

PLANNING COMMISSION AGENDA

CHAIRPERSON:

Liz Wynn



VICE CHAIRPERSON:

Chris Gomez

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

TUESDAY NOVEMBER 12, 2019; 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.
5. PUBLIC HEARING – Paul Scheibel
Conditional Use Permit No. 2019-38: A request by Rise Church, to add 58 parking spaces to an existing 60-space parking area within an existing church facility located in the R-1-20 (Single-family Residential 20,000 sq. ft. minimum lot size) at 5702 West Caldwell Avenue (APN: 119-690-049). The project is Categorical Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301, Categorical Exemption No. 2019-71.
6. PUBLIC HEARING – Josh Dan
Conditional Use Permit 2019-36: A request by Donahue Schriber Realty Group to develop three pad sites with fast food dining, retail shops, on-site parking and drive-thrus across 3.72 acres of the Orchard Walk West development area. The site is zoned C-MU (Mixed Use Commercial Zone) and located at the northwest corner of north Dinuba Blvd and west Riffin Ave. (APN: 078-120-030 & 078-120-032). The project is Categorical Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15303, Categorical Exemption No. 2019-70.

7. PUBLIC HEARING – Brandon Smith

- Conditional Use Permit No. 2018-03: A request by Omni Land Development LLC / Daygo Properties LLC to allow a master-planned commercial development over five parcels on 5.88 undeveloped acres, consisting of approximately 56,395 sq. ft. of commercial and office uses in the Mixed Use Commercial (CMU) Zone. The project site is located on the northeast corner of Dinuba Boulevard (State Route 63) and Shannon Parkway. (APN: 079-071-029) A Mitigated Negative Declaration (MND No. 2018-12) has been prepared for the project.
- Tentative Parcel Map No. 2018-01: A request by Omni Land Development LLC / Daygo Properties LLC to subdivide a 5.88-acre parcel into five parcels to facilitate commercial development on land in the Mixed Use Commercial (CMU) Zone. The project site is located on the northeast corner of Dinuba Boulevard (State Route 63) and Shannon Parkway. (APN: 079-071-029) A Mitigated Negative Declaration (MND No. 2018-12) has been prepared for the project.

8. PUBLIC HEARING – Brandon Smith

Mid-cycle Update to 5th Cycle General Plan Housing Element (2020-2023). A request by the City of Visalia to adopt the mid-cycle update to the 5th Cycle General Plan Housing Element in accordance with State Government Code Section 65580, et seq. The update is a comprehensive review and select update of the 5th Cycle Housing Element's background information report, goals, policies, and implementation programs. The mid-cycle update will serve a four-year planning period from December 31, 2019 to December 31, 2023. The project area is contained within the City of Visalia's Urban Development Boundaries that are illustrated in the Visalia General Plan. An Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant with mitigation and that Negative Declaration No. 2019-63 was adopted.

9. DIRECTOR'S REPORT/ PLANNING COMMISSION DISCUSSION-

- Planning Commission Meeting November 25, 2019

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 FRIDAY, NOVEMBER 22, 2019 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, DECEMBER 9, 2019



REPORT TO CITY OF VISALIA PLANNING COMMISSION

HEARING DATE: November 12, 2019
PROJECT PLANNER: Brandon Smith
Phone: (559) 713-4636
E-Mail: brandon.smith@visalia.com

SUBJECT: **Conditional Use Permit No. 2018-03:** A request by Omni Land Development LLC / Daygo Properties LLC to allow a master-planned commercial development over five parcels on 5.88 undeveloped acres, consisting of approximately 56,395 sq. ft. of commercial and office uses in the Mixed-Use Commercial (CMU) Zone.

Tentative Parcel Map No. 2018-01: A request by Omni Land Development LLC / Daygo Properties LLC to subdivide a 5.88-acre parcel into five parcels to facilitate commercial development on land in the Mixed-Use Commercial (CMU) Zone.

Location: The project site is located on the northeast corner of Dinuba Boulevard (State Route 63) and Shannon Parkway. (APN: 079-071-029)

STAFF RECOMMENDATION

Staff recommends approval of Conditional Use Permit No. 2018-03 and Tentative Parcel Map No. 2018-01, based upon the findings and conditions in Resolution No. 2018-07 and Resolution No. 2018-08.

RECOMMENDED MOTION

I move to approve Conditional Use Permit No. 2018-03 and Tentative Parcel Map No. 2018-01 based upon the findings and conditions in Resolution Nos. 2018-07 and 2018-08.

PROJECT DESCRIPTION

The proposed project shown in Exhibit "A" consists of the phased development of a 5.9-acre parcel with a parcel map, Exhibit "B", to divide the site into five parcels with shared access points and parking. The first phase is proposed on the west side, on the northeast corner of Dinuba Boulevard and Shannon Parkway, with the following uses:

- a gasoline service station with a six-station 3,180 sq. ft. fueling canopy, a 2,950 sq. ft. convenience store, and a 1,400 sq. ft. quick service restaurant;
- a 2,739 sq. ft. restaurant with drive-thru lane; and
- a 4,400 sq. ft. car wash.

The first phase of development will include three shared access drives – one on Dinuba and two on Shannon – and the installation of curb, gutters, parkway landscaping and sidewalks around the two street frontages, as depicted on Exhibit "A". Shannon Parkway is currently improved with curb and gutter.

The second phase is located behind the first phase and is comprised of a 4,700 sq. ft. multi-use retail building with drive-thru lane and 34,600 square feet of medical offices. The future medical buildings and parking areas are shown in a conceptual layout, with the exact building footprints subject to change. The second phase of the project will add one access drive onto

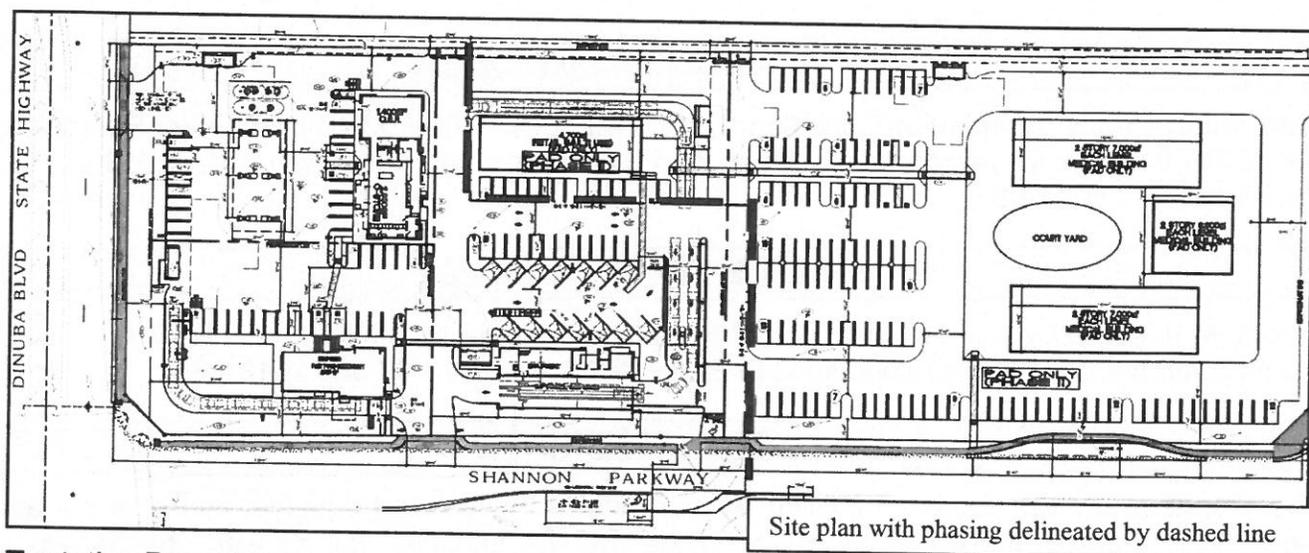
Court Street as shown in Exhibit "A". The project illustrates two cross-access points to the northerly parcel, which is similarly zoned for Commercial Mixed Use but is currently undeveloped with the exception of two residences facing Dinuba Boulevard.

A common architectural theme will be used throughout the site, as illustrated in the elevations provided for each commercial use in Exhibits "D" through "G" and the color board in Exhibit "I".

The proposed fast food drive-thru (shown as Jack in the Box on the elevation drawing attached as Exhibit "H" and floor plan drawing attached as Exhibit "I") would be located immediately on the intersection with the vehicle queue occurring between the building and the intersection. An open space area is located to the west of the restaurant pad between the building and the 10-vehicle drive-thru lane. The proposed multi-use retail building also contains a 10-vehicle drive thru lane.

The car wash with a 100-foot long tunnel would be located along the Shannon frontage with a double lane vehicle queue occurring on-site. Vacuum machines would be provided in each of the 14 parking stalls immediately north of the car wash.

The Operational Statement provided in Exhibit "K" indicates that the convenience store and the associated fuel island will be open 24-hours a day, and that the car wash will be open from 8:00 a.m. to 6:00 p.m.



Tentative Parcel Map

The proposed parcel map would divide the 5.9 acre site into five parcels as shown in Exhibit "B", with the four parcels containing commercial uses ranging in size from 0.69 to 0.92 acres and the remaining medical office parcel being 3.30 acres before dedication. All but one of the parcels will have public street frontage, with all parcels utilizing shared parking, access, and circulation drives onto the adjacent streets. A shared access, parking and maintenance agreement will be recorded against the properties for the use and maintenance of the common access drives and shared parking areas.

Parcel A through C are to be the first phase of development, which would include the installation of the shared access drives on the north, center, and east sides stemming from each of the access points. All of the perimeter parkway landscaping and sidewalks along Shannon Parkway, including a class 1 path (i.e. extra-wide sidewalk), will be installed along the entire Shannon Parkway frontage with the phase one improvements. The parcel map and development plan incorporate a 19-foot irrevocable offer of dedication as requested by Caltrans in correspondence affiliated with the Site Plan Review comments. There is no proposed sub-phasing for Parcel E.

BACKGROUND INFORMATION

General Plan Land Use Designation:	Commercial Mixed Use
Zoning:	C-MU (Commercial Mixed Use)
Surrounding Zoning and Land Use:	North: C-MU / Two single-family residences, vacant land South: C-MU / Shannon Parkway, community shopping center (Orchard Walk) consisting of large and small-scale commercial buildings East: R-M-3 (multi-family residential) / Court Street alignment, orchard West: QP (Quasi-Public) / Dinuba Boulevard, City regional sports park
Environmental Review:	Mitigated Negative Declaration No. 2018-12
Special Districts:	None
Site Plan:	CUP: 2019-165; 2018-103; 2017-021 Parcel Map: 2019-164; 2017-164

RELATED PLANS & POLICIES

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

RELATED PROJECTS

On August 13, 2018, the Planning Commission approved Tentative Parcel Map No. 2018-03, a request by Westgate Construction and Development, Inc. to subdivide a 17.49-acre parcel into two parcels to separate the 5.9-acre commercial-zoned area (i.e. the proposed project site) from the 11.6-acre multi-family residential-zoned (R-M-2 and R-M-3) area to the east, separated by Court Street. The project site is located on the north Shannon Parkway between Dinuba Boulevard and the Santa Fe Street alignment. (APN: 079-071-029)

PROJECT EVALUATION

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

Conditional Use Permit No. 2018-03

The proposed gas station, convenience store, drive-thru lanes, and car wash are all conditionally allowed uses and require a conditional use permit in the C-MU zone. General retail, office, and medical office uses are all permitted uses in the C-MU zone. In addition, the creation of parcels without public street frontage and/or necessitating shared access through other parcels is a planned development established under the conditional use permit. This conditional use permit will establish the development standards for the project site including the future office areas.

Compatibility with nearby residential zoning / uses

The project site is only adjacent to residential-zoned uses on the east side of Court Street and the southeast corner across from Court Street and Shannon Parkway. The nearest residential zoned lands to the gas station and other uses in the initial phase are at least 300 feet away. There are two existing residences located immediately north of the site fronting Dinuba Boulevard, on land zoned Commercial Mixed Use. The closest existing residential uses on residentially zoned land are one-quarter mile to the south.

The commercial development will be subject to the City's typical development standards for lighting, which limit the number of lumens at property line. Based on the distance to other residentially zoned land, no light study was required for the proposed development.

Staff has required that the fuel island canopy lighting be recessed into the canopy and shielded to prevent any significant light or glare from falling upon the adjacent residential properties.

Staff has also included a condition based on the existing adjacent residential use that requires the applicant to install a 7-foot concrete masonry unit block wall along the north property line within the Phase one area, for the duration that any residential uses will exist on adjacent property to the north. Although the residence is located on an underdeveloped and largely vacant commercial-zoned site, the wall is recommend due to the gas station's close proximity to the existing residence and the gas station's lighting impacts that include vehicle headlight glare.

Convenience Store and Restaurants

The proposal consists of a 2,950 square foot convenience store and a fuel island with canopy and a 1,400 square foot quick serve restaurant as shown in Exhibit "A". There is also a 2,739 square foot fast food restaurant with a drive-thru proposed to the south of the convenience store (floor plan shown in Exhibit "H") and a 4,700 square foot retail pad containing a drive-thru component proposed to the east of the convenience store.

The Operational Statement in Exhibit "K" indicates that the convenience store and fuel island gas pumps would operate 24-hours a day. There are no prohibitions to operating 24-hours a day as long as Community Noise Standards are met. The fast food pad with drive-through is proposed to also operate 24-hours a day.

Fuel Island

The fuel island is proposed to operate 24-hours a day, with card service during times when the convenience store is closed.

The canopy would be approximately 18.5 feet tall as shown in Exhibit "D", with the canopy fascia in blue, which does not match the proposed color palette for the buildings. The post bases for the canopy would be covered with the stone veneer used on the buildings. The proposed canopy is consistent with other fuel island canopies.

Fast Food Drive-Thru

The Operational Statement in Exhibit "K" indicates that the drive-thru would operate seven days a week up to 24 hours a day. The drive-thru is located on the south and west sides of the main building with the dedicated vehicle queue being able to hold approximately ten vehicles before backing up into the adjacent access drive. As proposed the vehicle queue is adequate for the proposed drive-thru. Staff has included a condition that the fast food order board meet Community Noise Standards.

Car Wash

The proposed project includes a proposed car wash along the Shannon Parkway frontage that would be accessed directly from Shannon Parkway and from the internal access drives. As shown in Exhibit "E", the car wash would utilize the proposed architectural theme for the car wash tunnel. The south elevation facing Shannon Parkway will match the primary buildings including a window and corrugated metal roof, with mechanical equipment being located towards the inside of the site. Staff concludes that the proposed design and elevation in Exhibit "E" would match the other buildings in the center.

Mitigated Negative Declaration No. 2018-12 includes a noise analysis of the car wash that indicates that Community Noise Standards will be met during daytime and nighttime hours, as presented and that the car wash will result in a less-than-significant noise impact. The analysis states that mitigation is not required for the car wash or any of the other various commercial components of the project, provided that appropriate mechanical equipment and building materials with sound insulation ratings are selected that uphold the community noise standards. Staff has included a condition requiring that the project incorporate mechanical equipment and walls with sound insulation based on the noise analysis findings. The analysis also indicates that noise between the car wash and the residential uses fronting Dinuba Boulevard would be further attenuated by the planned commercial buildings to the north and northwest, together with the recommended concrete masonry unit block wall along the north property line.

The operation statement reads that the proposed hours of operation for the car wash are from 8:00 a.m. to 6:00 p.m. Based on the findings of the noise analysis which state that community noise standards will be met without mitigation, staff has included a condition which expands the allowed operating hours to between 6:00 a.m. to 7:00 p.m. coinciding with the Noise Ordinance's daytime noise level standards.

Access and Circulation

Dinuba Boulevard is an arterial roadway and state route with a median and dedicated left turn lanes on to Shannon Parkway. A raised median will be installed on Dinuba Boulevard between Shannon Parkway and the Visalia Sports Park entrance to restrict access on the project driveway to "Right In" and "Right Out" only along Dinuba Blvd. This is specified as Mitigation Measure 1.5 in the Mitigated Negative Declaration.

Caltrans has requested a 19-foot irrevocable offer of dedication to widen Dinuba Boulevard to its ultimate right-of-way width of 156-feet. This is reflected in the cross-section diagram in Exhibit "C" and in the site plan and parcel map. Caltrans had also requested a similar dedication to accommodate an ultimate 156-foot right of way for the River Island Ranch Tentative Subdivision Map, located 300-feet to the north. Currently the street lacks improvements on the east side of the street.

Shannon Parkway is a collector roadway that has been improved to its ultimate width to Court Street. The street has an existing median island in the roadway. As part of the project, the Shannon Parkway median will be reconfigured to add a left-turn pocket into the proposed commercial center at the phase split line (refer to Exhibit "A"). Shannon Parkway's median line will be shifted to the west to accommodate the turn pocket, resulting in the storage lengths of this left turn pocket and the westbound turn pocket to southbound Dinuba to be divided equally in length. This is specified as Mitigation Measure 1.1 in the Mitigated Negative Declaration.

The commercial center containing the office uses will have a drive access point on the future Court Street. Court Street is designated as a local roadway north of Shannon Parkway but will serve as a roadway that will collect traffic from the future River Island Ranch residential

subdivision to the north. Based on future improvements on Dinuba Boulevard in association with the subdivision that will prohibit any left turn movements on Dinuba, vehicle trips from the subdivision will utilize Court Street and the left turn pockets on westbound Shannon Parkway.

The project will have shared internal access drives that will be installed with the first phase of the development, excepting access to Court Street. The access drives will be required to have a recorded maintenance agreement in place with the first building permit.

Parking

The required parking for the commercial uses is 53 stalls (not including the car wash's vacuum cleaner bay stalls), which have been provided. The parking is based upon separate parking requirements for each individual use: one stall per 300 square feet for retail $4,700/300=16$ stalls, one stall per 150 square feet for the fast food pad $2,739/150=18$, one stall per 300 square feet for the convenience store $2,900/300=10$ stalls, and one stall per 150 square feet for the quick serve restaurant $1,400/150=9$, for a total of 53 parking stalls. The automated carwash does not require any parking, though there is more than adequate parking in the multi-tenant pad to the north for use by car wash employees. Staff concludes that based upon the overall size of the development, number of proposed parking stalls (67), plus the 14 vacuum cleaner bay stalls, meets the intent of the parking requirements. The applicant has indicated that the site will have shared parking, which will accommodate minor variations in parking demand between the commercial uses.

The future medical offices will be required to meet their parking demand as that portion of the site develops. The site layout provides for shared parking wherein a condition has been added to require a Shared Access and Parking Agreement be established for the entire site prior to the issuance of building permits (see Condition No. 4 for the CUP).

Setbacks

The Shannon Parkway frontage will have a minimum 15-foot front yard setback requirement and the Dinuba Boulevard frontage will have a minimum 10-foot street side yard setback following a 19-foot irrevocable offer of dedication (IOD) to Caltrans. Parcels A and B, containing the gas station and fast food pad, have a 10-foot landscape setback (following the 19-foot IOD) along the Dinuba Boulevard frontage to the drive-thru lane and parking spaces. The closest building to the Dinuba Boulevard ultimate right-of-way is a solid waste enclosure at 10-feet followed by the gas station canopy at approximately 60-feet. Parcel B is proposed to have a 16-foot landscape setback along the Shannon Parkway frontage to the drive-thru lane and a 32'-9" setback to the fast food pad. Parcel D containing the car wash is proposed to have a 20-foot building and landscape setback along the Shannon Parkway frontage.

The landscape setbacks along Dinuba Boulevard are slightly less than the 12-foot landscape setbacks approved for the Orchard Walk community commercial center located on the east side of Dinuba Boulevard south of this site. Staff finds that the Dinuba Boulevard Shannon Parkway setbacks are consistent with similar commercial developments.

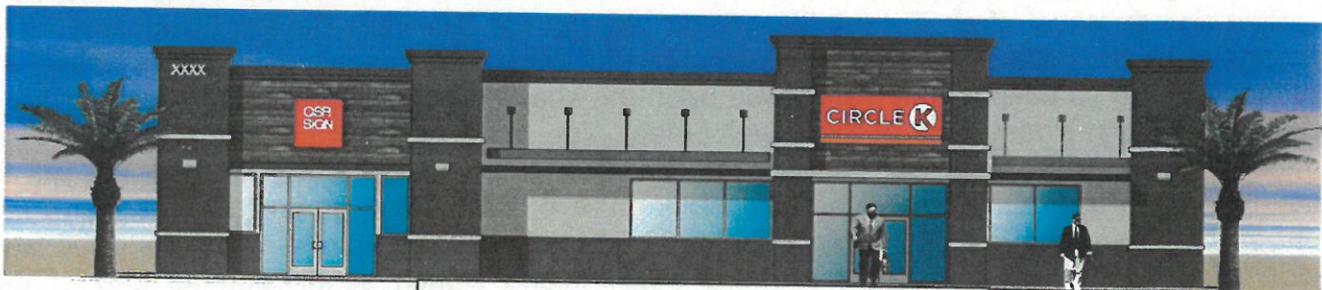
The north side of the commercial center will have an access drive along most of the length with a five-foot landscape setback and a five-foot setback for trash enclosures. Buildings are located at least 30 feet from the north property line. The adjoining property to the north is similarly zoned Commercial Mixed Use but currently contains two residences fronting Dinuba Boulevard. Because of the commercial zoning, staff finds that this setback is adequate based upon future buildout of this site planned for commercial uses. In addition, a seven-foot tall block wall is planned along the north side of the proposed commercial center. The north side is the only side where the commercial center directly abuts adjacent property.

Architectural Theme

A common architecture theme and color palette has been developed for use with all buildings within the commercial center. The requirement for common unified architecture among buildings has been implemented in the two commercial centers to the south in the vicinity of Dinuba & Riggin – Orchard Walk and Riverbend Village.

The common architectural theme for the commercial center is carried out in the first phase and commercial building elevations shown in Exhibits "D" through "G" and the color and material board in Exhibit "I". The proposed building façades for the first phase consist of a single-story structure with long parapet sections broken by pop-outs and cornice toppers at the corner sections and public and service entries.

The exterior finishes will be sand finish stucco with stucco / silver metal finish horizontal trims used to break up facades and columns. The tops of the public entrances will be covered with Crossville porcelain tile, and windows will be topped with steel awnings suspended by cables affixed to the wall. The average building height would be between 23 to 28 feet. The proposed height is consistent with the developed nature of the Orchard Walk development's multi-tenant commercial pads fronting Dinuba Boulevard to the south, which are also single story.



Elevation plan for convenience store

This proposed architectural theme will need to be carried over to the building facades in the second building phase. Staff has included a condition requiring the office buildings in the second phase to have similar architectural details and pop-outs. Any mechanical equipment panels and related fixtures will need to be integrated into the building in an architecturally consistent fashion. The future office development on the site will be subject to the Site Plan Review process wherein the compatibility with the adjacent first phase of development and its architecture will be reviewed.

Sign Program / Monument Signs

Similar to the architecture theme, a sign program has been developed for the whole commercial center. The sign program submitted as Exhibit "J" proposes monument signs that complements the center's architectural theme and will be placed at two locations in the commercial center. The sign program includes wall sign specifications that generally follow the City's Sign Ordinance development standards.

A multi-tenant identification sign is proposed at the corner of Dinuba Boulevard and Shannon Parkway as shown on page 9 in Exhibit "J", and a gas station pricing identification sign will be located along the Dinuba Boulevard frontage. The monument sign elevations (pages 13 and 14 in Exhibit "J") indicate that the sign height will be approximately 7'-3" feet in height and that the sign copy area will be 35 square feet on both sides. Both dimensions are in compliance with the Sign Ordinance development standards for monument signs in commercial zones. In lieu of one corner multi-tenant monument sign, staff will allow one multi-tenant monument sign along each street frontage, which is consistent with Sign Ordinance standards and past

practice on corner commercial centers. No additional monument signs will be allowed within the commercial development.

Phasing

As previously indicated, Phase One would begin between the Dinuba Boulevard frontage and the easterly drive approach on Shannon Parkway, excepting the 4,700 sq. ft. retail multi-use pad, as shown in Exhibit "A". There is no sequence for the subsequent phasing on the site.

Site Plan Review

Development proposals on the future office parcel will be required to go through the Site Plan Review process. Through Site Plan Review, consistency with the requirements of this proposed conditional use permit and tentative parcel map will be applied.

Tentative Parcel Map No. 2018-01

The tentative parcel map shown in Exhibit "B" shows five parcels, with the three parcels in the first phase ranging in size from 0.69 to 0.71 acres and the parcels in the second phase being 0.92 acres and 3.30 acres before dedication. The Commercial Mixed-Use zone has a five-acre minimum parcel size requirement, although parcels of lesser size can be created upon the review and approval of an acceptable master plan by the Site Plan Review Committee. The proposed commercial development constitutes the acceptable master plan in this case. As presented, the parcels will function based upon the shared access points and drives which will be installed with Phase One of the development. The roadway paving, curbs and gutters are installed around the perimeter of the site. The sidewalks and parkway landscaping will be installed with Phase One across the entire Dinuba Blvd. street frontage and the Shannon Pkwy street frontage. This is included as Condition No. 11. Sidewalk improvements along the west side of Court St. will be stalled with the River Island Ranch subdivision as part of that subdivision's conditions of project approval.

Shared Access, Parking and Maintenance Agreement

The project will be required to establish and record CC&R's for a shared access, parking and maintenance agreement for the access drives and shared parking. This will ensure that common maintenance of the access drives throughout the project site is maintained.

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 parcel 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 Parcel Map. There are no specific plans applicable to the proposed map.

<p>(b) That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.</p>	<p>The proposed design and improvement of the map has been found to be consistent with the City's General Plan. This is included as recommended Finding No. 1 of the Tentative Parcel Map. There are no specific plans applicable to the proposed map.</p>
<p>(c) That the site is not physically suitable for the type of development.</p>	<p>The site is physically suitable for the proposed map and its affiliated development plan, which is designated as Commercial Mixed Use. This is included as recommended Finding No. 3 of the Tentative Parcel Map.</p>
<p>(d) That the site is not physically suitable for the proposed density of development.</p>	<p>The site is physically suitable for the proposed map and its affiliated development plan, which is designated as Commercial Mixed Use. This is included as recommended Finding No. 4 of the Tentative Parcel Map.</p>
<p>(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.</p>	<p>The proposed design and improvement of the map has been not been found likely to cause environmental damage or substantially and avoidable injure fish or wildlife or their habitat. This finding is further supported by the project's Negative Declaration determination under the Guidelines for the Implementation of the California Environmental Quality Act (CEQA), included as recommended Finding No. 6 of the Tentative Parcel Map.</p>
<p>(f) That the design of the subdivision or type of improvements is likely to cause serious public health problems.</p>	<p>The proposed design of the map has been found to not cause serious public health problems. This is included as recommended Finding No. 2 of the Tentative Parcel Map.</p>
<p>(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.</p>	<p>The proposed design of the map does not conflict with any existing or proposed easements located on or adjacent to the subject property. This is included as recommended Finding No. 5 of the Tentative Parcel Map.</p>

Environmental Review

The Initial Study was prepared for this project, consistent with the California Environmental Quality Act (CEQA). The Initial Study disclosed that environmental impacts are determined to be not significant with mitigation. Staff recommends that Mitigated Negative Declaration No. 2018-12 be adopted for this project.

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

RECOMMENDED FINDINGS

Conditional Use Permit No. 2018-03

1. That the proposed project will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
2. That the proposed conditional use permit is consistent with the policies and intent of the General Plan and Zoning Ordinance. Specifically, the project is consistent with the required findings of Zoning Ordinance Section 17.38.110:
 - The proposed location of the conditional use permit is in accordance with the objectives of the Zoning Ordinance and the purposes of the zone in which the site is located.
 - The proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity.
3. That an Initial Study was prepared for the proposed project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant with mitigation, and therefore Mitigated Negative Declaration No. 2018-12 can be adopted for this project.

Tentative Parcel Map No. 2018-01

1. That the proposed location and layout of Tentative Parcel Map No. 2018-01, its improvement and design, and the conditions under which it will be maintained is consistent with the policies and intent of the General Plan and Zoning Ordinance and Subdivision Ordinance.
2. That the proposed Tentative Parcel Map No. 2018-01, its improvement and design, and the conditions under which it will be maintained will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity, nor is it likely to cause serious public health problems. The proposed tentative parcel map would be compatible with adjacent land uses. The project site is bordered by existing commercial development, a regional sports park, a single-family residence, and vacant land.
3. That the site is physically suitable for the proposed tentative parcel map. Tentative Parcel Map No. 2018-01 is consistent with the intent of the General Plan and Zoning Ordinance and Subdivision Ordinance, and is not detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity. The project site is bordered by existing commercial development, a regional sports park, a single-family residence, and vacant land, and the parcel map will separate commercial uses within the planned development.
4. That the site is physically suitable for the proposed tentative parcel map and the project's density, which is consistent with the underlying Commercial Mixed-Use General Plan Land Use Designation. The proposed location and layout of the Tentative Parcel Map No. 2018-01, its improvement and design, and the conditions under which it will be maintained is consistent with the policies and intent of the General Plan and Zoning Ordinance and Subdivision Ordinance.
5. That the proposed Tentative Parcel Map No. 2018-01, design of the map or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed parcel map. The parcel map is designed to comply with the City's Engineering Improvement Standards.

6. That an Initial Study was prepared for the proposed project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant with mitigation, and therefore Mitigated Negative Declaration No. 2018-12 can be adopted for this project.

RECOMMENDED CONDITIONS

Conditional Use Permit No. 2018-03

1. That the project be developed in substantial compliance with Site Plan Review No. 2019-165.
2. That the project will be developed in substantial compliance with the site plan in Exhibit "A" unless otherwise specified in this use permit. Any subsequent changes to the development plan layout depicted in Exhibit "A" shall be reviewed and approved by the Site Plan Review Committee and may be subject to an amendment of the Conditional Use Permit.
3. That the architectural theme in Exhibits "D" through "G" and the color board in Exhibit "I" be used on all of the buildings for the project.
4. That the sign program in Exhibit "J" be utilized for the commercial development and that the commercial center monument signs be limited to one multi-tenant monument sign on each street frontage and one gas pricing monument sign.
5. That CC&R's including vehicular access, shared parking, landscaping and permanent maintenance of all common areas such as the public street parkways and perimeter landscaping, project identification signage and walls, and all similar infrastructure agreements shall be recorded with the final parcel map. The CC&R's and/or vehicular access agreements shall address property owners' responsibility for repair and maintenance of the easement, repair and maintenance of shared public or private utilities, and shall be kept free and clear of any structures. All property owners are equally responsible for these requirements. The City Planner and City Engineer shall review for approval these CC&R's or vehicular access agreements verifying compliance with these requirements prior to the CC&R's recordation.
6. That a Shared Access and Parking Agreement be established for the entire site prior to the issuance of building permits.
7. That the hours of operation for the car wash and vacuums shall not extend beyond the hours of 6:00 am to 7:00 pm, and that Community Noise Standards be met during these times.
8. That the project shall be developed in compliance with the specifications and findings contained in the Visalia Center Phase I Environmental Noise Assessment prepared for the project and referenced in the project's Initial Study document. Specifically, the project shall:
 - a. Utilize rooftop mechanical equipment that will maintain a 45 dB(A) noise limit at the nearest adjacent residences;
 - b. Incorporate exterior windows and doors with sound insulation ratings of approximately STC 28 to reduce estimated traffic noise to the CALGreen criterion of Leq(h) 50 dB indoors. If the convenience store and quick-serve restaurant will be leased as individual and separate spaces, then the CALGreen code will require an STC 40 separation wall.
9. That the operation of the restaurant drive-thru order boards maintain Community Noise Standards.

10. That that the fuel island canopy lighting be recessed into the canopy and that parking lot lighting on the north side of the fuel island and convenience store be shielded to prevent any significant light or glare from falling upon the adjacent residential uses.
11. That the landscaping and irrigation plans for Phase One perimeter landscaping along Dinuba Boulevard and Shannon Parkway, together with improvement plans for sidewalks along Dinuba Boulevard and Shannon Parkway, be included with or prior to first building permit.
12. That a concrete block masonry wall not less than seven feet in height shall be constructed on the property line where the site adjoins Commercial-zoned property to the north. Said wall shall be constructed with the gas station, and the wall shall extend from the 10-foot setback line adjacent to Dinuba Boulevard to the westernmost cross access shown on the site plan. The wall shall be in place for the duration that any residential uses exist on adjacent property to the north.
13. That a separate Conditional Use Permit shall be obtained for any conditionally-allowed uses that subsequently locate on the site, including future development on Parcel E if applicable.
14. That all applicable federal, state, and city laws and codes and ordinances be met.
15. That all of the conditions and responsibilities of Conditional Use Permit No. 2018-03 shall run with the land and subsequent owners/operators shall also be subject to all of the conditions herein, unless amended or revoked.
16. That the mitigation measures found within the Mitigation Monitoring Plan for Mitigated Negative Declaration No. 2018-012 are hereby incorporated as conditions of this Conditional Use Permit.

Tentative Parcel Map No. 2018-01

1. That the project be developed consistent with the comments and conditions of the Site Plan Review No. 2019-164.
2. That the tentative map be prepared in substantial compliance with Exhibit "B".
3. That a common access, maintenance, and landscaping agreement be entered into for all project parcels.
4. That Conditional Use Permit No. 2018-03 be approved, and that requirements of the use permit that relate to this map shall be fulfilled.
5. That CC&R's including vehicular access, shared parking, landscaping and permanent maintenance of all common areas such as the public street parkways and perimeter landscaping, project identification signage and walls, and all similar infrastructure agreements shall be recorded with the final parcel map. The CC&R's and/or vehicular access agreements shall address property owners' responsibility for repair and maintenance of the easement, repair and maintenance of shared public or private utilities, and shall be kept free and clear of any structures. All property owners' are equally responsible for these requirements. The City Planner and City Engineer shall review for approval these CC&R's or vehicular access agreements verifying compliance with these requirements prior to the CC&R's recordation.
6. That each parcel shall have separate utilities.
7. That all applicable federal, state, and city laws and codes and ordinances be met.

APPEAL INFORMATION

According to the City of Visalia Zoning Ordinance Section 17.02.145 and Subdivision Ordinance Section 16.28.080, an appeal to the City Council may be submitted within ten days following the date of a decision by the Planning Commission. An appeal with applicable fees shall be in writing and shall be filed with the City Clerk at 220 N. Santa Fe Street, Visalia, CA 93292. The appeal shall specify errors or abuses of discretion by the Planning Commission, or decisions not supported by the evidence in the record. The appeal form can be found on the city's website www.visalia.city or from the City Clerk.

Attachments:

- Related Plans and Policies
- Resolutions
- Exhibit "A" – Site Plan
- Exhibit "B" – Tentative Parcel Map
- Exhibit "C" – Street Cross Sections
- Exhibit "D" – Gas Station / Convenience Store Elevation
- Exhibit "E" – Car Wash Elevation
- Exhibit "F" – Multi-Use Retail Building Elevation
- Exhibit "G" – Fast Food with Drive-Thru Elevation
- Exhibit "H" – Fast Food with Drive-Thru Floor Plans
- Exhibit "I" – Architectural Theme Color Board
- Exhibit "J" – Sign Program
- Exhibit "K" – Operational Statement
- Initial Study / Mitigated Negative Declaration No. 2018-12
- Environmental Review Comments Received
- Traffic Impact Analysis Report (excluding Attachments & Appendices)
- Noise Assessment
- Site Plan Review No. 2019-165 Revise & Proceed Comments, September 18, 2019
- Site Plan Review No. 2019-164 Revise & Proceed Comments, September 18, 2019
- Site Plan Review No. 2018-103 Revise & Proceed Comments, June 12, 2019
- General Plan Land Use Map
- Zoning Map
- Aerial Map
- Location Sketch

RELATED PLANS AND POLICIES

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

CONDITIONAL USE PERMITS

17.38.110 Action by planning commission.

- A. The planning commission may grant an application for a conditional use permit as requested or in modified form, if, on the basis of the application and the evidence submitted, the commission makes the following findings:
 1. That the proposed location of the conditional use is in accordance with the objectives of the zoning ordinance and the purposes of the zone in which the site is located;
 2. That the proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity.
- B. A conditional use permit may be revocable, may be granted for a limited time period, or may be granted subject to such conditions as the commission may prescribe. The commission may grant conditional approval for a permit subject to the effective date of a change of zone or other ordinance amendment.
- C. The commission may deny an application for a conditional use permit. (Prior code § 7536)

RESOLUTION NO. 2018-07

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING CONDITIONAL USE PERMIT NO. 2018-03: A REQUEST BY OMNI LAND DEVELOPMENT LLC / DAYGO PROPERTIES LLC TO ALLOW A MASTER-PLANNED COMMERCIAL DEVELOPMENT OVER FIVE PARCELS ON 5.88 UNDEVELOPED ACRES, CONSISTING OF APPROXIMATELY 56,395 SQ. FT. OF COMMERCIAL AND OFFICE USES IN THE MIXED USE COMMERCIAL (CMU) ZONE. THE PROJECT SITE IS LOCATED ON THE NORTHEAST CORNER OF DINUBA BOULEVARD (STATE ROUTE 63) AND SHANNON PARKWAY. (APN: 079-071-029)

WHEREAS, Conditional Use Permit No. 2018-03 is a request by Omni Land Development LLC / Daygo Properties LLC to allow a master-planned commercial development over five parcels on 5.88 undeveloped acres, consisting of approximately 56,395 sq. ft. of commercial and office uses in the Mixed Use Commercial (CMU) Zone. The project site is located on the northeast corner of Dinuba Boulevard (State Route 63) and Shannon Parkway. (APN: 079-071-029); and,

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice did hold a public hearing before said Commission on November 12, 2019; and,

WHEREAS, the Planning Commission of the City of Visalia finds the Conditional Use Permit No. 2018-03, as conditioned, to be in accordance with Chapter 17.38 of the Zoning Ordinance of the City of Visalia, based on the evidence contained in the staff report and testimony presented at the public hearing; and,

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

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission finds that Mitigated Negative Declaration No. 2018-12 prepared for the proposed project was prepared consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines, and hereby adopts the Mitigated Negative Declaration.

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

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

- The proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity.
3. That an Initial Study was prepared for the proposed project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant with mitigation, and therefore Mitigated Negative Declaration No. 2018-12 can be adopted for this project.

BE IT FURTHER RESOLVED that the Planning Commission hereby approves Conditional Use Permit No. 2018-03 on the real property hereinabove described in accordance with the terms of this resolution under the provisions of Section 17.38.110 of the Ordinance Code of the City of Visalia, subject to the following conditions:

1. That the project be developed in substantial compliance with Site Plan Review No. 2019-165.
2. That the project will be developed in substantial compliance with the site plan in Exhibit "A" unless otherwise specified in this use permit. Any subsequent changes to the development plan layout depicted in Exhibit "A" shall be reviewed and approved by the Site Plan Review Committee and may be subject to an amendment of the Conditional Use Permit.
3. That the architectural theme in Exhibits "D" through "G" and the color board in Exhibit "I" be used on all of the buildings for the project.
4. That the sign program in Exhibit "J" be utilized for the commercial development and that the commercial center monument signs be limited to one multi-tenant monument sign on each street frontage and one gas pricing monument sign.
5. That CC&R's including vehicular access, shared parking, landscaping and permanent maintenance of all common areas such as the public street parkways and perimeter landscaping, project identification signage and walls, and all similar infrastructure agreements shall be recorded with the final parcel map. The CC&R's and/or vehicular access agreements shall address property owners' responsibility for repair and maintenance of the easement, repair and maintenance of shared public or private utilities, and shall be kept free and clear of any structures. All property owners' are equally responsible for these requirements. The City Planner and City Engineer shall review for approval these CC&R's or vehicular access agreements verifying compliance with these requirements prior to the CC&R's recordation.
6. That a Shared Access and Parking Agreement be established for the entire site prior to the issuance of building permits.
7. That the hours of operation for the car wash and vacuums shall not extend beyond the hours of 6:00 am to 7:00 pm, and that Community Noise Standards be met during these times.
8. That the project shall be developed in compliance with the specifications and findings contained in the Visalia Center Phase I Environmental Noise Assessment prepared for the project and referenced in the project's Initial Study document. Specifically, the project shall:
 - a. Utilize rooftop mechanical equipment that will maintain a 45 dB(A) noise limit at the nearest adjacent residences;

- b. Incorporate exterior windows and doors with sound insulation ratings of approximately STC 28 to reduce estimated traffic noise to the CALGreen criterion of Leq(h) 50 dB indoors. If the convenience store and quick-serve restaurant will be leased as individual and separate spaces, then the CALGreen code will require an STC 40 separation wall.
9. That the operation of the restaurant drive-thru order boards maintain Community Noise Standards.
10. That that the fuel island canopy lighting be recessed into the canopy and that parking lot lighting on the north side of the fuel island and convenience store be shielded to prevent any significant light or glare from falling upon the adjacent residential uses.
11. That the landscaping and irrigation plans for Phase One perimeter landscaping along Dinuba Boulevard and Shannon Parkway, together with improvement plans for sidewalks along Dinuba Boulevard and Shannon Parkway, be included with or prior to first building permit.
12. That a concrete block masonry wall not less than seven feet in height shall be constructed on the property line where the site adjoins Commercial-zoned property to the north. Said wall shall be constructed with the gas station, and the wall shall extend from the 10-foot setback line adjacent to Dinuba Boulevard to the westernmost cross access shown on the site plan. The wall shall be in place for the duration that any residential uses exist on adjacent property to the north.
13. That a separate Conditional Use Permit shall be obtained for any conditionally-allowed uses that subsequently locate on the site, including future development on Parcel E if applicable.
14. That all applicable federal, state, and city laws and codes and ordinances be met.
15. That all of the conditions and responsibilities of Conditional Use Permit No. 2018-03 shall run with the land and subsequent owners/operators shall also be subject to all of the conditions herein, unless amended or revoked.
16. That the mitigation measures found within the Mitigation Monitoring Plan for Mitigated Negative Declaration No. 2018-012 are hereby incorporated as conditions of this Conditional Use Permit.

RESOLUTION NO. 2018-08

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING TENTATIVE PARCEL MAP NO. 2018-01: A REQUEST BY OMNI LAND DEVELOPMENT LLC / DAYGO PROPERTIES LLC TO SUBDIVIDE A 5.88-ACRE PARCEL INTO FIVE PARCELS TO FACILITATE COMMERCIAL DEVELOPMENT ON LAND IN THE MIXED USE COMMERCIAL (CMU) ZONE. THE PROJECT SITE IS LOCATED ON THE NORTHEAST CORNER OF DINUBA BOULEVARD (STATE ROUTE 63) AND SHANNON PARKWAY. (APN: 079-071-029)

WHEREAS, Tentative Parcel Map No. 2018-01 is a request by Omni Land Development LLC / Daygo Properties LLC to subdivide a 5.88-acre parcel into five parcels to facilitate commercial development on land in the Mixed Use Commercial (CMU) Zone. The project site is located on the northeast corner of Dinuba Boulevard (State Route 63) and Shannon Parkway. (APN: 079-071-029); and,

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice did hold a public hearing before said Commission on November 12, 2019; and,

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

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

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission finds that Mitigated Negative Declaration No. 2018-12 prepared for the proposed project was prepared consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines, and hereby adopts the Mitigated Negative Declaration.

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

1. That the proposed location and layout of Tentative Parcel Map No. 2018-01, its improvement and design, and the conditions under which it will be maintained is consistent with the policies and intent of the General Plan and Zoning Ordinance and Subdivision Ordinance.
2. That the proposed Tentative Parcel Map No. 2018-01, its improvement and design, and the conditions under which it will be maintained will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity, nor is it likely to cause serious public health problems.

The proposed tentative parcel map would be compatible with adjacent land uses. The project site is bordered by existing commercial development, a regional sports park, a single-family residence, and vacant land.

3. That the site is physically suitable for the proposed tentative parcel map. Tentative Parcel Map No. 2018-01 is consistent with the intent of the General Plan and Zoning Ordinance and Subdivision Ordinance, and is not detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity. The project site is bordered by existing commercial development, a regional sports park, a single-family residence, and vacant land, and the parcel map will separate commercial uses within the planned development.
4. That the site is physically suitable for the proposed tentative parcel map and the project's density, which is consistent with the underlying Commercial Mixed Use General Plan Land Use Designation. The proposed location and layout of the Tentative Parcel Map No. 2018-01, its improvement and design, and the conditions under which it will be maintained is consistent with the policies and intent of the General Plan and Zoning Ordinance and Subdivision Ordinance.
5. That the proposed Tentative Parcel Map No. 2018-01, design of the map or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed parcel map. The parcel map is designed to comply with the City's Engineering Improvement Standards.
6. That an Initial Study was prepared for the proposed project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant with mitigation, and therefore Mitigated Negative Declaration No. 2018-12 can be adopted for this project.

BE IT FURTHER RESOLVED that the Planning Commission hereby approves Tentative Parcel Map No. 2018-01 on the real property hereinabove described in accordance with the terms of this resolution under the provisions of Section 16.28.070 of the Ordinance Code of the City of Visalia, subject to the following conditions:

1. That the project be developed consistent with the comments and conditions of the Site Plan Review No. 2019-164.
2. That the tentative map be prepared in substantial compliance with Exhibit "B".
3. That a common access, maintenance, and landscaping agreement be entered into for all project parcels.
4. That Conditional Use Permit No. 2018-03 be approved, and that requirements of the use permit that relate to this map shall be fulfilled.
5. That CC&R's including vehicular access, shared parking, landscaping and permanent maintenance of all common areas such as the public street parkways and perimeter landscaping, project identification signage and walls, and all similar infrastructure agreements shall be recorded with the final parcel map. The CC&R's and/or vehicular access agreements shall address property owners' responsibility for repair and maintenance of the easement, repair and maintenance of shared public

or private utilities, and shall be kept free and clear of any structures. All property owners' are equally responsible for these requirements. The City Planner and City Engineer shall review for approval these CC&R's or vehicular access agreements verifying compliance with these requirements prior to the CC&R's recordation.

6. That each parcel shall have separate utilities.
7. That all applicable federal, state, and city laws and codes and ordinances be met.

REVISIONS	
7	07/27/17 REVISION PER SET
6	07/17/17 REVISION PER SET
5	07/17/17 REVISION PER SET
4	07/17/17 REVISION PER SET
3	07/17/17 REVISION PER SET
2	07/17/17 REVISION PER SET
1	07/17/17 REVISION PER SET


CJC Design, Inc.
 22445 La Poma Avenue, Suite 202, Trabuco, CA 92680
 Tel: (714) 871-2552
 Fax: (714) 871-2552
 www.cjcdesign.com

PROJECT: NE COR SHANNON PKWY • DINUBA BL
 CITY OF VISALIA, CA, 93291
 OVER ALL SITE PLAN
DATE: 07/18/17
SCALE:
DESIGNED BY: F. COHEN
PROJECT NUMBER: 1071
STATE NUMBER: V.C.
SHEET: C.10

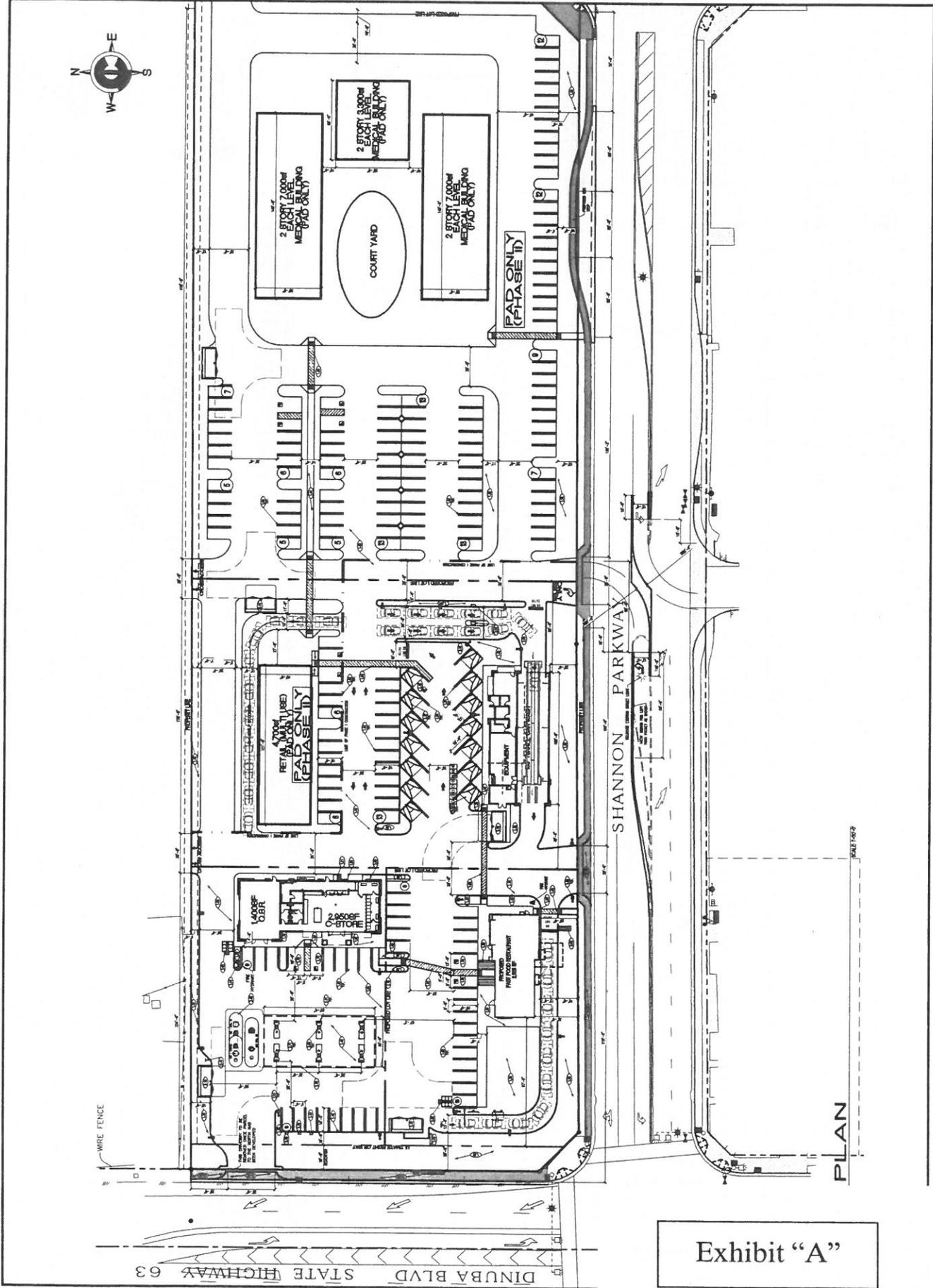
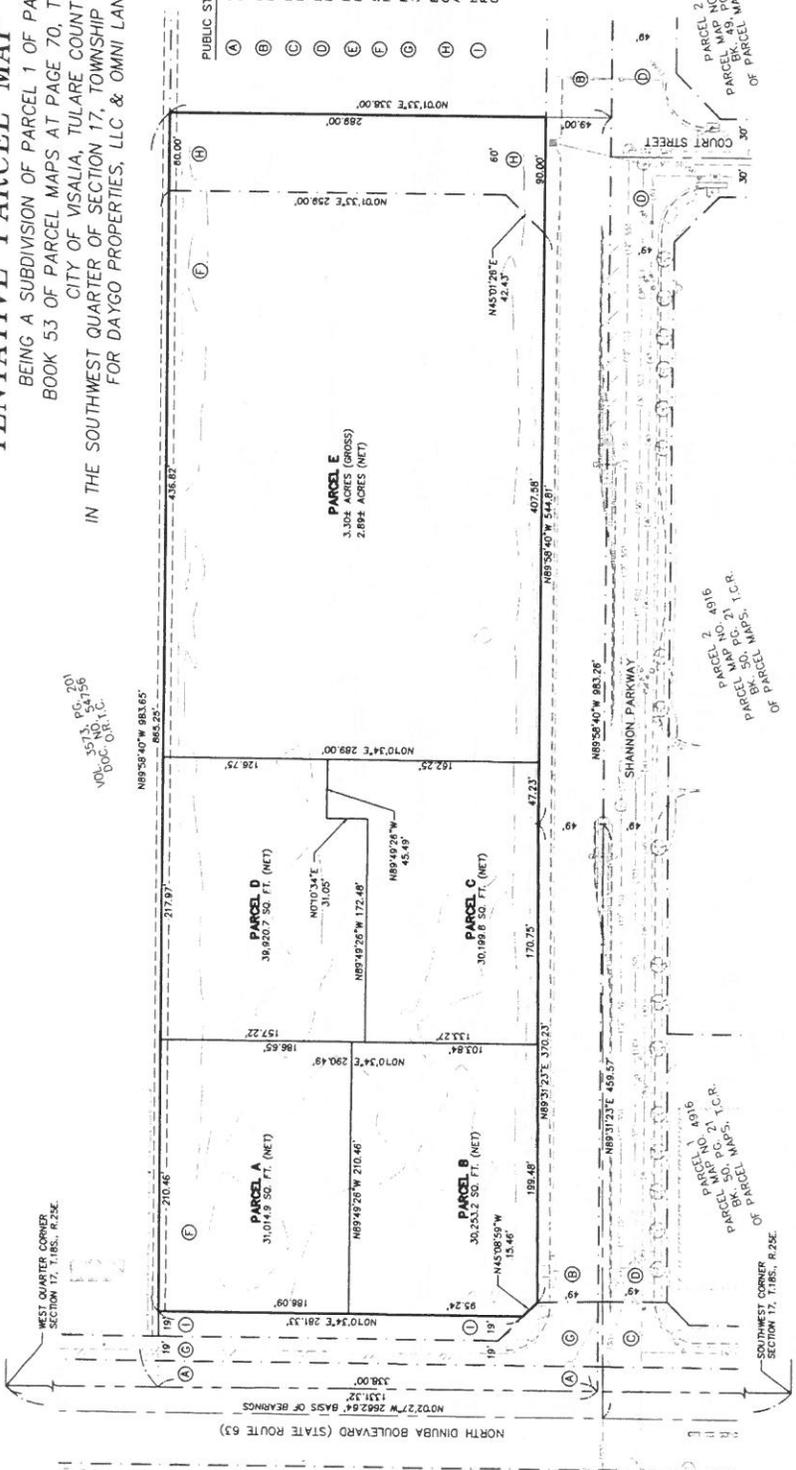


Exhibit "A"

TENTATIVE PARCEL MAP NO. 2019-114

BEING A SUBDIVISION OF PARCEL 1 OF PARCEL MAP NO. 5263
BOOK 53 OF PARCEL MAPS AT PAGE 70, TULARE COUNTY RECORDS
CITY OF VISALIA, TULARE COUNTY, CALIFORNIA
IN THE SOUTHWEST QUARTER OF SECTION 17, TOWNSHIP 18 SOUTH, RANGE 25 EAST, M.D.B.&M
FOR DAYGO PROPERTIES, LLC & OMNI LAND DEVELOPMENT, LLC



LEGAL DESCRIPTION
THE LAND REFERRED TO HEREIN IS SITUATED IN THE CITY OF VISALIA, COUNTY OF TULARE, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:
1 OF PARCEL MAP NO. 5263, BOOK 53 OF PARCEL MAPS AT PAGE 70, TULARE COUNTY RECORDS.

END

LEGAL DESCRIPTION:
THE PROPERTY IS LOCATED WITHIN AN AREA HAVING A ZONE DESIGNATION OF ZONE "X" (AREA DETERMINED TO BE OUTSIDE OF THE CITY OF VISALIA) AS DETERMINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) ON INSURANCE RATE MAP NUMBER 17030A, COMMUNITY PANEL NUMBER 050506 WITH EFFECTIVE DATE OF JUNE 16, 2009, IN THE COUNTY OF TULARE, STATE OF CALIFORNIA.

<p>SITE INFORMATION</p> <p>EXISTING TREES TO BE PRESERVED</p> <p>EXISTING BUILDINGS</p> <p>EXISTING USE</p> <p>VACANT</p> <p>EXISTING ZONING</p> <p>COMM-MIXED USE COMMERCIAL</p> <p>PROPOSED ZONING</p> <p>COMM-MIXED USE COMMERCIAL</p> <p>PLANNED LAND USE</p> <p>COMM-MIXED USE COMMERCIAL</p> <p>SOURCE OF WATER</p> <p>CITY OF VISALIA</p> <p>CITY OF VISALIA</p> <p>SOUTHERN CAL GAS</p>	<p>SO. INFORMATION</p> <p>SOURCE OF TELEPHONE</p> <p>AT&T</p> <p>SOURCE OF ELECTRICITY</p> <p>SOUTHERN CALIFORNIA EDISON</p> <p>ASSOCIATION NUMBER</p> <p>APN 070-001-000 (PORTION)</p> <p>SITE AREA</p> <p>6.154 ACRES (GROSS)</p> <p>5.754 ACRES (NET)</p> <p>RECIPROCAL AGREEMENT</p> <p>A RECIPROCAL CROSS ACCESS PARKING & DRAINAGE AGREEMENT HAS BEEN ENTERED INTO WITH THE FINAL PARCEL MAP.</p>
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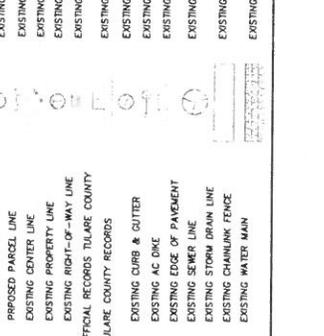
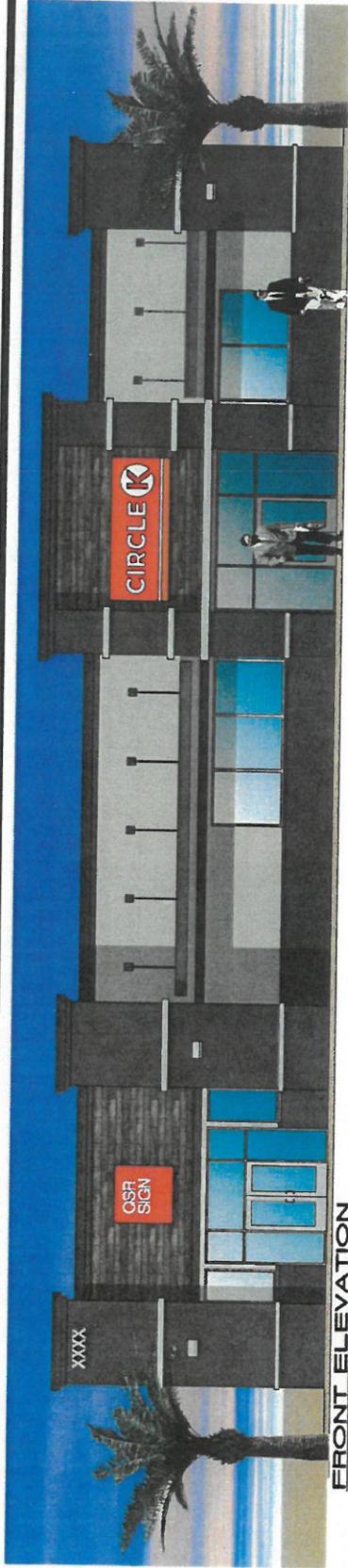
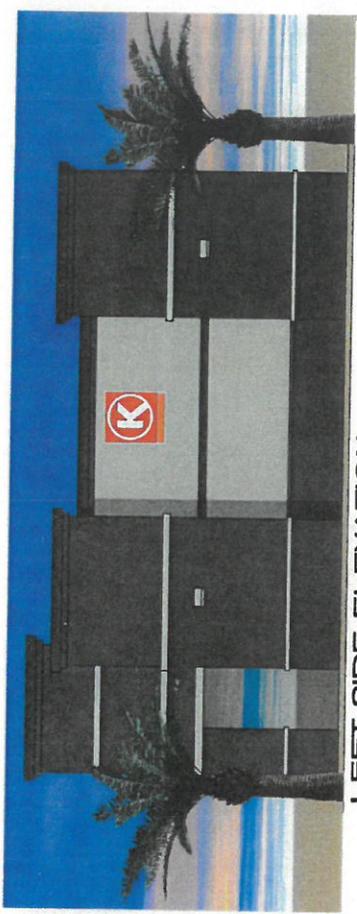


Exhibit "B"

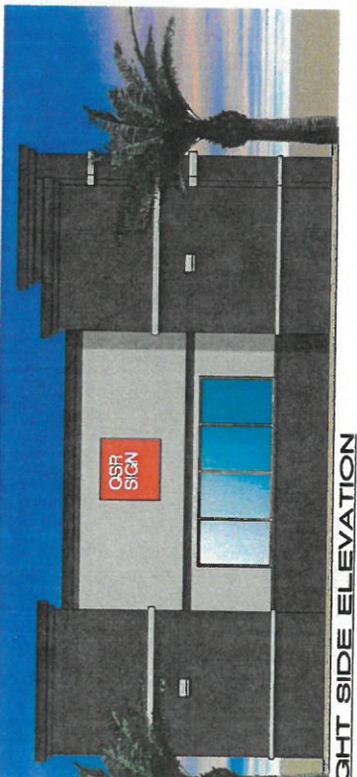
Yamabe & Horn
Engineering, Inc.
CIVIL ENGINEERS • LAND SURVEYORS
2985 N. BUREAU AVENUE SUITE 101 FRESNO, CA 93727
TEL 559.244.1123 WEBSITE WWW.YHENGINEERING.COM



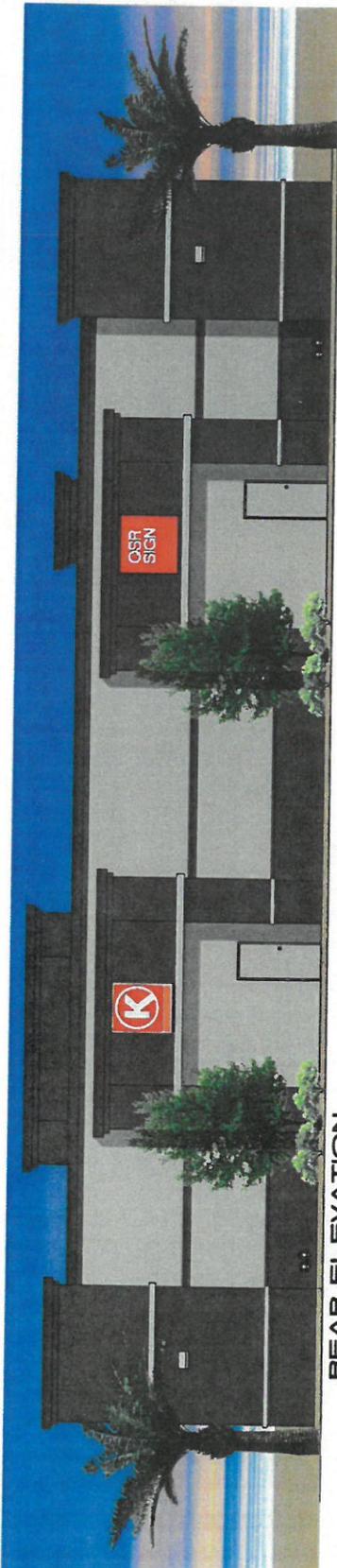
FRONT ELEVATION



LEFT SIDE ELEVATION



RIGHT SIDE ELEVATION



REAR ELEVATION

Exhibit "D"



N.E. CORNER SHANNON PARKWAY • DINUBA BLVD., VISALIA CA

NO.	DATE	DESCRIPTION	BY	APP.

CJC Design, Inc.
 2285 La Palma Avenue, Suite 202, Tustin, CA 92680
 Tel: 714.261.1111
 Fax: 714.261.1112
 www.cjcdesign.com

Visalia
 Center

PROJECT: NE COR SHANNON PKWY • DUNBA BL
 CITY OF VISALIA, CA 93291
 BUILDING ELEVATIONS

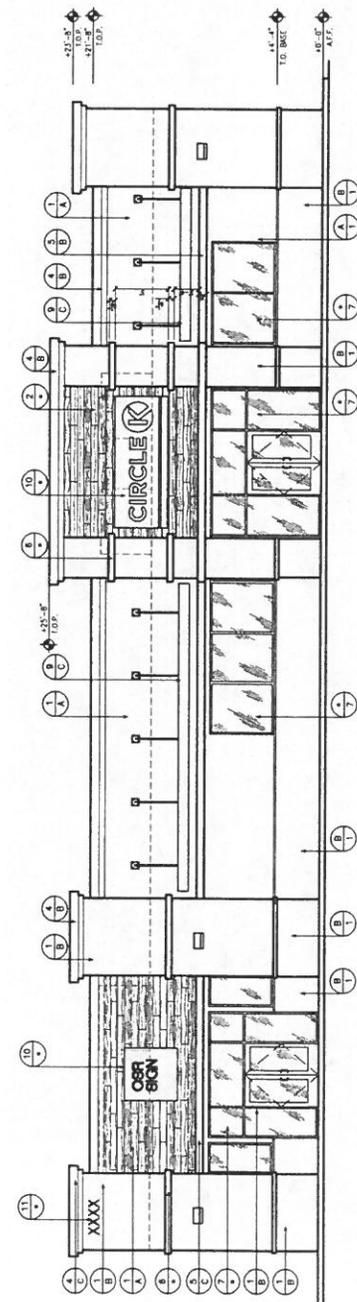
DATE: 07/18/17
 DRAWN BY: I. F. COHEN
 CHECKED BY: I. F. COHEN
 PROJECT NUMBER: 17071
 SHEET NUMBER: V.C.
 SHEET: A21

MATERIAL

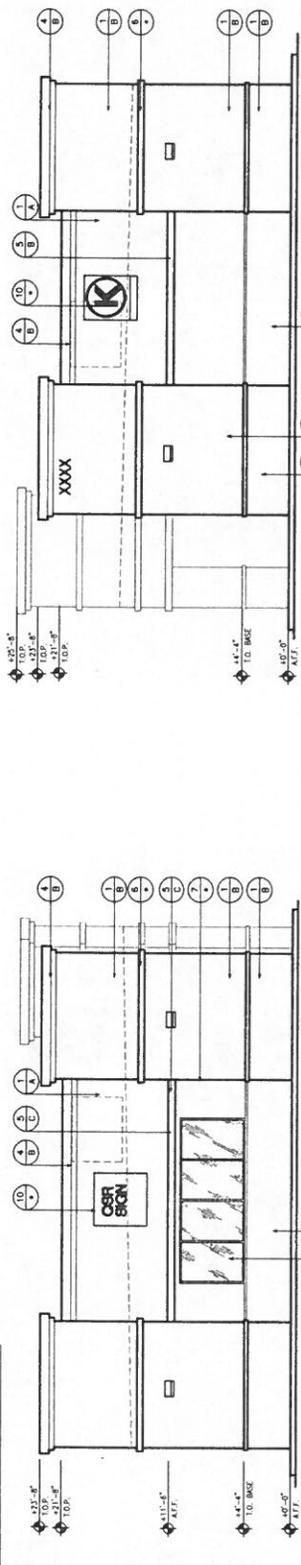
- 1 SAND FINISH STUCCO
- 2 8" PORCELAIN TILE CROSSWALL, SPEAKEAST, SWEET GEORGIA BRON
- 3 2" ALUMINUM REVEAL
- 4 PREPARE FOAM STUCCO FINISH TOP CORNICE
- 5 2X8 STUCCO FINISH TRIM
- 6 2X6.5 ALUMINUM SILVER METAL FINISH TRIM
- 7 TEMPERED GLASS STONE FRONT DOORS & GLAZING
- 8 3X7 SOLID METAL DOOR
- 9 3X6 METAL ALUMINUM AWNING WITH SUSPENDED CABLE
- 10 15" ADDRESS NUMBERS
- 12 ROOF TOP EQUIPMENT ROOMS

COLOR

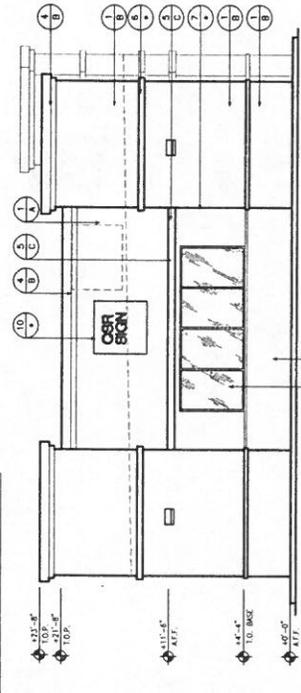
- A SHERWIN WILLIAMS SW7018 MINTFUL GRAY (MAIN WALLS)
- B SHERWIN WILLIAMS SW7020 BLACK FOX (BASE, TRIMS, COLUMNS)
- C PHL-7039 POWDER COAT QUARTZ GRAY (AWNINGS)



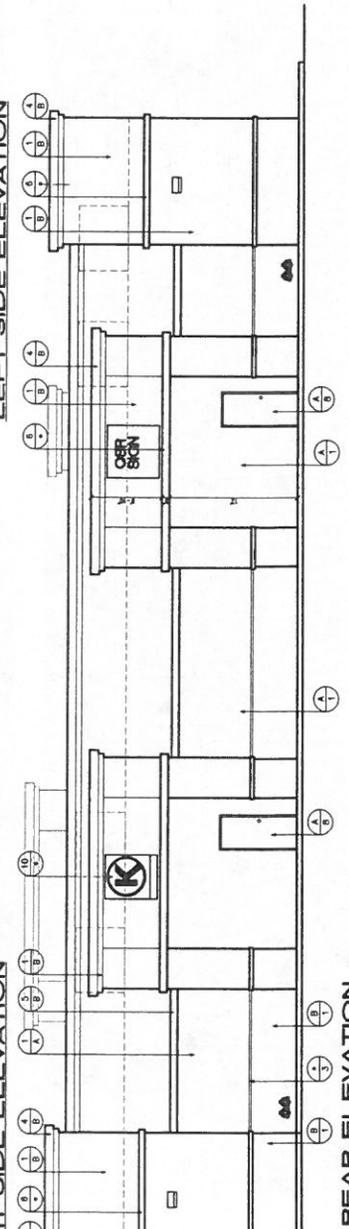
FRONT ELEVATION



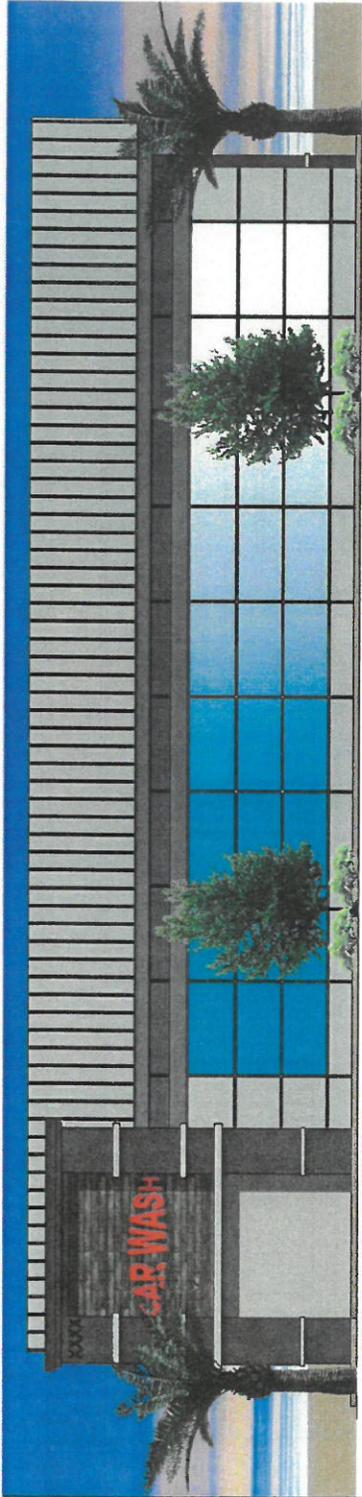
LEFT SIDE ELEVATION



RIGHT SIDE ELEVATION



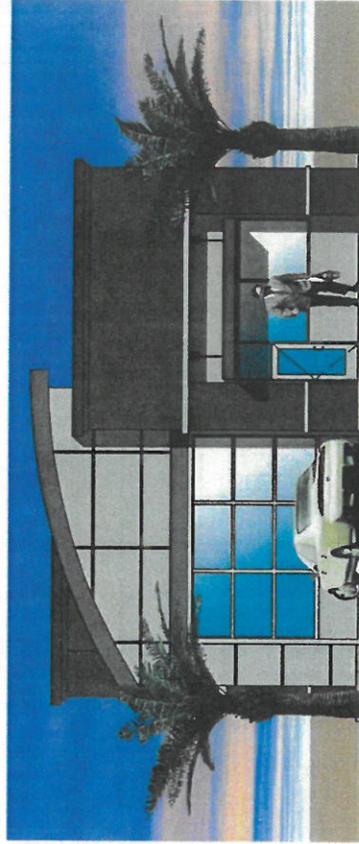
REAR ELEVATION



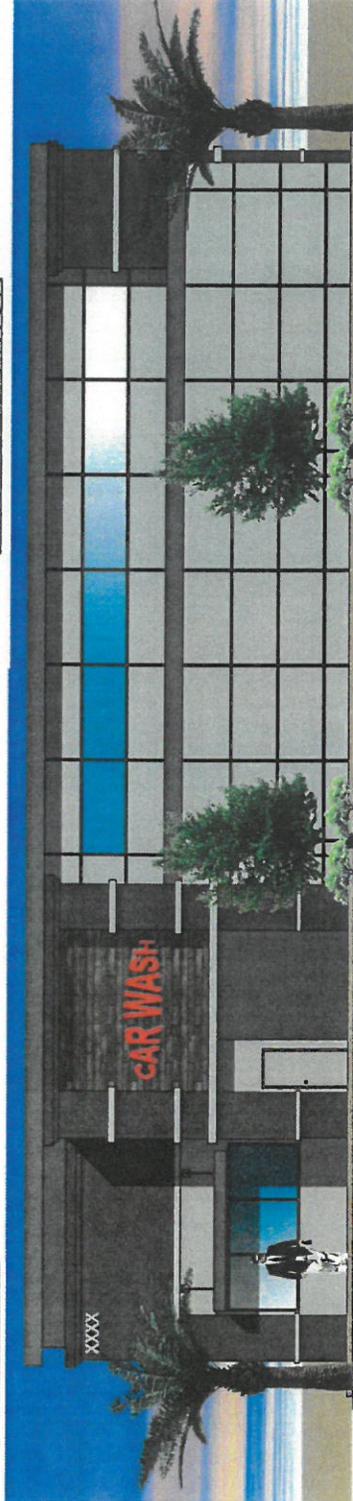
SOUTH ELEVATION



WEST ELEVATION



EAST ELEVATION



NORTH ELEVATION

Exhibit "E"

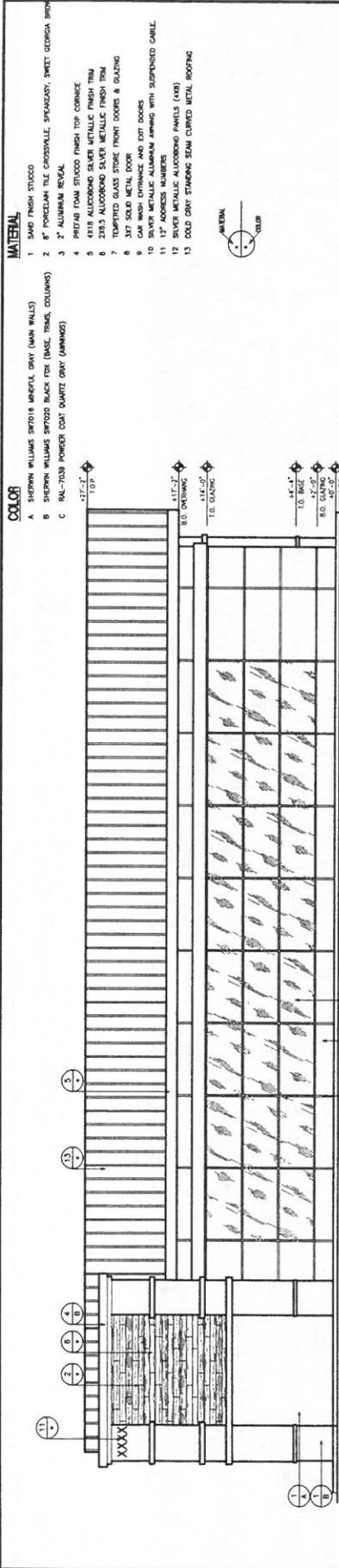


N.E. CORNER SHANNON PARKWAY • DINUBA BLVD., VISALIA CA

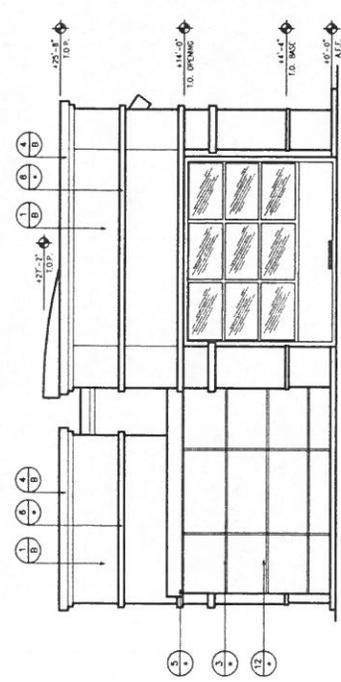
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Visalia Center
 CJC Design, Inc.
 2245 E. Palm Ave., Suite 202, Visalia, CA 93291
 Tel: (559) 735-1234
 Fax: (559) 735-1235
 www.cjcdesign.com

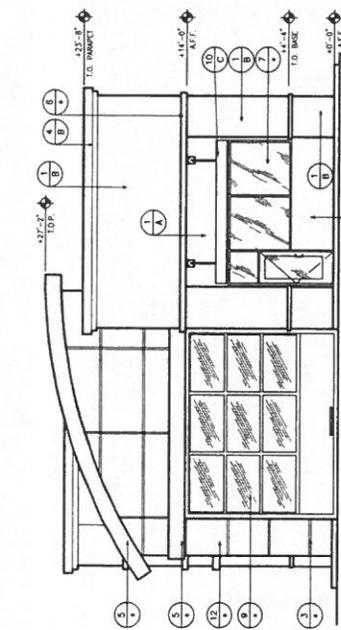
PROJECT: NE COR. SHANNON PKWY. • DUNIBA BL. CITY OF VISALIA, CA. 93291
DATE ISSUED: 07/18/17
DRAWN BY: F. COHEN
CHECKED BY: F. COHEN
PROJECT NUMBER: 17071
STYLE NUMBER: V.C.
SHEET: CWA21



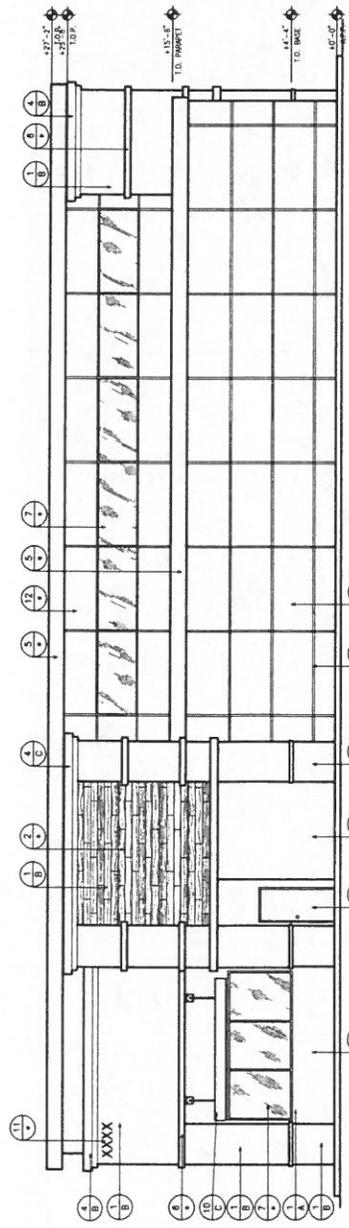
SOUTH ELEVATION



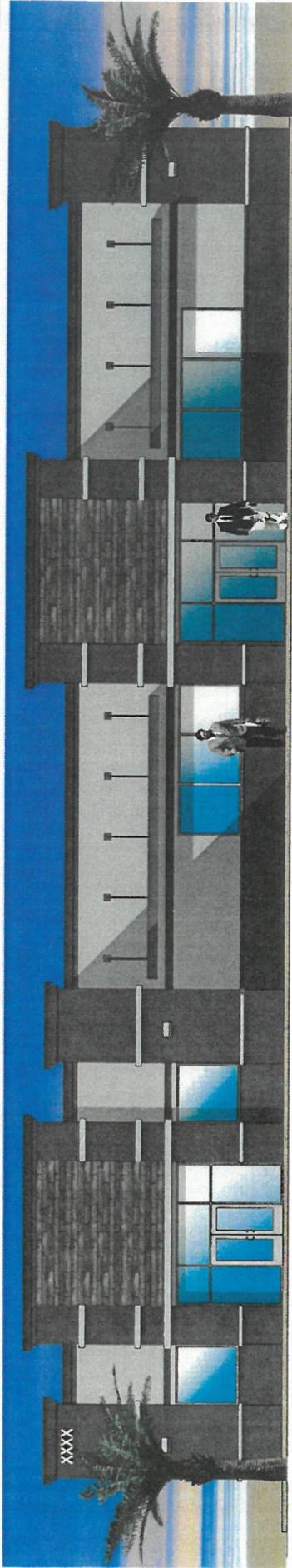
WEST ELEVATION



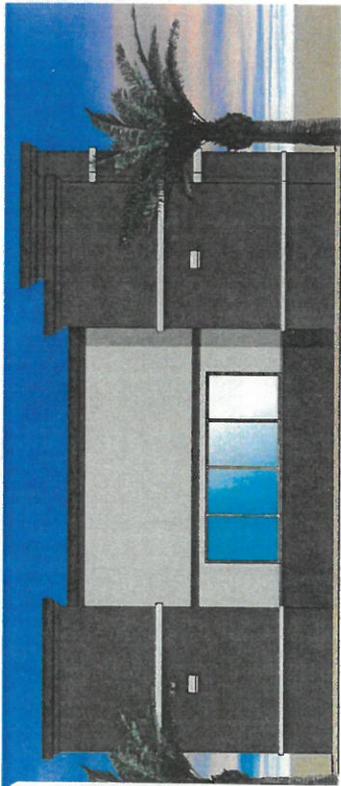
EAST ELEVATION



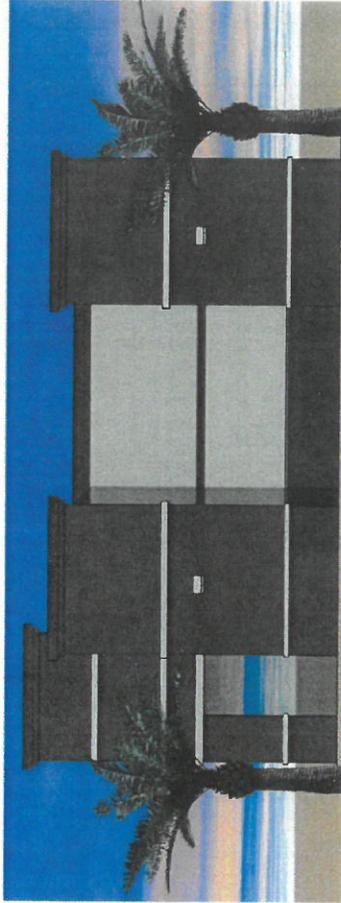
NORTH ELEVATION



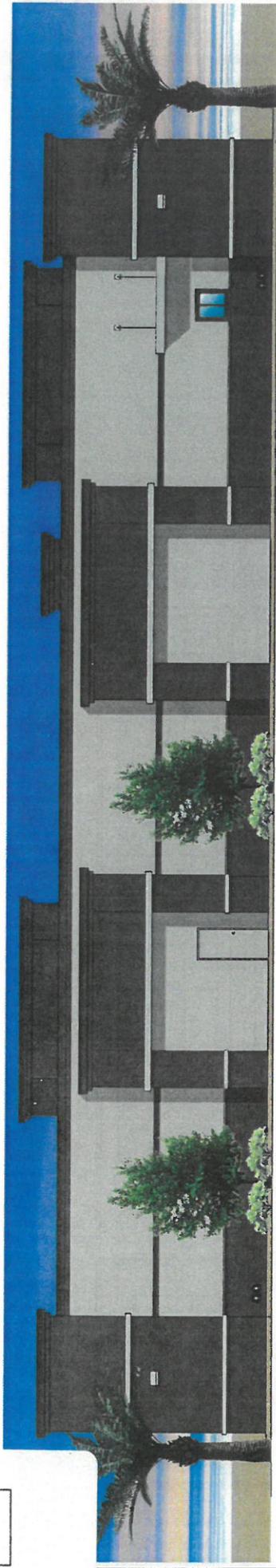
FRONT ELEVATION



RIGHT SIDE ELEVATION



LEFT SIDE ELEVATION



REAR ELEVATION

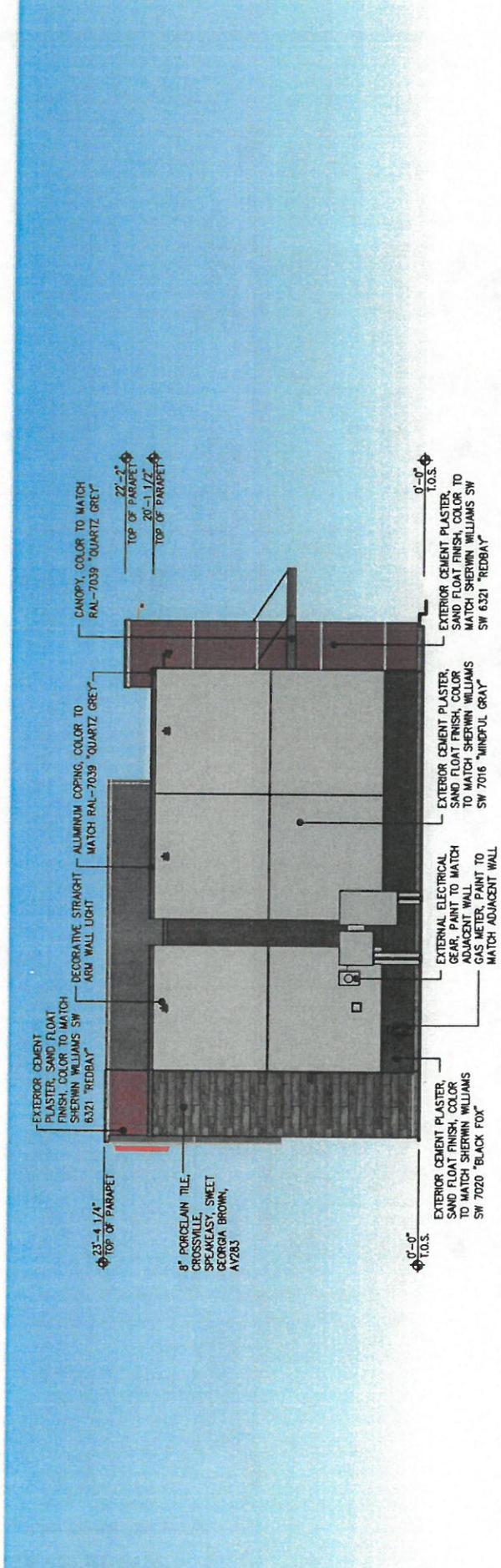
Exhibit "F"



N.E. CORNER SHANNON PARKWAY • DINUBA BLVD., VISALIA CA



RIGHT ELEVATION RED COLOR SCHEME



REAR ELEVATION RED COLOR SCHEME



9330 Balboa Avenue
San Diego, CA 92123

MK9DS_MD

ELEVATIONS

INTERIOR BLDG. AREA:	
KITCHEN/BACK OF HOUSE SQ. FT.	= 1,064
WALK-IN COOLER AND FREEZER	= 176
DINING SQ. FT.	= 1,219
RESTROOMS SQ. FT.	= 280
TOTAL BLDG. FOOTPRINT SQ. FT.	
(EXTERIOR WALL DIMENSIONS)	= 2,739
SEATING:	
SEATING	= 64 SEATS (INDOOR)
PARTIES	= 19 (INDOOR)

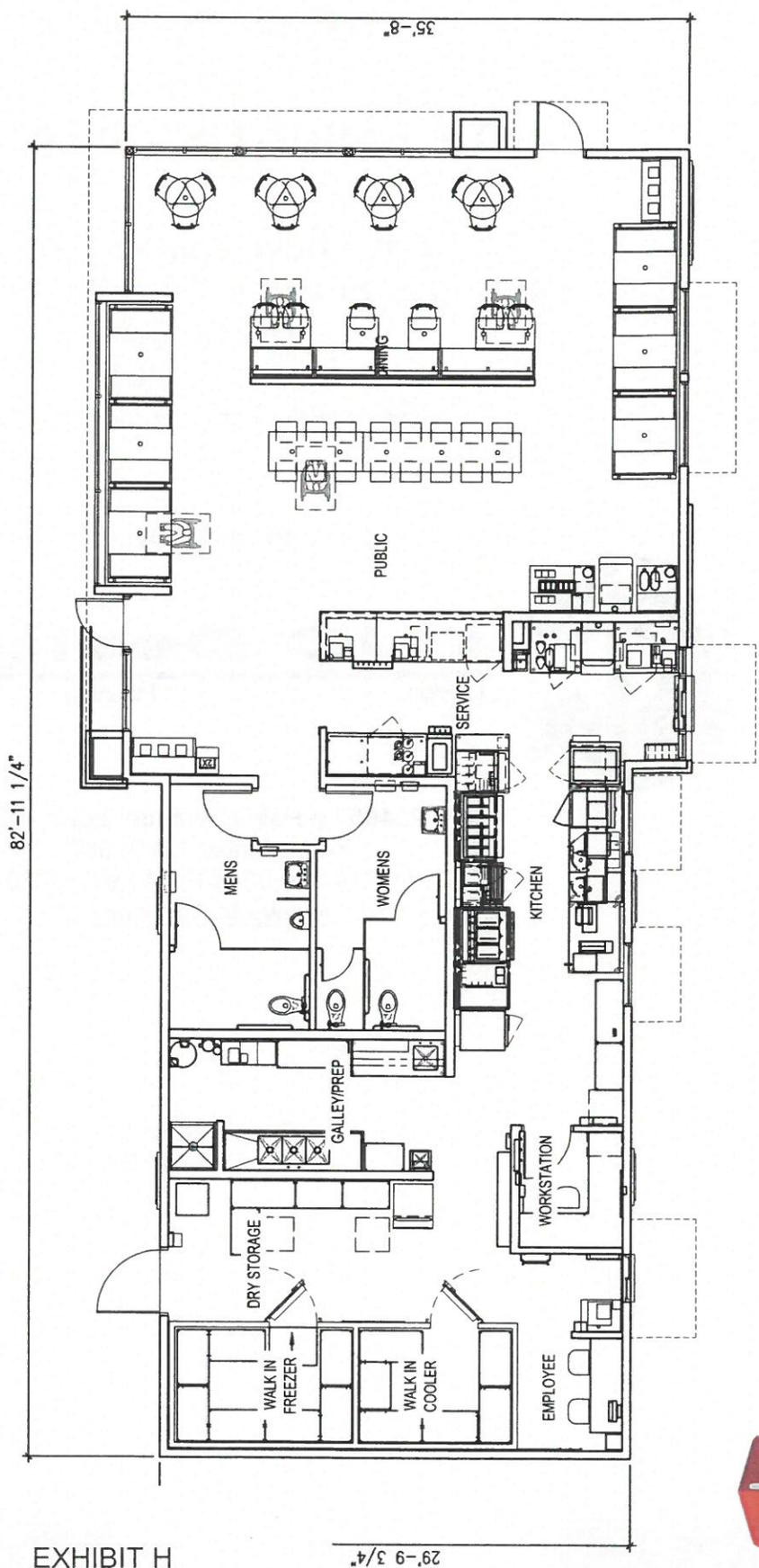


EXHIBIT H

29'-9 3/4"



9330 Balboa Avenue
San Diego, CA 92123

MK9DS_MD

FLOOR PLAN

COLOR BOARD and SITE AMENITIES PACKAGE

*Omni Development Group
N.E. Corner Shannon Pkwy @ Dinuba Blvd.
Visalia, CA.*

August 1, 2019

Revised October 24, 2019

Prepared by:



CJC Design, Inc.

Design

Planning

Permitting

22485 La Palma Avenue, Suite 202
Yorba Linda, CA 92887
P: 714.920.9643 F: 714.917.0250
www.cjccorp.com

Prepared for:
City of Visalia, CA

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III.	Paint Colors	Page 5
IV.	Site Lighting	Page 7
V.	Window Glazing	Page 7
VI.	Awning	Page 8

I. Exterior Finishes

A. Smooth Finish Stucco

La Habra Stucco



B. Porcelain Veneer

Crossville 8" Porcelain Tile

Speakeasy, Sweet Georgia Brown AV283

P: 931-484-2110

www.crossvilleinc.com



**D. Acrylic Composite Metal panels (Fuel Canopy & Building Trims)
Alucobond or Equal**

www.alucubondusa.com

Provided by Canopy manufacturer



www.alucubondusa.com

II. Roofing Material

A.. Metal Roof

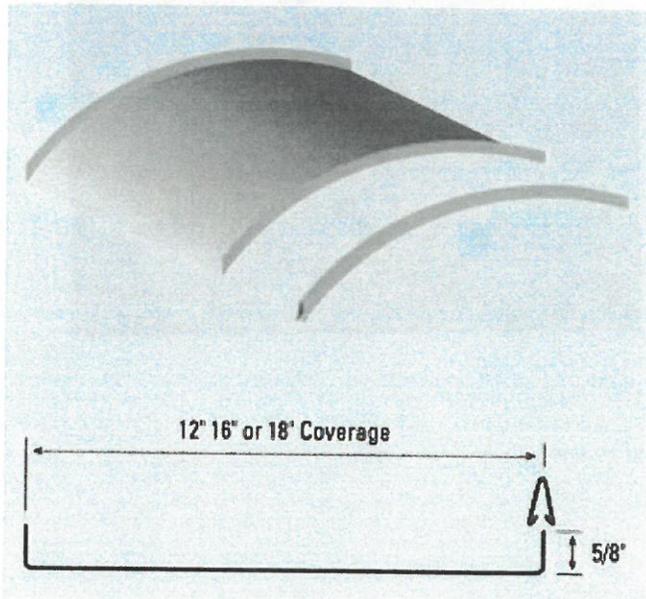
MS Metal Sales

14213 Whittram Avenue

Fontana, CA 92335

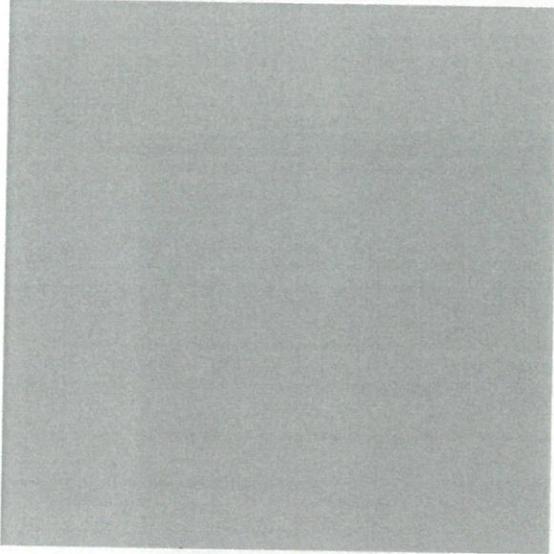
P: 909.829.8618

www.metalsales.us.com



III. Paint Colors

A. SHERWIN WILLIAMS SW7016 MINDFUL GRAY (MAIN WALLS)



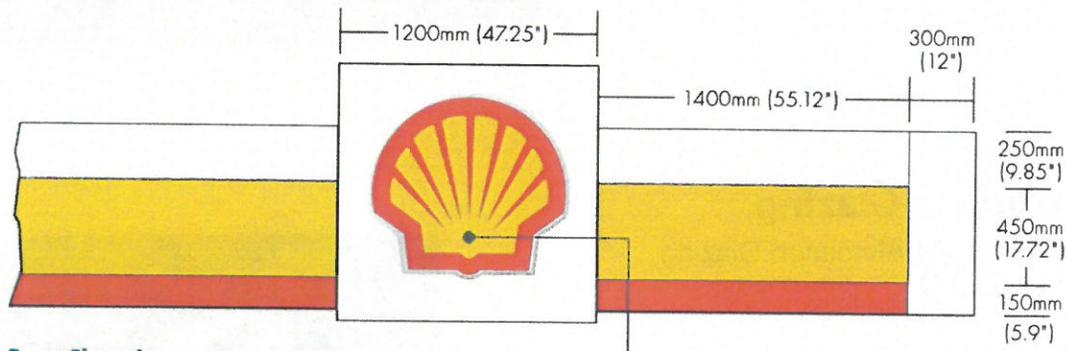
B. SHERWIN WILLIAMS SW7020 BLACK FOX (TOWERS/COLUMNS)



**C. RAL-7039 POWDER COAT QUARTZ GRAY POWDER COAT
AWNING**

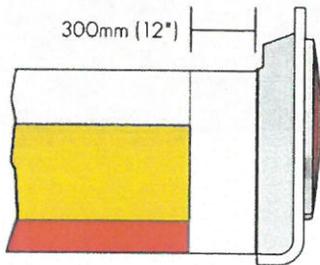


D. FUEL CANOPY SHELL IMAGE



Front Elevation

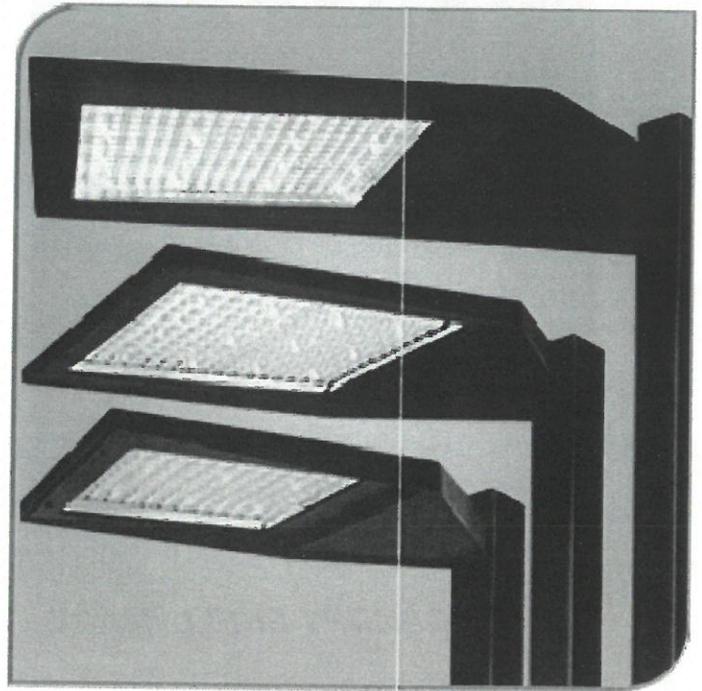
Side Elevation



Illuminated Pecten Panel

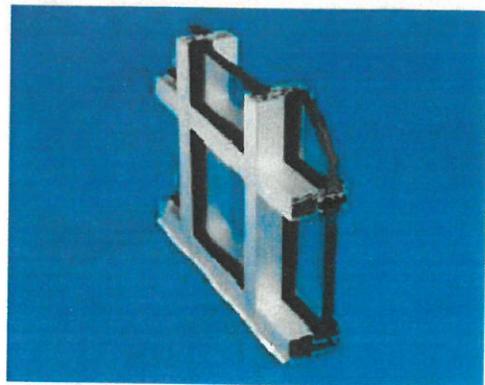
IV. Site Lighting

- A. *LSI Industries LED Yard light*
LSI Slice (XLCS)



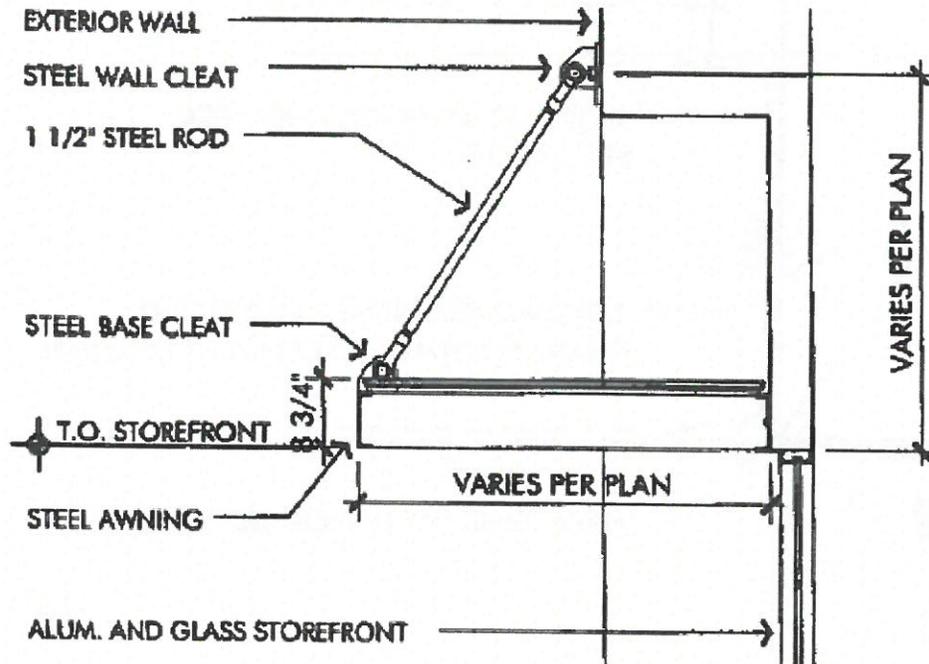
V. Window Glazing

- Tubelite Anodized Aluminum Glazing
#14000 series I/O

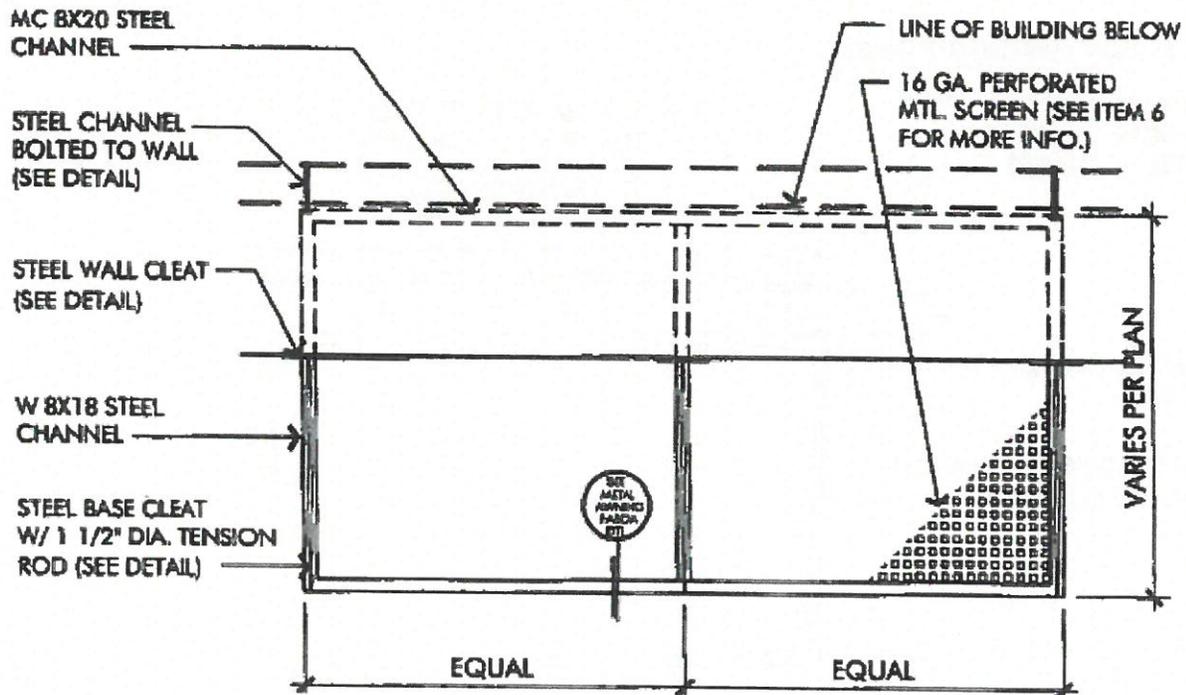


VI. Awnings

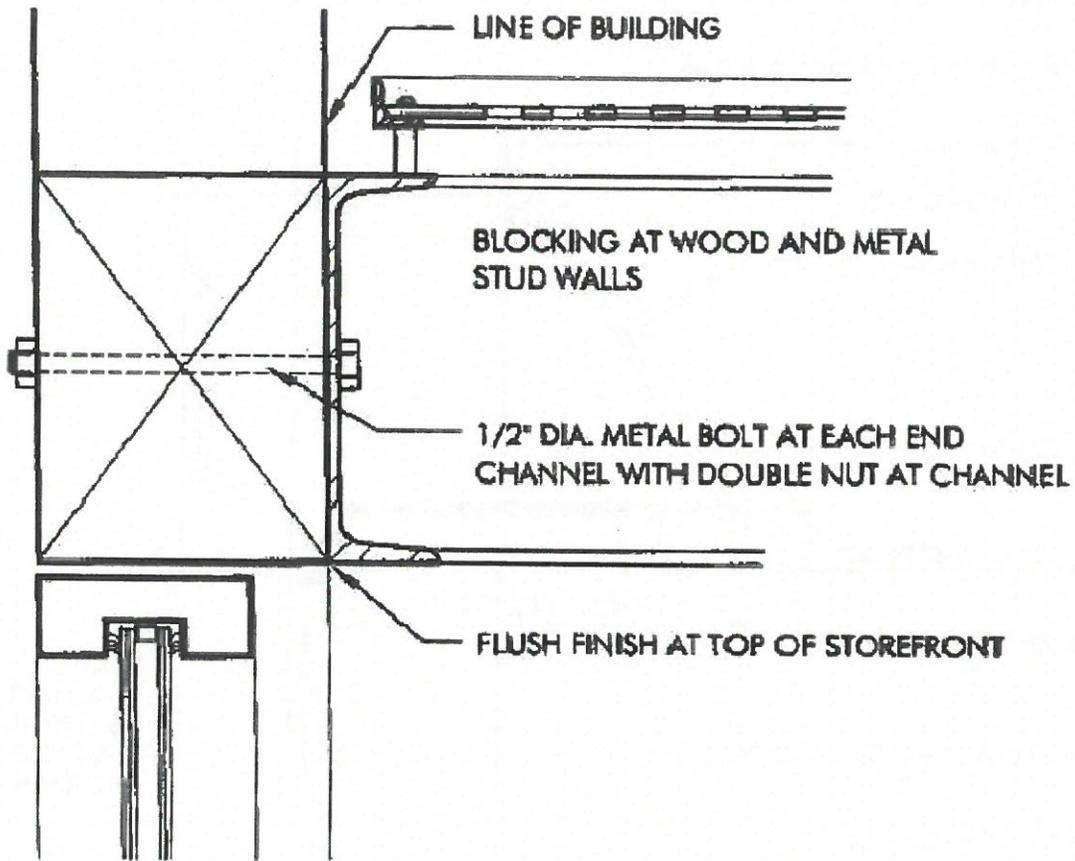
A. Metal Awning Wall Section



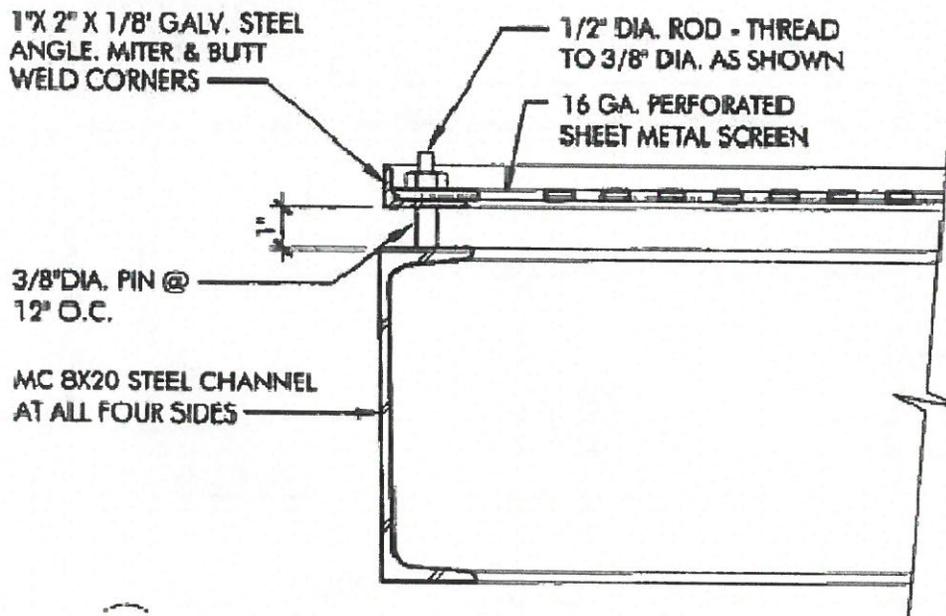
B. Metal Awning Plan



C. Metal Awning Connection At Storefront



D. Metal Awning Fascia



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 recommended by Caltrans (in a letter from Caltrans dated March 15, 2019 commenting on the Site Plan Review proposal) proposes reconstructing a raised median on Shannon Parkway containing a westbound left-turn lane onto Dinuba Boulevard. The median shall be reconstructed to include an eastbound left-turn lane, and the storage lengths of the two left-turn lanes shall be divided equally in length. The reconstructed median will be a required mitigation with the construction of Phase 1 of the development, and is further described in the Mitigation Measures section of the Initial Study. This mitigation will provide necessary turning movements for accessing the development and will assist in lessening congestion levels and improving safety along Shannon Parkway.

A further requirement by Caltrans (in a letter from Caltrans dated March 15, 2019 commenting on the Site Plan Review proposal) is the placement of a raised median on Dinuba Boulevard adjacent to the project site. The raised median will be a required mitigation with the construction of Phase 1 of the project that includes the gas station and restaurant, and is further described in the Mitigation Measures section of the Initial Study. This mitigation will assist in lessening congestion levels and improving safety at the major project driveway on Dinuba Boulevard, and will prevent any left-turn movements into or out of the site.

The Analysis further recommends an improvement in conjunction with the reconfiguration of the Dinuba Boulevard / Riverway Avenue intersection, based on a portion of Riverway Drive being abandoned as a thru street and the portion of street accessed from Dinuba Boulevard being incorporated as improvements to the adjacent City Sports Park. The recommended improvement is a median or similar measure to be constructed to prevent left turns from the eastbound approach (abandoned Riverway Avenue) onto Dinuba Boulevard. The City's planned improvements for this intersection, which are anticipated to be carried out as part of off-site subdivision improvements for the River Island Ranch Tentative Subdivision Map No. 5569 (approved October 8, 2018), already call for a reconfiguration that prevents any left-turn movements and therefore does not require mitigation.

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 the second draft of the Traffic Impact Analysis Report on March 15, 2019, wherein the agency recommended that one or more roundabouts on Dinuba Boulevard be considered in the future as a means of mitigating multimodal capacity impacts on intersections.

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

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

XVIII. TRIBAL CULTURAL RESOURCES

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

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

In response to an invitation for early consultation sent out on March 19, 2018, the City of Visalia did not receive return correspondence requesting consultation from any of the tribes contacted.

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

XIX. UTILITIES AND SERVICE SYSTEMS

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

The project site will be accommodated by City sanitary sewer lines. As part of the project, sanitary sewer mains will be extended off-site along the Court Street alignment and/or Dinuba Boulevard. Usage of these lines is consistent with the City Sewer System Master Plan. These improvements will not cause significant environmental impacts.

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

- b. California Water Service Company has determined that there are sufficient water supplies to support the site, and that service can be extended to the site. California Water Service issued a Will Serve Letter, dated March 23, 2018,

stating that water is available to serve the residential subdivision. The determination of water availability shall remain voided 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.

- c. The City has determined that there is adequate capacity existing to serve the site's projected wastewater treatment demands at the City wastewater treatment plant.
- d. Current solid waste disposal facilities can adequately serve the site without a need for alteration.
- e. The project will be able to meet the applicable regulations for solid waste. Removal of debris from construction will be subject to the City's waste disposal requirements.

XX. WILDFIRE

- a. The project is located on a site that is adjacent on multiple sides by existing development. The site is further served by multiple points of access. In the event of an emergency response, coordination would be made with the City's Engineering, Police, and Fire Divisions to ensure that adequate access to and from the site is maintained.
- b. The project area is relatively flat and the underlying soil is not known to be unstable. Therefore, the site is not in a location that is likely to exacerbate wildfire risks.
- c. The project is located on a site that is adjacent on multiple sides by existing development. New project development

will require the installation and maintenance of associated infrastructure; however the infrastructure would be typical of commercial development and would be developed to the standards of the underlying responsible agencies.

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

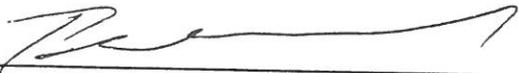
XXI. MANDATORY FINDINGS OF SIGNIFICANCE

- a. The project will not affect the habitat of a fish or wildlife species or a plant or animal community. This site was evaluated in the Program EIR (SCH No. 2010041078) for the City of Visalia's 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

9/30/15

Date



Jared Blumenfeld
Secretary for
Environmental Protection



Department of Toxic Substances Control

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



Gavin Newsom
Governor

October 28, 2019

Mr. Brandon Smith, AICP
City of Visalia
315 E. Acequia Avenue
Visalia, California 93291

MITIGATED NEGATIVE DECLARATION FOR TENTATIVE PARCEL MAP
NO. 2018-01 AND CONDITIONAL USE PERMIT NO. 2018-03 – DATED
SEPTEMBER 30, 2019 (STATE CLEARINGHOUSE NUMBER: UNKNOWN)

Dear Mr. Smith:

The Department of Toxic Substances Control (DTSC) received a Mitigated Negative Declaration for the Tentative Parcel Map No. 2018-01 and Conditional Use Permit No. 2018-03.

The proposed project includes a request to subdivide a 5.88-acre parcel into five parcels to facilitate commercial development on land in the Mixed Use Commercial (CMU) Zone and a request to allow a master-planned commercial development over five parcels on 5.88 undeveloped acres, consisting of approximately 56,395 square feet of commercial and office use in the CMU Zone. The project site is located on the northeast corner of Dinuba Boulevard (State Route 63) and Shannon Parkway within the City of Visalia, situated in Tulare County.

DTSC recommends the following issues be evaluated prior to development of the site:

1. The Mitigated Negative Declaration should acknowledge the potential for project sites to have resulted in the release of hazardous wastes/substances. In instances in which releases have occurred, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. The Mitigated Negative Declaration should also identify the mechanism to initiate any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight.
2. If the project requires importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure imported soil is free of contamination.

DTSC recommends that the imported materials be characterized according to DTSC's 2001 *Information Advisory Clean Imported Fill Material* (https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/SMP_FS_Cleanfill-Schools.pdf).

3. Since the site and surrounding areas have been used for agricultural activities, proper investigation for arsenic, other metals, and organochlorinated pesticides should be conducted in accordance with DTSC's 2008 *Interim Guidance for Sampling Agricultural Properties* (Third Revision) (<https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/Ag-Guidance-Rev-3-August-7-2008-2.pdf>). In addition, sampling should be conducted in accordance with DTSC's 2006 *Interim Guidance Evaluation of School Sites with Potential Contamination from Lead Based Paint, Termiticides, and Electrical Transformers* (https://dtsc.ca.gov/wpcontent/uploads/sites/31/2018/09/Guidance_Lead_Contamination_050118.pdf)

DTSC appreciates the opportunity to review the Mitigated Negative Declaration. Should you need any assistance with an environmental investigation, please submit a request for Lead Agency Oversight Application, which can be found at: https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/VCP_App-1460.doc. Additional information regarding voluntary agreements with DTSC can be found at: <https://dtsc.ca.gov/brownfields/>.

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

Sincerely,



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

cc: (see next page)

Mr. Brandon Smith
October 28, 2019
Page 3

cc: (cont'd)

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

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

Mr. Dave Kereazis
Office of Planning & Environmental Analysis
Department of Toxic Substances Control
Dave.Kereasis@dtsc.ca.gov



A & M
CONSULTING ENGINEERS

Visalia Center

Updated Traffic Impact Analysis (Category III)

6/28/19

A&M Consulting Engineers

CERTIFICATION

I hereby certify this report was prepared by me or under my direct supervision, and I am a duly licensed Professional Engineer under the laws of the State of California.



By:

A handwritten signature in black ink, appearing to read "Orfil Muniz", written over a horizontal line.

Orfil Muniz, P.E.
License No. C88165

Date:

June 28, 2019



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- Table 36** – 2027 5-Year Horizon Cumulative Conditions with Phase 1 & 2 Mitigated Conditions
- Table 37** – 2032 10-Year Horizon Cumulative Conditions with & without Phase 1 & 2 Comparison
- Table 38** – 2032 10-Year Cumulative Conditions with Phase 1 & 2 Mitigated Conditions
- Table 39** – 2042 20-Year Cumulative Conditions with & without Project (Caltrans intersections only) Comparison
- Table 40** – 2042 20-Year Cumulative Conditions with Project (Caltrans intersections only) Mitigated Conditions
- Table 41** – Traffic Signal Warrant Analysis at Existing Conditions



1.0 INTRODUCTION AND EXECUTIVE SUMMARY

This Traffic Impact Analysis (TIA) was prepared to assess the traffic impacts due to the development of the proposed Visalia Center development. This impact 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)* dated October of 2014 & the Caltrans *Guide for the Preparation of Traffic Impact Studies* dated December 2002. The project will be located northeast of the intersection of Dinuba Boulevard (State Route 63) and Shannon Parkway in Visalia, California and is expected to be completed by the year of 2022. The approximate ±6-acre site is currently vacant. Exhibit 1 shows the project location.

The project will consist of commercial mixed use with the following land uses:

Phase I - West Parcel (±2 acres)

- 3,300 S.F. – Gas Station with 8 fueling pumps (16 fueling positions)/ Service Station with Convenience Market
- 810 S.F - 3,000 S.F. - Fast Food Restaurant/ Coffee Shop with a Drive-through

Phase II – East Parcel (±4 acres)

- 4,700 S.F. - Retail Store
- 1 Tunnel Automated Car Wash
- 14,000 S.F. - 2 Story Medical Building
- 6,600 S.F. - 2 Story Medical Building
- 14,000 S.F. - 2 Story Medical Building

1.1 Site Location and Study Area

The study locations are based on the Category III requirements of the City of Visalia (analysis of all intersections within 1 mile of site), and based on correspondence with Caltrans staff, the following intersections are included in the analysis:

Study Area Intersections:

1. Avenue 320/ Dinuba Boulevard (two-way stop Caltrans intersection)
2. Riverway Drive/ Giddings Street (one-way stop City of Visalia intersection)
3. Riverway Drive/ Dinuba Boulevard (one-way stop Caltrans intersection)
4. Riverway Sports Park Driveway/ Dinuba Boulevard (one-way stop Caltrans intersection)
5. Shannon Parkway/ Giddings Street (City of Visalia roundabout)
6. Shannon Parkway/ Dinuba Boulevard (Signalized Caltrans intersection)
7. Shannon Parkway/ Court Street (one-way stop City of Visalia intersection)
8. Riggan Avenue / Giddings Street (two-way stop City of Visalia intersection)
9. Riggan Avenue / Dinuba Boulevard (signalized Caltrans intersection)
10. Riggan Avenue/ Court Street (two-way stop City of Visalia intersection)
11. Ferguson Avenue/ Giddings Street (four-way stop City of Visalia intersection)
12. Ferguson Avenue/ Dinuba Boulevard (Signalized Caltrans intersection)
13. Ferguson Avenue/ Court Street (four-way stop City of Visalia intersection)



14. St. John's Parkway/ Burke Street (four-way stop City of Visalia intersection)

Caltrans requested that road segment analysis be performed on State Route 63 from Ferguson Avenue to Riverway Drive. As recommended by the Highway Capacity Manual (HCM) procedures for calculating road segment levels of service (LOS), the road segment analysis was not included in this analysis because signal-controlled intersections are at or less than 1 mile apart, the capacity of the roadway is generally dominated by the capacity of the adjacent signal-controlled intersections as recommend by the HCM. Section 4.10 provides a summary of each road segment that has been reviewed.

The analysis time periods include the weekday a.m. and p.m. peak hours, which were determined to be from the hours of 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. The study horizons which have been analyzed as outlined in the City Procedures, are as follows:

- ✓ 2018, 2020, & 2022 Existing Conditions
- ✓ Existing with Project (Phases 1, Opening Year) 2020 Conditions;
- ✓ Existing with Project (Phases 1 & 2, Opening Year) 2022 Conditions;
- ✓ 5-Year Cumulative Conditions without Project;
- ✓ 5-Year Cumulative Conditions with Project (Phases 1 and 2);
- ✓ 10-Year Cumulative Conditions without Project;
- ✓ 10-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)

1.2 Development Description

The proposed Visalia Center (Project) is located northeast of the intersection of Dinuba Boulevard (State Route 63) and Shannon Parkway in Visalia, California. Phase 1 of the Project consists of a 16 fueling positions gas station with a 3,000 square-foot convenience market and a 810 S.F - 3,000 S.F. - Fast Food Restaurant/ Coffee Shop with a Drive-through. Access for Phase 1 will be via one driveway connecting to Dinuba Avenue and one driveway connecting to Shannon Parkway.

Phase 2 of the Project includes a 4,700 square-foot retail store, a 1 tunnel automated car wash, two separate 7,000 square-foot 2-story medical buildings, and a separate 3,300 square-foot 2-story medical building. Phase 2 will share access with Phase 1 and will also include a second driveway connecting to Shannon Parkway.

1.3 Principal Findings

The principal findings of this study are:

- The proposed Visalia Center development (Phase 1 & 2) is expected to generate 588 new trips during the a.m. peak hour and 601 new trips during the p.m. peak hour.
- The project appears to interrupt a planned Class I (Shared Use Path) bikeway on the northside of Shannon Parkway between Dinuba Blvd and Court Street, and a planned Class II bike lane on the eastside of Dinuba Blvd. The project site appears to interrupt



the planned bikeways & pedestrian facilities along these sections by not providing the required park strip for a Class I bikeway along the southside of the project and the required Class II striping along the westside of the project.

- The project is expected to cause significant impacts, or contribute to significant cumulative impacts, at multiple intersections within the 5 & 10-year horizon as covered in Section 1.4.

1.4 Conclusions/Recommendations

Generally-accepted engineering principles and practices have been utilized 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 intersection of Riggin Avenue/ Giddings Street is currently operating below the target LOS. The project is expected to cause significant impacts, or contribute to significant cumulative impacts, at the following existing City of Visalia intersections within the 5-year horizon and again in the 10-year horizon:

- Riggin/ Giddings (two-way stop)
- Riggin/ Court (two-way stop)
- Ferguson/ Giddings (four-way stop)

Once the recommended mitigation measures are implemented in the 5-year horizon, those measures will also mitigate the traffic impacts caused by the Visalia Center development in the 10-year horizon. The recommended mitigation measures are as follows:

2027 5-Year Horizon

- Riggin/ Giddings (two-way stop): It is recommended that the project mitigate its share of significant cumulative impact by participating in signalization of the intersection through payment of City development/ impact fees or a fair share.
- Riggin/ Court (two-way stop): It is recommended that the project mitigate its share of significant cumulative impact by participating in signalization of the intersection through payment of City development/ impact fees or a fair share.
- Ferguson/ Giddings (four-way stop): It is recommended that the project mitigate its share of significant cumulative impact by participating in signalization of the intersection through payment of City development/ impact fees or a fair share.

This study is based upon a concept development plan titled "Visalia Center" and dated July 18, 2017. Assuming the general characteristics of the proposed development remain approximately the same as documented, minor changes in the final design are not expected to alter the results or recommendations of this study.



2.0 PROPOSED DEVELOPMENT

2.1 Site Location

The project will be located northeast of the intersection of Dinuba Boulevard (State Route 63) and Shannon Parkway in Visalia, California and is expected to be completed by 2022. The approximate 6-acre site is currently vacant. Exhibit 1 shows the project location.

2.2 Land Use and Intensity

The Visalia Center development encompasses a residential low-density zone which has been rezoned to Commercial Mixed Use (approximately 6-acres). The development will provide a new 16 pump fueling station, fast food restaurants, car wash, commercial retail facilities, and medical clinic facilities.

2.3 Access geometrics

Access for Phase 1 will be via one driveway connecting to Dinuba Avenue and one driveway connecting to Shannon Parkway. Phase 2 will share access with Phase 1 and will also include a second driveway connecting to Shannon Parkway.

2.4 Development phasing and timing

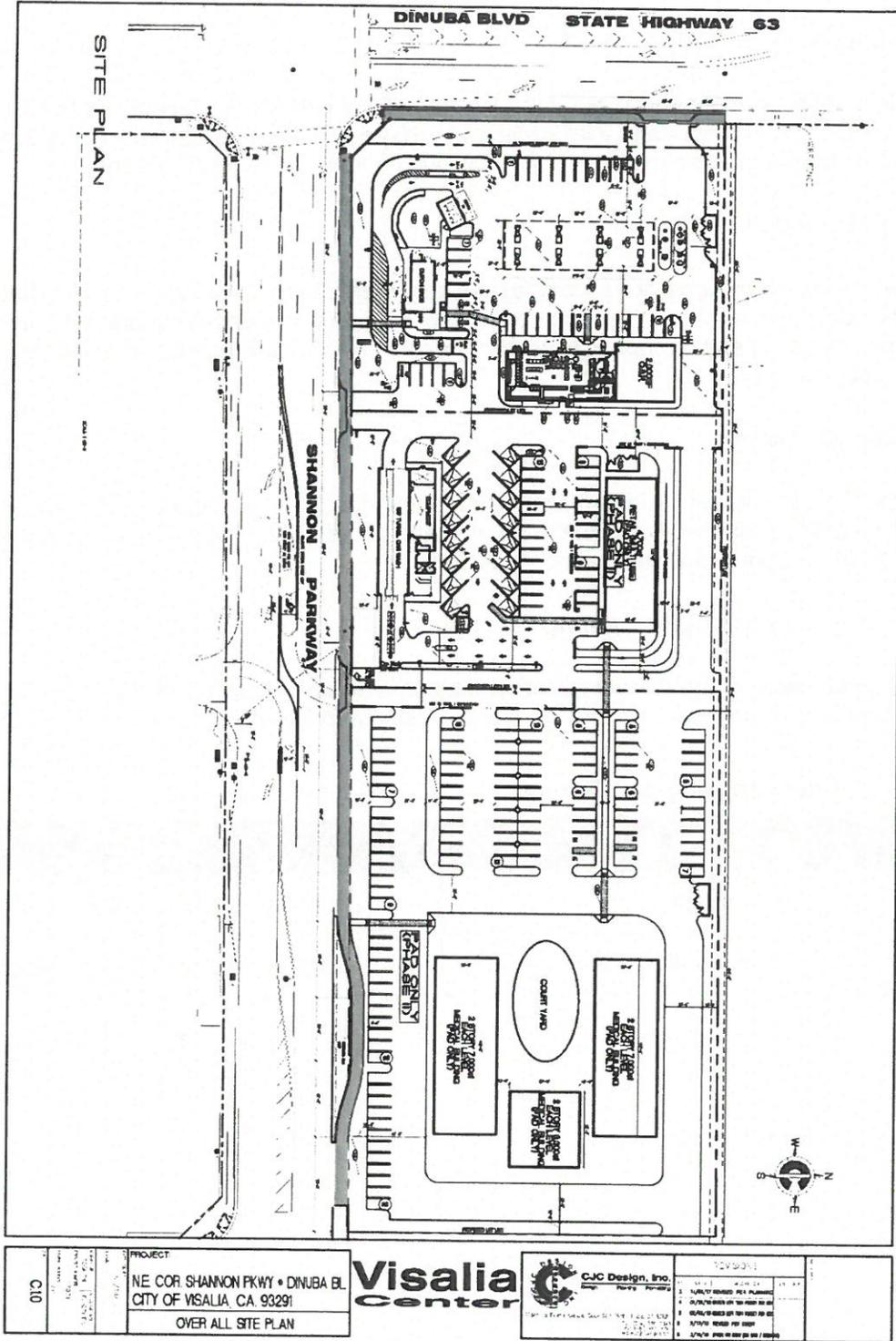
The proposed Visalia Center development will be phased to 2 Phases. The projected opening years are as shown below on Table 1 (Project Phasing and Timing).

Table 1 – Project Phasing and Timing

Project Phase	Period
Phase I	January 2020 (Opening Year)
Phase II	January 2022 (Opening Year)



2.5 Site plan



3.0 STUDY AREA CONDITIONS

3.1 Study area

The area of Significant Traffic Impact (including road segments, intersections and driveways) was based on the Category III requirements of the City of Visalia (analysis of all intersections within 1 mile of site), the following intersections are included in the analysis:

Table 2 - Study Area Intersections

Intersections
Avenue 320/ Dinuba Boulevard (two-way stop Caltrans intersection)
Riverway Drive/ Giddings Street (one-way stop City of Visalia intersection)
Riverway Drive/ Dinuba Boulevard (one-way stop Caltrans intersection)
Riverway Sports Park Driveway/ Dinuba Boulevard (one-way stop Caltrans intersection)
Shannon Parkway/ Giddings Street (City of Visalia roundabout)
Shannon Parkway/ Dinuba Boulevard (Signalized Caltrans intersection)
Shannon Parkway/ Court Street (one-way stop City of Visalia intersection)
Riggin Avenue / Giddings Street (two-way stop City of Visalia intersection)
Riggin Avenue / Dinuba Boulevard (signalized Caltrans intersection)
Riggin Avenue/ Court Street (two-way stop City of Visalia intersection)
Ferguson Avenue/ Giddings Street (four-way stop City of Visalia intersection)
Ferguson Avenue/ Dinuba Boulevard (Signalized Caltrans intersection)
Ferguson Avenue/ Court Street (four-way stop City of Visalia intersection)
St. John's Parkway/ Burke Street (four-way stop City of Visalia intersection)

The Project study area for the analysis of traffic impacts was extended out to a maximum of 1 mile. This report analyzes fourteen (14) intersections for two (2) time periods (A.M. and P.M. peak hour). Signalized & unsignalized intersection levels of service (LOS) were calculated using Synchro 10, which is an industry standard. The Synchro software is based on the 2010 Highway Capacity Manual (HCM 2010) methodology, which is also an industry standard. Signal warrants were prepared using the California Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways.

Approaches to unsignalized intersections that have been analyzed for traffic signal warrants, are as follows:

Table 3 - Study Area Traffic Signal Warrants at Intersections

Intersections
Riggin Avenue/ Giddings Street (two-way stop City of Visalia intersection)
Riggin Avenue/ Court Street (two-way stop City of Visalia intersection)
Ferguson Avenue/ Giddings Street (four-way stop City of Visalia intersection)

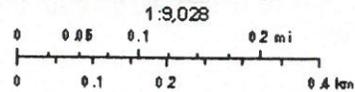


3.2 Land use



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- | | | |
|--------------|--|------------------------------|
| Parcels | | Parks/Recreation |
| General Plan | | Residential High Density |
| | | Residential Low Density |
| | | Residential Medium Density |
| | | Residential Very Low Density |
| | | Commercial Mixed Use |



Sources: Esri, USGS, NGA, NASA, CCIAR, NPS, NOAA, NLS, OGI, NAA, Geobase, Airphoto, GIS, GeoEye, FEMA, Inmap, and the GIS user community.

Esri, NASA, NGA, USGS, FEMA

The Visalia Center development encompasses a residential low-density zone which has been rezoned to Commercial Mixed Use (approximately 6-acres).



3.3 Anticipated Future Development

As required by the City of Visalia *Procedures for Traffic Impact Analysis (TIA)* updated October 2014 (City Procedures), the traffic analysis for the cumulative conditions consider traffic that is anticipated from future development within the study area. The projects listed below are assumed to be constructed in the 5-year cumulative conditions at the time of this project study. The location of each of these future developments in relation to the Visalia Center development is shown in Exhibit 3.

- Riverway Sports Park Phase V
- 212-Unit Multi-family residential project (N.E. of the intersection of Shannon Parkway and Court Street)
- 103-Lot Single-family residential subdivision (S.E. of the intersection of Shannon Parkway and Court Street)
- 239-Lot Single-family residential subdivision (N.E. of the intersection of Riverway Sports Park Driveway and Dinuba Boulevard [State Route 63])

3.4 Site Circulation & Accessibility

A review of the site plan was performed to identify potential issues with site circulation & site accessibility. The site plan appears to provide adequate site circulation & accessibility by providing access for Phase 1 via one driveway connecting to State Route (SR) 63 (Dinuba Boulevard) and one driveway connecting to Shannon Parkway. Phase 2 will share access with Phase 1 and will also include a second driveway connecting to Shannon Parkway.

A potential concern with the proposed access driveway connecting to SR 63 is that the site plan does not provide adequate vehicular storage capacity. An access driveway to a state highway is an intersection and thus, should be analyzed with respect to capacity, traffic operations and safety; however, as required by Caltrans' letter *City of Visalia – Community Development – Site Plan Review* dated November 21, 2018, the proposed driveway with access to SR 63 shall be removed when the property adjacent to the north of the project site is developed. At the time, a new "shared driveway would be constructed across from the Sports Park entrance to replace the temporary right-in/right-out driveway and allow cross-access through the property to the north.

As previously discussed in 2017 with Caltrans, Caltrans requested that a raised median (minimum 4-feet wide) be constructed on SR 63 from the SR 63/Shannon Parkway intersection, extending north to the existing Visalia Sports Park entrance. The median will prevent illegal U-turn movements on SR 63. Furthermore, Caltrans also recommends constructing a raised median on Shannon Parkway and recommends that the storage length of the new eastbound left-turn lane on Shannon Parkway into the Project's eastern driveway be divided equally (in length) with the existing westbound left-turn lane. Lastly, Caltrans recommends, if long queues occur from the proposed Dutch Bros drive-thru traffic, vehicles should not be allowed to back into the SR 63 right-of-way.



3.5 Existing and Future Area Roadway System

According to the *City of Visalia General Plan, Element 4 Circulation, Roadway Classifications & correspondence with Caltrans*, the following are descriptions of the existing and future roadway segments that are being considering as part of the Traffic Impact Analysis study.

<u>Roadway Segment</u>	<u>Functional Classification</u>
Avenue 320	Deferred Arterial
Riverway Drive	Unclassified
Giddings Street	Collector
Shannon Parkway	Collector
Court Street	Arterial
Riggin Avenue	Arterial
Ferguson Avenue	Collector
St. John's Parkway	Arterial
Burke Street	Collector
Dinuba Blvd (State Route 63)	Arterial

It is planned to have Shannon Parkway extended to the east which will continue past the proposed Visalia Center development on the north side of the street. Caltrans recommends constructing a raised median on Shannon Parkway and the storage length of the new eastbound left-turn lane on Shannon Parkway into the project's eastern driveway be divided equally (in length) with the existing west bound left-turn lane. Furthermore, Caltrans recommended that the minimum pavement width (cross section) for northbound SR 63 to be 34 feet.



4.0 ANALYSIS OF EXISTING CONDITIONS

4.1 Physical Characteristics

Visalia's roadway system is set up around a hierarchy of street types, which are commonly referred to as functional classifications. These functional classifications for most major streets are summarized in the *Visalia General Plan Circulation Element* as follows:

Arterials

Arterials collect and distribute traffic from freeways and expressways to collector streets and vice versa. On arterials, the optimum distance between intersections is approximately one quarter mile. Driveways to major traffic generators may be permitted within the quarter-mile spacing. Other intersections closer than one quarter mile should be restricted to right turn access. Based upon the Visalia Improvement Standards (2008), the arterial right-of-way widths range from 84 feet to 110 feet. Arterials feature two to three through lanes of traffic in each direction with a left turn channelization. (pg. 4-4)

Collectors

Collectors connect local and arterial streets and provide direct access to parcels. At major intersections, driveways on collector streets should be no closer than 50 feet to the intersection per the City of Visalia Improvement Standards. Non-residential driveways and/or intersecting streets on collector streets should be no closer than 300 to 400 feet apart. Major collectors carry four lanes of traffic within an 84-foot right-of-way and two bicycle lanes within an additional 10 feet of right-of-way. Collectors generally carry two lanes of traffic and are a minimum of 60 feet wide. (pg. 4-4)

Local Streets

Local streets provide direct access to parcels. Local streets represent the largest part of the city's circulation system. Access to local streets is unrestricted and right-of-way widths vary between 48 and 66 feet depending on surrounding land uses (2008 City of Visalia Design and Improvement Standards). (pg. 4-4)

4.2 Roadway Characteristics

The existing roadway characteristics at the study locations are shown in Exhibit 4, Existing Transportation Systems. For the purposes of this traffic impact study, it is assumed that the existing traffic roadway characteristics at the study intersections will remain the same until the end of the study periods. For reference, a summary of the roadway functional classifications type is summarized in Table 4.



Table 4 – Road Functional Classifications

Roadway Segment	Functional Classification
Avenue 320	Deferred Arterial
Riverway Drive	Unclassified
Giddings Street	Collector
Shannon Parkway	Collector
Court Street	Arterial
Riggin Avenue	Arterial
Ferguson Avenue	Collector
St. John's Parkway	Arterial
Burke Street	Collector
Dinuba Blvd (State Route 63)	Arterial

Reference: *City of Visalia General Plan, Element 4 Circulation, Roadway Classifications*

4.3 Traffic Control Devices

The existing traffic control devices at the study locations are shown in Exhibit 4, Existing Transportation Systems. For the purposes of this traffic impact study, it is assumed that the existing traffic control devices & traffic control signal timing at the study intersections will remain the same until the end of the study periods.

4.4 Transit Service

Local transit systems that serve the City of Visalia are: Visalia Transit, Tulare County Area Transit (TCaT), and Kings Area Rapid Transit (KART). Visalia Transit currently offers 13 fixed routes throughout the city. The nearest transit routes to the project site are serviced by Visalia Transit Routes 7A, 7B, 8A and 8B and travel on Dinuba Boulevard and east of Shannon Parkway while serving a nearby point of interest of Orchard Walk Shopping Center. TCaT also has a "yellow" 10 route which travels southbound on Dinuba Boulevard. Kings Area Rapid Transit's (KART) nearest route to the development is Route 15, which connects Hanford and Visalia. The nearest route stop to the development is located at the City of Visalia's Transit Transfer Center at the intersection of Oak Avenue and Santa Fe Street.

A significant impact is noted if the proposed development project will interrupt or hinder existing or planned transit facilities. The project site appears to provide access to a transit stop turnout on the south-east side of the project site. The transit turnout will provide westbound access to all available transit routes. The project is not expected to interrupt or hinder the existing or planned transit facilities.



4.5 Pedestrian/Bicycle Facilities

The City of Visalia Bikeway Plan adopted on February 2011 & the City of Visalia Active Transportation Plan (ATP) dated March 2017 is intended to provide the necessary bikeway & pedestrian facility plans and policy documents. In specific, the city's ATP provides the means to support active transportation, specifically bicycling and walking, as an alternative mode of transportation for work, daily activities, and recreational trips. Visalia's Bikeway Plan & ATP outlines the different bikeway classifications as reference below:

According to the Highway Design Manual (HDM) and the CA Manual of Uniform Traffic Control Devices (MUTCD) the following are descriptions of the different bikeway classifications:

Bike Path (Class I) - Class I bikeways, also known as bike paths or shared-use paths, are facilities with exclusive right of way for bicyclists and pedestrians, away from the roadway and with cross flows by motor traffic minimized. Some systems provide separate pedestrian facilities. Class I facilities support both recreational and commuting opportunities. Common applications include along rivers, shorelines, canals, utility rights-of-way, railroad rights-of-way, within school campuses, or within and between parks.

Bike Lane (Class II) - Class II bikeways are bike lanes established along streets and are defined by pavement striping and signage to delineate a portion of a roadway for bicycle travel. Bike lanes are one-way facilities, typically striped adjacent to motor traffic travelling in the same direction. Contraflow bike lanes can be provided on one-way streets for bicyclists travelling in the opposite direction.

Bike Route (Class III) - Class III bikeways, or bike routes, designate a preferred route for bicyclists on streets shared with motor traffic not served by dedicated bikeways to provide continuity to the bikeway network. Bike routes are generally not appropriate for roadways with higher motor traffic speeds or volumes. Bike routes are established by placing bike route signs and optional shared roadway markings (sharrow) along roadways. (HDM index 1003.1; CAMUTCD Section 9C.03)

According to Caltrans design information Bulletin 89 - Class IV Bikeway Guidance FHWA Separated Bike Lane Planning and Design Guide, NACTO Urban Bikeway Design Guide/ Cycle Tracks, the following is a description of Class IV bikeway:

Class IV Bikeway - A Class IV separated bikeway, often referred to as a cycle track or protected bike lane, is for the exclusive use of bicycles, physically separated from motor traffic with a vertical feature. The separation may include, but is not limited to, grade separation, flexible posts, inflexible barriers, or on-street parking. Separated bikeways can provide for one-way or two-way travel. By providing physical separation from motor traffic, Class IV bikeways can reduce the level of stress, improve comfort for more types of bicyclists, and contribute to an increase in bicycle volumes and mode share. (Caltrans Design Bulletin 89).

Currently, the nearest bikeways exist on Dinuba Boulevard, Shannon Parkway, and along the St. Johns River. The Class II bikeway on Dinuba Boulevard begins south of Avenue 320 and



ends near Robin Avenue. The Class I (Shared Use Path) bikeway exists on Shannon Parkway from Demaree Street to just east of Mooney Blvd. The Class I bikeway on St. Johns River begins near Shannon Parkway and Court Street and continues to Cutler Park paralleling the St. Johns River.

The *City of Visalia Bikeway Plan* has a Class I route planned along Shannon Parkway connecting to the existing Class I bikeway from just east of Mooney Blvd all the way to the existing St. Johns River bikeway. The St. Johns River Class I bikeway route is planned to be extended parallel to the St Johns River from where it currently ends today all the way up to Road 100. A Class II and III bikeway route is planned along Giddings Street from Houston Avenue to Riverway Drive. A Class II bikeway route is planned along Riverway Drive from Dinuba Blvd to Mooney Blvd. A Class II bikeway route is also planned to run the entire length of Riggan Avenue from where it merges with Betty Drive in the West to where it merges with St Johns Parkway in the East.

A significant impact is noted if the proposed development project will interrupt or hinder existing or planned pedestrian/bicycle facilities. After reviewing the proposed site plan, the project appears to interrupt a planned Class I bikeway on the northside of Shannon Parkway between Dinuba Blvd and Court Street, and a planned Class II bike lane on the eastside of Dinuba Blvd.

The project site is expected to interrupt the planned bikeways & pedestrian facilities along these sections by not providing the required park strip for Class I bikeways along the southside of the project and the required Class II striping along the westside of the project.

4.6 Traffic Volumes

The methodology for conducting traffic volume consisted of collecting on-site traffic count data, turning movement counts, at intersections followed by analysis of the data using Synchro 10. Synchro 10 is a macroscopic analysis and optimization software application. Synchro supports the Highway Capacity Manual's (HCM) 6th Edition, 2010 and 2000 for signalized intersections, unsignalized intersections and roundabouts. Synchro also implements the Intersection Capacity Utilization method for determining intersection capacity. Traffic volume data collection & data analysis was performed by A&M staff. The existing peak-hour turning movement volumes for the major intersection are shown in Exhibit 9, Existing 2018 Peak Hour Turning Volumes.

4.7 Daily, Morning, Afternoon Peak Periods and others as required

Data Collection—Intersection turning movement counts were collected for the A.M. & P.M. peak hour period. Typically, the A.M. & P.M. peak hour is defined as the one-hour period of peak traffic flow counted between 7:00 A.M. – 9:00 A.M. & 4:00 P.M. - 6:00 P.M. Intersection counts consisted of the total number of turning movements per direction per approach during the peak 1-hour period. Data was collected by A&M staff using on-site tally and intersection video methods, where applicable. Intersection geometry was determined either by field inspection or use of the latest aerial photo coverage obtained through Google Earth Pro. Intersection locations, geometrics, and turning volumes are shown in Exhibit 4 & 9.



4.8 Level of Service (LOS) & Significant Impact Criteria

The traffic analysis focuses on key intersections within the study area during the A.M. and P.M. commute periods, when peak traffic volumes typically occur. A level of service (LOS) ranking scale is used to identify the operating condition at intersections. This scale compares traffic volumes to intersection capacity and assigns a letter value to this relationship. The letter scale ranges from A to F with LOS A representing free flow conditions and LOS F representing congested conditions.

The previous General Plan established LOS "D" as the minimum acceptable LOS standard on city roadways. 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. The level of service criteria is summarized in Table 5. All study area intersections are located within the City of Visalia except for Avenue 320 which is shown for reference only due to the City's future planned growth.

Signalized intersection level of service (LOS) is defined in terms of a weighted average control delay for the entire intersection. Control delay quantifies the increase in travel time that a vehicle experiences due to the traffic signal control as well as provides a surrogate measure for driver discomfort and fuel consumption. Signalized intersection LOS is stated in terms of average control delay per vehicle (in seconds) during a specified time period (e.g., weekday A.M or P.M. peak hour). Control delay is a complex measure based on many variables, including signal phasing and coordination (i.e., progression of movements through the intersection and along the corridor), signal cycle length, and traffic volumes with respect to intersection capacity and resulting queues. Table 5 summarizes the LOS criteria for signalized intersections, as described in the Highway Capacity Manual 2010 (Transportation Research Board, 2010).

Unsignalized intersection LOS criteria can be further reduced into three intersection types: all-way stop, two-way stop, and roundabout control. All-way stop and roundabout control intersection LOS is expressed in terms of the weighted average control delay of the overall intersection or by approach. Two-way stop-controlled intersection LOS is defined in terms of the average control delay for each minor-street movement (or shared movement) as well as major-street left-turns. This approach is because major-street through vehicles are assumed to experience zero delay, a weighted average of all movements results in very low overall average delay, and this calculated low delay could mask deficiencies of minor movements. Table 5 shows LOS criteria for unsignalized intersections.

Based on the language contained on the *City of Visalia General Plan*, a significant traffic impact will be noted if the project will decrease the LOS below a level of D at an existing intersection. Where an intersection is already operating below a LOS of D for the no project scenario, a significant impact will be noted if the project adds a vehicle delay of five seconds or more.



Table 5 – Intersection Level of Service Criteria

LOS	Signalized Intersections (V/C Ratio)	Signalized Intersections (Sec. of Delay)	Unsignalized Intersections (Sec. of Delay)	Definition
A	<0.60	≤10	≤10	Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.
B	0.61 – 0.70	> 10 and < 20	> 10 and < 15	Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.
C	0.71- 0.80	> 20 and < 35	> 15 and < 25	Conditions of stable flow, delays are low to moderate, full use of peak direction signal phases is experienced.
D	0.81 – 0.90	> 35 and < 55	> 25 and < 35	Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.
E	0.91 – 1.00	> 55 and < 80	> 35 and < 50	Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.
F	> 1.00	> 80	> 50	Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal.

Source: *Highway Capacity Manual, 2010 Edition.*



4.9 Level of Service (LOS) for Existing Intersection Conditions

Signalized & unsignalized intersection levels of service (LOS) were calculated using Synchro 10, which is an industry standard and is recognized for use by the industry. The Synchro software is based on the 2010 Highway Capacity Manual (HCM 2010) methodology, which is also an industry standard. The intersection analysis sheets are included in the Appendix B.

Intersections which have been determined to fall below the acceptable condition are presented in a bold type and shaded in red.

Table 7 – LOS Summary – Existing 2018 Conditions

Intersections	Traffic Control	A.M. Peak Hour		P.M. Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)
Avenue 320/ Dinuba	Two-way stop	B	13.2	B	13.9
Riverway/ Giddings	One-way stop	A	8.5	A	8.4
Riverway/ Dinuba	One-way stop	B	10.6	B	14.2
Sports Park/ Dinuba	One-way stop	B	12.5	C	17.4
Shannon/ Giddings	Roundabout	A	5.7	A	4.5
Shannon/ Dinuba	Signals	B	16.0	B	17.6
Shannon/ Court	One-way stop	A	8.7	A	8.7
Riggin/ Giddings	Two-way stop	D	32.1	D	32.6
Riggin/ Dinuba	Signals	C	25.2	C	29.9
Riggin/ Court	Two-way stop	B	13.1	C	16.7
Ferguson/ Giddings	Four-way stop	C	18.0	C	17.2
Ferguson/ Dinuba	Signals	C	28.1	C	24.8
Ferguson/ Court	Four-way stop	A	9.4	A	8.5
St. John's/ Burke	Four-way stop	B	12.0	B	10.4

The results of the existing 2018 Level of Service (LOS) conditions indicate that the following intersections are operating below the City of Visalia target LOS:

Riggin/ Giddings – This two-way stop control intersection is operating at a LOS D for both a.m. & p.m. peak hours; however, for the north and southbound approaches the LOS is found to be F & E, respectively. This intersection satisfies Traffic Warrant 1, Traffic Warrant 2, and Traffic Warrant 3 from the CA Manual of Uniform Traffic Control Devices (MUTCD). Refer to Table 41 and Appendix C for the documentation supporting this determination.

The remaining intersections are found to be operating at acceptable LOS.



Table 8 – LOS Summary – Existing 2020 Conditions

Intersections	Traffic Control	A.M. Peak Hour		P.M. Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)
Avenue 320/ Dinuba	Two-way stop	B	14.0	C	15.1
Riverway/ Giddings	One-way stop	A	8.6	A	8.5
Riverway/ Dinuba	One-way stop	B	10.9	B	14.9
Sports Park/ Dinuba	One-way stop	B	12.9	C	18.5
Shannon/ Giddings	Roundabout	A	5.8	A	4.6
Shannon/ Dinuba	Signals	B	16.2	B	17.8
Shannon/ Court	One-way stop	A	8.7	A	8.7
Riggin/ Giddings	Two-way stop	E	42.6	E	43.2
Riggin/ Dinuba	Signals	C	25.9	C	31.2
Riggin/ Court	Two-way stop	B	13.5	C	17.9
Ferguson/ Giddings	Four-way stop	C	19.8	C	19.0
Ferguson/ Dinuba	Signals	C	29.3	C	25.5
Ferguson/ Court	Four-way stop	A	9.7	A	8.3
St. John's/ Burke	Four-way stop	B	12.5	B	10.7

The results of the existing 2020 Level of Service (LOS) conditions indicate that the following intersections are operating below the City of Visalia target LOS:

Riggin/ Giddings – This two-way stop control intersection is operating at a LOS E for both a.m. & p.m. peak hours; however, for the north and southbound approaches the LOS is found to be F & E, respectively. This intersection satisfied the conditions for Traffic Warrants 1, 2, 3 since the 2018 Existing Conditions. Refer to Table 41 and Appendix C for the documentation supporting this determination. The City of Visalia has planned to improve the intersection to a four-way stop beginning January 2019.

The remaining intersections are found to be operating at acceptable LOS.



Table 9 – LOS Summary – Existing 2022 Conditions

Intersections	Traffic Control	A.M. Peak Hour		P.M. Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)
Avenue 320/ Dinuba	Two-way stop	B	14.7	C	15.9
Riverway/ Giddings	One-way stop	A	8.7	A	8.5
Riverway/ Dinuba	One-way stop	B	11.2	C	15.9
Sports Park/ Dinuba	One-way stop	B	13.3	C	19.4
Shannon/ Giddings	Roundabout	A	6.0	A	4.7
Shannon/ Dinuba	Signals	B	16.3	B	18.0
Shannon/ Court	One-way stop	A	8.7	A	8.7
Riggin/ Giddings	Two-way stop	F	57.7	F	58.4
Riggin/ Dinuba	Signals	C	26.4	C	32.5
Riggin/ Court	Two-way stop	B	13.9	C	19.0
Ferguson/ Giddings	Four-way stop	C	22.3	C	21.1
Ferguson/ Dinuba	Signals	C	30.5	C	26.3
Ferguson/ Court	Four-way stop	A	9.9	A	8.7
St. John's/ Burke	Four-way stop	B	12.9	B	10.9

The results of the existing 2022 Level of Service (LOS) conditions indicate that the following intersections are operating below the City of Visalia target LOS:

Riggin/ Giddings – This two-way stop control intersection is operating at a LOS F for both a.m. & p.m. peak hours. This intersection satisfied the conditions for Warrants 1, 2, 3 since the 2018 Existing Conditions. Refer to Table 41 and Appendix C for the documentation supporting this determination.

The remaining intersections are found to be operating at acceptable LOS.



4.10 Level of Service (LOS) for Existing Roadway Segment Conditions

The level of service on State Route (SR) 63 from Ferguson Avenue to Riverway Drive using the Highway Capacity Manual (HCM) procedures for calculating road segment levels of service (LOS) was not performed because signal-controlled intersections are at or less than 1 mile apart, the capacity of the roadway is generally dominated by the capacity of the adjacent signal-controlled intersection as recommend by the HCM. Therefore, roadway segment level of services for this road segment was determined for each segment as summarized below. Segments which have been determined to fall below the acceptable condition are presented in a bold type and shaded in red.

Road Segment (SR 63 between Ferguson Avenue & Riggin Avenue)

Horizon	Without Project		With Project	
	A.M. Peak Hour	P.M. Peak Hour	A.M. Peak Hour	P.M. Peak Hour
2018 Existing Conditions	C	C	-	-
2020 Cumulative Conditions	C	C	C	C
2022 Cumulative Conditions	C	C	C	C
2027 5-Year Cumulative Conditions	C	D	D	D
2032 10-Year Cumulative Conditions	D	D	D	D
2042 20-Year Cumulative Conditions	E	D	E	D

Road Segment (SR 63 between Riggin Avenue & Riverway Drive)

Horizon	Without Project		With Project	
	A.M. Peak Hour	P.M. Peak Hour	A.M. Peak Hour	P.M. Peak Hour
2018 Existing Conditions	C	C	-	-
2020 Cumulative Conditions	C	C	C	C
2022 Cumulative Conditions	C	C	C	C
2027 5-Year Cumulative Conditions	C	D	C	D
2032 10-Year Cumulative Conditions	C	D	C	D
2042 20-Year Cumulative Conditions	C	F	D	F

4.11 Safety Related Deficiencies, Crash Experience

Crash records and safety related deficiencies were obtained by reviewing records from the Statewide Integrated Traffic Records System (SWITRS) and the Transportation Injury Mapping System (TIMS) for the past 36 months. The jurisdiction records that have been reviewed are from the Visalia Police Department (PD) & the Visalia California Highway Patrol (CHP). Table 10 summarizes all found crash records & safety related deficiencies within the past 36 months for the unsignalized intersections listed, from November 2015 through November 2018.



Table 10 – Crash Records for Past 36 Months/ November 2015 - 2018 (Unsignalized)

Intersections	Crash Report	Collision Type	Correctable with Traffic Signals?
Avenue 320 / Dinuba Blvd	No Crashes Reported	-	-
Riverway Drive/ Giddings Street	No Crashes Reported	-	-
Riverway Drive/ Dinuba Blvd	June 11, 2016	Broadside	Yes
	March 10, 2017	Hit Object	No
	May 13, 2017	Rear End	No
	August 4, 2017	Rear End	No
	November 9, 2017	Hit Object	No
	September 29, 2018	Rear End	No
	October 27, 2018	Rear End	No
Visalia Riverway Sports Park Driveway/ Dinuba Boulevard	September 12, 2018	Rear End	No
	May 19, 2018	Rear End	No
Shannon Parkway/ Giddings Street	No Crashes Reported	-	-
Shannon Parkway/ Court Street	May 9, 2016	Rear End	No
	October 10, 2018	Broadside	Yes
Riggin Avenue / Giddings Street	June 27, 2016	Mid side	No
	February 6, 2017	Broadside	Yes
	June 2, 2017	Broadside	Yes
	September 24, 2017	Broadside	Yes
	October 07, 2017	Broadside	Yes
	December 18, 2017	Hit Object	No
	February 28, 2018	Broadside	Yes
	March 6, 2018	Broadside	Yes
	June 6, 2018	Sideswipe	No
	Riggin Avenue/ Court Street	September 22, 2016	Head-on
September 23, 2016		Lost Control	No
March 10, 2017		Broadside	Yes
April 21, 2017		Broadside	Yes
August 5, 2017		Hit Object	No
December 22, 2017		Rear End	No
August 25, 2018		Hit Object	No



	December 5, 2017	Hit Object	No
Ferguson Avenue/ Giddings Street	November 11, 2016	Bicycle/ Broadside	No
	December 24, 2016	Hit Object	No
	February 23, 2017	Broadside	Yes
	October 30, 2017	Broadside	Yes
	April 8, 2018	Sideswipe	No
Ferguson Avenue/ Court Street	May 18, 2017	Broadside	Yes
	May 3, 2018	Rear End	No
	May 23, 2018	Broadside	Yes
	April 16, 2018	Broadside	Yes
St. John's Parkway/ Burke Street	November 3, 2015	Broadside	Yes
	May 4, 2016	Bicycle/ Broadside	No
	June 16, 2016	Bicycle/ Broadside	No
	October 2, 2017	Pedestrian	No
	November 22, 2018	Hit Object	No

4.12 Data Sources

- City of Visalia Public Records
- City of Visalia Police Department Public Records
- Statewide Integrated Traffic Records System (SWITRS)
- Transportation Injury Mapping System (TIMS)



5.0 PROJECTED TRAFFIC

5.1 Site Traffic Forecasting (each horizon year)

The full buildout of the Visalia Center development project, which will include both phases of the project, is classified as a Category III (Estimated 588 [A.M.] & 601 [P.M.] Peak Hour Trip Ends) as classified by the *Procedures for Traffic Impact Analysis (TIA)*, City of Visalia, updated October of 2014.

On one hand, Phase 1 of the project is classified as a Category II (Estimated 376 [A.M.] & 396 [P.M.] Peak Hour Trip Ends), which is set to open on the year of 2020. On the other hand, Phase 2 of the development project is classified as a Category III (Estimated 588 [A.M.] & 601 [P.M.] Peak Hour Trip Ends) because Phase 2 will increase the estimated A.M. and P.M. Peak Hour Trip Ends of Phase 1 by 212 and 205, respectively. The following are the site study horizon conditions:

- ✓ 2018, 2020, & 2022 Existing Conditions
- ✓ Existing with Project (Phases 1, Opening Year) 2020 Conditions;
- ✓ Existing with Project (Phases 1 & 2, Opening Year) 2022 Conditions;
- ✓ 5-Year Cumulative Conditions without Project;
- ✓ 5-Year Cumulative Conditions with Project (Phases 1 and 2);
- ✓ 10-Year Cumulative Conditions without Project;
- ✓ 10-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)

2018, 2020, & 2022 Existing Conditions – The existing 2018 traffic volumes were obtained using manual tallies at each intersection and the existing traffic volume conditions for the 2020 & 2022 years were estimated by increasing the existing 2018 traffic volumes by two percent per year. The growth rate was obtained based on a review of the growth projected by the Tulare County travel model.

Existing with Project (Phase 1) 2020 & Existing with Project (Phases 1 & 2) 2022 Conditions – the turning movement volumes are presented on Exhibit 11 and Exhibit 13, respectively.

5-Year Cumulative Conditions with & without Project (Phases 1 & 2) – the 5-year cumulative traffic volumes without the project were estimated by increasing the existing traffic by two percent per year for five years after the opening year. As previously indicated, the growth rate was obtained based on a review of the growth projected by the Tulare County Association of Governments (TCAG) travel model and was combined with other future projects identified in Section 3.3 Anticipated Future Development that may increase traffic volumes within the next five years. These traffic volume conditions are presented in Appendix E.

10-Year Cumulative Conditions with & without Project (Phases 1 & 2) – the 10-year cumulative traffic volumes without the project were estimated by increasing the existing traffic by two percent per year for ten years after the opening year. As previously indicated, the growth rate was obtained based on a review of the growth projected by the TCAG travel model and was



combined with other future projects that may increase traffic volumes within the next ten years. These traffic volume conditions are presented in Appendix E.

20-Year Cumulative Conditions with & without Project (Caltrans intersections only) – the cumulative turning movement conditions are presented on Appendix E. The Tulare County Association of Governments (TCAG) provided a travel model which is typically used to forecast future traffic volumes. The travel demand model is used for transportation project development, transportation planning and land use planning. The model is adapted to represent the project/development characteristics and report on the areas affected by the project. An increment method was then utilized to forecast traffic volumes for future conditions. The TCAG travel model data is included in Appendix E.

Forecast of future turning movements were based on the methods found in the Transportation Research Board, National Cooperative Highway Research Program (NCHRP), which addresses issues integral to the state Departments of Transportation (DOTs) and transportation professionals at all levels of government and the private sector. The NCHRP provides practical, ready-to-implement solutions to pressing problems facing the industry. The NCHRP is administered by the Transportation Research Board (TRB) and sponsored by the member departments (i.e., individual state departments of transportation) of the American Association of State Highway and Transportation Officials (AASHTO), in cooperation with the Federal Highway Administration (FHWA).

5.2 Land Use Type & Site Characteristics

The proposed Visalia Center development project is located northeast of the intersection of Dinuba Boulevard (State Route 63) and Shannon Parkway in Visalia, California. Phase 1 of the Project consists of a 16 fueling positions gas station with a 3,000 square-foot convenience market and a 810 - 3,000 square-foot Fast Food Restaurant/ Coffee Shop with a Drive-through. Access for Phase 1 will be via one driveway connecting to Dinuba Avenue and one driveway connecting to Shannon Parkway.

Phase 2 of the Project includes a 4,700 square-foot retail store, a 1 tunnel automated car wash, two separate 7,000 square-foot 2-story medical buildings, and a separate 3,300 square-foot 2-story medical building. Phase 2 will share access with Phase 1 and will also include a second driveway connecting to Shannon Parkway

5.3 Trip Generation

Trip generation estimates developed for this study are based on the 10th Edition of the Trip Generation Manual published by the Institute of Transportation Engineers (ITE). The Manual is the most widely used industry resource for this type of data. The trip generation data are organized by land use types, with more than 170 different categories of land uses. For each category the Manual provides a data set for use in estimating the number of vehicle and person trips generated by a site based on its characteristics such as physical size or intensity.

Trips may be estimated by direction (entering or exiting the site) and for time periods typically pertaining to a full day (weekday or weekend), peak hours of the adjacent roadway, and peak



hours of the particular land use. Used properly, the Trip Generation Manual provides an objective basis for estimating trips generated by a proposed development.

The proposed development utilized the following land use codes from the *ITE Trip Generation Manual* and estimated the Trip Ends as follows:

Table 11 – Project Trip Generation Estimates

ITE Land Use	Independent variable	Weekday, A.M. P.H. of Generator			Weekday, P.M. P.H. of Generator			Weekday Traffic Volume	
		D.D.	Entry	Exit	D.D.	Entry	Exit	Rate	Total
945 – Gasoline/ Service Station with Convenience Market	16 Vehicle Fueling Positions	50/50	112	111	50/50	127	127	205.36	3,286
934 – Fast Food Restaurant/ Coffee Shop with Drive-through	810 - 3,000 S.F.	52/48	80	73	51/49	72	70	470.95	1,413
814 – Retail Store	4,700 S.F.	50/50	10	11	50/50	17	18	63.47	298
948 – Automated Car Wash	1 Tunnel	50/50	21	20	50/50	23	22	77.5	78
630 – 2 Story Medical Building	14,000 S.F.	58/42	38	27	46/54	23	27	38.16	534
630 – 2 Story Medical Building	6,600 S.F.	58/42	12	8	46/54	11	14	30.18	252
630 – 2 Story Medical Building	14,000 S.F.	58/42	38	27	46/54	23	27	38.16	534

Reference: ITETripGen Web-based App, Trip Generation Manual, 10th Edition; Table values contain rounding. Phase 1 is shown as shaded gray for clarification.

P.H. – Peak Hour

D.D. – Directional Distribution



Phase 1 – Category II (Estimated 376 [A.M.] & 396 [P.M.] Peak Hour Trip Ends)

- 16 Fueling Positions Gas Station, Convenience Market (Land Use Code 945) - This land use includes gasoline/service stations with convenience markets where the primary business is the fueling of motor vehicles. These service stations may also have ancillary facilities for servicing and repairing motor vehicles and may have a car wash. Some commonly sold convenience items are newspapers, coffee or other beverages, and snack items that are usually consumed in the car.
 - Weekday, AM Peak Hour of Generator, one hour between 7:00 A.M. & 9:00 A.M.– 223 Trip Ends
 - Weekday, PM Peak Hour of Generator, one hour between 4:00 P.M. & 6:00 P.M.– 254 Trip Ends (Governs)

- 810 - 3,000 SF, Fast Food (Land Use Code 934) - This category includes fast-food restaurants/ coffee shops with drive-through windows. This type of restaurant is characterized by a large drive-through clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day) and high turnover rates for eat-in customers. These limited-service eating establishments do not provide table service. Non-drive-through patrons generally order at a cash register and pay before they eat.
 - Weekday, AM Peak Hour of Generator, one hour between 7:00 A.M. & 9:00 A.M.– 153 Trip Ends (Governs)
 - Weekday, PM Peak Hour of Generator, one hour between 4:00 P.M. & 6:00 P.M.– 142 Trip Ends

Phase 2 – This phase alone is classified as Category II (Estimated 212 [A.M.] & 205 [P.M.] Peak Hour Trip Ends), but once combined with Phase I, this Phase becomes a Category III considering the total traffic trips.

- 4,700 SF, Retail Multi-Use (Land Use Code 814) - A variety store is a retail store that sells a broad range of inexpensive items often at a single price. These stores are typically referred to as “dollar stores.” Items sold at these stores typically include kitchen supplies, cleaning products, home office supplies, food products, household goods, decorations, and toys. These stores are sometimes stand-alone sites, but they may also be located in small strip shopping centers. Free-standing discount store (Land Use 815) is a related use.
 - Weekday, AM Peak Hour of Generator, one hour between 7:00 A.M. & 9:00 A.M.– 21 Trip Ends



- Weekday, PM Peak Hour of Generator, one hour between 4:00 P.M. & 6:00 P.M.– 35 Trip Ends (Governs)
- 1-Tunnel Automated Car Wash (Land Use Code 948) - This category refers to a facility that allows for the mechanical cleaning of the exterior of vehicles. Manual cleaning services may also be available at these facilities. A Self-service car wash (Land Use 947) and car wash and detail center (Land Use 949) are related uses.
 - Weekday, AM Peak Hour of Generator, one hour between 7:00 A.M. & 9:00 A.M.– 41 Trip Ends
 - Weekday, PM Peak Hour of Generator, one hour between 4:00 P.M. & 6:00 P.M.– 45 Trip Ends (Governs)
- 7,000 SF, 2-Story Medical Building (Land Use Code 630) – This category refers to a medical clinic. A clinic is any facility that provides limited diagnostic and outpatient care but is unable to provide prolonged in-house medical and surgical care. Clinics commonly have lab facilities, supporting pharmacies, and a wide range of services (compared to the medical office, which may only have specialized or individual physicians). Hospital (Land Use 610), free-standing emergency room (Land Use 650), and medical-dental office building (Land Use 720) are related uses.
 - Weekday, AM Peak Hour of Generator, one hour between 7:00 A.M. & 9:00 A.M.– 65 Trip Ends (Governs)
 - Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4:00 P.M. & 6:00 P.M.– 50 Trip Ends
- 3,300 SF, 2-Story Medical Building (Land Use Code 630) – This category refers to a medical clinic. A clinic is any facility that provides limited diagnostic and outpatient care but is unable to provide prolonged in-house medical and surgical care. Clinics commonly have lab facilities, supporting pharmacies, and a wide range of services (compared to the medical office, which may only have specialized or individual physicians). Hospital (Land Use 610), free-standing emergency room (Land Use 650), and medical-dental office building (Land Use 720) are related uses.
 - Weekday, AM Peak Hour of Generator, one hour between 7:00 A.M. & 9:00 A.M.– 20 Trip Ends
 - Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4:00 P.M. & 6:00 P.M.– 25 Trip Ends (Governs)
- 7,000 SF, 2-Story Medical Building (Land Use Code 630) – This category refers to a medical clinic. A clinic is any facility that provides limited diagnostic and outpatient care but is unable to provide prolonged in-house medical and surgical care. Clinics commonly have lab facilities, supporting pharmacies, and a wide range of services (compared to the medical office, which may only have specialized or individual physicians). Hospital



(Land Use 610), free-standing emergency room (Land Use 650), and medical-dental office building (Land Use 720) are related uses.

- Weekday, AM Peak Hour of Generator, one hour between 7:00 A.M. & 9:00 A.M.– 65 Trip Ends (Governs)
- Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4:00 P.M. & 6:00 P.M.– 50 Trip Ends

5.4 Trip Distribution

Considering the available routes and roadway classifications, engineering judgement & an analogy method was used for the distribution of the project trips. The determined trip distribution was provided to the City of Visalia staff and Caltrans for review. The adjacent road networks received the peak-hour project traffic volumes as shown in Exhibit 5 - Phase 1 AM Trip Distribution and Assignment, Exhibit 6 - Phase 1 PM Trip Distribution and Assignment, Exhibit 7 - Phase 1 and 2 AM Trip Distribution and Assignment, and Exhibit 8 – Phase 1 and 2 PM Trip Distribution and Assignment.



6.0 TRAFFIC AND IMPROVEMENTS ANALYSIS

6.1 Level of Service Analysis

Signalized & unsignalized intersection levels of service (LOS) were calculated using Synchro 10, which is an industry standard. The Synchro software is based on the 2010 Highway Capacity Manual (HCM 2010) methodology, which is also an industry standard. The intersection analysis sheets are included in the Appendix B. Intersections which have been determined to fall below the acceptable condition are presented in a bold type and shaded in red.

Table 12 – LOS Summary – Existing 2020 Conditions with Phase 1

Intersections	Traffic Control	A.M. Peak Hour		P.M. Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)
Avenue 320/ Dinuba	Two-way stop	C	15.4	C	17.1
Riverway/ Giddings	One-way stop	A	8.7	A	8.6
Riverway/ Dinuba	One-way stop	B	11.4	C	16.1
Sports Park/ Dinuba	One-way stop	B	13.4	C	19.6
Shannon/ Giddings	Roundabout	A	6.7	A	5.4
Shannon/ Dinuba	Signals	B	19.4	C	20.7
Shannon/ Court	One-way stop	A	8.8	A	8.8
Riggin/ Giddings	Two-way stop	F	151.4	F	163.5
Riggin/ Dinuba	Signals	C	26.4	C	31.8
Riggin/ Court	Two-way stop	B	14.6	C	21.0
Ferguson/ Giddings	Four-way stop	C	22.3	C	20.9
Ferguson/ Dinuba	Signals	C	30.1	C	26.0
Ferguson/ Court	Four-way stop	A	9.8	A	8.8
St. John's/ Burke	Four-way stop	B	13.3	B	11.1

The results of the existing 2020 conditions with Phase 1 Level of Service (LOS) conditions indicate that the following intersections are operating below the City of Visalia target LOS:

Riggin/ Giddings – This two-way stop control intersection is operating at a LOS F for both a.m. & p.m. peak hours for the north and southbound approaches. Most of the delays are experienced by the vehicles which are attempting to proceed through or make a left turn movement from the north and southbound approaches. This intersection satisfied the conditions for Traffic Warrants 1, 2, 3 at the 2018 Existing Conditions. Refer to Table 41 and Appendix C for the documentation supporting this determination.

The remaining intersections are found to be operating at acceptable LOS.



Table 13 – LOS Summary – Existing 2022 Conditions with Phase 1 & 2

Intersections	Traffic Control	A.M. Peak Hour		P.M. Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)
Avenue 320/ Dinuba	Two-way stop	C	17.4	C	20.2
Riverway/ Giddings	One-way stop	A	8.8	A	8.7
Riverway/ Dinuba	One-way stop	B	12.1	C	18.0
Sports Park/ Dinuba	One-way stop	B	14.2	C	21.4
Shannon/ Giddings	Roundabout	A	7.4	A	6.0
Shannon/ Dinuba	Signals	C	20.8	C	22.0
Shannon/ Court	One-way stop	A	8.9	A	8.9
Riggin/ Giddings	Two-way stop	F	>300	F	>300
Riggin/ Dinuba	Signals	C	27.3	C	33.4
Riggin/ Court	Two-way stop	C	15.9	D	26.3
Ferguson/ Giddings	Four-way stop	D	27.1	D	25.2
Ferguson/ Dinuba	Signals	C	31.9	C	27.3
Ferguson/ Court	Two-way stop	B	10.2	A	9.0
St. John's/ Burke	Four-way stop	B	14.3	B	11.8

The results of the existing 2022 conditions with Phases 1 & 2 Level of Service (LOS) conditions indicate that the following intersections are operating below the City of Visalia target LOS:

Riggin/ Giddings – There is no significant change in expected LOS from the “Existing 2020 with Phase 1” condition for this intersection. This two-way stop control intersection is operating at a LOS F for both a.m. & p.m. peak hours for the north and southbound approaches. Most of the delays are experienced by the vehicles which are attempting to proceed through or make a left turn movement from the north and southbound approaches. This intersection satisfied the conditions for Traffic Warrants 1, 2, 3 at the 2018 Existing Conditions. Refer to Table 41 and Appendix C for the documentation supporting this determination.

The remaining intersections are found to be operating at acceptable LOS.



Table 14 – LOS Summary – 2027 5-Year Horizon Cumulative Conditions without Phase 1 & 2

Intersections	Traffic Control	A.M. Peak Hour		P.M. Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)
Avenue 320/ Dinuba	Two-way stop	C	16.8	C	18.5
Riverway/ Giddings	One-way stop	A	8.7	A	8.6
Riverway/ Dinuba	One-way stop	B	12.1	C	19.5
Sports Park/ Dinuba	One-way stop	B	14.2	C	22.6
Shannon/ Giddings	Roundabout	A	6.3	A	4.8
Shannon/ Dinuba	Signals	B	16.7	B	18.5
Shannon/ Court	One-way stop	A	8.5	A	8.5
Riggin/ Giddings	Two-way stop	F	144.4	F	121.3
Riggin/ Dinuba	Signals	C	28.1	D	35.9
Riggin/ Court	Two-way stop	C	15.1	C	22.9
Ferguson/ Giddings	Four-way stop	D	30.7	D	30.3
Ferguson/ Dinuba	Signals	C	34.1	C	28.5
Ferguson/ Court	Four-way stop	B	10.5	A	9.0
St. John's/ Burke	Four-way stop	B	14.3	B	11.5

The results of the existing 2027 5-year horizon cumulative conditions without Phase 1 & 2 Level of Service (LOS) conditions indicate that the following intersections are operating below the City of Visalia target LOS:

Riggin/ Giddings – There is no significant change in expected LOS from the “Existing 2022 with Phase 1 & 2” condition for this intersection. This two-way stop control intersection is operating at a LOS F for both a.m. & p.m. peak hours for the north and southbound approaches. Most of the delays are experienced by the vehicles which are attempting to proceed through or make a left turn movement from the north and southbound approaches. This intersection satisfied the conditions for Traffic Warrants 1, 2, 3 at the 2018 Existing Conditions. Refer to Table 41 and Appendix C for the documentation supporting this determination.

The remaining intersections are found to be operating at acceptable LOS.



Table 15 – LOS Summary – 2027 5-Year Horizon Cumulative Conditions with Phase 1 & 2

Intersections	Traffic Control	A.M. Peak Hour		P.M. Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)
Avenue 320/ Dinuba	Two-way stop	C	21.4	D	25.3
Riverway/ Giddings	One-way stop	A	8.9	A	8.7
Riverway/ Dinuba	One-way stop	B	13.3	C	22.9
Sports Park/ Dinuba	One-way stop	C	15.3	D	25.2
Shannon/ Giddings	Roundabout	A	7.8	A	6.1
Shannon/ Dinuba	Signals	C	21.3	C	22.6
Shannon/ Court	One-way stop	A	9.0	A	9.0
Riggin/ Giddings	Two-way stop	F	>300	F	>300
Riggin/ Dinuba	Signals	C	29.1	D	36.8
Riggin/ Court	Two-way stop	C	17.5	E	37.7
Ferguson/ Giddings	Four-way stop	E	41.5	E	37.7
Ferguson/ Dinuba	Signals	D	36.2	C	29.7
Ferguson/ Court	Four-way stop	B	10.8	A	9.2
St. John's/ Burke	Four-way stop	C	16.4	B	12.6

The results of the existing 2027 5-year horizon cumulative conditions with Phase 1 & 2 Level of Service (LOS) conditions indicate that the following intersections are operating below the City of Visalia target LOS:

Riggin/ Giddings – This two-way stop control intersection is operating at a LOS F for both a.m. & p.m. peak hours for the north and southbound approaches. This intersection satisfied the conditions for Traffic Warrants 1, 2, 3 at the 2018 Existing Conditions. Refer to Table 41 and Appendix C for the documentation supporting this determination. This intersection has been identified as a significant impact due to the project adding a vehicle delay of five seconds or more, where an intersection is already operating below a LOS of D for the no project scenario.

Riggin/ Court – This two-way stop control intersection is expected to operate at an LOS C & E for the a.m. & p.m. peak hours respectively. The majority of the delays occur for the north and southbound approaches. This intersection has been identified as a significant impact.

Ferguson/ Giddings – This four-way stop control intersection is expected to operate at an overall LOS E for the a.m. & p.m. peak hours. The majority of the delays occur for the east & westbound approaches. This intersection has been identified as a significant impact.

The remaining intersections are found to be operating at acceptable LOS.



Table 16 – LOS Summary – 2032 10-Year Horizon Cumulative Conditions without Phase 1 & 2

Intersections	Traffic Control	A.M. Peak Hour		P.M. Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)
Avenue 320/ Dinuba	Two-way stop	C	20.5	C	22.6
Riverway/ Giddings	One-way stop	A	8.9	A	8.6
Riverway/ Dinuba	One-way stop	B	13.5	D	25.1
Sports Park/ Dinuba	One-way stop	C	15.3	D	26.5
Shannon/ Giddings	Roundabout	A	6.6	A	5.0
Shannon/ Dinuba	Signals	B	17.0	B	19.0
Shannon/ Court	One-way stop	A	8.7	A	8.8
Riggin/ Giddings	Two-way stop	F	>300	F	>300
Riggin/ Dinuba	Signals	C	30.0	D	39.4
Riggin/ Court	Two-way stop	C	16.5	D	29.3
Ferguson/ Giddings	Four-way stop	F	50.2	E	43.4
Ferguson/ Dinuba	Signals	D	39.2	C	31.1
Ferguson/ Court	Four-way stop	B	11.2	A	9.3
St. John's/ Burke	Four-way stop	C	16.4	B	12.4

The results of the existing 2032 10-year horizon cumulative conditions without Phase 1 & 2 Level of Service (LOS) conditions indicate that the following intersections are operating below the City of Visalia target LOS:

Riggin/ Giddings – This two-way stop control intersection is expected to operate at an overall LOS F for both the a.m. & p.m. peak hours. The majority of the delays occur for the north and southbound approaches.

Ferguson/ Giddings – This four-way stop control intersection is expected to operate at an overall LOS F & E for the a.m. & p.m. peak hours respectively.

The remaining intersections are found to be operating at acceptable LOS.



Table 17 – LOS Summary – 2032 10-Year Horizon Cumulative Conditions with Phase 1 & 2

Intersections	Traffic Control	A.M. Peak Hour		P.M. Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)
Avenue 320/ Dinuba	Two-way stop	D	28.5	E	35.2
Riverway/ Giddings	One-way stop	A	9.0	A	8.8
Riverway/ Dinuba	One-way stop	B	14.9	D	30.6
Sports Park/ Dinuba	One-way stop	C	16.5	D	30.2
Shannon/ Giddings	Roundabout	A	8.3	A	6.4
Shannon/ Dinuba	Signals	C	21.9	C	23.2
Shannon/ Court	One-way stop	A	9.0	A	9.0
Riggin/ Giddings	Two-way stop	F	>300	F	>300
Riggin/ Dinuba	Signals	C	31.1	D	40.5
Riggin/ Court	Two-way stop	C	19.7	F	60.6
Ferguson/ Giddings	Four-way stop	F	61.5	F	52.5
Ferguson/ Dinuba	Signals	D	43.2	C	32.7
Ferguson/ Court	Four-way stop	B	11.6	A	9.5
St. John's/ Burke	Four-way stop	C	18.9	B	13.5

The results of the existing 2032 10-year horizon cumulative conditions with Phase 1 & 2 Level of Service (LOS) conditions indicate that the following intersections are operating below the City of Visalia target LOS:

Avenue 320/ Dinuba – This two-way stop control intersection is outside of the city’s limits; the intersection is expected to operate at an overall LOS D & E for the a.m. & p.m. peak hours respectively. The majority of the delays occur for the eastbound & westbound approaches.

Riggin/ Giddings – This two-way stop control intersection is operating at an overall LOS F for both a.m. & p.m. peak hours. The majority of the delays occur on the north and southbound approaches. This intersection satisfied the conditions for Traffic Warrants 1, 2, 3 at the 2018 Existing Conditions. Refer to Table 41 and Appendix C for the documentation supporting this determination. This intersection has been identified as a significant impact due to the project adding a vehicle delay of five seconds or more, where an intersection is already operating below a LOS of D for the no project scenario.

Riggin/ Court – This two-way stop control intersection is expected to operate at a LOS C & F for the a.m. and p.m. peak hours respectively for the north and southbound approaches. This intersection has been identified as a significant impact due to the project adding a vehicle delay of five seconds or more, where an intersection is already operating below a LOS of D for the no project scenario.



Ferguson/ Giddings – This four-way stop control intersection is expected to operate at an overall LOS F for the a.m. & p.m. peak hours.

The remaining intersections are found to be operating at acceptable LOS.

Table 18 – LOS Summary – 2042 20-Year Horizon Cumulative Conditions without Phase 1 & 2

Intersections	Traffic Control	A.M. Peak Hour		P.M. Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)
Avenue 320/ Dinuba	Two-way stop	E	37.6	E	40.8
Riverway/ Dinuba	One-way stop	C	17.8	F	60.7
Sports Park/ Dinuba	One-way stop	C	17.9	E	38.8
Shannon/ Dinuba	Signals	B	17.8	C	20.0
Riggin/ Dinuba	Signals	C	34.8	D	49.4
Ferguson/ Dinuba	Signals	E	62.1	D	38.3

The 2042 20-year horizon cumulative conditions without Phase 1 & 2 are based on the estimated cumulative traffic volumes without the project. The 20-year horizon analysis is only for Caltrans intersections because the City of Visalia does not require a 20-year analysis for a Category III traffic impact analysis. The results of the analysis indicate that the following intersections are operating below the City of Visalia target LOS:

Avenue 320/ Dinuba – This two-way stop control intersection is outside of the city’s limits; the intersection is expected to operate at an overall LOS E for the a.m. & p.m. peak hour. The east & westbound approaches experience the majority of the delays.

Riverway/ Dinuba – This one-way stop control intersection is expected to operate at an overall LOS C & F for the a.m. & p.m. peak hours, respectively. The majority of the delays occur for the eastbound approach, all other approaches are found to be operating at acceptable LOS.

Sports Park/ Dinuba – This one-way stop control intersection is expected to operate at an overall LOS C & E for the p.m. peak hour, respectively. The majority of the delays occur for the eastbound approach, all other approaches are found to be operating at acceptable LOS.

Ferguson/ Dinuba – This signalized intersection is expected to operate at LOS E for the a.m. & LOS D for the p.m. peak hours. The eastbound, westbound, northbound and southbound approaches are expected to operate at a LOS of E, D, C, & F, respectively, for the a.m. peak hour & a LOS of D, D, C, & D, respectively for the p.m. peak hour.



Table 19 – LOS Summary – 2042 20-Year Horizon Cumulative Conditions with Phase 1 & 2

Intersections	Traffic Control	A.M. Peak Hour		P.M. Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)
Avenue 320/ Dinuba	Two-way stop	F	62.5	F	86.6
Riverway/ Dinuba	One-way stop	C	20.8	F	90.0
Sports Park/ Dinuba	One-way stop	C	19.7	E	45.1
Shannon/ Dinuba	Signals	C	22.9	C	24.4
Riggin/ Dinuba	Signals	D	36.2	D	51.3
Ferguson/ Dinuba	Signals	E	72.8	D	42.6

The 2042 20-year horizon cumulative conditions with Phase 1 & 2 are based on the estimated cumulative traffic volumes with the project. The 20-year horizon analysis is only for Caltrans intersections because the city of Visalia does not require a 20-year analysis for a Category III traffic impact analysis. The results of the analysis indicate that the following intersections are operating below the City of Visalia target LOS:

Avenue 320/ Dinuba – This two-way stop control intersection is outside of the city’s limits; the intersection is expected to operate at an overall LOS F for both the a.m. & p.m. peak hours. The majority of the delays occur for the eastbound & westbound approaches. This intersection has been identified as a significant impact due to the project adding a vehicle delay of five seconds or more, where an intersection is already operating below a LOS of D for the no project.

Riverway/ Dinuba – This one-way stop control intersection is expected to operate at an overall LOS C & F for the a.m. & p.m. peak hours, respectively. The majority of the delays occur on the eastbound approach, all other approaches are found to be operating at acceptable LOS. This intersection has been identified as a significant impact due to the project adding a vehicle delay of five seconds or more, where an intersection is already operating below a LOS of D for the no project scenario.

Sports Park/ Dinuba – This one-way stop control intersection is expected to operate at an overall LOS C & E for the a.m. and p.m. peak hour, respectively. The majority of the delays occur for the eastbound approach, all other approaches are found to be operating at acceptable LOS. This intersection has been identified as a significant impact due to the project adding a vehicle delay of five seconds or more, where an intersection is already operating below a LOS of D for the no project scenario.

Ferguson/ Dinuba – This signalized intersection is expected to operate at an overall LOS E for the a.m. & at an overall LOS D for the p.m. peak hours. The eastbound, westbound, northbound and southbound approaches are expected to operate at a LOS of E, D, C, & F, respectively, for the a.m. peak hour & at a LOS D, D, C, & D, respectively, for the p.m. peak hour. The majority of the delays occur for the southbound approach. This intersection has been identified as a significant impact due to the project adding a vehicle delay of five seconds or more, where an intersection is already operating below a LOS of D for the no project scenario.



6.2 Queuing Analysis

As outlined in the City of Visalia Procedures, a queuing analysis has been conducted for all turn lanes under stop or signal control within the study area. For purposes of this analysis, a queuing deficiency is identified in the existing condition if the calculated 95th percentile queue length exceeds the existing storage length provided.

A significant queuing impact is determined if the proposed development causes the calculated 95th percentile queue length to exceed the existing or planned storage capacity of the lane. When a lane is already deficient, a significant queuing impact is determined when the proposed development calculated 95th percentile queue length increases by 25 feet, which is the determined storage length for one vehicle on average. The intersection analysis sheets are included in the Appendix B. Lanes which have been determined to fall below the acceptable condition are presented in a bold type and shaded in red and intersections found to contain a significant traffic impact will be shown in bold font and shaded in yellow.

Table Abbreviations

EBL – Eastbound Left	SBR – Southbound Right
EBT – Eastbound Through	AWSC – All-way Stop Control
EBR – Eastbound Right	SH – Shared with adjacent Lane
WBL – Westbound Left	NA – Not Applicable
WBT – Westbound Through	NSC – No Stop Control
WBR – Westbound Right	▣ - Exceeds 1000 feet or AWSC intersection
NBL – Northbound Left	+ - Additional Storage via Two-Way Left-Turn Lane
NBT – Northbound Through	◇ - Storage Does Not Exist
NBR – Northbound Right	≠ - Not a Storage Lane
SBL – Southbound Left	
SBT – Southbound Through	



Table 20 – Queues for Existing 2018 Conditions

Intersections		Queues & Storage (FT)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Avenue 320/ Dinuba	S	SH	∅	SH	SH	▣	SH	165	▣	SH	465	▣	SH
	A.M.	--	5	--	--	30	--	0	NSC	--	3	NSC	--
	P.M.	--	3	--	--	23	--	3	NSC	--	0	NSC	--
Riverway/ Giddings	S	NA	▣	SH	SH	▣	NA	▣	NA	SH	NA	NA	NA
	A.M.	--	NSC	--	--	3	--	3	--	--	--	--	--
	P.M.	--	NSC	--	--	3	--	5	--	--	--	--	--
Riverway/ Dinuba	S	25#	NA	▣	NA	NA	NA	SH	600	NA	NA	▣	SH
	A.M.	15	--	NSC	--	--	--	--	0	--	--	NSC	--
	P.M.	20	--	NSC	--	--	--	--	3	--	--	NSC	--
Sports Park/ Dinuba	S	160	NA	160	NA	NA	NA	215	565	NA	NA	600	250
	A.M.	0	--	3	--	--	--	0	NSC	--	--	NSC	NSC
	P.M.	3	--	5	--	--	--	8	NSC	--	--	NSC	NSC
Shannon/ Giddings	S	235	SH	▣	▣	SH	▣	SH	950	SH	SH	▣	SH
	A.M.	25	--	25	0	--	0	--	25	--	--	25	--
	P.M.	0	--	0	0	--	0	--	0	--	--	0	--
Shannon/ Dinuba	S	300	▣	SH	235	850	SH	180/325	▣	260	305	570	265
	A.M.	22	23	--	12	15	--	23	80	0	31	145	0
	P.M.	23	17	--	42	26	--	36	168	0	37	157	0
Shannon/ Court	S	NA	NA	860	NA	NA	NA	SH	▣	NA	NA	NA	NA
	A.M.	--	--	NSC	--	--	--	--	3	--	--	--	--
	P.M.	--	--	NSC	--	--	--	--	5	--	--	--	--
Riggin/ Giddings	S	155+	▣	SH	155+	▣	SH	SH	▣	SH	SH	950	SH
	A.M.	5	NSC	--	3	NSC	--	--	103	--	--	90	--
	P.M.	8	NSC	--	5	NSC	--	--	113	--	--	45	--
Riggin/ Dinuba	S	260	▣	305	280	775	300	370/370	890	190	375/375	▣	330
	A.M.	149	133	52	115	112	0	57	110	0	45	150	24
	P.M.	251	122	8	181	156	0	87	266	0	58	146	35
Riggin/ Court	S	150	780	SH	185	▣	SH	100	▣	SH	125	▣	SH
	A.M.	3	NSC	--	3	NSC	--	10	5	--	5	5	--
	P.M.	5	NSC	--	3	NSC	--	18	20	--	23	10	--
Ferguson/ Giddings	S	50+	▣	SH	50	▣	SH	SH	▣	SH	SH	▣	100
	A.M.	10	68	--	8	103	--	--	75	--	--	78	10
	P.M.	10	55	--	8	148	--	--	48	--	--	33	8
Ferguson/ Dinuba	S	95	▣	80	125	▣	SH	200+	▣	SH	100	▣	SH
	A.M.	104 (150)	89	70	72	84	--	76	142	--	37	307	--
	P.M.	139 (150)	117	55	69	117	--	174	309	--	54	296	--
Ferguson/ Court	S	SH	▣	SH	SH	950	SH	SH	600	SH	SH	▣	SH
	A.M.	--	18	--	--	28	--	--	20	--	--	25	--
	P.M.	--	15	--	--	5	--	--	23	--	--	15	--
St. John's/ Burke	S	155	▣	SH	150	▣	SH	SH	975	SH	SH	∅	SH
	A.M.	3	98	--	15	60	--	--	35	--	--	8	--
	P.M.	3	58	--	5	50	--	--	25	--	--	3	--

(##) Numbers shown in parenthesis are the recommended storage lengths to be provided.



Table 21 – Queues for Existing 2020 Conditions

Intersections		Queues & Storage (FT)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Avenue 320/ Dinuba	S	SH	∅	SH	SH	▣	SH	165	▣	SH	465	▣	SH
	A.M.	--	5	--	--	38	--	0	NSC	--	3	NSC	--
	P.M.	--	5	--	--	28	--	3	NSC	--	3	NSC	--
Riverway/ Giddings	S	NA	▣	SH	SH	▣	NA	▣	NA	SH	NA	NA	NA
	A.M.	--	NSC	--	--	3	--	5	--	--	--	--	--
	P.M.	--	NSC	--	--	3	--	5	--	--	--	--	--
Riverway/ Dinuba	S	25#	NA	▣	NA	NA	NA	SH	600	NA	NA	▣	SH
	A.M.	15	--	NSC	--	--	--	--	0	--	--	NSC	--
	P.M.	25	--	NSC	--	--	--	--	3	--	--	NSC	--
Sports Park/ Dinuba	S	160	NA	160	NA	NA	NA	215	565	NA	NA	600	250
	A.M.	0	--	3	--	--	--	3	NSC	--	--	NSC	NSC
	P.M.	3	--	5	--	--	--	8	NSC	--	--	NSC	NSC
Shannon/ Giddings	S	235	SH	▣	▣	SH	▣	SH	950	SH	SH	▣	SH
	A.M.	25	--	25	0	--	0	--	25	--	--	25	--
	P.M.	0	--	0	0	--	0	--	25	--	--	0	--
Shannon/ Dinuba	S	300	▣	SH	235	850	SH	180/325	▣	260	305	570	265
	A.M.	23	24	--	15	16	--	24	83	0	33	151	0
	P.M.	25	18	--	44	27	--	38	177	0	38	165	0
Shannon/ Court	S	NA	NA	860	NA	NA	NA	SH	▣	NA	NA	NA	NA
	A.M.	--	--	NSC	--	--	--	--	3	--	--	--	--
	P.M.	--	--	NSC	--	--	--	--	5	--	--	--	--
Riggin/ Giddings	S	155+	▣	SH	155+	▣	SH	SH	▣	SH	SH	950	SH
	A.M.	5	NSC	--	3	NSC	--	--	133	--	--	115	--
	P.M.	8	NSC	--	5	NSC	--	--	145	--	--	60	--
Riggin/ Dinuba	S	260	▣	305	280	775	300	370/370	890	190	375/375	▣	330
	A.M.	158 (300)	140	53	122	117	0	59	116	0	47	157	27
	P.M.	268 (300)	126	11	198	163	0	90	283	0	60	153	40
Riggin/ Court	S	150	780	SH	185	▣	SH	100	▣	SH	125	▣	SH
	A.M.	3	NSC	--	3	NSC	--	10	5	--	5	5	--
	P.M.	5	NSC	--	3	NSC	--	20	23	--	28	13	--
Ferguson/ Giddings	S	50+	▣	SH	50	▣	SH	SH	▣	SH	SH	▣	100
	A.M.	13	78	--	8	120	--	--	88	--	--	88	10
	P.M.	10	60	--	8	170	--	--	53	--	--	38	10
Ferguson/ Dinuba	S	95	▣	80	125	▣	SH	200+	▣	SH	100	▣	SH
	A.M.	109 (150)	93	72	76	89	--	79	151	--	38	328	--
	P.M.	145 (150)	123	56	72	123	--	181	332	--	57	318	--
Ferguson/ Court	S	SH	▣	SH	SH	950	SH	SH	600	SH	SH	▣	SH
	A.M.	--	18	--	--	30	--	--	23	--	--	28	--
	P.M.	--	15	--	--	5	--	--	23	--	--	15	--
St. John's/ Burke	S	155	▣	SH	150	▣	SH	SH	975	SH	SH	∅	SH
	A.M.	3	108	--	15	68	--	--	40	--	--	10	--
	P.M.	3	65	--	5	55	--	--	25	--	--	5	--

(##) Numbers shown in parenthesis are the recommended storage lengths to be provided.



Table 22 – Queues for Existing 2020 Conditions with Phase 1

Intersections	Queues & Storage (FT)												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Avenue 320/ Dinuba	S	SH	◇	SH	SH	□	SH	165	□	SH	465	□	SH
	A.M.	--	8	--	--	50	--	0	NSC	--	3	NSC	--
	P.M.	--	5	--	--	40	--	3	NSC	--	3	NSC	--
Riverway/ Giddings	S	NA	□	SH	SH	□	NA	□	NA	SH	NA	NA	NA
	A.M.	--	NSC	--	--	3	--	5	--	--	--	--	--
	P.M.	--	NSC	--	--	3	--	5	--	--	--	--	--
Riverway/ Dinuba	S	25#	NA	□	NA	NA	NA	SH	600	NA	NA	□	SH
	A.M.	18 (50)	--	NSC	--	--	--	--	0	--	--	NSC	--
	P.M.	28 (50)	--	NSC	--	--	--	--	3	--	--	NSC	--
Sports Park/ Dinuba	S	160	NA	160	NA	NA	NA	215	565	NA	NA	600	250
	A.M.	0	--	3	--	--	--	3	NSC	--	--	NSC	NSC
	P.M.	3	--	5	--	--	--	8	NSC	--	--	NSC	NSC
Shannon/ Giddings	S	235	SH	□	□	SH	□	SH	950	SH	SH	□	SH
	A.M.	25	--	25	25	--	25	--	25	--	--	25	--
	P.M.	0	--	0	25	--	25	--	25	--	--	0	--
Shannon/ Dinuba	S	300	□	SH	235	850	SH	180/325	□	260	305	570	265
	A.M.	25	54	--	65	48	--	26	99	8	63	172	0
	P.M.	28	56	--	98	62	--	43	217	11	75	192	0
Shannon/ Court	S	NA	NA	860	NA	NA	NA	SH	□	NA	NA	NA	NA
	A.M.	--	--	NSC	--	--	--	--	8	--	--	--	--
	P.M.	--	--	NSC	--	--	--	--	8	--	--	--	--
Riggin/ Giddings	S	155+	□	SH	155+	□	SH	SH	□	SH	SH	950	SH
	A.M.	8	NSC	--	3	NSC	--	--	310	--	--	265	--
	P.M.	10	NSC	--	5	NSC	--	--	320	--	--	213	--
Riggin/ Dinuba	S	260	□	305	280	775	300	370/370	890	190	375/375	□	330
	A.M.	162 (300)	143	54	125	120	0	60	135	0	49	178	26
	P.M.	268 (300)	126	11	198	163	0	90	307	0	60	175	40
Riggin/ Court	S	150	780	SH	185	□	SH	100	□	SH	125	□	SH
	A.M.	3	NSC	--	3	NSC	--	13	10	--	15	8	--
	P.M.	5	NSC	--	3	NSC	--	20	30	--	58	18	--
Ferguson/ Giddings	S	50+	□	SH	50	□	SH	SH	□	SH	SH	□	100
	A.M.	15	85	--	8	133	--	--	110	--	--	110	13
	P.M.	13	65	--	8	188	--	--	65	--	--	45	13
Ferguson/ Dinuba	S	95	□	80	125	□	SH	200+	□	SH	100	□	SH
	A.M.	118 (200)	93	71	77	90	--	80	167	--	39	358 (400)	--
	P.M.	157 (200)	123	55	72	124	--	182	358	--	58	353 (400)	--
Ferguson/ Court	S	SH	□	SH	SH	950	SH	SH	600	SH	SH	□	SH
	A.M.	--	20	--	--	30	--	--	23	--	--	30	--
	P.M.	--	15	--	--	8	--	--	25	--	--	18	--
St. John's/ Burke	S	155	□	SH	150	□	SH	SH	975	SH	SH	◇	SH
	A.M.	3	120	--	15	75	--	--	48	--	--	10	--
	P.M.	3	73	--	5	58	--	--	33	--	--	5	--

(##) Numbers shown in parenthesis are the recommended storage lengths to be provided



Table 23 – Queues for Existing 2022 Conditions

Intersections		Queues & Storage (FT)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Avenue 320/ Dinuba	S	SH	0	SH	SH	□	SH	165	□	SH	465	□	SH
	A.M.	--	8	--	--	43	--	0	NSC	--	3	NSC	--
	P.M.	--	5	--	--	30	--	3	NSC	--	3	NSC	--
Riverway/ Giddings	S	NA	□	SH	SH	□	NA	□	NA	SH	NA	NA	NA
	A.M.	--	NSC	--	--	3	--	5	--	--	--	--	--
	P.M.	--	NSC	--	--	3	--	5	--	--	--	--	--
Riverway/ Dinuba	S	25#	NA	□	NA	NA	NA	SH	600	NA	NA	□	SH
	A.M.	18 (50)	--	NSC	--	--	--	--	3	--	--	NSC	--
	P.M.	28 (50)	--	NSC	--	--	--	--	3	--	--	NSC	--
Sports Park/ Dinuba	S	160	NA	160	NA	NA	NA	215	565	NA	NA	600	250
	A.M.	0	--	3	--	--	--	3	NSC	--	--	NSC	NSC
	P.M.	3	--	8	--	--	--	8	NSC	--	--	NSC	NSC
Shannon/ Giddings	S	235	SH	□	□	SH	□	SH	950	SH	SH	□	SH
	A.M.	25	--	25	0	--	0	--	25	--	--	25	--
	P.M.	0	--	0	0	--	0	--	25	--	--	0	--
Shannon/ Dinuba	S	300	□	SH	235	850	SH	180/325	□	260	305	570	265
	A.M.	23	25	--	15	16	--	24	86	0	34	157	0
	P.M.	25	19	--	46	28	--	40	185	0	40	172	0
Shannon/ Court	S	NA	NA	860	NA	NA	NA	SH	□	NA	NA	NA	NA
	A.M.	--	--	NSC	--	--	--	--	5	--	--	--	--
	P.M.	--	--	NSC	--	--	--	--	5	--	--	--	--
Riggin/ Giddings	S	155+	□	SH	155+	□	SH	SH	□	SH	SH	950	SH
	A.M.	5	NSC	--	3	NSC	--	--	168	--	--	138	--
	P.M.	8	NSC	--	8	NSC	--	--	180	--	--	63	--
Riggin/ Dinuba	S	260	□	305	280	775	300	370/370	890	190	375/375	□	330
	A.M.	166 (300)	146	54	128	123	0	62	122	0	50	165	29
	P.M.	285 (300)	132	14	213	170	0	93	298	0	62	161	42
Riggin/ Court	S	150	780	SH	185	□	SH	100	□	SH	125	□	SH
	A.M.	3	NSC	--	3	NSC	--	13	5	--	5	5	--
	P.M.	5	NSC	--	3	NSC	--	23	25	--	30	13	--
Ferguson/ Giddings	S	50+	□	SH	50	□	SH	SH	□	SH	SH	□	100
	A.M.	13	90	--	8	140	--	--	100	--	--	103	13
	P.M.	10	68	--	8	198	--	--	58	--	--	40	10
Ferguson/ Dinuba	S	95	□	80	125	□	SH	200+	□	SH	100	□	SH
	A.M.	112 (200)	95	73	79	93	--	82	160	--	40	351	--
	P.M.	151 (200)	128	56	75	129	--	190	357	--	59	340	--
Ferguson/ Court	S	SH	□	SH	SH	950	SH	SH	600	SH	SH	□	SH
	A.M.	--	20	--	--	33	--	--	23	--	--	30	--
	P.M.	--	15	--	--	8	--	--	25	--	--	18	--
St. John's/ Burke	S	155	□	SH	150	□	SH	SH	975	SH	SH	0	SH
	A.M.	3	115	--	15	70	--	--	43	--	--	10	--
	P.M.	3	68	--	5	58	--	--	28	--	--	5	--

(##) Numbers shown in parenthesis are the recommended storage lengths to be provided



Table 24 – Queues for Existing 2022 Conditions with Phase 1 & 2

Intersections		Queues & Storage (FT)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Avenue 320/ Dinuba	S	SH	∅	SH	SH	□	SH	165	□	SH	465	□	SH
	A.M.	--	8	--	--	65	--	0	NSC	--	3	NSC	--
	P.M.	--	5	--	--	58	--	3	NSC	--	3	NSC	--
Riverway/ Giddings	S	NA	□	SH	SH	□	NA	□	NA	SH	NA	NA	NA
	A.M.	--	NSC	--	--	3	--	5	--	--	--	--	--
	P.M.	--	NSC	--	--	3	--	8	--	--	--	--	--
Riverway/ Dinuba	S	25#	NA	□	NA	NA	NA	SH	600	NA	NA	□	SH
	A.M.	20 (50)	--	NSC	--	--	--	--	3	--	--	NSC	--
	P.M.	33 (50)	--	NSC	--	--	--	--	3	--	--	NSC	--
Sports Park/ Dinuba	S	160	NA	160	NA	NA	NA	215	565	NA	NA	600	250
	A.M.	0	--	3	--	--	--	3	NSC	--	--	NSC	NSC
	P.M.	3	--	8	--	--	--	8	NSC	--	--	NSC	NSC
Shannon/ Giddings	S	235	SH	□	□	SH	□	SH	950	SH	SH	□	SH
	A.M.	25	--	25	25	--	25	--	25	--	--	25	--
	P.M.	25	--	25	25	--	25	--	25	--	--	0	--
Shannon/ Dinuba	S	300	□	SH	235	850	SH	180/325	□	260	305	570	265
	A.M.	27	79	--	94	70	--	28	114	25	83	195	0
	P.M.	29	83	--	128	81	--	47	252	29	95	219	0
Shannon/ Court	S	NA	NA	860	NA	NA	NA	SH	□	NA	NA	NA	NA
	A.M.	--	--	NSC	--	--	--	--	10	--	--	--	--
	P.M.	--	--	NSC	--	--	--	--	10	--	--	--	--
Riggin/ Giddings	S	155+	□	SH	155+	□	SH	SH	□	SH	SH	950	SH
	A.M.	10	NSC	--	3	NSC	--	--	##	--	--	##	--
	P.M.	13	NSC	--	8	NSC	--	--	##	--	--	##	--
Riggin/ Dinuba	S	260	□	305	280	775	300	370/370	890	190	375/375	□	330
	A.M.	179 (300)	153	55	135	129	0	64	152	0	52	198	28
	P.M.	285 (300)	132	14	213	170	10	93	338	0	62	195	42
Riggin/ Court	S	150	780	SH	185	□	SH	100	□	SH	125	□	SH
	A.M.	3	NSC	--	3	NSC	--	13	13	--	25	10	--
	P.M.	5	NSC	--	3	NSC	--	25	38	--	95	23	--
Ferguson/ Giddings	S	50+	□	SH	50	□	SH	SH	□	SH	SH	□	100
	A.M.	18	100	--	8	160	--	--	140	--	--	143	15
	P.M.	15	78	--	8	230	--	--	83	--	--	58	15
Ferguson/ Dinuba	S	95	□	80	125	□	SH	200+	□	SH	100	□	SH
	A.M.	128 (200)	95	72	80	94	--	83	185	--	40	432	--
	P.M.	169 (200)	129	56	77	131	--	193	398	--	60	422	--
Ferguson/ Court	S	SH	□	SH	SH	950	SH	SH	600	SH	SH	□	SH
	A.M.	--	20	--	--	33	--	--	28	--	--	33	--
	P.M.	--	18	--	--	8	--	--	28	--	--	20	--
St. John's/ Burke	S	155	□	SH	150	□	SH	SH	975	SH	SH	∅	SH
	A.M.	3	143	--	18	83	--	--	58	--	--	10	--
	P.M.	3	83	--	5	65	--	--	38	--	--	5	--

##: Queue length significantly exceeds storage capacity, as expected for stop-sign-controlled intersections operating at LOS E and F.

(##) Numbers shown in parenthesis are the recommended storage lengths to be provided



Table 25 – Queues for 2027 5-Year Horizon Cumulative Conditions without Phase 1 & 2

Intersections	Queues & Storage (FT)												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Avenue 320/ Dinuba	S	SH	∅	SH	SH	□	SH	165	□	SH	465	□	SH
	A.M.	--	8	--	--	58	--	0	NSC	--	3	NSC	--
	P.M.	--	5	--	--	43	--	3	NSC	--	3	NSC	--
Riverway/ Giddings	S	NA	□	SH	SH	□	NA	□	NA	SH	NA	NA	NA
	A.M.	--	NSC	--	--	3	--	5	--	--	--	--	--
	P.M.	--	NSC	--	--	3	--	5	--	--	--	--	--
Riverway/ Dinuba	S	25#	NA	□	NA	NA	NA	SH	600	NA	NA	□	SH
	A.M.	23 (50)	--	NSC	--	--	--	--	3	--	--	NSC	--
	P.M.	40 (50)	--	NSC	--	--	--	--	3	--	--	NSC	--
Sports Park/ Dinuba	S	160	NA	160	NA	NA	NA	215	565	NA	NA	600	250
	A.M.	0	--	3	--	--	--	3	NSC	--	--	NSC	NSC
	P.M.	3	--	8	--	--	--	10	NSC	--	--	NSC	NSC
Shannon/ Giddings	S	235	SH	□	□	SH	□	SH	950	SH	SH	□	SH
	A.M.	25	--	25	0	--	0	--	25	--	--	25	--
	P.M.	0	--	0	0	--	0	--	25	--	--	0	--
Shannon/ Dinuba	S	300	□	SH	235	850	SH	180/325	□	260	305	570	265
	A.M.	26	27	--	15	18	--	27	93	0	37	173	0
	P.M.	28	21	--	49	30	--	43	207	0	44	192	0
Shannon/ Court	S	NA	NA	860	NA	NA	NA	SH	□	NA	NA	NA	NA
	A.M.	--	--	NSC	--	--	--	--	5	--	--	--	--
	P.M.	--	--	NSC	--	--	--	--	5	--	--	--	--
Riggin/ Giddings	S	155+	□	SH	155+	□	SH	SH	□	SH	SH	950	SH
	A.M.	8	NSC	--	3	NSC	--	--	285	--	--	208	--
	P.M.	10	NSC	--	8	NSC	--	--	268	--	--	115	--
Riggin/ Dinuba	S	260	□	305	280	775	300	370/370	890	190	375/375	□	330
	A.M.	213 (400)	166	57	145	138	0	70	136	0	56	186	36
	P.M.	326 (400)	143	19	248	185	1	102	340	0	68	181	45
Riggin/ Court	S	150	780	SH	185	□	SH	100	□	SH	125	□	SH
	A.M.	3	NSC	--	3	NSC	--	15	8	--	8	5	--
	P.M.	3	NSC	--	3	NSC	--	30	33	--	45	18	--
Ferguson/ Giddings	S	50+	□	SH	50	□	SH	SH	□	SH	SH	□	100
	A.M.	15	125	--	10	203	--	--	140	--	--	143	15
	P.M.	13	90	--	8	290	--	--	75	--	--	50	13
Ferguson/ Dinuba	S	95	□	80	125	□	SH	200+	□	SH	100	□	SH
	A.M.	124 (200)	104	77	86	103	--	90 (250)	181	--	43	441	--
	P.M.	166 (200)	141	59	81	143	--	211 (250)	412	--	65	423	--
Ferguson/ Court	S	SH	□	SH	SH	950	SH	SH	600	SH	SH	□	SH
	A.M.	--	23	--	--	38	--	--	28	--	--	35	--
	P.M.	--	18	--	--	8	--	--	28	--	--	18	--
St. John's/ Burke	S	155	□	SH	150	□	SH	SH	975	SH	SH	∅	SH
	A.M.	3	145	--	18	88	--	--	50	--	--	10	--
	P.M.	3	80	--	5	68	--	--	33	--	--	5	--

##: Queue length significantly exceeds storage capacity, as expected for stop-sign-controlled intersections operating at LOS E and F.

(##) Numbers shown in parenthesis are the recommended storage lengths to be provided



Table 26 – Queues for 2027 5-Year Horizon Cumulative Conditions with Phase 1 & 2

Intersections	Queues & Storage (FT)												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Avenue 320/ Dinuba	S	SH	∅	SH	SH	▣	SH	165	▣	SH	465	▣	SH
	A.M.	--	8	--	--	93	--	0	NSC	--	3	NSC	--
	P.M.	--	5	--	--	80	--	3	NSC	--	3	NSC	--
Riverway/ Giddings	S	NA	▣	SH	SH	▣	NA	▣	NA	SH	NA	NA	NA
	A.M.	--	NSC	--	--	3	--	8	--	--	--	--	--
	P.M.	--	NSC	--	--	3	--	8	--	--	--	--	--
Riverway/ Dinuba	S	25#	NA	▣	NA	NA	NA	SH	600	NA	NA	▣	SH
	A.M.	28 (50)	--	NSC	--	--	--	--	3	--	--	NSC	--
	P.M.	48 (50)	--	NSC	--	--	--	--	3	--	--	NSC	--
Sports Park/ Dinuba	S	160	NA	160	NA	NA	NA	215	565	NA	NA	600	250
	A.M.	3	--	3	--	--	--	3	NSC	--	--	NSC	NSC
	P.M.	5	--	8	--	--	--	10	NSC	--	--	NSC	NSC
Shannon/ Giddings	S	235	SH	▣	▣	SH	▣	SH	950	SH	SH	▣	SH
	A.M.	25	--	25	25	--	25	--	50	--	--	50	--
	P.M.	25	--	25	25	--	25	--	25	--	--	0	--
Shannon/ Dinuba	S	300	▣	SH	235	850	SH	180/325	▣	260	305	570	265
	A.M.	30	81	--	96	72	--	31	125	25	87	217	0
	P.M.	33	85	--	132	83	--	51	284	30	99	246	0
Shannon/ Court	S	NA	NA	860	NA	NA	NA	SH	▣	NA	NA	NA	NA
	A.M.	--	--	NSC	--	--	--	--	10	--	--	--	--
	P.M.	--	--	NSC	--	--	--	--	10	--	--	--	--
Riggin/ Giddings	S	155+	▣	SH	155+	▣	SH	SH	▣	SH	SH	950	SH
	A.M.	10	NSC	--	3	NSC	--	--	##	--	--	##	--
	P.M.	15	NSC	--	8	NSC	--	--	##	--	--	##	--
Riggin/ Dinuba	S	260	▣	305	280	775	300	370/370	890	190	375/375	▣	330
	A.M.	224 (400)	172	58	151	144	0	72	167	0	58	221	35
	P.M.	328 (400)	143	19	248	185	1	102	385	0	68	218	45
Riggin/ Court	S	150	780	SH	185	▣	SH	100	▣	SH	125	▣	SH
	A.M.	3	NSC	--	3	NSC	--	18	15	--	30 (150)	13	--
	P.M.	5	NSC	--	3	NSC	--	35	50	--	140 (150)	30	--
Ferguson/ Giddings	S	50+	▣	SH	50	▣	SH	SH	▣	SH	SH	▣	100
	A.M.	23	145	--	10	238	--	--	205	--	--	205	20
	P.M.	18	100	--	10	340	--	--	105	--	--	70	18
Ferguson/ Dinuba	S	95	▣	80	125	▣	SH	200+	▣	SH	100	▣	SH
	A.M.	139 (200)	105	76	87	104	--	91 (250)	210	--	43	516	--
	P.M.	187 (200)	141	58	83	146	--	214 (250)	462	--	66	514	--
Ferguson/ Court	S	SH	▣	SH	SH	950	SH	SH	600	SH	SH	▣	SH
	A.M.	--	25	--	--	40	--	--	30	--	--	40	--
	P.M.	--	18	--	--	8	--	--	33	--	--	23	--
St. John's/ Burke	S	155	▣	SH	150	▣	SH	SH	975	SH	SH	∅	SH
	A.M.	3	185	--	20	103	--	--	70	--	--	13	--
	P.M.	3	98	--	5	78	--	--	45	--	--	5	--

##: Queue length significantly exceeds storage capacity, as expected for stop-sign-controlled intersections operating at LOS E and F.

(##) Numbers shown in parenthesis are the recommended storage lengths to be provided



Table 27 – Queues for 2032 10-Year Horizon Cumulative Conditions without Phase 1 & 2

Intersections		Queues & Storage (FT)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Avenue 320/ Dinuba	S	SH	∅	SH	SH	□	SH	165	□	SH	465	□	SH
	A.M.	--	10	--	--	80	--	3	NSC	--	5	NSC	--
	P.M.	--	5	--	--	60	--	3	NSC	--	3	NSC	--
Riverway/ Giddings	S	NA	□	SH	SH	□	NA	□	NA	SH	NA	NA	NA
	A.M.	--	NSC	--	--	3	--	5	--	--	--	--	--
	P.M.	--	NSC	--	--	3	--	5	--	--	--	--	--
Riverway/ Dinuba	S	25#	NA	□	NA	NA	NA	SH	600	NA	NA	□	SH
	A.M.	30 (75)	--	NSC	--	--	--	--	3	--	--	NSC	--
	P.M.	58 (75)	--	NSC	--	--	--	--	3	--	--	NSC	--
Sports Park/ Dinuba	S	160	NA	160	NA	NA	NA	215	565	NA	NA	600	250
	A.M.	3	--	3	--	--	--	3	NSC	--	--	NSC	NSC
	P.M.	5	--	8	--	--	--	10	NSC	--	--	NSC	NSC
Shannon/ Giddings	S	235	SH	□	□	SH	□	SH	950	SH	SH	□	SH
	A.M.	25	--	25	0	--	0	--	25	--	--	25	--
	P.M.	0	--	0	0	--	0	--	25	--	--	0	--
Shannon/ Dinuba	S	300	□	SH	235	850	SH	180/325	□	260	305	570	265
	A.M.	28	29	--	18	20	--	30	101	0	39	190	0
	P.M.	29	22	--	52	32	--	45	231	0	46	213	0
Shannon/ Court	S	NA	NA	860	NA	NA	NA	SH	□	NA	NA	NA	NA
	A.M.	--	--	NSC	--	--	--	--	5	--	--	--	--
	P.M.	--	--	NSC	--	--	--	--	5	--	--	--	--
Riggin/ Giddings	S	155+	□	SH	155+	□	SH	SH	□	SH	SH	950	SH
	A.M.	8	NSC	--	3	NSC	--	--	##	--	--	323	--
	P.M.	10	NSC	--	8	NSC	--	--	373	--	--	233	--
Riggin/ Dinuba	S	260	□	305	280	775	300	370/370	890	190	375/375	□	330
	A.M.	252 (400)	185	60	164 (300)	154	0	77	150	0	62	207	43
	P.M.	367 (400)	155	25	284 (300)	202	6	110	387	0	74	203	47
Riggin/ Court	S	150	780	SH	185	□	SH	100	□	SH	125	□	SH
	A.M.	3	NSC	--	3	NSC	--	20	10	--	10	8	--
	P.M.	5	NSC	--	5	NSC	--	43	43	--	65	20	--
Ferguson/ Giddings	S	50+	□	SH	50	□	SH	SH	□	SH	SH	□	100
	A.M.	20	180	--	10	303	--	--	210	--	--	208	18
	P.M.	13	110	--	10	398	--	--	90	--	--	58	13
Ferguson/ Dinuba	S	95	□	80	125	□	SH	200+	□	SH	100	□	SH
	A.M.	134 (200)	113	80	93	113	--	98 (250)	204	--	46	528	--
	P.M.	183 (200)	153	61	88	157	--	234 (250)	476	--	70	510	--
Ferguson/ Court	S	SH	□	SH	SH	950	SH	SH	600	SH	SH	□	SH
	A.M.	--	28	--	--	45	--	--	33	--	--	40	--
	P.M.	--	20	--	--	8	--	--	33	--	--	20	--
St. John's/ Burke	S	155	□	SH	150	□	SH	SH	975	SH	SH	∅	SH
	A.M.	3	188	--	23	110	--	--	63	--	--	13	--
	P.M.	5	95	--	5	83	--	--	38	--	--	5	--

##: Queue length significantly exceeds storage capacity, as expected for stop-sign-controlled intersections operating at LOS E and F.

(##) Numbers shown in parenthesis are the recommended storage lengths to be provided



Table 28 – Queues for 2032 10-Year Horizon Cumulative Conditions with Phase 1 & 2

Intersections	Queues & Storage (FT)												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Avenue 320/ Dinuba	S	SH	∅	SH	SH	□	SH	165	□	SH	465	□	SH
	A.M.	--	10	--	--	128	--	3	NSC	--	5	NSC	--
	P.M.	--	8	--	--	113	--	3	NSC	--	3	NSC	--
Riverway/ Giddings	S	NA	□	SH	SH	□	NA	□	NA	SH	NA	NA	NA
	A.M.	--	NSC	--	--	3	--	8	--	--	--	--	--
	P.M.	--	NSC	--	--	3	--	8	--	--	--	--	--
Riverway/ Dinuba	S	25#	NA	□	NA	NA	NA	SH	600	NA	NA	□	SH
	A.M.	35 (100)	--	NSC	--	--	--	--	3	--	--	NSC	--
	P.M.	70 (100)	--	NSC	--	--	--	--	5	--	--	NSC	--
Sports Park/ Dinuba	S	160	NA	160	NA	NA	NA	215	565	NA	NA	600	250
	A.M.	3	--	3	--	--	--	3	NSC	--	--	NSC	NSC
	P.M.	5	--	10	--	--	--	13	NSC	--	--	NSC	NSC
Shannon/ Giddings	S	235	SH	□	□	SH	□	SH	950	SH	SH	□	SH
	A.M.	25	--	25	25	--	25	--	50	--	--	50	--
	P.M.	25	--	25	25	--	25	--	25	--	--	0	--
Shannon/ Dinuba	S	300	□	SH	235	850	SH	180/325	□	260	305	570	265
	A.M.	31	80	--	97	73	--	34	137	26	88	241	0
	P.M.	33	87	--	135	84	--	54	316	32	101	274	0
Shannon/ Court	S	NA	NA	860	NA	NA	NA	SH	□	NA	NA	NA	NA
	A.M.	--	--	NSC	--	--	--	--	10	--	--	--	--
	P.M.	--	--	NSC	--	--	--	--	10	--	--	--	--
Riggin/ Giddings	S	155+	□	SH	155+	□	SH	SH	□	SH	SH	950	SH
	A.M.	13	NSC	--	3	NSC	--	--	##	--	--	##	--
	P.M.	18	NSC	--	8	NSC	--	--	##	--	--	##	--
Riggin/ Dinuba	S	260	□	305	280	775	300	370/370	890	190	375/375	□	330
	A.M.	266 (400)	193	61	170 (300)	161	0	80	183	0	64	245	43
	P.M.	375 (400)	156	25	290 (300)	203	5	111	439	0	75	243	48
Riggin/ Court	S	150	780	SH	185	□	SH	100	□	SH	125	□	SH
	A.M.	3	NSC	--	3	NSC	--	23	18	--	38 (200)	15	--
	P.M.	5	NSC	--	5	NSC	--	53	68	--	195 (200)	38	--
Ferguson/ Giddings	S	50+	□	SH	50	□	SH	SH	□	SH	SH	□	100
	A.M.	25	185	--	13	333	--	--	260	--	--	260	23
	P.M.	20	123	--	10	450	--	--	125	--	--	80	18
Ferguson/ Dinuba	S	95	□	80	125	□	SH	200+	□	SH	100	□	SH
	A.M.	149 (250)	113	79	94	115	--	99 (250)	234	--	47	606	--
	P.M.	202 (250)	152	61	90	159	--	238 (250)	533	--	71	600	--
Ferguson/ Court	S	SH	□	SH	SH	950	SH	SH	600	SH	SH	□	SH
	A.M.	--	28	--	--	48	--	--	35	--	--	45	--
	P.M.	--	23	--	--	8	--	--	35	--	--	25	--
St. John's/ Burke	S	155	□	SH	150	□	SH	SH	975	SH	SH	∅	SH
	A.M.	3	233	--	23	125	--	--	85	--	--	13	--
	P.M.	5	115	--	5	90	--	--	53	--	--	5	--

##: Queue length significantly exceeds storage capacity, as expected for stop-sign-controlled intersections operating at LOS E and F.

(##) Numbers shown in parenthesis are the recommended storage lengths to be provided



Table 29 – Queues for 2042 20-Year Horizon Cumulative Conditions without Phase 1 & 2

Intersections		Queues & Storage (FT)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Avenue 320/ Dinuba	S	SH	∅	SH	SH	□	SH	165	□	SH	465	□	SH
	A.M.	--	15	--	--	158	--	3	NSC	--	5	NSC	--
	P.M.	--	10	--	--	115	--	3	NSC	--	3	NSC	--
Riverway/ Dinuba	S	25#	NA	□	NA	NA	NA	SH	600	NA	NA	□	SH
	A.M.	55 (150)	--	NSC	--	--	--	--	3	--	--	NSC	--
	P.M.	130 (150)	--	NSC	--	--	--	--	5	--	--	NSC	--
Sports Park/ Dinuba	S	160	NA	160	NA	NA	NA	215	565	NA	NA	600	250
	A.M.	3	--	3	--	--	--	3	NSC	--	--	NSC	NSC
	P.M.	10	--	10	--	--	--	15	NSC	--	--	NSC	NSC
Shannon/ Dinuba	S	300	□	SH	235	850	SH	180/325	□	260	305	570	265
	A.M.	31	32	--	19	22	--	34	119	0	45	229	0
	P.M.	32	24	--	57	35	--	52	283	0	51	261	0
Riggin/ Dinuba	S	260	□	305	280	775	300	370/370	890	190	375/375	□	330
	A.M.	350 (500)	231	65	238 (400)	191	0	95	185	0	76	260	47
	P.M.	469 (500)	181	38	367 (400)	237	14	132	542	4	86	251	52
Ferguson/ Dinuba	S	95	□	80	125	□	SH	200+	□	SH	100	□	SH
	A.M.	155 (250)	130	86 (100)	107	134	--	113 (300)	256	--	53	709	--
	P.M.	212 (250)	175	87 (100)	102	181	--	281 (300)	680	--	80	671	--

(##) Numbers shown in parenthesis are the recommended storage lengths to be provided

Table 30 – Queues for 2042 20-Year Horizon Cumulative Conditions with Phase 1 & 2

Intersections		Queues & Storage (FT)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Avenue 320/ Dinuba	S	SH	∅	SH	SH	□	SH	165	□	SH	465	□	SH
	A.M.	--	15	--	--	230	--	3	NSC	--	5	NSC	--
	P.M.	--	10	--	--	193	--	3	NSC	--	3	NSC	--
Riverway/ Dinuba	S	25#	NA	□	NA	NA	NA	SH	600	NA	NA	□	SH
	A.M.	68 (170)	--	NSC	--	--	--	--	3	--	--	NSC	--
	P.M.	158 (170)	--	NSC	--	--	--	--	5	--	--	NSC	--
Sports Park/ Dinuba	S	160	NA	160	NA	NA	NA	215	565	NA	NA	600	250
	A.M.	3	--	3	--	--	--	3	NSC	--	--	NSC	NSC
	P.M.	10	--	13	--	--	--	15	NSC	--	--	NSC	NSC
Shannon/ Dinuba	S	300	□	SH	235	850	SH	180/325	□	260	305	570	265
	A.M.	35	81	--	99	74	--	38	163	27	94	293	0
	P.M.	38	90	--	141	89	--	61	386	33	106	335	0
Riggin/ Dinuba	S	260	□	305	280	775	300	370/370	890	190	375/375	□	330
	A.M.	358 (500)	236	65	244 (400)	195	0	97	220	0	77	298	47
	P.M.	483 (500)	186	38	380 (400)	245	13	136	603	4	88	292	51
Ferguson/ Dinuba	S	95	□	80	125	□	SH	200+	□	SH	100	□	SH
	A.M.	173 (250)	130	87 (100)	109	136	--	114 (480)	292	--	54	794	--
	P.M.	232 (250)	175	86 (100)	102	183	--	284 (480)	748	--	81	756	--

(##) Numbers shown in parenthesis are the recommended storage lengths to be provided



After analyzing & identifying the queuing capacity for the intersections, the following recommendations are provided as guidelines to mitigate the impact of the increased traffic volume:

Riverway/Dinuba – The City is planning to construct a cul-de-sac on Riverway Drive approximately 900 feet east of Giddings Street and the portion of Riverway Drive between the new cul-de-sac and SR 63 will be incorporated in the sporks park and used as a right-in/right-out driveway, the recommended storage length shown on the Table 22 through Table 30 serves as an example of the type of storage capacity that would be necessary if Riverway Drive were to remain as it is now. Thus, the left-turn lane storage length issue will be eliminated.

Riggin/Dinuba – It is recommended that the Eastbound and Westbound left-turn lanes be extended to the recommended storage length for the 20-year horizon cumulative conditions, see Table 30. Extending the left-turn lane storage capacity to the recommended length for the 20-year horizon will ensure the 5-year and 10-year horizons will not experience intermediate capacity shortfalls and will prevent having to do work on the intersection multiple times. Enough space exists between this intersection and the preceding eastern and western intersections to accommodate the recommended increased left-turn lane storage length. This would require the replacement of the median island to a median worm to accommodate the increased left-turn lane length. It has been noted that this intersection does not have sufficient right-of-way to fit dual left-turn lanes on the east and west approaches.

Ferguson/Dinuba – It is recommended for the Eastbound/Westbound and Northbound/Southbound left-turn lanes be extended to the recommended storage length for the 20-year horizon cumulative conditions, see Table 30. Extending the left-turn lane storage capacity to the recommended length for the 20-year horizon will ensure the 5-year and 10-year horizons will not experience intermediate capacity shortfalls and will prevent having to do work on the intersection multiple times. Sufficient space exists between this intersection and the preceding intersections to the east, west, north, and south of the intersection in order to accommodate the recommended increased left-turn lane storage length. This would require the restriping of the lane configuration approaching the intersection from all directions.

Riggin/Giddings – The existing roadway geometry of Giddings Street does not allow for the addition of a left-turn storage lane on either the north or south approach. It is recommended that the city convert this two-way stop over to a four-way stop to address queuing for the north and south approaches. The east and west approaches do not require additional left-turn lane storage length.

Riggin/Court – It is recommended for the Northbound/Southbound left-turn lanes be extended to the recommended storage length for the 10-year horizon cumulative conditions, see Table 28. Enough space exists between this intersection and the preceding northern and southern intersections to accommodate the recommended left-turn lane storage length. This would require the restriping of the lane configuration approaching the intersection from the north and south approach.



6.3 Intersection LOS Comparison & Mitigated Measure Improvements

The roadways and intersections within the study area have been analyzed with and without the proposed development. Based on the language contained on the *City of Visalia General Plan*, a significant traffic impact will be noted if the project will decrease the LOS below a level of D at an existing intersection. Where an intersection is already operating below a LOS of D for the no project scenario, a significant impact will be noted if the project adds a vehicle delay of five seconds or more. Intersections found to contain a significant traffic impact will be shown in bold font and shaded in yellow.

Where a roadway or an intersection is found to operate at a level of service below D, alternatives which mitigate these impacts have been evaluated and included as potential recommendations.

Table 31 - Existing & Existing with Project (Phase 1, Opening Year) 2020 Conditions Comparison

Intersections	Traffic Control	Without Project				With Project			
		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Avenue 320/ Dinuba	Two-way stop	B	14.0	C	15.1	C	15.4	C	17.1
Riverway/ Giddings	One-way stop	A	8.6	A	8.5	A	8.7	A	8.6
Riverway/ Dinuba	One-way stop	B	10.9	B	14.9	B	11.4	C	16.1
Sports Park/ Dinuba	One-way stop	B	12.9	C	18.5	B	13.4	C	19.6
Shannon/ Giddings	Roundabout	A	5.8	A	4.6	A	6.7	A	5.4
Shannon/ Dinuba	Signals	B	16.2	B	17.8	B	19.4	C	20.7
Shannon/ Court	One-way stop	A	8.7	A	8.7	A	8.8	A	8.8
Riggin/ Giddings	Two-way stop	E	42.6	E	43.2	F	151.4	F	163.5
Riggin/ Dinuba	Signals	C	25.9	C	31.2	C	26.4	C	31.8
Riggin/ Court	Two-way stop	B	13.5	C	17.9	B	14.6	C	21.0
Ferguson/ Giddings	Four-way stop	C	19.8	C	19.0	C	22.3	C	20.9
Ferguson/ Dinuba	Signals	C	29.3	C	25.5	C	30.1	C	26.0
Ferguson/ Court	Four-way stop	A	9.7	A	8.3	A	9.8	A	8.8
St. John's/ Burke	Four-way stop	B	12.5	B	10.7	B	13.3	B	11.1

Footnote: Intersections found to have been significantly impacted are shaded yellow for clarity

Table 32 presents a summary of the recommended mitigation measure 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 32 – Existing with Project (Phase 1, Opening Year) 2020 Mitigated Conditions

Intersections	Traffic Control Mitigated Measure	Mitigated Condition			
		A.M. Peak Hour		P.M. Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)
Riggin/ Giddings	Signals	C	25.0	C	26.4

Riggin/ Giddings – The intersection is currently operating under a two-way stop control and the current calculated delay without the project is in excess of 40 seconds for the a.m. & p.m. peak hours. This project is expected to add additional traffic to the eastbound, northbound, and southbound approaches. This new traffic will result in an increase of vehicle delay by more than five seconds, which will be considered a significant impact to the intersection.

In order to mitigate the LOS E & F at the intersection for the “without” & “with” project conditions, either traffic signals or a roundabout may be considered. After reviewing the placement of a roundabout for the intersection, a roundabout may not be feasible at this location due to the required right-of-way, which will conflict with existing residential developments on the south approach. Therefore, a traffic signal at this location appears to be the most feasible mitigated solution. The installation of a traffic signal is expected to have the intersection operating at a LOS C or better for the a.m. & p.m. peak hours.

Finally, since the project is expected to add additional vehicle trips into the movements experiencing 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. The mitigated intersection analysis sheets are shown in Appendix B for reference.



Table 33 - Existing & Existing with Project (Phase 1 & 2, Opening Year) 2022 Conditions Comparison

Intersections	Traffic Control	Without Project				With Project			
		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Avenue 320/ Dinuba	Two-way stop	B	14.7	C	15.9	C	17.4	C	20.2
Riverway/ Giddings	One-way stop	A	8.7	A	8.5	A	8.8	A	8.7
Riverway/ Dinuba	One-way stop	B	11.2	C	15.9	B	12.1	C	18.0
Sports Park/ Dinuba	One-way stop	B	13.3	C	19.4	B	14.2	C	21.4
Shannon/ Giddings	Roundabout	A	6.0	A	4.7	A	7.4	A	6.0
Shannon/ Dinuba	Signals	B	16.3	B	18.0	C	20.8	C	22.0
Shannon/ Court	One-way stop	A	8.7	A	8.7	A	8.9	A	8.9
Riggin/ Giddings	Two-way stop	F	57.7	F	58.4	F	>300	F	>300
Riggin/ Dinuba	Signals	C	26.4	C	32.5	C	27.3	C	33.4
Riggin/ Court	Two-way stop	B	13.9	C	19.0	C	15.9	D	26.3
Ferguson/ Giddings	Four-way stop	C	22.3	C	21.1	D	27.1	D	25.2
Ferguson/ Dinuba	Signals	C	30.5	C	26.3	C	31.9	C	27.3
Ferguson/ Court	Four-way stop	A	9.9	A	8.7	B	10.2	A	9.0
St. John's/ Burke	Four-way stop	B	12.9	B	10.9	B	14.3	B	11.8

Footnote: Intersections found to have been significantly impacted are shaded yellow for clarity.

Table 34 presents 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 34 – Existing with Project (Phases 1 & 2, Opening Year) 2022 Mitigated Conditions

Intersections	Traffic Control Mitigated Measure	Mitigated Condition			
		A.M. Peak Hour		P.M. Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)
Riggin/ Giddings	Signals	C	23.3	C	27.9

Riggin/ Giddings – The mitigated measure covered in this section is indistinguishable to the one covered in the “Existing 2020 with & without Phase 1” condition. The intersection is currently operating under a two-way stop control and the calculated delay without the project is in excess of 50 seconds for the a.m. & p.m. peak hours. The project will add traffic in the eastbound, northbound, and southbound directions which will then contribute to additional vehicle delay for drivers on the north and southbound approach. This added vehicle delay is considered a significant impact for the existing intersection.

In order to mitigate the LOS F at the intersection for the “without” & “with” project conditions, either traffic signals or a roundabout may be considered. After reviewing the placement of a roundabout for the intersection, a roundabout may not be feasible at this location due to the required right-of-way, which will conflict with existing residential developments on the south approach. Therefore, a traffic signal at this location appears to be the most feasible mitigated solution. The installation of a traffic signal is expected to have the intersection operating at a LOS C or better for the a.m. & p.m. peak hours.

Finally, since the project is expected to add additional vehicle trips into the movements experiencing 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. The mitigated intersection analysis sheets are shown in Appendix B for reference.



Table 35 - 2027 5-Year Horizon Cumulative Conditions with & without Phase 1 & 2 Comparison

Intersections	Traffic Control	Without Project				With Project			
		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Avenue 320/ Dinuba	Two-way stop	C	16.8	C	18.5	C	21.4	D	25.3
Riverway/ Giddings	One-way stop	A	8.7	A	8.6	A	8.9	A	8.7
Riverway/ Dinuba	One-way stop	B	12.1	C	19.5	B	13.3	C	22.9
Sports Park/ Dinuba	One-way stop	B	14.2	C	22.6	C	15.3	D	25.2
Shannon/ Giddings	Roundabout	A	6.3	A	4.8	A	7.8	A	6.1
Shannon/ Dinuba	Signals	B	16.7	B	18.5	C	21.3	C	22.6
Shannon/ Court	One-way stop	A	8.5	A	8.5	A	9.0	A	9.0
Riggin/ Giddings	Two-way stop	F	144.4	F	121.3	F	>300	F	>300
Riggin/ Dinuba	Signals	C	28.1	D	35.9	C	29.1	D	36.8
Riggin/ Court	Two-way stop	C	15.1	C	22.9	C	17.5	E	37.7
Ferguson/ Giddings	Four-way stop	D	30.7	D	30.3	E	41.5	E	37.7
Ferguson/ Dinuba	Signals	C	34.1	C	28.5	D	36.2	C	29.7
Ferguson/ Court	Four-way stop	B	10.5	A	9.0	B	10.8	A	9.2
St. John's/ Burke	Four-way stop	B	14.3	B	11.5	C	16.4	B	12.6

Footnote: Intersections found to have been significantly impacted are shaded yellow for clarity.

Table 36 presents 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 36 - 2027 5-Year Horizon Cumulative Conditions with Phase 1 & 2 Mitigated Conditions

Intersections	Traffic Control Mitigated Measure	Mitigated Condition			
		A.M. Peak Hour		P.M. Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)
Riggin/ Giddings	Signals	C	26.8	C	27.8
Riggin/ Court	Signals	B	14.3	C	28.8
Ferguson/ Giddings	Signals	B	19.0	C	29.0

Riggin/ Giddings – The mitigated measures covered in this section are indistinguishable to those covered in the “2022 Existing with project Phase 1 & 2” condition. The intersection is currently operating under a two-way stop control and the calculated delay without the project is in excess of 100 seconds for the a.m. & p.m. peak hours. The project will add traffic in the eastbound, northbound, and southbound directions which will then contribute to additional vehicle delay for drivers on the north and southbound approach. This added delay is considered a significant impact for the existing intersection.

In order to mitigate the LOS F at the intersection for the “without” & “with” project conditions, either traffic signals or a roundabout may be considered. After reviewing the placement of a roundabout for the intersection, a roundabout may not be feasible at this location due to the required right-of-way, which will conflict with existing residential developments on the south approach. Therefore, a traffic signal at this location appears to be the most feasible mitigated solution. The installation of a traffic signal is expected to have the intersection operating at a LOS C or better for the a.m. & p.m. peak hours.

Finally, since the project is expected to add additional vehicle trips into the movements experiencing 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. The mitigated intersection analysis sheets are shown in Appendix B for reference.

Riggin/ Court –The intersection is currently operating under a two-way stop control and the calculated LOS without the project is determined to be at a level of C & C for the a.m. & p.m. peak hours, respectively. The intersection is expected to operate at a LOS C & E for the a.m. & p.m. peak hours with the proposed project. In order to mitigate the LOS C & E at the intersection for the “with” project a.m. & p.m. conditions, either traffic signals or a roundabout may be considered. A single lane roundabout would operate at a LOS A during the peak hours, but is a very costly solution, typically in the order of \$1 million to \$2 million on average per intersection.

Traffic signals appear to be the most feasible solution for the intersection due to the existing configuration which would accommodate signalization with no major roadway modifications. With the installation of traffic signals, the intersection is expected to operate at a LOS B & C for



the a.m. & p.m. peak hours, respectively. 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. The mitigated intersection analysis sheets are shown in Appendix B for reference.

Ferguson/ Giddings – The intersection is currently operating under a four-way stop control and the calculated LOS without the project is D for the a.m. & p.m. peak hours. The intersection is expected to operate at an overall LOS E for both the a.m. & p.m. peak hour with the proposed project. The proposed development is expected to add additional traffic to the eastbound, southbound, and northbound approaches of the intersection. This added delay is considered a significant impact for the existing intersection.

In order to mitigate the LOS E at the intersection for the “with” project a.m. & p.m. conditions, either traffic signals or a roundabout may be considered. After reviewing the placement of a roundabout for the intersection, a roundabout may not be feasible at this location due to the required right-of-way, which will conflict with existing residential developments on the north, south, & east approach. Therefore, a traffic signal at this location appears to be the most feasible mitigated solution. The eastbound, westbound, and southbound approaches appear to have room for designated left turn lanes, while the northbound approach does not appear to accommodate designated left turn lanes. The installation of a traffic signal is expected to have the intersection operating at a LOS B & C or better for the a.m. & p.m. peak hours respectively.

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. The mitigated intersection analysis sheets are shown in Appendix B for reference.



Table 37 - 2032 10-Year Horizon Cumulative Conditions with & without Phase 1 & 2 Comparison

Intersections	Traffic Control	Without Project				With Project			
		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Avenue 320/ Dinuba	Two-way stop	C	20.5	C	22.6	D	28.5	E	35.2
Riverway/ Giddings	One-way stop	A	8.9	A	8.6	A	9.0	A	8.8
Riverway/ Dinuba	One-way stop	B	13.5	D	25.1	B	14.9	D	30.6
Sports Park/ Dinuba	One-way stop	C	15.3	D	26.5	C	16.5	D	30.2
Shannon/ Giddings	Roundabout	A	6.6	A	5.0	A	8.3	A	6.4
Shannon/ Dinuba	Signals	B	17.0	B	19.0	C	21.9	C	23.2
Shannon/ Court	One-way stop	A	8.7	A	8.8	A	9.0	A	9.0
Riggin/ Giddings	Two-way stop	F	>300	F	>300	F	>300	F	>300
Riggin/ Dinuba	Signals	C	30.0	D	39.4	C	31.1	D	40.5
Riggin/ Court	Two-way stop	C	16.5	D	29.3	C	19.7	F	60.6
Ferguson/ Giddings	Four-way stop	F	50.2	E	43.4	F	61.5	F	52.5
Ferguson/ Dinuba	Signals	D	39.2	C	31.1	D	43.2	C	32.7
Ferguson/ Court	Four-way stop	B	11.2	A	9.3	B	11.6	A	9.5
St. John's/ Burke	Four-way stop	C	16.4	B	12.4	C	18.9	B	13.5

Footnote: Intersections found to have been significantly impacted are shaded yellow for clarity.



Table 38 presents 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 38 - 2032 10-Year Horizon Cumulative Conditions with Phase 1 & 2 Mitigated Conditions

Intersections	Traffic Control Mitigated Measure	Mitigated Condition			
		A.M. Peak Hour		P.M. Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)
Avenue 320/ Dinuba	Signals	B	11.6	B	10.3
Riggin/ Giddings	Signals	C	27.1	C	31.2
Riggin/ Court	Signals	C	28.3	C	29.1
Ferguson/ Giddings	Signals	C	27.8	C	30.9

Avenue 320/ Dinuba – The intersection is outside the City of Visalia limits and is determined by the City to be classified as a deferred arterial road and is currently operating under a two-way stop control. The calculated LOS without the project is determined to be at an overall level LOS C for the a.m. & p.m. peak hours. The intersection is expected to operate at a LOS D & E for the a.m. & p.m. peak hours respectively with the proposed project. In order to mitigate the LOS D & E at the intersection, either traffic signals or a roundabout may be considered. A single lane roundabout would operate at a LOS B during the peak hours, but is a very costly solution, typically in the order of \$1 million to \$2 million on average per intersection. Furthermore, given the required right-of-way associated with the construction of a roundabout, this option would not be feasible due to the existing locations of residences on the west approach.

Traffic signals appear to be the most feasible solution for the intersection. With the installation of traffic signals, the intersection is expected to operate at a LOS B during the peak hours. 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. The mitigated intersection analysis sheets are shown in Appendix B for reference.

Riggin/ Giddings – The mitigated measures covered in this section are indistinguishable to those covered in the “2027 5-Year Horizon Cumulative Conditions with & without Phase 1 & 2 Comparison” condition. The intersection is currently operating under a two-way stop control and the calculated delay for the northbound and southbound approaches without the project is in excess of 300 seconds for the a.m. & p.m. peak hours. The project will add traffic in the eastbound, northbound, and southbound directions which will then contribute to additional vehicle delay for drivers on the north and southbound approach. This added delay is considered a significant impact for the existing intersection.

In order to mitigate the LOS F at the intersection for the “without” & “with” project conditions, either traffic signals or a roundabout may be considered. After reviewing the placement of a roundabout for the intersection, a roundabout may not be feasible at this location due to the required right-of-way, which will conflict with existing residential developments on the south approach. Therefore, a traffic signal at this location appears to be the most feasible mitigated



solution. The installation of a traffic signal is expected to have the intersection operating at a LOS C or better for the a.m. & p.m. peak hours.

Finally, since the project is expected to add additional vehicle trips into the movements experiencing 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. The mitigated intersection analysis sheets are shown in Appendix B for reference.

Riggin/ Court – The mitigated measures covered in this section are indistinguishable to those covered in the “2027 5-Year Horizon Cumulative Conditions Phase 1 & 2 Comparison” condition. The intersection is currently operating under a two-way stop control and the calculated LOS without the project is determined to be at a level of C & D for the a.m. & p.m. peak hours, respectively. The intersection is expected to operate at a LOS C & F for the a.m. & p.m. peak hours with the proposed project. In order to mitigate the LOS F at the intersection, either traffic signals or a roundabout may be considered. A single lane roundabout would operate at a LOS A & B during the a.m. and p.m. peak hours respectively, but is a very costly solution, typically in the order of \$1 million to \$2 million on average per intersection.

Traffic signals appear to be the most feasible solution for the intersection due to the existing configuration which would accommodate signalization with no major roadway modifications. With the installation of traffic signals, the intersection is expected to operate at a LOS C during the peak hours. 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. The mitigated intersection analysis sheets are shown in Appendix B for reference.

Ferguson/ Giddings – The mitigated measures covered in this section are indistinguishable to those covered in the “2027 5-Year Horizon Cumulative Conditions Phase 1 & 2 Comparison” condition. The intersection is currently operating under a four-way stop control and the calculated LOS without the project is F & E for the a.m. & p.m. peak hours respectively. The intersection is expected to operate at an overall LOS “F” for both the a.m. & p.m. peak hour with the proposed project. The proposed development is expected to add additional traffic to the eastbound, southbound, and northbound approaches of the intersection. This added delay is considered a significant impact for the existing intersection.

In order to mitigate the LOS F at the intersection for the “with” project a.m. & p.m. conditions, either traffic signals or a roundabout may be considered. After reviewing the placement of a roundabout for the intersection, a roundabout may not be feasible at this location due to the required right-of-way, which will conflict with existing residential developments on the north, south, & east approach. Therefore, a traffic signal at this location appears to be the most feasible mitigated solution. The eastbound, westbound, and southbound approaches appear to have room for designated left turn lanes, while the northbound approach does not appear to accommodate designated left turn lanes. The installation of a traffic signal is expected to have the intersection operating at a LOS C or better for the a.m. & p.m. peak hours.

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. The mitigated intersection analysis sheets are shown in Appendix B for reference.



Table 39 – 2042 20-Year Cumulative Conditions with & without Project (Caltrans intersections only) Comparison

Intersections	Traffic Control	Without Project				With Project			
		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Avenue 320/ Dinuba	Two-way stop	E	37.6	E	40.8	F	62.5	F	86.6
Riverway/ Dinuba	One-way stop	C	17.8	F	60.7	C	20.8	F	90.0
Sports Park/ Dinuba	One-way stop	C	17.9	E	38.8	C	19.7	E	45.1
Shannon/ Dinuba	Signals	B	17.8	C	20.0	C	22.9	C	24.4
Riggin/ Dinuba	Signals	C	34.8	D	49.4	D	36.2	D	51.3
Ferguson/ Dinuba	Signals	E	62.1	D	38.3	E	72.8	D	42.6

Footnote: Intersections found to have been significantly impacted are shaded yellow for clarity.

Table 40 presents 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 40 – 2042 20-Year Cumulative Conditions with Project (Caltrans intersections only) Mitigated Conditions

Intersections	Traffic Control Mitigated Measure	Mitigated Condition			
		A.M. Peak Hour		P.M. Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)
Avenue 320/ Dinuba	Signal	B	13.3	B	12.0
Riverway/ Dinuba	Median	C	15.6	C	15.5
Sports Park/ Dinuba	Median	B	10.9	B	11.9
Ferguson/ Dinuba	Signal Timing	C	23.1	C	22.5

Avenue 320/ Dinuba – The mitigated measures covered in this section are indistinguishable to those covered in the “2032 10-Year Horizon Cumulative Conditions with & without Phase 1 & 2 Comparison” condition. The intersection is outside the City of Visalia limits and is determined by the City to be classified as a deferred arterial road and is currently operating under a two-way stop control. The calculated LOS without the project is determined to be at an overall level LOS E for the a.m. & p.m. peak hours. The intersection is expected to operate at a LOS F for the a.m. & p.m. peak hours with the proposed project. In order to mitigate the LOS F at the intersection, either traffic signals or a roundabout may be considered. A single lane roundabout would operate at a LOS B & C during the a.m. and p.m. peak hours respectively, but is a very



costly solution, typically in the order of \$1 million to \$2 million on average per intersection. Furthermore, given the required right-of-way associated with the construction of a roundabout, this option would not be feasible due to the existing locations of residences on the west approach.

Traffic signals appear to be the most feasible solution for the intersection. With the installation of traffic signals, the intersection is expected to operate at LOS B during the peak hours. 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. The mitigated intersection analysis sheets are shown in Appendix B for reference.

Riverway/ Dinuba – The intersection is currently operating under a one-way stop control. The calculated LOS without the project is determined to be at an overall level LOS F for the p.m. hour. The intersection is expected to operate at a LOS C & F for the a.m. & p.m. peak hour respectively with the proposed project. In order to mitigate the LOS F at the intersection, traffic signals, a roundabout, or center median to prevent left turns at the intersection may be considered. It is determined that a single lane roundabout is a very costly solution, typically in the order of \$1 million to \$2 million on average per intersection therefore this option would not be feasible.

Traffic signals may be a feasible solution for this intersection in terms of regulating traffic volumes only, but since there is an existing traffic signal already installed nearby on Shannon & Dinuba, it wouldn't be a feasible solution to install a traffic signal near another traffic signal on a state route. A center median appears to be the most feasible solution for the intersection.

With the installation of the center median to prevent left turn movements for the eastbound direction at the intersection, the intersection is expected to operate at LOS C during the a.m. and p.m. peak hours. It is suggested that a reasonable mitigation measure would be for the project to participate in the construction of a center median through payment of City development/ impact fees or a fair share. The mitigated intersection analysis sheets are shown in Appendix B for reference.

Sports Park/ Dinuba – The intersection is currently operating under a one-way stop control. The mitigated measures covered in this section are indistinguishable to the mitigated measures covered in the Riverway/Dinuba intersection due to proximity and intersection configuration. The calculated LOS without the project is determined to be at an overall level LOS E for the p.m. peak hour. The intersection is expected to continue to operate at a LOS E for the p.m. peak hour with the proposed project. In order to mitigate the LOS E at the intersection, traffic signals, a roundabout, or center median to prevent left turns at the intersection may be considered. A two-lane roundabout would operate at a LOS A & C during the a.m. and p.m. peak hours respectively, but is a very costly solution, typically in the order of \$2 million to \$3 million on average per intersection therefore this option would not be feasible at this time for this intersection.

Traffic signals may be a feasible solution for this intersection in terms of regulating traffic volumes only, but since there is an existing traffic signal already installed nearby on Shannon & Dinuba, it wouldn't be a feasible solution to install a traffic signal near another traffic signal on a state route. A center median appears to be the most feasible solution for the intersection.



With the installation of the center median to prevent left turn movements for the eastbound and westbound directions at the intersection, the intersection is expected to operate at a LOS B during the a.m. and p.m. peak hours. It is suggested that a reasonable mitigation measure would be for the project to participate in the construction of a center median through payment of City development/ impact fees or a fair share. The mitigated intersection analysis sheets are shown in Appendix B for reference.

Ferguson/ Dinuba – The intersection is currently operating under signalization control and the calculated LOS without the project is determined to be at a level of E & D for the a.m. & p.m. peak hours, respectively. The intersection is expected to operate at a LOS E & D for the a.m. & p.m. peak hours respectively with the proposed project. Although the LOS grade remains the same with the proposed project, the vehicle delay is increased by more than 5 seconds which makes it a significant impact to the intersection. In order to mitigate the LOS E at the intersection, either updating the existing cycle lengths/splits or a roundabout may be considered. A two-lane roundabout is a very costly solution, typically in the order of \$2 million to \$3 million on average per intersection. Given the amount of right-of-way associated with a roundabout, this solution would not be feasible at this location due to existing commercial developments in the area which will be infringed.

Updating the existing traffic signal cycle lengths/splits appear to be the most feasible solution for the intersection which would require the least amount of roadway modifications. With the updating of traffic signal cycle lengths/splits, the intersection is expected to operate at a LOS C during the a.m. and p.m. peak hours. It is suggested that a reasonable mitigation measure would be for the project to participate in updating the signal cycle lengths/splits through payment of City development/ impact fees or a fair share. The mitigated intersection analysis sheets are shown in Appendix B for reference.



6.4 Improvements by City of Visalia or others to accommodate non-site traffic

As the city continues to develop in the northside region of Visalia, it is expected that traffic volumes will continue to increase in the area. The results of the analysis indicate that the following study intersections are expected to operate below the target LOS without the cumulative and project conditions within the 2027 (5-year) & 2032 (10-year) horizon from opening of Phases 1 & 2; a summary of suggested improvements are presented below which are within the City limits:

2027 5-Year Horizon

- Riggin/ Giddings (two-way stop) | Installation of Traffic Signals
- Riggin/ Court (two-way stop) | Installation of Traffic Signals
- Ferguson/ Giddings (four-way stop) | Installation of Traffic Signals

2032 10-Year Horizon

- Riggin/ Giddings (two-way stop) | Installation of Traffic Signals
- Riggin/ Court (two-way stop) | Installation of Traffic Signals
- Ferguson/ Giddings (four-way stop) | Installation of Traffic Signals

As covered in the roadway improvements, Section 6.3, multiple intersection improvements will be necessary to accommodate the growing traffic volumes in the area.

6.5 Additional improvements necessary to accommodate site traffic

No additional improvements are necessary at this time other than those already covered on Section 6.3 under mitigated measures.

6.6 Traffic safety

There are no noted traffic safety concerns at this time, other than those expected with the installation of new traffic signals and the potential for collisions with the use of permissive phasing.

6.6.1 Adequacy of location and design of driveway access

A review of the site plan was performed to identify potential issues with adequacy of location and design of driveway access. The site plan appears to provide adequate driveway accessibility by providing access for Phase 1 via one driveway connecting to State Route (SR) 63 (Dinuba Boulevard) and one driveway connecting to Shannon Parkway. Phase 2 will share access with Phase 1 and will also include a second driveway connecting to Shannon Parkway.

A potential concern with the proposed access driveway connecting to SR 63 is that the site plan does not provide adequate vehicular storage capacity. An access driveway to a state highway is an intersection and thus, should be analyzed with respect to capacity, traffic operations and safety; however, as required by Caltrans' letter *City of Visalia – Community Development – Site*



Plan Review dated November 21, 2018, the proposed driveway with access to SR 63 shall be removed when the property adjacent to the north of the project site is developed. At the time, a new “shared driveway would be constructed across from the Sports Park entrance to replace the temporary right-in/right-out driveway and allow cross-access through the property to the north.

As previously discussed in 2017 with Caltrans, Caltrans requested that a raised median (minimum 4-foot wide) be constructed on SR 63 from the SR 63/Shannon Parkway intersection, extending north to the existing Visalia Sports Park entrance. The median will prevent illegal U-turn movements on SR 63. Furthermore, Caltrans also recommends constructing a raised median on Shannon Parkway and recommends that the storage length of the new eastbound left-turn lane on Shannon Parkway into the Project’s eastern driveway be divided equally (in length) with the existing westbound left-turn lane.

6.7 Pedestrian Considerations

After reviewing the proposed site plan, the project appears to interrupt a planned Class I bikeway on the northside of Shannon Parkway between Dinuba Blvd and Court Street, and a planned Class II bike lane on the eastside of Dinuba Blvd. The project site is expected to interrupt the planned bikeways & pedestrian facilities along the sections by not providing the required park strip along the southside of the project and the required Class II striping along the westside.

6.8 Traffic Control Needs

Traffic control continues to become an ever-growing concern as development continues. There is a high need for the installation of traffic controls within the study area. There are several intersections that are currently controlled with one-way, two-way and four-way stop controls which are experiencing poor level of services. Section 6.9 covers in more depth the intersections that have been identified for the installation of traffic signals. It is also recommended that the City start to review modern traffic signal controls one of which is the Dallas Permitted and the Dallas Permitted plus Protected signal head “flashing yellow arrow”. This is a special type of phasing developed in the Dallas, Texas area. The left turn lane has its own signal head. The left signal head is louvered to make it invisible from adjacent lanes. The ball in the left lane displays the same phase displayed to oncoming through traffic. The configuration eliminates the lagging left turn trap problem and allows for higher level of services at intersections.



6.9 Traffic Signal Warrants

A traffic signal warrant analysis has been performed for the intersections that have been identified to be below the target level of service. The *California Manual on Uniform Traffic Control Devices, 2014 Edition (Revision 3 dated March 9, 2018)* (CMUTCD) outlines the studies and factors for justifying traffic control signals. The CMUTCD states the following standard, “An engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether installation of traffic control signal is justified at a particular location. The investigation of the need for a traffic control signal shall include an analysis of factors related to the existing operation and safety at the study location and the potential to improve these conditions, and 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 Experience
- Warrant 9, Intersection Near a Grade Crossing

The installation of traffic signals may be appropriate if one or more traffic warrants are met with the ultimate guidance of engineering judgement. The installation of traffic signals may serve as a mitigation measure where a significant impact is identified at a unsignalized intersection and where traffic signal warrants are met.

For purposes of this traffic impact analysis study, the report has reviewed three intersections for traffic warrants that are located within the City limits. The warrant analysis focused on warrants 1, 2, 3, & 7. Table 41 summarizes the traffic signal warrant findings. Warrants which have been determined to be met are presented in a bold type and shaded in red.

Table 41 – Traffic Signal Warrant Analysis at Existing Conditions

Intersection	Warrant 1	Warrant 2	Warrant 3	Warrant 4	Warrant 5	Warrant 6	Warrant 7	Warrant 8	Warrant 9
Riggin/ Giddings	Met	Met	Met	N/A	N/A	N/A	Not Met	N/A	N/A
Riggin/ Court	Not Met	Not Met	Not Met	N/A	N/A	N/A	Not Met	N/A	N/A
Ferguson/ Giddings	Not Met	Not Met	Not Met	N/A	N/A	N/A	Not Met	N/A	N/A



6.10 Traffic Signal Needs (base plus 5-year horizon)

As a result of this analysis, the following intersections have been determined to contain a need for the installation of traffic signals within the 5-year horizon with the year 2022 as the base year.

2027 5-Year Horizon

- Riggin/ Giddings (two-way stop)
- Riggin/ Court (two-way stop)
- Ferguson/ Giddings (four-way stop)

7.0 CONCLUSIONS/ RECOMMENDATIONS

7.1 Roadway Improvements

Generally-accepted engineering principles and practices have been utilized 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 intersection of Riggin Avenue/ Giddings Street is currently operating below the target LOS. The project is expected to cause significant impacts, or contribute to significant cumulative impacts, at the following existing intersection configurations within the 5-year and 10-year horizons:

- Riggin/ Giddings (two-way stop)
- Riggin/ Court (two-way stop)
- Ferguson/ Giddings (four-way stop)

7.2 Phasing of Improvements

The recommended mitigation measures and phasing of improvements are as follows:

2027 5-Year Horizon

- Riverway/Dinuba (one-way stop): It is known that the City is planning to construct a cul-de-sac on Riverway Drive approximately 900 feet east of Giddings Street and the portion of Riverway Drive between the new cul-de-sac and SR 63 will be incorporated in the sporks park and used as a right-in/right-out driveway. It is recommended that a median or similar measure be constructed to prevent left turns from the eastbound approach to Dinuba Boulevard.
- Riggin/ Giddings (two-way stop): It is recommended that the project mitigate its share of significant cumulative impact by participating in signalization of the intersection through payment of City development/ impact fees or a fair share.



- Riggin/ Court (two-way stop): It is recommended that the project mitigate its share of significant cumulative impact by participating in signalization of the intersection through payment of City development/ impact fees or a fair share.
- Ferguson/ Giddings (four-way stop): It is recommended that the project mitigate its share of significant cumulative impact by participating in signalization of the intersection through payment of City development/ impact fees or a fair share.
- Shannon Parkway: Caltrans recommends constructing a raised median on Shannon Parkway and recommends that the storage length of the new eastbound left-turn lane on Shannon Parkway into the Project's eastern driveway be divided equally (in length) with the existing westbound left-turn lane.

2032 10-Year Horizon

- Riggin/ Giddings (two-way stop): With the projects participation in mitigating its share of significant cumulative impact through the signalization of the intersection during the 5-year horizon, this intersection will be capable to handle the 10-year horizon significant cumulative impacts caused by the project.
- Riggin/ Court (two-way stop): With the projects participation in mitigating its share of significant cumulative impact through the signalization of the intersection during the 5-year horizon, this intersection will be capable to handle the 10-year horizon significant cumulative impacts caused by the project.
- Ferguson/ Giddings (four-way stop): With the projects participation in mitigating its share of significant cumulative impact through the signalization of the intersection during the 5-year horizon, this intersection will be capable to handle the 10-year horizon significant cumulative impacts caused by the project.

7.3 Site access

The proposed site layout appears to provide adequate site access throughout the site. A review of the site plan was performed to identify potential issues with adequacy of location and design of driveway access. The site plan appears to provide adequate driveway accessibility by providing access for Phase 1 via one driveway connecting to State Route (SR) 63 (Dinuba Boulevard) and one driveway connecting to Shannon Parkway. Phase 2 will share access with Phase 1 and will also include a second driveway connecting to Shannon Parkway.

A potential concern with the proposed access driveway connecting to SR 63 is that the site plan does not provide adequate vehicular storage capacity. An access driveway to a state highway is



an intersection and thus, should be analyzed with respect to capacity, traffic operations and safety; however, as required by Caltrans' letter *City of Visalia – Community Development – Site Plan Review* dated November 21, 2018, the proposed driveway with access to SR 63 shall be removed when the property adjacent to the north of the project site is developed. At the time, a new "shared driveway would be constructed across from the Sports Park entrance to replace the temporary right-in/right-out driveway and allow cross-access through the property to the north.

As previously discussed in 2017 with Caltrans, Caltrans requested that a raised median (minimum 4-feet wide) be constructed on SR 63 from the SR 63/Shannon Parkway intersection, extending north to the existing Visalia Sports Park entrance. The median will prevent illegal U-turn movements on SR 63. Furthermore, Caltrans also recommends constructing a raised median on Shannon Parkway and recommends that the storage length of the new eastbound left-turn lane on Shannon Parkway into the Project's eastern driveway be divided equally (in length) with the existing westbound left-turn lane. Lastly, Caltrans recommends, if long queues occur from the proposed Dutch Bros drive-thru traffic, vehicles should not be allowed to back into the SR 63 right-of-way.

EXHIBITS

- Exhibit 1** - Site Location
- Exhibit 2** - Site Plan
- Exhibit 3** - Existing and Future Area Development
- Exhibit 4** - Existing Transportation System(s) (Number of lanes, traffic control, etc.)
- Exhibit 5** - Phase 1 AM Trip Distribution and Assignment
- Exhibit 6** - Phase 1 PM Trip Distribution and Assignment
- Exhibit 7** - Phase 1 and 2 AM Trip Distribution and Assignment
- Exhibit 8** - Phase 1 and 2 PM Trip Distribution and Assignment
- Exhibit 9** - Existing 2018 Peak Hour Turning Volumes
- Exhibit 10** - Existing 2020 Peak Hour Turning Volumes
- Exhibit 11** - Existing 2020 With Project (Phase 1) Peak Hour Turning Volumes
- Exhibit 12** - Existing 2022 Peak Hour Turning Volumes
- Exhibit 13** - Existing 2022 Plus Project (Phase 1 & 2) Peak Hour Turning Volumes

APPENDICES

- Appendix A** - Traffic counts
- Appendix B** - Capacity Analysis Worksheets
- Appendix C** - Traffic Signal Warrant Worksheets
- Appendix D** - All Supporting Documentation for any, studies, etc.
- Appendix E** - Forecasted Traffic Volume Conditions



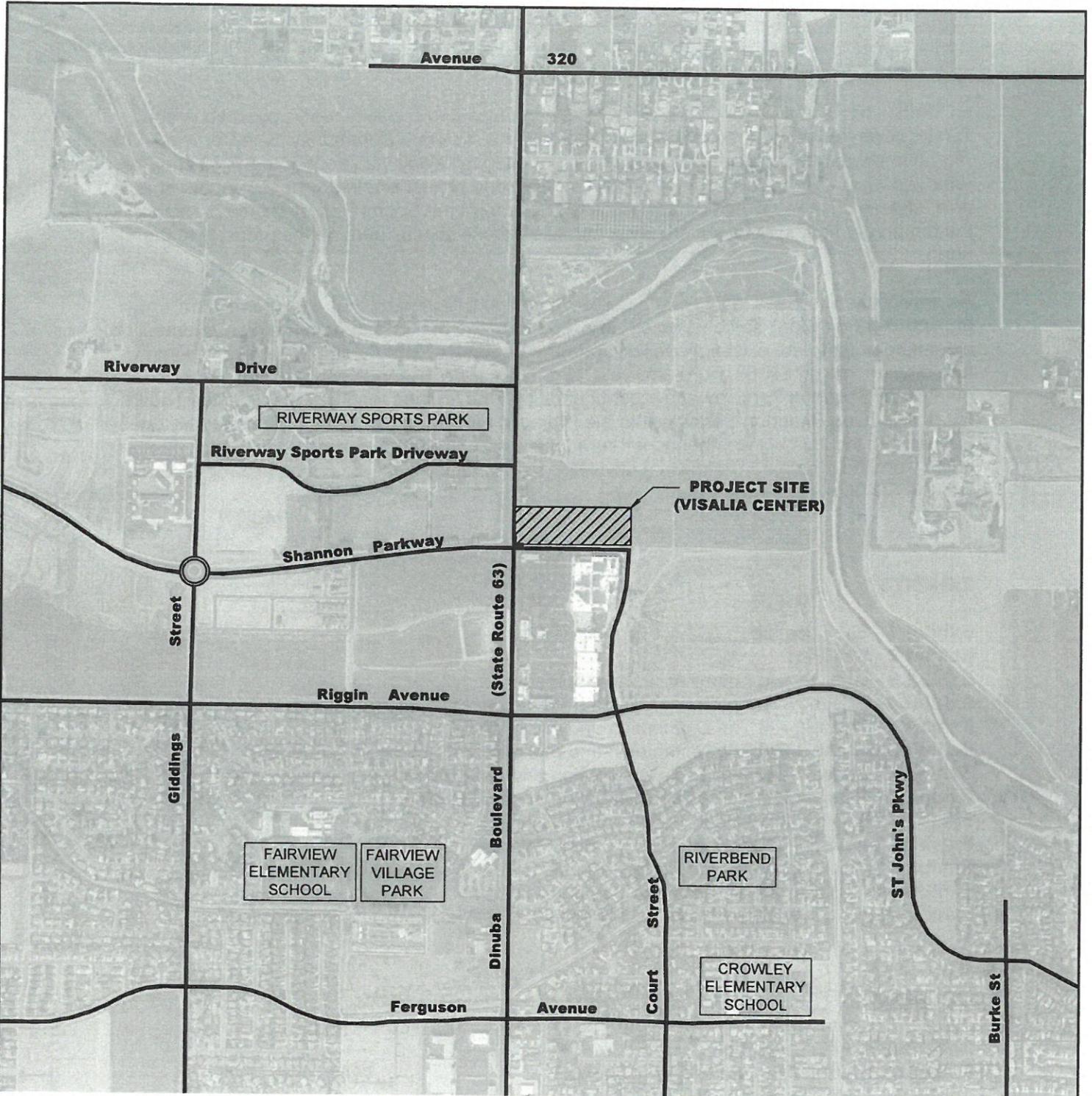
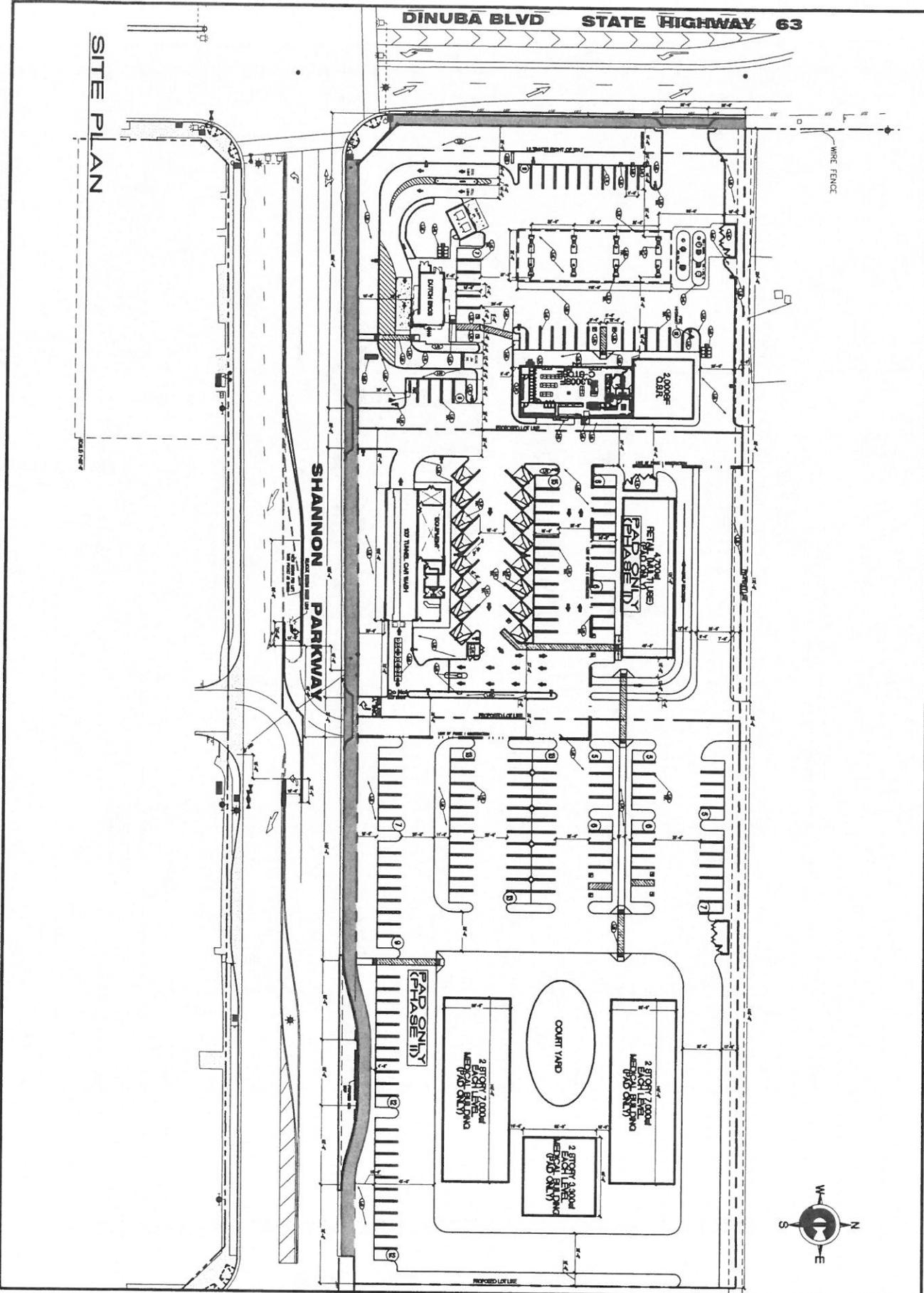


EXHIBIT 1 - SITE LOCATION





PROJECT:
 NE COR SHANNON PKWY • DINUBA BL
 CITY OF VISALIA, CA. 93291
 OVER ALL SITE PLAN

Visalia Center

Exhibit 2

CJC Design, Inc.
 Planning Permitting
 22450 La Palma Avenue, Suite 202, Torrance, CA 90503
 Tel: (310) 430-8643
 Fax: (310) 431-0292
 www.cjcdesign.com

REVISIONS		
NO.	DATE	DESCRIPTION
1	11/06/17	REVISED PER PLANNING
2	11/29/17	REVISED PER CITY
3	12/04/17	REVISED PER CITY
4	12/12/17	REVISED PER CLIENT
5	12/19/17	REVISED PER CITY

SCALE: 07/18/17
 SHEET NO: C10

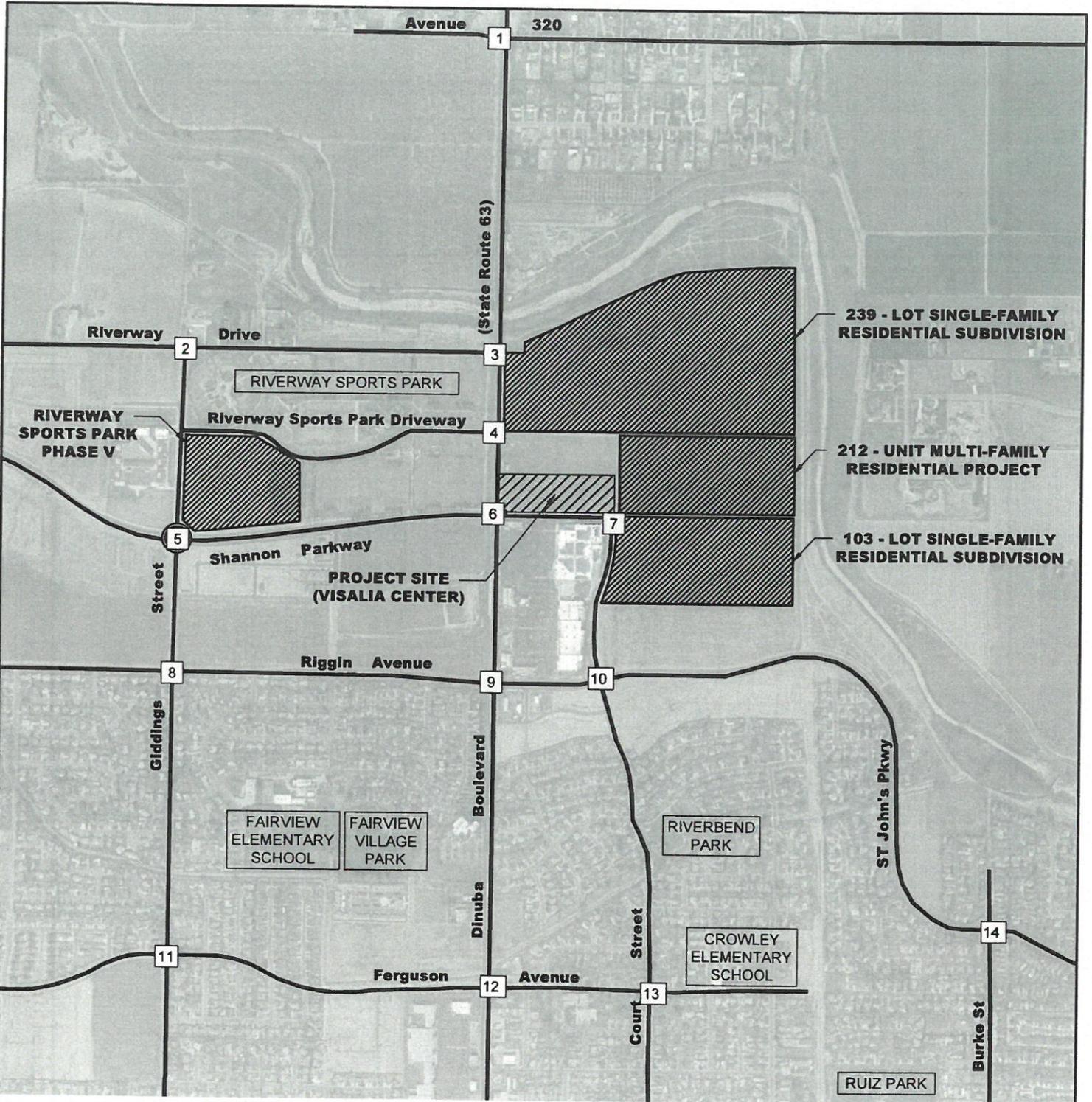
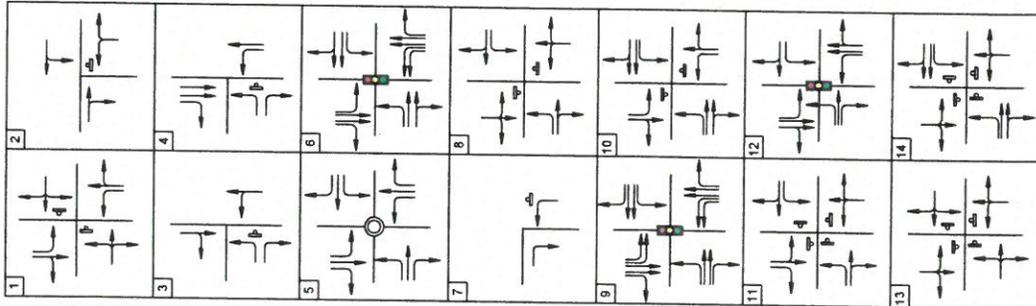


EXHIBIT 3 - EXISTING AND FUTURE AREA DEVELOPMENT



EXHIBIT 4 - EXISTING TRANSPORTATION SYSTEMS



- 1 Avenue 320 & Dinuba Blvd
(Two-way stop Caltrans Intersection)
- 2 Riverway Drive & Giddings Street
(One-way stop City of Visalia Intersection)
- 3 Riverway Drive & Dinuba Blvd
(One-way stop Caltrans Intersection)
- 4 Riverway Sports Park Driveway & Dinuba Blvd
(One-way stop Caltrans Intersection)
- 5 Shannon Parkway & Giddings Street
(City of Visalia roundabout)
- 6 Shannon Parkway & Dinuba Blvd
(Signalized Caltrans Intersection)
- 7 Shannon Parkway & Court Street
(One-way stop City of Visalia Intersection)
- 8 Riggins Avenue & Giddings Street
(Two-way stop City of Visalia Intersection)
- 9 Riggins Avenue & Dinuba Blvd
(Signalized Caltrans Intersection)
- 10 Riggins Avenue & Court Street
(Two-way stop City of Visalia Intersection)
- 11 Ferguson Avenue & Giddings Street
(Four-way stop City of Visalia Intersection)
- 12 Ferguson Avenue & Dinuba Blvd
(Signalized Caltrans Intersection)
- 13 Ferguson Avenue & Court Street
(Two-way stop City of Visalia Intersection)
- 14 St John's Parkway & Burke Street
(Four-way stop City of Visalia Intersection)

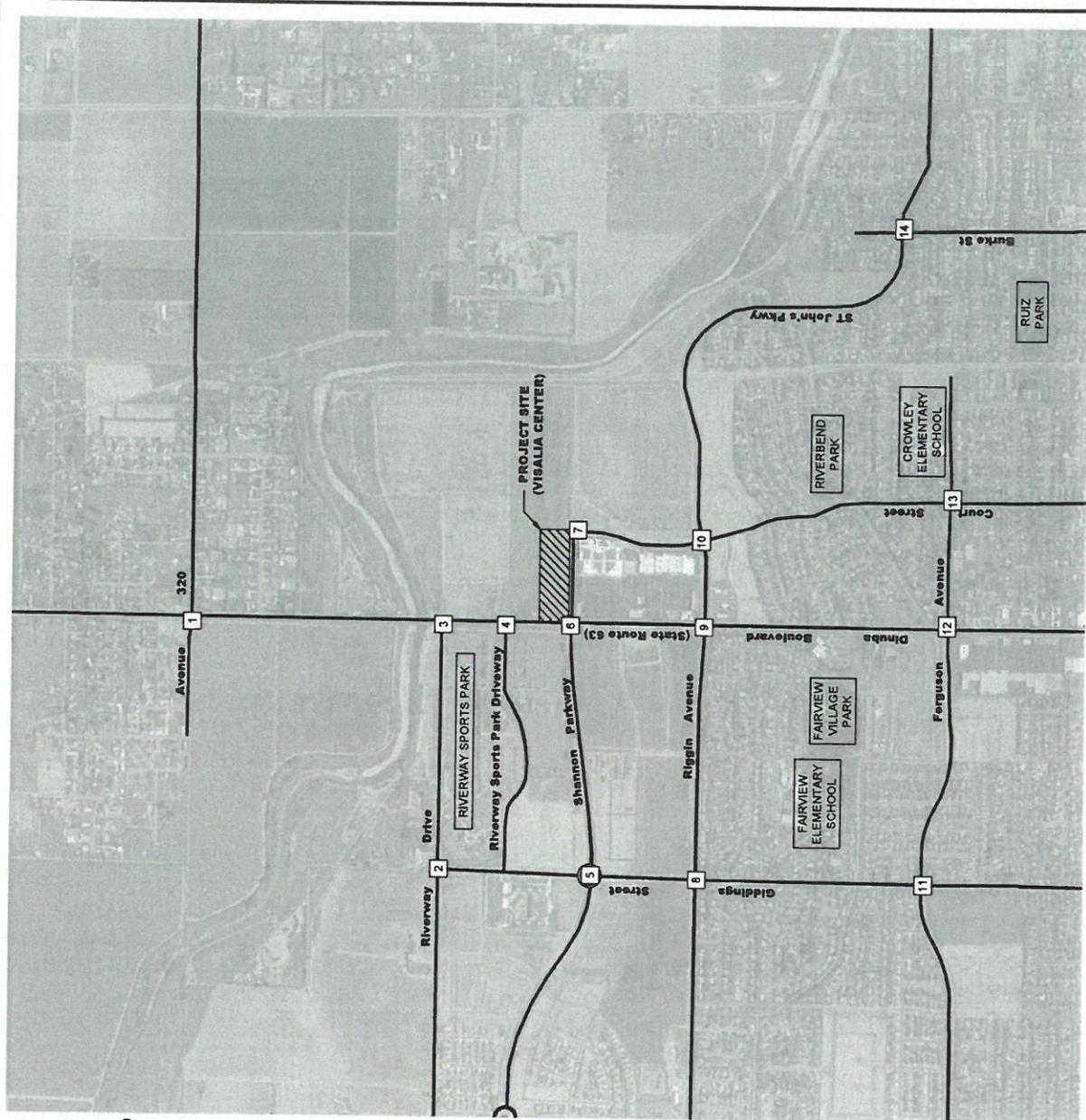
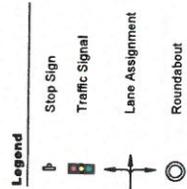


EXHIBIT 5 - PHASE 1 AM TRIP DISTRIBUTION AND ASSIGNMENT

1		2	
3		4	
5		6	
7		8	
9		10	
11		12	
13		14	

- 1 Avenue 320 & Dinuba Blvd
(Two-way stop Caltrans Intersection)
- 2 Riverway Drive & Giddings Street
(One-way stop City of Visalia Intersection)
- 3 Riverway Drive & Dinuba Blvd
(One-way stop Caltrans Intersection)
- 4 Riverway Sports Park Driveway & Dinuba Blvd
(One-way stop Caltrans intersection)
- 5 Shannon Parkway & Giddings Street
(City of Visalia roundabout)
- 6 Shannon Parkway & Dinuba Blvd
(Signalized Caltrans Intersection)
- 7 Shannon Parkway & Court Street
(One-way stop City of Visalia Intersection)
- 8 Riggins Avenue & Giddings Street
(Two-way stop City of Visalia Intersection)
- 9 Riggins Avenue & Dinuba Blvd
(Signalized Caltrans Intersection)
- 10 Riggins Avenue & Court Street
(Two-way stop City of Visalia Intersection)
- 11 Ferguson Avenue & Giddings Street
(Four-way stop City of Visalia Intersection)
- 12 Ferguson Avenue & Dinuba Blvd
(Signalized Caltrans Intersection)
- 13 Ferguson Avenue & Court Street
(Two-way stop City of Visalia Intersection)
- 14 St John's Parkway & Burke Street
(Four-way stop City of Visalia Intersection)

- Legend**
- ##% Traffic Distribution
 - |— Movement Direction
 - XX Inbound Traffic
 - (XX) Outbound Traffic
 - > Outbound Traffic
 - < Inbound Traffic

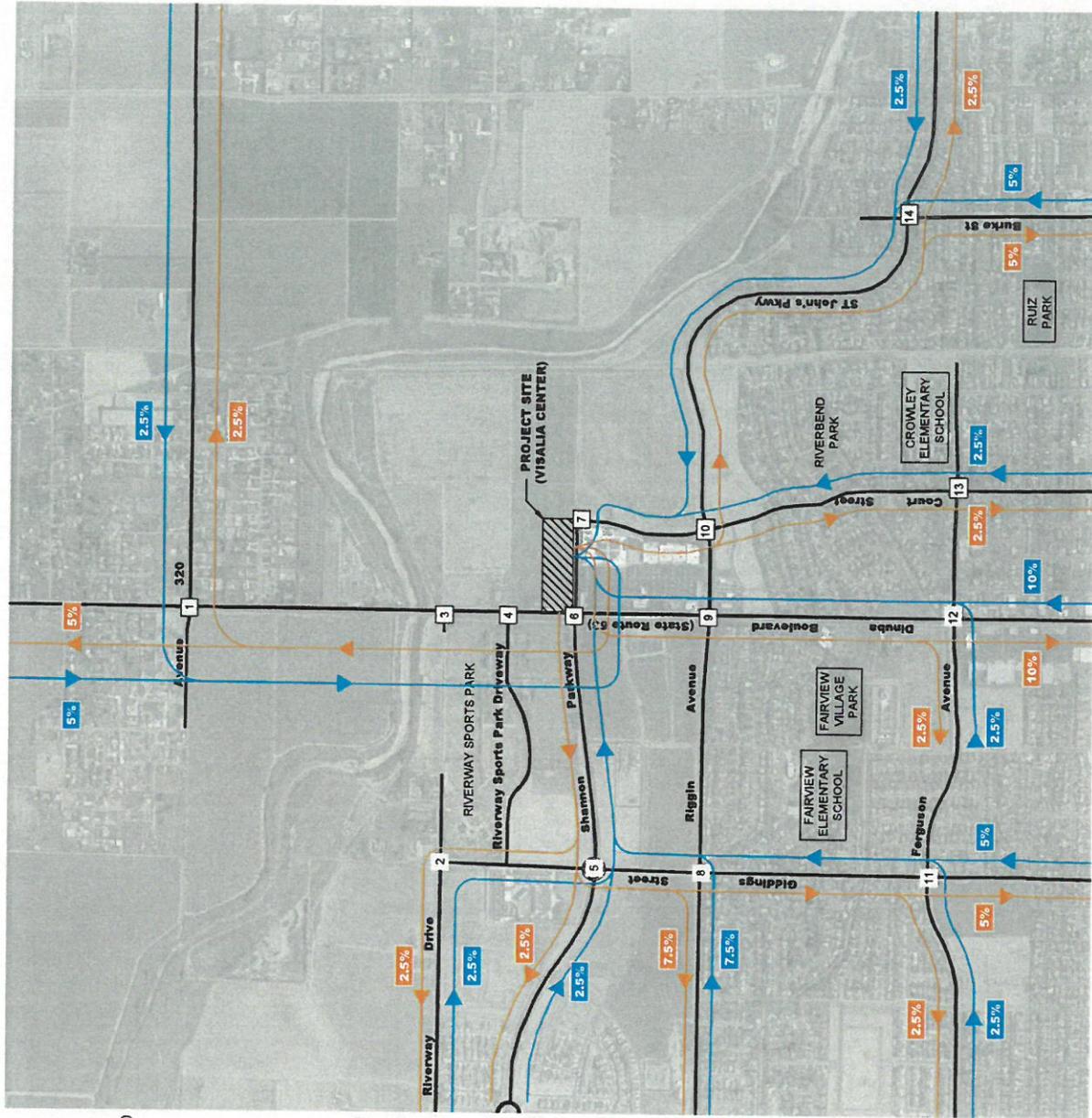


EXHIBIT 6 - PHASE 1 PMI TRIP DISTRIBUTION AND ASSIGNMENT

- 1 Avenue 320 & Dinuba Blvd
(Two-way stop Caltrans Intersection)
- 2 Riverway Drive & Giddings Street
(One-way stop City of Visalia Intersection)
- 3 Riverway Drive & Dinuba Blvd
(One-way stop Caltrans Intersection)
- 4 Riverway Sports Park Driveway & Dinuba Blvd
(One-way stop Caltrans Intersection)
- 5 Shannon Parkway & Giddings Street
(City of Visalia roundabout)
- 6 Shannon Parkway & Dinuba Blvd
(Signalized Caltrans Intersection)
- 7 Shannon Parkway & Court Street
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Legend

- Traffic Distribution
- Movement Direction
- Inbound Traffic
- Outbound Traffic
- Inbound Traffic

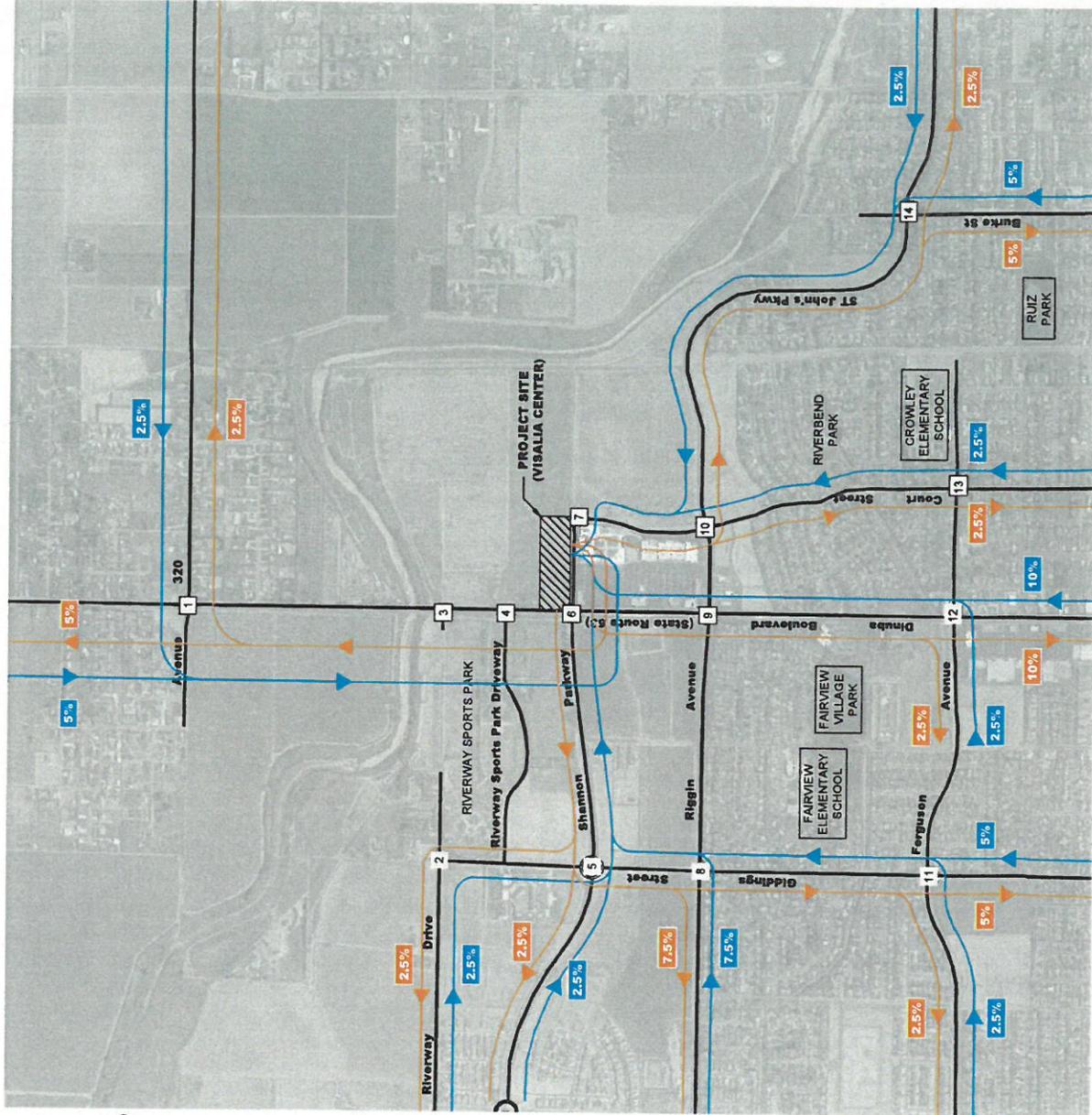


EXHIBIT 7 - PHASE 1 AND 2 AM TRIP DISTRIBUTION AND ASSIGNMENT

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- 1 Avenue 320 & Dinuba Blvd
(Two-way stop Caltrans Intersection)
- 2 Riverway Drive & Giddings Street
(One-way stop City of Visalia Intersection)
- 3 Riverway Drive & Dinuba Blvd
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(Signalized Caltrans Intersection)
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Legend

- Traffic Distribution
- Movement Direction
- Inbound Traffic
- Outbound Traffic
- Inbound Traffic
- Outbound Traffic

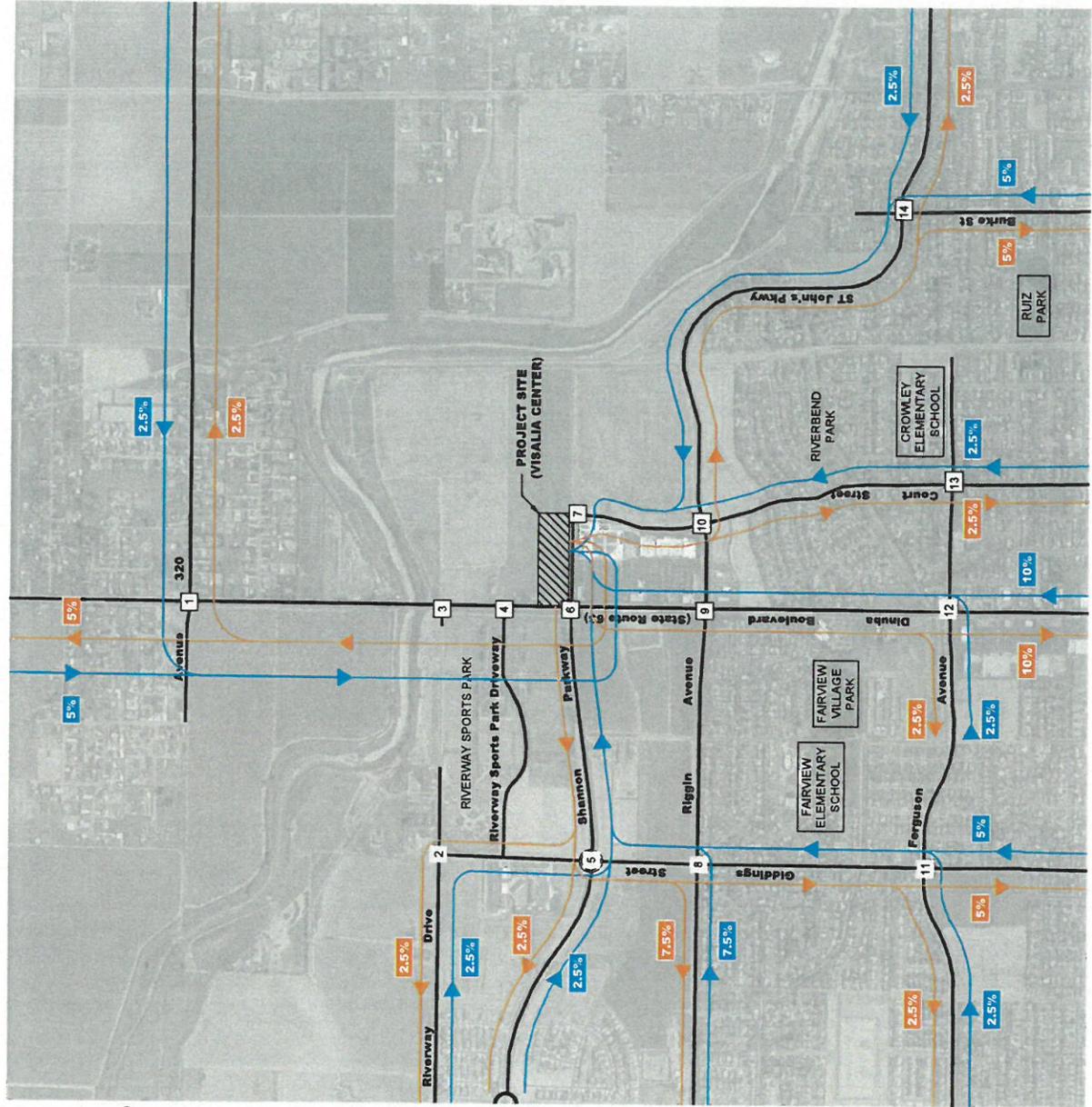
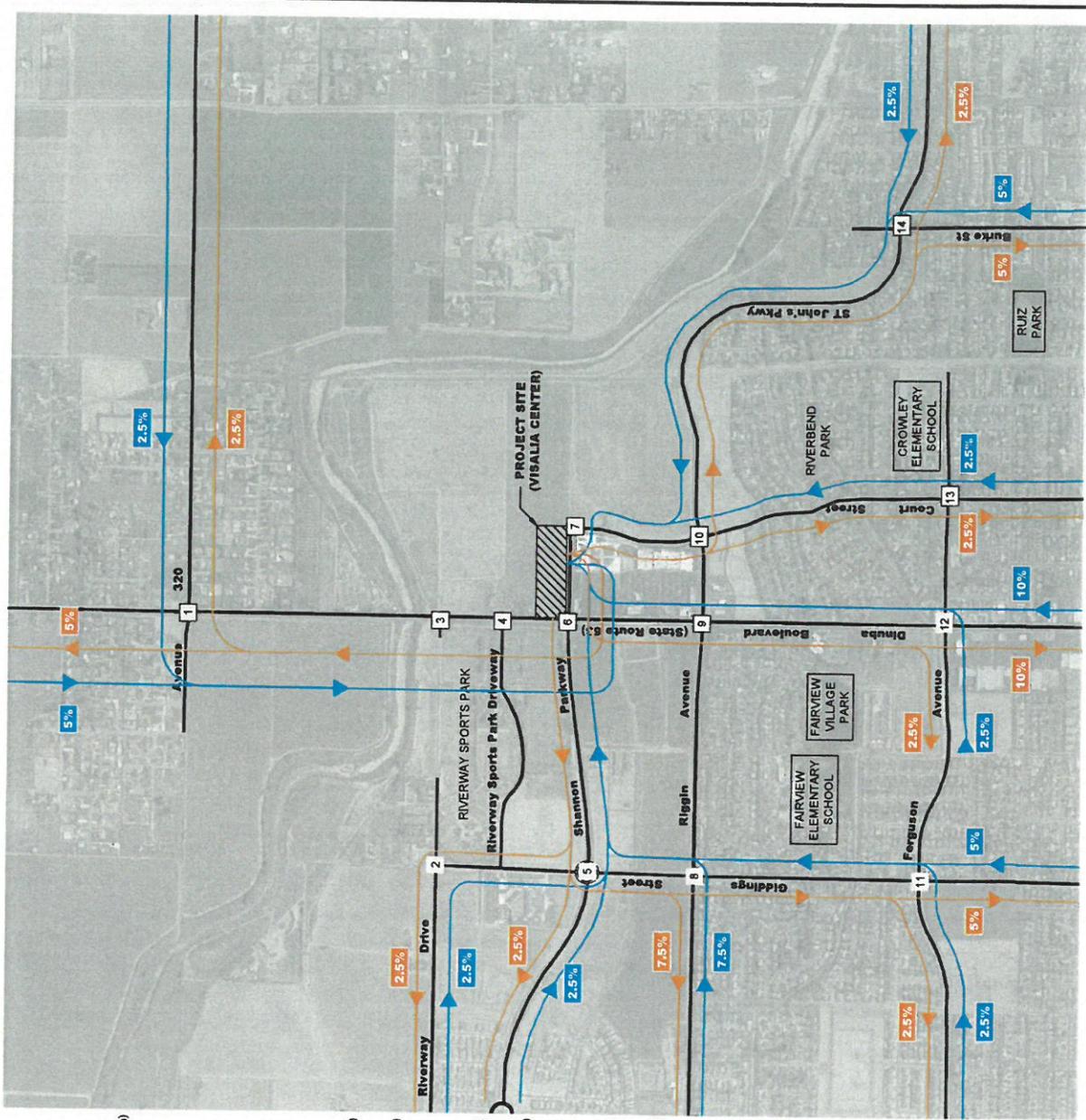


EXHIBIT 8 - PHASE 1 AND 2 PM TRIP DISTRIBUTION AND ASSIGNMENT

- 1 Avenue 320 & Dinuba Blvd
(Two-way stop Caltrans Intersection)
- 2 Riverway Drive & Giddings Street
(One-way stop City of Visalia Intersection)
- 3 Riverway Drive & Dinuba Blvd
(One-way stop Caltrans Intersection)
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Legend

- Traffic Distribution
- Movement Direction
- Inbound Traffic
- Outbound Traffic
- Inbound Traffic



**EXHIBIT 9
EXISTING 2018 PEAK HOUR TURNING VOLUMES**

- 1 Avenue 320 & Dinuba Blvd
(Two-way stop Caltrans Intersection)
- 2 Riverway Drive & Giddings Street
(One-way stop City of Visalia Intersection)
- 3 Riverway Drive & Dinuba Blvd
(One-way stop Caltrans Intersection)
- 4 Riverway Sports Park Drive & Dinuba Blvd
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(Four-way stop City of Visalia Intersection)

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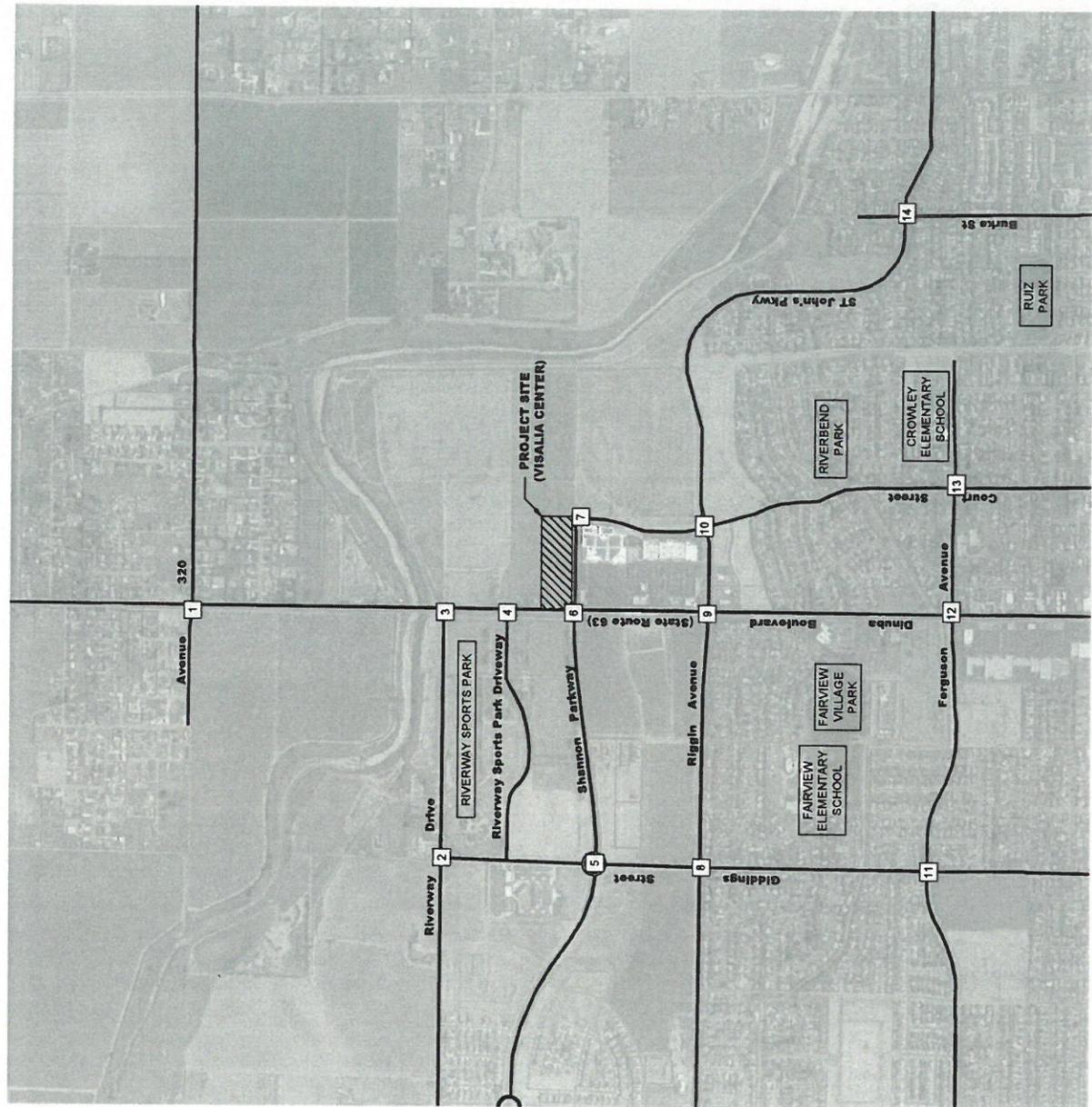


EXHIBIT 10
EXISTING 2020 PEAK HOUR TURNING VOLUMES

- 1 Avenue 320 & Dinuba Blvd
(Two-way stop Caltrans Intersection)
- 2 Riverway Drive & Giddings Street
(One-way stop City of Visalia Intersection)
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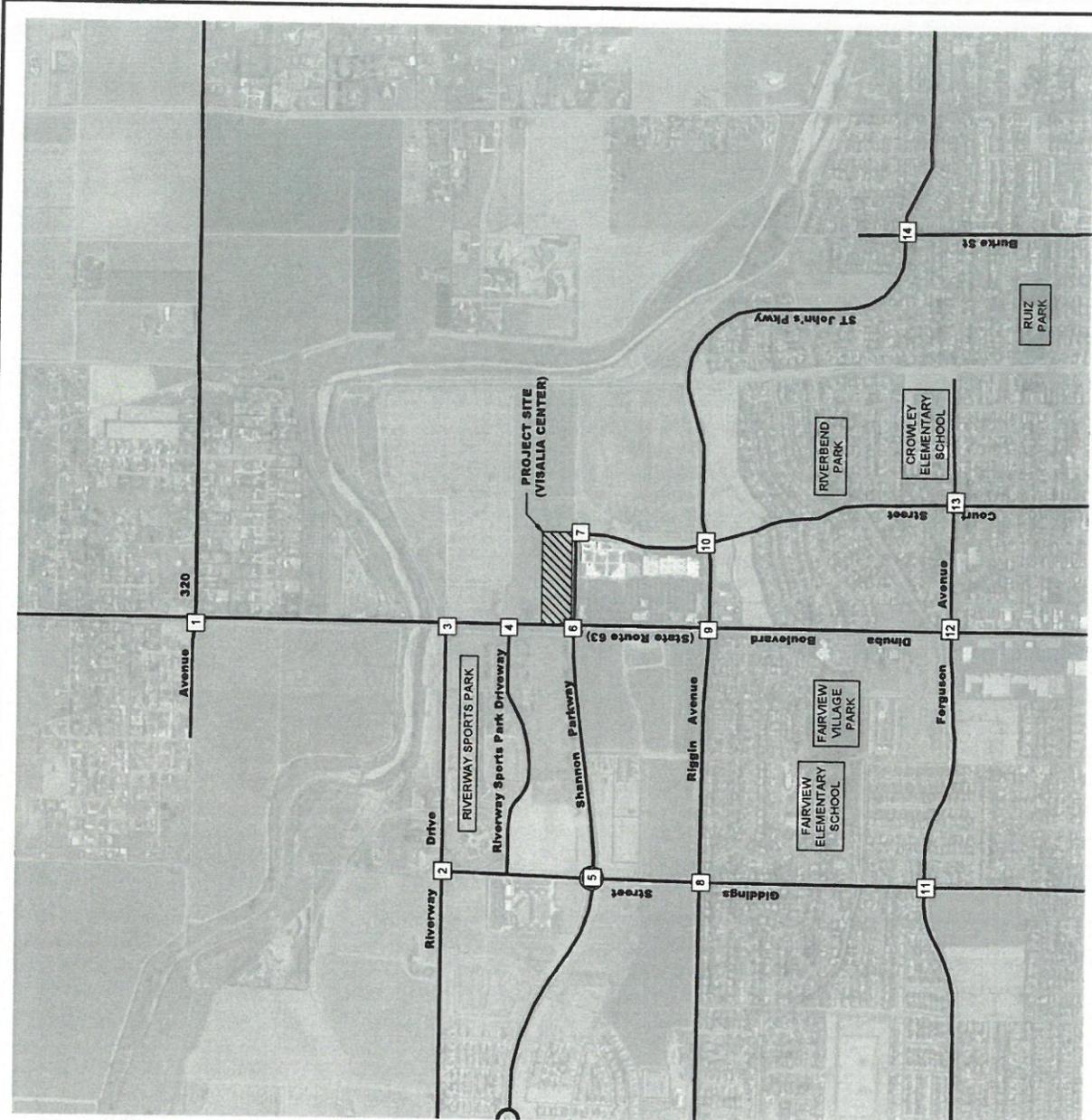
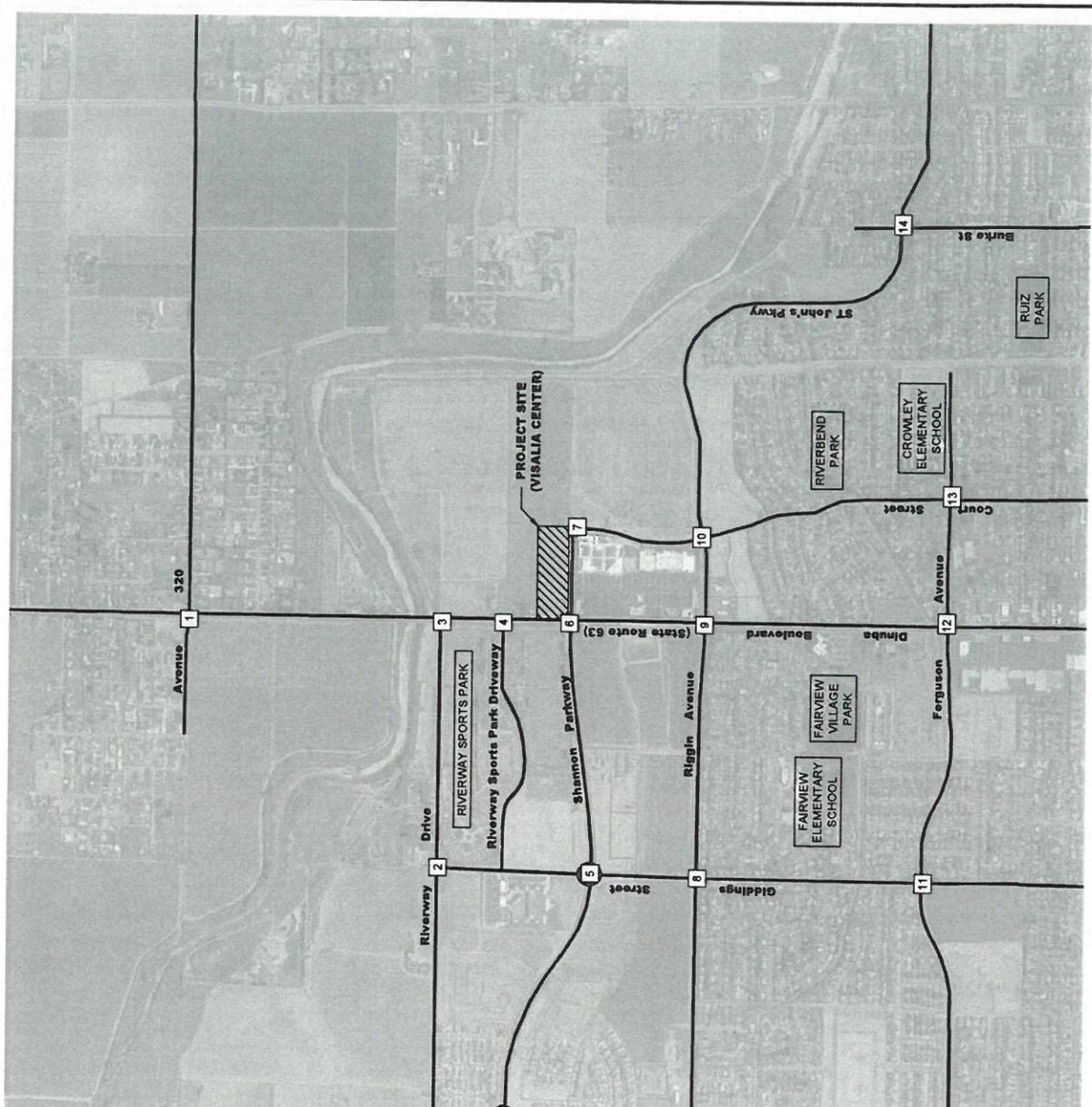


EXHIBIT 11

**EXISTING 2020 WITH PROJECT (PHASE 1)
PEAK HOUR TURNING VOLUMES**

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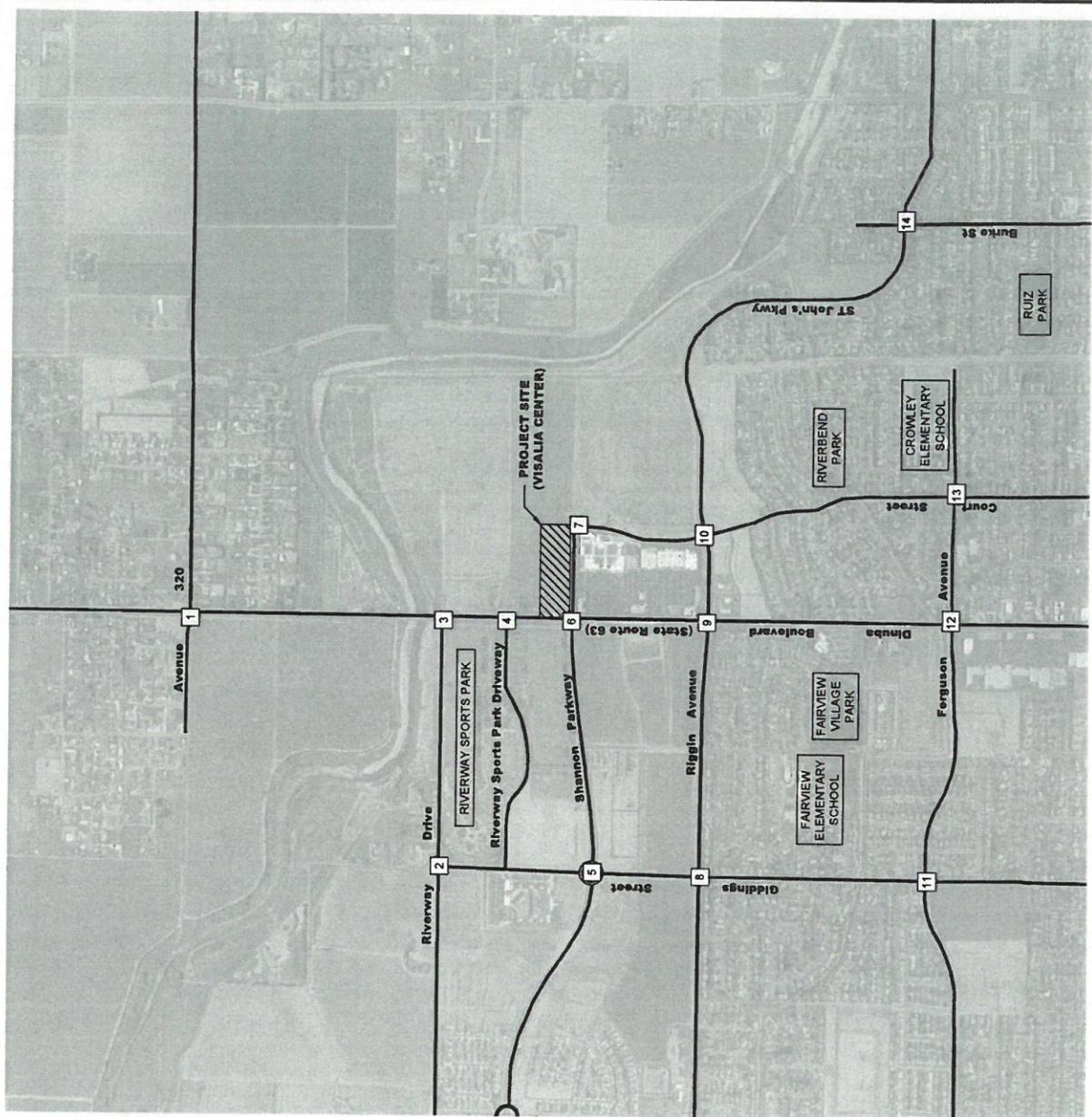


Legend
 ↗ Movement Direction
 XX AM Peak Traffic
 (XX) PM Peak Traffic



EXHIBIT 12
EXISTING 2022 PEAK HOUR TURNING VOLUMES

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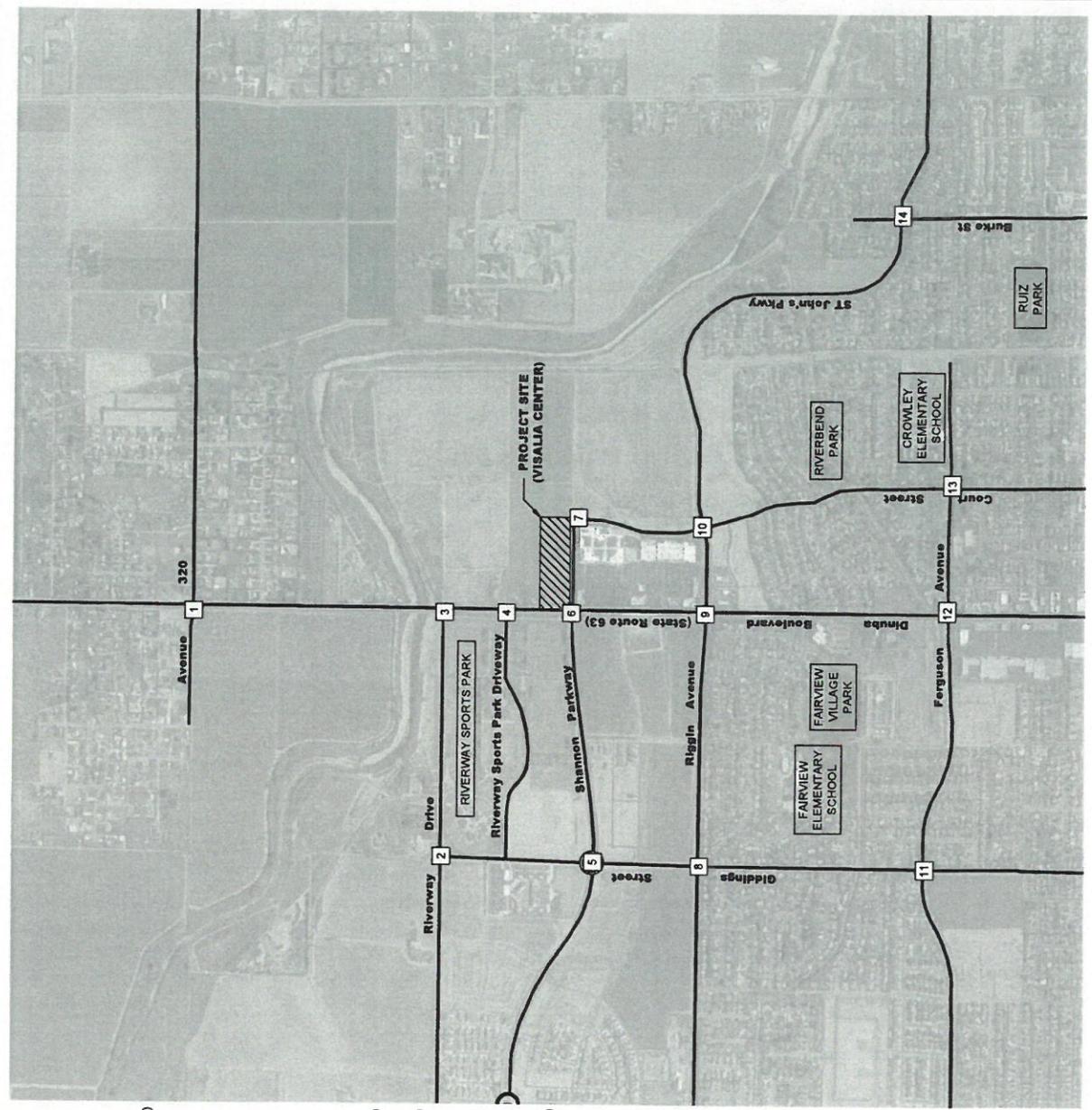


EXHIBIT 13
EXISTING 2022 WITH PROJECT (PHASE 1&2)
PEAK HOUR TURNING VOLUMES

- 1 Avenue 320 & Dinuba Blvd (Two-way stop Caltrans intersection)
- 2 Riverway Drive & Giddings Street (One-way stop City of Visalia Intersection)
- 3 Riverway Drive & Dinuba Blvd (One-way stop Caltrans intersection)
- 4 Riverway Sports Park Drive & Dinuba Blvd (One-way stop Caltrans intersection)
- 5 Shannon Parkway & Giddings Street (City of Visalia roundabout)
- 6 Shannon Parkway & Dinuba Blvd (Signalized Caltrans intersection)
- 7 Shannon Parkway & Court Street (One-way stop City of Visalia intersection)
- 8 Riggins Avenue & Giddings Street (Two-way stop City of Visalia intersection)
- 9 Riggins Avenue & Dinuba Blvd (Signalized Caltrans intersection)
- 10 Riggins Avenue & Court Street (Two-way stop City of Visalia intersection)
- 11 Fergusson Avenue & Giddings Street (Four-way stop City of Visalia intersection)
- 12 Fergusson Avenue & Dinuba Blvd (Signalized Caltrans intersection)
- 13 Fergusson Avenue & Court Street (Two-way stop City of Visalia intersection)
- 14 St John's Parkway & Burke Street (Four-way stop City of Visalia intersection)

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Visalia Center Phase I

Visalia, California

Draft Environmental Noise Assessment

28 June 2019

Prepared for:

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Salter Project Number: 18-0566

INTRODUCTION

This report summarizes our environmental noise assessment for the Visalia Center Phase I project located in the northeast corner of the intersection of North Dinuba Boulevard and Shannon Parkway in Visalia, California. The project is applying for a conditional use permit for a gas station, convenience store, car wash with vacuum stations, and fast food restaurant. The intent of this assessment is to quantify the noise environment, and noise levels from the proposed operations, and compare them with applicable City and State standards. Readers less familiar with the fundamental concepts of environmental acoustics should refer to Appendix A, attached. Following is a summary of our findings:

1. Estimated noise from car wash and vacuum station activity is consistent with the City's goals as outlined in the General Plan and Municipal Code.
2. Rooftop mechanical equipment should be selected and designed to meet the 45 dB(A) noise limit at the nearest adjacent residences.
3. Estimated project-generated traffic noise associated with the project is expected to increase environmental noise (DNL) in the community by 1 dB, which is less than significant.
4. Incorporating exterior windows and doors with sound insulation ratings of approximately STC 28 will reduce estimated traffic noise to the CALGreen criterion of $L_{eq}(h)$ 50 dB indoors. If the convenience store and deli will be leased as individual and separate spaces, then the CALGreen code will require an STC 40 separation wall.

SITE AND PROJECT DESCRIPTION

The 6.09-acre site, currently an orchard, is surrounded by two residences to the north, the Riverway Sports Park to the west, commercial buildings including a Target store and Vallarta Supermarket to the south, and currently agricultural land to the east (see Figure 1, attached). We understand a future multi-family development is planned for the land to the east, beyond the Visalia Center Phase II project which will consist of one retail and three 2-story medical buildings. These residences will be approximately 500 feet and farther from the site. The nearest adjacent residences are located approximately 50 feet and farther to the north.

The gas station will be open 24-hours per day with eight fueling stations. The commercial building will be divided into a 3,300 square foot convenience store and a 2,000 square foot deli. Hours for the fast food restaurant are not yet known. The car wash will include a 100-foot tunnel with twelve 15-horsepower dryers. There will be fourteen vacuum stations powered by a 60-horsepower vacuum "producer" located in an enclosed equipment room at the end of the car wash tunnel. The site will also include surface parking and landscaped areas. Access to the project will be provided via driveways along both North Dinuba Boulevard and Shannon Parkway.

ACOUSTICAL CRITERIA

Visalia General Plan

The Safety and Noise chapter of the Visalia General Plan has adopted the following guidelines for perceived changes in noise exposure:

- Except under special conditions, a change in sound level of 1 dB cannot be perceived;
- A 3 dB change is considered a just noticeable difference;
- A 5 dB change is required before any noticeable change in community response would be expected. A 5 dB increase is often considered a significant impact;
- A 10 dB increase is subjectively heard as an approximate doubling in loudness and almost always

causes an adverse community response.

Table 8-3 of the General Plan identifies the outdoor noise level goals for noise-sensitive land uses including residences. For reference, the City of Visalia does not consider commercial uses to be noise-sensitive. In summary, it identifies DNL 65 dB as the outdoor noise level goal for residences.

Table 8-4 of the General Plan provides limits for stationary noise sources as follows:

	Daytime (7:00 AM to 10:00 PM)	Nighttime (10:00 PM to 7:00 AM)
Hourly Equivalent Sound Level (Leq(h))	50 dB	45 dB
Maximum Sound Level (Lmax)	70 dB	65 dB

* As determined at the property line of the receiving noise-sensitive use

Policy N-P-4 of the General Plan states the following: *Where new development of industrial, commercial or other noise generating land uses (including roadways, railroads, and airports) may result in noise levels that exceed the noise level exposure criteria established by Tables 8-2 and 8-3, require a noise study to determine impacts, and require developers to mitigate these impacts in conformance with Tables 8-2 and 8-3 as a condition of permit approval through appropriate means. Noise mitigation may include but are not limited to:*

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

Visalia Municipal Code

Section 8.36.040 of the Visalia Municipal Code includes exterior noise standards which are based on the cumulative duration of noise as follows:

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

Noise Level Standards¹

Category	Cumulative Number of minutes in any one-hour time period	Evening and Daytime (dB) 6:00 AM to 7:00 PM	Nighttime (dB) 7:00 PM to 6:00 AM
1	30	50	45
2	15	55	50
3	5	60	55
4	1	65	60
5	0	70	65

- B. *In the event the measured ambient noise level without the alleged offensive source in operation exceeds an applicable noise level standard in any category above, the applicable standard or standards shall be adjusted so as to equal the ambient noise level.*
- C. *Each of the noise level standards specified above shall be reduced by five dB for pure tone noises,*

¹ We understand the City of Visalia does not consider the commercial use planned for the site to the south to be noise-sensitive.

noises consisting primarily of speech or music, or for recurring impulsive noises.

California Green Building Standards Code (CALGreen)

The acoustic requirements set forth in CALGreen code Section 5.507.4 are summarized as follows:²

- 5.507.4.1 & 2 – Exterior Noise Transmission (alternative prescriptive and performance methods)
 - Applies to buildings exposed to exterior average hourly levels of Leq-1hr 65 dB or higher
 - Prescriptive Method – Exterior wall and roof-ceiling assemblies shall have a composite STC³ of 45 with minimum STC 40 windows
 - Performance Method – Exterior wall and roof-ceiling assemblies shall reduce average hourly levels to Leq-1hr 50 dB in occupied areas during any hour of operation
- 5.507.4.3 – Interior Sound Transmission – Walls separating commercial tenant spaces from other tenant and common or public space must have STC ratings of 40 or higher

EXISTING NOISE ENVIRONMENT

To quantify existing noise levels at the site, two monitors continuously measured noise levels for a multi-day period between 25 and 28 September 2018. In addition, one 20-minute “spot” measurement was conducted, and the data was compared with the corresponding time period of the multi-day monitors to estimate noise levels at the location. The monitors were located along North Dinuba Boulevard and Shannon Parkway, and the noise environment was dominated by roadway traffic. Table 1, below, summarizes the existing measured noise levels in terms of Day/Night Average Sound Level (DNL), and highest hourly average sound levels (Leq(h)) during daytime hours. Figure 1, attached, shows the approximate measurement locations.

Table 1: Existing Noise Environment

Site	Location	Date/Time	DNL	Leq(h)
L1	North Dinuba Boulevard Monitor Approx. 80' from roadway center	25 to 28 September 2018	72 dB	74 dB
L2	Shannon Parkway Monitor Approx. 75' from roadway centerline		63 dB	65 dB
S1	North Dinuba Boulevard Spot Approx. 105' from roadway centerline	25 September 2018 6:00 – 6:20 pm	70 dB	72 dB

ANALYSIS AND RECOMMENDATIONS

This assessment analyses noise from vehicular traffic associated with the project, including at the fast food drive through, rooftop mechanical equipment, and noise from the planned car wash and vacuums, based on the noise standards outlined in the Visalia General Plan, Municipal Code, and CALGreen as summarized above.

Project Generated Traffic

The Traffic Impact Analysis created for this project by A&M Consulting Engineers on 19 December 2018 contains existing and forecasted traffic volumes for roadways affected by the project. In summary, PM peak hour traffic volumes for North Dinuba Boulevard are estimated to increase by 19-percent, and PM peak hour traffic volumes for Shannon Parkway are expected to increase by 26-percent in the timeframe

² Part 11: 2016 California Green Building Standards Code, Nonresidential Mandatory Measures, Section 5.507.4.

³ STC (Sound Transmission Class) – A single-number rating defined in ASTM E90 that quantifies the airborne sound insulating performance of a partition under laboratory conditions. Increasing STC ratings correspond to improved airborne sound insulation.

of the project. This corresponds with approximately a 1-decibel increase in environmental noise levels (DNL), which is defined as imperceptible and therefore is less than significant.

Gasoline delivery trucks will enter and exit the site via Shannon Parkway and fill underground tanks in the northern portion of the site. Trucks are expected to travel within approximately 50 feet of adjacent residences to the north. Measurement data from other projects suggest that truck noise may be on the order of 70 to 75 dB(A) at this distance, and maximum levels from air brake releases will be louder. Note that these will not meet the stationary noise level limits outlined in the Municipal Code and General Plan.

Rooftop Mechanical Equipment

This analysis anticipates the convenience store and deli building, and the fast food restaurant, will each include a rooftop air handling unit and exhaust fans(s). The buildings will be located approximately 40 and 225 feet from the residential property line to the north, respectively. For reference, the planned residences to the east are over 700 feet from these sources. Assuming all equipment will operate simultaneously during the day or night, the allowable noise level is 45 dB at the residential property line.

Mechanical equipment will need to be selected and located to meet the 45 dB property line noise limit. Calculations should take into account equipment height and shielding parapet walls and will need to be determined during the design phase when equipment is selected. If needed, noise reduction options may include equipment selection, location, localized barriers, and/or equipment enclosures.

Car Wash and Vacuums

As indicated above, a car wash is planned for the southern portion of the site at a distance of approximately 225 feet from the residential property line to the north (see Figure 1, attached). The vacuums will consist of fourteen vacuum stations with claw and crevis attachment tools powered by a central 60 horsepower Vacutech T4 producer. The producer will be located in an equipment closure on the western end of the car wash tunnel equipment building at over 300 feet from the nearest residences to the north. As shown in Figure 1, the vehicle stations will be 280 feet and farther from the nearest residence to the north. For reference, the car wash tunnel, vacuum stations, and vacuum producer will all be located over 500 feet from the planned residences to the east. Operational information and assumptions for noise generation, used in this analysis, are summarized as follows:

- The planned convenience store and deli building will block the line-of-sight between the car wash tunnel, vacuum producer, and vacuum stations, and residences to the north
- The car wash tunnel will include twelve Macneil Tech 15 HP drying blowers, which will dominate noise from car wash activities
- Manufacturer-provided data is as follows⁴:
 - The blowers will generate 85 dB(A) at a distance of 10 feet from the tunnel exit (noise levels at the entrance will be lower)
 - The vacuum producer enclosure will have CMU block walls with a shed roof and solid metal doors; this unit, with the enclosure, will generate 69 dB(A) at a distance of 10 feet
 - Noise from the claw and crevis vacuum tools will be 76 and 79 dB(A) at 10 feet, respectively
- The planned hours of operation for the car wash and vacuums will be daily from 5:00 AM to 12:00 AM (midnight)
- The car wash will serve 80 to 100 vehicle cycles per day, with 15 to 20 vehicles during peak hours

⁴ The manufacturer will be responsible for confirming that building and enclosure design limits noise generation to the levels provided.

- (this analysis assumes no more than 9 vehicles per hour during nighttime hours)
- Car wash blowers will operate for 90 seconds per vehicle cycle; therefore, they will operate a maximum of 27 cumulative minutes per hour during peak hours
 - Up to seven claw and crevis tools may be used simultaneously for a cumulative total of 30 minutes during a peak hour (this analysis assumes no more than two claw and crevis tools will operate simultaneously for a cumulative total of 10 minutes during nighttime hours)

Table 2, below, compares estimated noise levels from the car wash and vacuums with the General Plan goals and Municipal Code criteria outlined above. The receiver is understood to be a person standing at-grade at the location of nearest adjacent residential house to the north. Nighttime hours are considered to be between 7:00 PM and 6:00 AM, consistent with the Municipal Code.

Table 2: Estimated Car Wash and Vacuum Operational Noise at Nearest Residences

	Car Wash (Day / Night)	Vacuums (Day / Night)	Cumulative
Instantaneous Noise Level			
Estimated Level	49 dB (A)	49 / 44 dB(A)	52 / 50 dB(A)
Municipal Code Limit (day / night)	55 / 50 dB		
Meets City Goal	Yes		
Highest Hourly Equivalent Sound Level (Leq(h))			
Cumulative Duration (minutes)	30 / 14	30 / 10	
Estimated Level	46 / 43 dB(A)	47 / 40 dB(A)	49 / 45 dB(A)
General Plan Goal (day / night)	50 / 45 dB		
Meets City Goal	Yes		

As shown in Table 2 above, estimated operational noise from the car wash and vacuums meets the City's instantaneous and hourly noise levels criteria. The corresponding estimated day/night average sound level at the nearest residence is DNL 51 dB(A), which is within the City's DNL 65 dB(A) goal and would increase environmental noise by less than 1 dB(A) which is considered imperceptible and therefore less than significant.

Fast Food Restaurant

The fast food restaurant will include an ordering speaker located approximately 265 feet from the residential property line to the north. We have not received noise data for this speaker. Data provided for other projects has been in the range of 70 to 72 dB(A) at a reference distance of 4 feet. Adjusting for the distance to the residences to the north, corresponding levels would be on the order of 34 to 36 dB(A), which are well within the City's allowable limits for both daytime and nighttime operation. Therefore, this assessment does not identify that noise reduction measures will be needed.

CALGreen

Estimated hourly average traffic noise levels at the planned fast food restaurant, and convenience store and deli, are approximately 73 to 70 dB(A), respectively. Estimates suggest that using an insulated glazing unit with a sound insulation rating of STC 28 or higher will reduce traffic noise to the CALGreen criterion of $L_{eq}(h)$ 50 dB indoors. If the convenience store and deli will be leased as individual and separate spaces, then the CALGreen code will require an STC 40 separation wall. This could be achieved with a single stud assembly with batt insulation in stud cavities, one-layer of gypsum board on one side and two-layers on the other.

APPENDIX A

Fundamental Concepts of Environmental Noise

This section provides background information to aid in understanding the technical aspects of this report.

Three dimensions of environmental noise are important in determining subjective response. These are:

- The intensity or level of the sound
- The frequency spectrum of the sound
- The time-varying character of the sound

Airborne sound is a rapid fluctuation of air pressure above and below atmospheric pressure. Sound levels are usually measured and expressed in decibels (dB), with 0 dB corresponding roughly to the threshold of hearing.

The "frequency" of a sound refers to the number of complete pressure fluctuations per second in the sound. The unit of measurement is the cycle per second (cps) or hertz (Hz). Most of the sounds, which we hear in the environment, do not consist of a single frequency, but of a broad band of frequencies, differing in level. The name of the frequency and level content of a sound is its sound spectrum. A sound spectrum for engineering purposes is typically described in terms of octave bands, which separate the audible frequency range (for human beings, from about 20 to 20,000 Hz) into ten segments.

Many rating methods have been devised to permit comparisons of sounds having quite different spectra. Surprisingly, the simplest method correlates with human response practically as well as the more complex methods. This method consists of evaluating all of the frequencies of a sound in accordance with a weighting that progressively de-emphasizes the importance of frequency components below 1000 Hz and above 5000 Hz. This frequency weighting reflects the fact that human hearing is less sensitive at low frequencies and at extreme high frequencies relative to the mid-range.

The weighting system described above is called "A-weighting", and the level so measured is called the "A-weighted sound level" or "A-weighted noise level." The unit of A-weighted sound level is sometimes abbreviated "dBA." In practice, the sound level is conveniently measured using a sound level meter that includes an electrical filter corresponding to the A-weighting characteristic. All noise levels included in this report are A-weighted. All U.S. and international standard sound level meters include such a filter. Typical sound levels found in the environment and in industry are shown in Figure A1.

Although a single sound level value may adequately describe environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise is a conglomeration of distant noise sources, which results in a relatively steady background noise having no identifiable source. These distant sources may include traffic, wind in trees, industrial activities, etc. and are relatively constant from moment to moment. As natural forces change or as human activity follows its daily cycle, the sound level may vary slowly from hour to hour. Superimposed on this slowly varying background is a succession of identifiable noisy events of brief duration. These may include nearby activities such as single vehicle pass-bys, aircraft flyovers, etc. which cause the environmental noise level to vary from instant to instant.

To describe the time-varying character of environmental noise, statistical noise descriptors were developed. "L10" is the A-weighted sound level equaled or exceeded during 10 percent of a stated time period. The L10 is considered a good measure of the maximum sound levels caused by discrete noise events. "L50" is the A-weighted sound level that is equaled or exceeded 50 percent of a stated time

period; it represents the median sound level. The "L90" is the A-weighted sound level equaled or exceeded during 90 percent of a stated time period and is used to describe the background noise.

As it is often cumbersome to quantify the noise environment with a set of statistical descriptors, a single number called the average sound level or " L_{eq} " is now widely used. The term " L_{eq} " originated from the concept of a so-called equivalent sound level which contains the same acoustical energy as a varying sound level during the same time period. In simple but accurate technical language, the L_{eq} is the average A-weighted sound level in a stated time period. The L_{eq} is particularly useful in describing the subjective change in an environment where the source of noise remains the same but there is change in the level of activity. Widening roads and/or increasing traffic are examples of this kind of situation.

In determining the daily measure of environmental noise, it is important to account for the different response of people to daytime and nighttime noise. During the nighttime, exterior background noise levels are generally lower than in the daytime; however, most household noise also decreases at night, thus exterior noise intrusions again become noticeable. Further, most people trying to sleep at night are more sensitive to noise. To account for human sensitivity to nighttime noise levels, a special descriptor was developed. The descriptor is called the DNL or L_{dn} (Day-Night Average Sound Level), which represents the 24-hour average sound level with a penalty for noise occurring at night. The L_{dn} computation divides the 24-hour day into two periods: daytime (7:00 am to 10:00 pm); and nighttime (10:00 pm to 7:00 am). The nighttime sound levels are assigned a 10 dB penalty prior to averaging with daytime hourly sound levels.

For highway noise environments, the average noise level during the peak hour traffic volume is approximately equal to the DNL.

The effects of noise on people can be listed in three general categories:

- Subjective effects of annoyance, nuisance, dissatisfaction
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as startle, hearing loss

The sound levels associated with environmental noise usually produce effects only in the first two categories. Unfortunately, there has never been a completely predictable measure for the subjective effects of noise nor of the corresponding reactions of annoyance and dissatisfaction. This is primarily because of the wide variation in individual thresholds of annoyance and habituation to noise over time.

Thus, an important factor in assessing a person's subjective reaction is to compare the new noise environment to the existing noise environment. In general, the more a new noise exceeds the existing, the less acceptable the new noise will be judged.

With regard to increases in noise level, knowledge of the following relationships will be helpful in understanding the quantitative sections of this report:

Except in carefully controlled laboratory experiments, a change of only 1 dB in sound level cannot be perceived. Outside of the laboratory, a 3 dB change is considered a just-noticeable difference. A change in level of at least 5 dB is required before any noticeable change in community response would be expected. A 10 dB change is subjectively heard as approximately a doubling in loudness, and would almost certainly cause an adverse community response.

A-WEIGHTED
SOUND PRESSURE LEVEL,
IN DECIBELS

	140	}	THRESHOLD OF PAIN
	130		
CIVIL DEFENSE SIREN (100') JET TAKEOFF (200')	120		
RIVETING MACHINE	110		ROCK MUSIC BAND
DIESEL BUS (15')	100		PILED RIVER (50') AMBULANCE SIREN (100')
BAY AREA RAPID TRANSIT TRAIN PASSBY (10')	90		BOILER ROOM
OFF HIGHWAY VEHICLE (50') PNEUMATIC DRILL (50')	80		PRINTING PRESS PLANT GARBAGE DISPOSAL IN THE HOME
SF MUNI LIGHT-RAIL VEHICLE (35') FREIGHT CARS (100')	70		INSIDE SPORTS CAR, 50 MPH
VACUUM CLEANER (10') SPEECH (1')	60		DATA PROCESSING CENTER
	50		DEPARTMENT STORE PRIVATE BUSINESS OFFICE
LARGE TRANSFORMER (200') AVERAGE RESIDENCE	40		LIGHT TRAFFIC (100')
	30		TYPICAL MINIMUM NIGHTTIME LEVELS—RESIDENTIAL AREAS
SOFT WHISPER (5')	20		
RUSTLING LEAVES	10	}	RECORDING STUDIO
THRESHOLD OF HEARING	0		MOSQUITO (3')

(100') = DISTANCE IN FEET
BETWEEN SOURCE
AND LISTENER

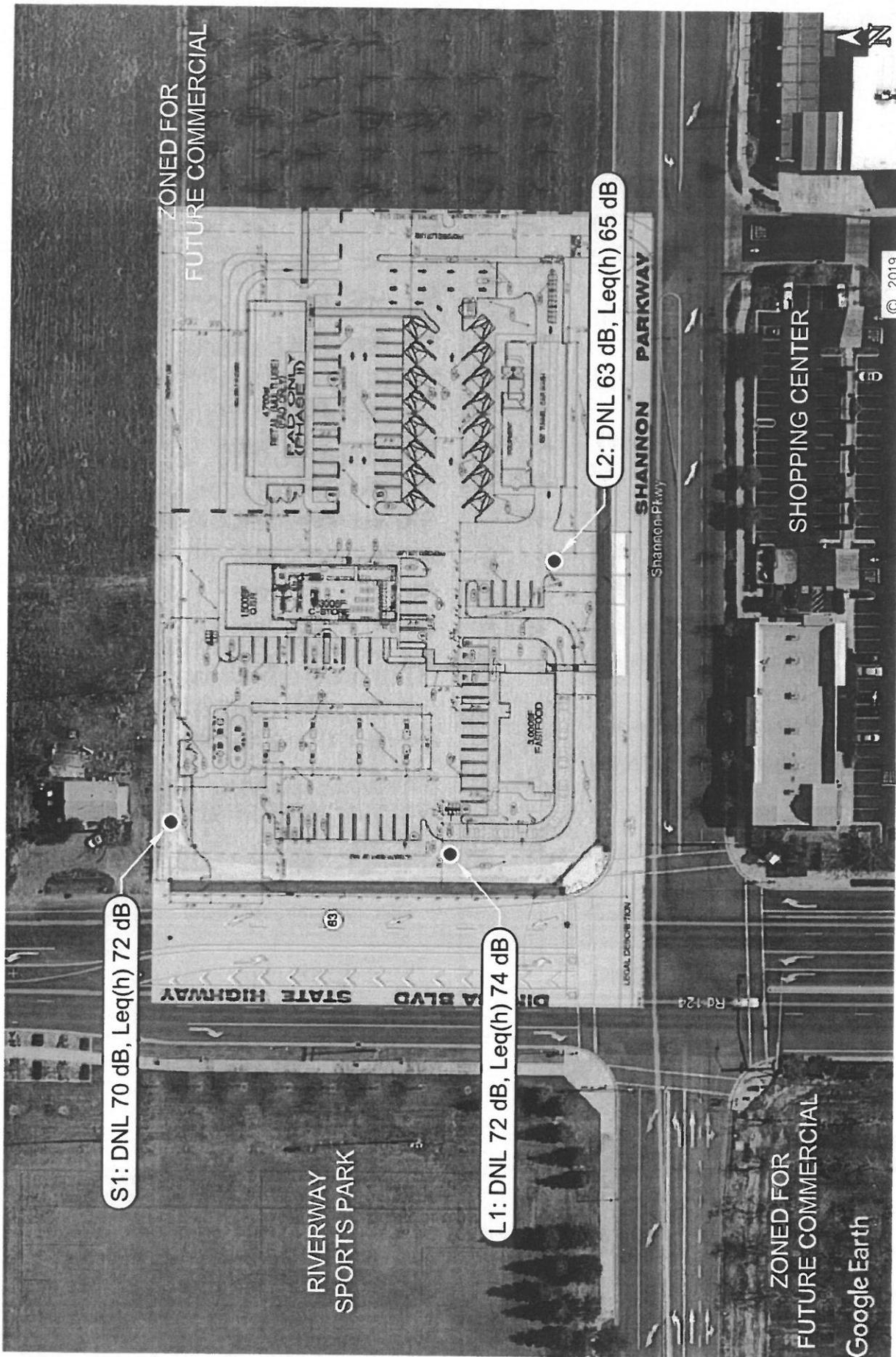
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CHARLES M. SALTER ASSOCIATES, INC.
FOR ACOUSTICAL DESIGN INFORMATION ONLY

TYPICAL SOUND LEVELS
MEASURED IN THE
ENVIRONMENT AND INDUSTRY

FIGURE A1

1107

C
11.25.03



**VISALIA CENTER GAS STATION AND CAR WASH
 SITE PLAN SHOWING MEASUREMENT LOCATIONS
 AND MEASURED NOISE LEVELS**

FIGURE 1

Salter #
 18-0566

WRS/JMR
 06.28.19

#5

MEETING DATE: September 18, 2019

SITE PLAN NO. 19-165

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

Conditional Use Permit

HISTORIC PRESERVATION

OTHER: _____

ADDITIONAL COMMENTS :

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

Site Plan Review Committee

City of Visalia
Building: Site Plan
Review Comments

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

- A building permit will be required. **FOR EACH BUILDING** *For information call (559) 713-4444*
- Submit 1 digital set of professionally prepared plans and 1 set of calculations. *(Small Tenant Improvements)*
- Submit 1 digital set of plans prepared by an architect or engineer. Must comply with 2016 California Building Cod Sec. 2308 for conventional light-frame construction or submit 1 digital set of engineered calculations.
- Indicate abandoned wells, septic systems and excavations on construction plans.
- You are responsible to ensure compliance with the following checked items:**
- Meet State and Federal requirements for accessibility for persons with disabilities.
- A path of travel, parking and common area must comply with requirements for access for persons with disabilities.
- All accessible units required to be adaptable for persons with disabilities.
- Maintain sound transmission control between units minimum of 50 STC.
- Maintain fire-resistive requirements at property lines.
- A demolition permit & deposit is required. *For information call (559) 713-4444*
- Obtain required permits from San Joaquin Valley Air Pollution Board. *For information call (661) 392-5500*
- Plans must be approved by the Tulare County Health Department. *For information call (559) 624-8011*
REQUIRED FOR FAST FOOD AND CONV. STORE.
- Project is located in flood zone _____ * Hazardous materials report.
- Arrange for an on-site inspection. *(Fee for inspection \$157.00)* *For information call (559) 713-4444*
- School Development fees. Commercial \$0.61 per square foot. Residential \$3.79 per square foot.
- Park Development fee \$ _____, per unit collected with building permits.
- Existing address must be changed to be consistent with city address. *For information call (559) 713-4320*
- Acceptable as submitted
- No comments at this time

Additional comments: **ALL LANDSCAPING SHALL MEET THE MWELD REQUIREMENTS. FAST FOOD REQUIRES GREASE INTERCEPTOR INSTALLED OUTSIDE AND UNDERGROUND. PROVIDE TYPE I HOOD AT FAST FOOD. PROVIDE SAND/OIL INTERCEPTOR AT THE CAR WASH.**

VAL GARCIA 9/18/19

Signature



Site Plan Comments

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

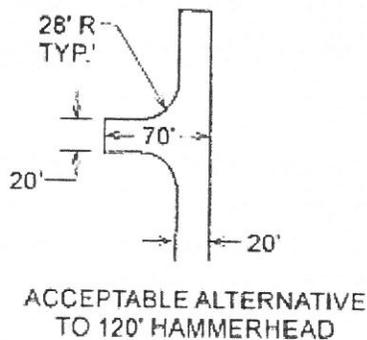
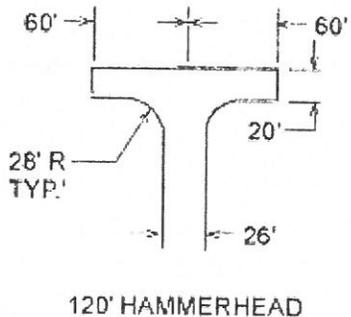
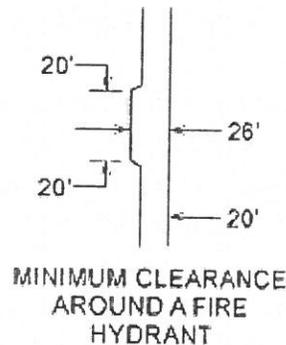
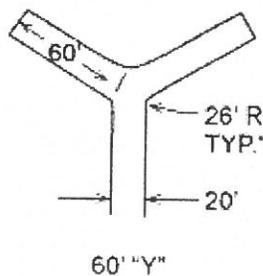
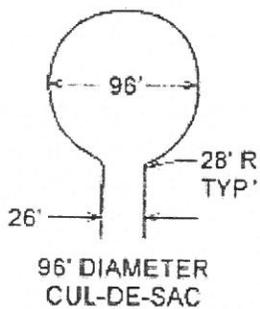
Date	September 16, 2019
Item #	5
Site Plan #	19-165
APN:	000012439

- 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.
- Construction and demolition sites prior to and during construction shall comply with the following:
 - **Water supply** for fire protection, either temporary or permanent, shall be made available as soon as combustible materials arrive on the site. 2016 CFC 3312
 - Provide an all-weather, 20 feet width **construction access road** capable of holding a 75,000 pound fire apparatus. Fire apparatus access shall be provided within 100 feet of temporary or permanent fire department connections. 2016 CFC 3310
- **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 420 N Burke, Visalia, CA 93292. Please allow adequate time for shipping and installation. 2016 CFC 506.1
- Where a portion of the facility or building is more than 400 feet from a hydrant on a fire apparatus access road, **on-site fire hydrant(s)** shall be provided. 2016 CFC 507.5.1, App B and C
- Due to insufficient building information, the number and distance between **fire hydrants** cannot be determined by the Site Plan Review process. The number of fire hydrants and distance between required fire hydrants shall

be determined by utilizing type of construction and square footage in accordance with 2016 CFC §507, App B and C.

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

- A **fire apparatus access road(s)** shall be provided and extend within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. Minimum turning radius for emergency fire apparatus shall be 20 feet inside radius and 43 feet outside radius. Fire apparatus access roads shall have an unobstructed width of not less than the following (2016 CFC 503.1.1)
 - 20 feet width, exclusive of shoulders (No Parking)
 - More than 26 feet width, exclusive of shoulders (No Parking one side)
 - More than 32 feet wide, exclusive of shoulders (Parking permitted on both sides)
- Fire apparatus access roads in excess of 150 feet that dead end shall be provided with a **turnaround**. Fire apparatus access roads with a length of 151-500 feet shall be a minimum of 20 feet in width. Length of 501-750 feet shall be 26 feet in width. 2016 CFC Table D103.4



- 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"



12"

SIGN TYPE "C"

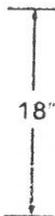


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SIGN TYPE "D"



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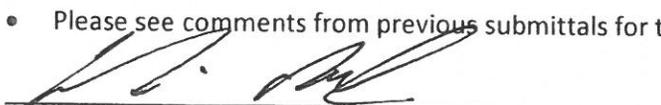


18"

- 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:**

- Please see comments from previous submittals for this parcel.



Corbin Reed
Fire Marshal

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

Site Plan Review Comments

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

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

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

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

- Access Controlled / Restricted etc:

- Lighting Concerns:

- Landscaping Concerns:

- Traffic Concerns:

- Surveillance Issues:

- Line of Sight Issues:

Other Concerns:
L. FARMUM L48

* PAST COMMENTS APPLY

SITE PLAN REVIEW COMMENTS

Paul Scheibel, Planning Division, 559-713-4369

Date: September 16, 2019

SITE PLAN NO: 2019-165
PROJECT TITLE: Shannon Parkway & Dinuba Blvd 63
DESCRIPTION: Commercial Mixed Use
APPLICANT: Samer Sabbah
PROP. OWNER: Omni Development Group
LOCATION TITLE: North East Corner of Shannon Parkway & Dinuba Blvd 63
APN TITLE: 000-012-439 (Temporary APN)
GENERAL PLAN: Medium Density Residential, High Density Residential, Mixed Use Commercial
EXISTING ZONING: R-M-2 (Multi-Family Residential 3,000 sq. ft. min. site area per unit), R-M-3 (Multi-Family Residential 1,200 sq. ft. min. site area per unit), C-MU (Mixed Use Commercial)

Rule 9510 – This project is not subject to the Rule 9510 requirements of the San Joaquin Valley Air Pollution Control District – see District web-site for information.

Planning Division Recommendation:

- Revise and Proceed
 Resubmit

Project Requirements

- Conditional Use Permit?
- Additional information as needed.

PROJECT SPECIFIC INFORMATION: September 18, 2019

1. A Conditional Use Permit is required.

SEE ALL PREVIOUS FINAL COMMENTS FOR SPR-2018-103 and SPR 2017-164-C, below:

Project Requirements

- Conditional Use Permit Master CUP and for car wash and convenience store. Drive-thru is subject to Master CUP conditions.
- Provide clear site triangle for inter-visibility between Shannon Parkway entrance and car wash tunnel exit. Maximize distance between drive aisle and tunnel exit.
- Provide a "Plan B" for maintaining excessive vehicle queuing for the proposed drive-thru. This will be included in the Master CUP conditions.
- Place parking adjacent to medical uses.
- Development Plan – SPR No. 2017-021
- Additional Information as Needed

PROJECT SPECIFIC INFORMATION: June 12, 2019

1. See above (Project Requirements) and previous comments.

PROJECT SPECIFIC INFORMATION: April 17, 2019

1. Noise study for car wash required.
2. Expand drive-thru queue lane and show vehicles for stacking.
3. Provide cross access and maintenance for a future common access point on Dinuba at the north property line (shared access drive with the property to the north in future). While this may or may-not be done as a separate instrument, the Planning Commission has an interest in the overall development pattern when reviewing proposed divisions of property.
4. See solid waste comments.
5. The traffic pattern at the ca wash entrance appears to be crowded and a little confusing for drives navigating the site.

6. The car wash portion needs to include the ability to secure the wash tunnel and vacuums to reduce impacts from undesirable activities when not in use.
7. Evergreen hedge – 3-foot high – required along access drives and parking stalls which face or are adjacent to the public right-of-way.
8. Landscape and irrigation plans are required as a part of the building permit package.
9. See previous comments.

1. Provide a single exhibit with the total parcel map on it for the Planning Commission.
2. Show bus bay areas as part of map.
3. Show common access point on Dinuba at the north property line for the shared access drive with the property to the north. While this may or may-not be done as a separate instrument, the Planning Commission has an interest in the overall development pattern when reviewing proposed divisions of property.
4. The area east of Court Street may be subject to limited access points to Shannon Parkway, Court and Santa Fe.
5. Cross Access, shared driveways and shared maintenance areas should be depicted on the parcel map.
6. The "Development Plan" is needed for the Conditional Use Permit to go with the map for the creation of parcels less than 5 acres in size.
7. See the Caltrans comments – Plot future right-of-way line as identified by Caltrans.

SITE PLAN # 2017-164-C comments below:

PROJECT SPECIFIC INFORMATION (10/25/2017):

1. A tentative parcel map with anticipated phasing and improvements is needed for SPR to provide accurate TPM comments for project. What are the limits (and type) of Phase One improvements you anticipate for this project?
2. The "Development Plan" is needed for the Conditional Use Permit to go with the map for the creation of parcels less than 5 acres in size.
3. See the Caltrans comments – Plot future right-of-way line as identified by Caltrans, setbacks will be required from the future right-of-way.
4. The front setback along Dinuba Blvd. is 15 feet from the IOD established by Caltrans. The street side setback is 10 feet along Shannon Parkway.
5. Provide cross access points on map.
6. See Transit comments related to a bus stop on Shannon Parkway.
7. All drive-thru uses must meet standards in ZO Section 17.25.030 or be subject to a conditional use permit.
8. See Solid Waste comments related to trash enclosures.
9. Provide a map that depicts all four parcels on one page.
10. The parking row in front of the convenience store is required to have one landscape well every 10 contiguous parking stalls.
11. See Traffic & Engineering comments related to median breaks and access points.

(Previous Comments 09/06/2017):

1. A tentative parcel map is required to subdivide the project site into four parcels.
2. Provide a map that depicts all four parcels on one page.
3. All dedicated right-of-way streets needs to be depicted on the parcel map (i.e., Court St., Santa Fe St., and Shannon Pkwy.)
4. Reciprocal cross-access agreements shall be required between parcels 1 through 3. In addition, this map shall establish a future reciprocal cross-access agreement with the commercial zoned property to the north. The map and development plan shall depict the future drive aisles providing vehicular access to the north parcel.
5. Future cross-access drive-aisles will facilitate the removal of the drive approach on Dinuba Blvd. for Parcel 1 as conditioned by Caltrans.
6. The drive approach on Dinuba Blvd. for Parcel 1 shall contain a note and/or additional notations informing the buyer and/or developer of Parcel 1 that this drive approach shall be removed as required by Caltrans when the commercial property to the north develops.
7. The parcel map requires a CUP for parcels less than five acres.

8. The parcel map cannot proceed to a formal filing until the development plan as submitted per Site Plan Review No. 2017-21 is given a Revise and Proceed and the discretionary entitlements for this item are submitted concurrently with the parcel map.

DEVELOPMENT STANDARDS - R-M-2 [17.16]

Maximum Building Height: 35 feet or three (3) stories whichever is taller in the R-M-2 zone. The maximum height shall be four (4) stories in the R-M-3 zone.

Minimum Setbacks:

	Building	Landscaping
➤ Front	15 Feet	15 Feet
➤ Side	5 Feet	5 Feet*
➤ Street side on corner lot	10 Feet	10 Feet
➤ Rear	25 Feet	25 Feet

Minimum Site Area: 3,000 square feet per unit

- Common open space
- Screen 2nd story windows when adjacent to an R-1 Site, Single-Family Residential
- Conditional Use Permit for 80 or more units
- Alley exception for rear setback to parking structure, open space still needed
- Minimum site area 2 acres, unless CUP, zoning action, or Master Plan approved by SPR
- Screen all parking areas adjacent to public streets. Parking subject to Chapter 17.34.
- See Zoning Ordinance Section 17.16 for complete standards and requirements.

DEVELOPMENT STANDARDS - R-M-3 [17.16]

Maximum Building Height: 35 feet or three (3) stories whichever is taller in the R-M-2 zone. The maximum height shall be four (4) stories in the R-M-3 zone.

Minimum Setbacks:

	Building	Landscaping
➤ Front	15 Feet	15 Feet
➤ Side	5 Feet	5 Feet*
➤ Street side on corner lot	10 Feet	10 Feet
➤ Rear	15 Feet	15 Feet

Minimum Site Area: 1,200 square feet per unit

- Common open space
- Conditional Use Permit for 80 or more units
- Alley exception for rear setback to parking structure, open space still needed
- Minimum site area 2 acres, unless CUP, zoning action, or Master Plan approved by SPR
- Screen all parking areas adjacent to public streets. Parking subject to Chapter 17.34.
- See Zoning Ordinance Section 17.16 for complete standards and requirements.

17.19.060 Development standards in the C-MU zones outside the downtown area.

The following development standards shall apply to property located in the C-MU zone and located outside the Downtown Area, which is defined as the area that is south of Murray Avenue, west of Ben Maddox Way, north of Mineral King Avenue, and east of Conyer Street:

- A. Minimum site area: five (5) acres.
- B. Maximum building height: fifty (50) feet.

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

- D. Minimum required landscaped yard (setback) areas:
1. Front: fifteen (15) feet;
 2. Rear: five (5) feet;
 3. Rear yards abutting an R-1 or R-M zone district: five (5) feet;
 4. Side: five (5) feet (except where a building is located on side property line);
 5. Side yards abutting an R-1 or R-M zone district: five (5) feet;
 6. Street side on corner lot: ten (10) feet.

The provisions of Chapter 17.58 shall also be met, if applicable.

Parking:

1. Provide parking spaces based Zoning Ordinance Section 17.34.020 (1.5 spaces per unit, plus .25 spaces per unit for guest parking if required by Planning Commission.
2. 30% of the required parking stalls may be compact and shall be evenly distributed in the lot.
3. Provide handicapped space(s).
4. An 80 sq. ft. minimum landscape well is required every 10 contiguous parking.
5. A planter is required every other row. (5-9 feet in width containing trees on twenty (20) foot centers.
6. No repair work or vehicle servicing allowed in a parking area.
7. It is highly recommended that bicycle rack(s) be provided on site plan.
8. No parking shall be permitted in a required front/rear/side yard.
9. Design/locate parking lot lighting to deflect any glare away from abutting residential areas.
10. Parking lot to be screened from view by a 3-foot tall solid wall or shrubs when located adjacent to a public street or when across from residential property.
11. Front carport area to have a 3 to 6-foot tall screening wall.
12. Provide shopping cart storage areas on site plan.
13. Provide transit facilities on site plan.
14. Provide shared parking/access agreements
15. Provide off-street loading facility.
16. The project should provide preferential parking spaces for carpools and vanpools to decrease the number of single occupant vehicle work trips. The preferential treatment could include covered parking spaces or close-in parking spaces, or designated free parking, or a guaranteed space for the vehicle.
17. Provide a "No Parking" (dead-head) stall at the end of the parking row (for rows over 6 stalls deep with no outlet) to allow vehicles to turn around rather than backing out if no stalls are available.

Fencing and Screening:

1. Provide screening for roof mounted equipment (Zoning Ordinance Section 17.30.130.F).
2. Provide second-story screening for all windows that may intrude into adjacent residential properties. Details and cross-sections will be required to be reviewed and approved prior to issuance of building

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

Landscaping:

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

maintained and replaced as needed, to screen or ornament the site. (Prior code § 7484)

17.16.150 Open space and recreational areas.

Any multiple family project approved under a conditional use permit or site plan review permit shall dedicate at least five (5) percent of the site to open, common, usable space and/or recreational facilities for use by tenants as a part of that plan. The calculated space shall not include setback areas adjacent to a street. Shared open space could include parks, playgrounds, sports courts, swimming pools, gardens, and covered patios or gazebos open on at least three (3) sides. Further, the calculated space shall not include enclosed meeting or community rooms. The specific size, location and use shall be approved as a part of the conditional use permit.

17.16.160 Screening.

All parking areas adjacent to public streets and R-1 sites shall be screened from view subject to the requirements and procedures of Chapter 17.28.

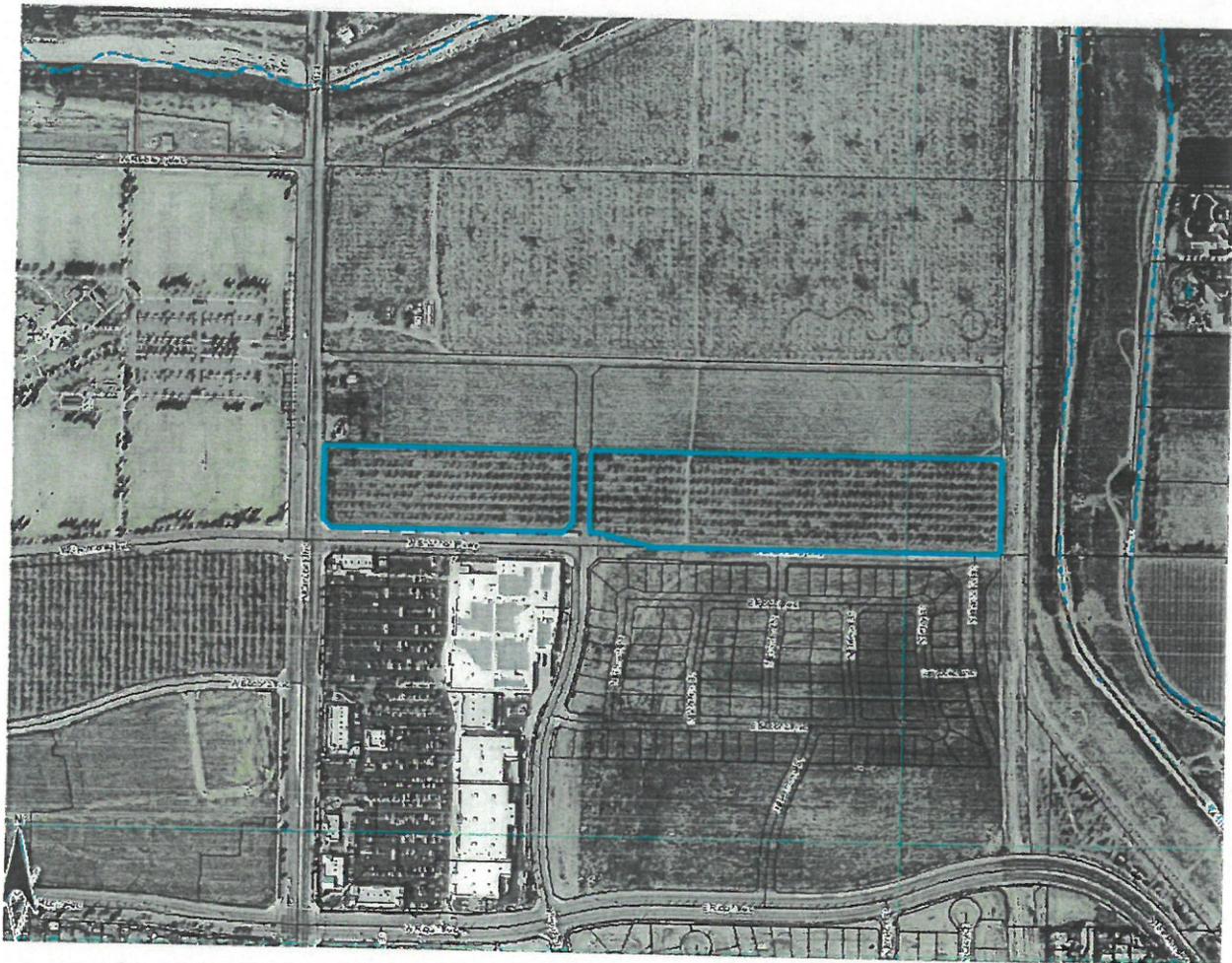
Lighting:

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

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

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


Signature



SITE PLAN REVIEW COMMENTS

CITY OF VISALIA TRAFFIC SAFETY DIVISION

September 18, 2019

ITEM NO. 5

SITE PLAN NO: SPR 19-165
PROJECT TITLE: Shannon Parkway & Dinuba Blvd 63
DESCRIPTION: Commercial Mixed Use
APPLICANT: Samer Sabbah
OWNER: Omni Development Group
APN: 000-012-439
LOCATION: North East Corner of Shannon Parkway & Dinuba Blvd 63

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

- No Comments
- See Previous Site Plan Comments
- Install Street Light(s) per City Standards.
- Install Street Name Blades at _____ Locations.
- Install Stop Signs at **driveway exit** Locations.
- Construct parking per City Standards PK-1 through PK-4.
- Construct drive approach per City Standards.
- Traffic Impact Analysis required (CUP)
 - Provide more traffic information such as _____ . Depending on development size, characteristics, etc., a TIA may be required.
- Additional traffic information required (Non Discretionary)
 - Trip Generation - Provide documentation as to concurrence with General Plan.
 - Site Specific - Evaluate access points and provide documentation of conformance with COV standards. If noncomplying, provide explanation.
 - Traffic Impact Fee (TIF) Program - Identify improvements needed in concurrence with TIF.

Additional Comments:

- Per COV Design Standard C-32, the minimum distance between driveways is 250-ft for a collector status roadway. Shannon Pkwy is a collector..



Leslie Blair

**BUILDING/DEVELOPMENT PLAN
REQUIREMENTS
ENGINEERING DIVISION**

Adrian Rubalcaba 713-4271
 Diego Corvera 713-4209

ITEM NO: 5 DATE: SEPTEMBER 18, 2019

SITE PLAN NO.: 19-165
PROJECT TITLE: SHANNON PKWY & DINUBA BLVD 63
DESCRIPTION: COMMERCIAL MIXED USE
APPLICANT: SAMER SABBAH
PROP OWNER: OMNI DEVELOPMENT GROUP
LOCATION: NEC SHANNON PKWY & DINUBA BLVD
APN: 000-012-439

SITE PLAN REVIEW COMMENTS

REQUIREMENTS (indicated by checked boxes)

- Install curb return with ramp, with _____ radius;
- Install curb; gutter
- Drive approach size: _____ Use radius return;
- Sidewalk: _____ width; _____ parkway width at _____
- Repair and/or replace any sidewalk across the public street frontage(s) of the subject site that has become uneven, cracked or damaged and may constitute a tripping hazard.
- Replace any curb and gutter across the public street frontage(s) of the subject site that has become uneven and has created areas where water can stand.
- Right-of-way dedication required. A title report is required for verification of ownership.
- Deed required prior to issuing building permit;
- City Encroachment Permit Required.

Insurance certificate with general & auto liability (\$1 million each) and workers compensation (\$1 million), valid business license, and appropriate contractor's license must be on file with the City, and valid Underground Service Alert # provided prior to issuing the permit. Contact Encroachment Tech. at 713-4414.

- CalTrans Encroachment Permit required. CalTrans comments required prior to issuing building permit. Contacts: David Deel (Planning) 488-4088;
- Landscape & Lighting District/Home Owners Association required prior to approval of Final Map. Landscape & Lighting District will maintain common area landscaping, street lights, street trees and local streets as applicable. Submit completed Landscape and Lighting District application and filing fee a min. of 75 days before approval of Final Map.
- Landscape & irrigation improvement plans to be submitted for each phase. Landscape plans will need to comply with the City's street tree ordinance. The locations of street trees near intersections will need to comply with Plate SD-1 of the City improvement standards. A street tree and landscape master plan for all phases of the subdivision will need to be submitted with the initial phase to assist City staff in the formation of the landscape and lighting assessment district.
- Grading & Drainage plan required. If the project is phased, then a master plan is required for the entire project area that shall include pipe network sizing and grades and street grades. Prepared by registered civil engineer or project architect. All elevations shall be based on the City's benchmark network. Storm run-off from the project shall be handled as follows: a) directed to the City's existing storm drainage system; b) directed to a permanent on-site basin; or c) directed to a temporary on-site basin is required until a connection with adequate capacity is available to the City's storm drainage system. On-site basin: _____ : _____ maximum side slopes, perimeter fencing required, provide access ramp to bottom for maintenance.
- Grading permit is required for clearing and earthwork performed prior to issuance of the building permit.
- Show finish elevations. (Minimum slopes: A.C. pavement = 1%, Concrete pavement = 0.25%. Curb & Gutter = 0.20%, V-gutter = 0.25%)
- Show adjacent property grade elevations. A retaining wall will be required for grade differences greater than 0.5 feet at the property line.
- All public streets within the project limits and across the project frontage shall be improved to their full width, subject to available right of way, in accordance with City policies, standards and specifications.
- Traffic indexes per city standards:

SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: **19-165**

Date: **9/18/2019**

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

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

(Fee Schedule Date:**8/3/2019**)

(Project type for fee rates:**VARIES**)

Existing uses may qualify for credits on Development Impact Fees.

FEE ITEM	FEE RATE
<input checked="" type="checkbox"/> Groundwater Overdraft Mitigation Fee	REFER TO FEE SCHEDULE
<input checked="" type="checkbox"/> Transportation Impact Fee	
<input checked="" type="checkbox"/> Trunk Line Capacity Fee	
<input checked="" type="checkbox"/> Sewer Front Foot Fee	
<input checked="" type="checkbox"/> Storm Drain Acq/Dev Fee	
<input type="checkbox"/> Park Acq/Dev Fee	
<input type="checkbox"/> Northeast Specific Plan Fees	
<input checked="" type="checkbox"/> Waterways Acquisition Fee	
<input checked="" type="checkbox"/> Public Safety Impact Fee: Police	
<input checked="" type="checkbox"/> Public Safety Impact Fee: Fire	
<input checked="" type="checkbox"/> Public Facility Impact Fee	
<input type="checkbox"/> Parking In-Lieu	

Reimbursement:

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



Adrian Rubalcaba

19165

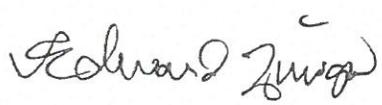
COMMERCIAL BIN SERVICE

- No comments.
- See comments below
- Revisions required prior to submitting final plans. See comments below.
- Resubmittal required. See comments below.
- Customer responsible for all cardboard and other bulky recyclables to be broken down before disposing of in recycle containers
- ALL refuse enclosures must be R-3 OR R-4
- Customer must provide combination or keys for access to locked gates/bins
- Type of refuse service not indicated.
- Location of bin enclosure not acceptable. See comments below.
- Bin enclosure not to city standards double.
- Inadequate number of bins to provide sufficient service. See comments below.
- Drive approach too narrow for refuse trucks access. See comments below.
- Area not adequate for allowing refuse truck turning radius of : Commercial 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.
- City ordinance 8.28.120-130 (effective 07/19/18) requires contractor to contract with City for removal of construction debris unless transported in equipment owned by contractor or unless contracting with a franchise permittee for removal of debris utilizing roll-off boxes.

Comment

All revisions made are satisfactory to Solid Waste. Enclosures looks to be in good location. Be sure to have enclosure gates open 180 degrees. All gates must be equipped with chain bolts to secure them from closing. 1000 gallon grease trap may be required for restaurants.

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



Site Plan Review Comments For:

California Water Service
Stuart Skoglund, Superintendent
216 N. Valley Oaks Dr.
Visalia, CA 93292
559-624-1662 Office
559-735-3189 Fax

Date: 09/18/2019

Item # 5

Site Plan # 19-165

Project:

Description: commercial mixed use

Applicant:

Location: NE cor Shannon/Dinuba

APN:

The following comments are applicable when checked:

No Comments at this time

Fire Hydrants
Comments-

Services
Comments-

Mains
Comments-

Backflow requirements
Comments-

Additional Comments:

- I gave a new business packet to the representative. I encouraged them to start the water process now to avoid any delays down the road.

Stuart Skoglund
Superintendent

#4

MEETING DATE: September 18, 2019

SITE PLAN NO. 19-164

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
 - Tentative Parcel Map
 - HISTORIC PRESERVATION OTHER: _____

ADDITIONAL COMMENTS :

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

Site Plan Review Committee

City of Visalia
Building: Site Plan
Review Comments

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

- A building permit will be required. *For information call (559) 713-4444*
- Submit 1 digital set of professionally prepared plans and 1 set of calculations. (Small Tenant Improvements)
- Submit 1 digital set of plans prepared by an architect or engineer. Must comply with 2016 California Building Cod Sec. 2308 for conventional light-frame construction or submit 1 digital set of engineered calculations.
- Indicate abandoned wells, septic systems and excavations on construction plans.
- You are responsible to ensure compliance with the following checked items:**
- Meet State and Federal requirements for accessibility for persons with disabilities.
- A path of travel, parking and common area must comply with requirements for access for persons with disabilities.
- All accessible units required to be adaptable for persons with disabilities.
- Maintain sound transmission control between units minimum of 50 STC.
- Maintain fire-resistive requirements at property lines.
- A demolition permit & deposit is required. *For information call (559) 713-4444*
- Obtain required permits from San Joaquin Valley Air Pollution Board. *For information call (661) 392-5500*
- Plans must be approved by the Tulare County Health Department. *For information call (559) 624-8011*
- Project is located in flood zone _____ * Hazardous materials report.
- Arrange for an on-site inspection. (Fee for inspection \$157.00) *For information call (559) 713-4444*
- School Development fees. Commercial \$0.61 per square foot. Residential \$3.79 per square foot.
- Park Development fee \$ _____, per unit collected with building permits.
- Existing address must be changed to be consistent with city address. *For information call (559) 713-4320*
- Acceptable as submitted
- No comments at this time

Additional comments: _____

VAL GARCIA 9/18/19
Signature



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

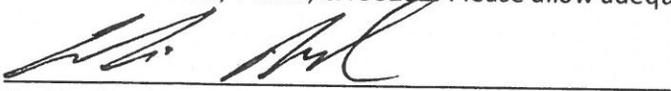
Date September 16, 2019
Item # 4
Site Plan # 19-164
APN: 000-012-439

- The Site Plan Review comments are issued as **general overview** of your project. With further details, additional requirements will be enforced at the Plan Review stage. Please refer to the 2016 California Fire Code (CFC), 2016 California Building Codes (CBC) and City of Visalia Municipal Codes.
- Fire protection items are not required to be installed for **parcel map or lot line adjustment** at this time; however, any developments taking place on these parcels will be subject to fire & life safety requirements including fire protection systems and fire hydrants in accordance with all applicable sections of the California Fire Code.
- **More information** is needed before a Site Plan Review can be conducted. Please submit plans with more detail. Please include information on
- **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
- Due to insufficient building information, the number and distance between **fire hydrants** cannot be determined by the Site Plan Review process. The number of fire hydrants and distance between required fire hydrants shall be determined by utilizing type of construction and square footage in accordance with 2016 CFC §507, App B and C.

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

- A **fire apparatus access road(s)** shall be provided and extend within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. Minimum turning radius for emergency fire apparatus shall be 20 feet inside radius and 43 feet outside radius. Fire apparatus access roads shall have an unobstructed width of not less than the following (2016 CFC 503.1.1)
 - 20 feet width, exclusive of shoulders (No Parking)
 - More than 26 feet width, exclusive of shoulders (No Parking one side)
 - More than 32 feet wide, exclusive of shoulders (Parking permitted on both sides)

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



Corbin Reed
Fire Marshal

19-164

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

Site Plan Review Comments

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

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

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

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

Access Controlled / Restricted etc:

Lighting Concerns:
WELL LIT

Landscaping Concerns:
LOW BARRIER LANDSCAPE

Traffic Concerns:

Surveillance Issues:
CAMERAS & COOPERATE WITH LE REQUESTS

Line of Sight Issues:

Other Concerns:
L. FRANOUY L48 * Any Previous issues

SITE PLAN REVIEW COMMENTS

Paul Scheibel, Planning Division, 559-713-4369

Date: September 16, 2019

SITE PLAN NO: 2019-164
PROJECT TITLE: Shannon Parkway & Dinuba Blvd 63
DESCRIPTION: Tentative Parcel Map
APPLICANT: Samer Sabbah
PROP. OWNER: Omni Development Group
LOCATION TITLE: North East Corner of Shannon Parkway & Dinuba Blvd 63
APN TITLE: 000-012-439 (Temporary APN)
GENERAL PLAN: Medium Density Residential, High Density Residential, Mixed Use Commercial
EXISTING ZONING: R-M-2 (Multi-Family Residential 3,000 sq. ft. min. site area per unit), R-M-3 (Multi-Family Residential 1,200 sq. ft. min. site area per unit), C-MU (Mixed Use Commercial)

Rule 9510 - This project is not subject to the Rule 9510 requirements of the San Joaquin Valley Air Pollution Control District - see District web-site for information.

Planning Division Recommendation:

- Revise and Proceed
 Resubmit

Project Requirements

- Tentative Parcel Map
- Additional information as needed.

PROJECT SPECIFIC INFORMATION: September 18, 2019

1. A Tentative Parcel Map is required.
2. Remove "Vesting" designation, or fully comply with VMC sect 16.20 et. Seq.
3. Re-measure parcel dimensions for accuracy
4. Provide a shared access easement for all parcels.

DEVELOPMENT STANDARDS - R-M-2 [17.16]

Maximum Building Height: 35 feet or three (3) stories whichever is taller in the R-M-2 zone. The maximum height shall be four (4) stories in the R-M-3 zone.

Minimum Setbacks:

	Building	Landscaping
➤ Front	15 Feet	15 Feet
➤ Side	5 Feet	5 Feet*
➤ Street side on corner lot	10 Feet	10 Feet
➤ Rear	25 Feet	25 Feet

Minimum Site Area: 3,000 square feet per unit

- Common open space
- Screen 2nd story windows when adjacent to an R-1 Site, Single-Family Residential
- Conditional Use Permit for 80 or more units
- Alley exception for rear setback to parking structure, open space still needed
- Minimum site area 2 acres, unless CUP, zoning action, or Master Plan approved by SPR
- Screen all parking areas adjacent to public streets. Parking subject to Chapter 17.34.
- See Zoning Ordinance Section 17.16 for complete standards and requirements.

DEVELOPMENT STANDARDS - R-M-3 [17.16]

Maximum Building Height: 35 feet or three (3) stories whichever is taller in the R-M-2 zone. The

maximum height shall be four (4) stories in the R-M-3 zone.

Minimum Setbacks:

	Building	Landscaping
➤ Front	15 Feet	15 Feet
➤ Side	5 Feet	5 Feet*
➤ Street side on corner lot	10 Feet	10 Feet
➤ Rear	15 Feet	15 Feet

Minimum Site Area: 1,200 square feet per unit

- Common open space
- Conditional Use Permit for 80 or more units
- Alley exception for rear setback to parking structure, open space still needed
- Minimum site area 2 acres, unless CUP, zoning action, or Master Plan approved by SPR
- Screen all parking areas adjacent to public streets. Parking subject to Chapter 17.34.
- See Zoning Ordinance Section 17.16 for complete standards and requirements.

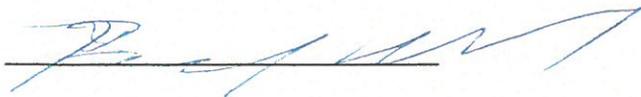
17.19.060 Development standards in the C-MU zones outside the downtown area.

The following development standards shall apply to property located in the C-MU zone and located outside the Downtown Area, which is defined as the area that is south of Murray Avenue, west of Ben Maddox Way, north of Mineral King Avenue, and east of Conyer Street:

- A. Minimum site area: five (5) acres.
- B. Maximum building height: fifty (50) feet.
- C. Minimum required yards (building setbacks):
 - 1. Front: fifteen (15) feet;
 - 2. Rear: zero (0) feet;
 - 3. Rear yards abutting an R-1 or R-M zone district: fifteen (15) feet;
 - 4. Side: zero (0) feet;
 - 5. Side yards abutting an R-1 or R-M zone district: fifteen (15) feet;
 - 6. Street side yard on corner lot: ten (10) feet.
- D. Minimum required landscaped yard (setback) areas:
 - 1. Front: fifteen (15) feet;
 - 2. Rear: five (5) feet;
 - 3. Rear yards abutting an R-1 or R-M zone district: five (5) feet;
 - 4. Side: five (5) feet (except where a building is located on side property line);
 - 5. Side yards abutting an R-1 or R-M zone district: five (5) feet;
 - 6. Street side on corner lot: ten (10) feet.

The provisions of Chapter 17.58 shall also be met, if applicable.

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.



SITE PLAN REVIEW COMMENTS

CITY OF VISALIA TRAFFIC SAFETY DIVISION

September 18, 2019

ITEM NO. 4

SITE PLAN NO: SPR19-164
PROJECT TITLE: Shannon Parkway & Dinuba Blvd 63
DESCRIPTION: Tentative Parcel Map
APPLICANT: Samer Sabbah
OWNER: Omni Development Group
APN: 000-012-439
LOCATION: North East Corner of Shannon Parkway & Dinuba Blvd 63

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

- No Comments
- See Previous Site Plan Comments
- Install Street Light(s) per City Standards.
- Install Street Name Blades at Locations.
- Install Stop Signs at Locations.
- Construct parking per City Standards PK-1 through PK-4.
- Construct drive approach per City Standards.
- Traffic Impact Analysis required (CUP)
 - Provide more traffic information such as . Depending on development size, characteristics, etc., a TIA may be required.
- Additional traffic information required (Non Discretionary)
 - Trip Generation - Provide documentation as to concurrence with General Plan.
 - Site Specific - Evaluate access points and provide documentation of conformance with COV standards. If noncomplying, provide explanation.
 - Traffic Impact Fee (TIF) Program - Identify improvements needed in concurrence with TIF.

Additional Comments:

•



Leslie Blair

**SUBDIVISION & PARCEL MAP
REQUIREMENTS
ENGINEERING DIVISION**

Adrian Rubalcaba 713-4271
 Diego Corvera 713-4209

ITEM NO: 4 DATE: SEPTEMBER 18, 2019

SITE PLAN NO.: 19-164
PROJECT TITLE: SHANNON PARKWAY & DINUBA BLVD 63
DESCRIPTION: TENTATIVE PARCEL MAP
APPLICANT: SAMER SABBAH
PROP. OWNER: OMNI DEVELOPMENT GROUP
LOCATION: NORTH EAST CORNER OF SHANNON PKWY &
DINUBA BLVD 63
APN: 000-012-439

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

EASEMENTS FOR PEDESTRIAN ACCESS SHALL BE GRANTED ON THE MAP

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

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

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

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

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

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

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

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

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

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

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

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

Comply with prior comments Resubmit with additional information Redesign required

Additional Comments:

- 1. Proposed "Vesting" tentative parcel map does not apply to commercial property per City municipal code. Omit the word "Vesting" prior to tentative map submittal.***
- 2. Map is subject to the underlying master planned development. All common access aisles and utilities will need to be delineated on the map. Provide copies of CC&R's or equivalent.***
- 3. There are segments of sidewalk to be constructed with master planned project that will encroach onto parcel boundaries along Shannon Pkwy frontage. These segments will require easements for pedestrian access - to be dedicated to the City on the map.***
- 4. All required easements and dedications to State (Caltrans) for Dinuba Blvd. shall be coordinated with City and Caltrans prior to final map approval.***
- 5. Court Street right-of-way shall be dedicated in fee to the City with parcel map.***
- 6. Tentative parcel map filing and review fees will apply.***
- 7. Impact fees and phase one improvements can be deferred until development of each parcel occurs.***
- 8. Refer to associated Site Plan Review No.'s 17-021, 17-022, 17-164, & 18-103.***

19164

COMMERCIAL BIN SERVICE

- No comments.
- See comments below
- Revisions required prior to submitting final plans. See comments below.
- Resubmittal required. See comments below.
- Customer responsible for all cardboard and other bulky recyclables to be broken down before disposing of in recycle containers
- ALL refuse enclosures must be R-3 OR R-4
- Customer must provide combination or keys for access to locked gates/bins
- Type of refuse service not indicated.
- Location of bin enclosure not acceptable. See comments below.
- Bin enclosure not to city standards double.
- Inadequate number of bins to provide sufficient service. See comments below.
- Drive approach too narrow for refuse trucks access. See comments below.
- Area not adequate for allowing refuse truck turning radius of : Commercial 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.
- City ordinance 8.28.120-130 (effective 07/19/18) requires contractor to contract with City for removal of construction debris unless transported in equipment owned by contractor or unless contracting with a franchise permittee for removal of debris utilizing roll-off boxes.

Comment



Site Plan Review Comments For:

California Water Service
Stuart Skoglund, Superintendent
216 N. Valley Oaks Dr.
Visalia, CA 93292
559-624-1662 Office
559-735-3189 Fax

Date: 09/18/2019

Item # 4

Site Plan # 19-164

Project:

Description: tentative parcel map

Applicant:

Location: NE cor Shannon/Dinuba

APN:

The following comments are applicable when checked:

No Comments at this time

Fire Hydrants
Comments-

Services
Comments-

Mains
Comments-

Backflow requirements
Comments-

Additional Comments:

Stuart Skoglund
Superintendent

#4

MEETING DATE: June 12, 2019

SITE PLAN NO. 18-103 Resubmittal #2

PARCEL MAP NO.

SUBDIVISION:

LOT LINE ADJUSTMENT NO.

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

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

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

Solid Waste Parks and Recreation Fire Dept.

REVISE AND PROCEED (see below)

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

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

Your plans must be reviewed by:

CITY COUNCIL

REDEVELOPMENT

PLANNING COMMISSION

PARK/RECREATION

CUP

HISTORIC PRESERVATION

OTHER: _____

ADDITIONAL COMMENTS :

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

Site Plan Review Committee

SITE PLAN REVIEW COMMENTS

CITY OF VISALIA TRAFFIC SAFETY DIVISION

June 12, 2019

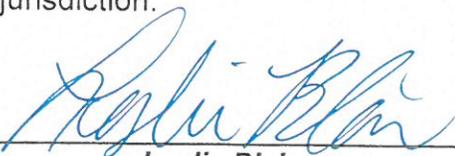
ITEM NO. 4	RESUBMITTAL
SITE PLAN NO:	SPR18-103
PROJECT TITLE:	Shannon Parkway & Dinuba Blvd.
DESCRIPTION:	Commercial Mixed Use
APPLICANT:	Samer Sabbah
OWNER:	Daygo Properties LLC
APN:	079-071-029
LOCATION:	NEC of Shannon Parkway & Dinuba Blvd.

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

- No Comments
- See Previous Site Plan Comments
- Install Street Light(s) per City Standards.
- Install Street Name Blades at Locations.
- Install Stop Signs at *driveway exit* Locations.
- Construct parking per City Standards PK-1 through PK-4.
- Construct drive approach per City Standards.
- Traffic Impact Analysis required (CUP)
 - Provide more traffic information such as . Depending on development size, characteristics, etc., a TIA may be required.
- Additional traffic information required (Non Discretionary)
 - Trip Generation - Provide documentation as to concurrence with General Plan.
 - Site Specific - Evaluate access points and provide documentation of conformance with COV standards. If noncomplying, provide explanation.
 - Traffic Impact Fee (TIF) Program - Identify improvements needed in concurrence with TIF.

Additional Comments:

- Onsite and offsite circulation, and ingres and egress access points to be vetted out as part of TIA.
- Dinuba Blvd (SR63) falls under Caltrans jurisdiction.



Leslie Blair

**BUILDING/DEVELOPMENT PLAN
REQUIREMENTS
ENGINEERING DIVISION**

Jason Huckleberry 713-4259
 Adrian Rubalcaba 713-4271

ITEM NO: 4 DATE: JUNE 12, 2019

SITE PLAN NO.: 18-103 2ND RESUBMITTAL (REFER TO 17-021)
PROJECT TITLE: SHANNON PKWY & DINUBA BLVD
DESCRIPTION: COMMERCIAL MIXED USE
APPLICANT: SAMER SABBAH
PROP OWNER: DAYGO PROPERTIES LLC
LOCATION: NEC DINUBA AND SHANNON PARKWAY
APN: 079-071-029

SITE PLAN REVIEW COMMENTS

- REQUIREMENTS (indicated by checked boxes)
- Install curb return with ramp, with 35' radius; **COURT & SHANNON PKWY**
- Install curb; gutter **DINUBA BLVD & COURT**
- Drive approach size: 36' MIN. Use radius return; **REFER TO CITY COMMERCIAL STANDARDS**
- Sidewalk: VARIES width; VARIES parkway width at **ALL PROJECT FRONTAGES - SEE COMMENTS**
- Repair and/or replace any sidewalk across the public street frontage(s) of the subject site that has become uneven, cracked or damaged and may constitute a tripping hazard.
- Replace any curb and gutter across the public street frontage(s) of the subject site that has become uneven and has created areas where water can stand.
- Right-of-way dedication required. A title report is required for verification of ownership.
- Deed required prior to issuing building permit; **SEE ADDITIONAL COMMENTS**
- City Encroachment Permit Required. **FOR ALL WORK IN THE PUBLIC RIGHT-OF-WAY**
Insurance certificate with general & auto liability (\$1 million each) and workers compensation (\$1 million), valid business license, and appropriate contractor's license must be on file with the City, and valid Underground Service Alert # provided prior to issuing the permit. Contact Encroachment Tech. at 713-4414.
- CalTrans Encroachment Permit required. CalTrans comments required prior to issuing building permit. Contacts: David Deel (Planning) 488-4088; **ALL WORK ON DINUBA BLVD.**
- Landscape & Lighting District/Home Owners Association required prior to approval of Final Map. Landscape & Lighting District will maintain common area landscaping, street lights, street trees and local streets as applicable. Submit completed Landscape and Lighting District application and filing fee a min. of 75 days before approval of Final Map. **STREET LIGHTS & LOCAL STREETS**
- Landscape & irrigation improvement plans to be submitted for each phase. Landscape plans will need to comply with the City's street tree ordinance. The locations of street trees near intersections will need to comply with Plate SD-1 of the City improvement standards. A street tree and landscape master plan for all phases of the subdivision will need to be submitted with the initial phase to assist City staff in the formation of the landscape and lighting assessment district.
- Grading & Drainage plan required. If the project is phased, then a master plan is required for the entire project area that shall include pipe network sizing and grades and street grades. Prepared by registered civil engineer or project architect. All elevations shall be based on the City's benchmark network. Storm run-off from the project shall be handled as follows: a) directed to the City's existing storm drainage system; b) directed to a permanent on-site basin; or c) directed to a temporary on-site basin is required until a connection with adequate capacity is available to the City's storm drainage system. On-site basin: : maximum side slopes, perimeter fencing required, provide access ramp to bottom for maintenance.
- Grading permit is required for clearing and earthwork performed prior to issuance of the building permit.
- Show finish elevations. (Minimum slopes: A.C. pavement = 1%, Concrete pavement = 0.25%. Curb & Gutter = .020%, V-gutter = 0.25%)
- Show adjacent property grade elevations. A retaining wall will be required for grade differences greater than 0.5 feet at the property line.
- All public streets within the project limits and across the project frontage shall be improved to their full width, subject to available right of way, in accordance with City policies, standards and specifications.
- Traffic indexes per city standards: **ARTERIAL & COLLECTOR STDS**

of the existing left turn pocket. Refer to further conditions by the Traffic Safety Dept. The existing median opening will be reverted to a solid median if analysis determines the existing left turn pocket is insufficient.

6. Caltrans has notified City staff they will allow a temporary access point on Dinuba Blvd. The proposed access shall comply with Caltrans conditions of approval. The drive approach on Dinuba shall meet a min. distance of 200' from Shannon Pkwy.
7. Project will be required to complete street improvements on Dinuba Blvd. Refer to Caltrans design standards and conditions.
8. Project will be required to install street lights per City design standards for arterial and collector roadways. Street light relocations will be required as part of Shannon Pkwy median improvements. A landscape and lighting district will need to be established to maintain all street lighting and local street maintenance. Further coordinate with City Engineer.
9. Proposed refuse enclosures shall meet City 24' refuse standards with concrete aprons and gates. Refer to further comments by the Solid Waste Dept.
10. The shared access drives between parcels will need to be addressed with the underlying parcel map. Proposed future access to north adjacent parcel are adequate.
11. All proposed buildings shall have an accessible path of travel to the public right-of-way.
12. The required bus stop turnout by the Transit Dept at the proposed location appears adequate - refer to City standard details for turnout and shelter pad.
13. Additional road improvements may be required at the Shannon Pkwy & Court Street intersection to restripe and allow u-turn movements. Further coordination with City Engineer is required - additional improvements will be at discretion of the Traffic Safety engineer.
14. Shannon Pkwy is a 98' collector street identified in the City's Circulation Element and further identified as a completed street, between Dinuba Blvd. and Court St., in the City's Transportation Impact Fee program therefore all street & median improvement costs required for this project will be borne solely on the applicant/developer.
15. Dinuba Blvd. is identified as an arterial street in the City's Circulation Element and further identified as a deferred project in the City's Transportation Impact Fee program therefore all road improvements & right-of-way on Dinuba Blvd. required by Caltrans will be borne solely on the applicant/developer.
16. There are opposing traffic movements into the car wash and fast food which will have a high potential for congestion and substandard operations. Staff recommends additional striping and/or stenciling be installed to keep the area clear of queuing vehicles.
17. Refer to further requirements by the Traffic Safety Division.
18. The referenced SPR number 18-103 on the resubmittal application was inaccurate. The previous site improvement development plan was given SPR 17-021 and therefore shall be referenced in compliance with previous comments. The original SPR 18-103 conditions of approval for a tentative map still apply and remain unchanged.

SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: 18-103 2nd RESUBMITTAL (REFER TO 17-021)

Date: 6/12/2019

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

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

(Fee Schedule Date:8/03/2018)

(Project type for fee rates:RETAIL/GAS STATION/FAST FOOD)

Existing uses may qualify for credits on Development Impact Fees.

FEE ITEM	FEE RATE
<input checked="" type="checkbox"/> Groundwater Overdraft Mitigation Fee	\$1,293/AC X 14 = \$18,102
<input checked="" type="checkbox"/> Transportation Impact Fee	\$14,579/1000SF X VARIES FUELING STATIONS X 16 = \$296,016
<input checked="" type="checkbox"/> Trunk Line Capacity Fee	RETAIL \$25/1KSF, FAST FOOD \$4,535/EA, COFFEE \$1,347/EA, RESTAURANT \$66/SEAT TREATMENT PLANT FEE: RETAIL \$55/1KSF, FAST FOOD \$19,888/EACH, COFFEE \$5,919/EACH, RESTAURANT \$291/SEAT
<input checked="" type="checkbox"/> Sewer Front Foot Fee	\$43/LF X 920 (SHANNON) = \$39,560
<input checked="" type="checkbox"/> Storm Drain Acq/Dev Fee	\$6,912/AC X 14 = \$96,768
<input type="checkbox"/> Park Acq/Dev Fee	
<input type="checkbox"/> Northeast Specific Plan Fees	
<input checked="" type="checkbox"/> Waterways Acquisition Fee	\$5,074/AC X 14 = \$71,036
<input checked="" type="checkbox"/> Public Safety Impact Fee: Police	\$8,671/AC X 14 = \$121,394
<input checked="" type="checkbox"/> Public Safety Impact Fee: Fire	\$1,897/AC X 14 = \$26,558
<input checked="" type="checkbox"/> Public Facility Impact Fee	\$556/1000SF X VARIES
<input type="checkbox"/> Parking In-Lieu	

Reimbursement:

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



Adrian Rubalcaba

SITE PLAN REVIEW COMMENTS

Paul Scheibel, Planning Division, 559-713-4369

Date: June 12, 2019

SITE PLAN NO: 2018-103 - C
PROJECT TITLE: Shannon Park Way & Dinuba Blvd
DESCRIPTION: Commercial Mixed Use
APPLICANT: Samer Sabbah
PROP. OWNER: Daygo Properties LLC
LOCATION TITLE: NEC Shannon Parkway & Dinuba Blvd.
APN TITLE: 079-071-029
GENERAL PLAN: Commercial Mixed Use
EXISTING ZONING: C-MU – Commercial Mixed Use

SITE PLAN # 2017-164-C
Related

Planning Division Recommendation:

- Revise and Proceed
- Resubmit
- Off-Agenda

Project Requirements

- Conditional Use Permit Master CUP and for car wash and convenience store. Drive-thru is subject to Master CUP conditions.
- Provide clear site triangle for inter-visibility between Shannon Parkway entrance and car wash tunnel exit. Maximize distance between drive aisle and tunnel exit.
- Provide a "Plan B" for maintaining excessive vehicle queuing for the proposed drive-thru. This will be included in the Master CUP conditions.
- Place parking adjacent to medical uses.
- Development Plan – SPR No. 2017-021
- Additional Information as Needed

PROJECT SPECIFIC INFORMATION: June 12, 2019

1. See above (Project Requirements) and previous comments.

PROJECT SPECIFIC INFORMATION: April 17, 2019

1. Noise study for car wash required.
2. Expand drive-thru queue lane and show vehicles for stacking.
3. Provide cross access and maintenance for a future common access point on Dinuba at the north property line (shared access drive with the property to the north in future). While this may or may-not be done as a separate instrument, the Planning Commission has an interest in the overall development pattern when reviewing proposed divisions of property.
4. See solid waste comments.
5. The traffic pattern at the ca wash entrance appears to be crowded and a little confusing for drives navigating the site.
6. The car wash portion needs to include the ability to secure the wash tunnel and vacuums to reduce impacts from undesirable activities when not in use.
7. Evergreen hedge – 3-foot high – required along access drives and parking stalls which face or are adjacent to the public right-of-way.
8. Landscape and irrigation plans are required as a part of the building permit package.
9. See previous comments.

1. Provide a single exhibit with the total parcel map on it for the Planning Commission.

2. Sow bus bay areas as part of map.
3. Show common access point on Dinuba at the north property line for the shared access drive with the property to the north. While this may or may-not be done as a separate instrument, the Planning Commission has an interest in the overall development pattern when reviewing proposed divisions of property.
4. The area east of Court Street may be subject to limited access points to Shannon Parkway, Court and Santa Fe.
5. Cross Access, shared driveways and shared maintenance areas should be depicted on the parcel map.
6. The "Development Plan" is needed for the Conditional Use Permit to go with the map for the creation of parcels less than 5 acres in size.
7. See the Caltrans comments – Plot future right-of-way line as identified by Caltrans.

SITE PLAN # 2017-164-C comments below:

PROJECT SPECIFIC INFORMATION (10/25/2017):

1. A tentative parcel map with anticipated phasing and improvements is needed for SPR to provide accurate TPM comments for project. What are the limits (and type) of Phase One improvements you anticipate for this project?
2. The "Development Plan" is needed for the Conditional Use Permit to go with the map for the creation of parcels less than 5 acres in size.
3. See the Caltrans comments – Plot future right-of-way line as identified by Caltrans, setbacks will be required from the future right-of-way.
4. The front setback along Dinuba Blvd. is 15 feet from the IOD established by Caltrans. The street side setback is 10 feet along Shannon Parkway.
5. Provide cross access points on map.
6. See Transit comments related to a bus stop on Shannon Parkway.
7. All drive-thru uses must meet standards in ZO Section 17.25.030 or be subject to a conditional use permit.
8. See Solid Waste comments related to trash enclosures.
9. Provide a map that depicts all four parcels on one page.
10. The parking row in front of the convenience store is required to have one landscape well every 10 contiguous parking stalls.
11. See Traffic & Engineering comments related to median breaks and access points.

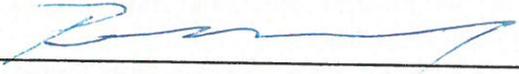
(Previous Comments 09/06/2017):

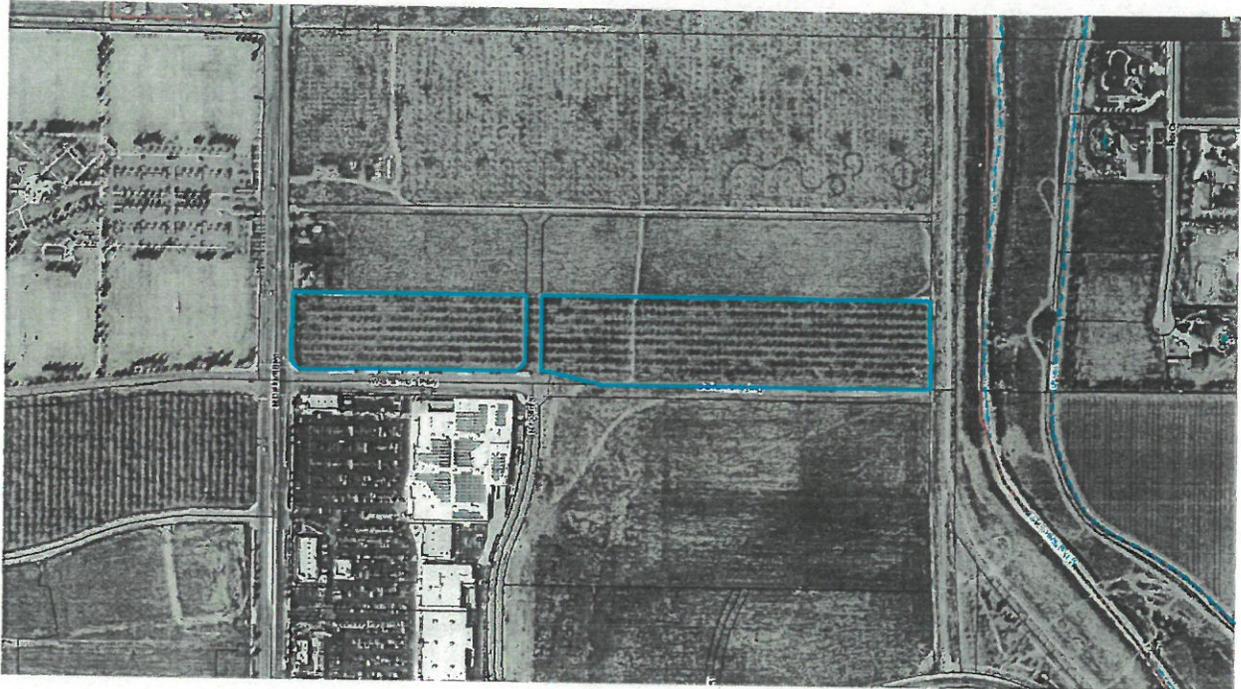
1. A tentative parcel map is required to subdivide the project site into four parcels.
2. Provide a map that depicts all four parcels on one page.
3. All dedicated right-of-way streets needs to be depicted on the parcel map (i.e., Court St., Santa Fe St., and Shannon Pkwy.)
4. Reciprocal cross-access agreements shall be required between parcels 1 through 3. In addition, this map shall establish a future reciprocal cross-access agreement with the commercial zoned property to the north. The map and development plan shall depict the future drive aisles providing vehicular access to the north parcel.
5. Future cross-access drive-aisles will facilitate the removal of the drive approach on Dinuba Blvd. for Parcel 1 as conditioned by Caltrans.
6. The drive approach on Dinuba Blvd. for Parcel 1 shall contain a note and/or additional notations informing the buyer and/or developer of Parcel 1 that this drive approach shall be removed as required by Caltrans when the commercial property to the north develops.
7. The parcel map requires a CUP for parcels less than five acres.
8. The parcel map cannot proceed to a formal filing until the development plan as submitted per Site Plan Review No. 2017-21 is given a Revise and Proceed and the discretionary entitlements for this item are submitted concurrently with the parcel map.

- Staff initial finding is that the proposed parcel map in conjunction with the project 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.

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

Signature _____ 



City of Visalia
Building: Site Plan
Review Comments

COMMERCIAL MIXED USE
NEC OF SHANNON PARKWAY
& FINUDA BLVD

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 EACH BUILDING** *For information call (559) 713-4444*
- Submit 1 digital set of professionally prepared plans and 1 set of calculations. *(Small Tenant Improvements)*
- Submit 1 digital set of plans prepared by an architect or engineer. Must comply with 2016 California Building Code Sec. 2308 for conventional light-frame construction or submit 1 digital set of engineered calculations.
- Indicate abandoned wells, septic systems and excavations on construction plans.
- You are responsible to ensure compliance with the following checked items:**
 - Meet State and Federal requirements for accessibility for persons with disabilities.
 - A path of travel, parking and common area must comply with requirements for access for persons with disabilities.
 - All accessible units required to be adaptable for persons with disabilities.
 - Maintain sound transmission control between units minimum of 50 STC.
 - Maintain fire-resistive requirements at property lines.
 - A demolition permit & deposit is required. *For information call (559) 713-4444*
 - Obtain required permits from San Joaquin Valley Air Pollution Board. *For information call (661) 392-5500*
 - Plans must be approved by the Tulare County Health Department. *For information call (559) 624-8011*
 - Project is located in flood zone _____ * Hazardous materials report.
 - Arrange for an on-site inspection. *(Fee for inspection \$157.00)* *For information call (559) 713-4444*
 - School Development fees. Commercial \$0.61 per square foot. Residential \$3.79 per square foot.
 - Park Development fee \$ _____, per unit collected with building permits.
 - Existing address must be changed to be consistent with city address. *For information call (559) 713-4320*
 - Acceptable as submitted
 - No comments at this time

Additional comments:

**PROVIDE BIKE RACK AT CONV. STORE .
ALL NEW LANDSCAPING SHALL MEET
THE MWELO REQUIREMENTS. PROVIDE
ACCESSIBLE ROUTES BETWEEN BUILDINGS
TO TRASH ENCLOSURES AND PUBLICWAY.**

VAL GARCIA 6/12/19
Signature



Site Plan Review Comments For:

Visalia Fire Department
Corbin Reed, Fire Marshal
420 N. Burke
Visalia, CA 93292
559-713-4272 Office
559-713-4808 Fax

Date: 06/10/2019

Item # 4

Site Plan # 18-103 Resub

APN: 079-071-029

Location: NEC Shannon Pkwy & Dinuba

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 systems and fire hydrants in accordance with all applicable sections of the California Fire Code.
- Construction and demolition sites prior to and during construction shall comply with the following:
 - Water Supply for fire protection, either temporary or permanent, shall be made available as soon as combustible materials arrive on the site. *2016 CFC 3312*
 - 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 420 N Burke, Visalia, CA 93292. 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 PLACE 1 HYDRANT ON DINUBA NEAR DRIVEWAY.*
- 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

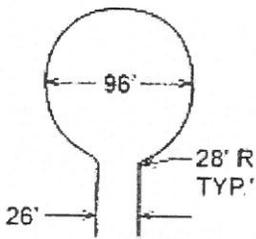
- A fire apparatus access roads shall be provided and must comply with the 2016 CFC and extend within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. Fire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

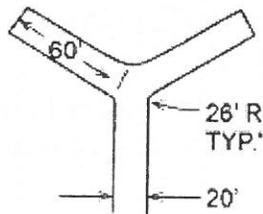
☒ Buildings or portions of buildings or facilities with a vertical distance between the grade plan and the highest roof surface that exceed 30 feet shall provide an approved fire apparatus access roads capable of accommodating fire department aerial apparatus.

- 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.

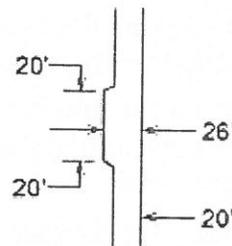
☐ Fire apparatus access roads in excess of 150 feet and dead end shall be provided with a turnaround. Fire apparatus access roads with a length of 151-500 feet shall be a minimum of 20 feet in width. Length of 501-750 feet shall be 26 feet in width. 2016 CFC Table D103.4



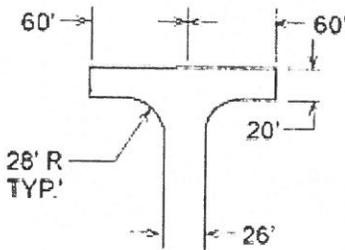
96' DIAMETER CUL-DE-SAC



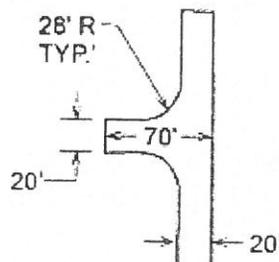
60' "Y"



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"



12"

SIGN TYPE "C"



12"

SIGN TYPE "D"



12"

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 420 N Burke, Visalia, CA 93292. 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 420 N Burke, Visalia, CA 93292. *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:



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

Site Plan Review Comments

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

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

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

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

Access Controlled / Restricted etc:

Lighting Concerns:

Landscaping Concerns:

Traffic Concerns:

Surveillance Issues:

Line of Sight Issues:

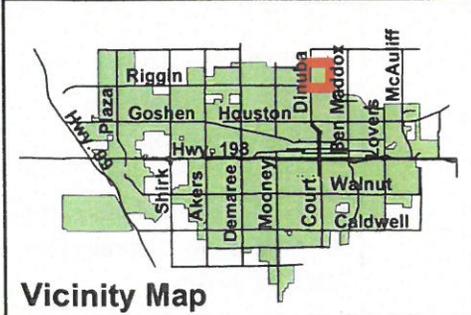
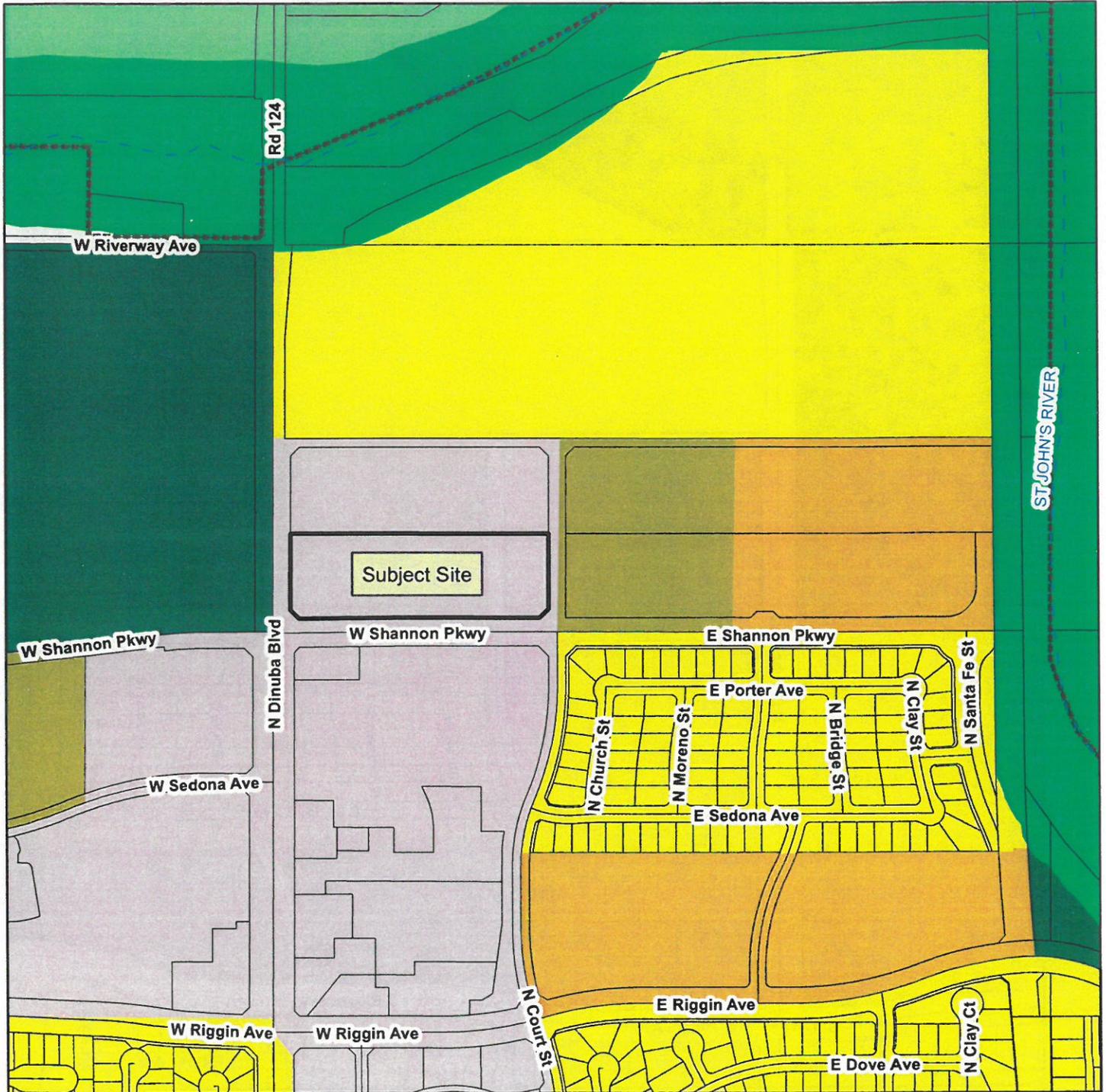
Other Concerns:

* REFER TO PREVIOUS COMMENTS

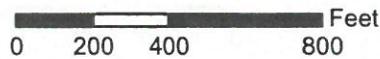
K. GRANT A20

Tentative Parcel Map No. 2018-01 & Conditional Use Permit No. 2018-03

The project site is located on the northeast corner of Dinuba Boulevard (State Route 63) and Shannon Parkway.
(APN: 079-071-029)



General Plan Land Use Map

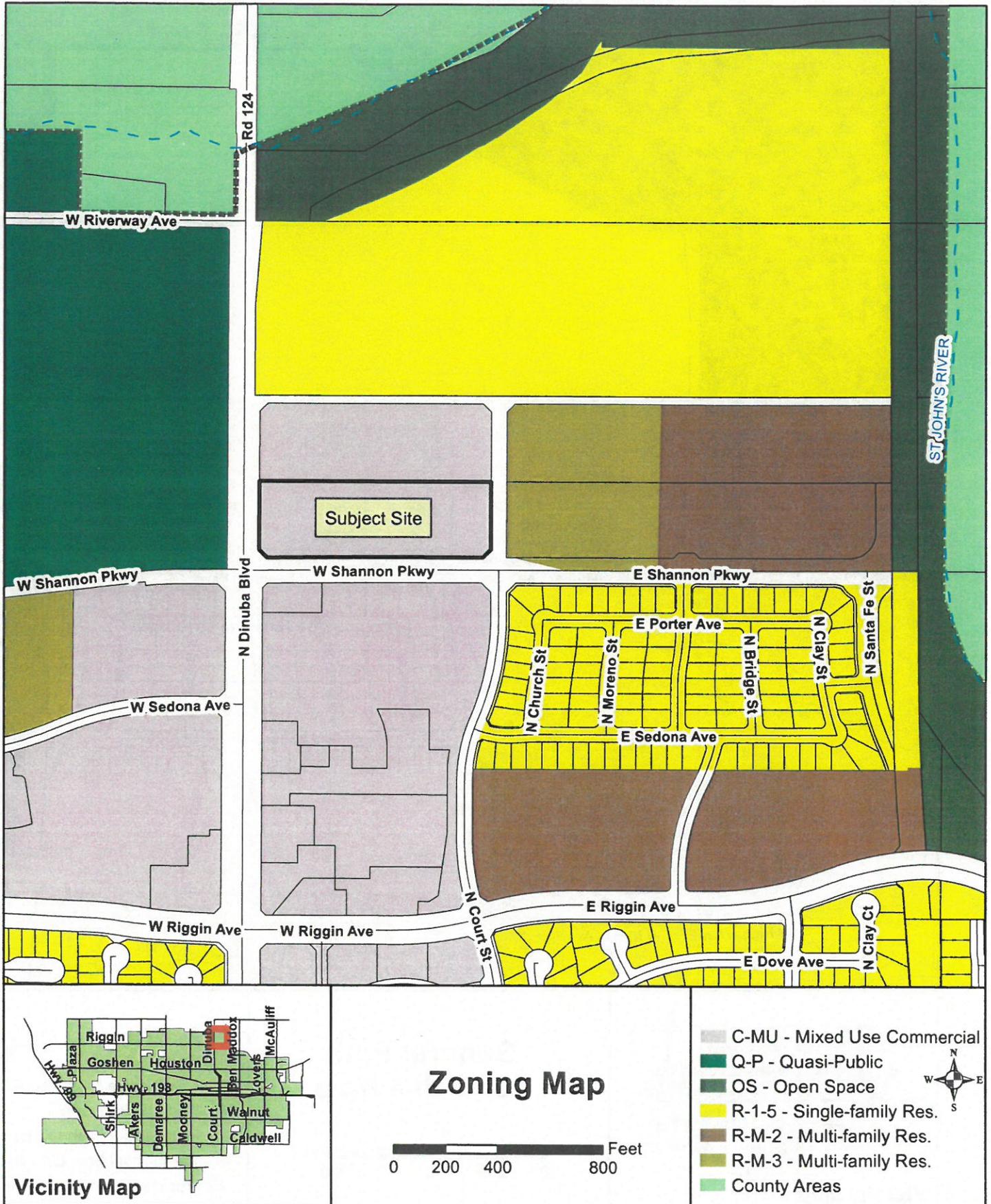


- Agriculture
- Conservation
- Commercial Mixed Use
- Parks/Recreation
- Residential High Density
- Residential Low Density
- Residential Medium Density



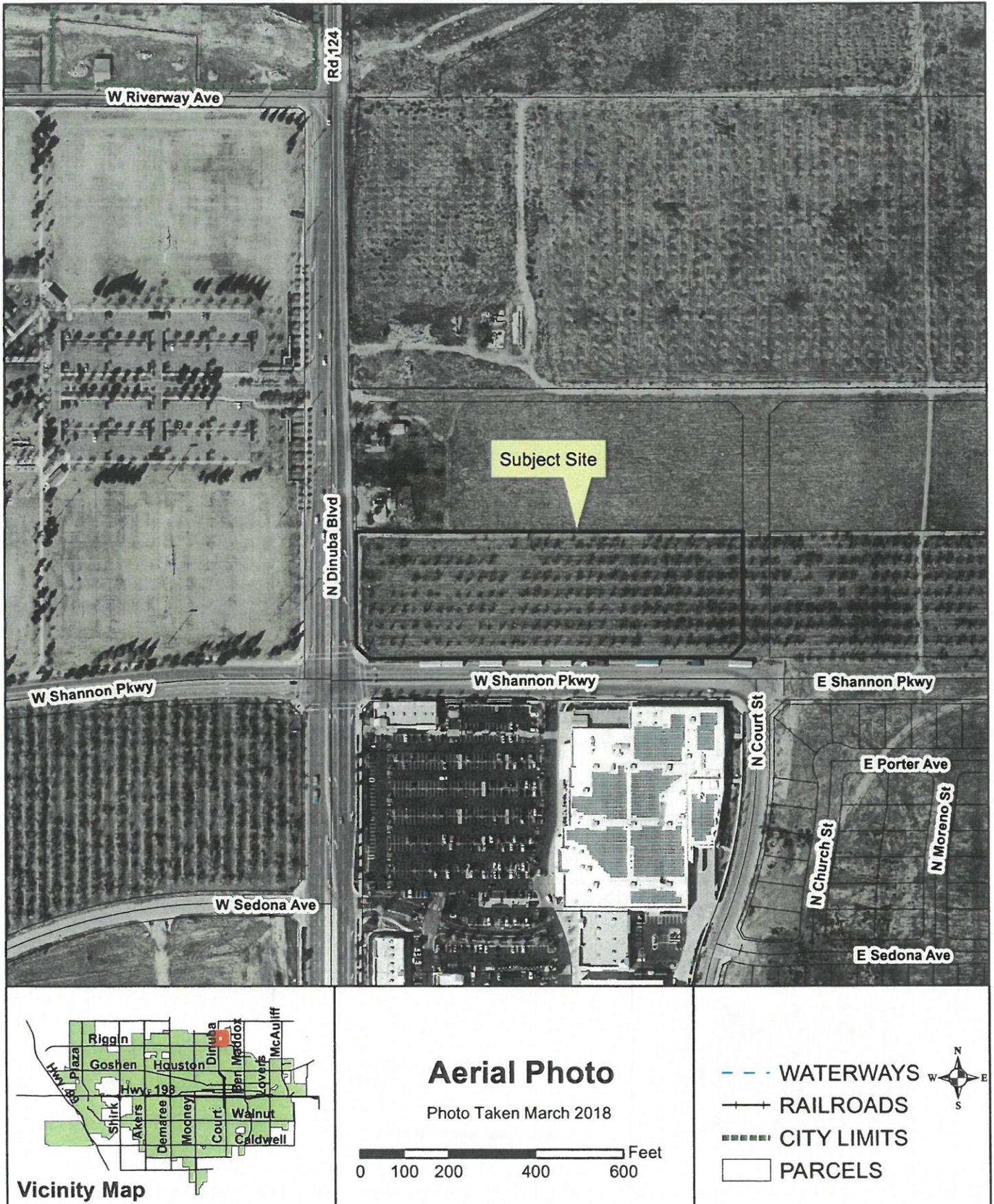
Tentative Parcel Map No. 2018-01 & Conditional Use Permit No. 2018-03

The project site is located on the northeast corner of Dinuba Boulevard (State Route 63) and Shannon Parkway.
(APN: 079-071-029)



Tentative Parcel Map No. 2018-01 & Conditional Use Permit No. 2018-03

The project site is located on the northeast corner of Dinuba Boulevard (State Route 63) and Shannon Parkway.
(APN: 079-071-029)



**Initial Study - Negative Declaration No. 2018-12
for Tentative Parcel Map No. 2018-01 and Conditional Use Permit No. 2018-03**

The project site is located on the northeast corner of Dinuba Boulevard (State Route 63) and Shannon Parkway within the City of Visalia, situated in Tulare County. (APN: 079-071-029)

