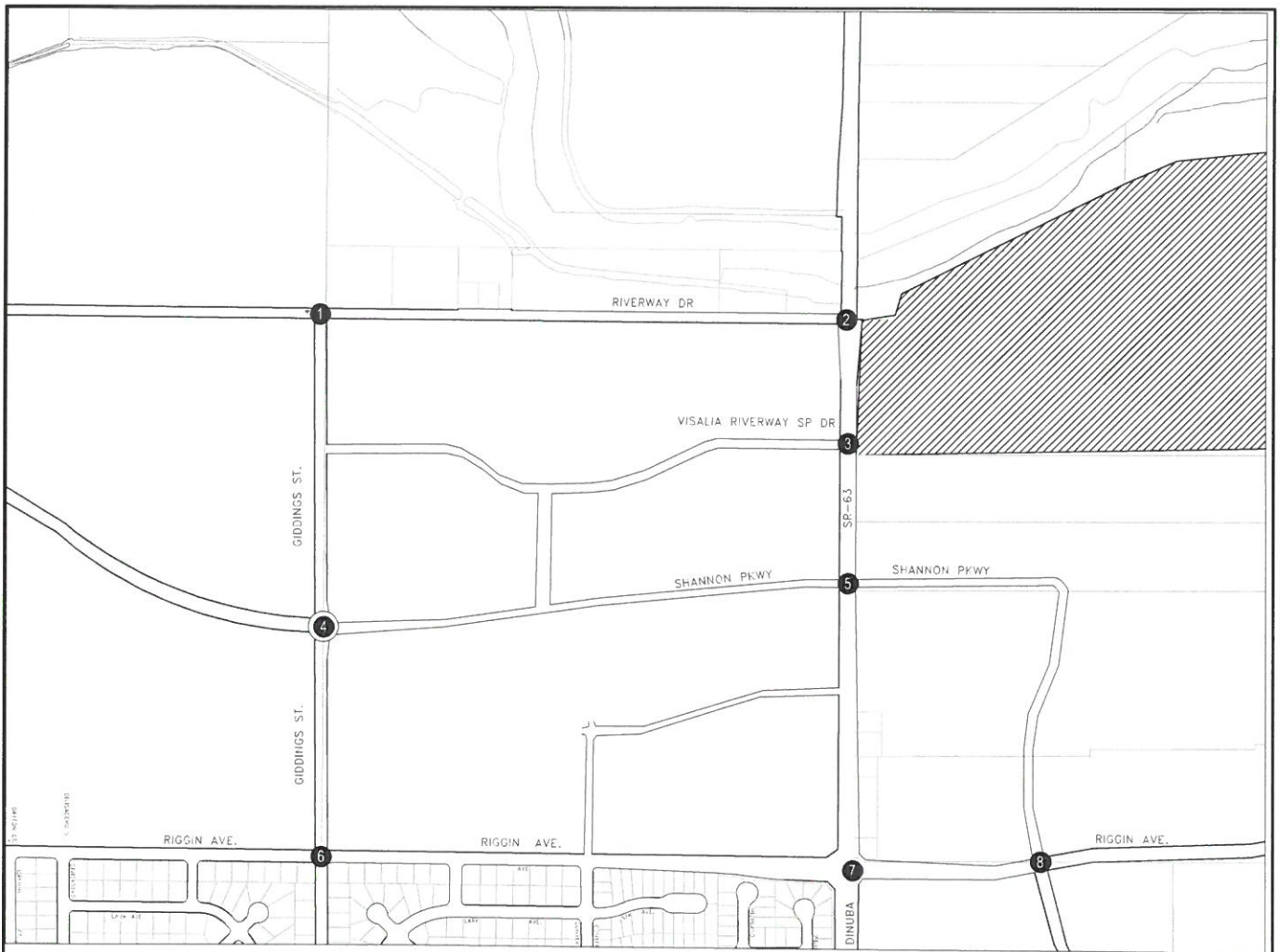
20 YEAR CUMULATIVE NO PROJECT PEAK HOUR TRAFFIC VOLUMES



PETERS ENGINEERING GROUP

Figure 10

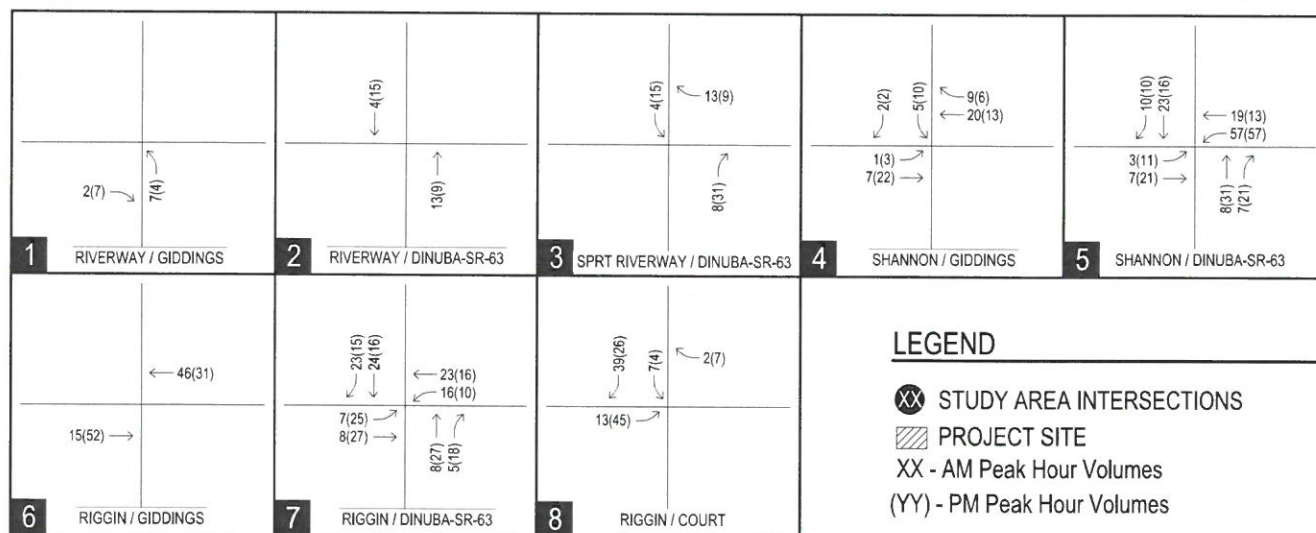
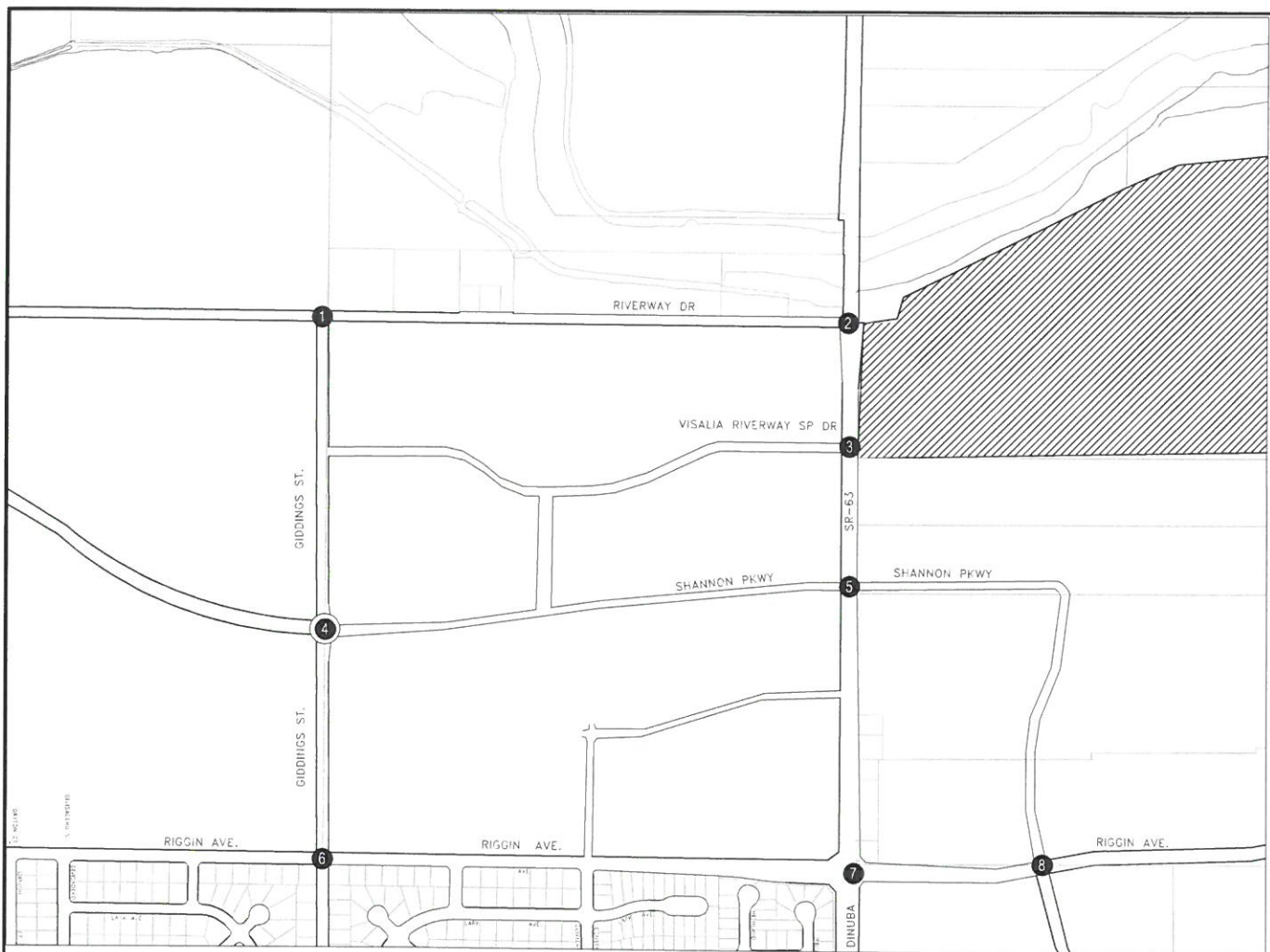




<p>N/A</p> <p>1 RIVERWAY / GIDDINGS</p>	<p>1(11) 894(762)</p> <p>1(13) 457(775)</p> <p>2 RIVERWAY / DINUBA-SR-63</p>	<p>4(25) 678(716) 13(9) 2(2) 33(26)</p> <p>2(4) 1(3) 20(67) 25(116) 436(737) 8(31)</p> <p>3 SPRT RIVERWAY / DINUBA-SR-63</p>	<p>N/A</p> <p>4 SHANNON / GIDDINGS</p>	<p>79(75) 665(718) 93(138) 89(128) 64(72) 139(192)</p> <p>66(76) 48(71) 140(83) 77(115) 380(749) 100(177)</p> <p>5 SHANNON / DINUBA-SR-63</p>
<p>N/A</p> <p>6 RIGGIN / GIDDINGS</p>	<p>242(200) 577(466) 134(169) 57(87) 427(495) 174(239)</p> <p>215(309) 487(401) 295(159) 216(266) 363(811) 74(110)</p> <p>7 RIGGIN / DINUBA-SR-63</p>	<p>N/A</p> <p>8 RIGGIN / COURT</p>	<p>LEGEND</p> <p>XX STUDY AREA INTERSECTIONS</p> <p>XX - AM Peak Hour Volumes</p> <p>(YY) - PM Peak Hour Volumes</p>	

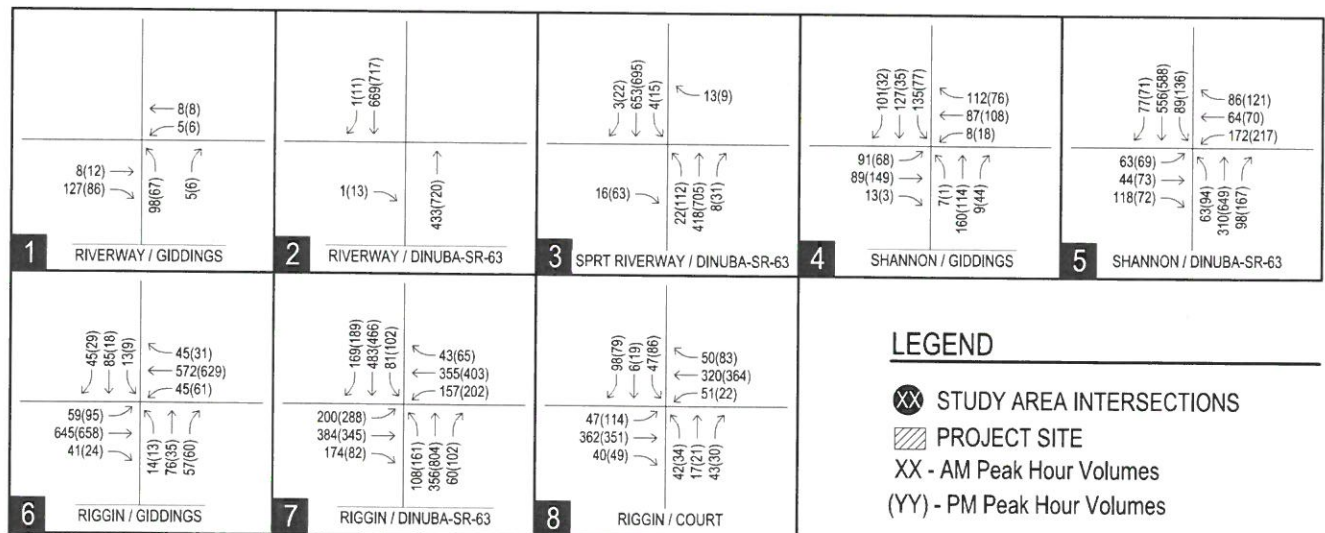
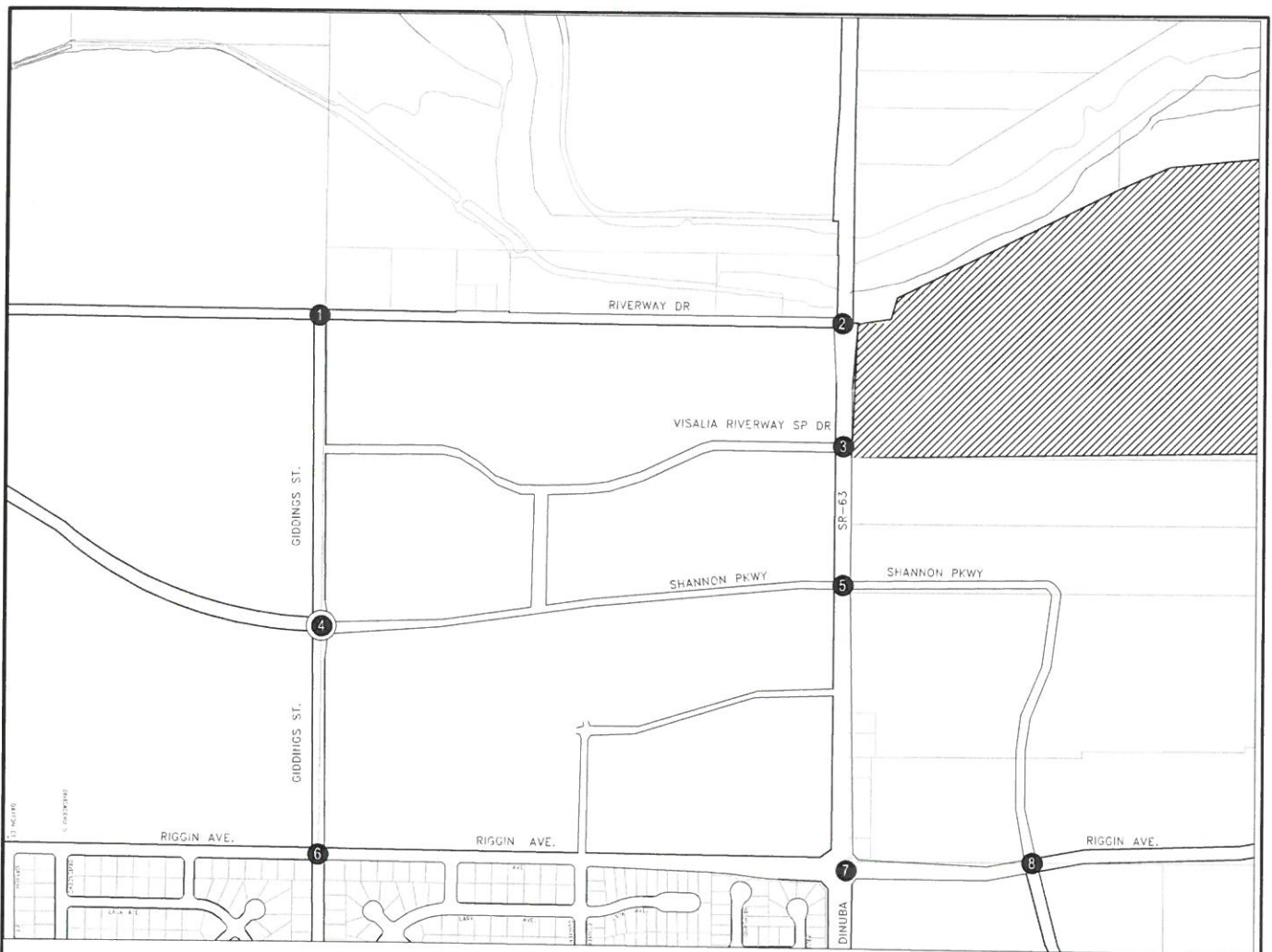
Proposed River Island Ranch Residential Subdivision
Visalia, California

20 YEAR CUMULATIVE WITH PROJECT PEAK HOUR TRAFFIC VOLUMES



Proposed River Island Ranch Residential Subdivision
Visalia, California

REDISTRIBUTED PEAK HOUR PROJECT TRAFFIC VOLUMES

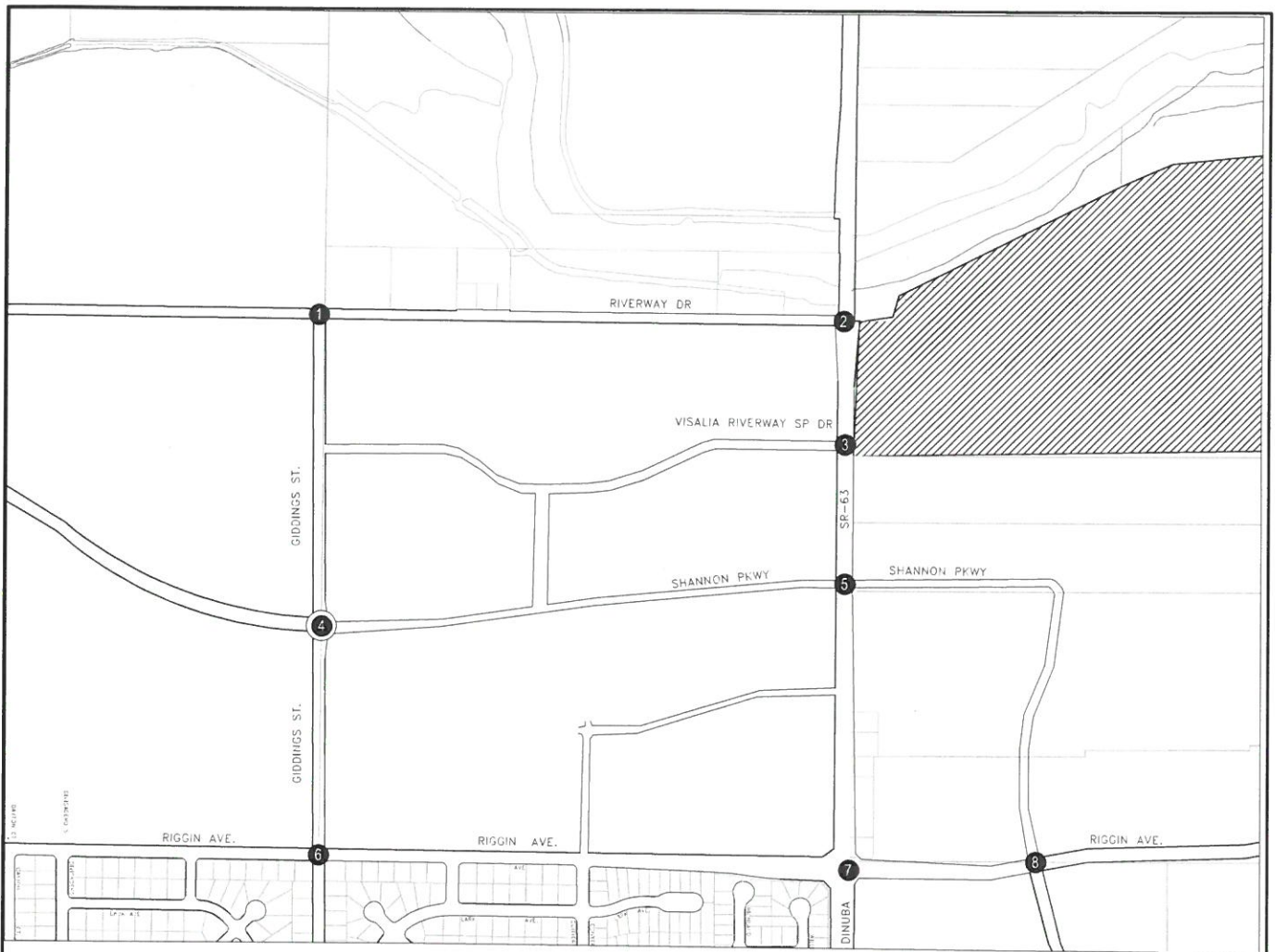


LEGEND

- XX STUDY AREA INTERSECTIONS
- PROJECT SITE
- XX - AM Peak Hour Volumes
- (YY) - PM Peak Hour Volumes

Proposed River Island Ranch Residential Subdivision
Visalia, California

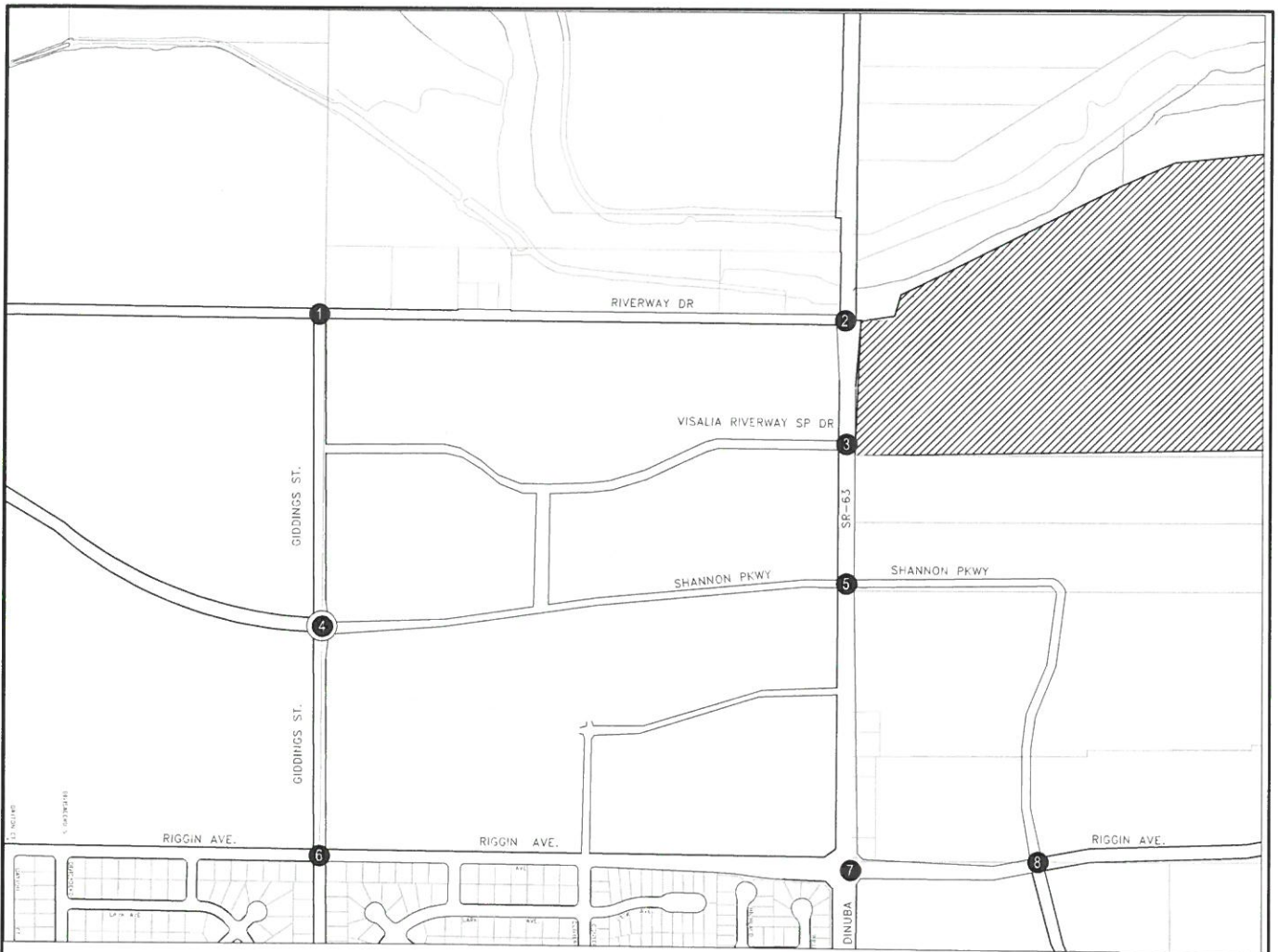
REDISTRIBUTED EXISTING PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES



<p>1 RIVERWAY / GIDDINGS</p> <p>8(12) → 127(86) →</p> <p>← 8(8) 5(6)</p> <p>98(67) →</p>	<p>2 RIVERWAY / DINUBA-SR-63</p> <p>← 1(11) 669(717)</p> <p>1(13) →</p> <p>433(720) →</p>	<p>3 SPRT RIVERWAY / DINUBA-SR-63</p> <p>← 3(22) 653(695) 4(15)</p> <p>13(9)</p> <p>16(63) →</p> <p>22(112) 418(705) 8(31)</p>	<p>4 SHANNON / GIDDINGS</p> <p>← 101(32) 127(35) 135(77)</p> <p>112(76) 87(108) 8(18)</p> <p>91(68) 89(149) 13(3)</p> <p>7(1) 160(114) 9(44)</p>	<p>5 SHANNON / DINUBA-SR-63</p> <p>← 77(71) 556(588) 89(136)</p> <p>86(121) 64(70) 172(217)</p> <p>63(69) 44(73) 118(72)</p> <p>63(94) 310(649) 98(167)</p>
<p>6 RIGGIN / GIDDINGS</p> <p>← 45(29) 85(18) 13(9)</p> <p>45(31) 572(629) 45(61)</p> <p>59(95) 645(658) 41(24)</p> <p>14(13) 76(35) 57(60)</p>	<p>7 RIGGIN / DINUBA-SR-63</p> <p>← 169(189) 483(466) 81(102)</p> <p>43(65) 355(403) 157(202)</p> <p>200(288) 384(345) 174(82)</p> <p>108(161) 356(604) 60(102)</p>	<p>8 RIGGIN / COURT</p> <p>← 98(79) 6(19) 47(86)</p> <p>50(83) 320(364) 51(22)</p> <p>47(114) 362(351) 40(49)</p> <p>42(34) 17(21) 43(30)</p>	<p>LEGEND</p> <p>XX STUDY AREA INTERSECTIONS</p> <p>XX - AM Peak Hour Volumes</p> <p>(YY) - PM Peak Hour Volumes</p>	

Proposed River Island Ranch Residential Subdivision
Visalia, California





<p>N/A</p> <p>1 RIVERWAY / GIDDINGS</p>	<p>1(11) → 690(747)</p> <p>1(13) → 444(766)</p> <p>2 RIVERWAY / DINUBA-SR-63</p>	<p>4(25) → 678(716) → 13(9)</p> <p>20(67) → 25(116) → 436(737) → 8(31)</p> <p>3 SPRT RIVERWAY / DINUBA-SR-63</p>	<p>N/A</p> <p>4 SHANNON / GIDDINGS</p>	<p>79(75) → 665(718) → 89(128)</p> <p>66(74) → 172(218)</p> <p>66(76) → 49(74) → 140(83)</p> <p>77(115) → 380(749) → 100(177)</p> <p>5 SHANNON / DINUBA-SR-63</p>
<p>N/A</p> <p>6 RIGGIN / GIDDINGS</p>	<p>242(200) → 577(466) → 134(169)</p> <p>215(309) → 487(401) → 295(159)</p> <p>57(87) → 427(495) → 174(239)</p> <p>216(266) → 363(611) → 74(110)</p> <p>7 RIGGIN / DINUBA-SR-63</p>	<p>N/A</p> <p>8 RIGGIN / COURT</p>	<p>LEGEND</p> <ul style="list-style-type: none"> XX STUDY AREA INTERSECTIONS XX - AM Peak Hour Volumes (YY) - PM Peak Hour Volumes 	

Proposed River Island Ranch Residential Subdivision
Visalia, California



REDISTRIBUTED
20 YEAR CUMULATIVE WITH PROJECT PEAK HOUR TRAFFIC VOLUMES



#9

MEETING DATE: MARCH 14, 2018

SITE PLAN NO. 18-042

PARCEL MAP NO.

SUBDIVISION:

LOT LINE ADJUSTMENT NO.

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

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

☐ During site plan design/policy concerns were identified, schedule a meeting with
☐ Planning ☐ Engineering prior to resubmittal plans for Site Plan Review.

☐ Solid Waste ☐ Parks and Recreation ☐ Fire Dept.

☒ **REVISE AND PROCEED** (see below)

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

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

☒ Your plans must be reviewed by:

☐ CITY COUNCIL

☐ REDEVELOPMENT

☒ PLANNING COMMISSION

☐ PARK/RECREATION

☒ TSM

☐ HISTORIC PRESERVATION

☐ OTHER: _____

☐ **ADDITIONAL COMMENTS :**

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

Site Plan Review Committee



RECYCLED PAPER

**SUBDIVISION & PARCEL MAP
REQUIREMENTS
ENGINEERING DIVISION**

☐ Jason Huckleberry 713-4259
☒ Adrian Rubalcaba 713-4271
☐ Diego Corvera 713-4209

ITEM NO: 9 DATE: MARCH 14, 2018

SITE PLAN NO.: 18-042
PROJECT TITLE: RIVER ISLAND RANCH
DESCRIPTION: TENTATIVE SUBDIVISION MAP (240-UNIT
SINGLE FAMILY RESIDENTIAL) REF: 14-064
(R15) (X/AE)
APPLICANT: AINLEY MATT
PROP. OWNER: 104 INVESTMENTS LLC
LOCATION: 3606 N DINUBA BLVD
APN: 079-071-001

SITE PLAN REVIEW COMMENTS

- ☒ REQUIREMENTS (Indicated by checked boxes)
- ☒ Submit improvements plans detailing all proposed work; ☒ Subdivision Agreement will detail fees & bonding requirements
- ☒ Bonds, certificate of insurance, cash payment of fees/inspection, and approved map & plan required prior to approval of Final Map.
- ☒ The Final Map & Improvements shall conform to the Subdivision Map Act, the City's Subdivision Ordinance and Standard Improvements.
- ☒ A preconstruction conference is required prior to the start of any construction.
- ☒ Right-of-way dedication required. A title report is required for verification of ownership. ☒ by map ☐ by deed
- ☒ City Encroachment Permit Required which shall include an approved traffic control plan.
- ☒ CalTrans Encroachment Permit Required. ☒ CalTrans comments required prior to tentative parcel map approval. CalTrans contacts: David Deel (Planning) 488-4088
- ☒ Landscape & Lighting District/Home Owners Association required prior to approval of Final Map. Landscape & Lighting District will maintain common area landscaping, street lights, street trees and local streets as applicable. Submit completed Landscape and Lighting District application and filing fee a min. of 75 days before approval of Final Map.
- ☒ Landscape & irrigation improvement plans to be submitted for each phase. Landscape plans will need to comply with the City's street tree ordinance. The locations of street trees near intersections will need to comply with Plate SD-1 of the City improvement standards. A street tree and landscape master plan for all phases of the subdivision will need to be submitted with the initial phase to assist City staff in the formation of the landscape and lighting assessment district.
- ☒ Dedicate landscape lots to the City that are to be maintained by the Landscape & Lighting District.
- ☐ Northeast Specific Plan Area: Application for annexation into Northeast District required 75 days prior to Final Map approval.
- ☒ Written comments required from ditch company. **ST JOHNS RIVER** Contacts: James Silva 747-1177 for Modoc, Persian, Watson, Oakes, Flemming, Evans Ditch and Peoples Ditches; Paul Hendrix 686-3425 for Tulare Irrigation Canal, Packwood and Cameron Creeks; Bruce George 747-5601 for Mill Creek and St. John's River.
- ☒ Final Map & Improvements shall conform to the City's Waterways Policy. ☒ Access required on ditch bank, 12' minimum. ☒ Provide **100'** wide riparian dedication from top of bank.
- ☒ Sanitary Sewer master plan for the entire development shall be submitted for approval prior to approval of any portion of the system. The sewer system will need to be extended to the boundaries of the development where future connection and extension is anticipated. The sewer system will need to be sized to serve any future developments that are anticipated to connect to the system.
- ☒ Grading & Drainage plan required. If the project is phased, then a master plan is required for the entire project area that shall include pipe network sizing and grades and street grades. ☒ Prepared by registered civil engineer or project architect. ☒ All elevations shall be based on the City's benchmark network. Storm run-off from the project shall be handled as follows: a) ☒ directed to the City's existing storm drainage system; b) ☐ directed to a permanent on-site basin; or c) ☐ directed to a temporary on-site basin is required until a connection with adequate capacity is available to the City's storm drainage system. On-site

basin: ; maximum side slopes, perimeter fencing required, provide access ramp to bottom for maintenance. **ADDITIONAL SD EXTENSIONS REQUIRED**

- ☒ Show Valley Oak trees with drip lines and adjacent grade elevations. ☒ Protect Valley Oak trees during construction in accordance with City requirements. ☒ A permit is required to remove Valley Oak trees. Contact Public Works Admin at (559)713-4428 for a Valley Oak tree evaluation or permit to remove. ☒ Valley Oak tree evaluations by a certified arborist are required to be submitted to the City in conjunction with the tentative map application. ☒ A pre-construction conference is required.
 - ☒ Show adjacent property grade elevations on improvement plans. A retaining wall will be required for grade differences greater than 0.5 feet at the property line.
 - ☒ Relocate existing utility poles and/or facilities.
 - ☒ Underground all existing overhead utilities within the project limits. Existing overhead electrical lines over 50kV shall be exempt from undergrounding.
 - ☒ Provide "R" value tests: **1** each at **300' INTERVALS**
 - ☒ Traffic indexes per city standards: **LOCAL AND ARTERIAL STREETS**
 - ☒ All public streets within the project limits and across the project frontage shall be improved to their full width, subject to available right of way, in accordance with City policies, standards and specifications. **DINUBA**
 - ☒ All lots shall have separate drive approaches constructed to City Standards.
 - ☒ Install street striping as required by the City Engineer.
 - ☒ Install sidewalk: **5-7** ft. wide, with **5** ft. wide parkway on **LOCAL & ARTERIAL STREETS**
 - ☒ Cluster mailbox supports required at 1 per 2 lots, or use postal unit (contact the Postmaster at 732-8073).
 - ☐ Subject to existing Reimbursement Agreement to reimburse prior developer:
 - ☒ Abandon existing wells per City of Visalia Code. A building permit is required.
 - ☒ Remove existing irrigation lines & dispose off-site. ☒ Remove existing leach fields and septic tanks.
 - ☒ Fugitive dust will be controlled in accordance with the applicable rules of San Joaquin Valley Air District's Regulation VIII. Copies of any required permits will be provided to the City.
 - ☒ If the project requires discretionary approval from the City, it may be subject to the San Joaquin Valley Air District's Rule 9510 Indirect Source Review per the rule's applicability criteria. A copy of the approved AIA application will be provided to the City.
 - ☒ If the project meets the one acre of disturbance criteria of the State's Storm Water Program, then coverage under General Permit Order 2009-0009-DWQ is required and a Storm Water Pollution Prevention Plan (SWPPP) is needed. A copy of the approved permit and the SWPPP will be provided to the City.
- ☒ Comply with prior comments ☐ Resubmit with additional information ☒ Redesign required

Additional Comments:

REFER TO PREVIOUS SPR CONDITIONS (SPR 14-044, 14-064, & 17-121) IN ADDITION TO:

- 1. Comply with Caltrans conditions of approval and street improvements for Dinuba and local street connection.**
- 2. Court Street is required to be constructed as part of subdivision improvements and shall be designed and installed with phase 1 of subdivision. Storm drain and sanitary sewer stubs are existing at Court & Shannon Pkwy - to be extended with first phase of subdivision.**
- 3. Additional right-of-way or easements will be required from adjacent parcel to the south per development plan and required phase one improvements.**
- 4. The local street fronting St. John's River riparian setback will need to incorporate pedestrian friendly improvements, such as curb ramp return extensions or decorative crossings, to aid in speed control and pedestrian safety.**
- 5. Street lighting shall be installed to current City standards. Refer to local and arterial street light requirements. The electrical design and voltage drop calculations shall be included with civil improvement submittal.**

6. *Additional pedestrian sidewalk path improvements are required at westerly terminus of Avenue "A" to connect to future trail at top of bank.*
7. *The riparian setback shall be improved for weed control and parkway right-of-way shall be landscaped accordingly. Additional improvements for riparian amenities will be researched and City may desire to cost share full park improvements to the setback area. Further coordinate with City Engineer.*
8. *Riparian setback shall be dedicated to the City on phase 1 of map processing. Dedication of the setback is reimbursable through fee credit/cash payments per City ordinances and based on current City land value appraisals. Further coordination with City Engineer is required.*
9. *Development impact fees due at final map. Refer to Page 3 for summary. Subsequent phasing will be subject to current fee schedule at time of final map recording.*
10. *Further conditions are required at time of final submittal per City ordinance for "Vesting" subdivision maps. Refer to Ordinance and submit accordingly, subject to approval by City Planning and Engineering Divisions. Applicant may desire to remove "Vesting" from final map at time of submittal.*

SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: **18-042**

Date: **3/14/2018**

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

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

(Fee Schedule Date: **8/17/2018**)

(Project type for fee rates: **SFD SUBDIVISION**)

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

<u>FEE ITEM</u>	<u>FEE RATE</u>
<input checked="" type="checkbox"/> Trunk Line Capacity Fee	\$772/UNIT
<input type="checkbox"/> Sewer Front Foot Fee	
<input checked="" type="checkbox"/> Storm Drainage Acquisition Fee	\$3,066/AC
<input checked="" type="checkbox"/> Park Acquisition Fee	\$1,518/UNIT
<input type="checkbox"/> Northeast Acquisition Fee Total Storm Drainage Block Walls Parkway Landscaping Bike Paths	
<input checked="" type="checkbox"/> Waterways Acquisition Fee	\$2,502/AC

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

City Reimbursement:

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



Adrian Rubalcaba

SITE PLAN REVIEW COMMENTS

Andrew Chamberlin - 713-4003

Date: March 14, 2018

SITE PLAN NO: 2018-42
PROJECT TITLE: River Island Ranch TSM
DESCRIPTION: River Island Ranch TSM
APPLICANT: Matt Ainley
PROP. OWNER: 104 Investments
LOCATION TITLE: N. Dinuba Blvd.
APN TITLE: 079-071-016
GENERAL PLAN: Low Density Residential
EXISTING ZONING: R-1-5

Planning Division Recommendation:

- ☒ Revise and Proceed
☐ Resubmit

Project Requirements

- Tentative Subdivision Map Required
- See Comments below

PROJECT SPECIFIC INFORMATION (3-14-18):

1. Tentative Subdivision Map process required.
2. Lots appear to meet R-1-5 size and configuration standards.
3. Confirm with Fire that the one access point on Dinuba Boulevard is adequate for the number of requested units.
4. What is the plan to connect to utilities for this map since the Court Street extension does not exist at this time, nor are there easements or irrevocable offers of dedication along the Court Street alignment to the south? This will be required through the TSM process, as the City would not participate in the extension of services to this map area. As a part of the tentative map the applicant needs to identify the means/location for the essential utility and public services (storm & sewer) connections.
5. Tentative Map lots 42 – 91 – 203 – 217 are shown as “key lots” which need to have a 15 X 15 foot no build area shown on the map adjacent to the front of the adjoining lot.
6. Convert the west end of Avenue “A” to a partial cul-de-sac to provide a sidewalk/trail connection along the north side of the subdivision / open space interface to get the neighborhood residents to the Community Trail on the river. This would touch both cul-de-sacs and connect at the Community Trail access point near Dinuba. This improvement would be part of Phase One and Two. Please contact staff if you have any questions related to trail access.
7. Pocket Park – May be developed and maintained by the HOA. If it is to be a City owned pocket park – see the required standards and process through the Park and Recreation Department. Provide the development status and standards for the pocket park as part of the TSM submittal.
8. Need Caltrans input on TSM.
9. As part of the TSM submittal, provide the intersection detail for Dinuba/Avenue “E”.
10. Home Owners Association required for the Pocket Park if it is to be a private park.
11. LLA District will need to be formed for the landscaping and maintenance of the common walls and landscaping.
12. Plot and protect all Valley Oak Trees

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

R-1-5 Single Family Residential Zone [17.12]

Maximum Building Height: 35 Feet

Minimum Setbacks:

	Building	Landscaping
➤ Front	15 Feet	15 Feet
➤ Front Garage (garage w/door to street)	22 Feet	22 Feet
➤ Side	5 Feet	5 Feet
➤ Street side on corner lot	10 Feet	10 Feet
➤ Rear	25 Feet*	25 Feet

Minimum Site Area: 5,000 square feet

Accessory Structures:

Maximum Height: 12 feet (as measured from average grade next to the structure)

Maximum Coverage: 20% of required Rear Yard (last 25 feet by the width)

Reverse Corner Lots: No structure in the 25 feet of adjacent lot's front yard area, see Zoning Ordinance Section 17.12.100 for complete standards and requirements.

San Joaquin Valley Air Pollution Control District (SJVAPCD)

Please note that the project is subject to SJVAPCD Rule 9510. The applicant is encouraged to do early indirect source modeling consultation with the Air District (please see http://www.aqmd.gov/rules/proposed/2301/sjvapcd_rule9510.pdf).

Landscaping:

1. The City has adopted the State Water Efficient Landscape Ordinance. The ordinance applies to projects installing 2,500 square feet or more of landscaping. It requires that landscaping and irrigation plans be certified by a qualified entity (i.e., Landscape Architect) as meeting the State water conservation requirements. The City's implementation of this new State law will be accomplished by self-certification of the final landscape and irrigation plans by a California licensed landscape architect or other qualified entity with sections signed by appropriately licensed or certified persons as required by the ordinance. **NOTE: Prior to a final for the project, a signed Certificate of Compliance for the MWELo standards is required indicating that the landscaping has been installed to MWELo standards.**

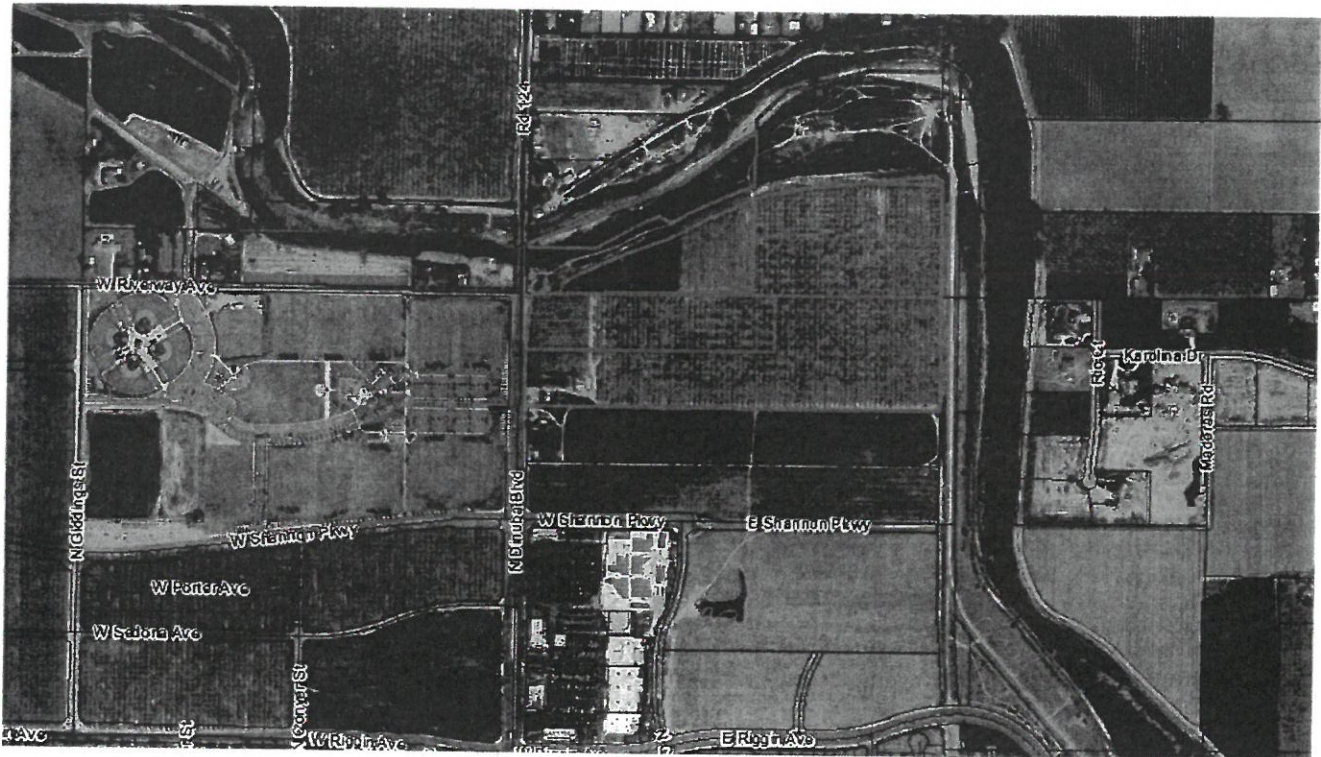
Landscaping and Lighting Act District:

1. A landscaping and lighting act district, or similar instrument, may be required for the maintenance of common areas or infrastructure such as street lights and similar infrastructure.
2. Annexation to an existing district may be required.
3. That a Landscaping and Lighting Act Assessment District be formed, prior to recordation of the final map, for the maintenance of the landscaping and fences and/or walls along the public street frontages and open space areas of the subdivision. The Landscaping and Lighting Act Assessment District shall also include the operational and maintenance cost for the street lights both internal to the subdivision and along streets abutting the subdivision. The Landscape and Lighting Act District shall also include provisions for the City to collect payments from the subdivider to cover the estimated cost to operate and maintain the improvements of the District prior to assessments occurring on the property tax roll.

17.32.080 Maintenance of landscaped areas.

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

air HJR



SITE PLAN REVIEW COMMENTS

CITY OF VISALIA TRAFFIC SAFETY DIVISION

March 14, 2018

ITEM NO: 2
SITE PLAN NO: SPR18042
PROJECT TITLE: RIVER ISLAND RANCH
DESCRIPTION: TENTATIVE SUBDIVISION MAP (240 UNIT SINGLE FAMILY RESIDENTIAL) REF: 14-064 (R-1-5) (X/AE)
APPLICANT: AINLEY MATT
PROP. OWNER: 104 INVESTMENTS LLC
APN: 079-071-016
LOCATION: 3606 N DINUBA BLVD VISA
APN: 079-071-001
LOCATION:

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

- ☐ No Comments
- ☐ See Previous Site Plan Comments
- ☒ Install Street Light(s) per City Standards.
- ☒ Install Street Name Blades at **street intersections** Locations.
- ☒ Install Stop Signs at **local streets intersecting arterial/collector** Locations.
- ☐ Construct parking per City Standards PK-1 through PK-4.
- ☒ Construct drive approach per City Standards.
- ☒ Traffic Impact Analysis required.
- ☐ Provide more traffic information such as . Depending on development size, characteristics, etc., a TIA may be required.

Additional Comments:

- Street names required to be submitted for City's approval.
- Proposed development on south side of Avenue E? North-south roadways should align.
- Concern that layout of Santa Fe, Ave A & Street D (long streets) will encourage speeding. Recommend revising layout to discourage.
- 240 SF Residential will generate 231 trips in the PM peak hour. TIA required.


Leslie Blair

**Site Plan Review Comments For:**

Visalia Fire Department
Kurtis A. Brown, Fire Marshal
707 W Acequia
Visalia, CA 93291
559-713-4261 Office
559-713-4808 Fax

ITEM NO: 9

DATE: March 14, 2018

SITE PLAN NO:

18042

PROJECT TITLE:

RIVER ISLAND RANCH

DESCRIPTION:

TENTATIVE SUBDIVISION MAP (240-UNIT SINGLE
FAMILY RESIDENTIAL) REF: 14-064 (R-1-5) (X/AE)

APPLICANT:

AINLEY MATT

PROP OWNER:

104 INVESTMENTS LLC

LOCATION:

3606 N DINUBA BLVD

APN(S):

079-071-016 079-071-001

The following comments are applicable when checked:

- ☒ The Site Plan Review comments are issued as general overview of your project. With further details, additional requirements will be enforced at the Plan Review stage. Please refer to the 2016 California Fire Code (CFC), 2016 California Building Codes (CBC) and City of Visalia Municipal Codes.
- ☐ All fire detection, alarm, and extinguishing systems in existing buildings shall be maintained in an operative condition at all times and shall be replaced or repaired where defective. If building has been vacant for a significant amount of time, the fire detection, alarm, and or extinguishing systems may need to be evaluated by a licensed professional. *2016 CFC 901.6*
- ☐ No fire protection items required for parcel map or lot line adjustment; however, any future projects will be subject to fire & life safety requirements including fire protection.
- ☐ Construction and demolition sites prior to and during construction shall comply with the following:
- Water Supply for fire protection, either temporary or permanent, shall be made available as soon as combustible materials arrive on the site. *2016 CFC 3312*
 - An all-weather, 20 feet width Construction Access Road capable of holding a 75,000 pound fire apparatus. Fire apparatus access shall be provided within 100 feet of temporary or permanent fire department connections. *2016 CFC 3310*
- ☐ More information is needed before a Site Plan Review can be conducted. Please submit plans with more detail. Please include information on

General:

- ☐ Address numbers must be placed on the exterior of the building in such a position as to be clearly and plainly visible from the street. Numbers will be at least four inches (4") high and shall be of a color to contrast with their background. If multiple addresses served are by a common driveway, the range of numbers shall be posted at the roadway/driveway. *2016 CFC 505.1*
- ☐ All hardware on exit doors, illuminated exit signs and emergency lighting shall comply with the 2016 California Fire Code. This includes all locks, latches, bolt locks, panic hardware, fire exit hardware and gates.
- ☐ Commercial dumpsters with 1.5 cubic yards or more shall not be stored or placed within 5 feet of combustible walls, openings, or a combustible roof eave line except when protected by a fire sprinkler system. *2016 CFC 304.3.3*

☐ A Knox Box key lock system is required. Where access to or within a structure or area is restricted because of secured openings (doors and/or gates), a key box is to be installed in an approved location. The key box shall be ordered using an approved Knox Authorization Order Form. The forms are located at the fire department administration office located at 707 W. Acequia, Visalia, CA 93291. Please allow adequate time for shipping and installation. *2016 CFC 506.1*

☐ If your business handles hazardous material in amounts that exceed the Maximum Allowable Quantities listed on *Table 5003.1.1(1), 5003.1.1(2), 5003.1.1(3) and 5003.1.1(4) of the 2016 California Fire Code*, you are required to submit an emergency response plan to the Tulare County Health Department. Also you shall indicate the quantities on your building plans and prior to the building final inspection a copy of your emergency response plan and Safety Data Sheets shall be submitted to the Visalia Fire Department.

Water Supply for Residential, Commercial & Industrial:

Residential

- ☒ Fire hydrant spacing and location shall comply with the following requirements:
The exact location and number of fire hydrants shall be at the discretion of the fire marshal, fire chief and/or their designee. *Visalia Municipal Code 16.36.120(5)*
- ☒ Single-family residential developments shall be provided with fire hydrants every six hundred (600) lineal feet of residential frontage. In isolated developments, no less than two (2) fire hydrants shall be provided.
- ☐ Multi-family, zero lot line clearance, mobile home park or condominium developments shall be provided with fire hydrants every four hundred (400) lineal feet of frontage. In isolated developments, no less than two (2) fire hydrants shall be provided.
- ☐ Multi-family or condominium developments with one hundred (100) percent coverage fire sprinkler systems shall be provided with fire hydrants every six (600) lineal feet of frontage. In isolated developments, no less than two (2) fire hydrants shall be provided.

Commercial & Industrial

- ☐ Where a portion of the facility or building is more than 400 feet from a hydrant on a fire apparatus access road, on-site fire hydrant(s) shall be provided. *2016 CFC 507.5.1*
- ☐ Due to insufficient building information, the number and distance between fire hydrants cannot be determined by the Site Plan Review process. The number of fire hydrants and distance between required fire hydrants shall be determined by utilizing type of construction and square footage in accordance with *CFC 2016 Appendix C102 & C103 & CFC 507.5.1*
- ☐ To determine fire hydrant location(s) and distribution the following information was provided to the Site Plan Review committee: **Type of construction** _____ **Square footage** _____

Emergency Access

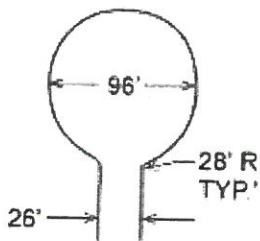
- ☐ A fire apparatus access roads shall be provided and must comply with the 2016 CFC and extend within 150 of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. Fire apparatus access

roads shall have an unobstructed width of not less than 20 feet. Minimum turning radius for emergency fire apparatus shall be 20 feet inside radius and 43 feet outside radius. 2016 CFC 503.1.1

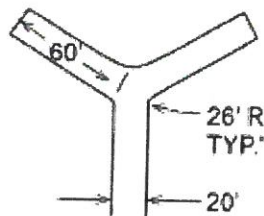
- ☐ Buildings or portions of buildings or facilities with a vertical distance between the grade plan and the highest roof surface that exceed 30 feet shall provide an approved fire apparatus access roads capable of accommodating fire department aerial apparatus.

- Access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders.
- Access routes shall be located within a minimum of 15 feet and maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building.
- Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building.

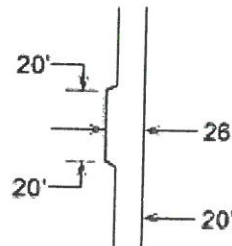
- ☐ Fire apparatus access roads in excess of 150 feet and dead end shall be provided with a turnaround. Fire apparatus access roads with a length of 151-500 feet shall be a minimum of 20 feet in width. Length of 501-750 feet shall be 26 feet in width. 2016 CFC Table D103.4



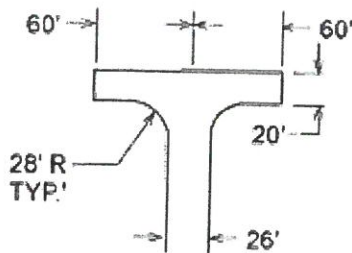
96' DIAMETER
CUL-DE-SAC



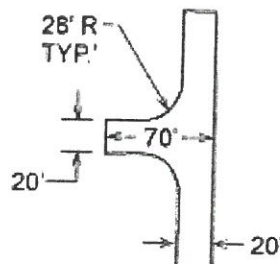
60' "Y"



MINIMUM CLEARANCE
AROUND A FIRE
HYDRANT



120' HAMMERHEAD



ACCEPTABLE ALTERNATIVE
TO 120' HAMMERHEAD

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

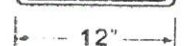
SIGN TYPE "A"



SIGN TYPE "C"



SIGN TYPE "D"



18

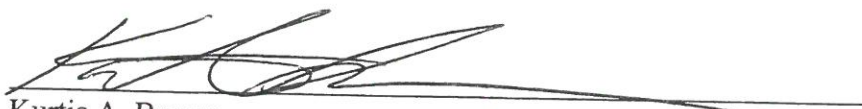
- ☐ On site Fire Apparatus Access Roads shall be provided and have an unobstructed width of not less than the following:
- 20 feet width, exclusive of shoulders (No Parking)
 - More than 26 feet width, exclusive of shoulders (No Parking one side)
 - More than 32 feet wide, exclusive of shoulders (Parking permitted on both sides)
- ☐ Marking- approved signs, other approved notices or marking that include the words "NO PARKING- FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. *CFC 503.3*
- ☐ Gates on access roads shall be a minimum width of 20 feet and shall comply with the following:
2016 CFC D103.5
- Gates shall be of the swinging or sliding type.
 - Gates shall allow manual operation by one person (power outages).
 - Gates shall be maintained in an operative condition at all times.
 - Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. (Note: Knox boxes shall be ordered using an approved Knox Authorization Order Form. The forms are located at the fire department administration office located at 707 W. Acequia, Visalia, CA 93291. Please allow adequate time for shipping and installation.)
- ☒ Streets shall meet the City of Visalia's Design & Improvement Standards for streets to ensure that fire apparatus can make access to all structures in the event of an emergency.

Fire Protection Systems

- ☐ An automatic fire sprinkler system will be required for this building. Also, a fire hydrant is required within 50 feet of the Fire Department Connection (FDC). Where an existing building is retrofitted with a sprinkler system (NFPA 13 or NFPA 13R) a fire hydrant shall be provided within 75 feet of the FDC. An additional 25 feet of distance between a fire hydrant and FDC may be granted when a fire sprinkler Density is designed with an additional 25%. *2016 CFC 912 and Visalia Municipal Code 8.20.010 subsection C103.4*
- ☐ Locking fire department connection (FDC) caps are required. The caps shall be ordered using an approved Knox Authorization Order Form. The forms are located at the fire department administration office located at 707 W. Acequia, Visalia, CA 93291. *2016 CFC 912.4.1*
- ☐ Commercial cooking appliances and domestic cooking appliances used for commercial purposes that produces grease laden vapors shall be provided with a Type 1 Hood, in accordance with the California Mechanical Code, and an automatic fire extinguishing system. *2016 CFC 904.12 & 609.2*

Special Comments:




Kurtis A. Brown
Fire Marshal

City of Visalia

Building: Site Plan
Review Comments

ITEM NO: 9

DATE: March 14, 2018

SITE PLAN NO: SPR18042
PROJECT TITLE: RIVER ISLAND RANCH
DESCRIPTION: TENTATIVE SUBDIVISION MAP (240-UNIT SINGLE FAMILY RESIDENTIAL) REF: 14-064 (R-1-5) (X/AE)
APPLICANT: AINLEY MATT
PROP OWNER: 104 INVESTMENTS LLC
LOCATION: 3606 N DINUBA BLVD
APN(S): 079-071-016 079-071-001

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

- ☐ A building permit will be required. *For information call (559) 713-4444*
- ☐ Submit 5 sets of professionally prepared plans and 2 sets of calculations. (Small Tenant Improvements)
- ☐ Submit 5 sets of plans prepared by an architect or engineer. Must comply with 2016 California Building Cod Sec. 2308 for conventional light-frame construction or submit 2 sets of engineered calculations.
- ☐ Indicate abandoned wells, septic systems and excavations on construction plans.
- You are responsible to ensure compliance with the following checked items:
- ☐ Meet State and Federal requirements for accessibility for persons with disabilities.
- ☐ A path of travel, parking and common area must comply with requirements for access for persons with disabilities.
- ☐ All accessible units required to be adaptable for persons with disabilities.
- ☐ Maintain sound transmission control between units minimum of 50 STC.
- ☐ Maintain fire-resistive requirements at property lines.
- ☐ A demolition permit & deposit is required. *For information call (559) 713-4444*
- ☐ Obtain required permits from San Joaquin Valley Air Pollution Board. *For information call (559) 230-6000*
- ☐ Plans must be approved by the Tulare County Health Department. *For information call (559) 624-8011*
- ☐ Project is located in flood zone _____ * ☐ Hazardous materials report.
- ☐ Arrange for an on-site inspection. (Fee for inspection \$157.00) *For information call (559) 713-4444*
- ☐ School Development fees. Commercial \$0.56 per square foot. Residential \$3.45 per square foot.
- ☐ Park Development fee \$ _____ per unit collected with building permits.
- ☐ Existing address must be changed to be consistent with city address. *For information call (559) 713-4320*
- ☐ Acceptable as submitted
- ☒ No comments at this time

Additional comments:

No comments at this time



Signature

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

COMMERCIAL BIN SERVICE

ITEM NO: 9

DATE: March 14, 2018

SITE PLAN NO:

SPR18042

PROJECT TITLE:

RIVER ISLAND RANCH

DESCRIPTION:

TENTATIVE SUBDIVISION MAP (240-UNIT SINGLE
FAMILY RESIDENTIAL) REF: 14-064 (R-1-5) (X/AE)
AINLEY MATT

APPLICANT:

104 INVESTMENTS LLC

PROP OWNER:

3606 N DINUBA BLVD

LOCATION:

079-071-016 079-071-001

APN(S):

XX

No comments.

Same comments as

Revisions required prior to submitting final plans. See

Resubmittal required. See comments below.

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

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

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

Type of refuse service not indica 16-06

Location of bin enclosure not acceptable. See comments below.

Bin enclosure not to city standards double.

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

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

Area not adequate for allowing refuse truck turning radius of :
Commercial (X) 50 ft. outside 36 ft. inside; Residential () 35 ft. outside, 20 ft. inside.
Paved areas should be engineered to withstand a 55,000 lb. refuse truck.

Bin enclosure gates are required

Hammerhead turnaround must be built per city standards.

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

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

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

Enclosure will have to be designed and located for a STAB service (DIRECT ACCESS)
with no less than 38' clear space in front of the bin, included the front concrete pad.
Customer will be required to roll container out to curb for service.

Must be a concrete slab in front of enclosure as per city standards
The width of the enclosure by ten(10) feet, minimum of six(6) inches in depth.
Roll off compactor's must have a clearance of 3 feet from any wall on both sides and
there must be a minimum of 53 feet clearance in front of the compactor
to allow the truck enough room to provide service.

Comment

Jim Ross, Solid Waste Manager, 559-713-4533



DEPARTMENT OF TRANSPORTATION**DISTRICT 6**

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



*Making Conservation a
California way of life.*

March 16, 2018

6-TUI-63-10.45
2135-IGR/CEQA
SPR 18042
RIVER ISLAND RANCH
TENTATIVE SUBDIVISION MAP
AGENDA 03/14/2018

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

Dear Ms. Currier:

Thank you for the opportunity to review SPR 18042 proposing a Tentative Subdivision Map for 240 lots on approximately 57 acres. The proposed River Island Ranch subdivision is located on the eastside of State Route (SR) 63, south of the St. John's Bridge and north of the SR 63/Shannon Parkway intersection.

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

Caltrans reviewed this project under SPR 14064 and SPR 17121. The previous Caltrans comments dated August 8, 2017 (copy enclosed) continue to be valid, which included the following comments:

1. Alternative transportation policies should be applied to the development. An assessment of multi-modal facilities should be conducted. This assessment should be used to develop an integrated multi-modal transportation system to serve and help alleviate traffic congestion caused by the project and related development in this area of the City. The assessment should include the following:
 - a. Pedestrian walkways should link this proposal to an internal project area walkway, transit facilities, as well as other walkways or trails in the surrounding area.
 - b. The project should offer amenities to encourage bicycle use as an alternative mode of transportation. These include bike paths, parking, security and lockers. However, internal bicycle paths should be coordinated with local and regional pathways to further encourage the use of bicycles for commuter and recreational purposes.

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

- c. If transit is not available within ¼-mile of the site, transit should be extended to provide services to what will be a high activity area.
2. Caltrans anticipates that a significant portion of the trips generated by the proposed subdivision would utilize the new road, shown along the southern boundary of the tentative map (expected to be Riverway Drive) connection to SR 63. It is also projected that a percentage of project trips would likely utilize the SR 63 intersections at Shannon Parkway and Riggin Avenue.
3. *A Transportation Impact Study (TIS) is needed to identify project impacts and potential improvements on SR 63. The analysis for all intersections should include an operational analysis, a queue analysis, and possibly a complete signal warrant analysis.*
4. *Caltrans requests a scoping meeting for this project prior to start of the TIS. Please let us know as soon as possible as to when the City and Applicant would like to hold this TIS scoping meeting.*
5. Caltrans recommends that the new road connection to Shannon Parkway should be constructed as part of opening day mitigations.
6. It is Caltrans policy to analyze all potential intersection improvement solutions. An Intersection Control Evaluation (ICE) report is required for any proposed intersection improvement, in accordance with Traffic Operations Policy Directive No. 13-02, dated: August 30, 2013 (<http://www.dot.ca.gov/hq/traffops/policy/13-02.pdf>).
7. Any new project that may require employing full control at state highway intersections (i.e. to control all approaching traffic via the use of signal, stop or yield control) must consider all three intersection control strategies (stop, roundabout and signal) and the supporting design configurations per the Intersection Control Evaluation (ICE) guidelines. ICE establishes a context and performance based evaluation process to produce engineering recommendations on intersection traffic control strategies and geometric configurations for location specific needs and conditions. The first step of the ICE process will constitute conceptual approval by Caltrans Traffic Operations Office. The project opening day mitigation at an intersection must be evaluated per the ICE procedure. This new policy will affect the engineering process to determine the intersection improvement on State Route (SR) 63. The ICE requirements can be found on the Caltrans website: <http://www.dot.ca.gov/hq/traffops/liaisons/ice.html>.
8. The St. John's River Bridge is located directly north of the proposed subdivision and consists of only two lanes. The TIS should include a discussion regarding this structure's geometric and operational limitations.
9. As a point of information, the St. John's River Bridge is in a Designated Floodway. The appropriate permit from the Central Valley Flood Protection Board for widening the St.

John's River Bridge will be required. Caltrans recommends the City and/or the project proponent should confer with Central Valley Flood Protection Board for the appropriate freeboard requirements for widening this bridge structure.

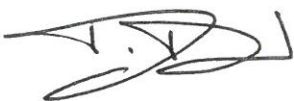
10. Consultation and coordination with the City of Visalia should occur regarding connection of this subdivision to St Johns Parkway and Riggin Avenue (1/3 mile south east of proposed subdivision). This potential road connection would provide additional access for the proposed subdivision.
11. The State of California has an adopted a Transportation Concept Report (TCR) for each of the State Routes that designates the ultimate right-of-way cross-section upgrades in the future.
12. According to the SR 63 TCR, this segment of SR 63, in the vicinity of the proposed project is planned as a 6-lane conventional highway with the right-of-way width to be *determined*.
13. Caltrans current right-of-way maps show this segment of SR 63 existing at 80 feet along the sites frontage.
14. Caltrans most recent cross section for a 6-Lane Conventional Highway Intersection (Urban, Minimum Shoulder Width) shows the right-of-way requirement of 130 feet (see attached).
15. An irrevocable offer of dedication to Caltrans of at least 25 feet of right-of-way is needed to accommodate the planned configuration of SR 63. Additional right-of-way may be required at the intersections to accommodate dual left turn lanes, a right turn lane and a bike lane. Dedications required by the Lead Agency need to be shown on a revised site plan and forwarded for our review. A summary of the requirements for right-of-way dedications is enclosed.
16. A class II bike lane should be constructed on SR 63 (as indicated by the SR 63 TCR) along the proposed subdivision's frontage to match the existing bike lanes located along SR 63, south of the proposed subdivision.
17. Additionally, bike lanes should be extended along the proposed subdivision's *interior roads*.
18. The City of Visalia appears to have a transit system that operates daily along SR 63. The City should be consulted regarding any potential bus bays along SR 63 which need to be constructed so that buses would not conflict with automobiles or bicycles.
19. An encroachment permit must be obtained for all proposed activities for placement of encroachments within, under or over the State highway rights-of-way. Activity and work planned in the State right-of-way shall be performed to State standards and specifications, at no cost to the State. Engineering plans, calculations, specifications, and reports (documents) shall be stamped and signed by a licensed Engineer or Architect. Engineering documents for encroachment permit activity and work in the State right-of-way may be submitted using

English Units. The Permit Department and the Environmental Planning Branch will review and approve the activity and work in the State right-of-way before an encroachment permit is issued. The Streets and Highways Code Section 670 provides Caltrans discretionary approval authority for projects that encroach on the State Highway System. Encroachment permits will be issued in accordance with Streets and Highway Codes, Section 671.5, "Time Limitations." Encroachment permits do not run with the land. A change of ownership requires a new permit application. Only the legal property owner or his/her authorized agent can pursue obtaining an encroachment permit. Please call the Caltrans Encroachment Permit Office - District 6: 1352 W. Olive, Fresno, CA 93778, at (559) 488-4058.

20. Due to the complexity of the project, prior to an encroachment permit application submittal, the project proponent is required to schedule a "Pre-Submittal" meeting with District 6 Encroachment Permit Office. Please contact District 6 Encroachment Permit Office at (559) 488-4058 to schedule this meeting.
21. All proposed curb, gutter and sidewalks shall be reconstructed to meet current ADA standards or other applicable State or Federal accessibility and safety requirements.
22. A "District 6" approved maintenance agreement shall be required to provide the City of Visalia with the responsibility to maintain sidewalks, bike lane striping & signing, and landscaping.
23. Dust control measures shall be implemented on the site in a manner to prevent dust from entering the State right-of-way.
24. No water from the proposed project shall flow into the State right-of-way without approval from the District Hydraulic Engineer.
25. Since the proposed project involves one acre or more of ground disturbance, the applicant needs to be advised by the lead agency to contact the Central Valley Regional Water Quality Control Board office in Fresno at (559) 445-5116 to determine whether a Notice of Construction will be required. The applicant will be required to adhere to Caltrans construction stormwater requirements if there is proposed work within the State right-of-way. Additional information on Caltrans stormwater management requirements may be found at www.dot.ca.gov/hq/env/stormwater/index.

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

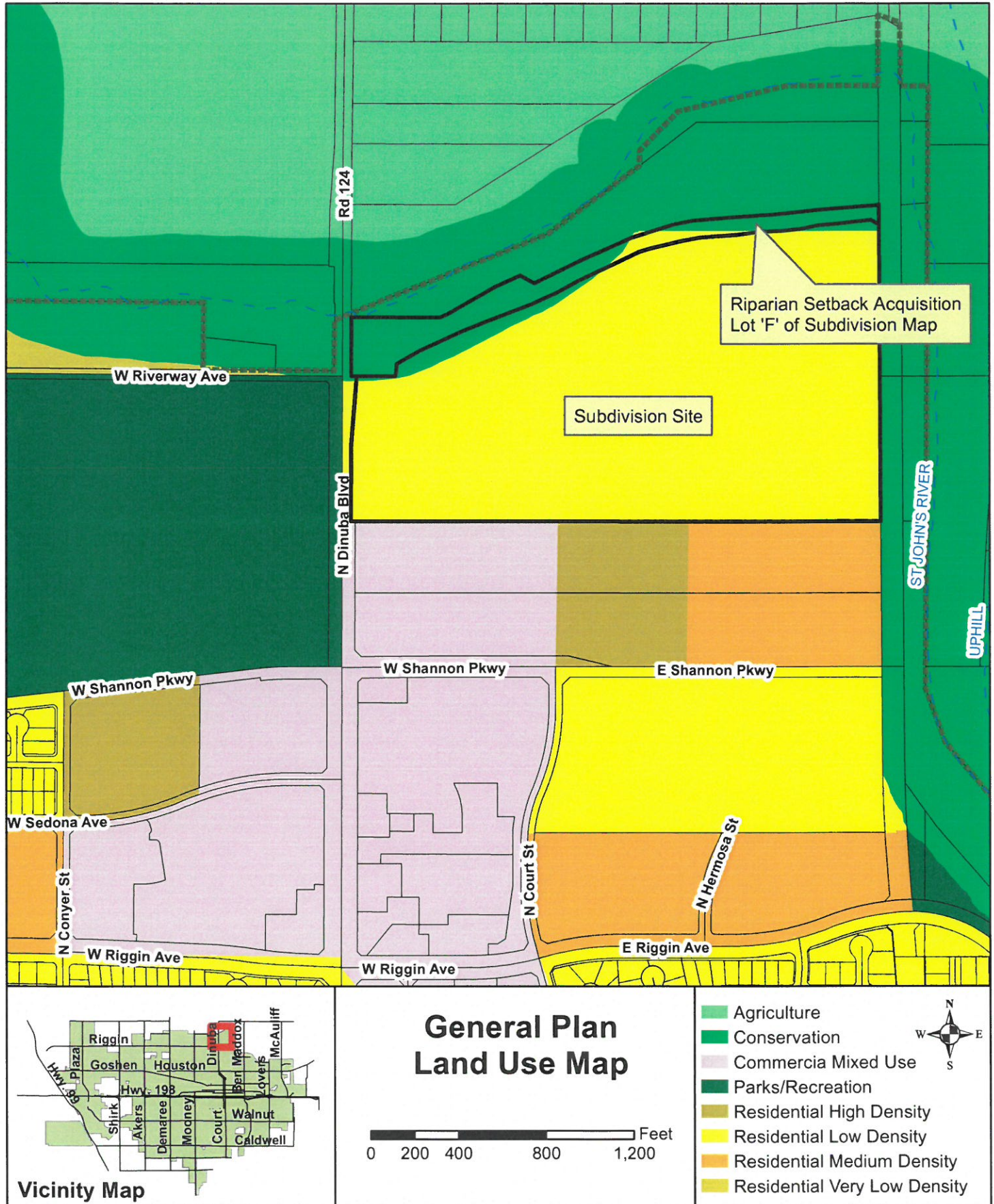
Sincerely,



DAVID DEEL
Associate Transportation Planner
Transportation Planning - North

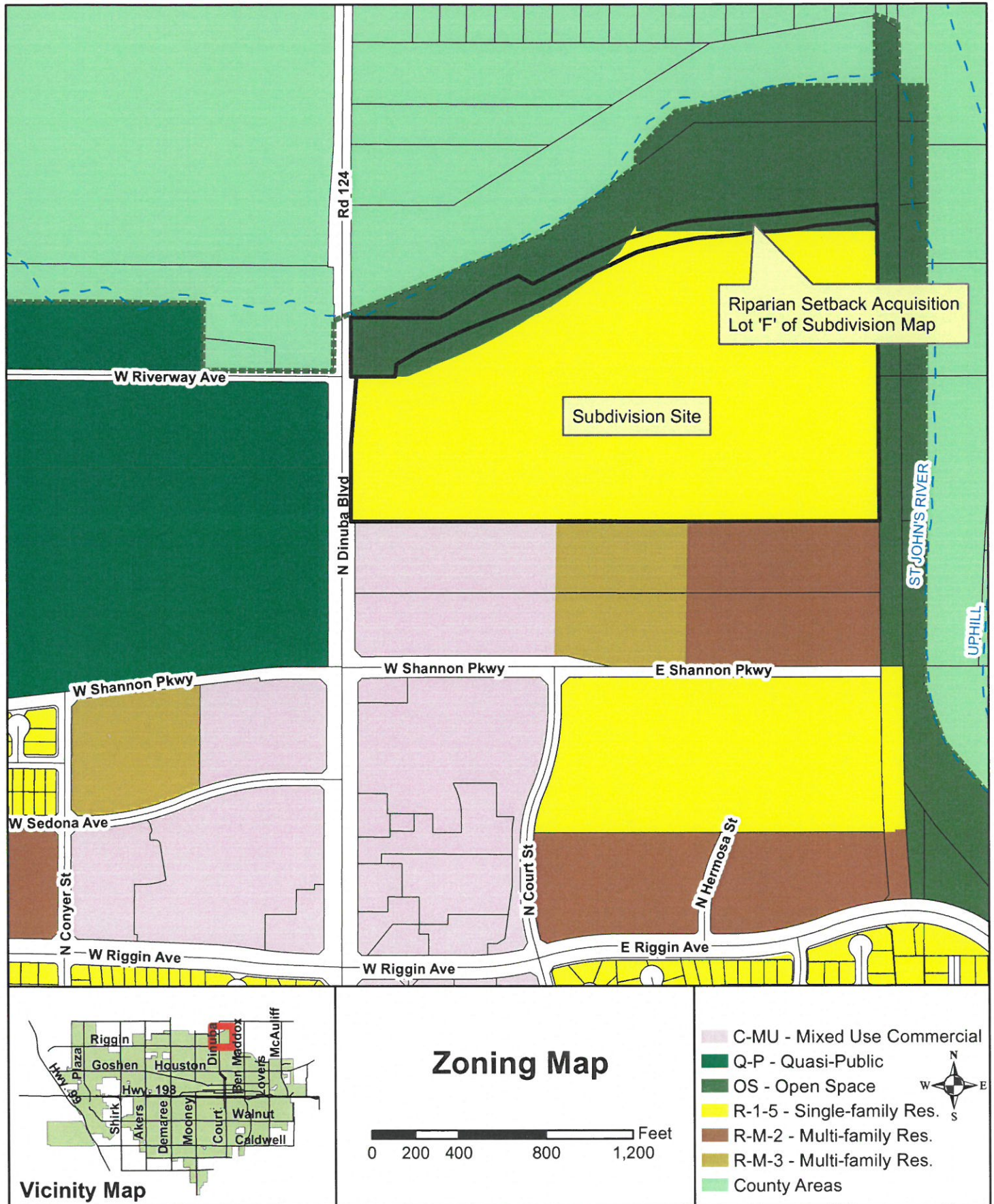
River Island Ranch Tentative Subdivision Map No. 5569

The site of the subdivision map is located on the east side of Dinuba Boulevard (State Route 63), approximately 600 feet north of Shannon Parkway and south of the St. John's River within the City of Visalia, situated in Tulare County. (APN: 079-071-001, 016; 079-080-045, 049, 052, 053, 055)



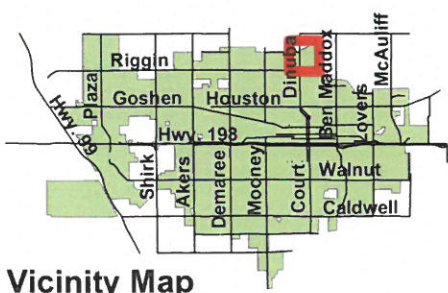
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Aerial Photo

Photo Taken March 2018

0 200 400 800 1,200 Feet



- WATERWAYS
- RAILROADS
- CITY LIMITS
- PARCELS

River Island Ranch Tentative Subdivision Map No. 5569

The site of the subdivision map is located on the east side of Dinuba Boulevard (State Route 63), approximately 600 feet north of Shannon Parkway and south of the St. John's River within the City of Visalia, situated in Tulare County. (APN: 079-071-001, 016; 079-080-045, 049, 052, 053, 055)

