

# PLANNING COMMISSION AGENDA

Pending no technical difficulties, the Planning Commission meeting will be streamed via Facebook Live at <https://www.facebook.com/cityofvisalia/>

CHAIRPERSON:

Liz Wynn



VICE CHAIRPERSON:

Chris Gomez

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

**TUESDAY, MAY 26, 2020 AT 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. You may provide comments to the Planning Commission at this time, but the Planning Commission may only legally discuss those items already on tonight's agenda.

For those watching via the Facebook Live stream who want to provide citizen comments, please begin your comment with, "Citizen Comment" so that we understand it is a comment that you wish to be shared with the Planning Commission and is a comment that you would share publicly if you were attending the meeting in-person.

The Commission requests that a five (5) minute time limit be observed for Citizen Comments. You will be notified when your five minutes have expired.

3. **PUBLIC COMMENT** – To be sure that your comments are received, we strongly encourage citizens to submit public comment, or comment on a specific agenda item, before the meeting via email to [Susan.Currier@visalia.city](mailto:Susan.Currier@visalia.city). All emailed public comments will be distributed to the Planning Commission prior to the start of the meeting and incorporated into the official record.

Opportunity to comment is planned to be available on the Facebook livestream, but cannot be guaranteed to be available. In the event it is necessary, phone access may be provided at (559) 713-4165. However, this line will only be available if comments cannot be accepted via Facebook.

The public may present comments to the Planning Commission at the Council Chambers during the meeting, but physical attendance at the Council Chambers is strongly discouraged pursuant to the Governor's Executive Orders and public health guidance during the COVID-19 situation, and social distancing will be enforced. (The Planning Commission will NOT be present in the Council Chambers.)

**4. CHANGES OR COMMENTS TO THE AGENDA –**

5. **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.
- Finding of Consistency No. 2020-001: A request by Woodside Homes to modify the Highland Park at Shannon Ranch Subdivision Map No. 5509 and Conditional Use Permit No. 2012-27, by revising the local street travel way from 30-feet to 36-feet with the sidewalk adjacent to curb, construction of a wedge curb along local interior streets, and phasing the 223 lot subdivision into four phases. The approved subdivision is located on both the northeast and northwest corners of N. Giddings Street and W. Riggins Avenue (APN: 078-120-028 and 078-120-029).
6. **PUBLIC HEARING – Paul Bernal**
- General Plan Amendment No. 2020-01 is a request by San Joaquin Valley Homes to amend the General Plan Land Use Designation on 10.32 acres of an overall 16.38 acre parcel from Conservation to Residential Low Density. The remaining 6.06 acres will remain Conservation. The property is located on the south side of W. Hillsdale Avenue between N. Preston and N. Tommy Streets (APN: 085-010-096), within the City of Visalia, situated in Tulare County. A Mitigated Negative Declaration (MND No. 2020-07) has been prepared for the project.
  - Change of Zone No. 2020-02 is a request to change the zoning designation on 10.32 acres of an overall 16.38 acre parcel from O-S (Open Space) to R-1-5 (Single-Family Residential 5,000 sq. ft. minimum lot area). The remaining 6.06 acres will retain the O-S (Open Space) zoning designation. The property is located on the south side of W. Hillsdale Avenue between N. Preston and N. Tommy Streets (APN: 085-010-096), within the City of Visalia, situated in Tulare County. A Mitigated Negative Declaration (MND No. 2020-07) has been prepared for the project.
  - Hillsdale Southland Tentative Subdivision Map No. 5574 is a request to subdivide 10.32-acres of an overall 16.38-acre parcel into a 44-lot single-family residential subdivision with eight (8) out-lots for landscaping and storm drainage purposes. In addition, the Hillsdale Southland Tentative Subdivision Map will modify Denton Ct. approved with the adjacent tentative map approval of the Walnut Park Estates Subdivision map. The property is located on the south side of W. Hillsdale Avenue between N. Preston and N. Tommy Streets (APN: 085-010-096), within the City of Visalia, situated in Tulare County. A Mitigated Negative Declaration (MND No. 2020-07) has been prepared for the project.
7. **PUBLIC HEARING – Brandon Smith**
- Caldwell & Demaree Garden Unit Tentative Subdivision Map No. 5573 is a request to subdivide a 19.03-acre parcel into 89 lots for residential use and additional lots for private streets, landscaping and lighting district lots, and a pocket park, located within the R-1-5 (Single-Family Residential, minimum 5,000 square foot lot size) zone. The project site is located at the southwest corner of Demaree Street and Packwood Avenue. (APN: 119-070-074). 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. 2020-20 was adopted.
  - Conditional Use Permit No. 2020-01 is a request to allow a planned unit development on a 19.03-acre parcel consisting of 89 single-family residences, private streets, and gated entry, located within the R-1-5 (Single-Family Residential, minimum 5,000 square foot lot size) zone. The project site is located at the southwest corner of Demaree Street and



Packwood Avenue. (APN: 119-070-074). 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. 2020-20 was adopted.

**8. CITY PLANNER/ PLANNING COMMISSION DISCUSSION-**

- Next Planning Commission Meeting Monday June 8, 2020.

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

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

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

**APPEAL PROCEDURE**

**THE LAST DAY TO FILE AN APPEAL IS FRIDAY, JUNE 5, 2020 BEFORE 5 PM**

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

**THE NEXT REGULAR MEETING WILL BE HELD ON MONDAY JUNE 8, 2020**



# REPORT TO CITY OF VISALIA PLANNING COMMISSION

**HEARING DATE:** May 26, 2020

**PROJECT PLANNER:** Paul Bernal, City Planner  
Phone No.: (559) 713-4025  
Email: [paul.bernal@visalia.city](mailto:paul.bernal@visalia.city)

**SUBJECT: General Plan Amendment No. 2020-01:** A request by San Joaquin Valley Homes to amend the General Plan Land Use Designation on 10.32 acres of an overall 16.38 acre parcel from Conservation to Residential Low Density. The remaining 6.06 acres will remain Conservation.

**Change of Zone No. 2020-02:** A request by San Joaquin Valley Homes to change the zoning designation on 10.32 acres of an overall 16.38 acre parcel from O-S (Open Space) to R-1-5 (Single-Family Residential 5,000 sq. ft. minimum lot area). The remaining 6.06 acres will retain the O-S (Open Space) zoning designation.

**Hillsdale Southland Tentative Subdivision Map No. 5574:** A request by San Joaquin Valley Homes to subdivide 10.32 acres of an overall 16.38-acre parcel into a 44-lot single-family residential subdivision with eight (8) out-lots for landscaping and storm drainage purposes. In addition, the Hillsdale Southland Tentative Subdivision Map will modify Denton Court approved with the adjacent tentative map approval of the Walnut Park Estates Subdivision map.

**Location:** The property is located on the south side of W. Hillsdale Avenue between N. Preston and N. Tommy Streets (APN: 085-010-096).

## STAFF RECOMMENDATION

**General Plan Amendment No. 2020-01:** Staff recommends that the Planning Commission recommend that the City Council approve General Plan Amendment No. 2020-01, based on the findings in Resolution No. 2020-03. Staff's recommendation is based on the conclusion that the request is consistent with the Visalia General Plan and Zoning Ordinance.

**Change of Zone No. 2020-02:** Staff recommends that the Planning Commission recommend that the City Council approve Change of Zone No. 2020-02, based on the findings in Resolution No. 2020-04. Staff's recommendation is based on the conclusion that the request is consistent with the Visalia General Plan and Zoning Ordinance.

**Hillsdale Southland Tentative Subdivision Map No. 5574:** Staff recommends approval of the Hillsdale Southland Tentative Subdivision Map No. 5574, as conditioned, based on the findings and conditions in Resolution No. 2020-05. Staff's recommendation is based on the conclusion that the request is consistent with the Visalia General Plan, Zoning and Subdivision Ordinances.

## RECOMMENDED MOTION

I move to recommend approval of General Plan Amendment No. 2020-01, based on the findings in Resolution No. 2020-03.

I move to recommend approval of Change of Zone No. 2020-02, based on the findings in Resolution No. 2020-04.



I move to adopt Resolution No. 2020-05 approving the Hillsdale Southland Tentative Subdivision Map No. 5574.

## PROJECT DESCRIPTION

San Joaquin Valley Homes has filed Hillsdale Southland Tentative Subdivision Map No. 5574, a request to subdivide 10.32 acres of an overall 16.38-acre site into a 44-lot single-family residential subdivision with eight (8) out-lots for landscaping and storm drainage purposes (see Exhibit "A"). The 16.38-acre site, which is currently owned by the City of Visalia and has a General Plan Land Use designation of Conservation and Zoning designation of O-S (Open Space), will be sold to the developer,. To facilitate urban uses on the site, the developer has also submitted General Plan Amendment No. 2020-01 and Change of Zone No. 2020-02.

General Plan Amendment No. 2020-01 is requesting to change the land use designation on 10.32 acres from Conservation to Low Density Residential while Change of Zone No. 2020-02 is seeking to rezone the 10.32 acres from O-S to R-1-5 (Single-Family Residential, 5,000 sq. ft. minimum lot area). The remaining 6.06 acres will retain the Conservation and O-S designations.

The proposed single-family subdivision will be accessed by Hillsdale Avenue, a collector street, and by Preston Street, a local street located at the northwest corner of the project site. Besides public streets, the project will extend sewer lines, storm drainage, and other public infrastructure, utilities, and services (i.e., electricity, gas, and water) to serve the proposed residential lots south of Hillsdale Avenue. The subdivision will contain Landscape and Lighting District (LLD) lots along Hillsdale Avenue. Block walls will be constructed behind the LLD lots along Hillsdale Avenue and along the south property lines for all residential lots adjacent to the City's future storm-water basin. The block walls will be maintained by the LLD.

In addition, the Hillsdale Southland map will modify Denton Court, a local street immediately west of the project site, by extending the cul-de-sac further to the east into the subject site to provide public street frontage to Lots 42, 43 and 44 inside the Hillsdale Southland subdivision map. The extension of Denton Court is identified as Phase 2 of the Hillsdale Southland subdivision map. Denton Court was established with the approval of the Walnut Park Estates Tentative Subdivision Map to the west of the proposed Hillsdale Southland subdivision map. The extension of Denton Court and Phase 2 of the Hillsdale Southland subdivision map is discussed in greater detail under the "Hillsdale Southland Phase 2" section of the staff report below.

A proposed 200-foot wide open space easement is shown as Outlot "A" in compliance with General Plan Land Use Policy LU-P-37 and Parks, Schools, Community Facilities, and Utilities General Plan Element Policy PSCU-P-12. Outlot "A", being established, conforms to the OS (Open Space) Zoning designation for the site. Outlot "A" will be used for a regional storm water storage basin and will include future landscaping and associated open space areas for passive recreational use within the scenic corridor area along State Route 198. Access into this future open space area will be provided via the access easements found at the end of the cul-de-sacs for Boise Court, Anthony Court and Tommy Court In addition, an access easement to allow City equipment and vehicles to maintain the storm basin is included to the west of Lot 44 along Denton Court.

## BACKGROUND INFORMATION

General Plan Land Use Designation: Conservation

Proposed General Plan Land Use Residential Low Density

Designation:	
Current Zoning	O-S (Open Space)
Proposed Zoning:	R-1-5 (Single-family Residential, 5,000 square foot minimum lot size)
Surrounding Zoning and Land Use:	North: R-1-5, Hillsdale Avenue, Tiffany Ranch Subdivision South: State Route 198 East: R-1-5, West Wood Subdivision, single-family residential subdivision West: R-1-5, vacant property, approved Walnut Park Estates subdivision
Environmental Review:	Initial Study / Mitigated Negative Declaration No. 2020-07
Special Districts:	None
Site Plan Review:	No. 2019-178

### **RELATED PLANS & POLICIES**

Please see attached summary of related plans and policies.

### **RELATED PROJECTS**

**Walnut Park Estates Tentative Subdivision Map No. 5572:** A request to subdivide 11.9 acres into 34 lots for residential uses, and five lettered lots for common area walls and parkway landscaping in the R-1-5 (Single-family Residential, 5,000 square foot minimum lot size). The project site is located on the west side of Preston St. at Robinwood Ave. The Planning Commission approved the subdivision map on August 12, 2019 by a 3-2 vote.

## **PROJECT EVALUATION**

Staff supports the General Plan Amendment and Change of Zone based on the project's consistency with the Land Use Element of the General Plan. Specifically, these entitlements will facilitate an alternative land use plan on 10.32-acres of an overall 16.38-acre site that will still provide for residential housing developed in a manner that is consistent with the surrounding residential neighborhoods. Furthermore, staff recommends approval of Hillsdale Southland Tentative Subdivision Map No. 5574, based on the project's consistency with the Land Use Element of the General Plan, the Zoning and Subdivision Ordinances, for approval of a tentative subdivision map.

### **General Plan and Zoning/Subdivision Ordinance Consistency**

The proposed 44-lot single-family residential subdivision on 10.32 acres is compatible with existing residential and quasi-public development surrounding the site. The project is consistent with Land Use Policy LU-P-19 of the 2014 General Plan, which states "ensure that growth occurs in a compact and concentric fashion by implementing the General Plan's phased growth strategy." The property is located within the current (Tier I) Urban Development Boundary. The proposed 44-lot subdivision will be developed at a gross density of 4.26 units per acre which is within the Low Density Residential range of 2 to 10 units per acre.



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

Compatibility with the surrounding area is required by the General Plan in the decision to approve the proposed subdivision. The project site is located between existing and future residential subdivisions. The proposed subdivision will provide local street connections to the subdivisions consistent with the existing street patterns in the area. The subdivision will also incorporate the 200-foot setback along State Route 198 to facilitate the future construction of the storm basin for the tributary area and the future scenic corridor open space.

### **Hillsdale Southland Phase 2**

The developer, San Joaquin Valley Homes, is in the process of acquiring the property containing Walnut Park Estates subdivision directly to the west of the Hillsdale Southland subdivision. As part of the Hillsdale Southland subdivision, the developer is seeking to modify Denton Court by extending this cul-de-sac street further to the east. The extension of Denton Court will facilitate local street connectivity to Lots 42, 43, and 44 of the Hillsdale Southland subdivision as depicted on Exhibit "A".

The Denton Court alignment was established with the approval of the Walnut Park Estates subdivision located to the west of the Hillsdale Southland map. This minor modification to extend the cul-de-sac can be facilitated with the approval of the Hillsdale Southland subdivision map. However, in the event the developer is unable to acquire the Walnut Park Estates subdivision, Phase 2 will revert to a single lot and shall incorporate the 25-ft. wide vehicular access easement along the west boundary of the Hillsdale Southland map. This easement shall extend from Hillsdale Avenue to Outlot "A". In addition, the developer shall construct the drive approach along Hillsdale Avenue to provide vehicular access for City equipment and vehicles to Outlot "A". The requirement is included as Condition No. 7 of the subdivision conditions.

### **Health Risk Assessment**

A Health Risk Assessment (HRA) was prepared for the project due to its 500-foot proximity to a limited-access state highway in accordance with General Plan Air Quality Element Policy AQ-P-1. HRA's are intended to calculate the risk of cancer due to primarily diesel fuel emissions from vehicles. In this case, Highway 198 is the source of proximate diesel emissions.

The San Joaquin Valley Air Pollution Control District (SJVAPCD) has set the level of significance for carcinogenic risk to twenty in one million ( $20 \times 10^{-6}$ ). The level of significance for chronic non-cancer risk is a hazard index of 1.0. The conclusion is that the health risk is .002 which is below the significance threshold prescribed by the California Air Resources Board (CARB). In accordance with the SJVAPCD's Guide for Assessing and Mitigating Air Quality Impacts (SJVAPCD 2015a) and policies (SJVAPCD 2015b; SJVAPCD 2015c) the potential health risk attributable to the proposed project is determined to be less than significant. Therefore, the project site is deemed to be safe for development of residences, and no mitigation measures were required for the project.

### **Acoustical Analysis**

An Acoustical Analysis was prepared for the proposed project (ref.: Acoustical Analysis, Hillsdale Southland. WJV Acoustics, March 6, 2020). The purpose of the study is to determine if existing noise levels associated with State Route 198 to the south would comply with the City's applicable noise level standards upon the proposed single-family residential uses. The analysis concluded that an exterior noise level in excess of the 65 dB DNL standard for noise-

sensitive land uses, specified in the City's Noise Element, exists on the project site. To ensure that community noise standards are met, the project is required to construct a sound wall located on the south property lines of all residential lots that are adjacent to State Route 198. The acoustical analysis has concluded that the placement of the wall will allow for the residences on the site to be developed in compliance with the standards contained in the City's Noise Element and Ordinance.

Therefore, to ensure that community noise standards are met for the proposed project, mitigation measures have been established for the project. A sound wall is required for the site and shall be a minimum height of seven (7) feet located along the outer property lines of the residential uses. In addition, mechanical ventilation or air conditioning for all homes is required so that windows and doors may remain closed for the required acoustical insulation. The mitigation measures are also included as Condition No. 5 of the Hillsdale Southland subdivision map.

The developer has stated that all homes constructed within this subdivision will be single-story. Condition No. 6 of the Hillsdale Southland subdivision map has been included for the Planning Commission's consideration. This condition requires an Acoustical Analysis be prepared and submitted to the Community Development Planning Division for review and acceptance for any homeowner seeking to construct a second story within the Hillsdale Southland subdivision. The Acoustical Analysis shall demonstrate construction methods and potential mitigation measures incorporated into the design of the second story to ensure exterior and interior noise levels comply with the City's Noise Element and Ordinance.

#### **Development Standards**

The proposed subdivision's lots will utilize standard single-family residential standards for lot size and setbacks. The lots will be required to meet R-1-5 zone setback standards, including a 15-foot setback to living space, a 22-foot setback to a front-loading garage, a 5-foot setback to an interior side property line, a 10-foot setback to a street side property line, and a 20 to 25-foot setback to rear property lines.

All lots will have lot depths ranging from approximately 100 to 120 feet, excepting lots located on cul-de-sac or knuckle street bulbs that account for approximately 18% of the total lot count. These lots will also be required to utilize standard single-family residential setback standards, but are permitted to have a 20-foot setback for front-loading garages as identified in Section 17.12.080.C of the Zoning Ordinance.

#### **Landscape and Lighting Assessment District and Block Walls**

A Landscaping and Lighting District (LLD) will be required for the long-term maintenance of the out lots adjacent to Hillsdale Avenue, which include block walls, landscaping and streets lights as noted on Exhibit "A".

The block walls along street frontages will be typical City standard block walls. The subdivision map block wall heights will be reduced to three feet where the block wall runs adjacent to the front yard setback areas. The three-foot transition areas are applicable for the corner residential lots and four local streets heading northbound/southbound from Hillsdale Avenue into the subdivision. Staff has included Map Condition of Approval No. 4 to require the stepped down walls.



## **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 all of the findings can be made for approving the project. The seven findings and staff's analysis are below. Recommended findings in response to this Government Code section are included in the recommended findings for the approval of the tentative subdivision map.

<b><u>GC Section 66474 Finding</u></b>	<b><u>Analysis</u></b>
(a) That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.	The proposed map has been found to be consistent with the City's General Plan. This is included as recommended Finding No. 1 of the Tentative Subdivision Map. There are no specific plans applicable to the proposed map.
(b) That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.	The proposed design and improvement of the map has been found to be consistent with the City's General Plan. This is included as recommended Finding No. 1 of the Tentative Subdivision Map. There are no specific plans applicable to the proposed map.
(c) That the site is not physically suitable for the type of development.	The site is physically suitable for the proposed map and its affiliated development plan, which is designated as Low Density Residential and developed at a density of 4.26 units per acre. This is included as recommended Finding No. 3 of the Tentative Subdivision Map.
(d) That the site is not physically suitable for the proposed density of development.	The site is physically suitable for the proposed map and its affiliated development plan, subject to City Council approval of the General Plan and Change of Zone, for the proposed Low Density Residential land use designation. This is included as recommended Finding No. 4 of the Tentative Subdivision Map.
(e) That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.	The proposed design and improvement of the map has not been found likely to cause environmental damage or substantially and avoidably injure fish or wildlife or their habitat. This finding is further supported by the project's determination of no new effects under the Guidelines for the Implementation of the California Environmental Quality Act (CEQA), included as recommended Finding No. 6 of the Tentative Subdivision Map.

(f) That the design of the subdivision or type of improvements is likely to cause serious public health problems.	The proposed design of the map has been found to not cause serious public health problems. This is included as recommended Finding No. 2 of the Tentative Subdivision Map.
(g) That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.	The proposed design of the map does not conflict with any existing or proposed easements located on or adjacent to the subject property. This is included as recommended Finding No. 5 of the Tentative Subdivision Map.

### **E-mail Correspondence**

Staff received an e-mail, attached as Exhibit "B", from a resident in the area. Their e-mail addresses concerns related to traffic, noise, school overcrowding, removal of the orchard, and additional homes to the area.

### **Environmental Review**

An Initial Study and Mitigated Negative Declaration were prepared for the proposed project. Initial Study and Mitigated Negative Declaration No. 2020-07 disclosed that environmental impacts are determined to be not significant with the incorporation of mitigation to address significant impacts to noise. The mitigation measures require that a sound wall be constructed along the south property lines of all residential lots adjacent to State Route 198. The wall shall be a minimum height of seven (7) feet located along the outer property lines of the residential uses, together with mechanical ventilation or air conditioning being included with all residential units. With the mitigation incorporated into the project, staff concludes that Initial Study and Mitigated Negative Declaration No. 2020-07 adequately analyzes and addresses the proposed project and reduces environmental impacts to a less than significant level.

## **RECOMMENDED FINDINGS**

### **General Plan Amendment No. 2020-01**

1. That the proposed General Plan Amendment is consistent with the goals, objectives, and policies of the General Plan, and is not detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
2. That the proposed General Plan Amendment changing 10.32 acres of Conservation designation to Low Density Residential designation will not impose new land uses or development that will adversely affect the subject site or adjacent properties.
3. That the proposed land use designations under the proposed General Plan Amendment results in land uses that suitably buffer and provide an efficient transition between the open space area adjacent to State Route 198 and the existing and future residential uses surrounding the site.
4. That the General Plan Amendment will help facilitate additional residential units within the Tier 1 Urban Growth Boundary. The proposed subdivision is compatible with the adjacent residential uses.
5. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant and that Mitigated Negative Declaration No. 2020-07, is hereby adopted. Furthermore, the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat.



### **Change of Zone No. 2019-09**

1. That the proposed Change of Zone is consistent with the intent of the General Plan and Zoning Ordinance, and is not detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
2. That the proposed Change of Zone changing 10.32-acres of O-S (Open Space) zone to R-1-5 (Single-family Residential) zone, will not impose new land uses or development that will adversely affect the subject site or adjacent properties.
3. That the Change of Zone will help facilitate additional residential units within the Tier 1 Urban Growth Boundary. The proposed subdivision is compatible with the adjacent residential uses.
4. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant and that Mitigated Negative Declaration No. 2020-07, is hereby adopted. Furthermore, the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat.

### **Hillsdale Southland Tentative Subdivision Map No. 5574**

1. That the proposed location and layout of the Hillsdale Southland Tentative Subdivision Map No. 5574, its improvement and design, and the conditions under which it will be maintained is consistent with the policies and intent of the General Plan and Zoning Ordinance and Subdivision Ordinance. The 10.32-acre project site, which is the site of the proposed 44 lot single-family residential subdivision, is consistent with Land Use Policy LU-P-19 of the General Plan. Policy LU-P-19 states "ensure that growth occurs in a compact and concentric fashion by implementing the General Plan's phased growth strategy."
2. That the proposed Hillsdale Southland Tentative Subdivision Map No. 5574, its improvement and design, and the conditions under which it will be maintained will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity, nor is it likely to cause serious public health problems. The proposed tentative subdivision map will be compatible with adjacent land uses. The project site is bordered by existing residential development to the north and east.
3. That the site is physically suitable for the proposed tentative subdivision map. The project is consistent with the intent of the General Plan and Zoning Ordinance and Subdivision Ordinance, and is not detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity. The project site is adjacent to land zoned for residential development, and the subdivision establishes a local street pattern that will serve the subject site.
4. That the site is physically suitable for the proposed tentative subdivision map and the project's density, which is consistent with the proposed Low Density Residential General Plan Land Use Designation that is being requested as part of this project. The design of the proposed subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. The 44-lot subdivision is designed to comply with the City's Engineering Improvement Standards. Areas of dedication will be obtained as part of the tentative map recording for new street improvements, including the construction of curb, gutter, curb return, sidewalk, parkway landscaping, and pavement.

5. That the design of the proposed subdivision and the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision. The 44-lot subdivision is designed to comply with the City's Engineering Improvement Standards. Areas of dedication will be obtained as part of the tentative map recording.
6. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant and that Mitigated Negative Declaration No. 2020-07, is hereby adopted. Furthermore, the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat.

## **RECOMMENDED CONDITIONS**

### **Hillsdale Southland Tentative Subdivision Map No. 5574**

1. That the subdivision map be developed in substantial compliance with the comments and conditions of the Site Plan Review Committee as set forth under Site Plan Review No. 2019-178, incorporated herein by reference.
2. That the project be prepared in substantial compliance with the subdivision map as Exhibit "A".
3. That the setbacks for the single-family residential lots shall comply with the R-1-5 (Single-Family Residential 5,000 sq. ft. min. site area) zone district standards for the front, side, street side yard, and rear yard setbacks.
4. That the block walls located within the Landscape and Lighting District lots shall transition to three-foot height adjacent to the street side yard setbacks for Lots 1, 15, 16, 25, 26, 33, 34 and 41 of Exhibit "A".
5. That the mitigation measures found within the Mitigation Monitoring Plan for Mitigated Negative Declaration No. 2020-07 are hereby incorporated as conditions of the Hillsdale Southland Tentative Subdivision Map No. 5574 as follows:
  - A sound wall located along the south property lines of all residential lots adjacent to State Route 198. The wall shall be a minimum height of seven (7) feet located along the outer property lines of the residential uses.
  - Mechanical ventilation or air conditioning for all homes so that windows and doors may remain closed for the required acoustical insulation. Acoustic baffles should be installed on the interior side of gable vents that face or are perpendicular to State Route 198.
6. That an Acoustical Analysis shall be prepared and submitted to the Community Development Planning Division for review and acceptance for any homeowner seeking to construct a second story within the Hillsdale Southland subdivision. The Acoustical Analysis shall demonstrate construction methods and potential mitigation measures incorporated into the design of the second story to ensure exterior and interior noise levels comply with the City's Noise Element and Ordinance.
7. That in the event the developer is unable to acquire the Walnut Park Estates subdivision, Phase 2 of the Hillsdale Southland Tentative Subdivision Map No. 5574 shall revert to a single lot. The developer, as part of the map, shall dedicate a 25-ft. vehicular access easement along the west boundary of the Hillsdale Southland map providing access for City equipment and vehicles to Outlot "A" for the purposes of maintenance of the future storm drainage basin and scenic corridor area. In addition, the developer shall construct the drive

approach along Hillsdale Avenue to provide vehicular access for City equipment and vehicles to Outlot "A".

8. That prior to the issuance of any residential building permit on the site, the applicant / developer shall obtain and provide the City with a valid Will Serve Letter from the California Water Service Company.
9. That all applicable federal, state, regional, and city policies and ordinances be met.

## **APPEAL INFORMATION**

### **General Plan and Change of Zone**

For the General Plan and Change of Zone, the Planning Commission's recommendations on these matters are advisory only. The final decisions will be by the Visalia City Council following a public hearing. Therefore, the Planning Commission's recommendations in these matters are not appealable.

### **Hillsdale Southland Tentative Subdivision Map No. 5574**

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

### **Attachments:**

- Related Plans and Policies
- Resolution No. 2020-03 – General Plan Amendment No. 2020-01
- Resolution No. 2020-04 – Change of Zone No. 2020-02
- Resolution No. 2020-05 – Hillsdale Southland Tentative Subdivision Map No. 5574
- Exhibit "A" – Walnut Park Estates Tentative Subdivision Map No. 5572
- Exhibit "B" – E-mail correspondence from concerned citizen
- Initial Study / Mitigated Negative Declaration No. 2020-07
- Health Risk Assessment. Insight Environmental Consultants, March 2020
- Acoustical Analysis, Hillsdale Southland. WJV Acoustics, March 6, 2020
- Site Plan Review Item No. 2019-178 Comments
- General Plan Land Use Map
- Zoning Map
- Aerial Map
- Location Map



## RELATED PLANS AND POLICIES

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

### **General Plan Land Use Policies:**

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

### **General Plan Open Space and Conservation Policies:**

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

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

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

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

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

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

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

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

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

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

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

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

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

**PSCU-P-12** The City shall establish a scenic corridor setback along the West 198 Highway corridor. The setback shall measure at least 200 feet from the north and south sides of the Highway 198 right of way between Road 86 and 1/4-mile west of Akers Street. The northerly setback shall follow the Mill Creek alignment as depicted in the Land Use Diagram. The lands in the identified setback area shall be acquired and dedicated for open space uses in perpetuity by the City through market value purchases, dedications by affected property owners, transfers of development rights, or other means.

## **Zoning Ordinance Chapter for R-1 Zone**

### **Chapter 17.12**

#### **R-1 SINGLE-FAMILY RESIDENTIAL ZONE**

##### **17.12.010 Purpose and intent.**

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

##### **17.12.015 Applicability.**

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

##### **17.12.020 Permitted uses.**

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

- A. One-family dwellings;
- B. Raising of fruit and nut trees, vegetables and horticultural specialties;
- C. Accessory structures located on the same site with a permitted use including private garages and carports, one guest house, storehouses, garden structures, green houses, recreation room and hobby shops;
- D. Swimming pools used solely by persons resident on the site and their guests; provided, that no swimming pool or accessory mechanical equipment shall be located in a required front yard or in a required side yard;

- E. Temporary subdivision sales offices;
- F. Licensed day care for a maximum of fourteen (14) children in addition to the residing family;
- G. Twenty-four (24) hour residential care facilities or foster homes, for a maximum of six individuals in addition to the residing family;
- H. Signs subject to the provisions of Chapter 17.48;
- I. The keeping of household pets, subject to the definition of household pets set forth in Section 17.04.030;
- J. Accessory dwelling units as specified in Sections 17.12.140 through 17.12.200;
- K. Adult day care up to twelve (12) persons in addition to the residing family;
- L. Other uses similar in nature and intensity as determined by the city planner;
- M. Legally existing multiple family units, and expansion or reconstruction as provided in Section 17.12.070.
- N. Transitional or supportive housing for six (6) or fewer resident/clients.
- O. In the R-1-20 zone only, the breeding, hatching, raising and fattening of birds, rabbits, chinchillas, hamsters, other small animals and fowl, on a domestic noncommercial scale, provided that there shall not be less than one thousand (1,000) square feet of site area for each fowl or animal and provided that no structure housing poultry or small animals shall be closer than fifty (50) feet to any property line, closer than twenty-five (25) feet to any dwelling on the site, or closer than fifty (50) feet to any other dwelling;
- P. In the R-1-20 zone only, the raising of livestock, except pigs of any kind, subject to the exception of not more than two cows, two horses, four sheep or four goats for each site, shall be permitted; provided, that there be no limitation on the number of livestock permitted on a site with an area of ten acres or more and provided that no stable be located closer than fifty (50) feet to any dwelling on the site or closer than one hundred (100) feet to any other dwelling;

#### **17.12.030 Accessory uses.**

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

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

#### **17.12.040 Conditional uses.**

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

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



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

**17.12.050 Site area.**

The minimum site area shall be as follows:

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

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

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

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

**17.12.060 One dwelling unit per site.**

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

**17.12.070 Replacement and expansion of legally existing multiple family units.**

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

A. A site plan review permit as provided in Chapter 17.28 is required for all expansions or replacements.

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

C. Setbacks and related development standards shall be consistent with existing single-family units in the neighborhood.

D. Parking requirements set forth in Section 17.34.020 and landscaping requirements shall meet current city standards and shall apply to the entire site(s), not just the replacement unit(s) or expanded area, which may result in the reduction of the number of units on the site.

E. The number of multiple family units on the site shall not be increased.

F. All rights established under Sections 17.12.020 and 17.12.070 shall be null and void one hundred eighty (180) days after the date that the unit(s) are destroyed (or rendered uninhabitable), unless a building permit has been obtained and diligent pursuit of construction has commenced. The approval of a site plan review permit does not constitute compliance with this requirement.

#### **17.12.080 Front yard.**

A. The minimum front yard shall be as follows:

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

B. On a site situated between sites improved with buildings, the minimum front yard may be the average depth of the front yards on the improved site adjoining the side lines of the site but need not exceed the minimum front yard specified above.

C. On cul-de-sac and knuckle lots with a front lot line of which all or a portion is curvilinear, the front yard setback shall be no less than fifteen (15) feet for living space and side-loading garages and twenty (20) feet for front-loading garages.

#### **17.12.090 Side yards.**

A. The minimum side yard shall be five feet in the R-1-5 and R-1-12.5 zone subject to the exception that on the street side of a corner lot the side yard shall be not less than ten feet and twenty-two (22) feet for front loading garages or other parking facilities, such as, but not limited to, carports, shade canopies, or porte cocheres.

B. The minimum side yard shall be ten feet in the R-1-20 zone subject to the exception that on the street side of a corner lot the side yard shall be not less than twenty (20) feet.

C. On a reversed corner lot the side yard adjoining the street shall be not less than ten feet.

D. On corner lots, all front-loading garage doors shall be a minimum of twenty-two (22) feet from the nearest public improvement or sidewalk.

E. Side yard requirements may be zero feet on one side of a lot if two or more consecutive lots are approved for a zero lot line development by the site plan review committee.

F. The placement of any mechanical equipment, including but not limited to, pool/spa equipment and evaporative coolers shall not be permitted in the five-foot side yard within the buildable area of the lot, or within five feet of rear/side property lines that are adjacent to the required side yard on adjoining lots.

This provision shall not apply to street side yards on corner lots, nor shall it prohibit the surface mounting of utility meters and/or the placement of fixtures and utility lines as approved by the building and planning divisions.

**17.12.100 Rear yard.**

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

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

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

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

**17.12.110 Height of structures.**

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

**17.12.120 Off-street parking.**

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

**17.12.130 Fences, walls and hedges.**

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



RESOLUTION NO. 2020-03

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA, RECOMMENDING APPROVAL OF GENERAL PLAN AMENDMENT NO. 2020-01, A REQUEST BY SAN JOAQUIN VALLEY HOMES TO AMEND THE GENERAL PLAN LAND USE DESIGNATION ON 10.32 ACRES OF AN OVERALL 16.38 ACRE PARCEL FROM CONSERVATION TO RESIDENTIAL LOW DENSITY. THE REMAINING 6.06 ACRES WILL REMAIN CONSERVATION. THE PROPERTY IS LOCATED ON THE SOUTH SIDE OF W. HILLSDALE AVENUE BETWEEN N. PRESTON AND N. TOMMY STREETS (APN: 085-010-096)

**WHEREAS**, General Plan Amendment No. 2020-01 is a request by San Joaquin Valley Homes to amend the General Plan Land Use Designation on 10.32 acres of an overall 16.38 acre parcel from Conservation to Residential Low Density. The remaining 6.06 acres will remain Conservation. The property is located on the south side of W. Hillsdale Avenue between N. Preston and N. Tommy Streets (APN: 085-010-096); and,

**WHEREAS**, the Planning Commission of the City of Visalia, after duly published notice, held a public hearing before said Commission on May 26, 2020; and,

**WHEREAS**, the Planning Commission of the City of Visalia finds that General Plan Amendment No. 2020-01, to be in accordance with Section 17.54.070 of the Zoning Ordinance of the City of Visalia and 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 recommends that the City Council adopt Mitigated Negative Declaration No. 2020-07 for General Plan Amendment No. 2020-01 that was prepared consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines.

**NOW, THEREFORE, BE IT RESOLVED** that the Planning Commission of the City of Visalia recommends approval to the City Council of General Plan Amendment No. 2020-01 based on the following specific findings and evidence presented:

1. That the proposed General Plan Amendment is consistent with the goals, objectives, and policies of the General Plan, and is not detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
2. That the proposed General Plan Amendment changing 10.32 acres of Conservation designation to Low Density Residential designation will not impose new land uses or development that will adversely affect the subject site or adjacent properties.
3. That the proposed land use designations under the proposed General Plan Amendment results in land uses that suitably buffer and provide an efficient transition between the open space area adjacent to State Route 198 and the existing and future residential uses surrounding the site.

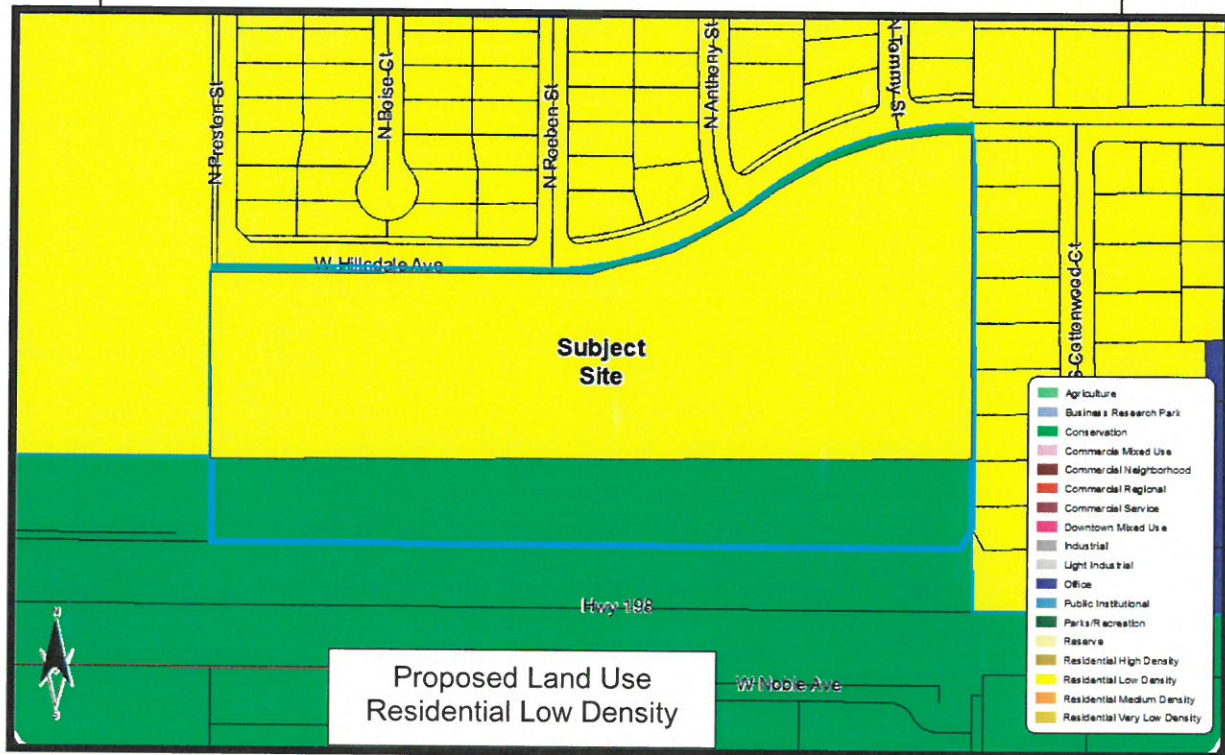
4. That the General Plan Amendment will help facilitate additional residential units within the Tier 1 Urban Growth Boundary. The proposed subdivision is compatible with the adjacent residential uses.
5. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant and that Mitigated Negative Declaration No. 2020-07, is hereby adopted. Furthermore, the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat.

**BE IT FURTHER RESOLVED** that the Planning Commission of the City of Visalia recommends approval to the City Council of General Plan Amendment No. 2020-01, as depicted per Exhibit "A", on the real property described herein, in accordance with the terms of this resolution and under the provisions of Section 17.54.080 of the Ordinance Code of the City of Visalia.

## Exhibit "A"

### GENERAL PLAN AMENDMENT NO. 2020-01

Planning Commission  
Resolution No. 2020-03





RESOLUTION NO. 2020-04

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA, RECOMMENDING APPROVAL OF CHANGE OF ZONE NO. 2020-02 IS A REQUEST BY SAN JOAQUIN VALLEY HOMES TO CHANGE THE ZONING DESIGNATION ON 10.32 ACRES OF AN OVERALL 16.38 ACRE PARCEL FROM O-S (OPEN SPACE) TO R-1-5 (SINGLE-FAMILY RESIDENTIAL 5,000 SQ. FT. MINIMUM LOT AREA). THE REMAINING 6.06 ACRES WILL RETAIN THE O-S (OPEN SPACE) ZONING DESIGNATION. THE PROPERTY IS LOCATED ON THE SOUTH SIDE OF W. HILLSDALE AVENUE BETWEEN N. PRESTON AND N. TOMMY STREETS (APN: 085-010-096)

**WHEREAS**, Change of Zone No. 2020-02 is a request by San Joaquin Valley Homes to change the zoning designation on 10.32 acres of an overall 16.38 acre parcel from O-S (Open Space) to R-1-5 (Single-Family Residential 5,000 sq. ft. minimum lot area). The remaining 6.06 acres will retain the O-S (Open Space) zoning designation. The property is located on the south side of W. Hillsdale Avenue between N. Preston and N. Tommy Streets (APN: 085-010-096); and

**WHEREAS**, the Planning Commission of the City of Visalia, after duly published notice, held a public hearing before said Commission on May 26, 2020; and

**WHEREAS**, the Planning Commission of the City of Visalia considered the change of zone in accordance with Section 17.44.070 of the Zoning Ordinance of the City of Visalia and 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 recommends that the City Council adopt Mitigated Negative Declaration No. 2020-07 for Change of Zone No. 2020-02 that was prepared consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines.

**NOW, THEREFORE, BE IT RESOLVED** that the Planning Commission of the City of Visalia recommends approval to the City Council of the proposed Change of Zone based on the following specific findings and evidence presented:

1. That the proposed Change of Zone is consistent with the intent of the General Plan and Zoning Ordinance, and is not detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
2. That the proposed Change of Zone changing 10.32-acres of O-S (Open Space) zone to R-1-5 (Single-family Residential) zone, will not impose new land uses or development that will adversely affect the subject site or adjacent properties.

3. That the Change of Zone will help facilitate additional residential units within the Tier 1 Urban Growth Boundary. The proposed subdivision is compatible with the adjacent residential uses.
4. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant and that Mitigated Negative Declaration No. 2020-07, is hereby adopted. Furthermore, the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat.

**BE IT FURTHER RESOLVED** that the Planning Commission of the City of Visalia recommends approval to the City Council of Change of Zone No. 2020-02, as depicted per Exhibit "A", on the real property described herein, in accordance with the terms of this resolution and under the provisions of Section 17.44.070 of the Ordinance Code of the City of Visalia, based on the following specific findings and evidence presented:

**CHANGE OF ZONE NO. 2020-02**  
Planning Commission  
Resolution No. 2020-04





RESOLUTION NO 2020-05

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING HILLSDALE SOUTHLAND TENTATIVE MAP NO. 5574, A REQUEST BY SAN JOAQUIN VALLEY HOMES TO SUBDIVIDE 10.32-ACRES OF AN OVERALL 16.38-ACRE PARCEL INTO A 44-LOT SINGLE-FAMILY RESIDENTIAL SUBDIVISION WITH EIGHT (8) OUT-LOTS FOR LANDSCAPING AND STORM DRAINAGE PURPOSES. IN ADDITION, THE HILLSDALE SOUTHLAND TENTATIVE SUBDIVISION MAP WILL MODIFY DENTON CT. APPROVED WITH THE ADJACENT TENTATIVE MAP APPROVAL OF THE WALNUT PARK ESTATES SUBDIVISION MAP. THE PROPERTY IS LOCATED ON THE SOUTH SIDE OF W. HILLSDALE AVENUE BETWEEN N. PRESTON AND N. TOMMY STREETS (APN: 085-010-096)

**WHEREAS**, Hillsdale Southland Tentative Subdivision Map No. 5574 is a request by San Joaquin Valley Homes to subdivide 10.32-acres of an overall 16.38-acre parcel into a 44-lot single-family residential subdivision with eight (8) out-lots for landscaping and storm drainage purposes. In addition, the Hillsdale Southland Tentative Subdivision Map will modify Denton Ct. approved with the adjacent tentative map approval of the Walnut Park Estates Subdivision map for property located on the south side of W. Hillsdale Avenue between N. Preston and N. Tommy Streets (APN: 085-010-096); and

**WHEREAS**, the Planning Commission of the City of Visalia, after duly published notice held a public hearing before said Commission on April 23, 2018; and

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

**WHEREAS**, 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 recommends that the City Council adopt Mitigated Negative Declaration No. 2020-07 for Hillsdale Southland Tentative Subdivision Map No. 5574 that was prepared consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines.

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

1. That the proposed location and layout of the Hillsdale Southland Tentative Subdivision Map No. 5574, its improvement and design, and the conditions under which it will be maintained is consistent with the policies and intent of the General Plan and Zoning Ordinance and Subdivision Ordinance. The 10.32-acre project site, which is the site of the proposed 44 lot single-family residential subdivision, is consistent with Land Use Policy LU-P-19 of the General Plan. Policy LU-P-19 states "ensure that growth occurs in a compact and concentric fashion by implementing the General Plan's phased growth strategy."
2. That the proposed Hillsdale Southland Tentative Subdivision Map No. 5574, its improvement and design, and the conditions under which it will be maintained will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity, nor is it likely to cause serious public health problems. The proposed tentative subdivision map will be compatible with adjacent land uses. The project site is bordered by existing residential development to the north and east.
3. That the site is physically suitable for the proposed tentative subdivision map. The project is consistent with the intent of the General Plan and Zoning Ordinance and Subdivision Ordinance, and is not detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity. The project site is adjacent to land zoned for residential development, and the subdivision establishes a local street pattern that will serve the subject site.
4. That the site is physically suitable for the proposed tentative subdivision map and the project's density, which is consistent with the proposed Low Density Residential General Plan Land Use Designation that is being requested as part of this project. The design of the proposed subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. The 44-lot subdivision is designed to comply with the City's Engineering Improvement Standards. Areas of dedication will be obtained as part of the tentative map recording for new street improvements, including the construction of curb, gutter, curb return, sidewalk, parkway landscaping, and pavement.
5. That the design of the proposed subdivision and the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision. The 44-lot subdivision is designed to comply with the City's Engineering Improvement Standards. Areas of dedication will be obtained as part of the tentative map recording.
6. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant and that Mitigated Negative Declaration No. 2020-07, is hereby adopted. Furthermore, the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat.

**BE IT FURTHER RESOLVED** that the Planning Commission hereby approves the Hillsdale Southland Tentative Subdivision Map No. 5574 on the real property hereinabove described in accordance with the terms of this resolution under the provisions of Section 16.04.040 of the Ordinance Code of the City of Visalia, subject to the following conditions:

1. That the subdivision map be developed in substantial compliance with the comments and conditions of the Site Plan Review Committee as set forth under Site Plan Review No. 2019-178, incorporated herein by reference.
2. That the project be prepared in substantial compliance with the subdivision map as Exhibit "A".
3. That the setbacks for the single-family residential lots shall comply with the R-1-5 (Single-Family Residential 5,000 sq. ft. min. site area) zone district standards for the front, side, street side yard, and rear yard setbacks.
4. That the block walls located within the Landscape and Lighting District lots shall transition to three-foot height adjacent to the street side yard setbacks for Lots 1, 15, 16, 25, 26, 33, 34 and 41 of Exhibit "A".
5. That the mitigation measures found within the Mitigation Monitoring Plan for Mitigated Negative Declaration No. 2020-07 are hereby incorporated as conditions of the Hillsdale Southland Tentative Subdivision Map No. 5574 as follows:
  - A sound wall located along the south property lines of all residential lots adjacent to State Route 198. The wall shall be a minimum height of seven (7) feet located along the outer property lines of the residential uses.
  - Mechanical ventilation or air conditioning for all homes so that windows and doors may remain closed for the required acoustical insulation. Acoustic baffles should be installed on the interior side of gable vents that face or are perpendicular to State Route 198.
6. That an Acoustical Analysis shall be prepared and submitted to the Community Development Planning Division for review and acceptance for any homeowner seeking to construct a second story within the Hillsdale Southland subdivision. The Acoustical Analysis shall demonstrate construction methods and potential mitigation measures incorporated into the design of the second story to ensure exterior and interior noise levels comply with the City's Noise Element and Ordinance.
7. That in the event the developer is unable to acquire the Walnut Park Estates subdivision, Phase 2 of the Hillsdale Southland Tentative Subdivision Map No. 5574 shall revert to a single lot. The developer, as part of the map, shall dedicate a 25-ft. vehicular access easement along the west boundary of the Hillsdale Southland map providing access for City equipment and vehicles to Outlot "A" for the purposes of maintenance of the future storm drainage basin and scenic corridor area. In addition, the developer shall construct the drive approach along Hillsdale Avenue to provide vehicular access for City equipment and vehicles to Outlot "A".



8. That General Plan Amendment No. 2002-01 and Change of Zone No. 2020-02 shall be approved.
9. That prior to the issuance of any residential building permit on the site, the applicant / developer shall obtain and provide the City with a valid Will Serve Letter from the California Water Service Company.
10. That all applicable federal, state, regional, and city policies and ordinances be met.

**APRIL 14, 2020**  
**HILLSDALE SOUTHLAND**  
**TENTATIVE SUBDIVISION MAP**  
 A PORTION OF THE SOUTH HALF OF SECTION 27, TOWNSHIP 18 SOUTH, RANGE 24 EAST,  
 MD 8 S.W. IN THE CITY OF VISALIA, COUNTY OF TULARE, STATE OF CALIFORNIA

**LEGEND**

APN: 085-010-098

GROSS ACRES: 16.38 AC  
 TSM ACRES: 10.32 AC  
 REMAINDER: 5.30 AC  
 FLOOD ZONE: ZONE X and A(PARTIAL)  
 EXISTING ZONING: DS - OPEN SPACE  
 PROPOSED ZONING: R-1.5 (PARTIAL)  
 EXISTING GENERAL PLAN: C - CONSERVATION  
 PROPOSED GENERAL PLAN: LOW DENSITY RESIDENTIAL (PARTIAL)  
 EXISTING USE: AGRICULTURE  
 PROPOSED USE: SINGLE FAMILY RESIDENTIAL

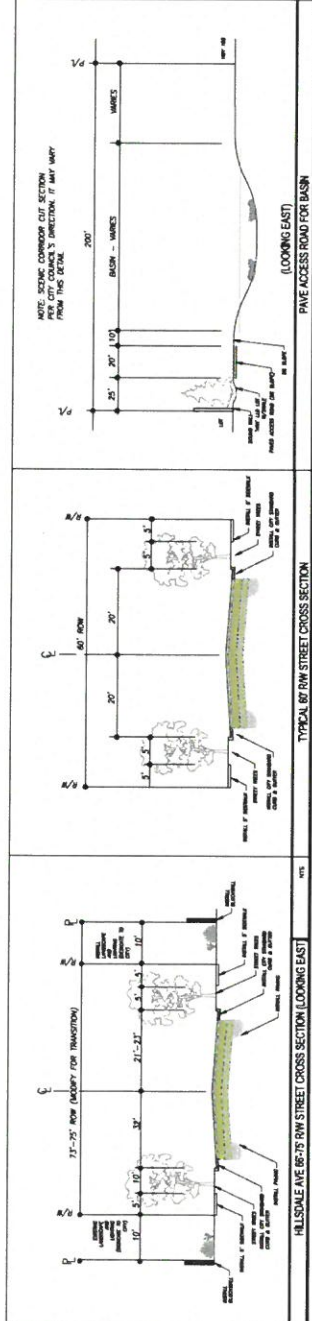
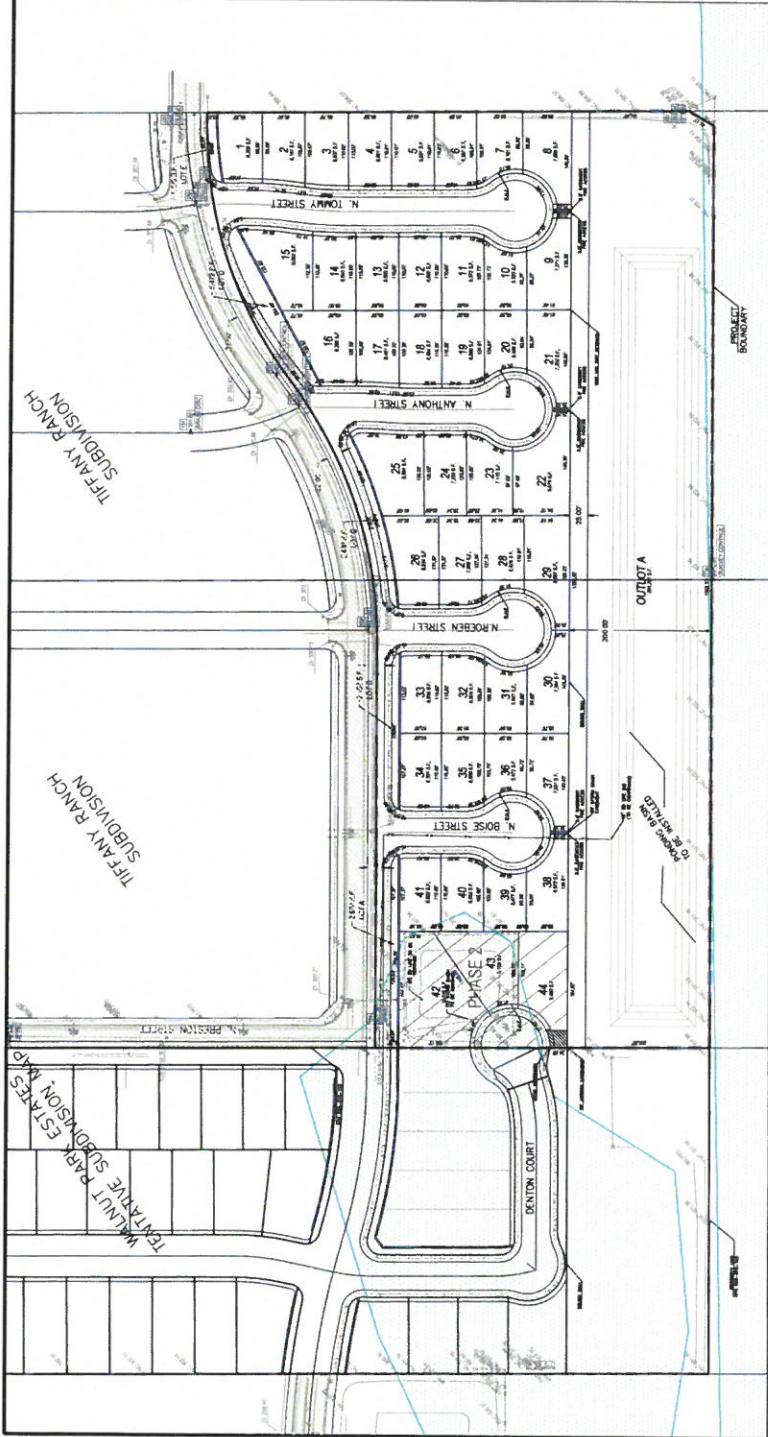
ELECTRICITY: PG&E  
 ZONING: CITY OF VISALIA  
 SEWER: CITY OF VISALIA  
 TELEPHONE: AT&T  
 REFUSE: CITY OF VISALIA  
 NATURAL GAS: SOUTHERN CALIFORNIA GAS  
 WATER: CONNECT TO EXISTING ON HILLMAN  
 STORM: EXISTING FROM HILLMAN TO NEW BASIN IN OUTLOT A

PROPOSED LOTS: 44 SINGLE FAMILY RES LOTS  
 PHASE 1: LOTS 1-41  
 PHASE 2: LOTS 42-44 (NOT TO DEVELOP UNTIL WALNUT PARK ESTATES IS DEVELOPED)

SINGLE FAMILY: GROSS 10.32 AC  
 DENSITY: 3.87 DU/AC  
 NET 7.57 AC  
 3.46 DU/AC

LOTS A - E TO BE DEDICATED TO LANDSCAPE & LIGHTING DISTRICT

REMAINDER A: 2.803 SF  
 OUTLOT A: 6.07 AC



**Paul Bernal**

---

**From:** Susan Currier  
**Sent:** Tuesday, May 19, 2020 8:23 AM  
**To:** Paul Bernal  
**Subject:** FW: W. Hillsdale Development

*Please see below:*

*Susan Currier  
Sr. Administrative Assistant  
City of Visalia  
315 E. Acequia Ave.  
Visalia, CA 93291  
(559) 713-4436  
Fax (559) 713-4813  
Email [susan.currier@visalia.city](mailto:susan.currier@visalia.city)  
Website [www.visalia.city](http://www.visalia.city)*

**From:** mwall3r@gmail.com [mailto:mwall3r@gmail.com]  
**Sent:** Monday, May 18, 2020 7:47 PM  
**To:** Susan Currier  
**Subject:** W. Hillsdale Development

Hello,

Thank you for taking the time to listen to my family's comments and concerns regarding the planned development on W. Hillsdale Ave. between N. Preston and N. Tommy streets.

Now we already know that there is nothing we can do about them building homes there, but there are issues with the project that we'd like to bring to light.

When we bought our home on N. Tommy off of Hillsdale, we saw a nice quiet neighborhood across from an orchard. The orchard really was a selling point for us. Now it will be a noisy over populated neighborhood due to the two tracks they will be putting 88 homes on in the very near future. There will be more traffic, more noise, more people, and our already over crowded schools will be even more crowded.

W. Hillsdale is an already busy street with vehicles driving way over the speed limit. More homes mean more vehicles traveling both ways and there are no stop signs or speed bumps on W. Hillsdale to slow those vehicles down. A stop sign should seriously be considered for W. Hillsdale at N. Tommy and N. Preston for the traffic traveling both east and west. Speed bumps should also be considered on W. Hillsdale to slow people down and make it safer for our already busy neighborhood. (And honestly, there should be speed bumps in front of schools like Hurley Elementary due to the same issues, but that is a different subject). We had a drunk woman run into the city wall on Hillsdale that separates our house and our neighbor's house from the city last November because the street has curves, no stop signs and no speed bumps making it possible for people to speed on a street that shouldn't be so easy to do so. (Which by the way, that wall still has yet to be fixed almost 6 months later). I have called the city several times about it as well.



The project itself will also bring alot of unwanted attention, noise and mess to our nice clean and quiet neighborhood. There are several families close to this project, my family being one of them, that work odd hours sometimes and already have a tough time sleeping in the mornings due to traffic and landscaping work done by the city. They will be building homes early in the morning, parking on W. Hillsdale next to our homes and making noise all day long. There will also be dirt and dust all over our properties, in our pools, etc. during the development that WE will have to take time and money to clean up. Not to mention the amount of bugs and rodents we will have to combat from the tearing up of the trees and soil. Dealing with these things is going to be such a bother and it is frustrating that there is nothing that anyone of us can do about it.

We are also concerned with the types of homes that will be built and whether there will be a brick wall that separates W. Hillsdale from the new subdivision. We do not want two story homes to be built along W. Hillsdale or anywhere in the new track making it possible for the new homes to see over into our backyards. We enjoy our privacy and hope that the homes will be single story to ease this concern. We would also hope that there will be a brick wall built on that side as well to continue W. Hillsdale's theme of privacy.

I know that was very long and I'm sure we left some things out but as you can see we are not very happy with the city selling that property to home developers. We love that orchard and are sad to know that it is going to be torn down. This project will be a long ongoing headache that we are not looking forward to dealing with in our neighborhood or the negative impact it will have on our school.

So to sum it up, we really need a safer W. Hillsdale with stop signs on W. Hillsdale where it meets N. Tommy and where it meets N. Preston, especially now that there will be more vehicles traveling down our street. We need speed bumps as well to make it even safer for our neighborhood children and families. We encourage the developers to build a brick wall, keep the homes one story so that our privacy is not an issue and to take the necessary measures to keep the dust and dirt off of our homes and neighborhoods as well as keeping the bugs and rodents away.

Again, very long winded I know, but the main theme of our concerns are safety and privacy. The points that we touched on regarding safety and privacy are the most important things that we hope will be taken into consideration (although we feel that all of our concerns are valid).

We also hope that they will not tear this orchard down prematurely as they did months ago on N. Preston only to leave the land undeveloped and bare. We will end up with a very noisy and wide open view to the 198 highway that will only leave us even more frustrated with this project.

Thank you again.

Regards,

One of many concerned N. Tommy/W. Hillsdale families

Sent from Yahoo Mail on Android

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This e-mail (and attachments, if any) may be subject to the California Public Records Act, and as such may therefore be subject to public disclosure unless otherwise exempt under the Act.

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

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

**Project Title:** General Plan Amendment No. 2020-01, Change of Zone No. 2020-02, and Hillsdale Southland Tentative Subdivision Map No. 5574

**Project Description:** **General Plan Amendment No. 2020-01** is a request by San Joaquin Valley Homes to amend the General Plan Land Use Designation on 10.32 acres of an overall 16.38 acre parcel from Conservation to Residential Low Density. The remaining 6.06 acres will remain Conservation. **Change of Zone No. 2020-02** is a request to change the zoning designation on 10.32 acres of an overall 16.38 acre parcel from O-S (Open Space) to R-1-5 (Single-Family Residential 5,000 sq. ft. minimum lot area). The remaining 6.06 acres will retain the O-S (Open Space) zoning designation. The **Hillsdale Southland Tentative Subdivision Map No. 5574** is a request to subdivide 10.32-acres of an overall 16.38-acre parcel into a 44-lot single-family residential subdivision with eight (8) out-lots for landscaping and storm drainage purposes. In addition, the Hillsdale Southland Tentative Subdivision Map will modify Denton Ct. approved with the adjacent tentative map approval of the Walnut Park Estates Subdivision map.

**Project Location:** The property is located on the south side of W. Hillsdale Avenue between N. Preston and N. Tommy Streets (APN: 085-010-096), within the City of Visalia, situated in Tulare County.

**Contact Person:** Paul Bernal, City Planner, Phone: (559) 713-4025, Email: [paul.bernal@visalia.city](mailto:paul.bernal@visalia.city)

**Time and Place of Public Hearing:** A public hearing will be held before the Planning Commission on (May 11, 2020) at 7:00 p.m. in the City Hall Council Chambers located at 707 W. Acequia Avenue, Visalia, California.

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

**Reasons for Mitigated Negative Declaration:** Initial Study No. 2020-07 has identified environmental impact(s) that may occur because of the project; however, with the implementation of mitigation measures identified, impact(s) will be reduced to a level that is less than significant. Copies of the initial study and other documents relating to the subject project may be examined by interested parties at the Planning Division in City Hall East, at 315 East Acequia Avenue, Visalia, CA.

Comments on this proposed Mitigated Negative Declaration will be accepted from April 30, 2020 to May 20, 2020.

Date: 4/24/2020

Signed:   
Brandon Smith, AICP  
Environmental Coordinator  
City of Visalia



## MITIGATED NEGATIVE DECLARATION

**Project Title:** General Plan Amendment No. 2020-01, Change of Zone No. 2020-02, and Hillsdale Southland Tentative Subdivision Map No. 5574

**Project Description: General Plan Amendment No. 2020-01** is a request by San Joaquin Valley Homes to amend the General Plan Land Use Designation on 10.32 acres of an overall 16.38 acre parcel from Conservation to Residential Low Density. The remaining 6.06 acres will remain Conservation.

**Change of Zone No. 2020-02** is a request to change the zoning designation on 10.32 acres of an overall 16.38 acre parcel from O-S (Open Space) to R-1-5 (Single-Family Residential 5,000 sq. ft. minimum lot area). The remaining 6.06 acres will retain the O-S (Open Space) zoning designation.

**Hillsdale Southland Tentative Subdivision Map No. 5574** is a request to subdivide 10.32-acres of an overall 16.38-acre parcel into a 44-lot single-family residential subdivision with eight (8) out-lots for landscaping and storm drainage purposes. In addition, the Hillsdale Southland Tentative Subdivision Map will modify Denton Ct. approved with the adjacent tentative map approval of the Walnut Park Estates Subdivision map.

The development of the property, if approved, will create additional housing units in the northwest quadrant of the City at a density of 3.97 dwelling units to the acre which is consistent with the proposed land use designation of Residential Low Density.

**Project Location:** The property is located on the south side of W. Hillsdale Avenue between N. Preston and N. Tommy Streets (APN: 085-010-096), within the City of Visalia, situated in Tulare County.

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

### Attachments:

Initial Study	(X)
Environmental Checklist	(X)
Location Map	(X)
Health Risk Assessment	(X)
Noise Study	(X)
Subdivision Map	(X)

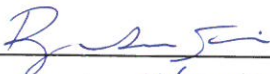
### DECLARATION OF NO SIGNIFICANT EFFECT:

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

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

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

APPROVED  
Brandon Smith, AICP  
Environmental Coordinator

By: 

Date Approved: 4/24/2020

Review Period: 20 days

## INITIAL STUDY

### I. GENERAL

#### **A. Project Name and Description:**

General Plan Amendment No. 2020-01 is a request by San Joaquin Valley Homes to amend the General Plan Land Use Designation on 10.32 acres of an overall 16.38 acre parcel from Conservation to Residential Low Density. The remaining 6.06 acres will remain Conservation.

Change of Zone No. 2020-02 is a request to change the zoning designation on 10.32 acres of an overall 16.38 acre parcel from O-S (Open Space) to R-1-5 (Single-Family Residential 5,000 sq. ft. minimum lot area). The remaining 6.06 acres will retain the O-S (Open Space) zoning designation.

Hillsdale Southland Tentative Subdivision Map No. 5574 is a request to subdivide 10.32-acres of an overall 16.38-acre parcel into a 44-lot single-family residential subdivision with eight (8) out-lots for landscaping and storm drainage purposes. In addition, the Hillsdale Southland Tentative Subdivision Map will modify Denton Ct. approved with the adjacent tentative map approval of the Walnut Park Estates Subdivision map.

The development of the property, if approved, will create additional housing units in the northwest quadrant of the City at a density of 3.97 dwelling units to the acre which is consistent with the proposed land use designation of Residential Low Density.

The property is located on the south side of W. Hillsdale Avenue between N. Preston and N. Tommy Streets (APN: 085-010-096) within the City of Visalia, situated in Tulare County.

#### **B. Identification of the Environmental Setting:**

The project site has been in agricultural production and contains Walnut trees. Prior to the planting of walnut trees, the site was fallow. The site is not under Williamson Act contract. The development of the site would extend local roads and lot patterns consistent with existing residential development found in the surrounding area. A City-owned storm water detention basin is also planned for the area south of the proposed subdivision adjacent to State Route 198.

A portion of the project site contains a Temporary Storm Drainage basin but the remaining balance of the site has no improvements. The project site is bounded by Hillsdale Avenue to the north, which is a classified local street and State Route 198 to the south, a designated state highway. The area is predominately developed with single-family homes to the north and east, and rural residential development to the west. Hillsdale Avenue will provide vehicular access to both Akers and Shirk Streets once this local street is fully constructed.

The development of the site with single-family homes will require construction of curb, gutter, sidewalks, and the installation of park strip landscaping and street lights along the south side of Hillsdale Avenue. The residential development will include the construction of block walls along the Hillsdale Avenue frontage and along the south property lines of the residential lots that back onto the City owned Out Lot adjacent to State Route 198. In addition, the development of this site requires the removal of the temporary storm water drainage basin and requires the construction of a new regional storm water basin in the City owned Out Lot.

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

	<b>General Plan (2014 Land Use)</b>	<b>Zoning (2017)</b>	<b>Existing uses</b>
North:	Residential Low Density	R-M-2 (Multi-family residential, one unit per 3,000 sq. ft. site area)	Hillsdale Avenue, Tiffany Ranch Subdivision
South:	State Route 198	State Route 198	State Route 198 Caltrans Right-of-Way
East:	Residential Low	R-1-5 (Single-family	West Wood Subdivision, single-family



	Density	residential, 5,000 sq. ft. min. site area)	residential subdivision
West:	Residential Low Density / Conservation	R-1-5 (Single-family residential, 5,000 sq. ft. min. site area)	Fallow property

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

### **C. Plans and Policies:**

The General Plan Land Use Diagram designates the site as Conservation and the Zoning Map designates the site as O-S (Open Space). The project is proposing to change the land use designation for 10.32 acres from Conservation / Open Space to Residential Low Density / R-1-5 which is consistent with the Land Use Element of the General Plan. The change in land use and zoning will facilitate the development of the site with single-family residential units consistent with the residential development pattern in the surrounding area.

## **II. ENVIRONMENTAL IMPACTS**

No significant adverse environmental impacts have been identified for this project that cannot be mitigated to a *less than significant impact*. The City of Visalia General Plan and Zoning Ordinance contains policies and regulations that are designed to mitigate impacts to a level of non-significance.

## **III. MITIGATION MEASURES**

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

**Noise** – An Acoustical Analysis was prepared for the proposed project (ref.: Acoustical Analysis, Hillsdale Southland. WJV Acoustics, March 6, 2020). The purpose of the study is to determine if existing noise levels associated State Route 198 to the south will comply with the City's applicable noise level standards upon the proposed single-family residential uses. The analysis concluded that an exterior noise level in excess of the 65 dB DNL standard for noise-sensitive land uses, specified in the City's Noise Element, exists on the project site. To ensure that community noise standards are met, the project shall construct a sound wall located on the south property lines of all residential lots that are adjacent to State Route 198. The acoustical analysis has concluded that the placement of the wall will allow for the residences on the site to be developed in compliance with the standards contained in the City's Noise Element and Ordinance.

Therefore, to ensure that community noise standards are met for the proposed project, the project site shall be developed in substantial compliance with the mitigation contained in the "Conclusions and Recommendations" section of the above-referenced Acoustical Analysis. As described in the analysis, the project shall contain the following features:

- 1) A sound wall located along the south property lines of all residential lots adjacent to State Route 198. The wall shall be a minimum height of seven (7) feet located along the outer property lines of the residential uses.

2) Mechanical ventilation or air conditioning for all homes so that windows and doors may remain closed for the required acoustical insulation. Acoustic baffles should be installed on the interior side of gable vents that face, or are perpendicular to SR 198.

Staff has incorporated these recommendations as required mitigation measures. Therefore, to ensure that noise requirements are met for the proposed project, the project shall be developed and shall operate in substantial compliance with the Mitigation Measures 1.1 and 1.2. These mitigation measures are included in Section IV below as part of this Initial Study.

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

#### **IV. MITIGATION MONITORING PROGRAM**

<b><u>Mitigation Measure</u></b>	<b><u>Responsible Party</u></b>	<b><u>Timeline</u></b>
<b>Noise Impact Mitigation Measure 1.1:</b> A sound wall located along the south property lines of all lots within the subdivision shall be a minimum height of seven (7) feet.	Project Applicant	The sound wall shall be constructed with the development of the residential subdivision and shall be completed prior to the occupation of any residences on the site.
<b>Noise Impact Mitigation Measure 1.2:</b> Mechanical ventilation or air conditioning shall be included with all homes so that windows and doors may remain closed for the required acoustical insulation. Acoustic baffles should be installed on the interior side of gable vents that face, or are perpendicular to SR 198.	Project Applicant	The mechanical equipment shall be included with the development of the residential component of the project, and shall be completed prior to the occupation of any residences on the site.

#### **IV. PROJECT COMPATIBILITY WITH EXISTING ZONES AND PLANS**

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

#### **V. SUPPORTING DOCUMENTATION**

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

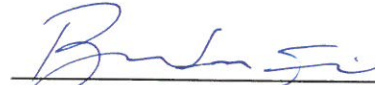
- Visalia General Plan Update. Dyett & Bhatia, October 2014.
- Visalia City Council Resolution No. 2014-38 (Certifying the Visalia General Plan Update) passed and adopted October 14, 2014.
- Visalia General Plan Update Final Environmental Impact Report (SCH No. 2010041078). Dyett & Bhatia, June 2014.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

- Visalia City Council Resolution No. 2014-36 (Certifying the Visalia Climate Action Plan) passed and adopted October 14, 2014.
- City of Visalia Storm Water Master Plan. Boyle Engineering Corporation, September 1994.
- City of Visalia Sewer System Master Plan. City of Visalia, 1994.
- City of Visalia Zoning Ordinance Update. City of Visalia, March 2017.
- Health Risk Assessment, Hillsdale Southland, Insight Environmental Consultants, March 2020
- Acoustical Analysis, Hillsdale Southland, WJV Acoustics, Inc., March 6, 2020

**VI. NAME OF PERSON WHO PREPARED INITIAL STUDY**



Paul Bernal  
City Planner



Brandon Smith, AICP  
Environmental Coordinator



INITIAL STUDY  
ENVIRONMENTAL CHECKLIST

Name of Proposal	General Plan Amendment No. 2012-01, Change of Zone No. 2020-02, and Tentative Subdivision Map No. 5574		
NAME OF PROPONENT:	San Joaquin Valley Homes	NAME OF AGENT:	Aaron Carpenter, Associate Planner
Address of Proponent:	5607 Ave de Los Robles	Address of Agent:	4Creeks, Inc., 324 S. Santa Fe St. Ste. A
	Visalia, CA 93291		Visalia, CA 93292
Telephone Number:	(559) 732-2260	Telephone Number:	(559) 802-3052
Date of Review	April 30, 2020	Lead Agency:	City of Visalia

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

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

I. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

- 2 a) Have a substantial adverse effect on a scenic vista?
- 1 b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- 2 c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
- 2 d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

II. AGRICULTURAL RESOURCES

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

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

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

III. AIR QUALITY

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

- 2 a) Conflict with or obstruct implementation of the applicable air quality plan?
- 2 b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standard?
- 2 c) Expose sensitive receptors to substantial pollutant concentrations?
- 2 d) Result in other emissions, such as those leading to odors adversely affecting a substantial number of people?

IV. BIOLOGICAL RESOURCES

Would the project:

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

- 2 f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

#### V. CULTURAL RESOURCES

Would the project:

- 2 a) Cause a substantial adverse change in the significance of a historical resource pursuant to Public Resources Code Section 15064.5?
- 2 b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Public Resources Code Section 15064.5?
- 2 d) Disturb any human remains, including those interred outside of formal cemeteries?

#### VI. ENERGY

Would the project:

- 2 a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
- 2 b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

#### VII. GEOLOGY AND SOILS

Would the project:

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

#### VIII. GREENHOUSE GAS EMISSIONS

Would the project:

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

#### IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

#### X. HYDROLOGY AND WATER QUALITY

Would the project:

- 2 a) Violate any water quality standards of waste discharge requirements or otherwise substantially degrade surface or groundwater quality?
- 2 b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?
- 2 c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
- 2 i) result in substantial erosion or siltation on- or off-site;
- 2 ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; or
- 2 iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
- 2 d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?
- 2 e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

#### XI. LAND USE AND PLANNING

Would the project:

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

## XII. MINERAL RESOURCES

Would the project:

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

## XIII. NOISE

Would the project result in:

- 3 a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- 1 b) Generation of excessive groundborne vibration or groundborne noise levels?
- 1 c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

## XIV. POPULATION AND HOUSING

Would the project:

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

## XV. PUBLIC SERVICES

Would the project:

- 1 a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
  - 1 i) Fire protection?
  - 1 ii) Police protection?
  - 1 iii) Schools?
  - 1 iv) Parks?
  - 1 v) Other public facilities?

## XVI. RECREATION

Would the project:

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

## XVII. TRANSPORTATION / TRAFFIC

Would the project:

- 1 a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- 2 b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?
- 1 c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- 1 d) Result in inadequate emergency access?

## XVIII. TRIBAL CULTURAL RESOURCES

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

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

## XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

- 2 a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?
- 2 b) Have sufficient water supplies available to service the project and reasonable foreseeable future development during normal, dry, and multiple dry years?
- 1 c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- 1 d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
- 1 e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?



## XX. WILDFIRE

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

- 1 a) Substantially impair an adopted emergency response plan or emergency evacuation plan?
- 1 b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
- 1 c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
- 1 d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

## XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

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

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

Revised 2019

Authority: Public Resources Code sections 21083 and 21083.09

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

## DISCUSSION OF ENVIRONMENTAL EVALUATION

### I. AESTHETICS

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

The project is proposing to change both the land use and zoning designations to facilitate the subdivision of 10.32 acres of an overall 16.38 acre site for residential development. The development of the project site with residences will be consistent with the proposed RLD (Residential Low Density) Land Use Designation and R-1-5 zoning as identified in Table 9-1 "Consistency between the Plan and Zoning" of the General Plan.

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

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

### II. AGRICULTURAL RESOURCES

- a. The project is located on property that is identified as Prime Farmland on maps prepared by the California Resources, and will involve the conversion of the property to non-agricultural use.

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

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

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

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

The development of 10.32 acres for a proposed 44-lot single-family residential subdivision is within the Urban Development Tier 1 Boundary. Development of residential lands in Tier 1 may occur at any time. The proposed project is consistent with Land Use Policies LU-P-19 of the General Plan. Policy LU-P-19 states; "Ensure that growth occurs in a compact and concentric fashion by implementing the General Plan's phased growth strategy."

- b. The project site, if approved for redesignation by the City Council, will facilitate the development of the site with 44 residential lots which is consistent with the urban development pattern in the area. In addition, the proposed urban land use and zoning designations will not conflict with any existing Williamson Act contract.
- c. There is no forest land or timberland currently located on the site, nor does the site conflict with a zoning for forest land, timberland, or timberland zoned Timberland Production.
- d. There is no forest or timberland currently located on the site.
- e. The proposed 44-lot single-family residential subdivision will result in conversion of farmland to a non-agricultural use. However, the City's General Plan supports infill development opportunities if the site can be designed and developed in a manner consistent with the surrounding land uses. The proposed development is consistent with the surrounding area. By re-designating the site for Low Density Residential development, the site can be developed in a manner that further facilitates housing units within the City's Tier 1 Urban Development Boundary. Development of residential lands in Tier 1 may occur at any time consistent with the City's Land Use Diagram. The request to subdivide the site with a 44-lot single-family residential subdivision is consistent with Land Use Policy LU-P-19 of the General Plan. Policy LU-P-19 states; "Ensure that growth occurs in a compact and concentric fashion by implementing the General Plan's phased growth strategy."

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

### III. AIR QUALITY

- a. The project site is located in an area that is under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The project in itself does not disrupt implementation of the San Joaquin Regional Air Quality Management Plan, and will therefore be a less than significant impact.
- b. Tulare County is designated non-attainment for certain federal ozone and state ozone levels. The project will result in a net increase of criteria pollutants. Development under the General Plan will result in increases of construction and operation-related criteria pollutant impacts, which are considered significant and unavoidable. General Plan policies identified under Impacts 3.3-1, 3.3-2, and 3.3-3 serve as the mitigation that assists in reducing the severity of the impact to the extent possible while still achieving the General Plan's goals of accommodating a certain amount of growth to occur within the Planning Area.

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

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

- c. A Health Risk Assessment (HRA) was prepared for the project due to its 500-foot proximity to a state highway. This Project is located 200 feet from the right of way of Highway 198. The HRA was prepared by Insight Environmental Consultants.

Emissions of diesel particulate matter (DPM) attributable to heavy duty trucks traveling on Highway 198 in close proximity to the project site were calculated using the California Air Resources Board's (CARB) EMFAC2017 web database. Ambient air concentrations were predicted with dispersion modeling to arrive at a conservative estimate of increased individual carcinogenic risk that might occur as a result of continuous exposure over a 70-year lifetime. Similarly, concentrations of compounds with non-cancer adverse health effects were used to calculate a chronic hazard index (HI), which is the ratio of expected exposure to acceptable exposure. Acute non-cancer risk was not calculated since there is no acute risk associated with DPM emissions.

The San Joaquin Valley Air Pollution Control District (SJVAPCD) has set the level of significance for carcinogenic risk to twenty in one million ( $20 \times 10^{-6}$ ),

which is understood as the possibility of causing twenty additional cancer cases in a population of one million people. The level of significance for chronic non-cancer risk is a hazard index of 1.0. The maximum predicted cancer risk among the modeled receptors is 9.16 in one million, which is well below the significance level of twenty in one million. The maximum predicted chronic non-cancer hazard indices among the modeled receptors is 0.002, which is below the significance level for chronic risk.

In accordance with the SJVAPCD's Guide for Assessing and Mitigating Air Quality Impacts (SJVAPCD 2015a) and policies (SJVAPCD 2015b; SJVAPCD 2015c) the potential health risk attributable to the proposed project is determined to be less than significant.

- d. The proposed project will not involve the generation of objectionable odors that would affect a substantial number of people.

### IV. BIOLOGICAL RESOURCES

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

In addition, staff conducted an on-site visit to the site on February 19, 2020 to observe biological conditions and did not observe any evidence or symptoms that would suggest the presence of a sensitive, candidate, or special species.

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

- b. The project is not located within an identified sensitive riparian habitat or other natural community. The proposed regional retention basin which will be located south of the project will be a manmade basin and will not be identified as a riparian habitat or natural community.

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

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

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

- d. Citywide biological resources were evaluated in the Visalia General Plan Update Environmental Impact Report (EIR). The EIR concluded that the movement of wildlife species may be directly or indirectly affected by future development within the General Plan Planning. Such effects would be considered significant. However, the General Plan contains multiple policies, identified under Impact 3.8-4 of the EIR, that together work to reduce the potential for impacts on wildlife movement corridors located within in the Planning Area. With implementation of these policies, impacts on wildlife movement corridors will be less than significant.
- e. The City has a municipal ordinance in place to protect valley oak trees. All existing valley oak trees on the project site will be under the jurisdiction of this ordinance. Any oak trees to be removed from the site are subject to the jurisdiction of the municipal ordinance.

There are no Valley Oak trees onsite.

- f. There are no local or regional habitat conservation plans for the area. A 200-foot wide conservation easement has been established along Hwy 198. The project reflects this setback.

#### **V. CULTURAL RESOURCES**

- a. There are no known historical resources located within the project area. If some potentially historical or cultural resource is unearthed during development all work should cease until a qualified professional archaeologist can evaluate the finding and make necessary mitigation recommendations.
- b. There are no known archaeological resources located within the project area. If some archaeological resource is unearthed during development all work should cease until a qualified professional archaeologist can evaluate the finding and make necessary mitigation recommendations.
- c. There are no known human remains buried in the project vicinity. If human remains are unearthed during development all work should cease until the proper authorities are notified and a qualified professional archaeologist can evaluate the finding and make any necessary mitigation recommendations. In the event that potentially significant cultural resources are discovered during ground disturbing activities associated with project preparation, construction, or completion, work shall halt in that area until a qualified Native American Tribal observer, archeologist, or paleontologist can assess the significance

of the find, and, if necessary, develop appropriate treatment measures in consultation with Tulare County Museum, Coroner, and other appropriate agencies and interested parties.

#### **VI. ENERGY**

- a. Development of the site will require the use of energy supply and infrastructure. However, the use of energy will be typical of that associated with residential development associated with the underlying zoning. Furthermore, the use is not considered the type of use or intensity that would result in wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation. The project will be required to comply with California Building Code Title 24 standards for energy efficiency.

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

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

#### **VII. GEOLOGY AND SOILS**

- a. The State Geologist has not issued an Alquist-Priolo Earthquake Fault Map for Tulare County. The project area is not located on or near any known earthquake fault lines. Therefore, the project will not expose people or structures to potential substantial adverse impacts involving earthquakes.
- b. The development of this site will require movement of topsoil. Existing City Engineering Division standards require that a grading and drainage plan be submitted for review to the City to ensure that off- and on-site improvements will be designed to meet City standards.
- c. The project area is relatively flat and the underlying soil is not known to be unstable. Soils in the Visalia area have few limitations with regard to development. Due to low clay content and limited topographic relief, soils in the Visalia area have low expansion characteristics.
- d. Due to low clay content, soils in the Visalia area have an expansion index of 0-20, which is defined as very low potential expansion.
- e. The project does not involve the use of septic tanks or alternative wastewater disposal systems since sanitary sewer lines are used for the disposal of wastewater at this location.
- f. There are no known unique paleontological resources or geologic features located within the project area. In the event that potentially significant cultural resources are discovered during ground disturbing activities associated with project preparation, construction, or completion, work shall halt in that area until a qualified Native American Tribal observer, archeologist, or paleontologist can assess the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with Tulare County Museum, Coroner, and other appropriate agencies and interested parties.



### **VIII. GREENHOUSE GAS EMISSIONS**

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

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

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

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

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

### **IX. HAZARDS AND HAZARDOUS MATERIALS**

- a. No hazardous materials are anticipated with the project.
- b. Construction activities associated with development of the project may include maintenance of on-site construction equipment that could lead to minor fuel and oil spills. The use and handling of any hazardous materials during construction activities would occur in accordance with applicable federal, state, regional, and local laws. Therefore, impacts are considered to be less than significant.
- c. Hurley Elementary School is located within one-quarter mile northwest of the project at 6600 W. Hurley Avenue; however, there is no reasonably foreseeable condition or incident involving the project that could affect existing or proposed school sites within one-quarter mile of school sites.
- d. The project area does not include any sites listed as hazardous materials sites pursuant to Government Code Section 65692.5.
- e. The City's adopted Airport Master Plan shows the project area is located outside of all Airport Zones. There are no restrictions for the proposed project related to Airport Zone requirements.

The project area is located within 1.5 miles of the Visalia Airport. However, it is not located in a flight path, collision safety zone, or noise threshold of the airport.

- f. The project will not interfere with the implementation of any adopted emergency response plan or evacuation plan.
- g. There are no wild lands within or near the project area.

### **X. HYDROLOGY AND WATER QUALITY**

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

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

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

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

- b. The project will not substantially deplete groundwater supplies in the project vicinity. The project will be served by a water main for domestic, irrigation, and fire protection use. The project area overlies the southern portion of the San Joaquin unit of the Central Valley groundwater aquifer. The project will result in an increase of impervious surfaces on the project site, which might affect the amount of precipitation that is recharged to the aquifer. However, as the City of Visalia is already largely developed and covered by impervious surfaces, the increase of impervious surfaces through this project will be small by comparison. The project therefore might affect the amount of precipitation that is recharged to the aquifer. The City of Visalia's water conservation measures and explorations for surface water use over groundwater extraction will assist in offsetting the loss in groundwater recharge.
- c.
- i. The development of this site will require movement of topsoil. Existing City Engineering Division standards require that a grading and drainage plan be submitted for review to the City to ensure that off- and on-site improvements will be designed to meet City standards.
- ii. Development of the site will create additional impervious surfaces. However, existing and planned improvements to storm water drainage facilities as required through the Visalia General Plan policies will reduce any potential impacts to a less than significant level.

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

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

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

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

- d. The project area is located sufficiently inland and distant from bodies of water, and outside potentially hazardous areas for seiches and tsunamis. The site is also relatively flat, which will contribute to the lack of impacts by mudflow occurrence. Therefore there will be no impact related to these hazards.
- e. Development of the site has the potential to affect drainage patterns in the short term due to erosion and sedimentation during construction activities and in the long term through the expansion of impervious surfaces. Impaired storm water runoff may then be intercepted and directed to a storm drain or water body, unless allowed to stand in a detention area. The City's existing standards may require the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the SWRCB's General Construction Permit process, which would address erosion control measures.

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

#### **XI. LAND USE AND PLANNING**

- a. The project will not physically divide an established community. The General Plan Land Use Diagram, adopted October 14, 2014, designates the entire project area as Conservation. The Zoning Map, adopted on April 6, 2017, designates the site as Open Space (O-S), which is consistent with the General Plan Land Use Designation of Conservation as identified in Table 9-1 "Consistency Between the Plan and Zoning" of the General Plan.

The project entails changing the general plan land use and zoning designations on 10.33 acres of the site from the above to Residential Low Density (R-1-5 zoning designation). The change in land use and zoning will facilitate the development of the site with a 44-lot single-family residential subdivision with eight (8) out-lots for landscaping and storm drainage purposes. In addition, the Hillsdale Southland Tentative Subdivision Map will modify

five residential lots approved within the adjacent tentative approval of the Walnut Park Estates Subdivision map.

The development will 10.33 acres will help facilitate additional residential units within the Tier 1 Urban Growth Boundary. The proposed subdivision is compatible with the adjacent residential uses.

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

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

The project as a whole does not conflict with any land use plan, policy or regulation of the City of Visalia. The site's proposed General Plan Land Use Designation of Residential Low Density, and the Zoning Designation of Single-family Residential (R-1-5), is consistent with each other based on the underlying allowed land uses and density ranges as identified in Table 9-1 "Consistency between the Plan and Zoning" of the General Plan. The City of Visalia's Zoning Ordinance allows for single-family residences as permitted uses in their respective zones.

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

#### **XII. MINERAL RESOURCES**

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

#### **XIII. NOISE**

- a. The project will result in noise generation typical of urban development, but not in excess of standards established in the City of Visalia's General Plan or Noise Ordinance. The Visalia Noise Element and City Ordinance contain criterion for acceptable noise levels inside and outside residential living spaces. This standard is 65 dB DNL for outdoor activity areas associated with residences and 45 dB DNL for indoor areas.

An acoustical analysis was prepared for the proposed project (ref.: Acoustical Analysis, Hillsdale Southland, WJV Acoustics, March 6, 2020). The purpose of the study is to determine if existing noise levels associated State Route 198 to the south will comply with the City's applicable noise level standards upon the proposed single-family residential uses. The analysis is based upon the project subdivision map and noise measurements obtained by WJV Acoustics at the project site.

The purpose of the measurements was to evaluate the accuracy of the FHWA Model in describing traffic noise exposure within the project site. The measurement site was located within the project site at a distance of approximately 360 feet from the centerline of SR 198. The speed limit posted in the project vicinity was 65 mph (miles per hour).

The calculated noise exposures for existing and future (2040) traffic conditions for the closest proposed setback (Lot 29) to SR 198 were approximately 68 dB Ldn and 69 dB Ldn, respectively. Traffic noise exposure levels are above the applicable City of Visalia exterior noise level standard of 65 dB Ldn, and further mitigation is required. The City of Visalia Noise Element of the General Plan establishes a 65 dB Ldn criterion within outdoor activity areas (backyards) of single-family homes. The project site traffic noise exposure for future (2040) traffic conditions was calculated to be approximately 69 dB Ldn within the closest proposed backyard lots (southernmost lots). These noise exposure levels exceed the City of Visalia exterior noise level standard and mitigation is required.

To mitigate exterior traffic noise exposure along SR 198, it will be necessary to construct sound walls along the project lot boundaries that face SR 198. The sound walls would provide acoustical shielding of the outdoor activity areas located closest to the roadway.

A sound wall insertion loss program based on the FHWA Model was used to calculate the insertion loss (noise reduction) provided by the proposed sound walls. The model calculates the insertion loss of a wall of given height based on the effective height of the noise source, height of the receiver, distance from the receiver to the wall, and distance from the noise source to the wall. The standard assumptions used in the sound wall calculations are effective source heights of 8, 2 and 0 feet above the roadway for heavy trucks, medium trucks and automobiles, respectively. The standard height of a residential receiver is five feet above the ground elevation. It was assumed by WJVA that the building pad elevations at the closest proposed homes to SR 198 would be approximately the same elevation as the roadway pavement. Installation of the sound wall would cause a noise exposure reduction of 4.5 dB at the rear of the closest homes, thereby effectively reducing the outdoor sound levels of the proposed residences to within compliance.

Furthermore, the analysis concluded that utilizing residential construction methods complying with current building code requirements will be sufficient for meeting the 45 dB DNL interior standard, provided that the sound wall is implemented and provided and the residences incorporate mechanical ventilation or air conditioning.

Based upon the above-described assumptions and method of analysis, the noise level insertion loss values for sound walls of various heights were calculated. The calculations indicated that a sound wall along backyard lot boundaries at Lots 4, 5, 12, 16, 20, 21, 33 and 34, constructed to a minimum height of six (6) feet would reduce traffic noise exposure within individual backyard to below 65 dB Ldn. The location of the sound wall is denoted on the site plan (Figure 1) of the acoustical analysis.

Therefore, to ensure that community noise standards are met upon the proposed residences and to ensure that there is no significant impact to noise, the project site shall be developed in substantial compliance with two mitigation measures contained in the "Conclusions and Recommendations" section of the above-referenced Acoustical Analysis and contained in the Initial Study.

Traffic and related noise impacts from the proposed project will occur along Hillsdale Avenue (a local roadway). The City's standards for setbacks will reduce noise levels to a level that is less than significant. Noise levels will also increase temporarily during the construction of the project but shall remain within the noise limits and restricted to the allowed hours of construction defined by the City of Visalia Noise Ordinance. Temporary increase in ambient noise levels is considered to be less than significant.

Ambient noise levels will increase beyond current levels as a result of the project, however these levels will be typical of noise levels associated with urban development and not in excess of standards established in the City of Visalia's General Plan or Noise Ordinance. The City's standards for setbacks and construction of fences or walls along major streets and between residential uses reduce noise levels to a level that is less than significant. Noise associated with the establishment of new residential uses was previously evaluated with the General Plan for the conversion of land to urban uses.

Noise levels will increase temporarily during the construction of the project but shall remain within the limits defined by the City of Visalia Noise Ordinance. Temporary increase in ambient noise levels is considered to be less than significant.

- b. Ground-borne vibration or ground-borne noise levels may occur as part of construction activities associated with the project. Construction activities will be temporary and will not expose persons to such vibration or noise levels for an extended period of time; thus the impacts will be less than significant. There are no existing uses near the project area that create ground-borne vibration or ground-borne noise levels.
- c. The project area is within 1.5 miles of a public airport. However, the project will not expose people residing or working in the project area to excessive noise levels resulting from aircraft operations.

#### **XIV. POPULATION AND HOUSING**

- a. The project will not directly induce substantial unplanned population growth that is in excess of that planned in the General Plan.
- b. Development of the site will not displace any housing or people on the site. The area being developed is currently vacant land.

#### **XV. PUBLIC SERVICES**

- a.
  - i. Current fire protection facilities are located at the Visalia Station 55, located approximately one mile north of the property, and can adequately serve the site without a need for alteration. Impact fees will be paid to mitigate the project's proportionate impact on these facilities.



- ii. Current police protection facilities can adequately serve the site without a need for alteration. Impact fees will be paid to mitigate the project's proportionate impact on these facilities.
- iii. The project will generate additional dwelling units, for which existing schools in the area may accommodate.
- iv. Current park facilities can adequately serve the site without a need for alteration. Impact fees will be paid to mitigate the project's proportionate impact on these facilities.
- v. Other public facilities can adequately serve the site without a need for alteration.

#### **XVI. RECREATION**

- a. The proposed project does not include recreational facilities or require the construction or expansion of recreational facilities within the area that might have an adverse physical effect on the environment.
- b. The proposed project does not include recreational facilities or require the construction or expansion of recreational facilities within the area that might have an adverse physical effect on the environment.

#### **XVII. TRANSPORTATION AND TRAFFIC**

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

Further, the EIR (SCH 2010041078) for the 2014 General Plan update included a thorough review of sacred lands files

through the California Native American Heritage Commission. The sacred lands file did not contain any known cultural resources information for the Visalia Planning Area.

#### **XIX. UTILITIES AND SERVICE SYSTEMS**

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

The project site will be accommodated by an extension of the City's sanitary sewer lines. As part of the project, existing sanitary sewer mains will be extended off-site along Hillsdale Avenue. 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 and a regional storm-water basin that will be developed with the development of the single-family residential subdivision that will handle on-site and street runoff. As part of the project, a storm drain main will be extended off-site along Hillsdale Avenue. Usage of these lines is consistent with the City Storm Drain Master Plan. These improvements will not cause significant environmental impacts.

- b. California Water Service Company has determined that there are sufficient water supplies to support the site, and that service can be extended to the site.
- c. The City has determined that there is adequate capacity existing to serve the site's projected wastewater treatment demands at the City wastewater treatment plant.
- d. Current solid waste disposal facilities can adequately serve the site without a need for alteration.
- e. The project will be able to meet the applicable regulations for solid waste. Removal of debris from construction will be subject to the City's waste disposal requirements.

#### **XX. WILDFIRE**

- a. The project is located on a site that is adjacent on multiple sides by existing development. The site 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 residential 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.

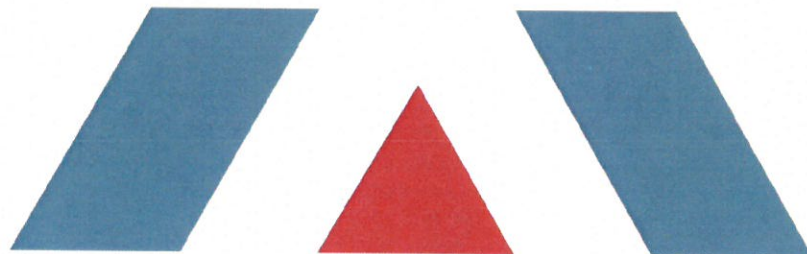
## DETERMINATION OF REQUIRED ENVIRONMENTAL DOCUMENT

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.**

  
\_\_\_\_\_  
Brandon Smith, AICP  
Environmental Coordinator

4/16/2020  
\_\_\_\_\_  
Date



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**HEALTH RISK ASSESSMENT**  
**Hillsdale Southland**

**SEC Hillsdale Ave & Preston St  
Visalia, CA 93291  
Tulare County**

Prepared By:

Matt Daniel – Senior Consultant

**INSIGHT ENVIRONMENTAL CONSULTANTS, INC.**  
4900 California Avenue, Suite 420A  
Bakersfield, CA 93309  
661-282-2200

**March 2020**

Project 200505.0099

  
**Insight**  
Environmental Consultants

**Trinity**  
**Consultants** 

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## 1. EXECUTIVE SUMMARY

This document contains the health risk assessment performed on behalf of 4-Creeks, Inc. for a residential development in Tulare County, California. As part of the development requirements for the project, an assessment is required for any residential development within 500 feet of a highway. This Project is located 200 feet from the right of way of Highway 198.

Emissions of diesel particulate matter (DPM) attributable to heavy duty trucks traveling on Highway 198 in close proximity to the Project site were calculated using the California Air Resources Board's (CARB) EMFAC2017 web database. Ambient air concentrations were predicted with dispersion modeling to arrive at a conservative estimate of increased individual carcinogenic risk that might occur as a result of continuous exposure over a 70-year lifetime. Similarly, concentrations of compounds with non-cancer adverse health effects were used to calculate a chronic hazard index (HI), which is the ratio of expected exposure to acceptable exposure. Acute non-cancer risk was not calculated since there is no acute risk associated with DPM emissions.

The San Joaquin Valley Air Pollution Control District (SJVAPCD) has set the level of significance for carcinogenic risk to twenty in one million ( $20 \times 10^{-6}$ ), which is understood as the possibility of causing twenty additional cancer cases in a population of one million people. The level of significance for chronic non-cancer risk is a hazard index of 1.0. The maximum predicted cancer risk among the modeled receptors is 9.16 in one million, which is well below the significance level of twenty in one million. The maximum predicted chronic non-cancer hazard indices among the modeled receptors is 0.002, which is below the significance level for chronic risk.

In accordance with the SJVAPCD's *Guide for Assessing and Mitigating Air Quality Impacts* (SJVAPCD 2015a) and policies (SJVAPCD 2015b; SJVAPCD 2015c) the potential health risk attributable to the proposed project is determined to be *less than significant*.

## 2. INTRODUCTION

This Health Risk Assessment (HRA) is provided as a service of Insight Environmental Consultants, Inc., a Trinity Consultants company, performed on behalf of 4-Creeks, Inc. for a residential development in Tulare County, California (**Figure 2-1**). As part of the development requirements for the property, an HRA is required.

**Figure 2-1. Location Map**





## 2.1. PROJECT DESCRIPTION

The residential development is located at the southeast corner of Hillsdale Avenue and Preston Street in Visalia, California, which is in the County of Tulare.

The Project would develop 41 single family residential lots with portions of the Project site located less than 500 feet north of Highway 198. The Project site is bordered on the west by the Walnut Park Estates Residential Project and by existing residential developments to the north and east; is generally flat and approximately 300 feet above mean sea level. The site's current usage is agricultural. The Project site will be set back 200 feet from the right of way of Highway 198.

### 3. RISK ASSESSMENT METHODOLOGY

This section describes the methodology used to predict the potential health risk to the Project attributable to emissions of hazardous air pollutants from mobile sources on Highway 198.

#### 3.1. HAZARD IDENTIFICATION

The basis for evaluating potential health risk is the identification of sources of hazardous air pollutants (HAPs). The proposed Project will be developed within 500 feet of Highway 198 which includes mobile sources with the potential to emit HAPs. The California Department of Transportation (CalTrans) Performance Measurement System (PeMS) collects and maintains traffic volume counts for vehicles traversing the California state highway system. The roadway segment lengths analyzed in this study were determined based on freeway segments located within an approximate 0.25-mile radius of the Project site boundaries. **Figure 3-1**, Source Receptor Diagram, shows the sources within a 0.25 mile radius and the receptors analyzed for this study. **Table 3-1**, Sources of Potential Emissions, presents the annual average daily traffic volumes (AADT) and percentage of trucks with 3 plus axles for the freeway segments considered in this assessment.

Table 3-1. Sources of Potential Emissions

Source/Freeway Segment	Modeled Sources	AADT	Truck Percentage (3+ Axles)
Mainline – Highway 198 East & West (Post Mile – R4.796)	SLINE1 & SLINE2	61,000	2.60%
Ramp – East Bound on From Shirk Road*	SLINE4	2,600	2.60%
Ramp – West Bound off to Shirk Road*	SLINE3	2,450	2.60%
Ramp – East Bound off to Akers Street*	SLINE6	4,850	2.60%
Ramp – West Bound on to Akers Street*	SLINE5	4,800	2.60%
*Truck Percentage from Mainline applied to Ramps			
Source: California Department of Transportation (CalTrans 2019)			



**Figure 3-1. Source Receptor Diagram**



**Table 3-2** lists the toxic substances emitted from the mobile source activities and also presents the classification of these species as to their potential for producing carcinogenic and non-cancer acute or chronic health impacts, if any.

**Table 3-2. Chemicals of Potential Concern**

CAS	Pollutant	Source	Cancer	Non-Cancer	
				Acute	Chronic
9901	Diesel Exhaust, Particulate Matter	Tractors, Diesel Trucks	X		X

## 3.2. EXPOSURE ASSESSMENT

### 3.2.1. Source Emissions and Characterization

DPM annual-averaged emission rates were calculated for each modeled source. Emissions attributable to heavy duty diesel trucks (3+ axles) were estimated using EMFAC2017 emission factors specific to Tulare County for all heavy truck vehicle categories excluding "T6 and T7 Ag" considering they are unlikely to be traveling on Highway 198.



The calculation worksheets for the emissions are provided in **Appendix A**. Annual emissions for each source are also provided in the HARP output files, electronic copies of which are provided on a CD in **Appendix B**.

### 3.2.2. Dispersion Modeling

A version of EPA's AMS/EPA Regulatory Model - AERMOD (recompiled for the Lakes ISC-AERMOD View interface) was used to predict the dispersion of emissions from the mobile sources on Highway 198. The travel routes for the trucks were modeled as line sources, which represents a series of volume sources, with a unit emission rate of 1 g/sec. Modeled sources are identified in **Table 3-1**.

All of the AERMOD regulatory default parameters were employed. Rural dispersion parameters were used because the Project area and surrounding land are considered "rural" under the Auer land use classification method. The AERMOD files are provided in electronic format on a CD in **Appendix B**.

#### 3.2.2.1. Meteorological Data

The SJVAPCD provided meteorological data for Visalia, California to be used for projects within Visalia, California. SJVAPCD-approved, AERMET UStar processed meteorological datasets for calendar years 2007 through 2010<sup>1</sup> was input into AERMOD. This was the most recent available dataset available at the time the modeling runs were conducted.

#### 3.2.2.2. Receptors

A receptor grid was used to model potential residential receptors on the Project site. A total of 96 on-site receptors of residences were assessed during the preparation of this HRA. Coordinates for the point of maximum impact (PMI) receptors are provided in **Table 3-3**.

### 3.2.3. HARP Post-Processing

Plot files generated by AERMOD were imported to the Air Dispersion Modeling and Risk Assessment Tool (ADMRT) program in the Hotspots Analysis and Reporting Program Version 2 (HARP 2) (CARB 2015). ADMRT post-processing was used to assess the potential for excess cancer risk and chronic non-cancer effects using the most recent health effects data from the California EPA Office of Environmental Health Hazard Assessment (OEHHA) and pollutant-specific emission rates for the Project. ADMRT site parameters were set for mandatory minimum exposure pathways for carcinogenic risk. The deposition rate was set to 0.02 m/s. Risk reports were generated for carcinogenic risk and non-carcinogenic chronic risk. Site parameters are included in the HARP output files.

## 3.3. RISK CHARACTERIZATION

For permitting and CEQA purposes, SJVAPCD has set the level of significance for carcinogenic risk at 20 in one million, which is understood as the possibility of causing twenty additional cancer cases in a population of one million people (SJVAPCD 2015b). The level of significance for chronic non-cancer risk is a hazard index of one (SJVAPCD 2015c).

HARP 2 post-processing was used to assess the potential for the following: excess cancer risk and chronic non-cancer effects. Total cancer risk was predicted for inhalation and non-inhalation pathways at each receptor.

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<sup>1</sup> Provided via website, San Joaquin Valley Air Pollution Control District (SJVAPCD), [ftp://12.219.204.27/public/Modeling/Meteorological Data/AERMET v15181 UStar/Visalia 93144/](ftp://12.219.204.27/public/Modeling/Meteorological%20Data/AERMET%20v15181%20UStar/Visalia%2093144/)



The hazard index is computed by endpoint as the sum of the hazard indices for all relevant pollutants, the highest of which is designated as the total hazard index.

The carcinogenic risk predicted at the potentially impacted receptors does not exceed the significance level of twenty in one million ( $20 \times 10^{-6}$ ). The health hazard index (HI) for chronic non-cancer risk is below the significance level of 1.0 at all modeled residences. The excess cancer risk and chronic non-cancer HIs for the maximum modeled receptor are provided in **Table 3-3**. The HARP2 output files for cancer and chronic risks are provided in electronic format on a CD in **Appendix B**.

As shown below in **Table 3-3**, the maximum predicted cancer risk is  $9.16\text{E-}06$ . Cancer risks are attributable to emissions of DPM through the inhalation pathway.

The maximum predicted chronic non-cancer hazard index is 0.002. Chronic risks are attributable to emissions of DPM which affect the respiratory system.

**Table 3-3. Risk Predicted By HARP**

	<b>Maximum Lifetime Excess Cancer Risk</b>	<b>Maximum Non-Cancer Chronic Hazard Index</b>
<b>Value</b>	9.16E-06	1.86E-03
<b>Receptor #, Name</b>	1, On-Site Residence	1, On-Site Residence
<b>UTM Easting (m)</b>	288130.85	288130.85
<b>UTM Northing (m)</b>	4022911.99	4022911.99

## 4. CONCLUSIONS

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In accordance with the *Guide for Assessing and Mitigating Air Quality Impacts* (SJVAPCD 2015a) and San Joaquin Valley Air Pollution Control District policies (SJVAPCD 2015b; SJVAPCD 2016c), the unmitigated potential health risk to the Project site attributable to truck travel on Highway 198 for carcinogenic and non- carcinogenic risk is determined to be less than significant based on the following conclusions:

- Potential chronic carcinogenic risk to the proposed Project site is *below* the significance level of twenty in one million at each of the modeled receptors;
- The hazard index for the potential chronic non-cancer risk to the proposed Project site is *below* the significance level of 1.0 at each of the modeled receptors.
- The hazard index for the potential acute non-cancer risk was not calculated since there is no acute risk associated with DPM emissions, therefore, the proposed Project is considered *below* the significance level.

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## APPENDIX A: EMISSION ESTIMATION WORKSHEETS

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**Hillsdale Southland Health Risk Assessment**  
Emissions Inventory Summary - Annual (2020-2089)

Year	Totals / Average	
	Mainline (lbs/yr)	Ramp (lbs/yr)
2020	59.38	3.80
2021	51.68	2.83
2022	31.89	1.48
2023	20.11	0.66
2024	20.51	0.63
2025	20.69	0.61
2026	20.76	0.58
2027	20.77	0.55
2028	20.83	0.52
2029	20.71	0.50
2030	20.78	0.48
2031	20.92	0.46
2032	21.05	0.45
2033	21.22	0.43
2034	21.34	0.42
2035	21.44	0.41
2036	21.57	0.40
2037	21.71	0.39
2038	21.86	0.38
2039	22.04	0.37
2040	22.22	0.37
2041	22.42	0.36
2042	22.63	0.36
2043	22.85	0.36
2044	23.06	0.36
2045	23.28	0.36
2046	23.51	0.35
2047	23.74	0.35
2048	23.96	0.35
2049	24.18	0.36
2050	24.40	0.36
2051	24.65	0.36
2052	24.89	0.36
2053	25.14	0.37
2054	25.39	0.37

Year	Totals / Average	
	Mainline (lbs/yr)	Ramp (lbs/yr)
2055	25.65	0.37
2056	25.90	0.38
2057	26.16	0.38
2058	26.42	0.39
2059	26.69	0.39
2060	26.95	0.39
2061	27.22	0.40
2062	27.50	0.40
2063	27.77	0.41
2064	28.05	0.41
2065	28.33	0.41
2066	28.61	0.42
2067	28.90	0.42
2068	29.19	0.43
2069	29.48	0.43
2070	29.78	0.44
2071	30.07	0.44
2072	30.37	0.44
2073	30.68	0.45
2074	30.98	0.45
2075	31.29	0.46
2076	31.61	0.46
2077	31.92	0.47
2078	32.24	0.47
2079	32.57	0.48
2080	32.89	0.48
2081	33.22	0.49
2082	33.55	0.49
2083	33.89	0.50
2084	34.23	0.50
2085	34.57	0.51
2086	34.91	0.51
2087	35.26	0.52
2088	35.62	0.52
2089	35.97	0.53
<b>Average</b>	<b>27.52</b>	<b>0.53</b>

Roadway	Road Segment	Source	Annual Average (lbs/yr)
Mainline	EB	SLINE2	13.8054
Mainline	WB	SLINE1	13.7097
Ramp	EB on from Shirk Rd	SLINE4	0.0373
Ramp	WB off to Shirk Rd	SLINE3	0.1014
Ramp	EB off to Akers St	SLINE6	0.2235
Ramp	WB on from Akers St	SLINE5	0.1715

Hillsdale Southland Health Risk Assessment  
Emissions Inventory - Annual (2020-2089)

Vehicle Mix	
% Non-Truck Vehicle	
97.40%	
% Trucks	
2.60%	

Growth Rate: 1 % per year

Roadway	Road Segment	Year	Year ID	Flow (vehicles/yr)	Length (mile)	Speed (mph)	Diesel EF (g/mi)	Emissions (lbs/yr)
Mainline	EB	2020	1	291598	0.70	60	0.07	29.8
Mainline	WB	2020	1	286928	0.71	60	0.07	29.6
Ramp	EB on from Shirk Rd	2020	1	24658	0.04	5	0.13	0.3
Ramp	WB off to Shirk Rd	2020	1	23236	0.11	5	0.13	0.7
Ramp	EB off to Akers St	2020	1	45997	0.12	5	0.13	1.6
Ramp	WB on from Akers St	2020	1	45523	0.09	5	0.13	1.2
Mainline	EB	2021	2	294514	0.70	60	0.06	25.9
Mainline	WB	2021	2	289798	0.71	60	0.06	25.8
Ramp	EB on from Shirk Rd	2021	2	24906	0.04	5	0.10	0.2
Ramp	WB off to Shirk Rd	2021	2	23469	0.11	5	0.10	0.5
Ramp	EB off to Akers St	2021	2	46458	0.12	5	0.10	1.2
Ramp	WB on from Akers St	2021	2	45979	0.09	5	0.10	0.9
Mainline	EB	2022	3	297460	0.70	60	0.03	16.0
Mainline	WB	2022	3	292696	0.71	60	0.03	15.9
Ramp	EB on from Shirk Rd	2022	3	25156	0.04	5	0.05	0.1
Ramp	WB off to Shirk Rd	2022	3	23704	0.11	5	0.05	0.3
Ramp	EB off to Akers St	2022	3	46923	0.12	5	0.05	0.6
Ramp	WB on from Akers St	2022	3	46439	0.09	5	0.05	0.5
Mainline	EB	2023	4	300435	0.70	60	0.02	10.1
Mainline	WB	2023	4	295623	0.71	60	0.02	10.0
Ramp	EB on from Shirk Rd	2023	4	25408	0.04	5	0.02	0.0
Ramp	WB off to Shirk Rd	2023	4	23942	0.11	5	0.02	0.1
Ramp	EB off to Akers St	2023	4	47393	0.12	5	0.02	0.3
Ramp	WB on from Akers St	2023	4	46904	0.09	5	0.02	0.2
Mainline	EB	2024	5	303440	0.70	60	0.02	10.3
Mainline	WB	2024	5	298580	0.71	60	0.02	10.2
Ramp	EB on from Shirk Rd	2024	5	25663	0.04	5	0.02	0.0
Ramp	WB off to Shirk Rd	2024	5	24182	0.11	5	0.02	0.1
Ramp	EB off to Akers St	2024	5	47867	0.12	5	0.02	0.3
Ramp	WB on from Akers St	2024	5	47374	0.09	5	0.02	0.2
Mainline	EB	2025	6	306475	0.70	60	0.02	10.4
Mainline	WB	2025	6	301566	0.71	60	0.02	10.3
Ramp	EB on from Shirk Rd	2025	6	25920	0.04	5	0.02	0.0
Ramp	WB off to Shirk Rd	2025	6	24424	0.11	5	0.02	0.1
Ramp	EB off to Akers St	2025	6	48346	0.12	5	0.02	0.3
Ramp	WB on from Akers St	2025	6	47848	0.09	5	0.02	0.2
Mainline	EB	2026	7	309540	0.70	60	0.02	10.4
Mainline	WB	2026	7	304582	0.71	60	0.02	10.3
Ramp	EB on from Shirk Rd	2026	7	26180	0.04	5	0.02	0.0
Ramp	WB off to Shirk Rd	2026	7	24669	0.11	5	0.02	0.1
Ramp	EB off to Akers St	2026	7	48830	0.12	5	0.02	0.2
Ramp	WB on from Akers St	2026	7	48327	0.09	5	0.02	0.2
Mainline	EB	2027	8	312636	0.70	60	0.02	10.4
Mainline	WB	2027	8	307628	0.71	60	0.02	10.3
Ramp	EB on from Shirk Rd	2027	8	26442	0.04	5	0.02	0.0
Ramp	WB off to Shirk Rd	2027	8	24916	0.11	5	0.02	0.1
Ramp	EB off to Akers St	2027	8	49319	0.12	5	0.02	0.2
Ramp	WB on from Akers St	2027	8	48811	0.09	5	0.02	0.2
Mainline	EB	2028	9	315763	0.70	60	0.02	10.5
Mainline	WB	2028	9	310705	0.71	60	0.02	10.4
Ramp	EB on from Shirk Rd	2028	9	26707	0.04	5	0.02	0.0
Ramp	WB off to Shirk Rd	2028	9	25166	0.11	5	0.02	0.1
Ramp	EB off to Akers St	2028	9	49813	0.12	5	0.02	0.2
Ramp	WB on from Akers St	2028	9	49300	0.09	5	0.02	0.2
Mainline	EB	2029	10	318921	0.70	60	0.02	10.4
Mainline	WB	2029	10	313813	0.71	60	0.02	10.3
Ramp	EB on from Shirk Rd	2029	10	26975	0.04	5	0.02	0.0
Ramp	WB off to Shirk Rd	2029	10	25418	0.11	5	0.02	0.1
Ramp	EB off to Akers St	2029	10	50312	0.12	5	0.02	0.2
Ramp	WB on from Akers St	2029	10	49793	0.09	5	0.02	0.2

Mainline	EB	2030	11	322111	0.70	60	0.02	10.4
Mainline	WB	2030	11	316952	0.71	60	0.02	10.4
Ramp	EB on from Shirk Rd	2030	11	27245	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2030	11	25673	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2030	11	50816	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2030	11	50291	0.09	5	0.01	0.2
Mainline	EB	2031	12	325333	0.70	60	0.02	10.5
Mainline	WB	2031	12	320122	0.71	60	0.02	10.4
Ramp	EB on from Shirk Rd	2031	12	27518	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2031	12	25930	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2031	12	51325	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2031	12	50794	0.09	5	0.01	0.1
Mainline	EB	2032	13	328587	0.70	60	0.02	10.6
Mainline	WB	2032	13	323324	0.71	60	0.02	10.5
Ramp	EB on from Shirk Rd	2032	13	27794	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2032	13	26190	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2032	13	51839	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2032	13	51302	0.09	5	0.01	0.1
Mainline	EB	2033	14	331873	0.70	60	0.02	10.6
Mainline	WB	2033	14	326558	0.71	60	0.02	10.6
Ramp	EB on from Shirk Rd	2033	14	28072	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2033	14	26452	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2033	14	52358	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2033	14	51816	0.09	5	0.01	0.1
Mainline	EB	2034	15	335192	0.70	60	0.02	10.7
Mainline	WB	2034	15	329824	0.71	60	0.02	10.6
Ramp	EB on from Shirk Rd	2034	15	28353	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2034	15	26717	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2034	15	52882	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2034	15	52335	0.09	5	0.01	0.1
Mainline	EB	2035	16	338544	0.70	60	0.02	10.8
Mainline	WB	2035	16	333123	0.71	60	0.02	10.7
Ramp	EB on from Shirk Rd	2035	16	28637	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2035	16	26985	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2035	16	53411	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2035	16	52859	0.09	5	0.01	0.1
Mainline	EB	2036	17	341930	0.70	60	0.02	10.8
Mainline	WB	2036	17	336455	0.71	60	0.02	10.7
Ramp	EB on from Shirk Rd	2036	17	28924	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2036	17	27255	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2036	17	53946	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2036	17	53388	0.09	5	0.01	0.1
Mainline	EB	2037	18	345350	0.70	60	0.02	10.9
Mainline	WB	2037	18	339820	0.71	60	0.02	10.8
Ramp	EB on from Shirk Rd	2037	18	29214	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2037	18	27528	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2037	18	54486	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2037	18	53922	0.09	5	0.01	0.1
Mainline	EB	2038	19	348804	0.70	60	0.02	11.0
Mainline	WB	2038	19	343219	0.71	60	0.02	10.9
Ramp	EB on from Shirk Rd	2038	19	29507	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2038	19	27804	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2038	19	55031	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2038	19	54462	0.09	5	0.01	0.1
Mainline	EB	2039	20	352293	0.70	60	0.02	11.1
Mainline	WB	2039	20	346652	0.71	60	0.02	11.0
Ramp	EB on from Shirk Rd	2039	20	29803	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2039	20	28083	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2039	20	55582	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2039	20	55007	0.09	5	0.01	0.1
Mainline	EB	2040	21	355816	0.70	60	0.02	11.2
Mainline	WB	2040	21	350119	0.71	60	0.02	11.1
Ramp	EB on from Shirk Rd	2040	21	30102	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2040	21	28364	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2040	21	56138	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2040	21	55558	0.09	5	0.01	0.1
Mainline	EB	2041	22	359375	0.70	60	0.02	11.3
Mainline	WB	2041	22	353621	0.71	60	0.02	11.2
Ramp	EB on from Shirk Rd	2041	22	30404	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2041	22	28648	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2041	22	56700	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2041	22	56114	0.09	5	0.01	0.1



Mainline	EB	2042	23	362969	0.70	60	0.02	11.4
Mainline	WB	2042	23	357158	0.71	60	0.02	11.3
Ramp	EB on from Shirk Rd	2042	23	30709	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2042	23	28935	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2042	23	57267	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2042	23	56676	0.09	5	0.01	0.1
Mainline	EB	2043	24	366599	0.70	60	0.02	11.5
Mainline	WB	2043	24	360730	0.71	60	0.02	11.4
Ramp	EB on from Shirk Rd	2043	24	31017	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2043	24	29225	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2043	24	57840	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2043	24	57243	0.09	5	0.01	0.1
Mainline	EB	2044	25	370265	0.70	60	0.02	11.6
Mainline	WB	2044	25	364338	0.71	60	0.02	11.5
Ramp	EB on from Shirk Rd	2044	25	31328	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2044	25	29518	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2044	25	58419	0.12	5	0.01	0.1
Ramp	WB on from Akers St	2044	25	57816	0.09	5	0.01	0.1
Mainline	EB	2045	26	373968	0.70	60	0.02	11.7
Mainline	WB	2045	26	367982	0.71	60	0.02	11.6
Ramp	EB on from Shirk Rd	2045	26	31642	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2045	26	29814	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2045	26	59004	0.12	5	0.01	0.1
Ramp	WB on from Akers St	2045	26	58395	0.09	5	0.01	0.1
Mainline	EB	2046	27	377708	0.70	60	0.02	11.8
Mainline	WB	2046	27	371662	0.71	60	0.02	11.7
Ramp	EB on from Shirk Rd	2046	27	31959	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2046	27	30113	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2046	27	59595	0.12	5	0.01	0.1
Ramp	WB on from Akers St	2046	27	58979	0.09	5	0.01	0.1
Mainline	EB	2047	28	381486	0.70	60	0.02	11.9
Mainline	WB	2047	28	375379	0.71	60	0.02	11.8
Ramp	EB on from Shirk Rd	2047	28	32279	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2047	28	30415	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2047	28	60191	0.12	5	0.01	0.1
Ramp	WB on from Akers St	2047	28	59569	0.09	5	0.01	0.1
Mainline	EB	2048	29	385301	0.70	60	0.02	12.0
Mainline	WB	2048	29	379133	0.71	60	0.02	11.9
Ramp	EB on from Shirk Rd	2048	29	32602	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2048	29	30720	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2048	29	60793	0.12	5	0.01	0.1
Ramp	WB on from Akers St	2048	29	60165	0.09	5	0.01	0.1
Mainline	EB	2049	30	389155	0.70	60	0.02	12.1
Mainline	WB	2049	30	382925	0.71	60	0.02	12.0
Ramp	EB on from Shirk Rd	2049	30	32929	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2049	30	31028	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2049	30	61401	0.12	5	0.01	0.1
Ramp	WB on from Akers St	2049	30	60767	0.09	5	0.01	0.1
Mainline	EB	2050	31	393047	0.70	60	0.02	12.2
Mainline	WB	2050	31	386755	0.71	60	0.02	12.2
Ramp	EB on from Shirk Rd	2050	31	33259	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2050	31	31339	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2050	31	62016	0.12	5	0.01	0.1
Ramp	WB on from Akers St	2050	31	61375	0.09	5	0.01	0.1
Mainline	EB	2051	32	396978	0.70	60	0.02	12.4
Mainline	WB	2051	32	390623	0.71	60	0.02	12.3
Ramp	EB on from Shirk Rd	2051	32	33592	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2051	32	31653	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2051	32	62637	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2051	32	61989	0.09	5	0.01	0.1
Mainline	EB	2052	33	400948	0.70	60	0.02	12.5
Mainline	WB	2052	33	394530	0.71	60	0.02	12.4
Ramp	EB on from Shirk Rd	2052	33	33928	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2052	33	31970	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2052	33	63264	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2052	33	62609	0.09	5	0.01	0.1
Mainline	EB	2053	34	404958	0.70	60	0.02	12.6
Mainline	WB	2053	34	398476	0.71	60	0.02	12.5
Ramp	EB on from Shirk Rd	2053	34	34268	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2053	34	32290	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2053	34	63897	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2053	34	63236	0.09	5	0.01	0.1



Mainline	EB	2054	35	409008	0.70	60	0.02	12.7
Mainline	WB	2054	35	402461	0.71	60	0.02	12.7
Ramp	EB on from Shirk Rd	2054	35	34611	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2054	35	32613	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2054	35	64536	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2054	35	63869	0.09	5	0.01	0.1
Mainline	EB	2055	36	413099	0.70	60	0.02	12.9
Mainline	WB	2055	36	406486	0.71	60	0.02	12.8
Ramp	EB on from Shirk Rd	2055	36	34958	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2055	36	32940	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2055	36	65182	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2055	36	64508	0.09	5	0.01	0.1
Mainline	EB	2056	37	417230	0.70	60	0.02	13.0
Mainline	WB	2056	37	410551	0.71	60	0.02	12.9
Ramp	EB on from Shirk Rd	2056	37	35308	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2056	37	33270	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2056	37	65834	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2056	37	65154	0.09	5	0.01	0.1
Mainline	EB	2057	38	421403	0.70	60	0.02	13.1
Mainline	WB	2057	38	414657	0.71	60	0.02	13.0
Ramp	EB on from Shirk Rd	2057	38	35662	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2057	38	33603	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2057	38	66493	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2057	38	65806	0.09	5	0.01	0.1
Mainline	EB	2058	39	425618	0.70	60	0.02	13.3
Mainline	WB	2058	39	418804	0.71	60	0.02	13.2
Ramp	EB on from Shirk Rd	2058	39	36019	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2058	39	33940	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2058	39	67158	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2058	39	66465	0.09	5	0.01	0.1
Mainline	EB	2059	40	429875	0.70	60	0.02	13.4
Mainline	WB	2059	40	422993	0.71	60	0.02	13.3
Ramp	EB on from Shirk Rd	2059	40	36380	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2059	40	34280	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2059	40	67830	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2059	40	67130	0.09	5	0.01	0.1
Mainline	EB	2060	41	434174	0.70	60	0.02	13.5
Mainline	WB	2060	41	427223	0.71	60	0.02	13.4
Ramp	EB on from Shirk Rd	2060	41	36744	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2060	41	34623	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2060	41	68509	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2060	41	67802	0.09	5	0.01	0.1
Mainline	EB	2061	42	438516	0.70	60	0.02	13.7
Mainline	WB	2061	42	431496	0.71	60	0.02	13.6
Ramp	EB on from Shirk Rd	2061	42	37112	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2061	42	34970	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2061	42	69195	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2061	42	68481	0.09	5	0.01	0.1
Mainline	EB	2062	43	442902	0.70	60	0.02	13.8
Mainline	WB	2062	43	435811	0.71	60	0.02	13.7
Ramp	EB on from Shirk Rd	2062	43	37484	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2062	43	35320	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2062	43	69887	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2062	43	69166	0.09	5	0.01	0.1
Mainline	EB	2063	44	447332	0.70	60	0.02	13.9
Mainline	WB	2063	44	440170	0.71	60	0.02	13.8
Ramp	EB on from Shirk Rd	2063	44	37859	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2063	44	35674	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2063	44	70586	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2063	44	69858	0.09	5	0.01	0.1
Mainline	EB	2064	45	451806	0.70	60	0.02	14.1
Mainline	WB	2064	45	444572	0.71	60	0.02	14.0
Ramp	EB on from Shirk Rd	2064	45	38238	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2064	45	36031	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2064	45	71292	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2064	45	70557	0.09	5	0.01	0.1
Mainline	EB	2065	46	456325	0.70	60	0.02	14.2
Mainline	WB	2065	46	449018	0.71	60	0.02	14.1
Ramp	EB on from Shirk Rd	2065	46	38621	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2065	46	36392	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2065	46	72005	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2065	46	71263	0.09	5	0.01	0.1

Mainline	EB	2066	47	460889	0.70	60	0.02	14.4
Mainline	WB	2066	47	453509	0.71	60	0.02	14.3
Ramp	EB on from Shirk Rd	2066	47	39008	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2066	47	36756	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2066	47	72726	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2066	47	71976	0.09	5	0.01	0.1
Mainline	EB	2067	48	465498	0.70	60	0.02	14.5
Mainline	WB	2067	48	458045	0.71	60	0.02	14.4
Ramp	EB on from Shirk Rd	2067	48	39399	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2067	48	37124	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2067	48	73454	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2067	48	72696	0.09	5	0.01	0.1
Mainline	EB	2068	49	470153	0.70	60	0.02	14.6
Mainline	WB	2068	49	462626	0.71	60	0.02	14.5
Ramp	EB on from Shirk Rd	2068	49	39793	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2068	49	37496	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2068	49	74189	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2068	49	73423	0.09	5	0.01	0.1
Mainline	EB	2069	50	474855	0.70	60	0.02	14.8
Mainline	WB	2069	50	467253	0.71	60	0.02	14.7
Ramp	EB on from Shirk Rd	2069	50	40191	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2069	50	37871	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2069	50	74931	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2069	50	74158	0.09	5	0.01	0.1
Mainline	EB	2070	51	479604	0.70	60	0.02	14.9
Mainline	WB	2070	51	471926	0.71	60	0.02	14.8
Ramp	EB on from Shirk Rd	2070	51	40593	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2070	51	38250	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2070	51	75681	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2070	51	74900	0.09	5	0.01	0.1
Mainline	EB	2071	52	484401	0.70	60	0.02	15.1
Mainline	WB	2071	52	476646	0.71	60	0.02	15.0
Ramp	EB on from Shirk Rd	2071	52	40999	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2071	52	38633	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2071	52	76438	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2071	52	75649	0.09	5	0.01	0.1
Mainline	EB	2072	53	489246	0.70	60	0.02	15.2
Mainline	WB	2072	53	481413	0.71	60	0.02	15.1
Ramp	EB on from Shirk Rd	2072	53	41409	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2072	53	39020	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2072	53	77203	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2072	53	76406	0.09	5	0.01	0.1
Mainline	EB	2073	54	494139	0.70	60	0.02	15.4
Mainline	WB	2073	54	486228	0.71	60	0.02	15.3
Ramp	EB on from Shirk Rd	2073	54	41824	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2073	54	39411	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2073	54	77976	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2073	54	77171	0.09	5	0.01	0.1
Mainline	EB	2074	55	499081	0.70	60	0.02	15.5
Mainline	WB	2074	55	491091	0.71	60	0.02	15.4
Ramp	EB on from Shirk Rd	2074	55	42243	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2074	55	39806	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2074	55	78756	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2074	55	77943	0.09	5	0.01	0.1
Mainline	EB	2075	56	504072	0.70	60	0.02	15.7
Mainline	WB	2075	56	496002	0.71	60	0.02	15.6
Ramp	EB on from Shirk Rd	2075	56	42666	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2075	56	40205	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2075	56	79544	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2075	56	78723	0.09	5	0.01	0.1
Mainline	EB	2076	57	509113	0.70	60	0.02	15.9
Mainline	WB	2076	57	500963	0.71	60	0.02	15.7
Ramp	EB on from Shirk Rd	2076	57	43093	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2076	57	40608	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2076	57	80340	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2076	57	79511	0.09	5	0.01	0.1
Mainline	EB	2077	58	514205	0.70	60	0.02	16.0
Mainline	WB	2077	58	505973	0.71	60	0.02	15.9
Ramp	EB on from Shirk Rd	2077	58	43524	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2077	58	41015	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2077	58	81144	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2077	58	80307	0.09	5	0.01	0.1

Mainline	EB	2078	59	519348	0.70	60	0.02	16.2
Mainline	WB	2078	59	511033	0.71	60	0.02	16.1
Ramp	EB on from Shirk Rd	2078	59	43960	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2078	59	41426	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2078	59	81956	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2078	59	81111	0.09	5	0.01	0.2
Mainline	EB	2079	60	524542	0.70	60	0.02	16.3
Mainline	WB	2079	60	516144	0.71	60	0.02	16.2
Ramp	EB on from Shirk Rd	2079	60	44400	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2079	60	41841	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2079	60	82776	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2079	60	81923	0.09	5	0.01	0.2
Mainline	EB	2080	61	529788	0.70	60	0.02	16.5
Mainline	WB	2080	61	521306	0.71	60	0.02	16.4
Ramp	EB on from Shirk Rd	2080	61	44844	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2080	61	42260	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2080	61	83604	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2080	61	82743	0.09	5	0.01	0.2
Mainline	EB	2081	62	535086	0.70	60	0.02	16.7
Mainline	WB	2081	62	526520	0.71	60	0.02	16.6
Ramp	EB on from Shirk Rd	2081	62	45293	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2081	62	42683	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2081	62	84441	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2081	62	83571	0.09	5	0.01	0.2
Mainline	EB	2082	63	540437	0.70	60	0.02	16.8
Mainline	WB	2082	63	531786	0.71	60	0.02	16.7
Ramp	EB on from Shirk Rd	2082	63	45746	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2082	63	43110	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2082	63	85286	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2082	63	84407	0.09	5	0.01	0.2
Mainline	EB	2083	64	545842	0.70	60	0.02	17.0
Mainline	WB	2083	64	537104	0.71	60	0.02	16.9
Ramp	EB on from Shirk Rd	2083	64	46204	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2083	64	43542	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2083	64	86139	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2083	64	85252	0.09	5	0.01	0.2
Mainline	EB	2084	65	551301	0.70	60	0.02	17.2
Mainline	WB	2084	65	542476	0.71	60	0.02	17.1
Ramp	EB on from Shirk Rd	2084	65	46667	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2084	65	43978	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2084	65	87001	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2084	65	86105	0.09	5	0.01	0.2
Mainline	EB	2085	66	556815	0.70	60	0.02	17.3
Mainline	WB	2085	66	547901	0.71	60	0.02	17.2
Ramp	EB on from Shirk Rd	2085	66	47134	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2085	66	44418	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2085	66	87872	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2085	66	86967	0.09	5	0.01	0.2
Mainline	EB	2086	67	562384	0.70	60	0.02	17.5
Mainline	WB	2086	67	553381	0.71	60	0.02	17.4
Ramp	EB on from Shirk Rd	2086	67	47606	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2086	67	44863	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2086	67	88751	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2086	67	87837	0.09	5	0.01	0.2
Mainline	EB	2087	68	568008	0.70	60	0.02	17.7
Mainline	WB	2087	68	558915	0.71	60	0.02	17.6
Ramp	EB on from Shirk Rd	2087	68	48083	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2087	68	45312	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2087	68	89639	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2087	68	88716	0.09	5	0.01	0.2
Mainline	EB	2088	69	573689	0.70	60	0.02	17.9
Mainline	WB	2088	69	564505	0.71	60	0.02	17.7
Ramp	EB on from Shirk Rd	2088	69	48564	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2088	69	45766	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2088	69	90536	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2088	69	89604	0.09	5	0.01	0.2
Mainline	EB	2089	70	579426	0.70	60	0.02	18.0
Mainline	WB	2089	70	570151	0.71	60	0.02	17.9
Ramp	EB on from Shirk Rd	2089	70	49050	0.04	5	0.01	0.0
Ramp	WB off to Shirk Rd	2089	70	46224	0.11	5	0.01	0.1
Ramp	EB off to Akers St	2089	70	91442	0.12	5	0.01	0.2
Ramp	WB on from Akers St	2089	70	90501	0.09	5	0.01	0.2

RTE	DIST	CNTY	MILE	G	DESCRIPTION	VEHICLE TRUCK		TRUCK % TOT	TRUCK AADT		%	TRUCK AADT					EAL	
						TOTAL	AADT		TOTAL	AADT		By Axle	By Axle	By Axle	By Axle	By Axle	2-WAY	VER/
												2	3	4	5+	4	(1000)	EST
198 06	TUL	R3.8351B			JCT. RTE. 99	29200	2416	8.27	1,202	164	86	964	49.75	6.79	3.56	39.90	804	17V
198 06	TUL	R3.8351A			JCT. RTE. 99	19600	1494	7.62	882	117	57	438	59.04	7.85	3.79	29.32	402	15V
198 06	TUL	R4.796 A			ALTA AVE; COUNTY RD 80	61000	4174	6.84	2,589	316	155	1,114	62.03	7.57	3.71	26.69	527	17V
198 06	TUL	7.76 B			DEMAREE RD	68000	3962	5.83	2,504	309	138	1,011	63.20	7.80	3.48	25.52	486	17V
198 06	TUL	R8.753 A			VISALIA, JCT. RTE. 63 SOUTH	68000	6120	9.00	3,550	428	245	1,897	58.00	7.00	4.00	31.00	854	11E
198 06	TUL	R8.753 B			VISALIA, JCT. RTE. 63 SOUTH	70000	4512	6.45	2,843	316	180	1,173	63.00	7.00	4.00	26.00	560	17E
198 06	TUL	R9.967 A			VISALIA, JCT. RTE. 63 NORTH	56000	5040	9.00	2,923	353	202	1,562	58.00	7.00	4.00	31.00	703	11E
198 06	TUL	R11.711A			LOVERS LANE	33500	3306	9.87	2,337	203	158	608	70.68	6.15	4.78	18.39	333	11V
198 06	TUL	R11.711B			LOVERS LANE	45500	4095	9.00	2,375	287	164	1,269	58.00	7.00	4.00	31.00	571	11E
198 06	TUL	R14.651 A			COUNTY RD 164	23000	2866	12.46	2,027	176	137	526	70.72	6.15	4.78	18.35	289	11E
198 06	TUL	R14.651 B			COUNTY RD 164	28000	3117	11.13	2,204	192	149	572	70.72	6.15	4.78	18.35	314	11E
198 06	TUL	R18.761 A			JCT. RTE. 65 SOUTH	16400	2952	18.00	1,328	236	89	1,299	45.00	8.00	3.00	44.00	529	08V
198 06	TUL	R18.761 B			JCT. RTE. 65 SOUTH	23000	1916	8.33	964	326	144	482	50.31	17.01	7.52	25.16	251	17V
198 06	TUL	R19.761 A			JCT. RTE. 245 NORTH	7600	1368	18.00	616	109	41	602	45.00	8.00	3.00	44.00	245	11E
198 06	TUL	27.96 A			JCT. RTE. 216 WEST	5000	354	7.08	306	23	17	8	86.44	6.50	4.80	2.26	18	17V
198 06	TUL	27.96 B			JCT. RTE. 216 WEST	5100	386	7.57	321	25	11	29	83.16	6.48	2.85	7.51	25	17V
198 06	TUL	38.49 B			THREE RIVERS, NORTH FORK DR (COUNTY RD TO	4650	331	7.12	297	14	9	11	89.73	4.23	2.72	3.32	17	17V
198 06	TUL	38.49 A			THREE RIVERS, NORTH FORK DR (COUNTY RD TO	4450	244	5.48	223	10	6	5	91.39	4.10	2.46	2.05	11	17V
198 06	TUL	42.35 A			THREE RIVERS, MINERAL KING RD	2300	117	5.09	106	6	3	2	90.60	5.13	2.56	1.71	5	17V
198 06	TUL	44.163 B			SEQUOIA NATIONAL PARK BOUNDARY	2300	72	3.16	55	10	7	0	75.51	14.29	10.20	0.00	4	14V



DISTRICT	COUNTY	ROUTE	RTE_SFX	PM_PFX	PM	PM_SFX	DESCRIPTION	YR_2014	YR_2015	YR_2016	YR_2017
06	TUL	198			5.590		WB ON FR SHIRK RD	2050	2150	2050	
06	TUL	198			5.601		EB OFF TO SHIRK RD	2150	2250	2150	
06	TUL	198			5.901		EB ON FR SHIRK RD	2650	2500	2600	
06	TUL	198			5.965		WB OFF TO SHIRK RD	2500	2350	2450	
06	TUL	198			6.589		EB OFF TO AKERS RD	4800	5100	4850	
06	TUL	198			6.616		WB ON FR AKERS RD	4700	5000	4800	

## APPENDIX B: AERMOD ELECTRONIC FILES

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**ACOUSTICAL ANALYSIS**

**HILLSDALE SOUTHLAND  
VISALIA, CALIFORNIA**

**WJVA Project No. 20-008**

**PREPARED FOR**

**4CREEKS  
324 SOUTH SANTA FE STREET, SUITE A  
VISALIA, CA 93292**

**PREPARED BY**

**WJV ACOUSTICS, INC.  
VISALIA, CALIFORNIA**



**wjv acoustics**

**MARCH 6, 2020**

## INTRODUCTION

The project is a proposed 44-lot single-family residential development to be located in Visalia, California. The project site is located north of State Route 198 (SR 198), south of West Hillsdale Avenue and east of North Preston Street. The City of Visalia has requested an acoustical analysis to quantify project site noise exposure and determine noise mitigation requirements. This analysis, prepared by WJV Acoustics, Inc. (WJVA), is based upon a project lot layout map provided by the project applicant, traffic data provided by the Tulare County Association of Governments (TCAG) and Caltrans and the findings of on-site noise level measurements. Revisions to the lot layout plan may affect the findings and recommendations of this report. The site plan is provided as Figure 1.

Appendix A provides a description of the acoustical terminology used in this report. Unless otherwise stated, all sound levels reported are in A-weighted decibels (dB). A-weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear. Most community noise standards utilize A-weighting, as it provides a high degree of correlation with human annoyance and health effects. Appendix B provides typical A-weighted sound levels for common noise sources.



## NOISE EXPOSURE CRITERIA

The City of Visalia Noise Element of the General Plan (noise element) establishes noise level criteria in terms of the Day-Night Average Level ( $L_{dn}$ ) metric. The  $L_{dn}$  is the time-weighted energy average noise level for a 24-hour day, with a 10 dB penalty added to noise levels occurring during the nighttime hours (10:00 p.m.-7:00 a.m.). The  $L_{dn}$  represents cumulative exposure to noise over an extended period of time and is therefore calculated based upon *annual average* conditions.

The exterior noise level standard of the noise element is 65 dB  $L_{dn}$  for outdoor activity areas of residential uses. Outdoor activity areas generally include backyards of single-family residences and individual patios or decks and common outdoor activity areas of multi-family developments. The intent of the exterior noise level requirement is to provide an acceptable noise environment for outdoor activities and recreation.

The noise element also requires that interior noise levels attributable to exterior noise sources not exceed 45 dB  $L_{dn}$ . The intent of the interior noise level standard is to provide an acceptable noise environment for indoor communication and sleep.

Additionally, the noise element establishes hourly acoustical performance standards for non-transportation noise sources. The standards are set in terms of the  $L_{eq}$  (hourly equivalent) and  $L_{max}$  (maximum) noise levels. The standards, provided in Table I, are made more restrictive during the nighttime hours of 10:00 p.m. to 7:00 a.m.

TABLE I NON-TRANSPORTATION NOISE LEVEL STANDARDS, dBA CITY OF VISALIA			
Daytime (7 a.m.-10 p.m.)		Nighttime (10 p.m.-7 a.m.)	
$L_{eq}$	$L_{max}$	$L_{eq}$	$L_{max}$
50	70	45	65

Source: City of Visalia Noise Element of General Plan

Section 8.36 of the City's Municipal Code (noise ordinance) applies to noise sources that are not pre-empted from local control by existing state or federal regulations. Commercial activities are not pre-empted noise sources and are therefore subject to the provisions of the noise ordinance.

The noise ordinance addresses the statistical distribution of noise over time and allows for progressively shorter periods of exposure to levels of increasing loudness. Table II summarizes the exterior noise level standards of the ordinance. Note that the ordinance is to be applied during any one-hour time period of the day, and that the standards are 5 dB more restrictive between the hours of 7:00 p.m. and 6:00 a.m.

<p><b>TABLE II</b></p> <p><b>EXTERIOR NOISE LEVEL STANDARDS, dBA</b></p> <p><b>CITY OF VISALIA NOISE ORDINANCE</b></p>			
Category	Cumulative # Min/Hr. ( $L_n$ )	Daytime (6am-7pm)	Nighttime (7pm-6am)
1	30 ( $L_{50}$ )	50	45
2	15 ( $L_{25}$ )	55	50
3	5 ( $L_{8.3}$ )	60	55
4	1 ( $L_{1.7}$ )	65	60
5	0 ( $L_{max}$ )	70	65

Note:  $L_n$  is an abbreviation for the percentage of time that a certain noise level is exceeded during a specified time period (in this case, one hour). For example, an  $L_{50}$  value of 50 dBA may not be exceeded during the hours of 6 am-7pm.

Source: City of Visalia Municipal Code

The City's noise ordinance also establishes interior residential noise level standards that would apply to the project. The interior noise level standards are established in allowable exceedance limits over differing amounts of time, within residential land uses. Similar to the applicable exterior standards, the interior standards become 5 dB more restrictive during nighttime hours. The applicable interior noise level standards are provided in Table III.

<p><b>TABLE III</b></p> <p><b>INTERIOR NOISE LEVEL STANDARDS, dBA</b></p> <p><b>CITY OF VISALIA NOISE ORDINANCE</b></p>			
Category	Cumulative # Min/Hr.	Daytime (6am-7pm)	Nighttime (7pm-6am)
1	5	45	35
2	1	50	40
3	0	55	45

Source: City of Visalia Municipal Code

The City's noise ordinance also states *"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"*.

In regards to construction noise, Section 8.36.050 of the City's noise ordinance limits acceptable hours of construction to between the hours of 6:00 a.m. to 7:00 p.m., Monday through Friday and between the hours of 9:00 a.m. to 7:00 p.m. on Saturdays and Sundays.



## PROJECT SITE NOISE EXPOSURE

The project site is located north of State Route 198 (SR 198). The project site is exposed traffic noise associated with vehicles on SR 198. The distance from center of the backyard of the closest proposed lots to the centerline of SR 198 is approximately 350 feet.

### **Traffic Noise Exposure:**

Noise exposure from traffic on SR 198 was calculated for existing and future (2040) conditions using the FHWA Traffic Noise Model, traffic data obtained from Tulare County Association of Governments (TCAG) and Caltrans and the findings of on-site traffic noise measurements.

WJVA utilized the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108). The FHWA Model is a standard analytical method used for roadway traffic noise calculations. The model is based upon reference energy emission levels for automobiles, medium trucks (2 axles) and heavy trucks (3 or more axles), with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA Model was developed to predict hourly  $L_{eq}$  values for free-flowing traffic conditions, and is generally considered to be accurate within  $\pm 1.5$  dB. To predict  $L_{dn}$  values, it is necessary to determine the hourly distribution of traffic for a typical day and adjust the traffic volume input data to yield an equivalent hourly traffic volume.

Noise level measurements and concurrent traffic counts were conducted by WJVA staff within the project site on February 18, 2020. The purpose of the measurements was to evaluate the accuracy of the FHWA Model in describing traffic noise exposure within the project site. The measurement site was located within the project site at a distance of approximately 360 feet from the centerline of SR 198. The speed limit posted in the project vicinity was 65 mph (miles per hour). The project vicinity and noise monitoring site location are provided as Figure 2. A photograph of the traffic noise measurement site is provided as Figure 3.

Noise monitoring equipment consisted of Larson-Davis Laboratories Model LDL-820 sound level analyzer equipped with a B&K Type 4176 1/2" microphone. The equipment complies with the specifications of the American National Standards Institute (ANSI) for Type I (Precision) sound level meters. The meter was calibrated in the field prior to use with a B&K Type 4230 acoustic calibrator to ensure the accuracy of the measurements. The microphone was located on a tripod at 5 feet above the ground. The project site presently consists of an agricultural orchard.

Noise measurements were conducted in terms of the equivalent energy sound level ( $L_{eq}$ ). Measured  $L_{eq}$  values were compared to  $L_{eq}$  values calculated (predicted) by the FHWA Model using as inputs the traffic volumes, truck mix and vehicle speed observed during the noise measurements. The results of that comparison are shown in Table IV.

From Table IV it may be determined that the traffic noise levels predicted by the FHWA Model were 1.5 dB higher than those measured for the traffic conditions observed at the time of the

noise measurements for SR 198. This is reasonable agreement with the model and therefore no adjustments to the model are necessary.

<b>TABLE IV</b> <b>COMPARISON OF MEASURED AND PREDICTED</b> <b>(FHWA MODEL) NOISE LEVELS</b> <b>HILLSDALE SOUTHLAND, VISALIA</b>	
	SR 198
Measurement Start Time	9:30 a.m.
Observed # Autos/Hr.	4,068
Observed # Medium Trucks/Hr.	132
Observed # Heavy Trucks/Hr.	144
Posted Speed (MPH)	65
Distance, ft. (from center of roadway)	360
$L_{eq}$ , dBA (Measured)	64.5
$L_{eq}$ , dBA (Predicted)	65.7
<b>Difference between Measured and Predicted <math>L_{eq}</math>, dBA</b>	<b>-1.2</b>
Note: FHWA "soft" site assumed for calculations. Source: WJV Acoustics, Inc.	

Annual Average Daily Traffic (AADT) data for SR 198 in the project vicinity was obtained from Caltrans (Existing Conditions) and by TCAG (2040 traffic conditions). Truck percentages were obtained from Caltrans, and the day/night distribution of traffic were estimated by WJVA, based upon previous studies conducted in the project vicinity since project-specific data were not available from government sources. Table V summarizes annual average traffic data used to model noise exposure within the project site.

TABLE V		
TRAFFIC NOISE MODELING ASSUMPTIONS HILLSDALE SOUTHLAND, VISALIA		
	SR 198	
	Existing	2040
Annual Avenue Daily Traffic (AADT)	62,000	80,911
Day/Night Split (%)	85/15	
Assumed Vehicle Speed (mph)	65	
% Medium Trucks (% AADT)	7.2	
% Heavy Trucks (% AADT)	3.4	
Sources: TCAG Caltrans WJV Acoustics, Inc.		



Using data from Table V, the FHWA Model, annual average traffic noise exposure was calculated for the closest proposed backyards from SR 198. The calculated noise exposures for existing and future (2040) traffic conditions for the closest proposed setbacks (southernmost lots) to SR 198 were approximately 67 dB  $L_{dn}$  and 68 dB  $L_{dn}$ , respectively. Traffic noise exposure levels are above the applicable City of Visalia exterior noise level standard of 65 dB  $L_{dn}$ , and further mitigation is required.

### **Exterior Noise Mitigation:**

The City of Visalia Noise Element of the General Plan establishes a 65 dB  $L_{dn}$  criterion within outdoor activity areas (backyards) of single-family homes. The project site traffic noise exposure for future (2040) traffic conditions was calculated to be approximately 68 dB  $L_{dn}$  within the closest proposed backyard lots (southernmost lots). These noise exposure level exceed the City of Visalia exterior noise level standard and mitigation must be considered.

To mitigate exterior traffic noise exposure along SR 198, it will be necessary to construct sound walls along the project lot boundaries that face SR 198. The sound walls would provide acoustical shielding of the outdoor activity areas located closest to the roadway.

A sound wall insertion loss program based on the FHWA Model was used to calculate the insertion loss (noise reduction) provided by the proposed sound walls. The model calculates the insertion loss of a wall of given height based on the effective height of the noise source, height of the receiver, distance from the receiver to the wall, and distance from the noise source to the wall. The standard assumptions used in the sound wall calculations are effective source heights of 8, 2 and 0 feet above the roadway for heavy trucks, medium trucks and automobiles, respectively. The standard height of a residential receiver is five feet above the ground elevation. It was assumed by WJVA that the building pad elevations at the closest proposed homes to SR 198 would be approximately the same elevation as the roadway pavement.

Based upon the above-described assumptions and method of analysis, the noise level insertion loss values for sound walls of various heights were calculated. The calculations indicated that a sound wall along backyard lot boundaries at Lots 4, 5, 12, 16, 20, 21, 33, 34 and 37 (Denton Court) constructed to a minimum height of six (6) feet would reduce traffic noise exposure within individual backyard to below 65 dB  $L_{dn}$ . The location of the sound wall is denoted on the site plan (Figure 1).

### **Interior Noise Exposure:**

The City of Visalia interior noise level standard is 45 dB  $L_{dn}$ . With the above-described sound walls constructed, the worst-case exterior future noise exposure within the proposed residential development would be approximately 64 dB  $L_{dn}$  at first-floor receiver locations. However, the sound wall would not provide acoustical shielding at second-floor receiver locations. The exterior noise levels at the closest second-floor facades (if proposed) facing SR 198 (Lots 4, 5, 12, 16, 20, 21, 33, 34 and 37(Denton Court)) would be approximately 68 dB  $L_{dn}$ . This means that if two-story construction is proposed at these lots the proposed residential construction must be capable of providing a minimum outdoor-to-indoor noise level reduction (NLR) of approximately 23 dB (68-45=23).

A specific analysis of interior noise levels was not performed. However, it may be assumed that residential construction methods complying with current building code requirements will reduce exterior noise levels by approximately 25 dB if windows and doors are closed. This will be sufficient for compliance with the city's 45 dB  $L_{dn}$  interior standard in all first- and second-floor interior spaces. Requiring that it be possible for windows and doors to remain closed for sound insulation means that air conditioning or mechanical ventilation will be required.

## **CONCLUSIONS AND RECOMMENDATIONS**

### **Exterior Noise Compliance:**

The proposed 44-lot residential development will comply with applicable City of Visalia exterior noise level requirements provided the following mitigation measures are incorporated into final project design.

1. A sound wall with a minimum height of six (6) feet is constructed along the southern lot property line of Lots 4, 5, 12, 16, 20, 21, 33, 34 and 37 (Denton Court). Suitable construction materials include concrete blocks, masonry or stucco on both sides of a wood or steel stud wall. The location of the sound wall is provided on Figure 1.
2. It should be noted, the City of Visalia General Plan Noise Element does not specifically state that the exterior noise level standards are to be applied to single-family second floor balconies. However, if such are constructed facing SR 198 at Lots 4, 5, 12, 16, 20, 21, 33 and 34, exterior noise levels at these balconies would exceed the 65 dB  $L_{dn}$  exterior noise level standard.

### **Interior Noise Compliance:**

The proposed 44-lot residential development will comply with applicable City of Visalia interior noise level requirements provided the following mitigation measures are incorporated into final project design.

1. Mechanical ventilation or air conditioning must be provided for all homes so that windows and doors can remain closed for sound insulation purposes.
2. Acoustic baffles should be installed on the interior side of gable vents that face, or are perpendicular to SR 198 for Lots 4, 5, 12, 16, 20, 21, 33, 34 and 37 (Denton Court). An example of a suitable attic vent baffle is shown by Appendix C.

The conclusions and recommendations of this acoustical analysis are based upon the best information known to WJV Acoustics Inc. (WJVA) at the time the analysis was prepared concerning the proposed lot layout plan, project site elevation, traffic volumes and roadway configurations. Any significant changes in these factors will require a reevaluation of the findings of this report. Additionally, any significant future changes in motor vehicle technology, railway technology, noise regulations or other factors beyond WJVA's control may result in long-term noise results different from those described by this analysis.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Walter Van Groningen', with a stylized flourish at the end.

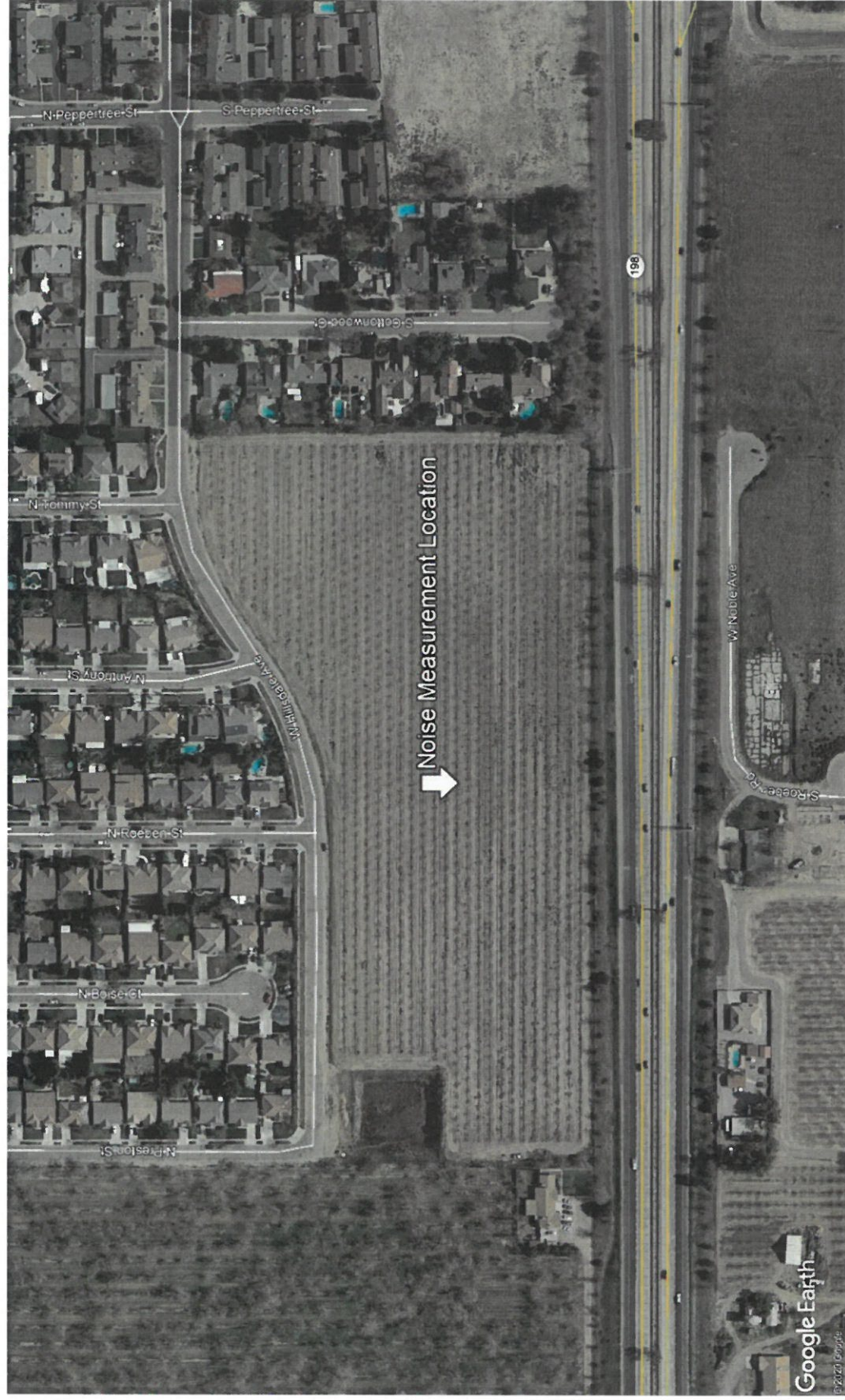
Walter J. Van Groningen  
President

WJV:wjv





**FIGURE 2: PROJECT SITE VICINITY AND NOISE MEASUREMENT LOCATION**





**FIGURE 3: NOISE MEASUREMENT SITE**



## APPENDIX A

### ACOUSTICAL TERMINOLOGY

<b>AMBIENT NOISE LEVEL:</b>	The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.
<b>CNEL:</b>	Community Noise Equivalent Level. The average equivalent sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.
<b>DECIBEL, dB:</b>	A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).
<b>DNL/L<sub>dn</sub>:</b>	Day/Night Average Sound Level. The average equivalent sound level during a 24-hour day, obtained after addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.
<b>L<sub>eq</sub>:</b>	Equivalent Sound Level. The sound level containing the same total energy as a time varying signal over a given sample period. L <sub>eq</sub> is typically computed over 1, 8 and 24-hour sample periods.
<b>NOTE:</b>	The CNEL and DNL represent daily levels of noise exposure averaged on an annual basis, while L <sub>eq</sub> represents the average noise exposure for a shorter time period, typically one hour.
<b>L<sub>max</sub>:</b>	The maximum noise level recorded during a noise event.
<b>L<sub>n</sub>:</b>	The sound level exceeded "n" percent of the time during a sample interval (L <sub>90</sub> , L <sub>50</sub> , L <sub>10</sub> , etc.). For example, L <sub>10</sub> equals the level exceeded 10 percent of the time.



## A-2

### ACOUSTICAL TERMINOLOGY

#### **NOISE EXPOSURE CONTOURS:**

Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and DNL contours are frequently utilized to describe community exposure to noise.

#### **NOISE LEVEL REDUCTION (NLR):**

The noise reduction between indoor and outdoor environments or between two rooms that is the numerical difference, in decibels, of the average sound pressure levels in those areas or rooms. A measurement of "noise level reduction" combines the effect of the transmission loss performance of the structure plus the effect of acoustic absorption present in the receiving room.

#### **SEL or SENEL:**

Sound Exposure Level or Single Event Noise Exposure Level. The level of noise accumulated during a single noise event, such as an aircraft overflight, with reference to a duration of one second. More specifically, it is the time-integrated A-weighted squared sound pressure for a stated time interval or event, based on a reference pressure of 20 micropascals and a reference duration of one second.

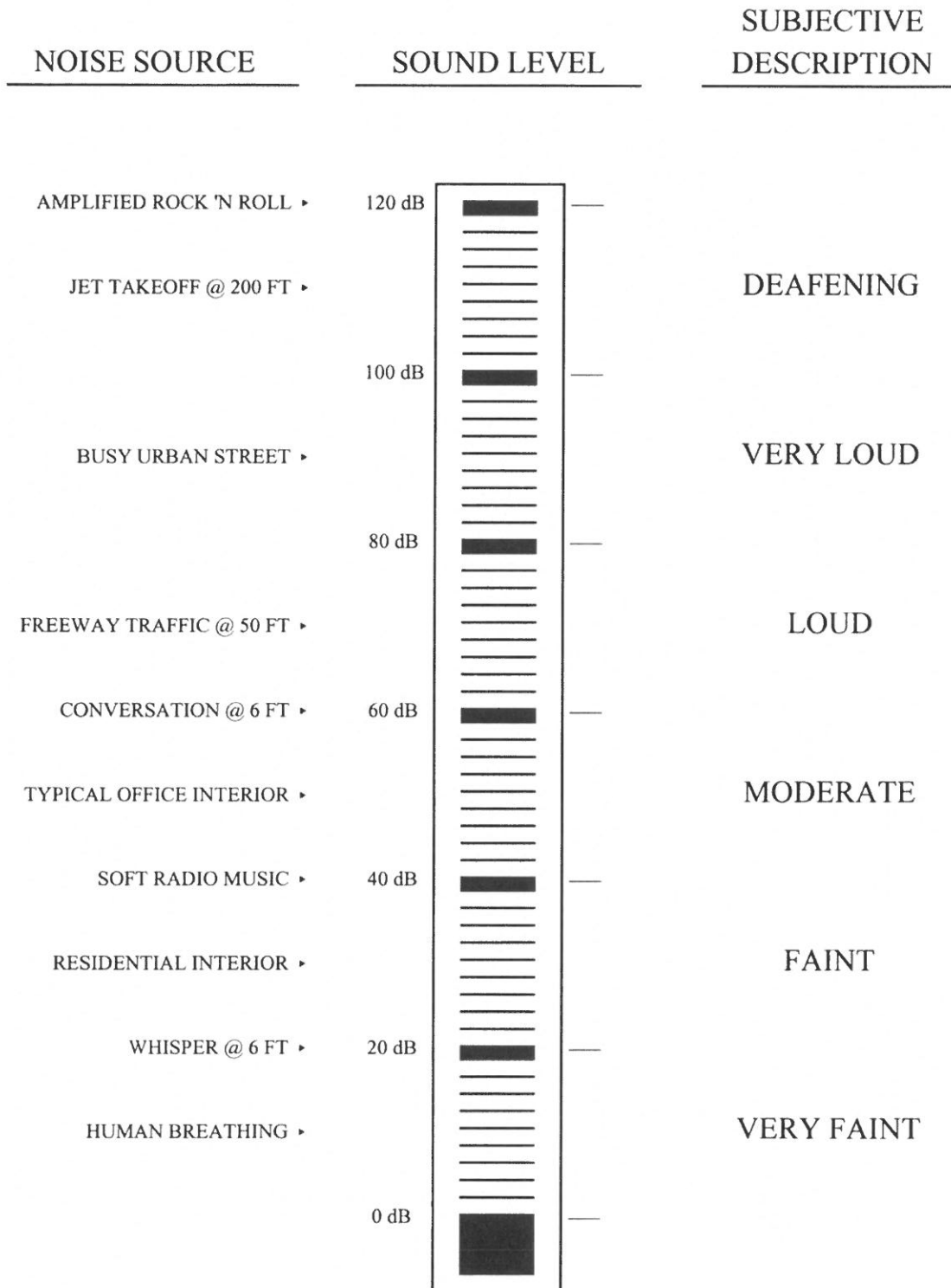
#### **SOUND LEVEL:**

The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

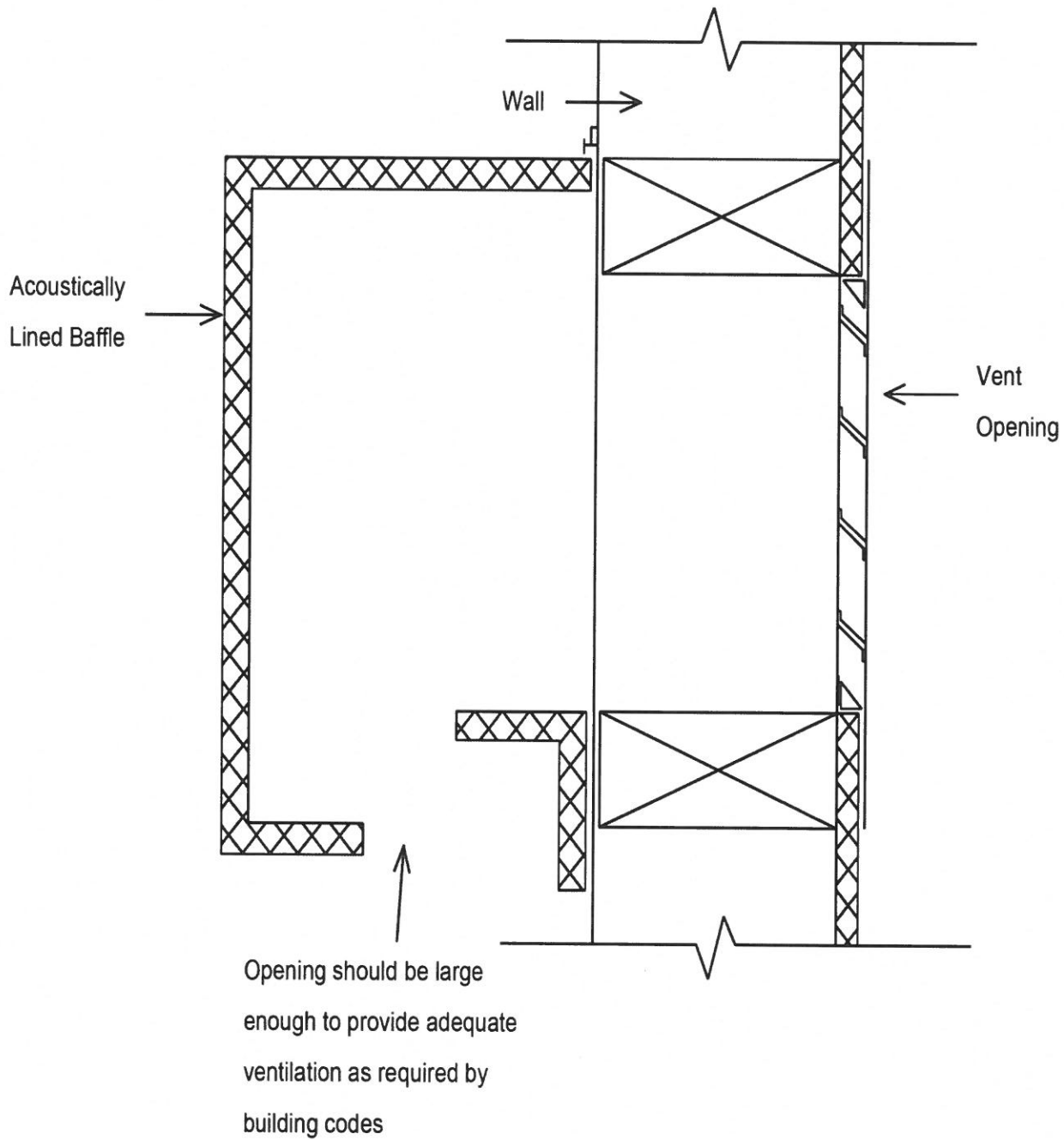
#### **SOUND TRANSMISSION CLASS (STC):**

The single-number rating of sound transmission loss for a construction element (window, door, etc.) over a frequency range where speech intelligibility largely occurs.

# APPENDIX B EXAMPLES OF SOUND LEVELS



**Appendix C**  
**Example of Attic Vent Baffle Treatment**





#3

MEETING DATE: October 16, 2019  
SITE PLAN NO. 19-178 Resubmittal  
PARCEL MAP NO.  
SUBDIVISION:  
LOT LINE ADJUSTMENT NO.

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

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

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

☐ Solid Waste ☐ Parks and Recreation ☐ Fire Dept.

☒ **REVISE AND PROCEED** (see below)

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

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

☒ Your plans must be reviewed by:

☐ CITY COUNCIL

☐ REDEVELOPMENT

☒ PLANNING COMMISSION

☐ PARK/RECREATION

☒ GPA, COZ, & TSM

☐ HISTORIC PRESERVATION

☐ OTHER: \_\_\_\_\_

☐ **ADDITIONAL COMMENTS :**

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

*Site Plan Review Committee*



RECYCLED PAPER



**SUBDIVISION & PARCEL MAP  
REQUIREMENTS  
ENGINEERING DIVISION**

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

ITEM NO: 3 DATE: OCTOBER 16, 2019

SITE PLAN NO.: 19-178 RESUBMITTAL  
PROJECT TITLE: SAN JOAQUIN VALLEY HOMES  
DESCRIPTION: THIS PROJECT PROPOSES THE  
CONSTRUCTION OF 41 SINGLE FAMILY  
RESIDENTIAL UNITS. REZONE FROM OS TO  
R15. GPA FROM CONSERVATION TO LDR.  
APPLICANT: SAN JOAQUIN VALLEY HOMES  
PROP. OWNER: CITY OF VISALIA  
LOCATION: SEC HILLSDALE & PRESTON  
APN: 085-010-096

**SITE PLAN REVIEW COMMENTS**

- ☒ REQUIREMENTS (Indicated by checked boxes)
- ☒ Submit improvements plans detailing all proposed work; ☒ Subdivision Agreement will detail fees & bonding requirements
- ☒ Bonds, certificate of insurance, cash payment of fees/inspection, and approved map & plan required prior to approval of Final Map.
- ☒ The Final Map & Improvements shall conform to the Subdivision Map Act, the City's Subdivision Ordinance and Standard Improvements.
- ☒ A preconstruction conference is required prior to the start of any construction.
- ☒ Right-of-way dedication required. A title report is required for verification of ownership. ☒ by map ☐ by deed
- ☒ City Encroachment Permit Required which shall include an approved traffic control plan.
- ☐ CalTrans Encroachment Permit Required. ☐ CalTrans comments required prior to tentative parcel map approval. CalTrans contacts: David Deel (Planning) 488-4088
- ☒ Landscape & Lighting District/Home Owners Association required prior to approval of Final Map. Landscape & Lighting District will maintain common area landscaping, street lights, street trees and local streets as applicable. Submit completed Landscape and Lighting District application and filing fee a min. of 75 days before approval of Final Map. **L&LD REQUIRED**
- ☒ 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. **SEE ADDITIONAL COMMENTS**

- ☒ 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. **NECESSARY FOR REQUIRED PUBLIC IMPROVEMENTS**
- ☒ Underground all existing overhead utilities within the project limits. Existing overhead electrical lines over 50kV shall be exempt from undergrounding.
- ☒ Provide "R" value tests: **1** each at **300' INTERVALS**
- ☒ Traffic indexes per city standards: **REFER TO CITY PAVEMENT 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. **HILLSDALE**
- ☒ Install street striping as required by the City Engineer.
- ☒ Install sidewalk: **5'** ft. wide, with **5'** ft. wide parkway on **ALL STREETS**
- ☒ Cluster mailbox supports required at 1 per 2 lots, or use postal unit (contact the Postmaster at 732-8073).
- ☐ Subject to existing Reimbursement Agreement to reimburse prior developer:
- ☒ Abandon existing wells per City of Visalia Code. A building permit is required.
- ☒ Remove existing irrigation lines & dispose off-site. ☒ Remove existing leach fields and septic tanks.
- ☒ Fugitive dust will be controlled in accordance with the applicable rules of San Joaquin Valley Air District's Regulation VIII. Copies of any required permits will be provided to the City.
- ☒ If the project requires discretionary approval from the City, it may be subject to the San Joaquin Valley Air District's Rule 9510 Indirect Source Review per the rule's applicability criteria. A copy of the approved AIA application will be provided to the City.
- ☒ If the project meets the one acre of disturbance criteria of the State's Storm Water Program, then coverage under General Permit Order 2009-0009-DWQ is required and a Storm Water Pollution Prevention Plan (SWPPP) is needed. A copy of the approved permit and the SWPPP will be provided to the City.

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

**Additional Comments:**

**1. Proposed subdivision will require relocation of the existing storm drainage basin. The City's intended master plan of the 200' conservation area is to incorporate storm water storage area and park or trails areas. Design of the new basin area will require further coordination with City Engineer. Storm water main infrastructure shall be extended/installed according to master plan design.**

**2. Proposed subdivision will require relocation of existing sewer force main located at intersection of Preston and Hillsdale, on south side of Hillsdale. It is not clear on site plan layout if the force main location falls within landscape lot area. Further coordinate with City Engineer.**

**3. A maintenance access driveway will need to be installed at designated cul-de-sac to allow City access to basin/conservation area. The basin maintenance road to comply with City storm basin standards (min. 15' wide).**

**4. Emergency (pedestrian) access will be required at end of three cul-de-sacs (evenly spaced beginning with proposed maintenance access point). Install man-gates accordingly at end of cul-de-sacs. A 5' access easement, split between SFD lot lines, will be required. It is anticipated a 5' sidewalk will be installed within this easement to protect future residential lot owners from encroaching. Refer to further comments by the Fire Dept.**

5. *The intersection of each proposed local street to Hillsdale should be designed to intersect at 90 degree angles. Refer to further comments by Traffic Safety, redesign accordingly.*
6. *Proposed Hillsdale Ave. cross section appears adequate. Design and alignment will be critical with future extension of Hillsdale from the west with development of the adjacent parcel. Further coordinate with City Engineer.*
7. *Subdivision shall install a block wall adjacent to conservation area and include a 10' - 20' wide landscape lot to be dedicated to L&LD. Install landscaping and irrigation along this area.*
8. *Proposed subdivision will impact Shirk & Hillsdale intersection at time of full build-out with development of adjacent vacant parcel. Additional traffic analysis will need to be considered to determine if additional improvements will be necessary. Refer to Traffic Safety Dept. comments.*
9. *Master planned sewer design will be required.*
10. *Street lighting shall be installed per City street light standards. Provide electrical design plan with civil improvement drawings.*
11. *Additional improvements may be required per sale agreement between City and Developer.*
12. *Project will incur development impact fees due at time of map recording and building construction.*
13. *Standard final map filing fees apply.*
14. *The 20' access easement proposed along new basin can be designed to comply with current basin maintenance road city standards. The turnaround will not be necessary as a min. 15' wide maintenance road will be needed to traverse the perimeter of the basin.*

## SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: **19-178 RESUBMITTAL**

Date: **10/16/2019**

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

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

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

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

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

<u>FEE ITEM</u>	<u>FEE RATE</u>
<input checked="" type="checkbox"/> Trunk Line Capacity Fee	\$808/UNIT
<input checked="" type="checkbox"/> Sewer Front Foot Fee	\$44/LF X TBD
<input checked="" type="checkbox"/> Storm Drainage Acquisition Fee	\$3,210/AC
<input checked="" type="checkbox"/> Park Acquisition Fee	\$1,590/UNIT
<input type="checkbox"/> Northeast Acquisition Fee Total Storm Drainage Block Walls Parkway Landscaping Bike Paths	
<input checked="" type="checkbox"/> Waterways Acquisition Fee	\$2,261/AC

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

### City Reimbursement:

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



**Adrian Rubalcaba**



# SITE PLAN REVIEW COMMENTS

Paul Scheibel, Planning Division (559) 713-4369

Date: September 25 2019

SITE PLAN NO: 2019-178  
PROJECT TITLE: San Joaquin Valley Homes  
DESCRIPTION: The Project Proposes the Construction of 41 Single-Family Residential Units, Rezone From OS to R-1-5, GPA from Conservation to LDR  
APPLICANT: San Joaquin Valley Homes  
PROP. OWNER: City of Visalia  
LOCATION TITLE: Bounded by Hillsdale Ave and HWY 198 and Between Shirk St and Akers St  
APN TITLE: 085-010-096  
GENERAL PLAN: Conservation  
EXISTING ZONING: Open Space

## Planning Division Recommendation:

- ☐ Revise and Proceed  
☒ Resubmit

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

## Project Requirements

- Tentative Subdivision Map
- Change of Zone
- General Plan Amendment
- Additional information as needed.

## **PROJECT SPECIFIC INFORMATION:** September 25, 2019

1. File for a Change of Zone and General Plan Amendment.
2. File for a Tentative Subdivision Map.
3. Re-design to exclude existing detention basin
4. Show proposed road connections with tentative subdivision to the west.
5. Revise margin notes to reflect LLD lots not lots dedicated to the City of Visalia.
6. Include an additional LLD consisting of the southern perimeter wall, and an additional 25ft wide landscape area (trees only). The LLD should be accessible by man/vehicle gates at cul de sac ends or other access means if map is substantially revised.
7. Health Risk Assessment and Noise Study required.

## CITY GENERAL PLAN CONSISTENCY

- Staff initial finding is that the proposed site plan MAY BE 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.

## **Chapter 17.10**

### **OPEN SPACE ZONE**

#### **17.10.010 Purpose and intent.**

The purpose and intent of the Open Space zone (OS) is to preserve lands best suited for open space from the encroachment of incompatible uses, to prevent the intrusion of urban development into open space areas in such a manner as to preserve open space for public health and safety,

natural resources, outdoor recreation, and preservation of cultural sites. (Ord. 2017-01 (part), 2017)

**17.10.015 Applicability.**

The requirements in this chapter shall apply to all property within the Open Space (OS) zone. (Ord. 2017-01 (part), 2017)

**17.10.020 Permitted uses.**

The following uses are permitted by right:

- A. The raising of any type of field, truck or orchard crop and horticultural specialties;
- B. One-family dwellings;
- C. Incidental and accessory structures and uses located on the same site with a permitted use, including swimming pools used solely by persons residing on the site and their guests;
- D. Signs subject to the provisions of Chapter 17.48;
- E. The keeping of household pets subject to the definition of household pets set forth in Section 17.04.030;
- F. Accessory dwelling units as specified in Sections 17.12.140 through 17.12.200;
- G. Parks;
- H. Storm drainage facilities;
- I. Other uses similar in nature and intensity as determined by the city planner;
- J. Employee Housing as defined in California Health and Safety Code Section 17008.

(Ord. 2017-13 (part), 2017; Ord. 2017-01 (part), 2017)

**17.10.030 Accessory uses.**

The following accessory uses are allowed in conjunction with permitted uses:

- A. Home occupations subject to the provisions of Section 17.32.030;
- B. Accessory buildings subject to the provisions of Section 17.10.120. (Ord. 2017-01 (part), 2017)

**17.10.040 Conditional uses.**

The following uses may be permitted, subject to approval of a conditional use permit, issued in accordance with the provisions of Chapter 17.38:

- A. Public and private open recreational facilities, but not including recreational uses conducted within buildings;
- B. Bee keeping;
- C. Public uses of an administrative, public service or cultural type including city, county, state or federal administrative centers and courts, libraries, museums, art galleries, police and fire stations, ambulance service and other public buildings, structures and facilities;
- D. Roadside stands for the sale of agricultural produce grown on the site.

(Ord. 2017-13 (part), 2017; Ord. 2017-01 (part), 2017)

**17.10.050 Required conditions.**

- A. Any use involving a business, service or process not completely enclosed in a structure, when located on a site abutting on or across a street or an alley from an R-1 or R-M zone shall be screened by a concrete block or masonry wall not less than six feet in height if required by the Site Plan Review Committee.

B. Any materials used or created by any business or use shall not be stacked or piled so as to be visible above the fence or wall, unless specifically allowed by a conditional use permit. (Ord. 2017-01 (part), 2017)

**17.10.060 Site area.**

The minimum site area shall be twenty (20) acres for all permitted uses. The minimum site area for conditional uses shall be specifically approved by the planning commission in granting the conditional use permit. (Ord. 2017-01 (part), 2017)

**17.10.070 Dwelling units per site.**

Each parcel shall have not more than one dwelling unit, unless specifically provided under Section 17.10.020. (Ord. 2017-01 (part), 2017)

**17.10.080 Coverage.**

The maximum site area covered by structures shall be five (5) percent for permitted uses. Greater coverage is allowed with a conditional use permit. (Ord. 2017-01 (part), 2017)

**17.10.090 Front yard.**

The minimum front yard shall be thirty-five (35) feet. (Ord. 2017-01 (part), 2017)

**17.10.100 Rear yard.**

The minimum rear yard shall be twenty-five (25) feet. (Ord. 2017-01 (part), 2017)

**17.10.110 Side yards.**

A. The minimum interior side yard shall be fifteen (15) feet.

B. The minimum street side yard shall be thirty (30) feet. (Ord. 2017-01 (part), 2017)

**17.10.120 Height of structures.**

A. The maximum height of a structure occupied by a permitted use shall be thirty-five (35) feet.

B. The maximum height of accessory structures shall be thirty-five (35) feet subject to the exception that tank houses, storage tanks, windmills, radio towers and silos may exceed thirty-five (35) feet in height.

C. The maximum height of a structure occupied by a conditional use and its accessory structures shall be determined by provisions of the conditional use permit. (Ord. 2017-01 (part), 2017)

**17.10.130 Fences, walls, and hedges.**

A. Fences, walls, concertina wire and hedges not exceeding seven (7) feet in height shall be permitted, except that in a required front yard or street side yard, a fence, wall or hedge shall not exceed four (4) feet in height.

B. Fences may be constructed of any generally acceptable material except that barbed wire and electric charged fences are not allowed within thirty (30) feet of an R-1 or R-M zone. Exceptions to this section may be granted in accordance with Chapter 17.38. (Ord. 2017-01 (part), 2017)

**17.10.140 Signs.**

Signs shall be placed in conformance with Chapter 17.48. (Ord. 2017-01 (part), 2017)

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

**Maximum Building Height:** 35 Feet

**Minimum Setbacks:**

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

**Minimum Site Area:** 5,000 square feet

**Accessory Structures:**

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

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

Reverse Corner Lots: No structure in the 15 feet of adjacent lot's front yard area, see Zoning Ordinance Section 17.12.100 for complete standards and requirements.

**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

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 AE • ☐ Hazardous materials report. **RESIDENTIAL SHALL BE CONSTRUCTED AT 1'-0" ABOVE B.F.E.** *For information call (559) 713-4444*
- ☐ Arrange for an on-site inspection. (Fee for inspection \$157.00)
- ☐ 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 CARCIA 9/25/19  
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 23, 2019
Item #	10
Site Plan #	19-178
APN:	085010096

- 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 attached **Access & Water Guidelines**.
- 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. The exact location and number of fire hydrants shall be at the discretion of the fire marshal, fire chief and/or their designee. VMC 16.36.120(5); 2016 CFC §507, App B and C
- Special comments: ~~ACCESS~~ **ACCESS GATES SHALL BE PROVIDED AT THE SOUTH END OF EACH CUL-DE-SAC**



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Corbin Reed  
Fire Marshal



## Visalia Fire Department Access and Water Guidelines for Residential Construction

Effective July 1, 2019

### Model Homes & Non-Model Homes

Model and Non-Model homes may be constructed once all of the following conditions have been met:

1. All portions of proposed residential construction shall be located and accessible within 150 feet of an existing, paved, city street.
2. **Exceptions:** If any portion of a model home or a non-model is located greater than 150 feet from an existing city street, a fire apparatus access road shall be installed and maintained unobstructed at all times. The fire access road, including curb and gutter, shall be installed per City Specifications and City Standard P-1 excluding the Asphalt Concrete layer, but in no circumstance shall have a structural section less than required under City Standard P-25 based on R-Value of existing subgrade unless otherwise specified on approved plans. Compaction tests, including testing of the aggregate base layer, shall be performed under City inspection and reports shall be submitted to the Public Works Inspector prior to City acceptance for the road to be used for fire access. The fire access roads shall be usable and maintained in place until permanent paved access has been provided meeting City standards and specifications.
3. All required fire hydrants shall be installed in the approved locations per the stamped and approved plans and shall be fully operational.

**Exception:** If fire hydrant installation has not been completed an onsite elevated water tank shall be provided. The minimum size of provided water tank shall be 10,000 gallons, and shall be designated as "Fire Department use only". Tanks shall be located within 300 feet travel distance of each structure being developed. Tanks shall remain in place until all fire hydrant installation has been completed and all hydrants are fully operational. Travel distance shall be measured by an approved fire apparatus access route.

Connection provided on water tanks shall be a four and one half inch National Hose thread male fitting and shall be gravity fed, with connection point located between 18 and 36 inches above ground level.

**\*If at any time the conditions of these guidelines are not being met the Fire Marshal/Fire Chief or his/her designee have the authority to issue a "Stop Work Order" until corrections have been made.**

**\* This information is intended to be a guideline. The Fire Marshal and/or Fire Chief shall have the discretion to modify requirements at any time as set forth under CFC Appendix D. The applicability of this guideline will be evaluated on February 1, 2020 by the Fire Marshal or Fire Chief.**

5 PR - 178

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 16.43 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 or 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:

ADD LIGHTING FOR CRIME PREVENTION



Landscaping Concerns:

LOW BEARING BUSHES/PREVENT TRANSIENT ISSUES.



Traffic Concerns:



Surveillance Issues:

- SURVEILLANCE FOR SUBDIVISION / CRIME IDENTIFICATION



Line of Sight Issues:



Other Concerns:

K. GRANT A20



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

19178

COMMERCIAL BIN SERVICE

<input type="checkbox"/>	No comments.
<input checked="" type="checkbox"/>	See comments below <input type="checkbox"/>
<input type="checkbox"/>	Revisions required prior to submitting final plans. See comments below.
<input type="checkbox"/>	Resubmittal required. See comments below.
<input type="checkbox"/>	Customer responsible for all cardboard and other bulky recyclables to be broken down before disposing of in recycle containers
<input type="checkbox"/>	ALL refuse enclosures must be R-3 OR R-4
<input type="checkbox"/>	Customer must provide combination or keys for access to locked gates/bins
<input type="checkbox"/>	Type of refuse service not indicated.
<input type="checkbox"/>	Location of bin enclosure not acceptable. See comments below.
<input type="checkbox"/>	Bin enclosure not to city standards double.
<input type="checkbox"/>	Inadequate number of bins to provide sufficient service. See comments below.
<input type="checkbox"/>	Drive approach too narrow for refuse trucks access. See comments below.
<input type="checkbox"/>	Area not adequate for allowing refuse truck turning radius of : Commercial 50 ft. outside 36 ft. inside; Residential 35 ft. outside, 20 ft. inside.
<input checked="" type="checkbox"/>	Paved areas should be engineered to withstand a 55,000 lb. refuse truck.
<input type="checkbox"/>	Bin enclosure gates are required
<input type="checkbox"/>	Hammerhead turnaround must be built per city standards.
<input checked="" type="checkbox"/>	Cul - de - sac must be built per city standards.
<input type="checkbox"/>	Bin enclosures are for city refuse containers only. Grease drums or any other items are not allowed to be stored inside bin enclosures.
<input type="checkbox"/>	Area in front of refuse enclosure must be marked off indicating no parking
<input type="checkbox"/>	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.
<input checked="" type="checkbox"/>	Customer will be required to roll container out to curb for service.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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.
<input checked="" type="checkbox"/>	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.
<input type="checkbox"/>	Residential 3 container services required

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

*Edward Zuniga*

# SITE PLAN REVIEW COMMENTS

CITY OF VISALIA TRAFFIC SAFETY DIVISION

October 16, 2019

**ITEM NO. 3**

**RESUBMITTAL**

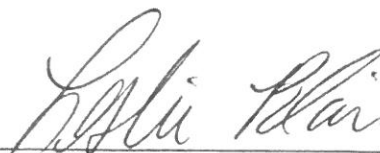
SITE PLAN NO: SPR19-178  
PROJECT TITLE: San Joaquin Valley Homes  
DESCRIPTION: The Project Proposes to Subdivide Property to 41 Single-Family Residential Units and an Amendment to the Southern Portion of Walnut Park Estates Subdivision Map, through Substantial Conformance.  
APPLICANT: San Joaquin Valley Homes  
OWNER: City of Visalia  
APN: 065-010-096 & 085-010-102  
LOCATION: Bounded N/S by Hillsdale Ave & HWY 198 & Between Shirk St & Akers St

**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 intersections.
- ☒ Install Stop Signs at local street intersections with collector.
- ☐ 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:**

- Streets intersecting with Hillsdale required to align at ninety degrees. Proposed alignment shown will cause intersection sight distance problems.



Leslie Blair

**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: 09/25/2019

Item # 10

Site Plan # 19-178

Project: San Joaquin Valley Homes

Description:

Applicant:

Location: Hillsdale/Preston

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:**

- ☒ This is a standard subdivision install. I recommend starting the water process very soon to avoid any delays down the road.

---

Stuart Skoglund  
Superintendent

## Susan Currier

---

**From:** Joel Hooyer  
**Sent:** Tuesday, September 24, 2019 11:01 AM  
**To:** Adrian Rubalcaba; Susan Currier  
**Cc:** Jeff Fultz; Jeannie Greenwood  
**Subject:** September 24, 2019 Site Plan Review  
**Attachments:** 9-24-19 Site Plan Review.pdf

See attached and following for September 24, 2019 Site Plan Review comments.

SPR 19-012 – No Valley oaks are on the submitted plans.

SPR 19-150 - No Valley oaks are on the submitted plans.

SPR 19-171 - No Valley oaks are on the submitted plans.

SPR 19-173 - No Valley oaks are on the submitted plans.

SPR 19-172 - No Valley oaks are on the submitted plans.

SPR 19-174 - No Valley oaks are on the submitted plans.

SPR 19-175 - No Valley oaks are on the submitted plans.

SPR 19-176 – (1) One dead Valley oak is mentioned on the submitted plan. It is noted that a permit will need to be obtained before removal can occur.

- No Parks are on the submitted plans.
- No Trails are on the submitted plans.
- No indication that this new subdivision will become an L&L

Is this new subdivision going to become an L&L?

If this new proposed subdivision is to become an L&L all the landscaping plans will need to be approved by Urban Forestry.

SPR 19-177 - No Valley oaks are on the submitted plans.

- No Parks are on the submitted plans.
- No Trails are on the submitted plans.
- No indication that this new subdivision will become an L&L

Is this new subdivision going to become an L&L?

If this new proposed subdivision is to become an L&L all the landscaping plans will need to be approved by Urban Forestry.

SPR 19-178 - No Valley oaks are on the submitted plans.

- No Parks are on the submitted plans.
- No Trails are on the submitted plans.
- No indication that this new subdivision will become an L&L

Is this new subdivision going to become an L&L?

If this new proposed subdivision is to become an L&L all the landscaping plans will need to be approved by Urban Forestry.

SPR 19-179 - No Valley oaks are on the submitted plans.

SPR 19-180 - No Valley oaks are on the submitted plans.





#10

MEETING DATE: September 25, 2019

SITE PLAN NO. 19-178

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

☐☐

HISTORIC PRESERVATION

☐

OTHER: \_\_\_\_\_



**ADDITIONAL COMMENTS :**

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

*Site Plan Review Committee*



RECYCLED PAPER

**SUBDIVISION & PARCEL MAP  
REQUIREMENTS  
ENGINEERING DIVISION**

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

ITEM NO: 10 DATE: SEPTEMBER 25, 2019

SITE PLAN NO.: 19-178  
PROJECT TITLE: SAN JOAQUIN VALLEY HOMES  
DESCRIPTION: THIS PROJECT PROPOSES THE  
CONSTRUCTION OF 41 SINGLE FAMILY  
RESIDENTIAL UNITS. REZONE FROM OS TO  
R15. GPA FROM CONSERVATION TO LDR.  
APPLICANT: SAN JOAQUIN VALLEY HOMES  
PROP. OWNER: CITY OF VISALIA  
LOCATION: SEC HILLSDALE & PRESTON  
APN: 085-010-096

**SITE PLAN REVIEW COMMENTS**

- ☒ REQUIREMENTS (Indicated by checked boxes)
- ☒ Submit improvements plans detailing all proposed work; ☒ Subdivision Agreement will detail fees & bonding requirements
- ☒ Bonds, certificate of insurance, cash payment of fees/inspection, and approved map & plan required prior to approval of Final Map.
- ☒ The Final Map & Improvements shall conform to the Subdivision Map Act, the City's Subdivision Ordinance and Standard Improvements.
- ☒ A preconstruction conference is required prior to the start of any construction.
- ☒ Right-of-way dedication required. A title report is required for verification of ownership. ☒ by map ☐ by deed
- ☒ City Encroachment Permit Required which shall include an approved traffic control plan.
- ☐ CalTrans Encroachment Permit Required. ☐ CalTrans comments required prior to tentative parcel map approval. CalTrans contacts: David Deel (Planning) 488-4088
- ☒ Landscape & Lighting District/Home Owners Association required prior to approval of Final Map. Landscape & Lighting District will maintain common area landscaping, street lights, street trees and local streets as applicable. Submit completed Landscape and Lighting District application and filing fee a min. of 75 days before approval of Final Map. **L&LD REQUIRED**
- ☒ 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. **SEE ADDITIONAL COMMENTS**

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

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

**Additional Comments:**

***1. Proposed subdivision will require relocation of the existing storm drainage basin. The City's intended master plan of the 200' conservation area is to incorporate storm water storage area and park or trails areas. Design of the new basin area will require further coordination with City Engineer. Storm water main infrastructure shall be extended/installed according to master plan design.***

***2. A maintenance & emergency access road (min. 20' wide) will be required to be installed to allow City access to basin/conservation area. The basin maintenance road to comply with City storm basin standards.***

***3. Emergency (pedestrian) access will be required at end of each cul-de-sac. Install man-gates accordingly. Refer to further comments by the Fire Dept.***

***4. Site plan will need to show existing streets north of Hillsdale - align local streets at new subdivision.***

***5. The intersection of each proposed local street to Hillsdale shall be designed to intersect at 90 degree angles.***

***6. Proposed Hillsdale Ave. cross section appears adequate. Design and alignment will be critical with future extension of Hillsdale from the west with development of the adjacent parcel. Further coordinate with City Engineer.***

- 7. Subdivision shall install a block wall adjacent to conservation area and include a 10' - 20' wide landscape lot to be dedicated to L&LD. Install landscaping and irrigation along this area.*
- 8. Proposed subdivision will impact Shirk & Hillsdale intersection at time of full build-out with development of adjacent vacant parcel. Additional traffic analysis will need to be considered to determine if additional improvements will be necessary. Refer to Traffic Safety Dept. comments.*
- 9. Master planned sewer design will be required.*
- 10. Street lighting shall be installed per City street light standards. Provide electrical design plan with civil improvement drawings.*
- 11. Additional improvements may be required per sale agreement between City and Developer.*
- 12. Project will incur development impact fees due at time of map recording and building construction.*
- 13. Standard final map filing fees apply.*



## SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: **19-178**  
Date: **9/25/2019**

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

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

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

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

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

<u>FEE ITEM</u>	<u>FEE RATE</u>
<input checked="" type="checkbox"/> Trunk Line Capacity Fee	\$808/UNIT
<input checked="" type="checkbox"/> Sewer Front Foot Fee	\$44/LF X TBD
<input checked="" type="checkbox"/> Storm Drainage Acquisition Fee	\$3,210/AC
<input checked="" type="checkbox"/> Park Acquisition Fee	\$1,590/UNIT
<input type="checkbox"/> Northeast Acquisition Fee Total Storm Drainage Block Walls Parkway Landscaping Bike Paths	
<input checked="" type="checkbox"/> Waterways Acquisition Fee	\$2,261/AC

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

### City Reimbursement:

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

  
\_\_\_\_\_  
Adrian Rubalcaba

# SITE PLAN REVIEW COMMENTS

Paul Scheibel, Planning Division (559) 713-4369

Date: October 16, 2019

SITE PLAN NO: 2019-178 B  
PROJECT TITLE: San Joaquin Valley Homes  
DESCRIPTION: The Project Proposes the Construction of 41 Single-Family Residential Units, Rezone From OS to R-1-5, GPA from Conservation to LDR  
APPLICANT: San Joaquin Valley Homes  
PROP. OWNER: City of Visalia  
LOCATION TITLE: Bounded by Hillsdale Ave and HWY 198 and Between Shirk St and Akers St  
APN TITLE: 085-010-096  
GENERAL PLAN: Conservation  
EXISTING ZONING: Open Space

## Planning Division Recommendation:

- X ☐ Revise and Proceed  
☐ Resubmit

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

## Project Requirements

- Tentative Subdivision Map
- Change of Zone
- General Plan Amendment
- Additional information as needed.

**PROJECT SPECIFIC:** October 16, 2019

See September 25<sup>th</sup> comments

## **PROJECT SPECIFIC INFORMATION:** September 25, 2019

1. File for a Change of Zone and General Plan Amendment.
2. File for a Tentative Subdivision Map.
3. Re-design to exclude existing detention basin
4. Show proposed road connections with tentative subdivision to the west.
5. Revise margin notes to reflect LLD lots not lots dedicated to the City of Visalia.
6. Include an additional LLD consisting of the southern perimeter wall, and an additional 25ft wide landscape area (trees only). The LLD should be accessible by man/vehicle gates at cul de sac ends or other access means if map is substantially revised.
7. Health Risk Assessment and Noise Study required.

## CITY GENERAL PLAN CONSISTENCY

- Staff initial finding is that the proposed site plan MAY BE 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.

## OPEN SPACE ZONE

### 17.10.010 Purpose and intent.

The purpose and intent of the Open Space zone (OS) is to preserve lands best suited for open space from the encroachment of incompatible uses, to prevent the intrusion of urban development into open space areas in such a manner as to preserve open space for public health and safety, natural resources, outdoor recreation, and preservation of cultural sites. (Ord. 2017-01 (part), 2017)

### 17.10.015 Applicability.

The requirements in this chapter shall apply to all property within the Open Space (OS) zone. (Ord. 2017-01 (part), 2017)

### 17.10.020 Permitted uses.

The following uses are permitted by right:

- A. The raising of any type of field, truck or orchard crop and horticultural specialties;
- B. One-family dwellings;
- C. Incidental and accessory structures and uses located on the same site with a permitted use, including swimming pools used solely by persons residing on the site and their guests;
- D. Signs subject to the provisions of Chapter 17.48;
- E. The keeping of household pets subject to the definition of household pets set forth in Section 17.04.030;
- F. Accessory dwelling units as specified in Sections 17.12.140 through 17.12.200;
- G. Parks;
- H. Storm drainage facilities;
- I. Other uses similar in nature and intensity as determined by the city planner;
- J. Employee Housing as defined in California Health and Safety Code Section 17008.

(Ord. 2017-13 (part), 2017; Ord. 2017-01 (part), 2017)

### 17.10.030 Accessory uses.

The following accessory uses are allowed in conjunction with permitted uses:

- A. Home occupations subject to the provisions of Section 17.32.030;
- B. Accessory buildings subject to the provisions of Section 17.10.120. (Ord. 2017-01 (part), 2017)

### 17.10.040 Conditional uses.

The following uses may be permitted, subject to approval of a conditional use permit, issued in accordance with the provisions of Chapter 17.38:

- A. Public and private open recreational facilities, but not including recreational uses conducted within buildings;
- B. Bee keeping;
- C. Public uses of an administrative, public service or cultural type including city, county, state or federal administrative centers and courts, libraries, museums, art galleries, police and fire stations, ambulance service and other public buildings, structures and facilities;
- D. Roadside stands for the sale of agricultural produce grown on the site.

(Ord. 2017-13 (part), 2017; Ord. 2017-01 (part), 2017)

**17.10.050 Required conditions.**

A. Any use involving a business, service or process not completely enclosed in a structure, when located on a site abutting on or across a street or an alley from an R-1 or R-M zone shall be screened by a concrete block or masonry wall not less than six feet in height if required by the Site Plan Review Committee.

B. Any materials used or created by any business or use shall not be stacked or piled so as to be visible above the fence or wall, unless specifically allowed by a conditional use permit. (Ord. 2017-01 (part), 2017)

**17.10.060 Site area.**

The minimum site area shall be twenty (20) acres for all permitted uses. The minimum site area for conditional uses shall be specifically approved by the planning commission in granting the conditional use permit. (Ord. 2017-01 (part), 2017)

**17.10.070 Dwelling units per site.**

Each parcel shall have not more than one dwelling unit, unless specifically provided under Section 17.10.020. (Ord. 2017-01 (part), 2017)

**17.10.080 Coverage.**

The maximum site area covered by structures shall be five (5) percent for permitted uses. Greater coverage is allowed with a conditional use permit. (Ord. 2017-01 (part), 2017)

**17.10.090 Front yard.**

The minimum front yard shall be thirty-five (35) feet. (Ord. 2017-01 (part), 2017)

**17.10.100 Rear yard.**

The minimum rear yard shall be twenty-five (25) feet. (Ord. 2017-01 (part), 2017)

**17.10.110 Side yards.**

A. The minimum interior side yard shall be fifteen (15) feet.

B. The minimum street side yard shall be thirty (30) feet. (Ord. 2017-01 (part), 2017)

**17.10.120 Height of structures.**

A. The maximum height of a structure occupied by a permitted use shall be thirty-five (35) feet.

B. The maximum height of accessory structures shall be thirty-five (35) feet subject to the exception that tank houses, storage tanks, windmills, radio towers and silos may exceed thirty-five (35) feet in height.

C. The maximum height of a structure occupied by a conditional use and its accessory structures shall be determined by provisions of the conditional use permit. (Ord. 2017-01 (part), 2017)

**17.10.130 Fences, walls, and hedges.**

A. Fences, walls, concertina wire and hedges not exceeding seven (7) feet in height shall be permitted, except that in a required front yard or street side yard, a fence, wall or hedge shall not exceed four (4) feet in height.

B. Fences may be constructed of any generally acceptable material except that barbed wire and electric charged fences are not allowed within thirty (30) feet of an R-1 or R-M zone. Exceptions to this section may be granted in accordance with Chapter 17.38. (Ord. 2017-01 (part), 2017)

**17.10.140 Signs.**



Signs shall be placed in conformance with Chapter 17.48. (Ord. 2017-01 (part), 2017)

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

**Maximum Building Height:** 35 Feet

**Minimum Setbacks:**

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

**Minimum Site Area:** 5,000 square feet

**Accessory Structures:**

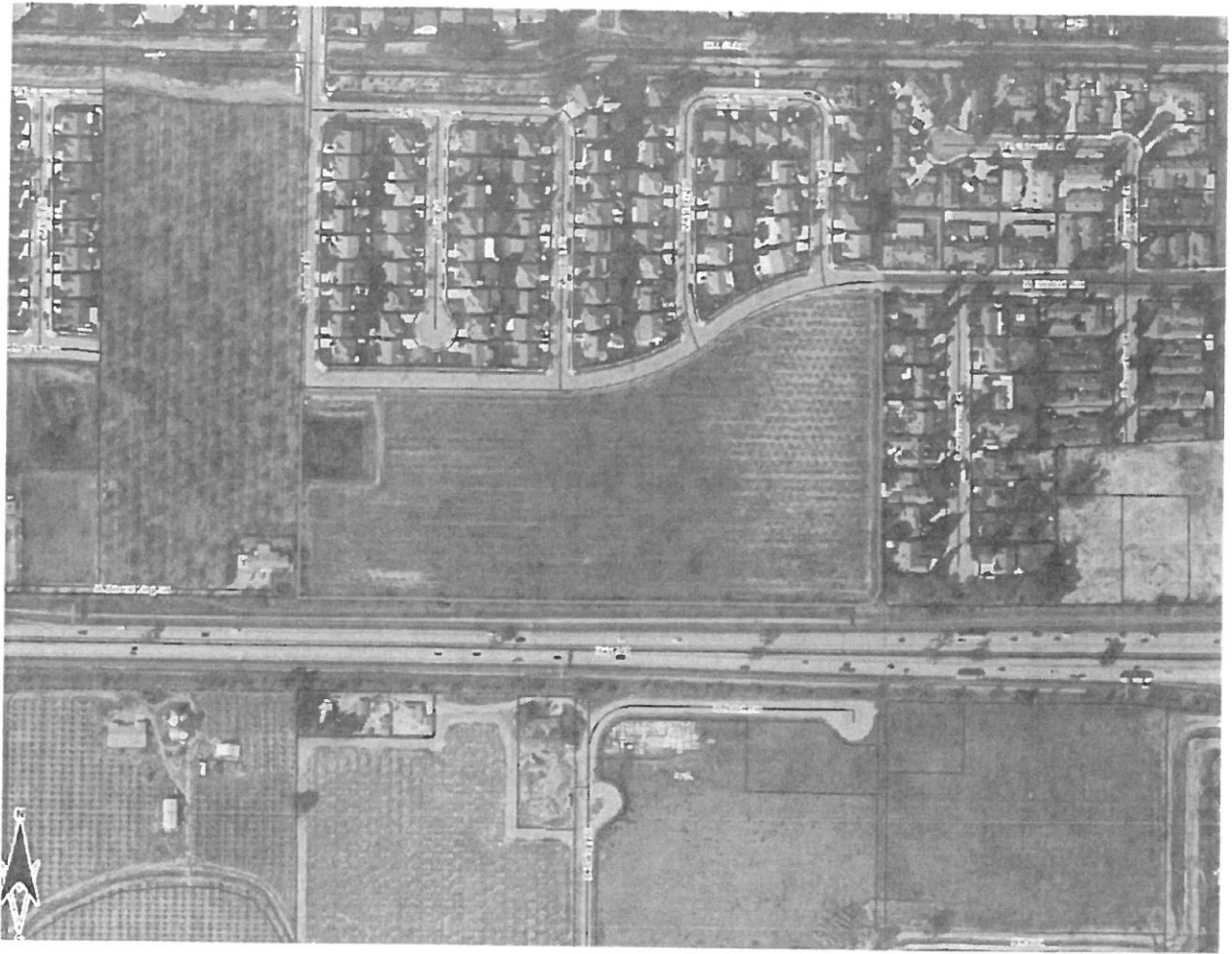
Maximum Height: 12 feet (as measured from average grade next to the structure)

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

Reverse Corner Lots: No structure in the 15 feet of adjacent lot's front yard area, see Zoning Ordinance Section 17.12.100 for complete standards and requirements.

**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



SAN JOAQUIN VALLEY HOME  
085-010-096 &  
085-010-102

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 BLOCK WALL *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: NO OTHER COMMENTS AT THIS  
TIME.

VAL GARCIA 10/16/19  
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	October 16, 2019
Item #	3
Site Plan #	19-178 Resub
APN:	085-010-09, 085-010-102

- 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.
- This item is a **resubmittal**. Please see comments from previous submittals.

- Special comments: *Three walk through Access gates with KnoxLocks shall be provided. Denton Ct., Roeben, Tommy.*

Corbin Reed  
Fire Marshal



SPR - 19 - 178

RG508

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 16.43 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 or 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 PRIOR COMMENTS

K. GRANT A20

Visalia Police Department

# **SITE PLAN REVIEW COMMENTS**

CITY OF VISALIA TRAFFIC SAFETY DIVISION

September 18, 2019

**ITEM NO. 10**

SITE PLAN NO: SPR 19-178  
PROJECT TITLE: San Joaquin Valley Homes  
DESCRIPTION: The Project Proposes the Construction of 41 Single-Family Residential Units, Rezone From OS to R-1-5, GPA from Conservative to LDR  
APPLICANT: San Joaquin Valley Homes  
OWNER: City of Visalia  
APN: 085-010-096  
LOCATION: Bounded N/S by Hillsdale Ave and HWY 198 and Between Shirk St and Akers St.

**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 intersections.
- ☒ Install Stop Signs at local street intersections with collector.
- ☐ 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:**

- Streets intersecting with Hillsdale need to be aligned to ninety degrees.

  
Leslie Blair

## COMMERCIAL BIN SERVICE

19178

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

Edward Zing

**DEPARTMENT OF TRANSPORTATION****DISTRICT 6**

1352 WEST OLIVE AVENUE

P.O. BOX 12616

FRESNO, CA 93778-2616

PHONE (559) 488-4168

FAX (559) 488-4088

TTY 711

[www.dot.ca.gov](http://www.dot.ca.gov)Making Conservation  
a California Way of Life

October 7, 2019

06-TUL-198-6.24

SPR 19178

SITE PLAN REVIEW AGENDA: 9/25/19

SAN JOAQUIN VALLEY HOMES

**SENT VIA EMAIL**

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

Dear Ms. Currier:

Thank you for the opportunity to review Site Plan Review (SPR) 19178 proposing to construct 41 single-family residential units. The project site is located on the southeast corner of Preston Street/Hillsdale Avenue, approximately 200 feet north of State Route (SR) 198.

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

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

1. Caltrans anticipates that a portion of the vehicle trips generated by the Project will utilize and impact the SR 198/Akers street Interchange.
2. Currently, Caltrans and the City of Visalia have a project to improve the SR 198/Akers Street interchange to accommodate the increasing traffic demand using the interchange from the various developments within the City. The improvements to the interchange will include: widening Akers Street and the addition of an additional eastbound and westbound turn lanes for accessing the freeway on-ramps. The planned improvement project is estimated to cost approximately \$1,550,000 and it is tentatively scheduled for construction in the year 2020.
3. The City of Visalia has included the SR 198/Akers Street interchange improvement project in City's Transportation Impact Fee Program (TIF, page 16). Caltrans recommends the Project mitigate its traffic impact by contributing to the Transportation Impact Fee.
4. As a point of information, the Caltrans SR 198 Corridor Study provides a conceptual plan to upgrade the existing tight diamond interchange at SR 198 and Shirk Road to a partial cloverleaf (L-9 configuration) interchange in the future.



5. Alternative transportation policies should be applied to the development. An assessment of multi-modal facilities should be conducted to develop an integrated multi-modal transportation system to serve and help alleviate traffic congestion caused by the project and related development in this area of the City. The assessment should include the following:
  - a. Pedestrian walkways should link this proposal to an internal project area walkway, transit facilities, as well as other walkways in the surrounding area.
  - b. The project should consider bicycles as an alternative mode of transportation and offer internal amenities to encourage bicycle use which should include parking, security, lockers and showers.
  - c. If transit is not available within ¼-mile of the site, transit should be extended to provide services to what will be a high activity center.

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

Sincerely,

A handwritten signature in black ink, appearing to read 'M. Navarro', with a stylized, flowing script.

MICHAEL NAVARRO, Chief  
Transportation Planning – North

**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: 10/16/2019

Item # 3

Site Plan # 19-178

Project: San Joaquin Valley Homes

Description: new subdivision

Applicant:

Location: Hillsdale/Preston

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

## Susan Currier

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**From:** Joel Hooyer  
**Sent:** Tuesday, October 15, 2019 7:58 AM  
**To:** Adrian Rubalcaba; Susan Currier  
**Cc:** Jeff Fultz; Jeannie Greenwood  
**Subject:** October 16, 2019 Site Plan Review  
**Attachments:** 10-16-19 Site Plan Review.pdf

See attached and following for October 16, 2019 Site Plan Review comments.

SPR 19-017 - No Valley oaks are on the submitted plans.

SPR 19-175 - No Valley oaks are on the submitted plans.

SPR 19-178 - No Valley oaks are on the submitted plans.

- No Parks are on the submitted plans.
- No Trails are on the submitted plans.

**Note\***

- The plans state that Lots A-E are to be dedicated to City of Visalia.
- The plans state that Health Risk Assessment (HRA) LLD A-B are to dedicated to City of Visalia

*(If this new proposed subdivision is to become an L&L all the landscaping plans will need to be approved by Urban Forestry.)*

SPR19-145 - No Valley oaks are on the submitted plans.

SPR 19-176 – (1) One dead Valley oak is mentioned on the submitted plan. It is noted that removal permit is to be filed with Urban Forestry.

- (1) One Pocket Park is on the submitted plan.
- No Trails are on the submitted plans.

**Note\***

- It is indicated that this subdivision will be HOA, Private Street.

*(If this new proposed subdivision is to become an L&L all the landscaping plans will need to be approved by Urban Forestry.)*

SPR 19-185 – (1) One dead Valley oak is mentioned on the submitted plan. It is noted that removal permit is to be filed with Urban Forestry.

- (1) One Pocket Park is on the submitted plan.
- No Trails are on the submitted plans.

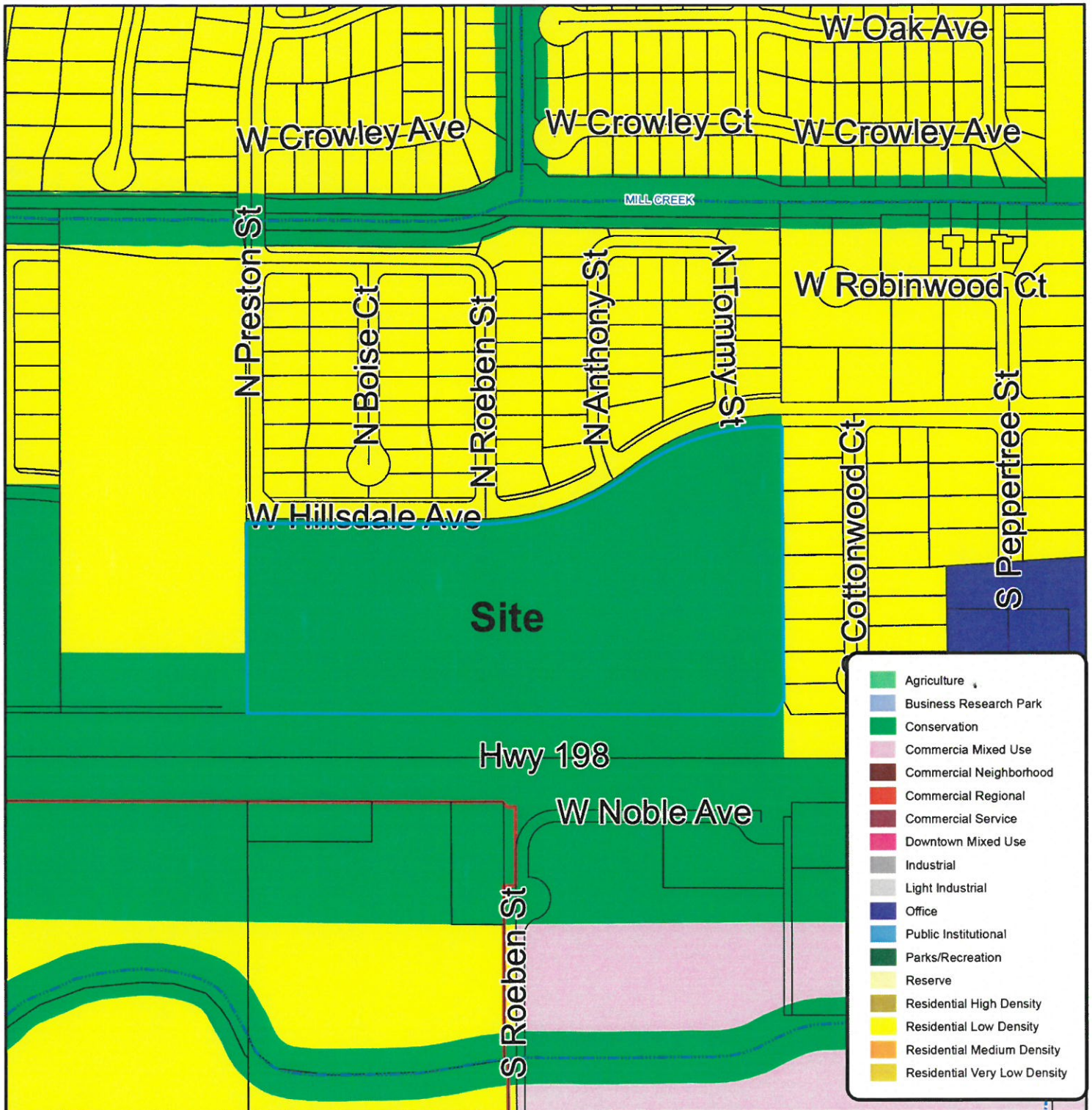
**Note\***

- It is indicated that this subdivision will be HOA, Private Street.

*(If this new proposed subdivision is to become an L&L all the landscaping plans will need to be approved by Urban Forestry.)*

# General Plan Amendment No. 2020-01

APN: 085-010-096



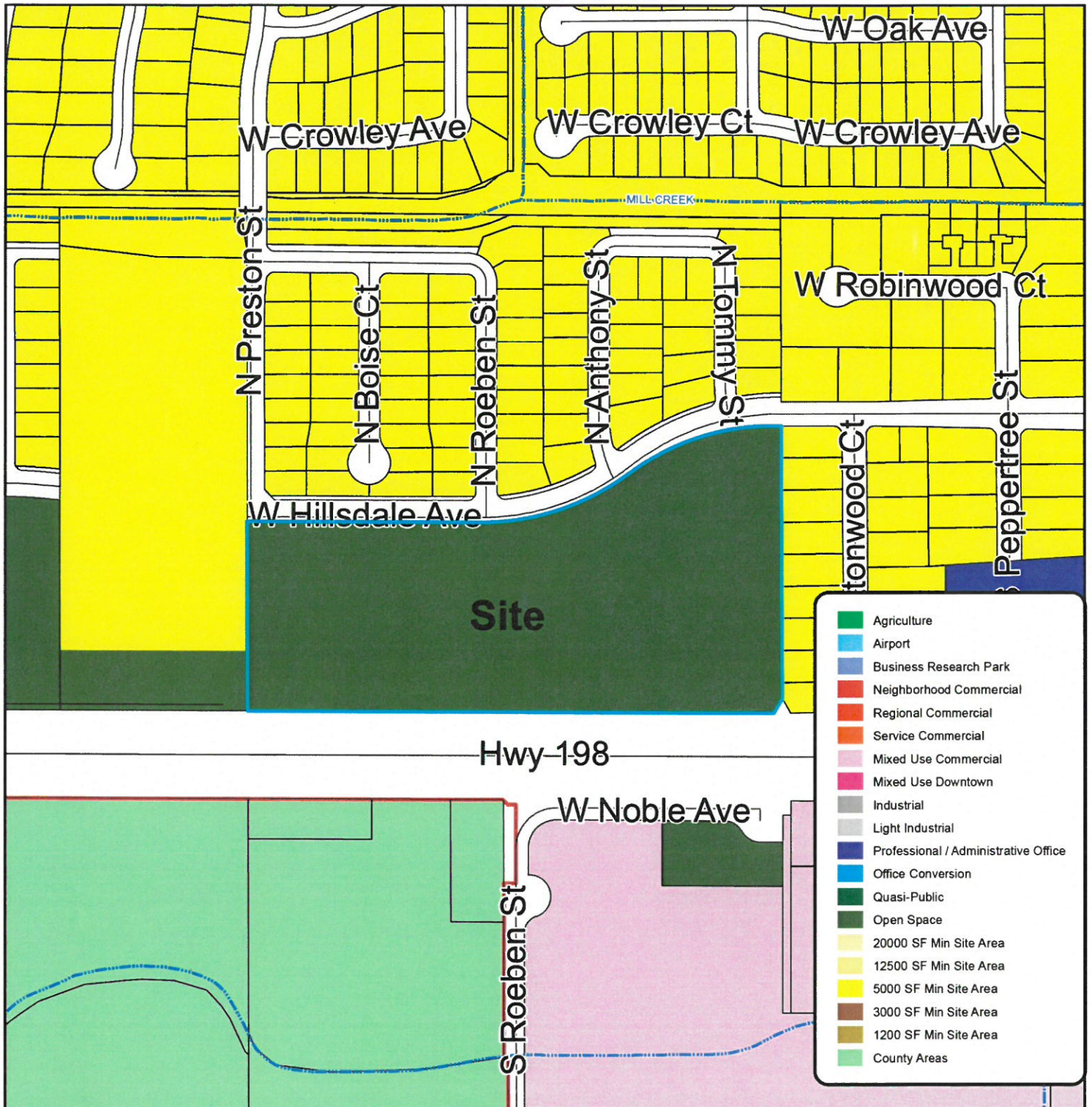
## General Plan Land Use Map





# Change of Zone No. 2020-02

APN: 085-010-096



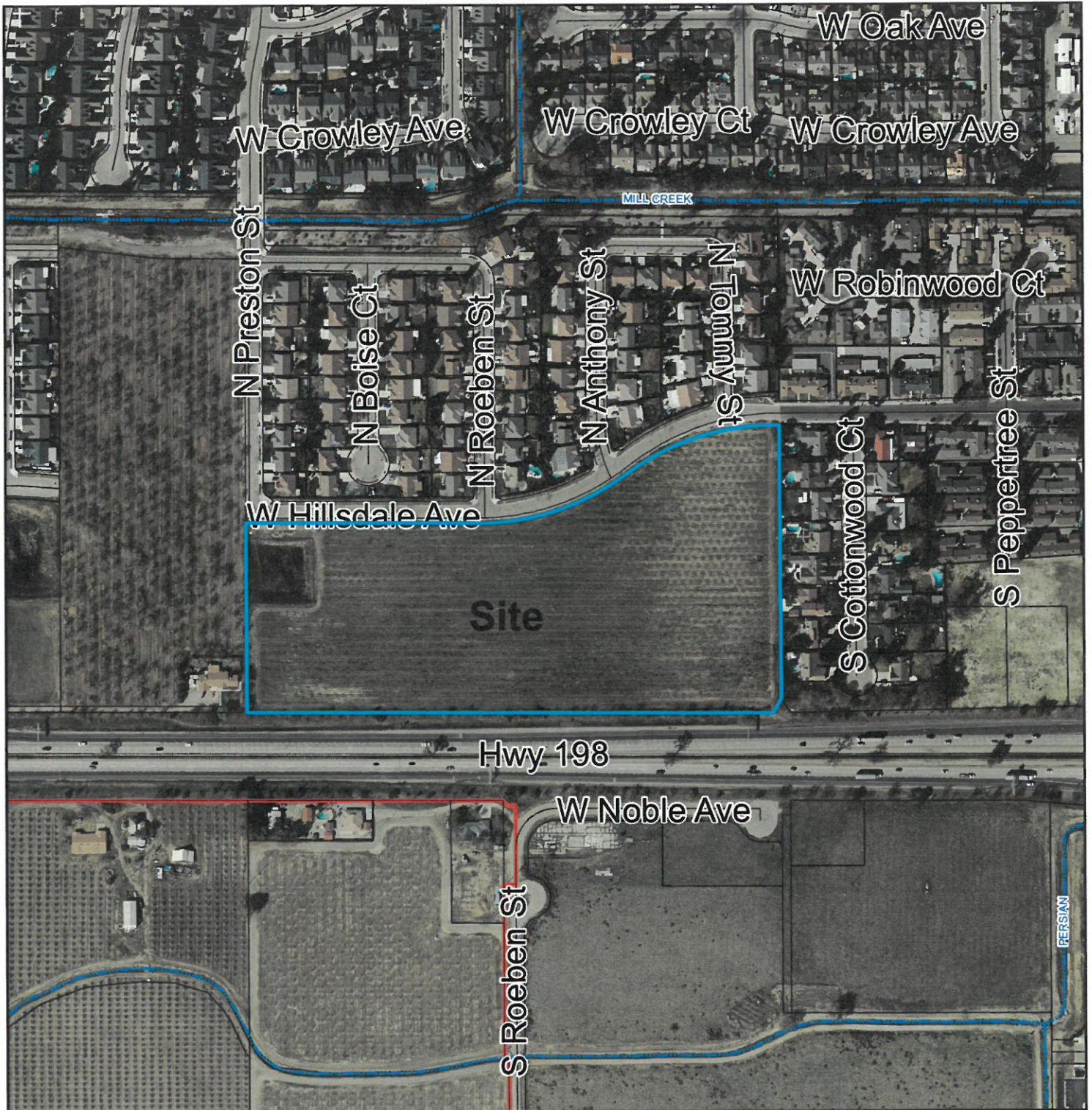
## Zoning Map





# Hillsdale Southland Subdivision

APN: 085-010-096



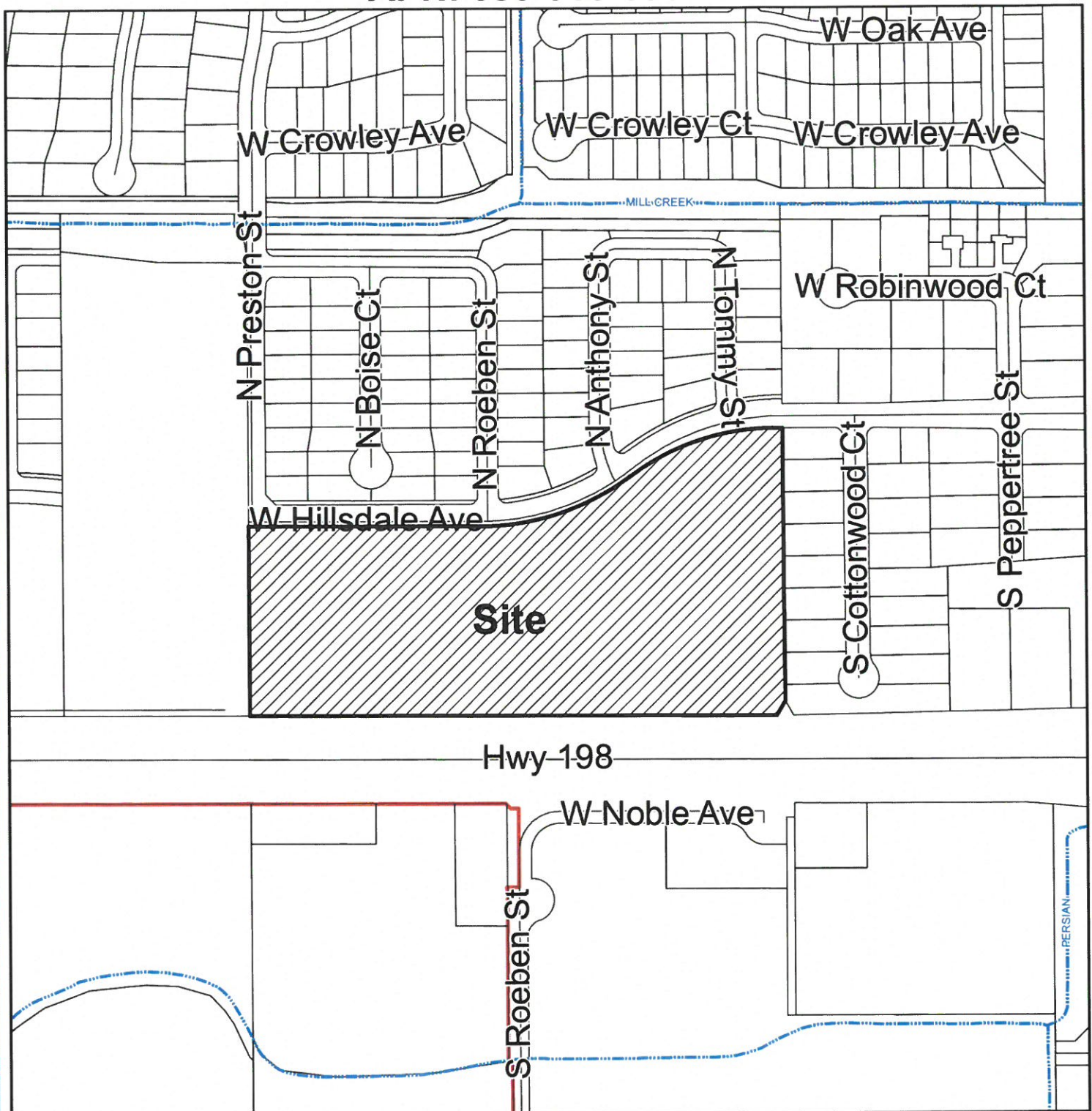
## Aerial Map





# Hillsdale Southland Subdivision

APN: 085-010-096



## Vicinity Map

