

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

MONDAY, JUNE 22, 2020 AT 7:00 P.M., VISALIA CONVENTION CENTER, 303 E. 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.

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. CHANGES OR COMMENTS TO THE AGENDA –
4. CONSENT CALENDAR - All items under the consent calendar are to be considered routine and will be enacted by one motion. For any discussion of an item on the consent calendar, it will be removed at the request of the Commission and made a part of the regular agenda.
 - No Items on the Consent Calendar
5. PUBLIC HEARING – Paul Bernal
Variance No. 2020-03: A request by Western Milling to allow a variance from the standard 75-foot height limit in the Industrial zone to facilitate a 150-foot tall dry material storage bin with bucket elevators. The site is located at 1111 N. Miller Park Court (APN: 073-160-034 & 073-190-011). The project is Categorical Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15332, Categorical Exemption No. 2020-26.
6. PUBLIC HEARING – Paul Bernal
Conditional Use Permit No. 2020-11: A request by Valley Oak SPCA to allow development of a new 20,000 sq. ft. facility consisting of an animal shelter, adoption center, veterinary clinic, and future 5,000 sq. ft. pet boarding and grooming facility on 1.9 acres in the Industrial zone. The project site is located on the north and west sides of Nevada Court approximately 100 feet north of N. Placer Ave. (APNs: 089-100-048, 049, 050, 051, and 052). The project is Categorical Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15332, Categorical Exemption No. 2020-29.

7. PUBLIC HEARING – Cristobal Carrillo

- Zoning Text Amendment No. 2019-13: A request by CarMax to amend Zoning Ordinance Section 17.25.030 (Zoning Use Matrix Line A22) to establish “Car Sales – New & Used” as a conditional use in the C-R (Regional Commercial) District, Citywide. A Mitigated Negative Declaration (MND No. 2019-62) has been prepared for the project.
- Conditional Use Permit No. 2019-42: A request by CarMax to allow a used car sales and service center on a 5-acre parcel in the C-R (Regional Commercial) Zone District. The project site is located on the southwest corner of S. Mooney Blvd. and W. Visalia Parkway. (APN: 126-960-001) A Mitigated Negative Declaration (MND No. 2019-62) has been prepared for the project.

8. PUBLIC HEARING – Josh Dan

Conditional Use Permit No. 2020-15: A request by City of Visalia to construct a new 6,844 square foot Fire Station (Fire Station 56) and related infrastructure on 1.25 acres in the R-1-5 (Single-Family Residential, Minimum 5,000 square foot lot size) zone district. The site is located on the south side of East Tulare Avenue between South Lovers Lane and S Vista Street (APN: 000-012-814) The project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15332, Categorical Exemption No. 2020-27.

9. CITY PLANNER/ PLANNING COMMISSION DISCUSSION-

- Next Planning Commission Meeting Monday, July 13, 2020 will be held at the Convention Center.

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

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

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

APPEAL PROCEDURE

THE LAST DAY TO FILE AN APPEAL IS THURSDAY, JULY 02, 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 or from the City Clerk.

THE NEXT REGULAR MEETING WILL BE HELD ON MONDAY JULY 13, 2020

City of Visalia

Memo



To: Planning Commission
From: Cristobal Carrillo, Associate Planner (559) 713-4443
Date: June 22, 2020
Re: Request for Public Hearing on June 22, 2020 for Zoning Text Amendment No. 2019-13 and Conditional Use Permit No. 2019-42 (CarMax).

Recommended Action

Staff recommends that the Planning Commission hold a public hearing on June 22, 2020 for consideration of Zoning Text Amendment No. 2019-13 and Conditional Use Permit No. 2019-42, a proposal to establish a CarMax used auto sales and service center, on five acres of a 28.7 acre property, located on the southwest corner of S. Mooney Blvd. and W. Visalia Parkway (APN: 126-960-001). The item was previously continued on April 13, 2020 to a future unspecified date due to the effects of the ongoing COVID-19 pandemic on CarMax store operations.

Discussion

Staff has received a letter from K. Douglas Moyers, Vice President of Real Estate with CarMax (Attachment "A"), requesting the Planning Commission hold a public hearing on June 22, 2020 for consideration of Zoning Text Amendment No. 2019-13 and Conditional Use Permit No. 2019-42, a proposal to establish a CarMax used auto sales and service center. The item was previously noticed for a public hearing before the Planning Commission on March 23, 2020. However, the meeting was cancelled due to enactment of the "stay at home" order by the State of California to address the widening COVID-19 pandemic. The public hearing was rescheduled to April 13, 2020, but was continued to a future date at the request of CarMax, due to the effects of the COVID-19 pandemic on regular operations (see Attachment "B").

Public hearing notices identifying the new hearing date and location have been published in the local newspaper and re-noticed to property owners and tenants within 300-feet of the project site. The staff report remains largely unchanged, with the exception of Condition No. 13, which altered the required height of a proposed block wall along the southern and western property boundaries of the 28.7 acre site from 6 feet to 7 feet. The revised condition reflects the Planning Commission's approval of the block wall height approved for the Commons at Visalia Parkway project (Conditional Use Permit No. 2019-31 and Tentative Parcel Map No. 2019-13), which the CarMax site is related to. No other changes are proposed to the Conditions of Approval directly affecting the CarMax proposal.

Attachments:

- A. Letter from K. Douglas Moyers, CarMax – May 22, 2020
- B. Letter from Keith Henderson, CarMax – April 10, 2020



12800 Tuckahoe Creek Parkway • Richmond, VA 23238
(804) 935-1552 • Fax (804) 935-4547

VIA ELECTRONIC MAIL

Mr. Paul Bernal
City of Visalia
707 W. Acequia Ave.
Visalia, CA 93291

Re: June 22, 2020 Planning Commission Agenda

Dear Mr. Bernal:

Previously, the CarMax team had requested a continuance from their scheduled Planning Commission hearing due to impacts of the coronavirus pandemic. CarMax now wishes to proceed with the entitlement process and respectfully requests to be placed on the June 22, 2020 Planning Commission agenda for consideration of Zoning Text Amendment No. 2019-13 and Conditional Use Permit No. 2019-4.

We sincerely appreciate your flexibility in this matter and look forward to the upcoming Planning Commission date. If you have any questions, please do not hesitate to call or email.

Sincerely,

A handwritten signature in blue ink, appearing to read "K. Douglass Moyers", followed by a period.

K. Douglass Moyers
Vice President of Real Estate

CarMax Confidential



12800 Tuckahoe Creek Parkway • Richmond, VA 23238

Keith Henderson
CarMax Real Estate Manager
12800 Tuckahoe Creek Parkway
Richmond, VA 23238
4/10/2020

Mr. Paul Bernal
City of Visalia
707 W. Acequia Ave.
Visalia, VA 93291

Dear Mr. Bernal,

I am writing you to respectfully request that the CarMax planning application scheduled to be on the April 13th Planning Commission agenda be continued to a later date. The coronavirus pandemic has had a significant effect on our ability to operate stores and we have decided to furlough a number of existing store associates. We are placing our new store development process on hold until further notice.

We look forward to continuing the process in the near future. If you have any questions please do not hesitate to call or email.

Sincerely,

Keith Henderson
CarMax Real Estate Manager

THE AUTO SUPERSTORE



REPORT TO CITY OF VISALIA PLANNING COMMISSION

HEARING DATE: June 22, 2020

PROJECT PLANNER: Cristobal Carrillo, Associate Planner
Phone: (559) 713-4443
E-Mail: cristobal.carrillo@visalia.city

SUBJECT: Zoning Text Amendment No. 2019-13: A request by CarMax to amend Zoning Ordinance Section 17.25.030 (Zoning Use Matrix) Line A22 to establish "Car Sales – New & Used" as a conditional use in the C-R (Regional Commercial) District, Citywide and to amend Chapter 17.32 Special Provisions to establish Development Standards for Car Dealerships in the C-R zone.

Conditional Use Permit No. 2019-42: A request by CarMax to allow a used car sales and service center on a five-acre parcel in the C-R (Regional Commercial) Zone District. The project site is located on the southwest corner of S. Mooney Blvd. and W. Visalia Parkway. (APN: 126-960-001)

STAFF RECOMMENDATION

Zoning Text Amendment No. 2019-13

Staff recommends that the Planning Commission make a recommendation of approval to the City Council for Zoning Text Amendment No. 2019-13, based on the findings in Resolution No. 2019-77, information contained in the staff report, compatibility with the purpose and intent of the C-R (Regional Commercial) Zone, Zoning Ordinance and Land Use Element of the Visalia General Plan.

Conditional Use Permit No. 2019-42

Staff recommends approval of Conditional Use Permit No. 2019-42, as conditioned, based upon the findings and conditions in Resolution No. 2019-76.

RECOMMENDED MOTION

I move to recommend approval of Zoning Text Amendment No. 2019-13 by adoption of Resolution No. 2019-77.

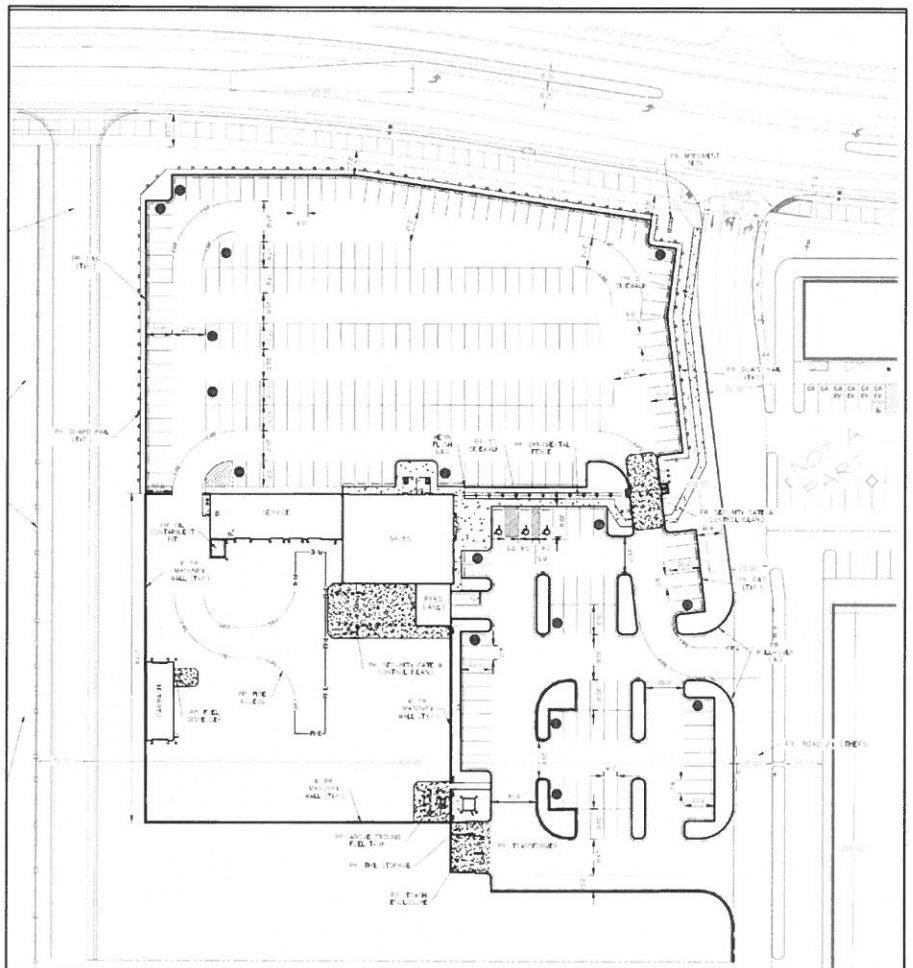
I move to approve Conditional Use Permit No. 2019-42, based on the findings and conditions in Resolution No. 2019-76.

PROJECT DESCRIPTION

CarMax is seeking two entitlement applications for the purpose of establishing an automobile dealership in the C-R zone. The Zoning Text Amendment (ZTA) is a request to amend Visalia Zoning Ordinance, Section 17.25.030, Zoning Matrix, Line A22, to establish "Car Sales – New & Used" as a "Conditionally Permitted" use in the C-R Zone. This ZTA request is also seeking to add additional provisions to Chapter 17.32 (Special Provisions) by requiring a five-acre minimum lot size for the establishment of new and/or used car sales. Additional development standards for automobile dealerships in the C-R zone are discussed in greater detail under the "Development Standards" section of the staff report below. If the ZTA is approved by the City Council, it will facilitate the applicant's Conditional Use Permit (CUP) request to establish a used auto sales and ancillary car service use on a five acre parcel within the Commons at Visalia Parkway Shopping Center development. The five acre parcel will be created through a

The CUP request is to establish an 8,526 sq. ft. CarMax used auto sales and service center (see Exhibit "A"). The facility will contain a 4,312 sq. ft. sales building and a 635 sq. ft. "presentation" area for vehicles, both of which will be attached to a 2,643 sq. ft. automobile service area for repair and maintenance operations (see Exhibit "G"). Open air areas south of the service center will be used for vehicle staging, with fire lanes denoted to keep free and clear of vehicle storage. Floor areas as shown in Exhibit "G" include offices for sales staff, bathrooms, breakrooms, and service bays for automobile repair. The facility will contain a 936 sq. ft. enclosed automated carwash at the southwest corner of the project site. Openings for the carwash will be oriented north/south to divert noise away from adjacent residential areas. The carwash will be employed exclusively by CarMax personnel and is not for public use.

Access to Visalia Parkway from the project site will be provided through the main access aisle proposed for the Commons at Visalia Parkway shopping center to the east (see Related Projects). CarMax access drives will meet the main access aisle at the southeast corner of the project site. The main access aisle will run along the eastern boundary of the project site. Use of the main access aisle will be shared and maintained among CarMax and shopping center interests, to be memorialized through a shared access agreement. Development of the shopping center main access drive and accompany road widening improvements to Visalia Parkway will be completed by the developer of the shopping center. A separate access drive to Visalia Parkway shown on the northwest corner of the project site is proposed to provide access to Parcel A of Tentative Parcel Map



No. 2019-13 (see Related Projects). It will not be employed by the CarMax facility, but will act as a buffer to residential areas to the west.

Per the operational statement in Exhibit "I", tentative hours of operation for the showroom and sales areas will be Monday through Saturday, 9:00 a.m. to 9:00 p.m., with more limited hours on Sundays. Service areas will typically be open Monday through Friday, 8:30 a.m. to 6:00 p.m. Services to be provided will include routine maintenance, tire, diagnostic, and mileage services. All service work will be conducted indoors, with bay doors to services areas remaining closed. The facility is expected to employ up to 30 individuals.

BACKGROUND INFORMATION

General Plan Land Use Designation:	Commercial Regional
Zoning:	C-R (Regional Commercial)
Surrounding Zoning and Land Use:	North: C-R / Packwood Creek Shopping Center. South: C-R, R-1-5 (Single Family Residential, 5,000 sq. ft. minimum site area) / Westlake Village senior mobile home park, mixed office and commercial buildings. East: C-R / Agricultural land. West: R-1-5 / Westlake Village senior mobile home park.
Environmental Review No.:	Mitigated Negative Declaration No. 2019-62
Special Districts:	None.
Site Plan Review No.:	2019-78

RELATED PROJECTS

Conditional Use Permit No. 2019-31: A request by Lars Anderson & Associates to establish a master planned commercial development consisting of approximately 138,188 sq. ft. of commercial uses, including three retail buildings, a credit union building, a gas station/convenience store with a canopy, a sit-down restaurant, two drive-thru restaurants, and an automotive tire and sales store, on parcels with less than the minimum five acre site area requirement, including a parcel with no public street frontage, affecting 17.43 acres of a 28.7 acre site in the C-R (Regional Commercial) Zone. The shopping center will be called The Commons at Visalia Parkway. This project, along with the Tentative Parcel Map below, will create the site on which CarMax will be located (Parcel B). However, the CarMax site will not be a part of the master CUP.

Tentative Parcel Map No. 2019-13: A request by Lars Anderson & Associates, Inc. to subdivide a 28.7 acre site into an 11-lot commercial subdivision in the C-R (Regional Commercial) Zone. This project will create the parcel (Parcel B) on which the CarMax will be located.

PROJECT EVALUATION

Staff concludes that the proposed Zoning Text Amendment and Conditional Use Permit are consistent with the purposes and intent of the Regional Commercial Zone, Zoning Ordinance and Land Use Element of the Visalia General Plan.

Historical Review of the Mooney Blvd. Corridor

Staff has reviewed several documents related to policies and studies conducted for the Mooney Blvd. corridor. Staff's research is a result of comments related to past decisions being applied to this corridor that prohibited car dealerships from locating along Mooney Blvd., and more particularly, in the C-R zone. The following is a chronological list of documents/studies related to the Mooney Blvd. corridor and a brief synopsis of what the document covered.

- **1963: Visalia General Plan**

This general plan covers an area of 3,412 acres with a population of 17,825. Land uses along Mooney Blvd. are designated Highway Commercial, Community Commercial, and Business Professional.

- **1969 April: "Policies Directing Community Growth"**

Policy related document reviewing zoning policies for several zoning designations for the City of Visalia and peripheral zoning around Visalia. There is neither mention of regional/Mooney corridor zoning nor any discussion related to automobile sales.

- **1969 May: "Mooney Blvd. Zone Study"**

Policy guide document for Council related to zoning applications along the Mooney Blvd. corridor.

This document recommended policies be established along Mooney Blvd. including:

- No. 9 – Remove Neighborhood Commercial to Community Commercial due to Neighborhood Commercial no longer being appropriate on Mooney.
- No. 10 – Service Commercial Uses (C-4) be limited to those areas where they now exist with new locations developed in other heavy commercial sections of the City. Per the Zoning Ordinance in effect at that time, C-4 is the only zoning designation that list Automobile Sales and Service as a Permitted use. At this time, there are car dealerships on Mooney.

Please note the 2017 Zoning Ordinance list Automobile sales as a "Permitted" use in the C-S zone and as a "Conditionally Permitted" use (i.e., CUP) in the D-MU (Downtown Mixed Use) zone. There are no other commercial zones where Automobile sales are allowed.

- **1972 September: "Corridor Concepts – A Plan for the Development of Mooney Blvd."**

A report prepared by the Tulare County Planning Commission to study Mooney Blvd. corridor's development potential as a result of the City of Visalia and City of Tulare annexing properties along this corridor. This concept plan was prepared to establish a design base or concept plan for the future development of Mooney Blvd. There is no mention of regional uses and/or automobile sales along the Mooney Blvd. corridor.

- **1976-1996: Visalia General Plan**

The General Plan recognizes the need to accommodate growth of Visalia. The new "Regional Retail" Commercial land use designation title is used to identify the importance of this type of development along the Mooney Blvd. corridor. Under Chapter 10 Commercial Development No. 3 Regional Retail Facilities, Automobile dealerships are noted as being a major attractor of regional trade. No discussion is included in the plan about prohibiting car dealerships within the Regional Retail/Mooney Corridor.

- 1987 March: "Redevelopment Plan for Mooney Blvd. Redevelopment Project"

This plan authorizes the Redevelopment Agency to undertake a wide range of activities aimed at improving physical, economic and social conditions in the Mooney Blvd. Redevelopment Project Area. Regional Retail Commercial is required to be developed in accordance with the 1976-1999 General Plan.

- 1991 General Plan & 1996 Revised Update to Land Use Element

Regional Retail is still used. The definition of this land use expressly prohibits Neighborhood Centers. The regional retail zone classification is recommended to be amended to provide for permitted and conditionally permitted uses which are of a regional draw only. There are no policies that expressly prohibit car dealerships from Mooney Blvd.

- July 1999: "A Community Assessment of Regional Retail Growth Issues for the City of Visalia"

The assessment was conducted at the request of the City Council, Planning Commission, and representatives of 29 interested community organizations and a citizen-at-large. This group met weekly to consider issues related to regional retail commercial activity in and around Visalia including various sites throughout the community to establish new "Regional Commercial" areas. As part of this study, eleven (11) potential sites for Regional Retail development were identified. There was no discussion regarding car sales/development in the Regional Retail zone.

Staff concludes that there is no definitive action that resulted in policy being adopted that expressly prohibited car dealerships from locating in the C-R zone. The actions taken by adoption of General Plans and subsequent zoning ordinance updates resulted in automobile dealerships not being listed as either a "Permitted" or "Conditionally Permitted" use in either the C-2 zone (1972-1993) and current C-R zone (1993 to present). Car dealerships that operated on Mooney Blvd. were considered legal non-conforming uses, subject to provisions that would prohibit the use from operating if suspended for a continuous period of 180 days.

Existing Auto Malls

The City of Visalia has three auto malls, grouped into three geographical areas. The first auto mall, referred to as "The Auto Center", is located in a former redevelopment area located along the intersections of E. Main St., E. Mineral King Ave. and S. Ben Maddox Way. The new auto sales dealerships located within the Auto Center include Visalia Buick GMC on 4.69 acres, Visalia Ford on 3.98 acres, and Visalia Hyundai on 3.7 acres. The Auto Center area is completely built-out with the exception of a vacant 2.11 acre parcel east of the Visalia Buick GMC dealership. The Premier Auto Sales used car dealership located east of the Visalia Ford is not a part of the "Auto Center".

The second auto mall, referred to as the "South Ben Maddox Auto Center", is comprised of several new auto sales dealerships located along the east and west sides of S. Ben Maddox Way between E. Noble and E. Tulare Avenues. The dealerships located in this area include Giant Chevrolet-Cadillac on 6.71 acres, Nissan of Visalia on 6.10 acres, Visalia Honda on 3.99 acres, Visalia Kia on 3.0 acres, and Visalia Toyota on 5.03 acres. This auto mall is entirely built out. The car dealership located on a 1.05 acre parcel north of the Kia dealership is not a part of the South Ben Maddox Auto Center.

The third auto mall, named the "Visalia Auto Plaza", is located at the southwest corner of E. Crowley Avenue and N. Neeley Street, northwest of the Plaza Drive/State Highway 198 interchange. The 70-acre master planned development was entitled in 2003 for new auto

sales, with development standards and architectural guidelines adopted through an accompanying conditional zoning agreement. The conditional zoning agreement restricts activity within the auto mall to only new auto sales, with used car sales and service components sales allowed only as ancillary uses. Stand-alone used car dealerships are not allowed within the Visalia Auto Plaza. Currently there are two new auto sales dealerships in the Visalia Auto Plaza: Lampe Chrysler Dodge Jeep Ram on 7.18 acres and BMW of Visalia on 3.83 acres. Though an amendment was approved by the City Council in 2017 to allow 15-acres north of Hurley Avenue to be developed with a warehouse distribution building, the majority of the area (approximately 55-acres) is still subject to development standards and architectural guidelines established by the conditional zoning agreement for the Visalia Auto Plaza.

Since the proposed CarMax dealership would sell only used automobiles, it would be prohibited from locating within the Visalia Auto Plaza. Furthermore, the CarMax would be unable to locate within both the South Ben Maddox Auto Center and The Auto Center due to the auto malls being entirely built out or not containing sufficient vacant acreage to accommodate the needs of CarMax.

Evaluation of Zoning Text Amendment/Land Use Compatibility

“Car Sales - New & Used” are identified in Line A22 of the Zoning Matrix under the heading of Automotive. Car Sales – New and Used is conditionally permitted in the D-MU (Downtown Mixed Use) Zone and permitted outright within the C-S (Service Commercial) Zone. Automobile sales are not allowed in all other commercial, industrial and office zones. Of the three existing auto malls, The Auto Center, South Ben Maddox Auto Center and the Visalia Auto Plaza are located within the C-S Zone. The Visalia Auto Plaza was part of a master planned development that required a General Plan Amendment, Change of Zone, Conditional Zoning Agreement and CUP.

Per Visalia Municipal Code (VMC) Chapter 17.18 (Commercial Zones), the purpose and intent of the C-R Zone is to provide areas for retail establishments that are designed to serve a regional service trade area. The Visalia General Plan Land Use Element similarly stipulates that the Regional Commercial land use designation be applied to accommodate retail establishments that serve a regional service trade area beyond Visalia’s local economy.

Unlike typical used automobile dealerships located in Visalia’s East Downtown area, CarMax is requesting to develop their dealership on a five acre site. CarMax, per their Operational Statement in Exhibit “I”, contends that their business model is consistent with the purpose and intent of the C-R zone. CarMax views their use as a regional draw that will attract customers from the larger regional market area. Currently there are only three locations in the Central Valley which include Bakersfield, Fresno and Modesto. CarMax also considers their business model comparable to that of retailers found along the Mooney Blvd. corridor. In addition, signage and other attraction measures typical of auto dealerships, such as flags, balloons, and inflatable air dancers, are avoided. Sales areas are cordoned off from the general public, available for only customer viewing.

Also of note, uses that are typically ancillary to automobile dealerships already occur in the C-R Zone. This includes auto repair, carwashes, tire sales & service, and auto part sales. The addition of used auto sales and service, subject to the development standards as discussed below, will not be significantly different from the uses already allowed in the C-R Zone.

Based on recent economic trends that have seen several large retail businesses close due to changes in shopping habits, staff concludes that the request to establish car dealerships as an allowed use in the C-R zone, subject to a CUP and Development Standards as described herein, ensures that these establishments will be developed in a manner that is consistent with

the purpose and intent of the Regional Commercial land use and zone. CarMax has the ability to act as an additional regional retail anchor in the C-R zone, at a time when retail businesses are leaving the retail market.

Development Standards

In order to limit the proliferation of auto dealerships that may not meet the strict standards of the C-R Zone and Regional Commercial land use designation, staff is requesting that development standards for any future automobile dealership in the C-R zone be adopted as part of the ZTA. These development standards ensure compatibility with other regional retail uses in the area. The development standards proposed are as follows:

1. Five-acre minimum site area requirement.

Staff Analysis: A minimum site area requirement of five-acres for new automobile dealerships will limit the potential pool of applicants to larger more established dealerships. There is also a dearth of vacant five-acre sites zoned for C-R use, in particular along the Mooney Blvd. corridor, further limiting where potential auto dealerships can locate. Available sites are primarily clustered at the intersection of S. Mooney Blvd. and Avenue 272, south of the project site, and the intersection of W. Cameron Avenue and S. Stonebrook Street, to the northeast.

2. Operation limited to a single dealership.

Staff Analysis: The limitation on operation of an automobile dealership in the C-R Zone to a single dealership will prevent establishment of "auto mall" type developments, featuring multiple small dealerships occupying one large site, with no consistency in operation or visual characteristics.

3. Subject to approval of a Conditional Use Permit.

Staff Analysis: The requirement to submit a CUP and go through the public hearing process will ensure that any proposed dealership in the C-R Zone will be properly vetted for operation and design consistent with City requirements. This includes verifying compliance with lighting and noise standards, building development standards, and compatibility with surrounding uses. The requirement for a CUP also provides opportunity through the public hearing process for the public to provide comments on proposed automobile dealerships, further ensuring applicant accountability to develop their sites consistent with City standards, and with designs compatible with surrounding areas.

4. Require submittal of a photometric plan.

Staff Analysis: Automobile dealerships typically feature significant onsite lighting for the display and securing of vehicles for sales. This can result in impacts to surrounding areas. A requirement for the submittal of a photometric plan will allow staff to ensure that any proposed dealership within the C-R Zone will not generate lumens in excess of City standards, potentially producing glare onto neighboring properties.

5. Require submittal of building elevations.

Staff Analysis: Submittal of building elevations for any proposed auto dealership will ensure that building designs are compatible with surrounding uses. Larger sites within the C-R zone are typically part of shopping center developments, each with its own unified design. Submittal of building elevations provides staff with the ability to verify design continuity with adjacent structures.

These development standards are included in the zone text amendment request. The CarMax submittal meets Development Standards No. 1 and 2. Development Standards No. 3 through 5

were met through the submittal of a CUP application that included a photometric plan (Exhibit "D") and elevations (Exhibits "E" and "F").

Noise

There are a number of factors applicable to the project resulting in the necessity for noise mitigation. The project site is adjacent to residential zoned property to the west that contains a senior mobile home park. A new parcel created with the Commons at Visalia Parkway project, located south of the project site, may be developed with a new senior housing development. Lastly, per the site plan in Exhibit "A", a carwash will be located at the southwest corner of the project site, approximately 72 feet from the nearest mobile home park residence to the west. A Noise Study Report for the CarMax project was conducted in September 2019 by VRPA Technologies, Inc. The assessment was conducted to determine potential impacts to existing and future residential areas. Under the study it was determined that activities related to construction of the CarMax and operation of the carwash could have potential impacts on the existing mobile home park and possible senior housing complex.

Per the recommendation of the noise study, mitigation measures have been incorporated into both the environmental document (Mitigated Negative Declaration) and CUP Condition of Approval No. 13, to reduce noise impacts to the surrounding residential areas. Noise Mitigation Measures specific to the CarMax project include the following:

- The construction of a 6-foot tall masonry wall, totaling 547 feet in length, to be placed along the southern, western, and eastern boundaries of the service center area, south of the vehicle sales area, and west of the customer parking area.
- Compliance with noise standards and policies listed within Visalia Municipal Code Chapter 8.36 (Noise Ordinance) and Visalia General Plan, requiring limited hours of operation for construction activities to day time hours, use of specific noise reducing equipment, location of staging areas away from noise-sensitive receptors, use of speed limits on project area/site access roads during construction, and construction schedule notification to nearby residences.

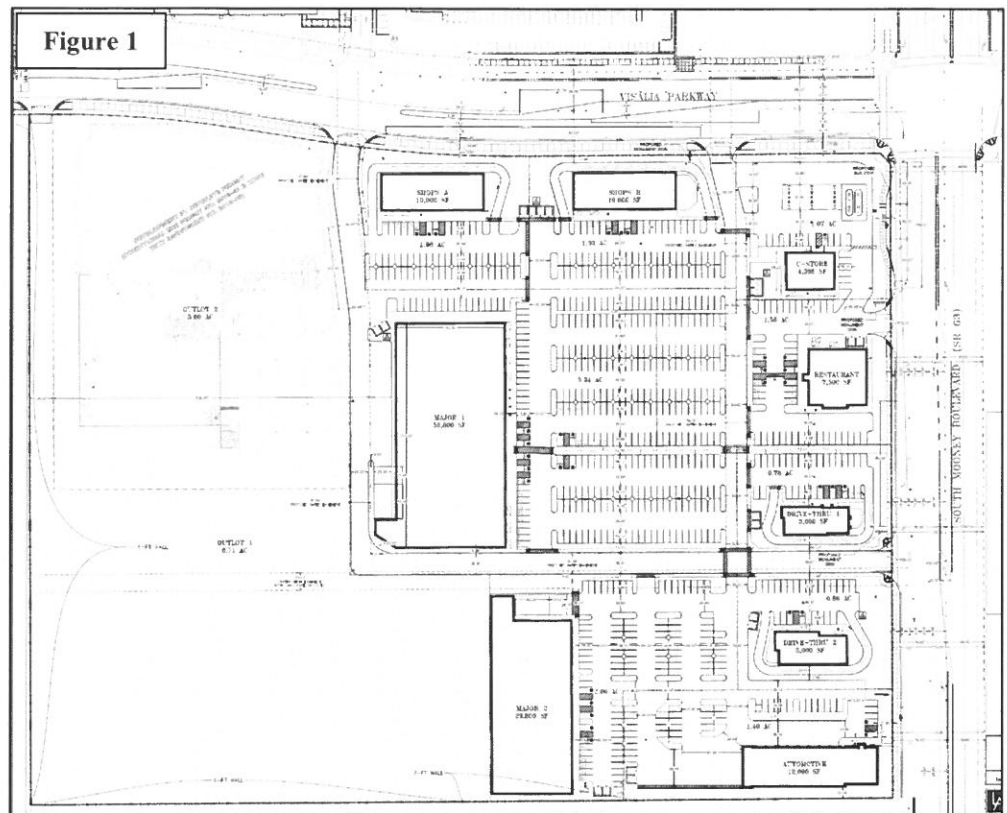
The Commons at Visalia Parkway shopping center project was conditioned to construct a block wall along their west and south property lines that abut the Westlake Village mobile home park. With the addition of a six-foot tall masonry wall along the CarMax service center area, the mobile home park will be buffered by two solid block walls, providing additional mitigation against noise.

CarMax will include an outdoor loudspeaker system as part of its facility. Per the operational statement in Exhibit "I", the loudspeakers will only be employed in conjunction with the CarMax security system and will otherwise be used infrequently. CarMax employees will communicate through the use of pagers and cell phones, removing the need for regular use of the loudspeaker system. Operation of the loudspeaker system will be required to comply with noise ordinance standards as listed in Condition of Approval No. 13 and Mitigation Measure 2.3.

Street Improvements

The project will be placed on five acres of an overall larger 28.7 acre parcel located on the southwest corner of Visalia Parkway and Mooney Blvd. The larger parcel is proposed for development of the Commons at Visalia Parkway shopping center (see Figure 1). As part of the shopping center proposal, a number of off-site improvements are required to be completed with the first phase of development to the adjacent streets and adjacent intersection. The streets and intersection to be improved are Visalia Parkway, a designated arterial street, Mooney Blvd., a designated State Highway (State Route 63), the Visalia Pkwy./Mooney Blvd. intersection, and the Visalia Pkwy./Shopping Center main access drive intersection.

Visalia Parkway currently contains two travel lanes, and a third lane dedicated for left turns at the Visalia Pkwy./Mooney Blvd. intersection. Mooney Blvd. contains six travel lanes north of the Visalia Pkwy./Mooney Blvd. intersection, including a median and three additional lanes used separately for right and left turns. South of the Visalia Pkwy./Mooney Blvd. intersection, Mooney Blvd. tapers off, reducing in size to four travel lanes and a median, with a fifth lane for left turns onto Visalia Parkway.



A Traffic Impact Analysis (TIA) was conducted by Peters Engineering Group to study the potential impacts of the proposed shopping center on adjacent and nearby roadways within a one-mile radius. The analysis determined that placement of a shopping center with regional draw at the Visalia Pkwy./Mooney Blvd. intersection will have significant impacts on the intersection and existing roadways. The analysis recommends that the following improvements be made to address impacts:

- Visalia Parkway/Shopping Center Main Access intersection (northeast corner of the CarMax site per Exhibit "B") – Installation of a full opening with traffic signals. The driveway to the project site shall be designed and constructed so as to align with the future widened width of the existing driveway on the north, serving the Packwood Creek Shopping Center, in order to facilitate signalization. The intersection shall be designed to accommodate the ultimate planned lane configurations as follows:
 - Eastbound: one left-turn lane, two through lanes, and one right-turn lane;
 - Westbound: one left-turn lane, one through lane, and one through lane with a shared right turn;
 - Northbound: one shared left-turn/through and one right-turn lane; and
 - Southbound: one shared left-turn/through/right-turn lane (existing Packwood Creek Shopping Center driveway).
- Visalia Parkway/Mooney Boulevard intersection – Installation of a median on Visalia Parkway, west of the intersection. Widening of the intersection shall also be completed to accommodate the following lane configurations:
 - Eastbound: two left-turn lanes, one through lane, and one right-turn lane;
 - Westbound: two left-turn lanes, one through lane, and one right-turn lane;
 - Northbound: one left-turn lane, two through lanes, and one right-turn lane;
 - Southbound: one left-turn lane, three through lanes, and one right-turn lane.

The recommended improvements to the intersections identified above are required to be completed by the applicant for the Commons at Visalia Parkway shopping center project, with its first phase of development. Should the CarMax develop first, the street improvements will still be required to be completed. As such, the improvements are included as CUP Conditions of Approval No. 11 and 12 of the CarMax project, ensuring that the street improvements are in place prior to development, regardless of who develops first. Please note that the Eastbound configuration described for the Visalia Parkway/Main Project Site access intersection, and the Westbound configuration described for the Visalia Parkway/Mooney Boulevard intersection are different than stated in Mitigation Measures No. 1.1 and 1.2 of the Mitigated Negative Declaration No. 2019-62 (MND). CUP Conditions of Approval No. 11 and 12 provide clarification on the ultimate build out for these streets to facilitate the development of the site with the shopping center project. These conditions supersede Mitigation Measures No. 1.1 and 1.2. Improvements to the eastern half of the Visalia Parkway/Mooney Blvd. intersection, including improvements to Visalia Parkway to the east, and additional dedication and land transitioning, will be done by the City of Visalia as part of the Capital Improvement Program.

The intersection improvements will include right-of-way acquisition from the property on the southeast corner of the Visalia Parkway/Mooney Blvd. intersection. Intersection improvements to be made will include intersection widening, traffic signal modifications, and transitioning of Visalia Parkway to meet the existing lane configuration east of the intersection.

In addition to the above, street widening has been required by the City of Visalia and Caltrans for Visalia Parkway and Mooney Blvd. Required improvements will facilitate the expansion of the roads to ultimate configurations planned for in the Visalia General Plan Circulation Element. Improvements are described below:

- Visalia Parkway – 65 ft. dedication and widening of the street along its southern side to accommodate the placement of two additional travel lanes and a street median. The street widening shall occur along the entire property frontage of the 28.7 acre shopping center site, and will continue westward to the intersection of Visalia Parkway and Dans Street.
- Mooney Blvd. – 23 ft. dedication and widening of the highway to accommodate the placement of three travel lanes, a street median, and bike lane. The widening shall occur along the east property line of the entire 28.7 acre shopping center project site. This is a requirement of Caltrans, which has jurisdiction over improvements to State highways.

The required improvements will be conducted by the applicant for the shopping center project, and are reflected in the CarMax site plans as shown in Exhibits “A” and “B”, and street improvement/cross section detail in Exhibit “H”.

In addition, the City is requiring the applicant of the shopping center project to install all related right-of-way improvements along Visalia Parkway, from the project site to Dans Street. The right-of-way improvements include installation of curb, gutter, park strip landscaping, sidewalks, ramps, street lights, fire hydrants, and other improvements as required along the south side of Visalia Parkway. These improvements will be reimbursed back to the developer via the City's Traffic Impact Fee Program. The inclusion of the Visalia Parkway improvements is at the request of the City Council to complete the full buildout of major streets when practical. This was identified during the City Council's 2019 Strategic Planning Workshop. The improvements along the south side of Visalia Parkway, from the project site to Dans Street, are reflected in the CarMax site plans shown in Exhibits “A” and “B”, landscaping plan in Exhibit “C”, and street improvement/cross section detail in Exhibit “H”.

Within the area of the CarMax, required improvements described in detail above will result in the widening of Visalia Parkway from two lanes to four lanes, with a street median and right of way improvements. The Visalia Parkway/Shopping Center Main Access intersection is located at the northeast corner of the project site, and will be improved with traffic signals and a full median break, allowing both left and right hand turns into the shopping center complex. The overall improvements to the adjacent streets and intersections are expected to adequately respond to traffic increases as a result of placement of the shopping center and CarMax.

Access and Circulation

The CarMax site will have two drives opening from the CarMax parking lot onto main access roads to be constructed with the shopping center project. As shown in Exhibit "A" the main access lane will run north and south along the eastern boundary of the project site, and will provide immediate access to Visalia Parkway. The drive aisle will also provide access to Mooney Blvd to the east through the shopping center. This vehicle access aisle will be 25 feet wide at the point of entry to CarMax. Condition of Approval No. 8 is included in the CUP requiring the applicant to enter into a Shared Access and Maintenance Agreement for use of access lane prior to the issuance of building permits. This will ensure that common maintenance of the shared access drives is maintained.

Setbacks

The project site is located within the C-R Zone and is subject to the following building and landscape setback standards:

- | | |
|-------------------------|-------------------------|
| • Front Yard | • Side Yard |
| ○ Building - 15 feet | ○ Building - 0 feet |
| ○ Landscaping - 15 feet | ○ Landscaping – 5 feet |
| • Rear Yard | • Street Side Yard |
| ○ Building - 0 feet | ○ Building – 10 feet |
| ○ Landscaping - 5 feet | ○ Landscaping – 10 feet |

Since the CarMax functions as a part of the entire Commons at Visalia Parkway shopping center project, the landscaping setbacks along Visalia Parkway are established to meet the 10-foot landscape setback requirement. The location of the building, as depicted in Exhibit "A", exceeds the building setbacks as noted above. CarMax shall develop their site consist with Exhibit "A". Setbacks for this site are included as Condition of Approval No. 6.

Lighting

A photometric plan is provided in Exhibit "D", detailing building and parking lot lighting to be installed at the CarMax site. Per the requirements of the City of Visalia Site Plan Review Committee, lighting shall not exceed 0.5 lumens at the property line. The photometric plan confirms that the limit is not exceeded. In particular, the plan shows that parking lot lighting shall be no closer than 69 feet to residential areas to the west, and will not produce glare onto the residences. Condition of Approval No. 5 has been added requiring compliance with the 0.5 lumen standard.

In order to further ensure that onsite lighting complies with the lumen standard and glare requirement, staff recommends the Planning Commission require the applicant to verify prior to occupancy that on-site lighting complies with the photometric plan, and shall not exceed 0.5 lumens at the property lines. This shall be verified by staff through a nighttime field inspection, and documentation provided by the applicant demonstrating that the lights installed comply with the 0.5 lumen standard. The light requirement is included in Condition of Approval No. 5.

Parking

Per VMC Chapter 17.34, Parking Requirements, the required number of parking stalls for an automobile dealership is one parking space for each two employees during the time of maximum employment, plus one parking space for each 2,000 sq. ft. of lot and building area used for the display or storage of automobiles. This requires 52 parking stalls for the CarMax use. Per Exhibit "A", a total of 64 stalls are proposed thereby meeting the parking requirement.

Architectural Elevations

A common architectural theme and color palette has been developed for the CarMax facility and ancillary buildings. Proposed elevations are provided in Exhibits "E" and "F". The building façades consist of single-story structures, with split face CMU walls painted in light and dark earth tones. Blue standing seam roofs with white trimmed arches are proposed to the eastern and northern elevations to add definition against the largely earth tone colorings. Service area bay doors will be oriented south, away from view of the public street. The roof will also contain metal RTU screens with prefinished metal coping exteriors, also earth tone in color. Screens will obscure views of mechanical equipment placed on the CarMax roof.

Signage

Wall signage shown in Exhibit "E" will match the coloring of the roof structures. Signs shown are conceptual and will be more fully designed at a later time. Upon formalization of building signage, submittals will be reviewed for compliance with City standards through the Building Permit process.

The site plan in Exhibit "A" indicates that a monument sign will be placed at the northeast corner of the project site. The VMC permits placement of one monument sign per street frontage. As such, the placement of the monument sign as proposed in Exhibit "A" is permitted. Monument signage must also undergo Building Permit review prior to installation.

Though the shopping center east of the project site will have its own Master Sign Program, the CarMax facility will not be subject to its guidelines. Signage for CarMax will be regulated by the VMC sign ordinance.

Landscaping

The project site contains parking stalls and guard rails along the northern property frontage, adjacent to Visalia Parkway. In order to reduce visual impacts onto public road ways the applicant has included screening shrubbery along the northern property boundary to screen the rails from view (see Exhibit "C"). Additional shrubs, street trees, and parking lot shade trees are also proposed. The landscaping plan as proposed complies with City standards. Compliance with the proposed plan is included as Condition of Approval No. 4.

Public Comment

Staff received correspondence from two individuals citing the CarMax project. The e-mails (included in staffs report) were received from Rodger Marty and Peggy Berner, residents of the Westlake Village senior mobile home community, located west of the project site.

Both e-mails address the CarMax project, requesting placement of an eight foot tall block wall along the property line shared by Westlake Village and the larger 28.7-acre project site that directly abuts the mobile home park, and on which the Commons at Visalia Parkway shopping center is proposed. The CarMax project will be built on a 5-acre parcel that will not share a property line with Westlake Village. As such, the eight foot block wall request is applicable only to the shopping center development and not CarMax.

Environmental Review

The Initial Study was prepared for this project, consistent with the California Environmental Quality Act (CEQA). The Initial Study disclosed that environmental impacts are determined to be not significant with mitigation. Staff recommends that Mitigated Negative Declaration No. 2019-62 be adopted for this project.

Staff received two comment letters in response to the Mitigated Negative Declaration, one from the State Department of Toxic Substances Control and the second from Caltrans. The letters are included as an attachment following the Mitigated Negative Declaration. Staff has also been notified by the San Joaquin Valley Air Pollution Control District that a comment letter will be sent stating that the project is subject to Air District Rule 9510, Indirect Source Review. This has previously been addressed in the Mitigated Negative Declaration.

Staff recommends that the Mitigated Negative Declaration be adopted without any changes, as the letters either do not identify issues related to the project or subject site itself, or have already been addressed within the Mitigated Negative Declaration.

RECOMMENDED FINDINGS

Zoning Text Amendment No. 2019-13

1. That the proposed Zoning Ordinance Text Amendment is consistent with the intent 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 Zoning Ordinance Text Amendment is not inconsistent with any Element of the General Plan or the Zoning Ordinance.
3. That an Initial Study was prepared for the proposed project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant with mitigation, and therefore Mitigated Negative Declaration No. 2019-62 can be adopted for this project.

Conditional Use Permit No. 2019-42

1. That the proposed project will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
2. That the proposed conditional use permit is consistent with the policies and intent of the General Plan and Zoning Ordinance. Specifically, the project is consistent with the required findings of Zoning Ordinance Section 17.38.110:
 - The proposed location of the conditional use permit is in accordance with the objectives of the Zoning Ordinance and the purposes of the zone in which the site is located.
 - The proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity.
3. That an Initial Study was prepared for the proposed project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant with mitigation, and therefore Mitigated Negative Declaration No. 2019-62 can be adopted for this project.

RECOMMENDED CONDITIONS

Conditional Use Permit No. 2019-42

1. That the project be developed in substantial compliance with Site Plan Review No. 2019-078.

2. That the project will be developed in substantial compliance with the site plan in Exhibit "A" and floor plan in Exhibit "G" unless otherwise specified in this use permit. Any subsequent changes to the development plan layout depicted in Exhibit "A" or Exhibit "G" shall be reviewed and approved by the Site Plan Review Committee and may be subject to an amendment of the Conditional Use Permit.
3. That the architectural theme in Exhibits "E" and "F" be used on all of the buildings for the project.
4. That the landscaping onsite be development in substantial compliance with the landscaping plan in Exhibit "C".
5. That onsite lighting for the CarMax shall not produce glare onto neighboring properties and operate in substantial compliance with the photometric plan identified in Exhibit "D". Prior to occupancy of the CarMax the applicant shall confirm that all on-site lighting complies with the lumen intensity as demonstrated on the photometric plan, and shall not exceed 0.5 lumens at the property lines, to be verified by Community Development staff through a nighttime field inspection and documentation provided by the applicant demonstrating that the lights installed comply with the 0.5 lumen standard.
6. That the project shall comply with the building and landscaping setback standards of the C-R Zone, as follows:
 - Front Yard
 - Building - 15 feet
 - Landscaping - 15 feet
 - Rear Yard
 - Building - 0 feet
 - Landscaping - 5 feet
 - Side Yard
 - Building - 0 feet
 - Landscaping – 5 feet
 - Street Side Yard
 - Building – 10 feet
 - Landscaping – 10 feet

The eastern boundary of the project site shall be considered the front yard.

7. That the project shall operate in substantial compliance with the Operational Statement in Exhibit "I".
8. That the applicant shall enter into a Shared Access and Maintenance Agreement for use of shared access aisles for the Commons at Visalia Parkway shopping center, prior to the issuance of building permits.
9. That all applicable federal, state, and city laws and codes and ordinances be met.
10. That all of the conditions and responsibilities of Conditional Use Permit No. 2019-42 shall run with the land and subsequent owners/operators shall also be subject to all of the conditions herein, unless amended or revoked.
11. **Transportation / Traffic Condition (Supersedes Mitigation Measure 1.1 of MND No. 2019-62):** For the Visalia Parkway/Main Project Site access intersection (at the northeast corner of the project site) a full opening with traffic signals shall be installed. The driveway to the project site shall be designed and constructed to be aligned with the future widened

width of the existing driveway on the north side of Visalia Parkway, serving the Packwood Creek Shopping Center, in order to facilitate signalization. Specifically, the intersection shall be designed to accommodate lane configurations as follows:

- Eastbound: Shall meet the ultimate planned lane configuration, which is one left-turn lane, two through lanes, and one right-turn lane;
- Westbound: one left-turn lane, one through lane, and one through lane with a shared right turn lane;
- Northbound: one shared left-turn/through and one right-turn lane; and
- Southbound: one shared left-turn/through/right-turn lane (existing Packwood Creek Shopping Center driveway).

12. Transportation / Traffic Condition (Supersedes Mitigation Measure 1.2 of MND No. 2019-62): For the Visalia Parkway/Mooney Boulevard intersection, a median shall be installed on Visalia Parkway, west of the intersection, as indicated on the January 10, 2020 Commons at Visalia Parkway site plan. Widening of the intersection shall also be completed to accommodate lane configurations as follows:

- Eastbound: two left-turn lanes, one through lane, and one right-turn lane;
- Westbound: two left-turn lanes, one through lane, and one right-turn lane;
- Northbound: one left-turn lane, two through lanes, and one right-turn lane;
- Southbound: one left-turn lane, three through lanes, and one right-turn lane.

13. That the mitigation measures found within the Mitigation Monitoring Plan for Mitigated Negative Declaration No. 2019-62 are hereby incorporated as conditions of this Conditional Use Permit with the exception of Transportation / Traffic Impact Mitigation Measures 1.1 and 1.2 which have been supersede by Condition No. 11 and Condition No. 12 of CUP No. 2019-42 as follows:

<u>Mitigation Measure</u>	<u>Responsible Party</u>	<u>Timeline</u>
<p>Transportation / Traffic Impact Mitigation Measure 1.1: For the Visalia Parkway/Main Project Site access intersection (between Parcel B and C) a full opening with traffic signals shall be installed. The driveway to the project site shall be designed and constructed to be aligned with the future widened width of the existing driveway on the north side of Visalia Parkway, serving the Packwood Creek Shopping Center, in order to facilitate signalization. Specifically, the intersection shall be designed to accommodate lane configurations as follows:</p> <ul style="list-style-type: none"> • Eastbound: one left turn lane, one through lane, and one right turn lane; • Westbound: one left turn lane and one through lane with a shared right turn; • Northbound: one shared left turn/through and one right turn lane; and • Southbound: one shared left turn/through/right turn lane (existing Packwood Creek Shopping Center driveway). 	<p>Project Applicant: The Commons at Visalia Parkway</p>	<p>Mitigation shall be enforced and improvements completed prior to issuance of a Building Permit for construction of any buildings within the project area.</p>
<p>Transportation / Traffic Impact Mitigation Measure 1.2: For the Visalia Parkway/Mooney Boulevard intersection, a median shall be installed on Visalia Parkway, west of the</p>	<p>Project Applicant: The</p>	<p>Mitigation shall be enforced and improvements completed prior to issuance of a Building</p>

<p>intersection, as indicated on the January 10, 2020 Commons at Visalia Parkway site plan. Widening of the intersection shall also be completed to accommodate lane configurations as follows:</p> <ul style="list-style-type: none"> • Eastbound: two left-turn lanes, one through lane, and one right-turn lane; • Westbound: two left-turn lanes and one through lane with a shared right turn; • Northbound: one left-turn lane and two through lanes with a shared right turn; • Southbound: one left-turn lane, three through lanes, and one right-turn lane. 	Commons at Visalia Parkway	Permit for construction of any buildings within the project area.
<p>Noise Impact Mitigation Measure 2.1: The Commons at Visalia Parkway - The construction of a solid noise barrier block wall measuring 7-feet in height to be placed along the southern and western property boundaries, adjacent to residential areas.</p> <p>CarMax - The construction of a 6-foot tall masonry wall, totaling 547 feet in length, to be placed along the southern, western, and eastern boundaries of the service center area, south of the vehicle sales area, and west of the customer parking area, as indicated on the revised January 13, 2020 CarMax site plan.</p>	Project Applicant: The Commons at Visalia Parkway, CarMax as noted.	The sound walls shall be constructed with the development of the projects, and shall be completed by each respective applicant prior to the occupation of any buildings on each site.
<p>Noise Impact Mitigation Measure 2.2:</p> <p>Future development of buildings "Major 1" and "Major 2", as shown on the January 10, 2020 Commons at Visalia Parkway site plan, shall comply with noise standards and policies listed within Visalia Municipal Code Chapter 8.36 (Noise Ordinance) and the Visalia General Plan by incorporating mitigation features as stated in Study 1, including:</p> <p><u>HVAC Equipment Operation</u></p> <ul style="list-style-type: none"> • Ensuring mechanical equipment satisfies the applicable General Plan and Municipal Code noise level limits at existing residential uses and potential residential development on Parcel A; • Location of mechanical equipment on the rooftop of commercial buildings away from existing residences (to the extent feasible); • Screening of mechanical equipment behind building parapets; • Construction of localized noise barriers around mechanical equipment that effectively attenuate noise exposure to a state of compliance with the applicable General Plan and Municipal Code noise limits at existing residential uses. <p><u>Truck Circulation/Deliveries</u></p> <ul style="list-style-type: none"> • The construction of a solid noise barrier along the boundary of the project property and Parcel A. • The restriction of truck deliveries to daytime hours 	Future developers of buildings "Major 1" and "Major 2".	Mitigation shall be enforced and carried out prior to issuance of a Building Permit, or required entitlement if applicable, for buildings listed as "Major 1" and "Major 2" on the January 10, 2020 Commons at Visalia Parkway site plan.

<p>only.</p> <ul style="list-style-type: none"> • The implementation of window construction upgrades. <p>Conformance with the standards and policies within the Noise Ordinance and General Plan for development of buildings “Major 1” and “Major 2” shall be verified prior to issuance of Building Permits and shall be accompanied by physical noise measurement readings.</p>		
<p>Noise Impact Mitigation Measure 2.3: For construction activities related to the Commons at Visalia Parkway shopping center and CarMax, compliance with the standards of Visalia Municipal Code Chapter 8.36 (Noise Ordinance) shall be required, to include the prohibition of operation of construction equipment between the weekday hours of 7:00 p.m. and 6:00 a.m., and between the weekend hours of 7:00 p.m. and 9:00 a.m., use of mufflers on equipment, use of electrically powered equipment where feasible, location of staging areas away from noise-sensitive receptors, use of speed limits on project area/site access roads during construction, and construction schedule notification to nearby residences.</p>	<p>Project Applicant: The Commons at Visalia Parkway, CarMax</p>	<p>Mitigation shall be enforced by the City of Visalia, and carried out by both project applicants during construction.</p>

APPEAL INFORMATION

Zoning Text Amendment: The Planning Commission's recommendation on the Zoning Text Amendment is advisory only and is automatically referred to the City Council for final action. Therefore, the Planning Commission's action on this item is not appealable.

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

Attachments:

- Related Plans and Policies
- Uses in the Commercial, Mixed Use, Office, and Industrial Zones (Chapter 17.25) identifying "Car Sales – New & Used."
- Resolution No. 2019-77 (ZTA)
- Resolution No. 2019-76 (CUP)
- Exhibit "A" – CarMax Site Plan
- Exhibit "B" – The Commons at Visalia Parkway Overall Site Plan
- Exhibit "C" – Landscaping Plan
- Exhibit "D" – Conceptual Photometric Plan
- Exhibit "E" – Conceptual Elevations – Sales and Service Building
- Exhibit "F" – Conceptual Elevations – Carwash
- Exhibit "G" – Floor Plan
- Exhibit "H" – Street Improvements / Cross Sections
- Exhibit "I" – Operational Statement
- Initial Study / Mitigated Negative Declaration No. 2019-62
- Environmental Review Comments Received
- Traffic Impact Analysis Report (excluding Attachments & Appendices)
- Noise Assessment
- Site Plan Review No. 2019-078 Revise & Proceed Comments, August 21, 2019
- Public Comment Correspondence
- General Plan Land Use Map
- Zoning Map
- Aerial Map
- Vicinity Map

RELATED PLANS AND POLICIES

General Plan and Zoning Ordinance:

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

Zoning Ordinance (Visalia Municipal Code Title 17), Chapter 17.18 COMMERCIAL ZONES

17.18.010 Purpose and intent.

A. The several types of commercial zones included in this chapter are designed to achieve the following:

1. Provide appropriate areas for various types of retail stores, offices, service establishments and wholesale businesses to be concentrated for the convenience of the public; and to be located and grouped on sites that are in logical proximity to the respective geographical areas and respective categories of patrons that they serve in a manner consistent with the general plan;

2. Maintain and improve Visalia's retail base to serve the needs of local residents and encourage shoppers from outside the community;

3. Accommodate a variety of commercial activities to encourage new and existing business that will employ residents of the city and those of adjacent communities;

4. Maintain Visalia's role as the regional retailing center for Tulare and Kings Counties and ensure the continued viability of the existing commercial areas;

5. Maintain commercial land uses that are responsive to the needs of shoppers, maximizing accessibility and minimizing trip length;

6. Ensure compatibility with adjacent land uses.

B. The purposes of the individual commercial zones are as follows:

1. Neighborhood Commercial Zone (C-N). The purpose and intent of the neighborhood commercial zone district is to provide for small-scale commercial development that primarily serves surrounding residential areas, wherein small office uses as well as horizontal or vertical residential mixed use are also supported, and provide standards to ensure that neighborhood commercial uses are economically viable and also integrated into neighborhoods in terms of design, with negative impacts minimized, with multimodal access, and context-sensitive design. Neighborhood Commercial development shall be subject to design review and public input. There should be 10 to 15 dwelling units per gross acre where residential uses are included. Shopping centers shall be of a total size of 5 to 12 acres and located no closer than one mile from other General Plan designated Neighborhood Commercial locations, or from existing grocery stores, anchored by a grocery store or similar business no larger than 40,000 square feet in size, and include smaller in-line stores of less than 10,000 square feet. Alterations and additions in existing nonconforming centers may be permitted, subject to design review and conditions of approval to minimize neighborhood impacts.

2. Regional Commercial Zone (C-R). The purpose and intent of the regional commercial zone district is to provide areas for retail establishments that are designed to serve a regional service trade area. The uses permitted in this district are to be of a large-scale regional retail nature with supporting goods and services. Uses that are designed to provide service to residential areas and convenience, neighborhood and community level retail are not permitted, while office uses are to be limited.

3. Service Commercial Zone (C-S). The purpose and intent of the planned service commercial zone district is to provide areas that accommodate wholesale, heavy commercial uses, such as lumberyards and construction material retail uses, etc., and services such as automotive, plumbing, and sheet metal fabrication. It is intended that uses in this district be those that can be compatible with heavy truck traffic and noise. Uses that would restrict the operation of generally permitted heavy commercial businesses are not provided in this district. (Ord. 2017-01 (part), 2017: prior code § 7310)

17.18.015 Applicability.

The requirements in this chapter shall apply to all property within the C-N, C-R, and C-S zone districts. (Ord. 2017-01 (part), 2017)

17.18.020 Permitted uses.

Permitted uses in the C-N, C-R, and C-S zones shall be determined by [Table 17.25.030](#) in Section [17.25.030](#). (Ord. 2017-01 (part), 2017; Ord. 2016-06, 2016; Ord. 2015-04 § 2, 2015; Ord. 2015-01 § 2, 2015; Ord. 2014-07 § 3 (part), 2014; Ord. 2012-10, 2012; Ord. 2012-08, 2012; Ord. 2012-02, 2012; Ord. 2011-07 § 2, 2011; Ord. 2010-16, 2010; Ord. 2009-02, 2009; Ord. 2006-17, 2006; Res. 2004-75 (part), 2004; Ord. 2004-08 § 3, 2004; Res. 2004-14 (part), 2004; Res. 2003-95 (part), 2003; Res. 2002-83, 2002; Res. 2002-26, 2002; Res. 2001-40, 2001; Res. 2001-29, 2001; Ord. 2000-01 § 6, 2000; Ord. 9903 § 3, 1999; Ord. 9717 § 2 (part), 1997; amended by council August 13, 1997; amended by council June 3, 1996 and May 20, 1996: prior code § 7328)

17.18.030 Conditional and temporary uses.

Conditional and temporary uses in the C-N, C-R, and C-S zones shall be determined by [Table 17.25.030](#) in Section [17.25.030](#). (Ord. 2017-01 (part), 2017; Ord. 2016-06, 2016; Ord. 2015-04 § 2, 2015; Ord. 2015-01 § 2, 2015; Ord. 2014-07 § 3 (part), 2014; Ord. 2012-10, 2012; Ord. 2012-08, 2012; Ord. 2012-02, 2012; Ord. 2011-07 § 2, 2011; Ord. 2010-16, 2010; Ord. 2009-02, 2009; Ord. 2006-17, 2006; Res. 2004-75 (part), 2004; Ord. 2004-08 § 3, 2004; Res. 2004-14 (part), 2004; Res. 2003-95 (part), 2003; Res. 2002-83, 2002; Res. 2002-26, 2002; Res. 2001-40, 2001; Res. 2001-29, 2001; Ord. 2000-01 § 6, 2000; Ord. 9903 § 3, 1999; Ord. 9717 § 2 (part), 1997; amended by council August 13, 1997; amended by council June 3, 1996 and May 20, 1996: prior code § 7328)

17.18.040 Required conditions.

A. A site plan review permit must be obtained for all development in all C-N, C-S, and C-R zones, subject to the requirements and procedures in [Chapter 17.28](#).

B. All businesses, services and processes shall be conducted entirely within a completely enclosed structure, except for off-street parking and loading areas, gasoline service stations, outdoor dining areas, nurseries, garden shops, Christmas tree sales lots, bus depots and transit stations, electric distribution substation, and recycling facilities;

C. All products produced on the site of any of the permitted uses shall be sold primarily at retail on the site where produced;

D. All new construction in existing C-N zones not a part of a previously approved planned development shall conform with development standards determined by the site plan review committee. (Ord. 2017-01 (part), 2017: prior code § 7319)

17.18.050 Off-street parking and loading facilities.

Off-street parking and off-street loading facilities shall be provided as prescribed in [Chapter 17.34](#). (Ord. 2017-01 (part), 2017: prior code § 7325)

17.18.070 Development standards in the C-R zone.

The following development standards shall apply to property located in the C-R zone:

- A. Minimum site area: five (5) acres.
- B. Maximum building height: fifty (50) feet.
- C. Minimum required yards (building setbacks):
 - 1. Front: twenty (20) feet;
 - 2. Rear: zero (0) feet;
 - 3. Rear yards abutting an R-1 or R-M zone district: fifteen (15) feet;
 - 4. Side: zero (0) feet;

5. Side yards abutting an R-1 or R-M zone district: fifteen (15) feet;
6. Street side yard on corner lot: ten (10) feet.
- D. Minimum required landscaped yard (setback) areas:
 1. Front: twenty (20) feet;
 2. Rear: five (5) feet;
 3. Rear yards abutting an R-1 or R-M zone district: five (5) feet;
 4. Side: five (5) feet (except where a building is located on side property line);
 5. Side yards abutting an R-1 or R-M zone district: five (5) feet;
 6. Street side on corner lot: ten (10) feet. (Ord. 2017-01 (part), 2017)

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

CONDITIONAL USE PERMITS

17.38.010 Purposes and powers

In certain zones conditional uses are permitted subject to the granting of a conditional use permit. Because of their unusual characteristics, conditional uses require special consideration so that they may be located properly with respect to the objectives of the zoning ordinance and with respect to their effects on surrounding properties. In order to achieve these purposes and thus give the zone use regulations the flexibility necessary to achieve the objectives of this title, the planning commission is empowered to grant or deny applications for conditional use permits and to impose reasonable conditions upon the granting of such permits. (Prior code § 7525)

17.38.020 Application procedures

- A. Application for a conditional use permit shall be made to the planning commission on a form prescribed by the commission which shall include the following data:
 1. Name and address of the applicant;
 2. Statement that the applicant is the owner of the property or is the authorized agent of the owner;
 3. Address and legal description of the property;
 4. The application shall be accompanied by such sketches or drawings as may be necessary by the planning division to clearly show the applicant's proposal;
 5. The purposes of the conditional use permit and the general description of the use proposed;
 6. Additional information as required by the historic preservation advisory committee.
- B. The application shall be accompanied by a fee set by resolution of the city council sufficient to cover the cost of handling the application. (Prior code § 7526)

17.38.030 Lapse of conditional use permit

A conditional use permit shall lapse and shall become void twenty-four (24) months after the date on which it became effective, unless the conditions of the permit allowed a shorter or greater time limit, or unless prior to the expiration of twenty-four (24) months a building permit is issued by the city and construction is commenced and diligently pursued toward completion on the site which was the subject of the permit. A permit may be renewed for an additional period of one year; provided, that prior to the expiration of twenty-four (24) months from the date the permit originally became effective, an application for renewal is filed with the planning commission. The commission may grant or deny an application for renewal of a conditional use permit. In the case of a planned residential development, the recording of a final map and improvements thereto shall be deemed the same as a building permit in relation to this section. (Ord. 2001-13 § 4 (part), 2001: prior code § 7527)

17.38.040 Revocation

Upon violation of any applicable provision of this title, or, if granted subject to a condition or conditions, upon failure to comply with the condition or conditions, a conditional use permit shall be suspended automatically. The planning commission shall hold a public hearing within sixty (60) days, in accordance with the procedure prescribed in Section 17.38.080, and if not satisfied that the regulation, general provision or condition is being complied with, may revoke the permit or take such action as may be necessary to insure compliance with the regulation, general provision or condition. Appeals of the decision of the planning commission may be made to the city council as provided in Section 17.38.120. (Prior code § 7528)

17.38.050 New application

Following the denial of a conditional use permit application or the revocation of a conditional use permit, no application for a conditional use permit for the same or substantially the same conditional use on the same or substantially the same site shall be filed within one year from the date of denial or revocation of the permit unless such denial was a denial without prejudice by the planning commission or city council. (Prior code § 7530)

17.38.060 Conditional use permit to run with the land

A conditional use permit granted pursuant to the provisions of this chapter shall run with the land and shall continue to be valid upon a change of ownership of the site or structure which was the subject of the permit application subject to the provisions of Section 17.38.065. (Prior code § 7531)

17.38.065 Abandonment of conditional use permit

If the use for which a conditional use permit was approved is discontinued for a period of one hundred eighty (180) days, the use shall be considered abandoned and any future use of the site as a conditional use will require the approval of a new conditional use permit.

17.38.070 Temporary uses or structures

- A. Conditional use permits for temporary uses or structures may be processed as administrative matters by the city planner and/or planning division staff. However, the city planner may, at his/her discretion, refer such application to the planning commission for consideration.
- B. The city planner and/or planning division staff is authorized to review applications and to issue such temporary permits, subject to the following conditions:
 1. Conditional use permits granted pursuant to this section shall be for a fixed period not to exceed thirty (30) days for each temporary use not occupying a structure, including promotional enterprises, or six months for all other uses or structures.
 2. Ingress and egress shall be limited to that designated by the planning division. Appropriate directional signing, barricades, fences or landscaping shall be provided where required. A security officer may be required for promotional events.
 3. Off-street parking facilities shall be provided on the site of each temporary use as prescribed in Section 17.34.020.
 4. Upon termination of the temporary permit, or abandonment of the site, the applicant shall remove all materials and equipment and restore the premises to their original condition.
 5. Opening and closing times for promotional enterprises shall coincide with the hours of operation of the sponsoring commercial establishment. Reasonable time limits for other uses may be set by the city planner and planning division staff.
 6. Applicants for a temporary conditional use permit shall have all applicable licenses and permits prior to issuance of a conditional use permit.
 7. Signing for temporary uses shall be subject to the approval of the city planner.

8. Notwithstanding underlying zoning, temporary conditional use permits may be granted for fruit and vegetable stands on properties primarily within undeveloped agricultural areas. In reviewing applications for such stands, issues of traffic safety and land use compatibility shall be evaluated and mitigation measures and conditions may be imposed to ensure that the stands are built and are operated consistent with appropriate construction standards, vehicular access and off-street parking. All fruits and vegetables sold at such stands shall be grown by the owner/operator or purchased by said party directly from a grower/farmer.
- C. The applicant may appeal an administrative decision to the planning commission. (Ord. 9605 § 30 (part), 1996; prior code § 7532)

17.38.080 Public hearing--Notice

- A. The planning commission shall hold at least one public hearing on each application for a conditional use permit.
- B. Notice of the public hearing shall be given not less than ten days nor more than thirty (30) days prior to the date of the hearing by mailing a notice of the time and place of the hearing to property owners within three hundred (300) feet of the boundaries of the area occupied or to be occupied by the use which is the subject of the hearing, and by publication in a newspaper of general circulation within the city. (Prior code § 7533)

17.38.090 Investigation and report

The planning staff shall make an investigation of the application and shall prepare a report thereon which shall be submitted to the planning commission. (Prior code § 7534)

17.38.100 Public hearing--Procedure

At the public hearing the planning commission shall review the application and the statement and drawing submitted therewith and shall receive pertinent evidence concerning the proposed use and the proposed conditions under which it would be operated or maintained, particularly with respect to the findings prescribed in Section 17.38.110. The planning commission may continue a public hearing from time to time as it deems necessary. (Prior code § 7535)

17.38.110 Action by planning commission

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

17.38.120 Appeal to city council

The decision of the City planning commission on a conditional use permit shall be subject to the appeal provisions of Section 17.02.145. (Prior code § 7537) (Ord. 2006-18 § 6, 2007)

17.38.130 Effective date of conditional use permit

A conditional use permit shall become effective immediately when granted or affirmed by the council, or upon the sixth working day following the granting of the conditional use permit by the planning commission if no appeal has been filed. (Prior code § 7539)

Chapter 17.25 USES IN THE COMMERCIAL, MIXED USE, OFFICE, AND INDUSTRIAL ZONES

Sections:

[17.25.010](#) Purpose and intent.

[17.25.020](#) Applicability.

[17.25.030](#) Commercial, Office, and Industrial Zone Use Table.

[17.25.010](#) Purpose and intent.

No structure, or any part thereof, shall be erected, enlarged, or reduced, nor shall any site or structure be used, designated, or intended to be used for any purpose or in any manner other than is included among the uses listed in the land use tables in this chapter as permitted, administratively permitted, or conditionally permitted in the zone district in which such structure, land, or site is located, except as otherwise authorized by this title. (Ord. 2017-01 (part), 2017)

[17.25.020](#) Applicability.

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

[17.25.030](#) Commercial, Office, and Industrial Zone Use Table.

A. The following table ([Table 17.25.030](#)) identifies which land uses are permitted by right, require a use permit, or are not allowed in the C-N, C-R, C-S, C-MU, D-MU, O-PA, O-C, BRP, I-L, and I zones.

B. A "P" means that the use is permitted by right in that zone. A "C" means the use requires a conditional use permit in that zone. An "A" means the use requires an administrative use permit in that zone. A "T" means the use requires a temporary use permit in that zone. A blank box means the use is not allowed in that zone.

C. Land uses are listed alphabetically, with some uses grouped by type under a general heading.

D. Land uses with specific land use prohibitions or standards shall meet the requirements found in the identified Chapter or Section in the last column of the table.

(Ord. 2017-13 (part), 2017; Ord. 2017-01 (part), 2017; Ord. 2016-06, 2016; Ord. 2015-04 § 2, 2015; Ord. 2015-01 § 2, 2015; Ord. 2014-07 § 3 (part), 2014; Ord. 2012-10, 2012; Ord. 2012-08, 2012; Ord. 2012-02, 2012; Ord. 2011-07 § 2, 2011; Ord. 2010-16, 2010; Ord. 2009-02, 2009; Ord. 2006-17, 2006; Res. 2004-75 (part), 2004; Ord. 2004-08 § 3, 2004; Res. 2004-14 (part), 2004; Res. 2003-95 (part), 2003; Res. 2002-83, 2002; Res. 2002-26, 2002; Res. 2001-40, 2001; Res. 2001-29, 2001; Ord. 2000-01 § 6, 2000; Ord. 9903 § 3, 1999; Ord. 9717 § 2 (part), 1997; amended by council August 13, 1997; amended by council June 3, 1996 and May 20, 1996: prior code § 7328)

TABLE 17.25.030

To view Table as a PDF document, [CLICK HERE](#).

Commercial, Mixed Use, Office, and Industrial Zones Use Matrix											
P = Use is Permitted by Right						C = Use Requires Conditional Use Permit					
T = Use Requires Temporary Use Permit						Blank = Use is Not Allowed					
	USE	Commercial and Mixed Use Zones					Office Zones			Industrial Zones	
		C-N	C-R	C-S	C-M U	D-M U	O-P A	O-C	BR P	I-L	I
A22	Car Sales - New & Used			P		C					

RESOLUTION NO. 2019-77

A RESOLUTION OF THE PLANNING COMMISSION OF
THE CITY OF VISALIA, RECOMMENDING APPROVAL OF ZONING TEXT
AMENDMENT NO. 2019-13, A REQUEST BY CARMAX TO AMEND ZONING
ORDINANCE SECTION 17.25.030 (ZONING USE MATRIX) LINE A22 TO ESTABLISH
"CAR SALES – NEW & USED" AS A CONDITIONAL USE IN THE C-R (REGIONAL
COMMERCIAL) DISTRICT CITYWIDE AND TO AMEND CHAPTER 17.32. (SPECIAL
PROVISIONS) BY ESTABLISHING DEVELOPMENT STANDARDS FOR CAR
DEALERSHIPS IN THE C-R ZONE

WHEREAS, Zoning Text Amendment (ZTA) No. 2019-13 is a request by CarMax to amend Zoning Ordinance Section 17.25.030 (Zoning Use Matrix) Line A22 to establish "Car Sales – New & Used" as a conditional use in the C-R (Regional Commercial) District, Citywide, and to amend Chapter 17.32 Special Provisions to establish Development Standards for Car Dealerships in the C-R zone; and,

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice, held a public hearing before said Commission on June 22, 2020; and,

WHEREAS, the Planning Commission of the City of Visalia considered the Zoning Text Amendment 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

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

1. That the proposed Zoning Ordinance Text Amendment is consistent with the intent 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 Zoning Ordinance Text Amendment is not inconsistent with any Element of the General Plan or the Zoning Ordinance.
3. That an Initial Study was prepared for the proposed project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant with mitigation, and therefore Mitigated Negative Declaration No. 2019-62 can be adopted for this project.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Visalia recommends approval to the City Council of the Zoning Text Amendment as shown on Attachment "A" of this Resolution, 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.

Resolution No. 2019-77

ATTACHMENT "A"

[Additions are denoted in *italicized and bold font*]

**AN ORDINANCE OF THE CITY COUNCIL
AMENDING CHAPTER 17.25 OF THE VISALIA MUNICIPAL CODE PERTAINING TO
NEW AND USED CAR SALES AND AMENDING CHAPTER 17.32 BY ADDING
DEVELOPMENT STANDARDS FOR CAR DEALERSHIPS IN THE C-R ZONE**

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF VISALIA:

Section 1 – Amendment of Chapter 17.25 and Article 1 of Chapter 17.32 pertaining to New and Used Car Sales uses is hereby amended as follows:

Zoning Ordinance Section 17.25.030 is amended as follows:

TABLE 17.25.030

Commercial, Mixed Use, Office, and Industrial Zones Use Matrix												
P = Use is Permitted by Right C = Use Requires Conditional Use Permit T = Use Requires Temporary Use Permit Blank = Use is Not Allowed												
	USE	Commercial and Mixed Use Zones					Office Zones			Industrial Zones		Special Use Standards (See identified Chapter or Section)
		C-N	C-R	C-S	C-MU	D-MU	O-PA	O-C	BRP	I-L	I	
A15	AUTOMOTIVE (for gas stations see SERVICE STATIONS)											
A22	Car Sales - New & Used		C	P		C						17.32.053

Zoning Ordinance Chapter 17.32, Article 1 is amended as follows:

17.32.053 Car Sales – New & Used in the C-R Zone

A. No car sales, new and/or used, shall be permitted in the C-R Zone unless the following development standards are met:

- 1. The property on which the car sales use is to be located shall be a minimum five-acre site;**
- 2. The car sales use shall be limited to operation by a single car dealership;**
- 3. Establishment of a car sales use shall be subject to approval of a Conditional Use Permit;**

- 4. Establishment of a car sales use shall require submittal of a photometric plan; and***
- 5. Establishment of a car sales use shall require submittal of detailed building elevations.***

Section 2: Severability. If any section, subsection, subdivision, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstances, is or any reason held to be invalid or unenforceable, such invalidity or unenforceability shall not effect the validity or enforceability of the remaining sections, subsections, subdivision, paragraphs, sentences, clauses or phrases of this Ordinance, or its application to any other person or circumstance. The City Council of the City of Visalia hereby declares that it would have adopted each section, subsection, subdivision, paragraph, sentence, clause or phrase hereof, irrespective of the fact that any one or more other sections, subsections, subdivisions, paragraphs, sentences, clauses or phrases hereof be declared invalid or unenforceable.

Section 3: Construction. The City Council intends this Ordinance to supplement, not to duplicate or contradict, applicable state and federal law and this Ordinance shall be construed in light of that intent.

Section 4: Effective Date. This Ordinance shall take effect thirty days after its adoption.

Section 5: Certification. The City Clerk shall certify to the passage and adoption of this Ordinance and shall cause the same to be published or posted according to law.

RESOLUTION NO. 2019-76

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING CONDITIONAL USE PERMIT NO. 2019-42, A REQUEST BY CARMAX TO ALLOW A USED CAR SALES AND SERVICE CENTER ON A 5-ACRE PARCEL IN THE C-R (REGIONAL COMMERCIAL) ZONE DISTRICT. THE PROJECT SITE IS LOCATED ON THE SOUTHWEST CORNER OF S. MOONEY BLVD. AND W. VISALIA PARKWAY. (APN: 126-960-001)

WHEREAS, Conditional Use Permit No. 2019-42, is a request by CarMax to allow a used car sales and service center on a five-acre parcel in the C-R (Regional Commercial) Zone District. The project site is located on the southwest corner of S. Mooney Blvd. and W. Visalia Parkway. (APN: 126-960-001); and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice did hold a public hearing before said Commission on June 22, 2020; and

WHEREAS, the Planning Commission of the City of Visalia finds the Conditional Use Permit to be in accordance with Chapter 17.38 of the Zoning Ordinance of the City of Visalia based on the evidence contained in the staff report and testimony presented at the public hearing; and

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

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission finds that Mitigated Negative Declaration No. 2019-62 prepared for the proposed project was prepared consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines, and hereby adopts the Mitigated Negative Declaration.

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

1. That the proposed project will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
2. That the proposed conditional use permit is consistent with the policies and intent of the General Plan and Zoning Ordinance. Specifically, the project is consistent with the required findings of Zoning Ordinance Section 17.38.110:
 - The proposed location of the conditional use permit is in accordance with the objectives of the Zoning Ordinance and the purposes of the zone in which the site is located.
 - The proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity.
3. That an Initial Study was prepared for the proposed project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant with mitigation, and therefore Mitigated Negative Declaration No. 2019-62 can be

adopted for this project.

BE IT FURTHER RESOLVED that the Planning Commission hereby approves the Conditional Use Permit on the real property here described in accordance with the terms of this resolution under the provisions of Section 17.38.110 of the Ordinance Code of the City of Visalia, subject to the following conditions:

1. That the project be developed in substantial compliance with Site Plan Review No. 2019-078.
2. That the project will be developed in substantial compliance with the site plan in Exhibit "A" and floor plan in Exhibit "G" unless otherwise specified in this use permit. Any subsequent changes to the development plan layout depicted in Exhibit "A" or Exhibit "G" shall be reviewed and approved by the Site Plan Review Committee and may be subject to an amendment of the Conditional Use Permit.
3. That the architectural theme in Exhibits "E" and "F" be used on all of the buildings for the project.
4. That the landscaping onsite be development in substantial compliance with the landscaping plan in Exhibit "C".
5. That onsite lighting for the CarMax shall not produce glare onto neighboring properties and operate in substantial compliance with the photometric plan identified in Exhibit "D". Prior to occupancy of the CarMax the applicant shall confirm that all on-site lighting complies with the lumen intensity as demonstrated on the photometric plan, and shall not exceed 0.5 lumens at the property lines, to be verified by Community Development staff through a nighttime field inspection and documentation provided by the applicant demonstrating that the lights installed comply with the 0.5 lumen standard.
6. That the project shall comply with the building and landscaping setback standards of the C-R Zone, as follows:
 - Front Yard
 - Building - 15 feet
 - Landscaping - 15 feet
 - Rear Yard
 - Building - 0 feet
 - Landscaping - 5 feet
 - Side Yard
 - Building - 0 feet
 - Landscaping – 5 feet
 - Street Side Yard
 - Building – 10 feet
 - Landscaping – 10 feet

The eastern boundary of the project site shall be considered the front yard.

7. That the project shall operate in substantial compliance with the Operational Statement in Exhibit "I".
8. That the applicant shall enter into a Shared Access and Maintenance Agreement for use of shared access aisles for the Commons at Visalia Parkway shopping center, prior to the issuance of building permits.

9. That all applicable federal, state, and city laws and codes and ordinances be met.
10. That all of the conditions and responsibilities of Conditional Use Permit No. 2019-42 shall run with the land and subsequent owners/operators shall also be subject to all of the conditions herein, unless amended or revoked.
11. **Transportation / Traffic Condition (Supersedes Mitigation Measure 1.1 of MND No. 2019-62):** For the Visalia Parkway/Main Project Site access intersection (at the northeast corner of the project site) a full opening with traffic signals shall be installed. The driveway to the project site shall be designed and constructed to be aligned with the future widened width of the existing driveway on the north side of Visalia Parkway, serving the Packwood Creek Shopping Center, in order to facilitate signalization. Specifically, the intersection shall be designed to accommodate lane configurations as follows:
- Eastbound: Shall meet the ultimate planned lane configuration, which is one left-turn lane, two through lanes, and one right-turn lane;
 - Westbound: one left-turn lane, one through lane, and one through lane with a shared right turn lane;
 - Northbound: one shared left-turn/through and one right-turn lane; and
 - Southbound: one shared left-turn/through/right-turn lane (existing Packwood Creek Shopping Center driveway).
12. **Transportation / Traffic Condition (Supersedes Mitigation Measure 1.2 of MND No. 2019-62):** For the Visalia Parkway/Mooney Boulevard intersection, a median shall be installed on Visalia Parkway, west of the intersection, as indicated on the January 10, 2020 Commons at Visalia Parkway site plan. Widening of the intersection shall also be completed to accommodate lane configurations as follows:
- Eastbound: two left-turn lanes, one through lane, and one right-turn lane;
 - Westbound: two left-turn lanes, one through lane, and one right-turn lane;
 - Northbound: one left-turn lane, two through lanes, and one right-turn lane;
 - Southbound: one left-turn lane, three through lanes, and one right-turn lane.
13. That the mitigation measures found within the Mitigation Monitoring Plan for Mitigated Negative Declaration No. 2019-62 are hereby incorporated as conditions of this Conditional Use Permit with the exception of Transportation / Traffic Impact Mitigation Measures 1.1 and 1.2 which have been supersede by Condition No. 11 and Condition No. 12 of CUP No. 2019-42 as follows:

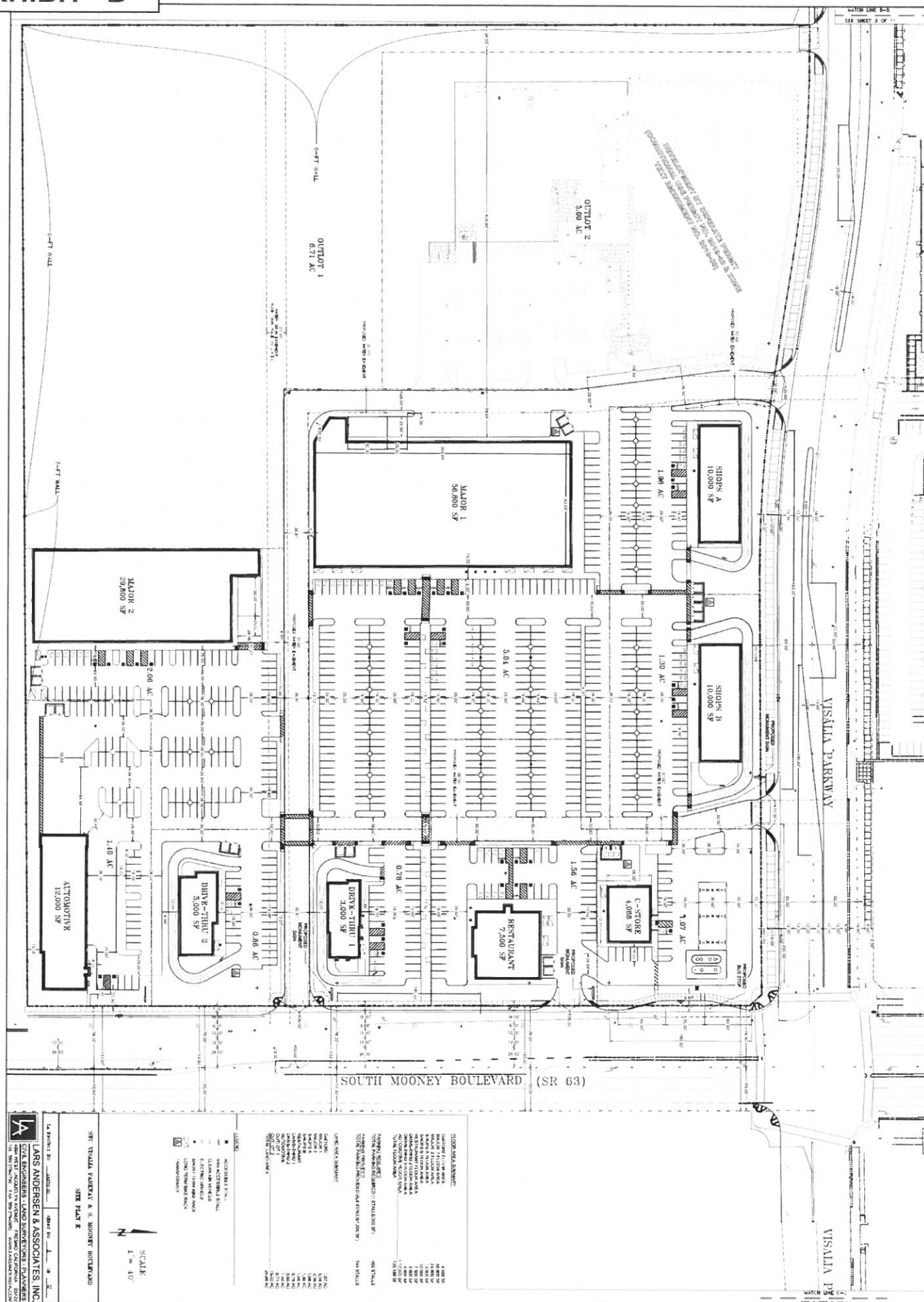
<u>Mitigation Measure</u>	<u>Responsible Party</u>	<u>Timeline</u>
<p>Transportation / Traffic Impact Mitigation Measure 1.1: For the Visalia Parkway/Main Project Site access intersection (between Parcel B and C) a full opening with traffic signals shall be installed. The driveway to the project site shall be designed and constructed to be aligned with the future widened width of the existing driveway on the north side of Visalia Parkway, serving the Packwood Creek Shopping Center, in order to facilitate signalization. Specifically, the intersection shall be designed to accommodate lane configurations as follows:</p> <ul style="list-style-type: none"> • Eastbound: one left-turn lane, one through lane, and one right-turn lane; 	<p>Project Applicant: The Commons at Visalia Parkway</p>	<p>Mitigation shall be enforced and improvements completed prior to issuance of a Building Permit for construction of any buildings within the project area.</p>

<ul style="list-style-type: none"> • Westbound: one left-turn lane and one through lane with a shared right turn; • Northbound: one shared left-turn/through and one right-turn lane; and • Southbound: one shared left-turn/through/right-turn lane (existing Packwood Creek Shopping Center driveway). 		
<p>Transportation / Traffic Impact Mitigation Measure 1.2: For the Visalia Parkway/Mooney Boulevard intersection, a median shall be installed on Visalia Parkway, west of the intersection, as indicated on the January 10, 2020 Commons at Visalia Parkway site plan. Widening of the intersection shall also be completed to accommodate lane configurations as follows:</p> <ul style="list-style-type: none"> • Eastbound: two left-turn lanes, one through lane, and one right-turn lane; • Westbound: two left-turn lanes and one through lane with a shared right turn; • Northbound: one left-turn lane and two through lanes with a shared right turn; • Southbound: one left-turn lane, three through lanes, and one right-turn lane. 	<p>Project Applicant: The Commons at Visalia Parkway</p>	<p>Mitigation shall be enforced and improvements completed prior to issuance of a Building Permit for construction of any buildings within the project area.</p>
<p>Noise Impact Mitigation Measure 2.1: The Commons at Visalia Parkway - The construction of a solid noise barrier block wall measuring 7-feet in height to be placed along the southern and western property boundaries, adjacent to residential areas.</p> <p>CarMax - The construction of a 6-foot tall masonry wall, totaling 547 feet in length, to be placed along the southern, western, and eastern boundaries of the service center area, south of the vehicle sales area, and west of the customer parking area, as indicated on the revised January 13, 2020 CarMax site plan.</p>	<p>Project Applicant: The Commons at Visalia Parkway, CarMax as noted.</p>	<p>The sound walls shall be constructed with the development of the projects, and shall be completed by each respective applicant prior to the occupation of any buildings on each site.</p>
<p>Noise Impact Mitigation Measure 2.2:</p> <p>Future development of buildings "Major 1" and "Major 2", as shown on the January 10, 2020 Commons at Visalia Parkway site plan, shall comply with noise standards and policies listed within Visalia Municipal Code Chapter 8.36 (Noise Ordinance) and the Visalia General Plan by incorporating mitigation features as stated in Study 1, including:</p> <p><u>HVAC Equipment Operation</u></p> <ul style="list-style-type: none"> • Ensuring mechanical equipment satisfies the applicable General Plan and Municipal Code noise level limits at existing residential uses and potential residential development on Parcel A; • Location of mechanical equipment on the rooftop of commercial buildings away from existing residences (to the extent feasible); • Screening of mechanical equipment behind building parapets; • Construction of localized noise barriers around 	<p>Future developers of buildings "Major 1" and "Major 2".</p>	<p>Mitigation shall be enforced and carried out prior to issuance of a Building Permit, or required entitlement if applicable, for buildings listed as "Major 1" and "Major 2" on the January 10, 2020 Commons at Visalia Parkway site plan.</p>

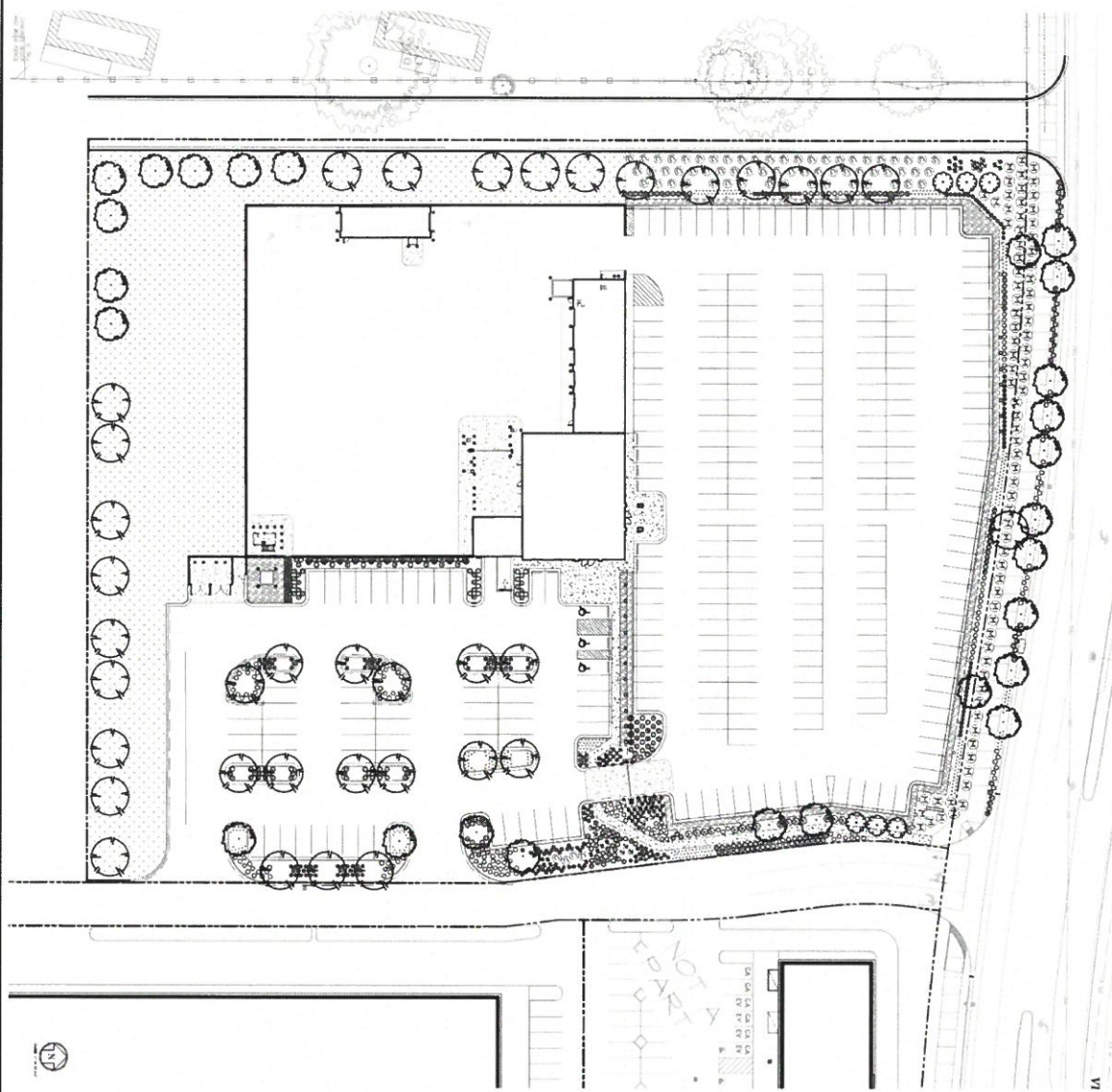
<p>mechanical equipment that effectively attenuate noise exposure to a state of compliance with the applicable General Plan and Municipal Code noise limits at existing residential uses.</p> <p><u>Truck Circulation/Deliveries</u></p> <ul style="list-style-type: none"> • The construction of a solid noise barrier along the boundary of the project property and Parcel A. • The restriction of truck deliveries to daytime hours only. • The implementation of window construction upgrades. <p>Conformance with the standards and policies within the Noise Ordinance and General Plan for development of buildings "Major 1" and "Major 2" shall be verified prior to issuance of Building Permits and shall be accompanied by physical noise measurement readings.</p>		
<p>Noise Impact Mitigation Measure 2.3: For construction activities related to the Commons at Visalia Parkway shopping center and CarMax, compliance with the standards of Visalia Municipal Code Chapter 8.36 (Noise Ordinance) shall be required, to include the prohibition of operation of construction equipment between the weekday hours of 7:00 p.m. and 6:00 a.m., and between the weekend hours of 7:00 p.m. and 9:00 a.m., use of mufflers on equipment, use of electrically powered equipment where feasible, location of staging areas away from noise-sensitive receptors, use of speed limits on project area/site access roads during construction, and construction schedule notification to nearby residences.</p>	<p>Project Applicant: The Commons at Visalia Parkway, CarMax</p>	<p>Mitigation shall be enforced by the City of Visalia, and carried out by both project applicants during construction.</p>

[illegible]

EXHIBIT "B"



CONCEPTUAL LANDSCAPE PLAN



LANDSCAPE LEGEND

- [illegible]



355 UNION BOULEVARD | SUITE 301 | LAKEWOOD, CO | 80228

CARmax

STORE NO. 6064
VISALIA PKWY & S. MOONEY BLVD
VISALIA, CA

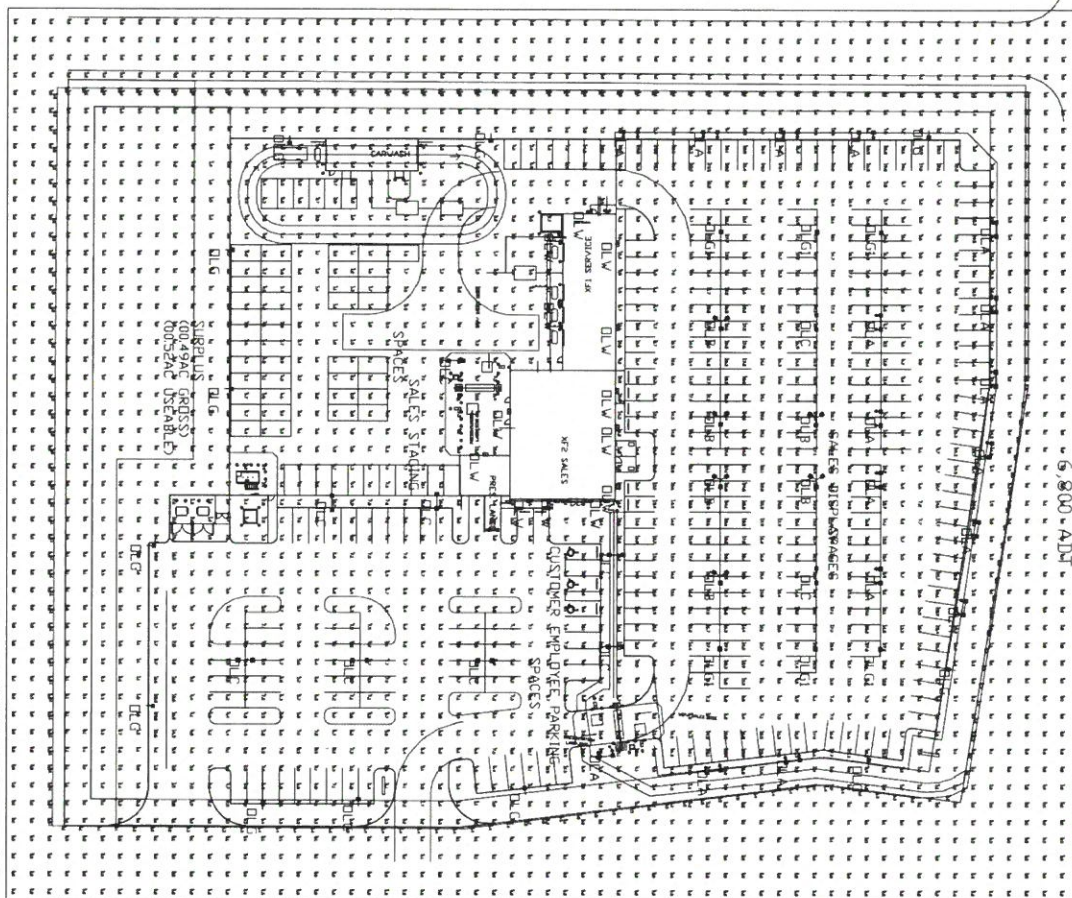
SEARCHED		INDEXED		SERIALIZED		FILED	
MAR 19 1968		MAR 19 1968		MAR 19 1968		MAR 19 1968	
FBI - NEW YORK		FBI - NEW YORK		FBI - NEW YORK		FBI - NEW YORK	

PROJECT #	190049
DATE	1/13/2020
SHEET TITLE	CONCEPTUAL LANDSCAPE PLAN

SP-13

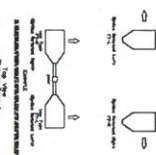
10

EXHIBIT "D"



Symbol	Label	Peripherals	Description	LD	USF	LPF	Avg. Lm. Lumin.	Avg. Vrate	Bld. Gndg
1	DLA	DIRP, RPD	MON-LED-24-31L-31R-FA-LO-RT-FA-20-70-CL-1-24	1.000	1.000	0.900	30.16	3.74	Bld-40-42
6	DLB		MON-LED-24-31L-31R-VA-30-70-RT-24	1.000	1.000	0.900	17.07	5.61	Bld-40-42
10	DLC	DIRP	MON-LED-24-31L-31R-VA-30-70-RT-24	1.000	1.000	0.900	48.90	3.74	Bld-40-42
12	DLD		MON-LED-24-31L-31R-70-70-RT-1-24	1.000	1.000	0.900	16.82	18.7	Bld-40-42
6	DLO		MON-LED-24-31L-31R-VA-30-70-RT-24	1.000	1.000	0.900	24.90	18.7	Bld-40-42
13	DLY		MON-LED-24-31L-31R-VA-30-70-RT-24	1.000	1.000	0.900	86.34	7.6	Bld-40-42

NOTE
ALL LIGHTS SHALL BE 24 FEET HIGH, EXCEPT BUILDING-MOUNTED LIGHTS (OLW) WHICH ARE 13 FEET HIGH.



Label	Unit	Avg	Std	95%	Ref./Yr
ALL CHLORS & HYDROCARBONS	mg/kg	5.92	48.4	NA	NA
PROPELYL INE	mg/kg	119	0.3	NA	NA
C E UOY	mg/kg	6.99	27.8	17-45	7-50
ALL LUTS	mg/kg	30.3	48.4	6-7	11/93
ALL LUTS	mg/kg	FC	NA	NA	3-8/7
ALL LUTS	mg/kg	FC	NA	NA	3-8/7

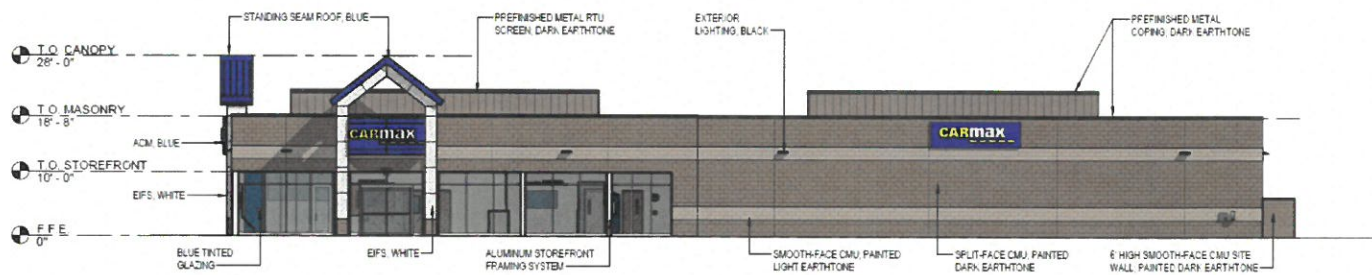
CPU cores summary	
Label	Total Watts
C E LOT	3705
SALES LOT	12237
SALES STAGING	1502
Total Project Watts	17818

EXHIBIT "E"

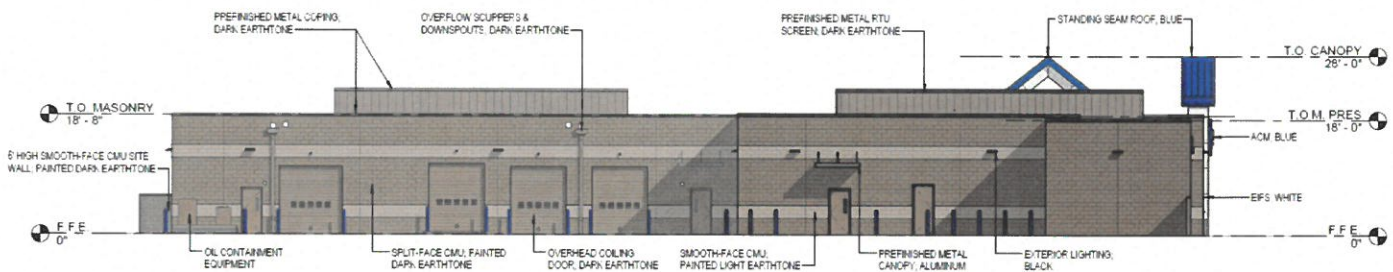


NOTE:
ALL SIGNS TO BE APPROVED
BY A SEPARATE SIGN PERMIT
IN ACCORDANCE WITH THE
CITY SIGN ORDINANCE.

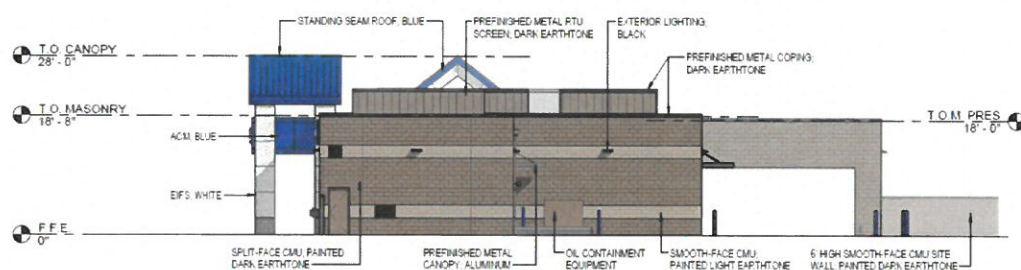
1 EAST ELEVATION
A 3/0 3/32" = 1'-0"



2 NORTH ELEVATION
A 3/0 3/32" = 1'-0"



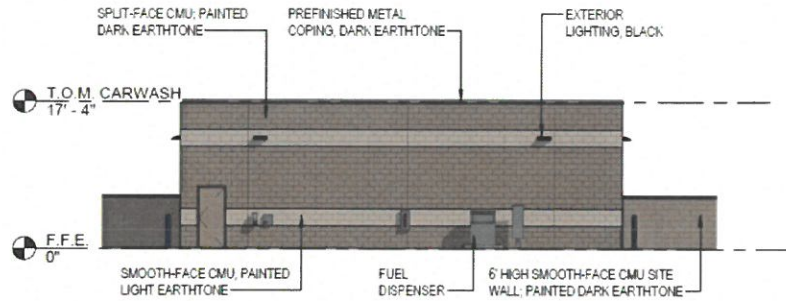
3 SOUTH ELEVATION
A 3/0 3/32" = 1'-0"



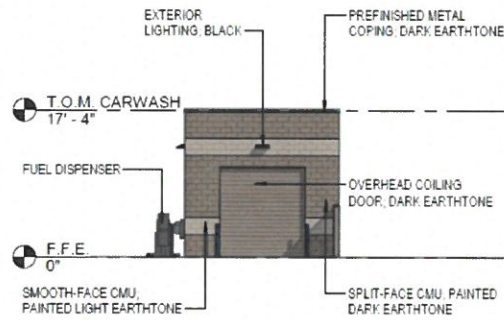
4 WEST ELEVATION
A 3/0 3/32" = 1'-0"



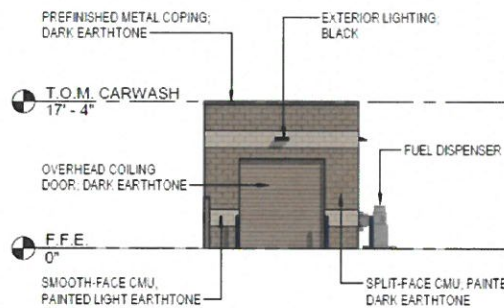
EXHIBIT "F"



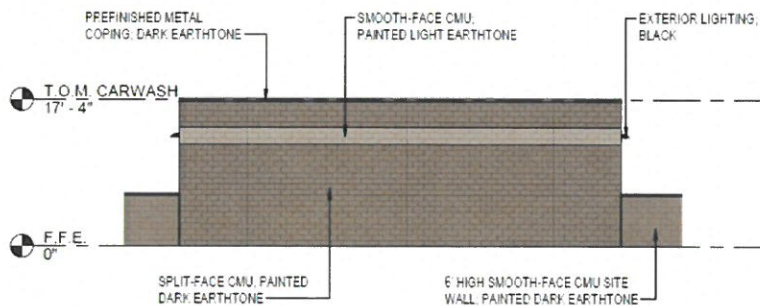
5 EAST ELEVATION
A 3.0 3/32" = 1'-0"



6 NORTH ELEVATION
A 3.0 3/32" = 1'-0"



7 SOUTH ELEVATION
A 3.0 3/32" = 1'-0"



8 WEST ELEVATION
A 3.0 3/32" = 1'-0"

EXHIBIT "G"

1 SALES & SERVICE PLAN
1/8" = 1'-0"

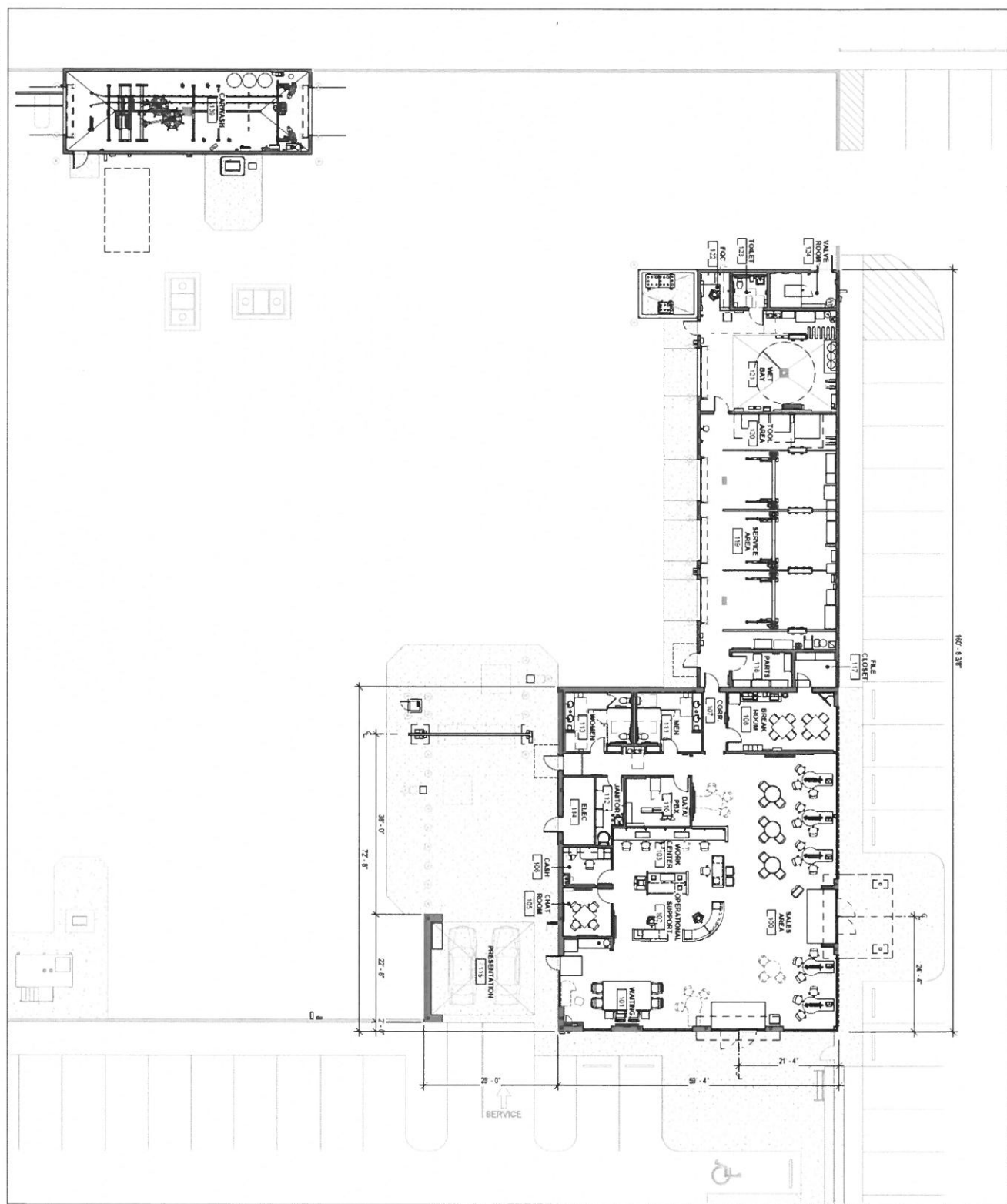
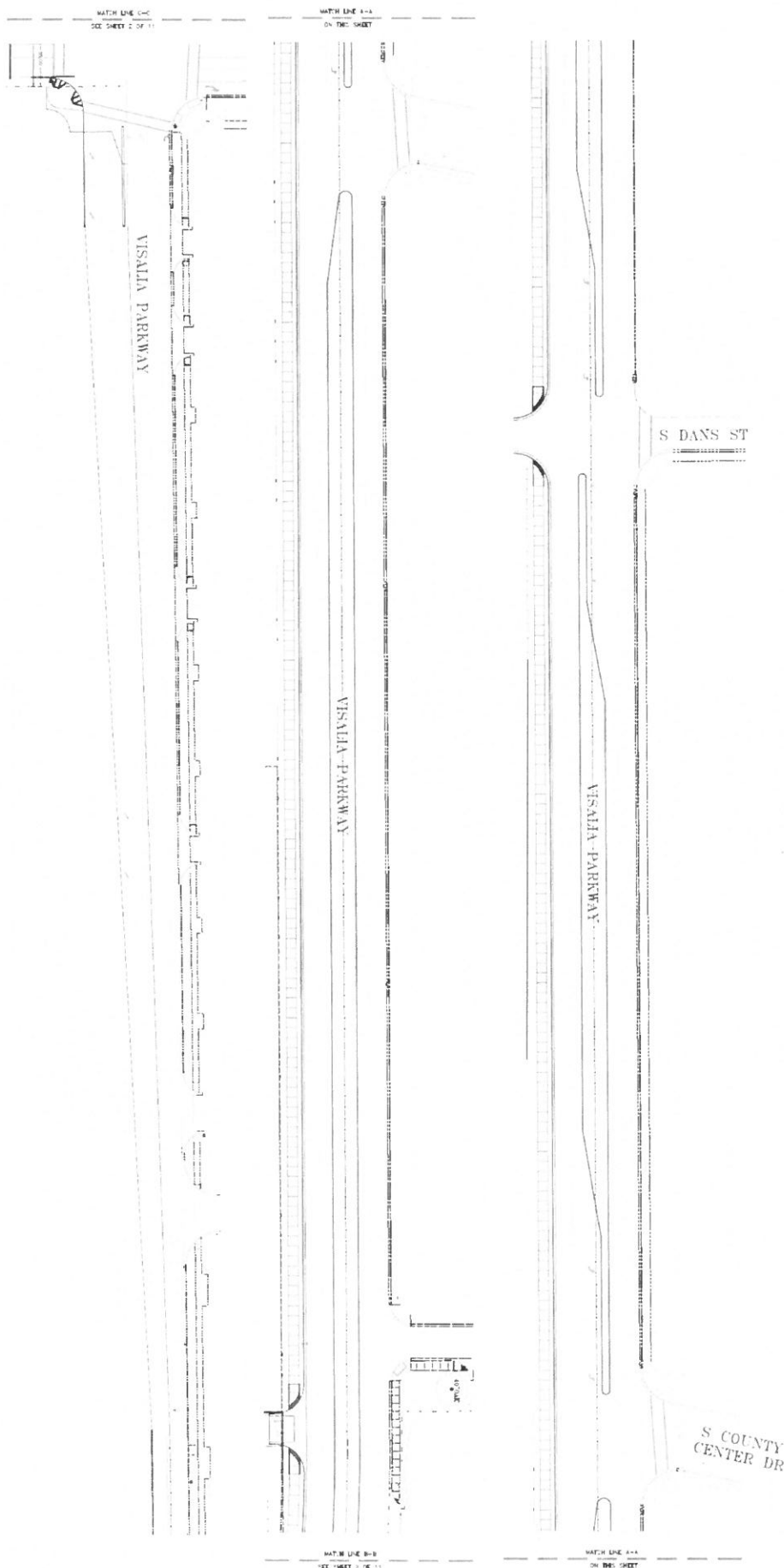
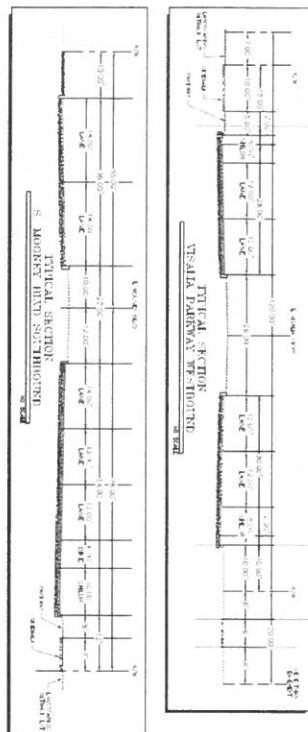


EXHIBIT "H"





355 Union Boulevard, Suite 301
Lakewood, CO 80228
T 303.679.6978
CenterPoint-is.com

December 10, 2019

City of Visalia
315 E Acequia Avenue
Visalia, CA 93291

Subject: CarMax Auto Superstore, Visalia, CA – Operations Statement

The purpose of this letter is to outline the development and operation of a proposed CarMax Auto Superstore to be constructed in Visalia. CarMax is requesting a zoning text amendment and conditional use permit for the site on the south side of Visalia Parkway, west of Mooney Boulevard.

Proposed Development

The proposed development consists of the construction of a CarMax pre-owned automobile dealership, service building with wet bay, associated access drives, parking lot, paved areas, and landscaped areas. The site is currently vacant and would be a part of a larger shopping center being proposed, taking up five net acres. All off-site improvements, such as the widening of Visalia Parkway, will be the responsibility of the developer of the larger shopping center.

Site Layout

The proposed site design includes two customer and employee access drives. Both access drives are located along a shopping center drive aisle that has access to Visalia Parkway. The sales inventory display area is proposed to be located along Visalia Parkway and will be secured by a guardrail and embassy-style gates. There is no vehicular access directly from Visalia Parkway onto the CarMax site. The sales, presentation and service building will be located south of the sales display area with customer access from the parking lot on the east side of the building.

The attached service building will be located west of the sales building and south of the sales display area. The staging area will be located south of the service building and will be surrounded by a six-foot high masonry wall for screening and security purposes. There will be an enclosed automated car wash structure in the sales staging area. The car wash will not be available to the public and will be used by CarMax personnel only.

The overall shopping center site layout proposes a 40-foot wide buffer area between the CarMax site and the existing residential area to the west. This area will not be used by CarMax for access to the site. No CarMax lighting is proposed in the buffer area. The overall shopping center will provide a masonry wall along the property line with the residential area, meaning that there will be two masonry walls separating the residential area from the CarMax's staging area.

Architecture

The proposed building façade is constructed of earth-tone colored split face and smooth CMU block along with large glazing areas. Massing is articulated by a tonal color banding in the CMU. The architectural treatments are applied consistently to all building facades to create a cohesive look. Variated roof forms have been incorporated to distinguish the main customer entry points to the building. These entry

features are constructed of white EIFS pilasters, a blue standing seam gable roof, and the CarMax logo above the entry doors. Roof-top equipment is screened from view by a pre-finished earth-tone metal RTU screen and parapet walls. This design and color scheme are similar to other recently constructed facilities around the nation and reflect the CarMax brand.

Landscape

Landscaping has been incorporated around the perimeter of the site and in the customer and employee parking area. Landscaping includes date palm, Chinese pistache, and interior live oak trees along the street and around the perimeter of the site with a variety of shrubs, reed grasses, and rock mulch.

Hours of Operation

Store management will set operating hours as the opening date approaches; however, the showroom and sales areas are typically open to the public Monday through Saturday from 9:00 a.m. to 9:00 p.m. with more limited hours on Sundays. The retail service areas are typically open to the public Monday through Friday from 7:30 a.m. to 6:00 p.m. Associates will be present at the store several hours before and after the public operating hours. This store is expected to employ up to 30 associates.

Deliveries

Deliveries of vehicles, parts, and supplies are made on-site and typically require the presence of associates to receive the delivery. Vehicle carriers will enter the site and load and unload vehicles in the designated area on the south side of the customer and employee parking lot. Unloaded vehicles will be driven by employees from the parking lot into the staging area to await preparation for resale.

Sales & Marketing

CarMax was founded on the idea that the pre-owned car sales industry could benefit from a major improvement in the quality of customer service. CarMax views itself more as a retailer than a dealer. CarMax's business model utilizes customer service strategies employed by highly successful retail businesses.

CarMax also operates differently from traditional car dealerships in that it physically separates its inventory area from customer and employee parking. This is both for asset protection and for operational efficiency and public safety. All inventory display areas are separated from the general public by means of guardrails, gates, and fencing. Ornamental wrought-iron style fencing is used to separate the customer and employee parking from the sales display area. Customers must enter and exit the outdoor sales display area by going through the sales building and may then browse the vehicles available for sale on foot.

Vehicular access to the sales display area is controlled by embassy-style security gates using a secured keycard. Only employees are permitted to drive cars within the sales display area. Emergency access will be provided within staging and sales display areas as required by the Visalia Fire Department. Fire lanes have been designed to accommodate Visalia standard fire truck turning radii and a 3-point fire truck turnaround area will be striped in the service area and be designated as a no-parking area.

CarMax's business model is to promote a high-end retail experience and a welcoming environment to their customers and associates. As such CarMax does not use outdoor loudspeakers in their daily operations. A loudspeaker system is utilized as part of the security system for the site but its use will be infrequent. Sales associates carry pagers and / or cell phones for communications. In addition, CarMax does not use flags, balloons, inflatables (like gorilla animals), placards in open car hoods, painted window lettering, or the like in its on-site marketing.

Service Operations

CarMax currently offers limited retail vehicle service (routine maintenance, tires, diagnostic and mileage services) and provides repairs of vehicles covered by their extended service plans. All service work is performed inside fully conditioned buildings equipped with rollup doors, providing the service associates with a great work environment and eliminating the need to conduct operations with open bay doors. The operations standard is for bay doors to be closed while services take place, minimizing noise from service bays.

Retail service vehicles and vehicles awaiting disposition off-site are stored in the secured non-public staging area on a temporary basis. As a visual screen and to provide security for these vehicles, the staging area is surrounded by a six-foot-high masonry wall. Vehicular access to that area is strictly controlled using embassy-style security gates. Since the staging and storage of vehicles within this area is constantly changing daily, parking spaces are not designated on the plan.

An above ground fuel storage tank with a non-public fuel pump is proposed for this site. The tank and fuel pump will be located inside the secured non-public sales staging area to fuel inventory vehicles as needed. Similarly, the car wash is not for public use.

Site Lighting & Security

CarMax uses LED lighting fixtures mounted on 26-foot tall light poles for visibility and security. Fixtures are full cut off and downcast to reduce light spill onto adjacent properties. Exterior lighting is automatically reduced after business hours and reduced again to lower levels after employees leave the site.

CarMax typically does not use on-site security guards but uses interior and exterior security cameras monitored 24/7 by a team in CarMax's corporate office for safety and inventory protection. The loudspeaker system is used for security purposes only.

In summary, CarMax looks forward to partnering with the City of Visalia and its residents in constructing and operating a successful new store.

If you have any questions, or need additional information, please feel free to give me a call at (720) 445-4382.

Thank you,

John Thatcher
Development Manager

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

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

Project Title:

The Commons at Visalia Parkway – Tentative Parcel Map No. 2019-13 and Conditional Use Permit No. 2019-31; and

CarMax – Zone Text Amendment No. 2019-13 and Conditional Use Permit No. 2019-42

Project Description:

The Commons at Visalia Parkway

Tentative Parcel Map No. 2019-13: A request by Lars Anderson & Associates, Inc. to subdivide a 28.7 acre site into an 11-lot commercial subdivision in the C-R (Regional Commercial) Zone.

Conditional Use Permit No. 2019-31: A request by Lars Anderson & Associates to establish a master planned commercial development consisting of approximately 138,188 sq. ft. of commercial uses., including the establishment of four retail buildings of varying sizes (56,800 sq. ft., 29,800 sq. ft. and two 10,000 sq. ft. buildings), a 4,088 sq. ft. gas station/convenience store with a 3,060 sq. ft. canopy, a 7,500 sq. ft. sit-down restaurant, two 3,000 sq. ft. drive-thru restaurants, and a 5,000 sq. ft. automotive repair store, on parcels with less than the minimum five acre site area requirement, including a parcel with no public street frontage, affecting 17.43 acres of a 28.7 acre site in the C-R (Regional Commercial) Zone.

CarMax

Zoning Text Amendment No. 2019-13: A request by CarMax to amend Zoning Ordinance Section 17.25.030 (Zoning Use Matrix) Line A22 to establish “Car Sales – New & Used” as a conditional use in the C-R (Regional Commercial) District, Citywide.

Conditional Use Permit No. 2019-42: A request by CarMax to allow an 8,526 sq. ft. used car sales and service center on a 5-acre parcel in the C-R (Regional Commercial) Zone District.

Overall development of the project site will involve two separate improvement actions. The first, proposed by Lars Anderson & Associates, is division of a 28.7 acre parcel into 11 lots for commercial use (TPM No. 2019-13). Nine of the 11 lots (Parcels C through K), consisting of 17.43 acres, are proposed for the master planned 138,188 sq. ft. commercial development, to be known as The Commons at Visalia Parkway (CUP No. 2019-31). This project will include on and off-site improvements pertaining to the development of the commercial center, including but not limited to installation of access drives, parking lots, landscaping, noise restricting block walls, utilities, curbs, gutters, sidewalks, signal lights, and acquisition of and development within public right-of-ways. Right-of-way development will include dedications to the City of Visalia and CalTrans for the widening and placement of raised medians within the existing minor arterial Visalia Parkway (City of Visalia) and Mooney Boulevard / State Route 63 (Caltrans). For purposes of environmental analysis, Parcel A of this development has been analyzed with the presumption that it will be developed with senior housing in the future. However, development of senior housing is not included as an official part of this proposal.

The second action, proposed by CarMax, will be specific to Parcel B of TPM No. 2019-13. The five-acre Parcel B is proposed for entitlement separately through CUP No. 2019-42 for use as a CarMax used auto sales and service center. Additional improvements include a carwash for CarMax use, an above ground fuel tank, a

private oil containment pit, and private fuel dispenser. The project will also include construction of on-site improvements pertaining to installation of access drives, parking lots, landscaping, noise restricting block walls, utilities, curbs, gutters, and sidewalks.

Parcel B is located within the C-R (Regional Commercial) Zone. The sale of new and used vehicles within the C-R Zone is currently prohibited by the Visalia Zoning Ordinance. In order to establish the used auto sales and service use, the CarMax proposal includes a request for an amendment to the Visalia Zoning Ordinance (ZTA No. 2019-13), requesting the addition of the proposed use within the listing of conditionally permitted uses in the C-R Zone, subject to development standards.

Project Location: The project site is located on the southwest corner of Mooney Boulevard (State Route 63) and Visalia Parkway within the City of Visalia, situated in Tulare County. (APN: 126-960-001)

Contact Person: Cristobal Carrillo, Associate Planner. Phone: (559) 713-4443. Email: cristobal.carrillo@visalia.city


Time and Place of Public Hearing: A public hearing will be held before the Planning Commission on March 23, 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. 2019-62 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 February 20, 2020 to March 20, 2020.

Date: 2-12-20

Signed: 
Paul Scheibel, AICP
Environmental Coordinator
City of Visalia

MITIGATED NEGATIVE DECLARATION

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Project Location: The project site is located on the southwest corner of Mooney Boulevard. (State Route 63) and Visalia Parkway within the City of Visalia, situated in Tulare County. (APN: 126-960-001)

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

Attachments:

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

DECLARATION OF NO SIGNIFICANT EFFECT:

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

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

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

APPROVED
Paul Scheibel, AICP
Environmental Coordinator

By: 

Date Approved: 2-12-20

Review Period: 30 days

INITIAL STUDY

I. GENERAL

A. Project Name and Description:

The Commons at Visalia Parkway

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B. Identification of the Environmental Setting:

The overall project site is 28.7 acres and contains fallow land and with no improvements. The project site is directly bounded to the north by Visalia Parkway, a two lane minor arterial street, and by Mooney Boulevard to the east, a four lane highway designated as State Route 63. Development surrounding the project site consists of a shopping center to the north, a senior mobile home park to the west, a continuation of the senior mobile home park as well as mixed commercial and office uses to the south, and agricultural land to the east.

The commercial development improvements will include widening of the unimproved west side of Mooney Boulevard to its ultimate six-lane right-of-way width along the property frontage as determined by Caltrans, and the widening of the unimproved south side of Visalia Parkway to its ultimate four-lane right-of-way width from the project site to approximately 460 feet past Dans Street to the west, as determined by the City of Visalia. All improvements for new streets will consist of through travel lanes and curb, gutter, sidewalk, and landscaping along the project frontage. Additional improvements include installation of parking lots and onsite landscaping.

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

	General Plan (2014 Land Use)	Zoning (2017)	Existing uses
North:	Commercial Regional	C-R (Regional Commercial)	Packwood Creek Shopping Center.
South:	Commercial Regional, Residential Low Density	C-R (Regional Commercial), R-1-5 (Single Family Residential, 5,000 sq. ft. minimum site area)	Westlake Village senior mobile home park, mixed office and commercial buildings.
East:	Commercial Regional	C-R (Regional Commercial), Tulare County jurisdiction lands	Agricultural land.
West:	Residential Low Density	R-1-5 (Single Family Residential, 5,000 sq. ft. minimum site area)	Westlake Village senior mobile home park.

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

C. Plans and Policies:

The General Plan Land Use Diagram, adopted October 14, 2014, designates the site as Commercial Regional and the Zoning Map, adopted in 2017, designates the site as C-R (Regional Commercial). The proposed shopping center project is consistent with the Land Use Element of the General Plan. The proposed used auto sales and service lot is consistent with the Land Use Element, which supports retail establishments that serve residents and businesses of the region at large in Regional Commercial areas. However, the use is not permitted within the C-R Zone. The project proponent of the used auto sales and service lot has submitted a zone text amendment request (ZTA No. 2019-13) to amend the Zoning Ordinance to allow the use in the C-R Zone.

II. ENVIRONMENTAL IMPACTS

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

III. MITIGATION MEASURES

The following mitigation measures, which are listed below, will reduce potential environmental impacts related to transportation/traffic and noise impacts to a less than significant level as shown below:

Transportation / Traffic – A Traffic Impact Analysis prepared for the proposed projects (ref.: Traffic Impact Analysis: Proposed Commons at Visalia Parkway Shopping Center. Peters Engineering Group, January 10, 2020) has concluded that roadway operating conditions for intersections and roadways in the vicinity of the project area either are or will be significantly impacted with the addition of the proposed project. To ensure that intersections and roadways will operate at acceptable LOS “D” or better through the year 2027, the Analysis Report recommends mitigation to be incorporated into the project.

Therefore, to ensure that there will not be significant impacts to transportation/traffic in association with the project, the project shall be developed with the mitigation measures as described in the “Summary of Potentially-Significant Impacts and Recommendations” section (page 91 through 92) of the above-referenced Traffic Impact Analysis. The mitigations are included as an attachment to the Mitigated Negative Declaration.

Noise – Two Acoustical Analyses were prepared for the proposed project, as follows:

Study 1: Environmental Noise & Vibration Assessment: Visalia Parkway & S. Mooney Boulevard Retail Development. Bollard Acoustical Consultants, Inc., January 15, 2020; and

Study 2: CarMax Development: Noise Study Report, September 2019. VRPA Technologies, Inc., November 19, 2019.

The Acoustical Analyses have 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 for the master planned commercial development and used auto sales and service center, the project developers have proposed the placement of block walls located on the west and south sides of the main project site. Submittal of an additional Noise Study upon future development compliance with Noise Ordinance measures is also proposed. Further acoustical analysis is also recommended as mitigation upon future development of buildings within the proposed commercial complex, and upon possible development of a senior housing complex or other sensitive land use on Parcel A. The recommendations will allow for development of the shopping center and used auto sales and service center in accordance 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 “Impacts and Mitigation Measures” section (pages 20 through 53) of Study 1 and the “Impact Determinations and Recommended Mitigation” section (pages 28 through 30) of Study 2. As described in the analyses, the project shall contain the following features:

Study 1

1) The construction of a solid noise barrier measuring 7-feet in height along the west and portion of the south project property boundaries.

2) Conformance with the standards and policies within Visalia Municipal Code Chapter 8.36 (Noise) and the Visalia General Plan for development of buildings “Major 1” and “Major 2”, addressing noise level impacts on adjacent residential areas and Parcel A from HVAC equipment, truck delivery circulation, and loading dock activity, to be verified prior to issuance of Building Permits and accompanied by physical noise measurement readings.

3) Compliance with construction noise control measures within Visalia Municipal Code Chapter 8.36 (Noise).

Study 2

1) Compliance with Visalia Municipal Code Chapter 8.36 (Noise).

Staff has incorporated the above recommendations as required mitigation measures. Therefore, to ensure that transportation/traffic and noise requirements are met for the proposed projects, the project shall be developed and shall operate in substantial compliance with the Mitigation Measures 1.1 through 1.9 and 2.1 through 2.7. 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

<u>Mitigation Measure</u>	<u>Responsible Party</u>	<u>Timeline</u>
Transportation / Traffic Impact Mitigation Measure 1.1: For the Visalia Parkway/Main Project Site access intersection (between Parcel B and C) a full opening with traffic signals shall be installed. The driveway to the project site shall be designed and constructed to be aligned with the future widened width of the existing driveway on the north side of Visalia Parkway, serving the Packwood Creek Shopping Center, in order to facilitate signalization. Specifically, the intersection shall be designed to accommodate lane configurations as follows: <ul style="list-style-type: none"> • Eastbound: one left-turn lane, one through lane, and one right-turn lane; • Westbound: one left-turn lane and one through lane with a shared right turn; • Northbound: one shared left-turn/through and one right-turn lane; and • Southbound: one shared left-turn/through/right-turn lane (existing Packwood Creek Shopping Center driveway). 	Project Applicant: The Commons at Visalia Parkway	Mitigation shall be enforced and improvements completed prior to issuance of a Building Permit for construction of any buildings within the project area.
Transportation / Traffic Impact Mitigation Measure 1.2: For the Visalia Parkway/Mooney Boulevard intersection, a median shall be installed on Visalia Parkway, west of the intersection, as indicated on the January 10, 2020 Commons at Visalia Parkway site plan. Widening of the intersection shall also be completed to accommodate lane configurations as	Project Applicant: The Commons at Visalia Parkway	Mitigation shall be enforced and improvements completed prior to issuance of a Building Permit for construction of any buildings within the project area.

<p>follows:</p> <ul style="list-style-type: none"> • Eastbound: two left-turn lanes, one through lane, and one right-turn lane; • Westbound: two left-turn lanes and one through lane with a shared right turn; • Northbound: one left-turn lane and two through lanes with a shared right turn; • Southbound: one left-turn lane, three through lanes, and one right-turn lane. 		
<p>Noise Impact Mitigation Measure 2.1: The Commons at Visalia Parkway - The construction of a solid noise barrier measuring 7-feet in height and 250 feet long, to be placed along the southern property boundary, just south of "Major 2" as shown on the January 10, 2020 Commons at Visalia Parkway site plan, beginning approximately 370 feet west of the eastern project site boundary. Noise mitigation will also include construction of a 6-foot tall block wall along the western 620 feet of the southern project site boundary, and the entire western project site boundary, both adjacent to residential areas.</p> <p>CarMax - The construction of a 6-foot tall masonry wall, totaling 547 feet in length, to be placed along the southern, western, and eastern boundaries of the service center area, south of the vehicle sales area, and west of the customer parking area, as indicated on the revised January 13, 2020 CarMax site plan.</p>	<p>Project Applicant: The Commons at Visalia Parkway, CarMax as noted.</p>	<p>The sound walls shall be constructed with the development of the projects, and shall be completed by each respective applicant prior to the occupation of any buildings on each site.</p>
<p>Noise Impact Mitigation Measure 2.2: Future development of buildings "Major 1" and "Major 2", as shown on the January 10, 2020 Commons at Visalia Parkway site plan, shall comply with noise standards and policies listed within Visalia Municipal Code Chapter 8.36 (Noise Ordinance) and the Visalia General Plan by incorporating mitigation features as stated in Study 1, including:</p> <p><u>HVAC Equipment Operation</u></p> <ul style="list-style-type: none"> • Ensuring mechanical equipment satisfies the applicable General Plan and Municipal Code noise level limits at existing residential uses and potential residential development on Parcel A; • Location of mechanical equipment on the rooftop of commercial buildings away from existing residences (to the extent feasible); • Screening of mechanical equipment behind building parapets; • Construction of localized noise barriers around mechanical equipment that effectively attenuate 	<p>Future developers of buildings "Major 1" and "Major 2".</p>	<p>Mitigation shall be enforced and carried out prior to issuance of a Building Permit, or required entitlement if applicable, for buildings listed as "Major 1" and "Major 2" on the January 10, 2020 Commons at Visalia Parkway site plan.</p>

<p>noise exposure to a state of compliance with the applicable General Plan and Municipal Code noise limits at existing residential uses.</p> <p><u>Truck Circulation/Deliveries</u></p> <ul style="list-style-type: none"> • The construction of a solid noise barrier along the boundary of the project property and Parcel A. • The restriction of truck deliveries to daytime hours only. • The implementation of window construction upgrades. <p>Conformance with the standards and policies within the Noise Ordinance and General Plan for development of buildings "Major 1" and "Major 2" shall be verified prior to issuance of Building Permits and shall be accompanied by physical noise measurement readings.</p>		
<p>Noise Impact Mitigation Measure 2.3: For construction activities related to the Commons at Visalia Parkway shopping center and CarMax, compliance with the standards of Visalia Municipal Code Chapter 8.36 (Noise Ordinance) shall be required, to include the prohibition of operation of construction equipment between the weekday hours of 7:00 p.m. and 6:00 a.m., and between the weekend hours of 7:00 p.m. and 9:00 a.m., use of mufflers on equipment, use of electrically powered equipment where feasible, location of staging areas away from noise-sensitive receptors, use of speed limits on project area/site access roads during construction, and construction schedule notification to nearby residences.</p>	<p>Project Applicant: The Commons at Visalia Parkway, CarMax</p>	<p>Mitigation shall be enforced by the City of Visalia, and carried out by both project applicants during construction.</p>

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

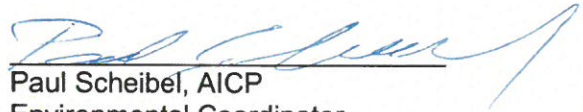
2013.

- 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.
- CarMax Development: Noise Study Report, September 2019. VRPA Technologies, Inc., November 19, 2019.
- Environmental Noise & Vibration Assessment: Visalia Parkway & S. Mooney Boulevard Retail Development. Bollard Acoustical Consultants, Inc., January 15, 2020.
- Traffic Impact Analysis: Proposed Commons at Visalia Parkway Shopping Center. Peters Engineering Group, January 10, 2020.

VI. NAME OF PERSON WHO PREPARED INITIAL STUDY



Cristobal Carrillo
Associate Planner



Paul Scheibel, AICP
Environmental Coordinator

INITIAL STUDY
ENVIRONMENTAL CHECKLIST

Name of Proposal	<u>The Commons at Visalia Parkway</u> Tentative Parcel Map No. 2019-13 and Conditional Use Permit No. 2019-31 <u>CarMax</u> Zone Text Amendment No. 2019-13 and Conditional Use Permit No. 2019-42	
NAME OF PROPONENT:	<u>The Commons at Visalia Parkway</u> Lars Anderson & Associates, Inc.	NAME OF AGENT: <u>The Commons at Visalia Parkway</u> Lars Anderson & Associates, Inc.
	<u>CarMax</u> <u>CarMax</u>	<u>CarMax</u> Steve Brandt, QK
Address of Proponent:	<u>The Commons at Visalia Parkway</u> 4694 W. Jacquelyn Avenue Fresno, CA 93722	Address of Agent: <u>The Commons at Visalia Parkway</u> 4694 W. Jacquelyn Avenue Fresno, CA 93722
	<u>CarMax</u> 901 E. Main Street Visalia, CA 93292	<u>CarMax</u> 901 E. Main Street Visalia, CA 93292
Telephone Number:	<u>The Commons at Visalia Parkway</u> (559) 276-2790	Telephone Number: <u>The Commons at Visalia Parkway</u> (559) 276-2790
	<u>CarMax</u> (559) 733-0440	<u>CarMax</u> (559) 733-0440
Date of Review	<u>January 12, 2020</u>	Lead Agency: <u>City of Visalia</u>

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:

- 1 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?
- 1 b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- 1 c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code

section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

- 1 d) Result in the loss of forest land or conversion of forest land to non-forest use?
- 1 e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use?

III. AIR QUALITY

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

- 2 a) Conflict with or obstruct implementation of the applicable air quality plan?
- 2 b) 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?
- 1 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?
- 1 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?
- 1 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?
- 1 f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

V. CULTURAL RESOURCES

Would the project:

- 1 a) Cause a substantial adverse change in the significance of a historical resource pursuant to Public Resources Code Section 15064.5?
- 1 b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Public Resources Code Section 15064.5?

- 1 c) 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?
- 3 b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?
- 1 c) 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 altered by the project.

Auto sales lots and commercial centers that include gas stations, convenience stores, retail shops, drive-thru and sit-down restaurants, and automotive shops are considered compatible uses in commercial areas where potential impacts can be addressed through the Conditional Use Permit process. The project site is located along Mooney Boulevard and Visalia Parkway, which are designated arterial roadways. The City's General Plan Land Use Map designates the site as Commercial Regional. Staff believes that the proposed commercial center is consistent in nature and character with existing and future uses surrounding the project site, subject to the inclusion of mitigation measures and the conditions of project approval for this project.

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

- b. There are no scenic resources on the site.
- c. The proposed project includes commercial 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 commercial development. The City has development standards that require that light be directed and/or shielded so it does not fall upon adjacent properties.

Conceptual photometric plans and lighting specs for both the shopping center and auto sales lot have been provided, demonstrating the lighting fixtures installed throughout and directed toward the interior of the site. The on-site lighting for the auto sales and shopping center use is directed and focused so as to avoid direct illumination spilling beyond the site boundaries into the adjacent residential uses, as required under Section 17.30.015.H of the Zoning Ordinance. The conceptual photometric plans demonstrate that lighting for the proposed uses along the respective property lines do not exceed 0.5 lumens.

II. AGRICULTURAL RESOURCES

- a. The project is not located on property that is identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.
- b. The project is not located on property that is party to a Williamson Act contract. Existing City zoning for the area is C-R (Regional Commercial). As such zoning for agricultural use will not be affected.
- c. There is no forest land or timberland currently located on the site, nor does the site conflict with a zoning for forest land, timberland, or timberland zoned timberland production.
- d. There is no forest or timberland currently located on the site.
- e. The project will not involve any changes that would promote or result in the conversion of farmland to non-agriculture use. The subject property is currently designated for an urban rather than agricultural land use. Properties that are vacant may develop in a way that is consistent with their zoning and land use designated at any time. The adopted Visalia General Plan's implementation of a three-tier growth boundary system further assists in protecting open space around the City fringe to ensure that premature conversion of farmland to non-agricultural uses does not occur.

III. AIR QUALITY

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

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

In addition, development of the project will be subject to the SJVAPCD Indirect Source Review (Rule 9510)

procedures that became effective on March 1, 2006. The Applicant will be required to obtain permits demonstrating compliance with Rule 9510, or payment of mitigation fees to the SJVAPCD.

- c. Residences located near the proposed project may be exposed to pollutant concentrations due to construction activities. The use of construction equipment will be temporary and is subject to SJVAPCD rules and regulations. The impact is considered as less than significant. Furthermore, the proposal for a change to the text of the Zoning Ordinance permitting auto sales in the C-R Zone itself does not involve the generation of objectionable odors.
- d. The proposed project will not involve the generation of objectionable odors that would affect a substantial number of people. The proposal for a change to the text of the Zoning Ordinance permitting auto sales in the C-R Zone itself does not involve the generation of objectionable odors.

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 12, 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. Packwood Creek is located approximately 1,300 feet west of the project site and will not be affected by the proposed development.
- c. The project is not located within or adjacent to federally protected wetlands as defined by Section 404 of the Clean Water Act.
- 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 Area. 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.

V. CULTURAL RESOURCES

- a. There are no known historical resources located within the project area. Furthermore, staff conducted an on-site visit to the site on February 12, 2020 to observe conditions and did not observe any evidence of historical or cultural resources of significance. If some potentially historical or cultural resource is unearthed during development all work will 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 will 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 commercial 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. Furthermore, the proposal for a change to the text of the Zoning Ordinance permitting auto sales in the C-R Zone itself will not require the use of energy resources or infrastructure.

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 in section VI.a 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 available for connection 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 commercial center and auto sales lot, and long-term as a result of day-to-day operation of the proposed commercial center.

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 projects, 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. There are no schools located within one-quarter mile from the project. There is no reasonably foreseeable condition or incident involving the project that could affect existing or proposed school sites within one-quarter mile of school sites.
- d. The project area does not include any sites listed as hazardous materials sites pursuant to Government Code Section 65692.5.
- e. The City's adopted Airport Master Plan shows the project area is located outside of all Airport Zones. There are no restrictions for the proposed project related to Airport Zone requirements.

The project area is not located within 2 miles of a public airport.

- f. The project 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. In particular, the proposal for a change to the text of the Zoning Ordinance permitting auto sales in the C-R Zone itself does not affect hydrology or water quality onsite.

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 lateral 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. The proposal for a change to the text of the Zoning Ordinance permitting auto sales in the C-R Zone itself will not deplete groundwater resources.

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.

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

- 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.

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

Furthermore, the project will be required to meet the City's improvement standards for directing storm water runoff to the existing City storm water drainage

system consistent with the City's adopted City Storm Drain Master Plan.

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

XI. LAND USE AND PLANNING

- a. The project will not physically divide an established community, as the site is vacant and would not result in development that would split existing urban areas. The General Plan Land Use Diagram, adopted October 14, 2014, designates the 28.7-acre project area as Regional Commercial. The Zoning Map, adopted on April 6, 2017, designates the site as C-R (Regional Commercial), which is consistent with the General Plan Land Use Designation of Regional Commercial as identified in Table 9-1 "Consistency Between the Plan and Zoning" of the General Plan. Commercial centers that include gas stations/convenience stores, automotive shops, retail shops, drive-thru and sit down restaurants, drive-thru lanes, and auto sales lots, are considered compatible uses in commercial areas where potential impacts can be addressed through the conditional use permit process. The site is located along Mooney Boulevard and Visalia Parkway, both designated arterial roadways.

The Visalia General Plan contains multiple policies, 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 commercial 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 General Plan Land Use Designation of Regional

Commercial and the Zoning Designation of C-R (Regional Commercial) are consistent with each other based on the underlying allowed land uses and density ranges as identified in Table 9-1 "Consistency between the Plan and Zoning" of the General Plan. The City of Visalia's Zoning Ordinance allows for commercial development as a permitted use, though the subdivision of land requires a Tentative Parcel Map and the specific uses identified in the commercial development together with parcels less than five acres in size with no street access require a Conditional Use Permit.

A Zone Text Amendment is required in order to add the auto sales and service use as a conditionally permitted use within the C-R Zone. The amendment will not conflict with the overall Regional Commercial General Plan and Zoning designations applied to the project site as the proposed use remains retail in nature. The amendment will also not result in environmental effects beyond other retail uses allowed within the land use designation.

The proposed project will be consistent with the Land Use Element of the General Plan, including Policies LU-P-62, LU-P-65, AND LU-P-69 for Regional Commercial Development, and consistent with the standards for commercial development pursuant to the Visalia Municipal Code Title 17 (Zoning Ordinance) Chapters 17.18 and 17.30.

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. 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.

Two Acoustical Analyses were prepared for the proposed project, one addressing the proposed commercial shopping center/tentative parcel map (Study 1: Environmental Noise & Vibration Assessment: Visalia Parkway & S. Mooney Boulevard Retail Development. Bollard Acoustical Consultants, Inc., January 15, 2020), and another addressing the proposed CarMax used auto sales and service center (Study 2: CarMax Development: Noise Study Report, September 2019. VRPA Technologies, Inc., November 19, 2019). The purpose of the studies are to determine if noise levels associated with the projects will comply with the City's applicable noise level standards. The acoustical analyses are intended to determine project-related noise levels for all aspects of the proposed projects.

The analysis within Study 1 is based upon the Commons at Visalia Parkway shopping center site plan dated January 10, 2020. The analysis within Study 2 is based upon the CarMax site plan dated November 6, 2019. For both studies, noise measurements were tabulated by referencing physical noise measurements at various points throughout each project site, and by disseminating

information concerning the proposed uses, equipment, activities, and infrastructure of each proposed project.

The analyses conducted background/ambient short-term noise level measurements at each project site during AM and PM hours. The intent of the measurements was to quantify existing (without project) ambient noise levels during daytime and nighttime hours.

For Study 1, the analysis concludes that implementation of the Commons commercial shopping center and tentative parcel map has the potential to result in short-term noise impacts to surrounding land uses due to construction activities. Worst-case on-site project construction equipment noise levels at the nearest residential uses are expected to range from approximately 82 to 96 dB. Thus, it is possible that a portion of the project construction equipment could result in substantial short-term increases over ambient maximum noise levels. As a result, noise impacts associated with construction activities are identified as being potentially significant. Mitigation Measure No. 2.3 is proposed in order to reduce said impacts to a level of less than significance.

Study 1 also analyzed the long term impacts of noise as a result of truck delivery circulation/operations and HVAC operation, on stationary sources (existing residential to the west and south, and potential residential development on Parcel A in particular). Results of the analysis show that truck delivery activities, loading dock activities, and HVAC operations have the potential to create a significant impact at sensitive receptors in the study area. Therefore, to ensure that community noise standards are met for the proposed shopping center, the project site shall be developed and shall operate in substantial compliance with Mitigation Measures 2.1 through 2.3. These mitigation measures are included in Section IV as part of this Mitigated Negative Declaration.

For Study 2, the analysis concludes that implementation of the CarMax facility has the potential to result in short-term noise impacts to surrounding land uses due to construction activities. Construction noise represents a short-term impact on ambient noise levels. Although most of the types of exterior construction activities associated with the Project will not generate continually high noise levels, occasional single-event disturbances from grading and construction activities are possible. Mitigation Measure No. 2.3 is proposed in order to reduce said impacts to a level of less than significance.

Study 2 also analyzed the long term impacts of noise as a result of traffic and stationary sources (the proposed carwash in particular). Results of the analysis show that project traffic and stationary sources, including carwash operation, will not create a significant impact at sensitive receptors in the study area. Nevertheless, a 6-foot tall block wall along the south, east, and west sides of the vehicle service area, which includes the carwash, is proposed by CarMax to reduce noise impacts. The block wall is included within Mitigation Measure No. 2.1. Otherwise, no mitigation measures are needed.

- b. Ground-borne vibration or ground-borne noise levels may occur as part of construction activities associated with the projects. 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 not within two miles of a public airport, and there is no private airstrip near the project area.

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 52, 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 not generate new students 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. Nor will the project increase the use of existing neighborhood and regional parks as no residential uses are proposed.
- 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 immediate area; but will not cause a substantial increase in traffic Citywide. This site was evaluated in the Visalia General Plan Update Environmental Impact Report (EIR) for Regional Commercial urban use.

A Traffic Impact Analysis Report was conducted for the project (ref.: Traffic Impact Analysis: Proposed Commons at Visalia Parkway Shopping Center. Peters Engineering Group, January 10, 2020) which studied key roadways and intersections in the vicinity of the project site. The analysis considered existing roadway conditions and 5-year, 10-year, and 20-year cumulative conditions, with and without the project. The analysis identified recommended roadway and intersection improvements to the vicinity of the project to ensure that the project will operate at acceptable LOS "D" conditions or better through the 20 year period.

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

The intersection of Visalia Parkway and the main project site entrance (located south of Visalia Parkway, approximately 770 feet west of the Visalia Parkway and Mooney Boulevard intersection), is recommended for the installation of traffic signals. The proposed driveway shall be aligned with the existing driveway on the north side of Visalia Parkway to facilitate signalization. The intersection must be designed to accommodate the ultimate lane configurations as follows:

Eastbound: one left-turn lane, one through lane, and one right-turn lane;

Westbound: one left-turn lane and one through lane with a shared right turn;

Northbound: one shared left-turn/through and one right-turn lane;

Southbound: one shared left-turn/through/right-turn lane (existing driveway).

This is included as Mitigation Measure No. 1.1.

The intersection of Mooney Boulevard and Visalia Parkway at the southwest corner of the project site is planned for the construction of a median on Visalia Parkway. The TIA recommends that the median construction accommodate widening of the intersection to the ultimate lane configurations based on 20-year analyses; however, the minimum lane configurations required in the 10-year with Project condition are as follows:

Eastbound: two left-turn lanes, one through lane, and one right-turn lane

Westbound: two left-turn lanes and one through lane with a shared right turn

Northbound: one left-turn lane and two through lanes with a shared right turn

Southbound: one left-turn lane, three through lanes, and one right-turn lane.

This is included as Mitigation Measure No. 1.2.

For all other affected intersections listed in the report, the TIA states that the project shall mitigate its impacts by providing an equitable share of development [transportation] impact fees for the future signalization or installation of traffic signals for the intersections identified. The City of Visalia will continue to monitor and evaluate

the intersections identified and carry out improvements for controlled movements when such measures are critically necessary.

The California Department of Transportation (Caltrans) has reviewed the project, and provided correspondence as a Responsible Agency, because the project takes vehicular access from Mooney Boulevard, a State Highway designated as State Route 63. Caltrans provided a letter providing comments on the first draft of the Traffic Impact Analysis on November 12, 2019, wherein Caltrans recommended changes to trip generation figures, additional analysis of westbound through lanes on Visalia Parkway, and revisions to the site plan affecting the number of lanes proposed on State Route 63. Responses to the comments were provided to Caltrans via a November 26, 2019 memo that was subsequently approved by Caltrans on December 12, 2019. Revisions were then incorporated into the January 10, 2020 version of the TIA.

- c. There are no planned geometric designs associated with the project that are considered hazardous.
- d. The project will not result in inadequate emergency access.

XVIII. TRIBAL CULTURAL RESOURCES

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

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

In response to an invitation for early consultation sent out on July 23, 2019, the City of Visalia received one response on August 13, 2021 from the Santa Rosa Rancheria Tachi Yokut Tribe, requesting to be retained to give a cultural presentation to construction staff regarding the law and the potential to discover cultural resources onsite. When staff reached out to the tribe on August 15, 2019 for further information, no additional return correspondence was received.

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 Mooney Boulevard and Visalia Parkway. Usage of these lines is consistent with the City Sewer System Master Plan. These improvements will not cause significant environmental impacts.

The project site will be accommodated by City storm water drainage lines that handle on-site and street runoff. As part of the project, a storm drain main will be extended off-site along Mooney Boulevard and Visalia Parkway. 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 will be further served by multiple points of access. In the event of an emergency response, coordination would be made with the City's Engineering, Police, and Fire Divisions to ensure that adequate access to and from the site is maintained.
- b. The project area is relatively flat and the underlying soil is not known to be unstable. Therefore, the site is not in a location that is likely to exacerbate wildfire risks.
- c. The project is located on a site that is adjacent on multiple sides by existing development. New project development will require the installation and maintenance of associated infrastructure; however the infrastructure would be typical of commercial development and would be developed to the standards of the underlying responsible agencies.
- d. The project area is relatively flat and the underlying soil is not known to be unstable. Therefore, the site is not in a location that would expose persons or structures to significant risks of flooding or landslides.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

the City of Visalia's General Plan Update for conversion to urban use. The City adopted mitigation measures for conversion to urban development. Where effects were still determined to be significant a statement of overriding considerations was made.

- b. This site was evaluated in the Program EIR (SCH No. 2010041078) for the City of Visalia General Plan Update for the area's conversion to urban use. The City adopted mitigation measures for conversion to urban development.

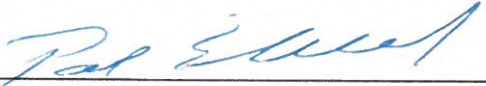
Where effects were still determined to be significant a statement of overriding considerations was made.

- c. This site was evaluated in the Program EIR (SCH No. 2010041078) for the City of Visalia General Plan Update for conversion to urban use. The City adopted mitigation measures for conversion to urban development. Where effects were still determined to be significant a statement of overriding considerations was made.

DETERMINATION OF REQUIRED ENVIRONMENTAL DOCUMENT

On the basis of this initial evaluation:

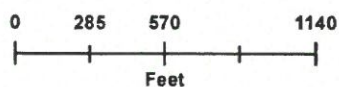
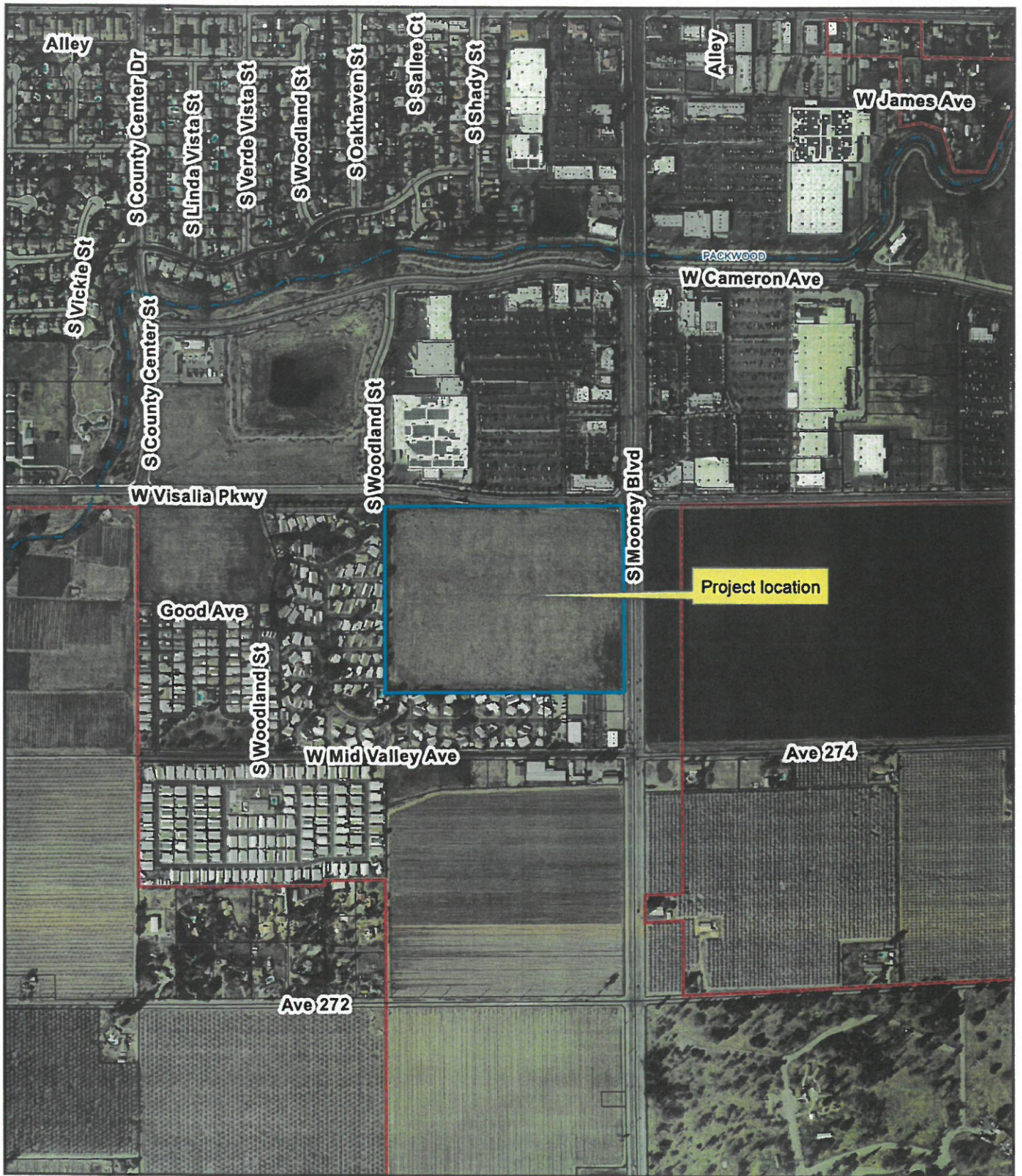
- ☐ I find that the proposed project **COULD NOT** have a significant effect on the environment. **A NEGATIVE DECLARATION WILL BE PREPARED.**
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the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



Paul Scheibel, AICP
Environmental Coordinator

2-12-20

Date



TPM No. 2019-13 & CUP No. 2019-31,
ZTA No. 2019-13 & CUP No. 2019-42

Location Map

- Streets
- Railroad
- Waterways
- City Limits
- Parcels





Jared Blumenfeld
Secretary for
Environmental Protection

Department of Toxic Substances Control

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



Gavin Newsom
Governor

March 2, 2020

Mr. Cristobal Carrillo
City of Visalia
315 E. Acequia Avenue
Visalia, California 93291

MITIGATED NEGATIVE DECLARATION FOR TENTATIVE PARCEL MAP
NO. 2019-13 AND CONDITIONAL USE PERMIT NO. 2019-31, ZONING TEXT
AMENDMENT NO. 2019-13 AND CONDITIONAL USE PERMIT NO. 2019-42 – DATED
FEBRUARY 2020 (STATE CLEARINGHOUSE NUMBER: 2020029057)

Dear Mr. Carrillo:

The Department of Toxic Substances Control (DTSC) received a Mitigated Negative Declaration (MND) for Tentative Parcel Map No. 2019-13 and Conditional Use Permit No. 2019-31, Zoning Text Amendment No. 2019-31 and Conditional Use Permit No. 2019-42. Tentative Parcel Map No. 2019-13 is a request by Lars Anderson & Associates, Inc. to subdivide a 28.7-acre site into an 11-lot commercial subdivision in the Regional Commercial (C-R) Zone. Conditional Use Permit No. 2019-31 is a request by Lars Anderson & Associates to establish a master planned commercial development consisting of approximately 138,188 square feet of commercial uses. Zoning Text Amendment No. 2019-13 is a request by CarMax to amend Zoning Ordinance Section 17.25.030 (Zoning Use Matrix) Line A22 to establish "Car Sales – New & Used" as a conditional use in the C-R Zone District. Conditional Use Permit No. 2019-42 is a request by CarMax to allow an 8,526 square foot used car sales and service center on a 5-acre parcel in the C-R Zone District.

DTSC recommends that the following issues be evaluated in the MND Hazards and Hazardous Materials section:

1. The MND should acknowledge historic or future activities on or near the project site that may have the potential to result in the release of hazardous wastes/substances on the project site. In instances in which releases have occurred or may occur, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. The MND should also identify the mechanism(s) to initiate any required investigation and/or remediation and the

government agency who will be responsible for providing appropriate regulatory oversight.

2. Refiners in the United States started adding lead compounds to gasoline in the 1920s in order to boost octane levels and improve engine performance. This practice did not officially end until 1992 when lead was banned as a fuel additive in California. Tailpipe emissions from automobiles using leaded gasoline contained lead and resulted in aerially deposited lead (ADL) being deposited in and along roadways throughout the state. ADL-contaminated soils still exist along roadsides and medians and can also be found underneath some existing road surfaces due to past construction activities. Due to the potential for ADL-contaminated soil DTSC, recommends collecting soil samples for lead analysis prior to performing any intrusive activities for the project described in the MND.
3. If buildings or other structures are to be demolished on any project sites included in the proposed project, surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with DTSC's 2006 *Interim Guidance Evaluation of School Sites with Potential Contamination from Lead Based Paint, Termiticides, and Electrical Transformers* (https://dtsc.ca.gov/wpcontent/uploads/sites/31/2018/09/Guidance_Lead Contamination_050118.pdf).
4. If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to *DTSC's 2001 Information Advisory Clean Imported Fill Material* (https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/SMP_FS_Cleanfill-Schools.pdf).
5. If any sites included as part of the proposed project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the MND. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC's 2008 *Interim Guidance for Sampling Agricultural Properties (Third Revision)* (<https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/Ag-Guidance-Rev-3-August-7-2008-2.pdf>).

DTSC appreciates the opportunity to review the MND. Should you need any assistance with an environmental investigation, please submit a request for Lead Agency Oversight Application, which can be found at: <https://dtsc.ca.gov/wp->

Mr. Cristobal Carrillo
March 2, 2020
Page 3

[content/uploads/sites/31/2018/09/VCP_App-1460.doc](#). Additional information regarding voluntary agreements with DTSC can be found at: <https://dtsc.ca.gov/brownfields/>.

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

Sincerely,



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

cc: (via email)

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

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

Mr. Dave Kereazis
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DEPARTMENT OF TRANSPORTATION**DISTRICT 6 OFFICE**

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Making Conservation
a California Way of Life

March 19, 2020

06-TUL-63-5.45
VISALIA PARKWAY DEVELOPMENT (8)
SCH #2020029057

SENT VIA EMAIL

Mr. Cristobal Carrillo, Associate Planner
City of Visalia – Community Development Dept., Planning Division
315 East Acequia Avenue
Visalia, CA 93291

Dear Mr. Carrillo:

Thank you for the opportunity to review the Mitigated Negative Declaration (MND) for the Commons Retail Shopping Center project. The proposed development will be constructed in 2 phases. Phase 1 of the Project covers approximately 14.68 acres and will include a total of 135,100 square feet (sq. ft.) of building area as follows:

- Buildings A (Shop) with drive through at 10,000 sq. ft.;
- Buildings B (Shop) with drive through at 10,000 sq. ft.;
- Convenience Store at 3,100 sq. ft., with 6 gas pumps (12 dispensers);
- Restaurant at 7,200 sq. ft.;
- Quick Serve Restaurant with drive through at 3,000 sq. ft.;
- Quick Serve Restaurant with drive through at 5,000 sq. ft.;
- Automotive Building at 12,000 sq. ft.;
- Major Retail Building #1 at 56,800 sq. ft.;
- Major Retail Building #2 at 29,800 sq. ft.

Phase 2 of the Project will cover approximately 12.48 acres identified as Future Auto Sales west of Phase 1 and would have frontage only along Visalia Parkway. For purposes of this analysis, it is assumed that the Future Auto Sales portion of the site could be developed with a retail building area of 70,000 square feet. Access to Phase 2 would be shared with the Phase 1 main driveway with connectivity through Phase 1 to other driveways. It is also likely that a driveway would be constructed connecting to Visalia Parkway on the western edge of the site (Outlot 1).

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

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

1. Caltrans concurs with the Response to Comments technical memo dated November 26, 2019 regarding Caltrans comment letter dated November 12, 2019 on the Traffic Impact Analysis for the proposed Commons Retail Shopping Center at Visalia Parkway
2. The City of Visalia Active Transportation Plan (ATP) does not propose any future bikeways on SR 63. However, the Visalia ATP proposes a class I bike path and class II bike lanes along Visalia Parkway.
3. However, Caltrans is pleased with the Project's efforts to accommodate for bicyclists on SR 63 along the right-turn lane which can enhance bikeway connectivity through the SR 63/Visalia Parkway intersection.
4. The Visalia ATP calls for bicycle parking within new developments under **Chapter 2.2 - Relevant Plans and Policy Documents T-P-41** "Integrate the bicycle transportation system into new development and infill redevelopment. Development shall provide short term bicycle parking and long-term bicycle storage facilities, such as bicycle racks, stocks, and rental bicycle lockers."
5. Considering Senate Bill (SB) 743 and statewide efforts to reduce Vehicle Miles Traveled (VMT) and improve air quality, Caltrans is pleased with the addition of Electric Vehicle (EV) charging stations, short-term/long-term bike racks, and a transit pull-out stop as indicated in the Project's site plan.
6. As a point of information, additional right-of-way would be needed to accommodate the proposed bus stop along SR 63.
7. Caltrans recommends that the project contribute its fair share to the City's transportation impact fee program to fund future infrastructure improvements within the area due to the continuous development within the vicinity of the project.

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

Sincerely,



MICHAEL NAVARRO, Chief
Transportation Planning - North

Traffic Impact Analysis

Proposed Commons at Visalia Parkway Shopping Center

***Southwest of the Intersection of
Visalia Parkway and Mooney Boulevard
Visalia, California***

Prepared For:

Visalia Parkway Partners, LLC
P.O. Box 6317
Fresno, California 93703

Date:

January 10, 2020

Job No.:

19-008.01



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Mr. Jim Shehadey
Visalia Parkway Partners, LLC
P.O. Box 6317
Fresno, California 93703

January 10, 2020

Subject: Traffic Impact Analysis
Proposed Commons at Visalia Parkway Shopping Center
Southwest of the Intersection of Visalia Parkway and Mooney Boulevard
Visalia, California

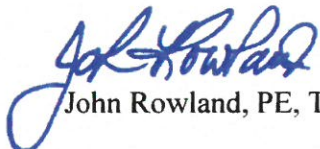
Dear Mr. Shehadey:

We are pleased to submit this Traffic Impact Analysis report for the proposed Commons at Visalia Parkway Shopping Center. This report was prepared in general accordance with the requirements of the agencies having jurisdiction at the study locations and identifies deficiencies in the existing transportation system as well as potentially-significant impacts. Recommendations are provided to mitigate potentially-significant Project and cumulative impacts.

Thank you for the opportunity to perform this traffic impact analysis and to provide you with this report. Please feel free to contact our office if you have any questions or comments regarding this report, or if we can be of further assistance.

Sincerely,

PETERS ENGINEERING GROUP


John Rowland, PE, TE



EXECUTIVE SUMMARY

This traffic impact analysis (TIA) has been prepared to study the potential traffic impacts related to the proposed Commons at Visalia Parkway Shopping Center in Visalia, California, hereinafter referred to as “the Project.” This analysis focuses on the anticipated effect of vehicle traffic resulting from the Project and was performed in general conformance with the following documents, as applicable:

- City of Visalia *Procedures for Traffic Impact Analysis* (TIA) updated October 2014;
- Caltrans *Guide for the Preparation of Traffic Impact Studies* dated December 2002.

The proposed Commons at Visalia Parkway Shopping Center (Project) is located southwest of the intersection of Visalia Parkway and Mooney Boulevard (State Route 63) in Visalia, California. The Project site covers approximately 27.16 acres and will be developed in two phases. Phase 1 of the Project covers approximately 14.68 acres and will include a total of 135,100 square feet of building area as follows:

- Major 1: 56,800 square feet
- Major 2: 29,800 square feet
- Shops A: 10,000 square feet with drive through
- Shops B: 10,000 square feet with drive through
- C-Store: 3,100 square feet with 12 fueling positions
- Restaurant: 7,200 square feet
- Drive Thru 2: 3,000 square feet with drive through
- Drive Thru 3: 5,000 square feet with drive through
- Automotive: 12,000 square feet

Access to Phase 1 is proposed via two driveways connecting to Visalia Parkway and two driveways connecting to Mooney Boulevard. The site plan suggests that a median will be constructed on Visalia Parkway with an opening for the main driveway to allow left turns into the site from westbound Visalia Parkway, while the east driveway will be right-in/right-out only. The site plan also proposes that the south driveway connecting to Mooney Boulevard would have a median opening allowing left turns into the site from northbound Mooney Boulevard, while the north driveway will be right-in/right-out only.

Phase 2 of the Project will cover approximately 12.48 acres identified as Future Auto Sales west of Phase 1 and would have frontage only along Visalia Parkway. For purposes of these analyses, it is assumed that the Future Auto Sales portion of the site could be developed with a retail building area of 70,000 square feet. Access to Phase 2 would be shared with the Phase 1 main driveway with connectivity through Phase 1 to other driveways. It is also likely that a driveway would be constructed connecting to Visalia Parkway on the western edge of the site (Outlot 1).

The potential exists that Phase 2 would be developed as an automobile sales site with a building size of 8,600 square feet; however, the analysis of a 70,000-square-foot retail building represents the worst-case scenario.

Development of Outlot 2 is not considered part of the current Project. Any future development on Outlot 2 would share access with Phase 1 and Phase 2 of the Project. Therefore, for purposes of the cumulative analyses, an assumption is made that 100 units of senior housing would be developed on Outlot 2 in the future.

EXECUTIVE SUMMARY (Continued)

The TIA includes analysis of the following intersections:

1. Whitendale Avenue / County Center Drive
2. Whitendale Avenue / Mooney Boulevard
3. Sunnyside Avenue / Mooney Boulevard
4. Orchard Avenue / Mooney Boulevard
5. Caldwell Avenue / Demaree Street
6. Caldwell Avenue / Dans Street
7. Caldwell Avenue / County Center Drive
8. Caldwell Avenue / Shady Street
9. Caldwell Avenue / Mooney Boulevard
10. Caldwell Avenue / Fairway Street
11. Caldwell Avenue / Stonebrook Street
12. Cameron Avenue / County Center Drive
13. Cameron Avenue / Mooney Boulevard
14. Cameron Avenue / Stonebrook Street
15. Cameron Avenue / West Street
16. Visalia Parkway / Demaree Street
17. Visalia Parkway / Dans Street
18. Visalia Parkway / County Center Drive
19. Visalia Parkway / Outlot 1 Access
20. Visalia Parkway / Main Site Access
21. Visalia Parkway / East Site Access
22. Visalia Parkway / Mooney Boulevard
23. Visalia Parkway / Stonebrook Street
24. North Site Access / Mooney Boulevard
25. South Site Access / Mooney Boulevard
26. Midvalley Avenue / Mooney Boulevard
27. Avenue 272 / Road 108 (Demaree Street)
28. Avenue 272 / Mooney Boulevard
29. Avenue 268 / Mooney Boulevard

Traffic signal warrant analyses are required at the following intersections:

6. Caldwell Avenue / Dans Street (one-way stop plus a private driveway on the north)
12. Cameron Avenue / County Center Drive (one-way stop)
14. Cameron Avenue / Stonebrook Street (one-way stop)
15. Cameron Avenue / West Street (two-way stop)
17. Visalia Parkway / Dans Street (two-way stop)
18. Visalia Parkway / County Center Drive (one-way stop)
28. Avenue 272 / Mooney Boulevard (two-way stop).

The study time periods include the peak hours determined within each of the following time periods:

- A.M. Peak hour: 7:00 a.m. to 9:00 a.m.
- Midday Peak Hour: 11:00 a.m. to 1:00 p.m.
- P.M. Peak Hour: 2:00 p.m. to 6:00 p.m.

EXECUTIVE SUMMARY (Continued)

The peak hours are analyzed for the following conditions based on both City of Visalia Category IV requirements and typical Caltrans requirements:

- Existing Conditions;
- Existing-Plus-Project Phase 1 Conditions;
- Existing-Plus-Project Phases 1 and 2 Conditions;
- Five-Year Cumulative No-Project Conditions;
- Five-Year Cumulative Conditions With Project;
- 10-Year Cumulative No-Project Conditions;
- 10-Year Cumulative Conditions With Project;
- 20-Year Cumulative No-Project Conditions; and
- 20-Year Cumulative Conditions With Project.

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

The conclusion of the traffic impact analysis is that the Project is likely to cause or contribute to potentially-significant traffic impacts as identified in this report. Recommended mitigation measures or actions are summarized in the tables below.

In general, it is recommended that the Project construct traffic signals at the main site access driveway on Visalia Parkway and widening at the intersection of Visalia Parkway and Mooney Boulevard. The Project may also be required to contribute an equitable share to future intersections improvements if those improvements are not included in the City of Visalia development fee program.

EXECUTIVE SUMMARY (Continued)

Summary of Recommendations

Intersection	Project Scenario			
	Existing Plus Project*	Five-Year	10-Year	20-Year
Caldwell / Dans	2-1: Signals not warranted. Construct no improvements.	5-1: Equitable share if City chooses future signalization.	10-1: Same as Five-Year	20-1: Same as Five-Year
Cameron / Stonebrook	2-2: Signals not warranted. Construct no improvements.	5-2: Equitable share of traffic signals.	10-2: Same as Five-Year	20-2: Same as Five-Year
Cameron / West	2-3: Signals not warranted. Construct no improvements.	5-3: Equitable share of traffic signals.	10-3: Same as Five-Year	20-3: Same as Five-Year
Visalia Pwy / Dans	2-4: Signals not warranted. Construct no improvements.	5-4: Equitable share if City chooses future signalization.	10-4: Same as Five-Year	20-4: Same as Five-Year
Visalia Pwy / County Center	2-5: Signals not warranted. Construct no improvements.	5-5: Equitable share of traffic signals.	10-5: Same as Five-Year	20-5: Same as Five-Year
Visalia Pwy / Main Site	2-6: Install traffic signals.	5-6: Same as Five-Year	10-6: Same as Five-Year	20-6: Same as Five-Year
Visalia Pwy / Stonebrook				20-7: Equitable share of traffic signals.
Visalia Pwy / Mooney	2-7: Install median and widen intersection.	5-7: Same as Five-Year	10-7: Same as Five-Year	20-8: Same as Five-Year with additional lane.
Ave 272 / Mooney	2-8: Signals not warranted. Construct no improvements.	5-8: Equitable share of traffic signals or roundabout.	10-8: Same as Five-Year	20-9: Same as Five-Year

* The conclusions for the existing-plus-Phase 1 scenario are the same as the existing-plus-Phases 1 and 2 scenario.

Equitable Share Responsibility Calculations – P.M. Peak Hour

Location	Project Trips	Existing Volume	20-Year Volume	Equitable Share
Caldwell / Dans	91	1,856	2,326	19.4%
Cameron / Stonebrook	117	1,543	2,501	12.2%
Cameron / West	117	1,425	1,790	32.1%
Visalia Pwy / Dans	96	932	1,247	30.5%
Visalia Pwy / County Center	167	1,043	1,597	30.1%
Visalia Pwy / Main Site				100%
Visalia Pwy / Mooney	638	2,640	3,927	49.6%
Visalia Pwy / Stonebrook	53	416	1,501	4.9%
Ave 272 / Mooney	321	2,346	3,226	36.5%

Traffic Impact Analysis

***Proposed Commons at Visalia Parkway
Shopping Center***

***Southwest of the Intersection of
Visalia Parkway and Mooney Boulevard***

Visalia, California



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1.0 – INTRODUCTION

1.1 – Purpose

This traffic impact analysis has been prepared to study the potential traffic impacts related to the proposed Commons at Visalia Parkway Shopping Center in Visalia, California, hereinafter referred to as “the Project.” This analysis focuses on the anticipated effect of vehicle traffic resulting from the Project and was performed in general conformance with the following documents, as applicable:

- City of Visalia *Procedures for Traffic Impact Analysis* (TIA) updated October 2014 (City Procedures).
- Caltrans *Guide for the Preparation of Traffic Impact Studies* dated December 2002 (Caltrans Guidelines).

1.2 – Project Description

The proposed Commons at Visalia Parkway Shopping Center (Project) is located southwest of the intersection of Visalia Parkway and Mooney Boulevard (State Route 63) in Visalia, California. The Project site covers approximately 27.16 acres and will be developed in two phases. Phase 1 of the Project covers approximately 14.68 acres and will include a total of 135,100 square feet of building area as follows:

- Major 1: 56,800 square feet
- Major 2: 29,800 square feet
- Shops A: 10,000 square feet with drive through
- Shops B: 10,000 square feet with drive through
- C-Store: 3,100 square feet with 12 fueling positions
- Restaurant: 7,200 square feet
- Drive Thru 2: 3,000 square feet with drive through
- Drive Thru 3: 5,000 square feet with drive through
- Automotive: 12,000 square feet

Access to Phase 1 is proposed via two driveways connecting to Visalia Parkway and two driveways connecting to Mooney Boulevard. The site plan suggests that a median will be constructed on Visalia Parkway with an opening for the main driveway to allow left turns into the site from westbound Visalia Parkway, while the east driveway will be right-in/right-out only. The site plan also proposes that the south driveway connecting to Mooney Boulevard would have a median opening allowing left turns into the site from northbound Mooney Boulevard, while the north driveway will be right-in/right-out only.

Phase 2 of the Project will cover approximately 12.48 acres identified as Future Auto Sales west of Phase 1 and would have frontage only along Visalia Parkway. For purposes of these analyses, it is assumed that the Future Auto Sales portion of the site could be developed with a retail building area of 70,000 square feet. Access to Phase 2 would be shared with the Phase 1 main driveway with connectivity through Phase 1 to other driveways. It is also likely that a driveway would be constructed connecting to Visalia Parkway on the western edge of the site (Outlot 1).

The potential exists that Phase 2 would be developed as an automobile sales site with a building size of 8,600 square feet; however, the analysis of a 70,000-square-foot retail building represents the worst-case scenario.

Development of Outlot 2 is not considered part of the current Project. Any future development on Outlot 2 would share access with Phase 1 and Phase 2 of the Project. Therefore, for purposes of the cumulative analyses, an assumption is made that 100 units of senior housing would be developed on Outlot 2 in the future.

A vicinity map is presented in the attached Figure 1.1, Site Vicinity Map, and a site plan is presented in Figure 1.2, Site Plan, following the text of this report.

1.3 – Study Area

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

1. Whitendale Avenue / County Center Drive
2. Whitendale Avenue / Mooney Boulevard
3. Sunnyside Avenue / Mooney Boulevard
4. Orchard Avenue / Mooney Boulevard
5. Caldwell Avenue / Demaree Street
6. Caldwell Avenue / Dans Street
7. Caldwell Avenue / County Center Drive
8. Caldwell Avenue / Shady Street
9. Caldwell Avenue / Mooney Boulevard
10. Caldwell Avenue / Fairway Street
11. Caldwell Avenue / Stonebrook Street
12. Cameron Avenue / County Center Drive
13. Cameron Avenue / Mooney Boulevard
14. Cameron Avenue / Stonebrook Street
15. Cameron Avenue / West Street
16. Visalia Parkway / Demaree Street
17. Visalia Parkway / Dans Street
18. Visalia Parkway / County Center Drive
19. Visalia Parkway / Outlot 1 Access
20. Visalia Parkway / Main Site Access
21. Visalia Parkway / East Site Access
22. Visalia Parkway / Mooney Boulevard
23. Visalia Parkway / Stonebrook Street
24. North Site Access / Mooney Boulevard
25. South Site Access / Mooney Boulevard
26. Midvalley Avenue / Mooney Boulevard
27. Avenue 272 / Road 108 (Demaree Street)
28. Avenue 272 / Mooney Boulevard
29. Avenue 268 / Mooney Boulevard

The study intersections are identified in Figure 1.3, Study Intersections.

Traffic signal warrant analyses are required at the following intersections:

6. Caldwell Avenue / Dans Street (one-way stop plus a private driveway on the north)
12. Cameron Avenue / County Center Drive (one-way stop)
14. Cameron Avenue / Stonebrook Street (one-way stop)
15. Cameron Avenue / West Street (two-way stop)
17. Visalia Parkway / Dans Street (two-way stop)
18. Visalia Parkway / County Center Drive (one-way stop)
28. Avenue 272 / Mooney Boulevard (two-way stop).

1.4 – Study Scenarios

The study time periods include the peak hours determined within each of the following time periods:

- A.M. Peak hour: 7:00 a.m. to 9:00 a.m.
- Midday Peak Hour: 11:00 a.m. to 1:00 p.m.
- P.M. Peak Hour: 2:00 p.m. to 6:00 p.m.

The peak hours are analyzed for the following conditions based on both City of Visalia Category IV requirements and typical Caltrans requirements:

- Existing Conditions;
- Existing-Plus-Project Phase 1 Conditions;
- Existing-Plus-Project Phases 1 and 2 Conditions;
- Five-Year Cumulative No-Project Conditions;
- Five-Year Cumulative Conditions With Project;
- 10-Year Cumulative No-Project Conditions;
- 10-Year Cumulative Conditions With Project;
- 20-Year Cumulative No-Project Conditions; and
- 20-Year Cumulative Conditions With Project.

1.5 – List of Abbreviations

The following is a list of abbreviations that may be used the text of this report.

NBL – Northbound left	NBT – Northbound through
NBR – Northbound right	SBL – Southbound left
SBT – Southbound through	SBR – Southbound right
EBL – Eastbound left	EBT – Eastbound through
EBR – Eastbound right	WBL – Westbound left
WBT – Westbound through	WBR – Westbound right
HCM – Highway Capacity Manual, 2010	PHF – Peak hour factor
LOS – Level of service	sec – seconds
OWS – One-way stop	TWS – Two-way stop
DNS – Does not stop	DNE – Does not exist
S – Shared lane	P – Private driveway
NS – Lane not striped; de facto turn lane	SR – State Route
Pwy – Parkway	Round – Roundabout
TBD – Lane to be constructed by project, length yet to be determined	
ITE – Institute of Transportation Engineers	MPH – miles per hour
TCAG – Tulare County Association of Governments	

2.0 – IMPACT SIGNIFICANCE CRITERIA

2.1 – Level of Service

The Transportation Research Board *Highway Capacity Manual*, 2010, (HCM) defines level of service (LOS) as, “A quantitative stratification of a performance measure or measures that represent quality of service, measured on an A-F scale, with LOS A representing the best operating conditions from the traveler’s perspective and LOS F the worst.” Automobile mode LOS characteristics for both unsignalized and signalized intersections are presented in Tables 2.1 and 2.2.

Table 2.1
Level of Service Characteristics for Unsignalized Intersections

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

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

Table 2.2
Level of Service Characteristics for Signalized Intersections

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

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

2.2 – City of Visalia and Caltrans Criteria

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

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

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

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

2.3 – County of Tulare Criteria

Policy TC-1.16, County Level Of Service (LOS) Standards, presented in Chapter 13 of the 2030 Update of the Tulare County General Plan dated August 2012 (County General Plan) states: *“The County shall strive to develop and manage its roadway system (both segments and intersections) to meet a LOS of “D” or better in accordance with the LOS definitions established by the Highway Capacity Manual.”*

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

2.4 – Summary of Minimum Acceptable Levels of Service

Table 2.3 presents the current jurisdiction and the target LOS for the study intersections.

Table 2.3
Minimum Acceptable Intersection Levels of Service

Location Number	Intersection	Current Jurisdiction	Target LOS
1	Whitendale Avenue / County Center Drive	City of Visalia	D
2	Whitendale Avenue / Mooney Boulevard	Caltrans (within City of Visalia)	D
3	Sunnyside Avenue / Mooney Boulevard	Caltrans (within City of Visalia)	D
4	Orchard Avenue / Mooney Boulevard	Caltrans (within City of Visalia)	D
5	Caldwell Avenue / Demaree Street	City of Visalia	D
6	Caldwell Avenue / Dans Street	City of Visalia	D
7	Caldwell Avenue / County Center Drive	City of Visalia	D
8	Caldwell Avenue / Shady Street	City of Visalia	D
9	Caldwell Avenue / Mooney Boulevard	Caltrans (within City of Visalia)	D
10	Caldwell Avenue / Fairway Street	City of Visalia	D
11	Caldwell Avenue / Stonebrook Street	City of Visalia	D
12	Cameron Avenue / County Center Drive	City of Visalia	D
13	Cameron Avenue / Mooney Boulevard	Caltrans (within City of Visalia)	D
14	Cameron Avenue / Stonebrook Street	City of Visalia	D
15	Cameron Avenue / West Street	City of Visalia	D
16	Visalia Parkway / Demaree Street	City of Visalia	D
17	Visalia Parkway / Dans Street	City of Visalia	D
18	Visalia Parkway / County Center Drive	City of Visalia	D
19	Visalia Parkway / Outlot 1 Access	City of Visalia	D
20	Visalia Parkway / Main Site Access	City of Visalia	D
21	Visalia Parkway / East Site Access	City of Visalia	D
22	Visalia Parkway / Mooney Boulevard	Caltrans (within City of Visalia)	D
23	Visalia Parkway / Stonebrook Street	City of Visalia	D
24	North Site Access / Mooney Boulevard	Caltrans (within City of Visalia)	D
25	South Site Access / Mooney Boulevard	Caltrans (within City of Visalia)	D
26	Midvalley Avenue / Mooney Boulevard	Caltrans (within City of Visalia)	D
27	Avenue 272 / Road 108 (Demaree Street)	County of Tulare	D
28	Avenue 272 / Mooney Boulevard	Caltrans (within City of Visalia)	D
29	Avenue 268 / Mooney Boulevard	Caltrans (within City of Visalia)	D

2.5 – Intersection Queuing Criteria

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

significant queuing impact is determined if the Project increases the calculated 95th-percentile queue length by at least 25 feet (the average storage length for one vehicle).

2.6 – Transit, Bicycle, and Pedestrian Facilities

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

3.0 – TRAFFIC ANALYSIS METHODOLOGY

This section describes the methods and criteria used to evaluate LOS and traffic signal warrants.

3.1 – Intersection Analysis Methodology

The levels of service at the study intersections were determined using the computer program Synchro 9, which is based on the HCM procedures for calculating levels of service.

Although peak-hour traffic volumes are typically utilized in the operational analysis of intersections, the HCM utilizes the peak 15-minute period as the basis for operational analyses by incorporating the peak hour factor (PHF) into the analyses. PHFs for the existing-conditions and existing-plus-Project conditions analyses were determined based on the existing traffic volumes. It is typical traffic engineering practice based on previous versions of the Highway Capacity Manual to assume a PHF of 0.92 in urban areas and 0.88 in rural areas in the absence of field data. For purposes of the cumulative year five-year, 10-year, and 20-year analyses performed for this study, a PHF of 0.92 is used unless the existing PHF is greater than 0.92.

For signalized intersections and all-way-stop-controlled intersections, the overall intersection LOS and the average delay per vehicle are presented. For one-way and two-way stop-controlled intersections an overall intersection LOS is not defined in the HCM. Therefore, for one-way and two-way stop-controlled intersections the LOS and average delay per vehicle for the movement with the greatest delay is reported.

Queue lengths are reported for turn lanes as required in the City Procedures to reveal possible deficiencies that would not be apparent based only on LOS results.

3.2 – Traffic Signal Warrants

The California State Transportation Agency and California Department of Transportation *California Manual on Uniform Traffic Control Devices, 2014 Edition (Revision 4 dated March 29, 2019)* (CMUTCD) presents various criteria (warrants) for determining the need for traffic signals. The CMUTCD states that an engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether installation of a traffic control signal is justified at a particular location. The investigation of the need for a traffic control signal shall include an analysis of the applicable factors contained in the following traffic signal warrants:

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

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

The installation of a traffic signal can serve as mitigation when a significant impact is identified at an unsignalized intersection and traffic signal warrants are satisfied. If warrants are not satisfied, traffic signals would not be considered as a feasible mitigation. For cases in which peak hour traffic signal warrants are satisfied, traffic signals are not considered to be the default mitigation measure. Since installation of traffic signals typically includes construction of additional lanes or widening of the intersection, the development of recommendations for mitigation measures includes consideration of widening the intersection to add capacity while maintaining stop sign control. If the addition of lanes results in acceptable levels of service then the installation of traffic signals may be considered to be over-mitigation and may not be recommended even if peak-hour traffic signal warrants are satisfied.

It should be noted that the CMUTCD indicates that the study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count when evaluating the count against the signal warrants.

4.0 – PROJECT TRIP GENERATION

4.1 – Trip Generation and Internal Capture

Data provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*, are typically used to estimate the number of trips anticipated to be generated by proposed projects. Since the proposed site plan indicates that both Shops A and Shops B will have drive throughs, it is assumed that half of the shops buildings (5,000 square feet each) will be developed as fast-food with drive through, and the remaining half of the shops buildings are assumed to be shopping center uses. The trip generation calculations are presented in Tables A.1 and A.2 in Appendix A and the results are summarized in Tables 4.1 and 4.2 below.

Data presented in the ITE *Trip Generation Handbook, 3rd Edition* dated September 2017 (TGH) contains information that the Project may generate internal trips (sometimes referred to as “internally-captured trips”). Estimation of the number of internal trips accounts for the interaction between the various individual land uses assumed for the trip generation calculations. A common example of an internal trip occurs in a multi-use development containing both offices and shops. A trip made from an office by an office worker to retail shop within the site is defined as internal to (i.e., “captured within”) the multi-use site. A more complete description of internal trips is presented in the TGH. An example of an internal trip for the proposed Project is a person who eats at a fast-food restaurant and also purchases fuel. An internal capture rate is generally defined as the percentage of total trips generated by a site that are made entirely within the site. A maximum internal capture rate of five percent for the overall Project was allowed by Caltrans. The internal capture analyses are presented in Appendix A and the results are applied in Tables 4.1 and 4.2.

Table 4.1
Phase 1 Project Trip Generation

ITE Land Use	Building Area	A.M. Peak Hour Traffic Volumes		Midday Peak Hour Traffic Volumes		P.M. Peak Hour Traffic Volumes		Weekday Traffic Volume
		Enter	Exit	Enter	Exit	Enter	Exit	Total
Shopping Center (820)	96,600 sq. ft.	124	76	276	276	254	276	5,874
Fast Food Restaurant with Drive Through (934)	18,000 sq. ft.	369	355	472	453	306	283	8,478
High-Turnover Sit-Down Restaurant (932)	7,200 sq. ft.	40	32	66	60	44	27	808
Super Convenience Market/Gas Station (960)	3,100 sq. ft.	81	81	90	90	108	108	2,598
Automobile Parts and Service Center (943)	12,000 sq. ft.	17	7	18	15	11	17	196
Subtotals:	-	631	551	922	894	723	711	17,954
Internal Capture	-	-30	-30	-45	-45	-36	-36	-898
TOTALS:	-	601	521	877	849	687	675	17,056

Table 4.2
Phases 1 and 2 Project Trip Generation

ITE Land Use	Building Area	A.M. Peak Hour Traffic Volumes		Midday Peak Hour Traffic Volumes		P.M. Peak Hour Traffic Volumes		Weekday Traffic Volume
		Enter	Exit	Enter	Exit	Enter	Exit	Total
Shopping Center (820)	166,600 sq. ft.	146	90	408	408	381	413	8,508
Fast Food Restaurant with Drive Through (934)	18,000 sq. ft.	369	355	472	453	306	283	8,478
High-Turnover Sit-Down Restaurant (932)	7,200 sq. ft.	40	32	66	60	44	27	808
Super Convenience Market/Gas Station (960)	3,100 sq. ft.	81	81	90	90	108	108	2,598
Automobile Parts and Service Center (943)	12,000 sq. ft.	17	7	18	15	11	17	196
Subtotals:	-	653	565	1,054	1,026	850	848	20,588
Internal Capture	-	-30	-30	-52	-52	-42	-42	-1,024
TOTALS:	-	623	535	1,002	974	808	806	19,564

4.2 – Pass-By Trips

The ITE *Trip Generation Handbook, 3rd Edition, September 2017* (TGH) presents information suggesting that the Project traffic volumes will include pass-by trips. The TGH defines a pass-by trip as a trip that “is made as an intermediate stop on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator.”

The TGH states: “However, not all traffic entering or exiting a site driveway is necessarily new traffic **added** to the street system. The actual amount of new traffic is dependent upon the purpose of the trip and the route used from its origin to its destination. For example, retail-oriented developments such as shopping centers, discount stores, restaurants, banks, service stations, and convenience markets are often located adjacent to busy streets in order to attract the motorists already on the street system for a different purpose. These sites attract a portion of their trips from traffic passing the site on the way from an origin to an ultimate destination. Thus, these “pass-by” trips **do not add new traffic** to the adjacent street system and may be reduced from the total external trips generated by a study site.”

Data provided in Appendix E of the TGH and the proposed orientation of the Project suggest that pass-by trips will be generated by the proposed Project. Available data in the TGH indicate the following average pass-by trip percentages for uses contained within the proposed Project:

- 34 percent of the weekday p.m. peak hour trips generated by Shopping Center
- 49 percent of the weekday a.m. peak hour trips generated by Fast Food Restaurant with Drive Through Window

- 50 percent of the weekday p.m. peak hour trips generated by Fast Food Restaurant with Drive Through Window
- 43 percent of the weekday p.m. peak hour trips generated by High-Turnover (Sit-Down) Restaurant
- 63 percent of the weekday a.m. peak hour trips generated by Convenience Market with Gasoline Pumps
- 66 percent of the weekday p.m. peak hour trips generated by Convenience Market with Gasoline Pumps

Based on the available empirical data values, a pass-by rate of 25 percent is applied to the shopping center uses, a rate of 40 percent is applied to the restaurant uses, and a rate of 50 percent is applied to the convenience market/gas station uses for purposes of the peak hour analyses. The pass-by trips for the automotive portion of the Project are expected to be negligible. The pass-by percentages are applied only to the external trips generated by each land use; the pass-by trip calculations are included in the attached spreadsheets utilized to calculate internal capture. Tables 4.3 and 4.4 present the volume of pass-by trips and new primary Project trips estimated to be generated by the Project.

Table 4.3
Pass-By Trips and Primary Project Trips (Phase 1)

Time Period	Trips Entering Site	Trips Exiting Site	Total Trips
A.M. Peak Hour Pass-By Trips	224	202	426
A.M. Peak Hour Primary Trips	377	319	696
Midday Peak Hour Pass-By Trips	312	302	614
Midday Peak Hour Primary Trips	565	547	1,112
P.M. Peak Hour Pass-By Trips	243	234	477
P.M. Peak Hour Primary Trips	444	441	885

Table 4.4
Pass-By Trips and Primary Project Trips (Phases 1 and 2)

Time Period	Trips Entering Site	Trips Exiting Site	Total Trips
A.M. Peak Hour Pass-By Trips	229	206	435
A.M. Peak Hour Primary Trips	394	329	723
Midday Peak Hour Pass-By Trips	344	334	678
Midday Peak Hour Primary Trips	658	640	1,298
P.M. Peak Hour Pass-By Trips	272	266	538
P.M. Peak Hour Primary Trips	536	540	1,076

Considering that the Project will generate a maximum of 1,298 primary (net external) peak hour trips, the Project is a Category IV project in accordance with City of Visalia criteria (generates more than 1,000 peak hour trips but less than 1,500 peak hour trips).

4.3 – Project Trip Distribution and Assignment

The distribution of Project trips has been estimated using engineering judgment considering available routes and complementary uses. The percentage distribution of Project trips is presented in the attached Figure 4.1, Project Trip Distribution Percentages.

The peak-hour Project trips presented in Tables 4.3 through 4.4 were assigned to the study intersections in accordance with the trip distribution percentages described above and are presented in the following figures:

- Figure 4.2a: Primary Project Trips – Phase 1 (A.M. and P.M. Peak Hours)
- Figure 4.2b: Primary Project Trips – Phase 1 (Midday Peak Hour)
- Figure 4.3a: Project Pass-By Trips – Phase 1 (A.M. and P.M. Peak Hours)
- Figure 4.3b: Project Pass-By Trips – Phase 1 (Midday Peak Hour)
- Figure 4.4a: Primary Project Trips – Phases 1 and 2 (A.M. and P.M. Peak Hours)
- Figure 4.4b: Primary Project Trips – Phases 1 and 2 (Midday Peak Hour)
- Figure 4.5a: Project Pass-By Trips – Phases 1 and 2 (A.M. and P.M. Peak Hours)
- Figure 4.5b: Project Pass-By Trips – Phases 1 and 2 (Midday Peak Hour)

4.4 – Phase 2 Alternative

A potential alternative is being considered in which Phase 2 would be developed as an automobile sales project. Table A.3 in Appendix A presents trip generation calculations for the alternate Phase 2 project, and the results are summarized in Table 4.5 below. It should be noted that ITE Code 840 for new automobile sales was utilized instead of ITE Code 841 for used automobile sales because the average building size for Code 841 is only 2,000 square feet, and the maximum building size studied was less than 5,000 square feet. The building area that would be constructed is not within the data range for ITE Code 841; therefore, ITE Code 840 was utilized.

Other than the information presented in Table 4.5, analysis of the Phase 2 alternative is not proposed as part of the scope of this traffic impact analysis.

Table 4.5
Alternate Phase 2 Trip Generation

ITE Land Use	Building Area	A.M. Peak Hour Traffic Volumes		Midday Peak Hour Traffic Volumes		P.M. Peak Hour Traffic Volumes		Weekday Traffic Volume
		Enter	Exit	Enter	Exit	Enter	Exit	Total
Automobile Sales (New) (840)	8,600 sq. ft.	12	5	10	9	9	13	240

4.5 – Outlot 2 Assumptions

Development of Outlot 2 is not considered part of the current Project. A future development on Outlot 2 would share access with Phase 1 and Phase 2 of the Project. Therefore, for purposes of the cumulative analyses, an assumption has been made that 100 units of senior housing would be developed on Outlot 2 in the future. Table A.4 in Appendix A presents trip generation calculations for Outlot 2, and the results are summarized in Table 4.6 below.

Table 4.6
Outlot 2 Trip Generation

ITE Land Use	Building Area	A.M. Peak Hour Traffic Volumes		Midday Peak Hour Traffic Volumes		P.M. Peak Hour Traffic Volumes		Weekday Traffic Volume
		Enter	Exit	Enter	Exit	Enter	Exit	Total
Senior Housing - Attached (252)	100	7	13	16	17	14	12	370

5.0 – EXISTING CONDITIONS

5.1 – Existing Roadway Network

The Project study area includes 29 intersections, the locations of which are illustrated in Figure 1.3, Study Intersections. The existing lane configurations and intersection control at the study locations are presented in Figure 5.1, Existing Lane Configurations and Intersection Control.

A description of the major roadways in the vicinity of the Project site is presented below.

Mooney Boulevard (State Route 63) is a north-south roadway designated as an arterial in the City of Visalia General Plan. North of the Project site Mooney Boulevard is a six-lane divided highway with signalized intersections, dedicated left- and right-turn lanes, and frequent commercial driveways. The speed limit is posted as 40 miles per hour (MPH) north of Visalia Parkway. South of the Project site Mooney Boulevard is generally a four-lane divided highway that is slightly more rural in nature than it is to the north and a posted speed limit of 55 MPH south of Midvalley Avenue.

Visalia Parkway is an east-west roadway designated as an arterial in the City of Visalia General Plan. The roadway generally consists of one lane in each direction with dedicated left-turn lanes. Within the Project vicinity, the north side of the roadway has been developed to its ultimate width including curb and gutter, while the south side (eastbound lane) is generally narrow with dirt shoulders. The posted speed limit is 40 MPH on both sides of Mooney Boulevard

5.2 – Existing Transit Service

Visalia Transit operates 13 fixed-route buses that service Visalia, Farmersville, Exeter, Goshen, and Tulare. Visalia Transit connects with Tulare InterModal Express, Tulare County Area Transit, Kings Area Regional Transit, Greyhound, and Amtrak. Visalia Transit provides a supplemental Dial-A-Ride service, curb to curb service designed to provide comparable paratransit service for individuals with disabilities who are not able to use the fixed route service. Dial-a-Ride also provides same-day service to the general public (non-ADA certified passengers), but are limited to same day reservations and space availability.

Youth can travel from schools to near-by recreation centers via the Loop Bus. The V-Line provides service from Visalia to Fresno. Visalia Transit also manages the Sequoia Shuttle, which is a seasonal transit service to and from the Sequoia National Park, made possible through a partnership with the National Parks Service. Finally, the Visalia Towne Trolley operates year-round through the heart of the City of Visalia.

Visalia Transit Routes 1A and 1B travel past the Project site on Mooney Boulevard. Route 12B travels north and east of the intersection of Mooney Boulevard and Visalia Parkway.

5.3 – Existing Bicycle and Pedestrian Facilities

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

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

Dedicated bicycle facilities are not present in the immediate Project vicinity. Visalia Parkway is planned for Class II bike lanes, while Mooney Boulevard is not designated for a bikeway.

Pedestrian facilities, including sidewalks, crosswalks, and pedestrian traffic signals at signalized intersections, are well established in the developed areas north of Visalia Parkway. Areas south of Visalia Parkway are typically less developed and pedestrian connectivity is not well established.

5.4 – Existing Traffic Volumes

Existing peak-hour traffic volumes at the study intersections were determined by performing manual turning-movement counts at the study intersections on a weekday at the following times:

- 7:00 a.m. to 9:00 a.m. (to determine a.m. peak hour volumes)
- 11:00 a.m. to 1:00 p.m. (to determine a.m. peak hour volumes)
- 2:00 p.m. to 6:00 p.m. (to determine a.m. peak hour volumes)

The counts included turning movements, heavy vehicles, pedestrians, bicycles, and right turns on red. The traffic count data sheets are presented in Appendix B. The existing peak-hour turning movement volumes are presented in Figure 5.2a, Existing A.M. and P.M. Peak-Hour Traffic Volumes and Figure 5.2b, Existing Midday Peak-Hour Traffic Volumes.

The site is adjacent to urbanized areas and counts were performed while school was in session; therefore, seasonal and daily adjustments were not applied.

5.5 – Existing-Conditions Intersection LOS Analysis

The results of the existing-conditions intersection LOS analyses are summarized in Table 5.1. The intersection analysis sheets are presented in Appendix C. Levels of service and delays worse than the target LOS D or indicated in bold type and are underlined.

Table 5.1
Intersection Analysis Summary – Existing Conditions

Intersection	Control	A.M. Peak Hour		Midday Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Whitendale / County Center	Signals	23.9	C	17.1	B	21.5	C
Whitendale / Mooney	Signals	18.5	B	25.1	C	22.9	C
Sunnyside / Mooney	Signals	11.2	B	16.5	B	17.3	B
Orchard / Mooney	Signals	9.7	A	15.6	B	15.3	B
Caldwell / Demaree	Signals	25.4	C	22.0	C	27.3	C
Caldwell / Dans	TWS	<u>37.5</u>	<u>E</u>	22.9	C	<u>36.0</u>	<u>E</u>
Caldwell / County Center	Signals	16.4	B	18.6	B	20.6	C
Caldwell / Shady	Signals	13.4	B	14.3	B	14.6	B
Caldwell / Mooney	Signals	18.7	B	28.1	C	28.9	C
Caldwell / Fairway	Signals	13.3	B	16.5	B	19.1	B
Caldwell / Stonebrook	Signals	6.8	A	7.9	A	6.9	A
Cameron / County Center	OWS	15.4	C	16.9	C	19.6	C
Cameron / Mooney	Signals	15.4	B	25.5	C	23.8	C
Cameron / Stonebrook	OWS	<u>43.7</u>	<u>E</u>	<u>36.1</u>	<u>E</u>	<u>44.6</u>	<u>E</u>
Cameron / West	TWS	30.6	D	<u>38.1</u>	<u>E</u>	<u>61.4</u>	<u>F</u>
Visalia Pwy / Demaree	Signals	22.2	C	17.2	B	19.9	B
Visalia Pwy / Dans	TWS	31.5	D	16.9	C	20.2	C
Visalia Pwy / County Center	OWS	22.9	C	19.3	C	28.3	D
Visalia Pwy / Outlot 1	DNE						
Visalia Pwy / Main Site	OWS	11.7	B	14.7	B	17.3	C
Visalia Pwy / East Site	DNE						
Visalia Pwy / Mooney	Signals	21.9	C	27.4	C	30.7	C
Visalia Pwy / Stonebrook	DNS	DNS	DNS	DNS	DNS	DNS	DNS
North Site / Mooney	DNE						
South Site / Mooney	DNE						
Midvalley / Mooney	Signals	5.9	A	6.1	A	5.6	A
Ave 272 / Road 108	Signals	12.8	B	11.5	B	12.7	B
Ave 272 / Mooney	TWS	<u>77.2</u>	<u>F</u>	<u>119.7</u>	<u>F</u>	<u>134.5</u>	<u>F</u>
Ave 268 / Mooney	Signals	8.3	A	9.5	A	14.3	B

5.6 – Existing-Conditions Queuing Analysis

The results of the existing conditions queuing analyses are summarized in Table 5.2. Calculated 95th-percentile queues exceeding the storage capacity are identified in bold type and are underlined. The intersection analysis sheets presented in Appendix C include the queue analysis results.

Table 5.2
Queuing Analysis Summary – Existing Conditions

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Whitendale / County Center	Storage	100+	*	35	100+	*	35	100+	*	50	100+	*	50
	A.M.	55	124	0	18	108	0	39	85	0	27	86	0
	Midday	46	168	0	47	161	0	51	167	0	61	148	0
	P.M.	69	273	6	64	204	0	64	185	0	60	169	3
Whitendale / Mooney	Storage	150	*	260	250	*	240	335	740	125	465	*	190
	A.M.	45	73	35	62	83	17	39	113	35	32	102	0
	Midday	64	82	63	107	90	20	100	238	44	78	289	2
	P.M.	57	116	59	98	106	0	104	217	51	65	263	0
Sunnyside / Mooney	Storage	170	*	S	100	*	S	400	*	S	290	750	S
	A.M.	50	0		8	0		47	142		83	126	
	Midday	159	43		25	49		135	301		124	400	
	P.M.	151	37		18	58		93	292		108	360	
Orchard / Mooney	Storage	125+	125+	S	105	780	S	125	540	100	275	*	100
	A.M.	9	0		26	0		10	127	0	61	93	0
	Midday	46	36		80	53		32	298	0	221	273	0
	P.M.	37	31		84	48		45	256	0	174	261	0
Caldwell / Demaree	Storage	260	*	S	265	*	135	240	*	125	255	*	S
	A.M.	186	220		65	233	44	90	203	0	75	234	
	Midday	139	185		77	165	39	53	133	33	71	151	
	P.M.	222	327		105	257	54	88	220	49	119	203	
Caldwell / Dans	Storage	+	DNS	S	+	DNS	S	S	*	S	S	P	S
	A.M.	3			5				80			10	
	Midday	0			3				15			15	
	P.M.	3			5				30			28	
Caldwell / County Center	Storage	105+	*	S	145+	*	S	105+	*	45	100+	*	50
	A.M.	67	166		15	134		95	93	0	54	103	24
	Midday	62	195		18	161		137	122	0	95	114	8
	P.M.	96	263		25	186		129	143	0	108	140	18
Caldwell / Shady	Storage	250	*	S	250	700	S	S	*	S	S	500	125
	A.M.	36	127		27	112			37			9	0
	Midday	57	145		62	133			35			27	0
	P.M.	63	176		77	147			7			25	0
Caldwell / Mooney	Storage	350	715	S	350	750	S	300	*	165	275	535	270
	A.M.	58	83		45	91		41	101	16	30	90	0
	Midday	154	163		140	119		159	223	36	114	338	41
	P.M.	150	202		126	158		140	227	38	106	306	39
Caldwell / Fairway	Storage	200	750	S	290	*	S	120	375	S	55	*	S
	A.M.	54	81		70	103		19	29		26	21	
	Midday	81	106		106	116		51	66		55	50	
	P.M.	108	173		144	150		61	70		<u>107</u>	49	
Caldwell / Stonebrook	Storage	255	*	100	300	*	NS	S	175	S	S	540	540
	A.M.	23	55	0	0	138	0		5			36	0
	Midday	27	134	0	6	132	0		0			16	0
	P.M.	48	199	0	5	171	6		18			29	7

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

+ Connects to a two-way left-turn lane that provides additional storage.

See Section 1.5 for a list of abbreviations

Table 5.2 (Continued)
Queuing Analysis Summary – Existing Conditions

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Cameron / County Center	Storage	DNE	DNE	DNE	*	DNE	105	DNE	DNS	DNS	150	DNS	DNE
	A.M.				10		15				13		
	Midday				10		38				18		
	P.M.				43		18				23		
Cameron / Mooney	Storage	155+	*	S	300	*	S	240	*	150	210	*	150
	A.M.	64	56		83	68		8	109	15	37	77	0
	Midday	248	130		138	93		51	209	0	163	234	53
	P.M.	182	136		145	97		41	196	32	137	195	40
Cameron / Stonebrook	Storage	DNE	DNS	DNS	S	*	DNE	150+	DNE	890	DNE	DNE	DNE
	A.M.					28		5		28			
	Midday					15		13		40			
	P.M.					18		5		80			
Cameron / West	Storage	100+	DNS	DNS	95+	DNS	DNS	S	550	NS	110+	*	NS
	A.M.	5			0				20	0	0	0	20
	Midday	8			0				10	0	0	3	18
	P.M.	10			0				15	0	5	5	25
Visalia Pwy/ Demaree	Storage	190	*	250	145	*	NS	300	*	S	300	*	S
	A.M.	46	190	0	72	68	0	59	166		92	129	
	Midday	32	103	0	67	46	8	34	123		101	113	
	P.M.	25	150	0	105	68	16	59	167		118	152	
Visalia Pwy/ Dans	Storage	195	DNS	S	75+	DNS	S	S	350	S	S	*	S
	A.M.	18			0				5			93	
	Midday	3			0				0			10	
	P.M.	5			0				0			18	
Visalia Pwy/ County Center	Storage	200+	DNS	DNE	DNE	DNS	S	DNE	DNE	DNE	195+	DNE	775
	A.M.	8									28		28
	Midday	5									28		10
	P.M.	8									33		18
Visalia Pwy/ Outlot 1	Storage	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE
	A.M.												
	Midday												
	P.M.												
Visalia Pwy/ Main Site	Storage	S	*	DNE	DNE	DNS	S	DNE	DNE	DNE	P	DNE	S
	A.M.		3								3		
	Midday		5								23		
	P.M.		5								30		
Visalia Pwy/ East Site	Storage	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE
	A.M.												
	Midday												
	P.M.												
Visalia Pwy/ Mooney	Storage	180	*	S	175	*	S	240	*	S	295	*	215
	A.M.	87	219		<u>214</u>	154		114	296		28	120	0
	Midday	136	269		<u>248</u>	219		129	328		114	176	0
	P.M.	144	306		<u>291</u>	224		151	385		81	220	0

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

+ Connects to a two-way left-turn lane that provides additional storage.

See Section 1.5 for a list of abbreviations

Table 5.2 (Continued)
Queuing Analysis Summary – Existing Conditions

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Visalia Pwy/ Stonebrook	Storage	DNS	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNS
	A.M.												
	Midday												
	P.M.												
North Site / Mooney	Storage	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE
	A.M.												
	Midday												
	P.M.												
South Site / Mooney	Storage	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE
	A.M.												
	Midday												
	P.M.												
Midvalley / Mooney	Storage	S	*	25	S	*	S	475	*	S	470	*	145
	A.M.		32	0		0		14	164		14	145	1
	Midday		34	0		0		18	196		22	202	10
	P.M.		37	0		0		15	220		17	218	15
Ave 272 / Road 108	Storage	185	*	S	175	*	S	230	*	S	260	*	S
	A.M.	15	69		17	48		29	190		71	140	
	Midday	11	36		23	45		17	118		42	115	
	P.M.	17	33		29	98		25	179		29	171	
Ave 272 / Mooney	Storage	S	*	S	S	*	S	470	DNS	S	480	DNS	S
	A.M.		25			68		5			0		
	Midday		115			45		3			3		
	P.M.		70			28		23			3		
Ave 268 / Mooney	Storage	S	800	NS	S	*	S	480	*	S	475	*	S
	A.M.		25	0		33		66	166		44	170	
	Midday		84	3		4		65	172		46	207	
	P.M.		142	35		26		121	277		73	311	

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

+ Connects to a two-way left-turn lane that provides additional storage.

See Section 1.5 for a list of abbreviations

5.7 – Existing-Conditions Traffic Signal Warrants Analysis

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

Crash records were obtained from the Statewide Integrated Traffic Records System (SWITRS) for the years 2016, 2017, and 2018. Table 5.3 summarizes general crash information at the study intersections.

Table 5.3
Crash Records Summary

Intersection	Date of Collision	Primary Factor	Type	Correctable With Traffic Signals?
Caldwell / Dans	No information found.			
Cameron / County Center	10/03/2016	Right of Way	Broadside	Yes
	10/29/2016	Unknown	Broadside	Yes
Cameron / Stonebrook	No information found.			
Cameron / West	10/06/2016	Right of Way	Head-On	Yes
	12/28/2017	Improper Turn	Broadside	Yes
Visalia Pwy / Dans	11/01/2017	Alcohol/Drug	Rear-End	No
Visalia Pwy / County Center	No information found.			
Ave 272 / Mooney	09/26/2017	Right of Way	Broadside	Yes
	01/10/2018	Run Stop Sign	Broadside	No

Table 5.4 summarizes the traffic signal warrants studies.

Table 5.4
Traffic Signal Warrants Summary – Existing Conditions

Intersection	Warrant 1	Warrant 2	Warrant 3	Warrant 7
Caldwell / Dans	Not satisfied	Satisfied*	Satisfied*	Not satisfied
Cameron / County Center	Not satisfied	Not satisfied	Not satisfied	Not satisfied
Cameron / Stonebrook	Satisfied*	Satisfied*	Satisfied*	Not satisfied
Cameron / West	Satisfied*	Satisfied*	Satisfied*	Not satisfied
Visalia Pwy / Dans	Not satisfied	Satisfied*	Satisfied*	Not satisfied
Visalia Pwy / County Center	Not satisfied	Satisfied*	Not satisfied	Not satisfied
Ave 272 / Mooney	Satisfied*	Satisfied*	Satisfied*	Not satisfied

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

The results of the warrants analyses indicate that the intersection of Cameron Avenue and County Center Drive is the only intersection at which volumes clearly do not warrant traffic signals in the existing condition.

At each of the other intersections studied, traffic signal warrants are satisfied based purely on the total approach traffic volumes. However, in each case the minor street traffic consists of a substantial number of right turns, without which the traffic volumes would not satisfy the traffic signal warrants studied. Furthermore, in each peak-hour scenario the calculated delay (Warrant 3, Part A, Item 1) is less than the required number of vehicle-hours. This further supports the conclusion that warrants may not be satisfied if right turns were excluded from the analysis. The low number of crashes reported also suggests that traffic signals may not be clearly warranted at the intersections. Each intersection is discussed below.

The intersection of Caldwell Avenue and Dans Street has one-way stop control plus an uncontrolled private driveway on the north (modeled as two-way stop control) and

experiences a high volume of traffic on the major street (Caldwell Avenue, with over 1,500 combined trips during some hours) and typically experiences less than 100 trips per hour approaching Caldwell Avenue on Dans Street, with occasional hours exceeding 100 trips. During the peak hours the number of right turns from Dans Street is approximately double the number of left turns. Considering that Dans Street is designated as a local street in the City of Visalia General Plan, and that County Center Drive exists approximately 1,000 feet to the east, it is recommended that traffic signals not be considered warranted at this time.

The traffic volumes at the intersection of Cameron Avenue and County Center Drive do not satisfy the traffic signal warrants analyzed. It is noted that the counts included the existing trail crosswalk on the north side of the intersection, and very few pedestrians and bicyclists were observed.

The intersection of Cameron Avenue and Stonebrook Street has one-way stop control and experiences a high volume of traffic on the major street (Cameron Avenue, with over 1,000 combined trips during several hours) and typically experiences over 200 northbound trips per hour on Stonebrook Street. The number of peak-hour left turns from northbound Stonebrook Street is typically less than 10 per hour, with a maximum of six observed in the turning movement counts during any 15-minute period counted. A vast majority of the minor street traffic turns right, and the calculated delay (Warrant 3, Part A, Item 1) is less than the required number of vehicle-hours. Therefore, it is recommended that traffic signals not be considered warranted at this time.

The intersection of Cameron Avenue and West Street has two-way stop control and experiences a high volume of traffic on the major street (Cameron Avenue, with over 1,000 combined trips during several hours) and experiences over 100 southbound trips per hour during several hours on West Street. The number of either the peak-hour left turns or through movements from West Street is typically less than 10 per hour, with a maximum of nine (northbound left turn) observed in the turning movement counts during any 15-minute period counted. A vast majority of the minor street traffic turns right from southbound West Street, and the calculated delay (Warrant 3, Part A, Item 1) is less than the required number of vehicle-hours. Therefore, it is recommended that traffic signals not be considered warranted at this time.

The intersection of Visalia Parkway and Dans Street has two-way stop control and typically experiences less than 100 trips per hour approaching on Dans Street, with occasional hours exceeding 100 trips. During the peak hours the number of right turns from Dans Street is approximately double to triple the number of left turns. If right-turns are excluded from the analyses the traffic signal warrants would clearly not be satisfied, and the calculated delay (Warrant 3, Part A, Item 1) is less than the required number of vehicle-hours. Considering that Dans Street is designated as a local street in the City of Visalia General Plan, and that County Center Drive exists approximately 1,000 feet to the east, it is recommended that traffic signals not be considered warranted at this time.

The intersection of Visalia Parkway and County Center Drive has one-way stop control and typically experiences less than 1,000 combined trips per hour on Visalia Parkway, with more than 150 trips per hour approaching on County Center Drive during several hours. Only the four-warrant is satisfied based on total traffic volumes; however, if right-turns are excluded

from the analyses the traffic signal warrants would not be satisfied. It is recommended that traffic signals not be considered warranted at this time.

The intersection of Mooney Boulevard (SR 63) and Avenue 272 has two-way stop control and typically experiences between 1,000 and 2,000 combined trips per hour on Mooney Boulevard, with peaks exceeding 2,000 trip per hour. The intersection typically experiences less than 100 trips per hour approaching from either minor street approach, with occasional hours exceeding 150 trips from one minor street approach. If right-turns are excluded from the analyses the traffic signal warrants would clearly not be satisfied. The calculated delay (Warrant 3, Part A, Item 1) is less than the required number of vehicle-hours. Therefore, it is recommended that traffic signals not be considered warranted at this time.

5.8 – Existing Conditions Deficiencies

The following intersections are currently operating at levels of service worse than the target LOS D:

- Caldwell Avenue / Dans Street (one-way stop control plus a private driveway on the north side with LOS E on the northbound approach during the a.m. and p.m. peak hours, traffic signal warrants not considered to be satisfied)
- Cameron Avenue / Stonebrook Street (one-way stop control with LOS E during all three peak hours for the northbound left turn, traffic signal warrants not considered to be satisfied);
- Cameron Avenue / West Street (two-way stop control with LOS E during the midday peak hour and LOS F during the p.m. peak hour for the northbound left turn; LOS E for southbound left turn and through, traffic signal warrants not considered to be satisfied);
- Avenue 272 / Mooney Boulevard (two-way stop control with LOS F during all three peak hours on minor street approaches, traffic signal warrants not considered to be satisfied).

The calculated 95th-percentile queues at the following intersections exceed the storage capacity as described:

- Caldwell Avenue / Fairway Street (left-turn lane on southbound approach during the p.m. peak hour);
- Visalia Parkway / Mooney Boulevard (left-turn lane on the westbound approach during all three peak hours).

6.0 – EXISTING-PLUS-PROJECT PHASE 1 CONDITIONS

6.1 – Existing-Plus-Project Phase 1 Lane Configurations and Intersection Control

The existing-plus-Project Phase 1 lane configurations and intersection control are presented in Figure 6.1, Existing Plus Project Phase 1 Lane Configurations and Intersection Control.

6.2 – Existing-Plus-Project Phase 1 Traffic Volumes

The existing-plus-Project Phase 1 peak-hour traffic volumes are determined by adding the existing traffic volumes (Figure 5.2) and the Project traffic volumes (Figures 4.2 and 4.3). The resulting existing-plus-Project Phase 1 peak-hour traffic volumes are presented in the following figures:

Figure 6.2a: Existing-Plus-Project Phase 1 Peak Hour Traffic Volumes (A.M. and P.M. Peak Hours)

Figure 6.2b: Existing-Plus-Project Phase 1 Peak Hour Traffic Volumes (Midday Peak Hour)

6.3 – Existing-Plus-Project Phase 1 Intersection LOS Analysis

The results of the existing-plus-Project Phase 1 intersection LOS analyses are summarized in Table 6.1. The intersection analysis sheets are presented in Appendix C. Project significant impacts are identified in bold type and are underlined. Levels of service and delays that are worse than the target LOS but are not representative of a Project significant impact are identified in italic type and are underlined.

6.4 – Existing-Plus-Project Phase 1 Queuing Analysis

The results of the existing-plus-Project Phase 1 queuing analyses are summarized in Table 6.2. Calculated 95th-percentile queues exceeding the storage capacity are identified in bold type. The intersection analysis sheets presented in Appendix C include the queue analysis results.

Table 6.1
Intersection Analysis Summary – Existing-Plus-Project Phase 1

Intersection	Control	A.M. Peak Hour		Midday Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Whitendale / County Center	Signals	24.0	C	17.3	B	21.7	C
Whitendale / Mooney	Signals	18.9	B	26.2	C	23.6	C
Sunnyside / Mooney	Signals	11.2	B	16.9	B	17.6	B
Orchard / Mooney	Signals	10.1	B	16.1	B	15.8	B
Caldwell / Demaree	Signals	26.0	C	22.6	C	28.1	C
Caldwell / Dans	TWS	<u>42.5</u>	<u>E</u>	25.5	D	<u>39.9</u>	<u>E</u>
Caldwell / County Center	Signals	17.0	B	20.7	C	22.5	C
Caldwell / Shady	Signals	13.3	B	14.2	B	14.6	B
Caldwell / Mooney	Signals	19.7	B	31.4	C	31.8	C
Caldwell / Fairway	Signals	13.3	B	16.7	B	19.4	B
Caldwell / Stonebrook	Signals	6.8	A	7.9	A	7.0	A
Cameron / County Center	OWS	16.0	C	17.8	C	20.4	C
Cameron / Mooney	Signals	16.1	B	27.6	C	25.1	C
Cameron / Stonebrook	OWS	<u>52.4</u>	<u>F</u>	<u>46.0</u>	<u>E</u>	<u>54.4</u>	<u>F</u>
Cameron / West	TWS	<u>38.7</u>	<u>E</u>	<u>51.9</u>	<u>F</u>	<u>86.4</u>	<u>F</u>
Visalia Pwy / Demaree	Signals	23.5	C	18.0	B	20.8	C
Visalia Pwy / Dans	TWS	<u>39.8</u>	<u>E</u>	18.7	C	22.2	C
Visalia Pwy / County Center	OWS	30.7	D	29.7	D	<u>43.3</u>	<u>E</u>
Visalia Pwy / Outlot 1	DNE						
Visalia Pwy / Main Site	TWS	<u>44.0</u>	<u>E</u>	<u>>300</u>	<u>F</u>	<u>>300</u>	<u>F</u>
Visalia Pwy / East Site	OWS	12.7	B	19.0	C	16.5	C
Visalia Pwy / Mooney	Signals	24.6	C	39.3	D	37.3	D
Visalia Pwy / Stonebrook	DNS	DNS	DNS	DNS	DNS	DNS	DNS
North Site / Mooney	OWS	11.6	B	15.6	C	15.3	C
South Site / Mooney	OWS	11.7	B	17.2	C	16.3	C
Midvalley / Mooney	Signals	5.9	A	6.4	A	5.8	A
Ave 272 / Road 108	Signals	12.9	B	11.5	B	12.8	B
Ave 272 / Mooney	TWS	<u>145.7</u>	<u>F</u>	<u>>300</u>	<u>F</u>	<u>>300</u>	<u>F</u>
Ave 268 / Mooney	Signals	8.3	A	9.7	A	15.4	B

Table 6.2
Queuing Analysis Summary – Existing Plus-Project Phase 1

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Whitendale / County Center	Storage	100+	*	35	100+	*	35	100+	*	50	100+	*	50
	A.M.	132	212	23	47	189	0	103	140	0	63	142	27
	Midday	46	175	0	47	169	0	51	167	0	61	148	0
	P.M.	69	282	6	64	209	0	64	185	0	60	169	3
Whitendale / Mooney	Storage	150	*	260	250	*	240	335	740	125	465	*	190
	A.M.	46	74	40	67	84	17	42	124	38	33	115	0
	Midday	68	87	68	119	95	20	111	165	52	82	321	2
	P.M.	59	122	62	106	111	0	112	236	58	68	286	0
Sunnyside / Mooney	Storage	170	*	S	100	*	S	400	*	S	290	750	S
	A.M.	51	0		11	0		49	156		85	140	
	Midday	159	43		31	49		138	334		124	439	
	P.M.	156	39		27	59		98	319		110	390	
Orchard / Mooney	Storage	125+	125+	S	105	780	S	125	540	100	275	*	100
	A.M.	9	0		31	0		11	141	0	62	106	0
	Midday	48	41		92	56		37	343	0	234	310	0
	P.M.	38	34		92	50		50	287	0	184	289	0
Caldwell / Demaree	Storage	260	*	S	265	*	135	240	*	125	255	*	S
	A.M.	190	238		66	247	44	94	210	0	76	241	
	Midday	143	211		79	186	39	57	140	34	74	160	
	P.M.	227	353		108	277	54	93	227	50	121	211	
Caldwell / Dans	Storage	+	DNS	S	+	DNS	S	S	*	S	S	P	S
	A.M.	3			5				90			10	
	Midday	0			3				18			18	
	P.M.	3			5				35			30	
Caldwell / County Center	Storage	105+	*	S	145+	*	S	105+	*	45	100+	*	50
	A.M.	67	176		15	142		102	99	0	65	110	24
	Midday	62	235		18	176		158	132	0	122	125	8
	P.M.	96	284		25	198		147	151	0	130	150	18
Caldwell / Shady	Storage	250	*	S	250	700	S	S	*	S	S	500	125
	A.M.	37	135		28	119			38			10	0
	Midday	58	156		63	144			35			28	0
	P.M.	63	187		77	157			7			25	0
Caldwell / Mooney	Storage	350	715	S	350	750	S	300	*	165	275	535	270
	A.M.	60	91		56	94		52	115	16	31	109	9
	Midday	162	185		172	123		192	256	40	121	399	42
	P.M.	163	230		156	168		172	260	43	115	357	24
Caldwell / Fairway	Storage	200	750	S	290	*	S	120	375	S	55	*	S
	A.M.	56	86		70	110		19	29		26	22	
	Midday	86	116		108	126		51	66		56	51	
	P.M.	114	183		148	160		64	72		111	53	
Caldwell / Stonebrook	Storage	255	*	100	300	*	NS	S	175	S	S	540	540
	A.M.	26	58	0	0	144	0		5			38	0
	Midday	31	142	0	6	141	0		0			17	4
	P.M.	51	207	0	5	181	6		18			29	10

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

+ Connects to a two-way left-turn lane that provides additional storage.

See Section 1.5 for a list of abbreviations

Table 6.2 (Continued)
Queuing Analysis Summary – Existing Plus-Project Phase 1

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Cameron / County Center	Storage	DNE	DNE	DNE	*	DNE	105	DNE	DNS	DNS	150	DNS	DNE
	A.M.				10		15				13		
	Midday				10		40				18		
	P.M.				18		45				23		
Cameron / Mooney	Storage	155+	*	S	300	*	S	240	*	150	210	*	150
	A.M.	70	65		106	74		15	140	25	40	109	0
	Midday	267	150		183	101		64	283	15	177	304	72
	P.M.	200	161		183	107		53	253	46	151	245	47
Cameron / Stonebrook	Storage	DNE	DNS	DNS	S	*	DNE	150+	DNE	890	DNE	DNE	DNE
	A.M.					30		5		33			
	Midday					20		15		53			
	P.M.					20		5		100			
Cameron / West	Storage	100+	DNS	DNS	95+	DNS	DNS	S	550	NS	110+	*	NS
	A.M.	5			0				25	0	3	3	25
	Midday	8			0				18	0	0	3	20
	P.M.	13			0				25	0	8	5	30
Visalia Pwy/ Demaree	Storage	190	*	250	145	*	NS	300	*	S	300	*	S
	A.M.	46	199	0	79	72	0	59	168		107	129	
	Midday	32	115	0	83	51	16	34	124		123	113	
	P.M.	25	160	0	115	72	22	59	173		123	152	
Visalia Pwy/ Dans	Storage	195	DNS	S	75+	DNS	S	S	350	S	S	*	S
	A.M.	18			0				8			123	
	Midday	3			0				0			15	
	P.M.	3			0				0			23	
Visalia Pwy/ County Center	Storage	200+	DNS	DNE	DNE	DNS	S	DNE	DNE	DNE	195+	DNE	775
	A.M.	8									50		30
	Midday	5									65		13
	P.M.	8									68		18
Visalia Pwy/ Outlot I	Storage												
	A.M.												
	Midday												
	P.M.												
Visalia Pwy/ Main Site	Storage	S	*	DNE	DNE	725	S	S	P	S	S	P	S
	A.M.		5			10			198			8	
	Midday		5			8			573			475	
	P.M.		8			10			580			525	
Visalia Pwy/ East Site	Storage	DNE	DNS	DNS	DNE	DNS	DNE	DNE	DNE	P	DNE	DNE	DNE
	A.M.									20			
	Midday									53			
	P.M.									38			
Visalia Pwy/ Mooney	Storage	180	*	TBD	175	*	S	240	*	S	295	*	215
	A.M.	<u>283</u>	139	44	<u>228</u>	214		140	275		28	171	5
	Midday	<u>500</u>	186	49	<u>252</u>	308		200	313		139	264	51
	P.M.	<u>452</u>	206	57	<u>270</u>	308		219	360		81	277	21

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

+ Connects to a two-way left-turn lane that provides additional storage.

See Section 1.5 for a list of abbreviations

Table 6.2 (Continued)
Queuing Analysis Summary – Existing Plus-Project Phase 1

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Visalia Pwy/ Stonebrook	Storage	DNS	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNS
	A.M.												
	Midday												
	P.M.												
North Site / Mooney	Storage	DNE	DNE	P	DNE	DNE	DNE	DNE	DNS	DNE	DNE	DNS	DNS
	A.M.			10									
	Midday			25									
	P.M.			18									
South Site / Mooney	Storage	DNE	DNE	P	DNE	DNE	DNE	TBD	DNS	DNE	DNE	DNS	DNS
	A.M.			13				23					
	Midday			30				63					
	P.M.			23				48					
Midvalley / Mooney	Storage	S	*	25	S	*	S	475	*	S	470	*	145
	A.M.		41	0		0		15	194		15	168	3
	Midday		43	0		0		18	248		22	253	14
	P.M.		44	0		0		15	262		17	261	18
Ave 272 / Road 108	Storage	185	*	S	175	*	S	230	*	S	260	*	S
	A.M.	15	71		17	50		29	192		71	141	
	Midday	11	40		23	48		17	121		42	118	
	P.M.	17	35		29	102		25	181		29	173	
Ave 272 / Mooney	Storage	S	*	S	S	*	S	470	DNS	S	480	DNS	S
	A.M.		80			98		5			0		
	Midday		213			90		5			3		
	P.M.		123			45		28			3		
Ave 268 / Mooney	Storage	S	800	NS	S	*	S	480	*	S	475	*	S
	A.M.		26	0		35		69	191		47	198	
	Midday		92	3		4		70	204		50	245	
	P.M.		145	35		26		121	324		73	363	

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

+ Connects to a two-way left-turn lane that provides additional storage.

See Section 1.5 for a list of abbreviations

6.5 – Existing-Plus-Project Phase 1 Transit, Bicycle, and Pedestrian Facilities

The proposed Project is not expected to impede or interfere with existing transit, bicycle, and pedestrian facilities.

6.6 – Existing-Plus-Project Phase 1 Potentially-Significant Impacts and Mitigation Measures

The Project Phase 1 potentially-significant impacts are described below, followed by the recommended mitigation measure or action.

Impact 1-1

At the intersection of Caldwell Avenue and Dans Street, the Project will exacerbate the delay associated with the existing LOS E by an additional 5.0 seconds on the northbound approach during the a.m. peak hour.

Recommendation 1-1

Traffic signal warrants are not satisfied in the existing condition at the intersection of Caldwell Avenue and Dans Street, and the additional delays at the intersection with the Project Phase 1 are not expected to noticeably change the existing conditions through the course of the day. Therefore, although traffic signals could be installed and would result in LOS D or better, the signals are not expected to be warranted. Furthermore, alternate routes and connectivity are available for vehicles traveling on Dans Street, and the distance to County Center Drive is relatively short (signals at both intersections would be in close proximity) and it is anticipated that County Center Drive is a more likely candidate for signalization. For additional discussion of traffic signal warrants at the intersection, refer to Section 5.7. It is recommended that the intersection remain in its current configuration with the current one-way stop control.

Impact 1-2

At the intersection of Cameron Avenue and Stonebrook Street, the Project will cause the LOS to drop from E to F in the left-turn lane on the northbound approach during the a.m. and p.m. peak hours, and will exacerbate the delay associated with the existing LOS E by more than 5.0 seconds in the left-turn lane on the northbound approach during the midday peak hours.

Recommendation 1-2

Traffic signal warrants are not satisfied in the existing condition at the intersection of Cameron Avenue and Stonebrook Street, and the additional delays at the intersection with the Project Phase 1 are not expected to noticeably change the existing conditions through the course of the day. Therefore, although traffic signals could be installed and would result in LOS D or better, the signals are not expected to be warranted. For additional discussion of traffic signal warrants at the intersection, refer to Section 5.7. It is recommended that the intersection remain in its current configuration with the current one-way stop control.

Impact 1-3

At the intersection of Cameron Avenue and West Street, the Project will cause the LOS to drop from D to E on the northbound approach during the a.m. peak hour, will cause the LOS to drop from E to F on the northbound approach during the midday peak hour, and will exacerbate the delay associated with the existing LOS F by more than 5.0 seconds during the p.m. peak hour. Both the northbound and southbound approaches are operating below the target LOS during the p.m. peak hour in the existing condition and the delays will be exacerbated by the Project.

Recommendation 1-3

Traffic signal warrants are not satisfied in the existing condition at the intersection of Cameron Avenue and West Street, and the additional delays at the intersection with the Project Phase 1 are not expected to noticeably change the existing conditions through the course of the day. Therefore, although traffic signals could be installed and would result in LOS D or better, the signals are not expected to be warranted. For additional

discussion of traffic signal warrants at the intersection, refer to Section 5.7. It is recommended that the intersection remain in its current configuration with the current two-way stop control.

Impact 1-4

At the intersection of Visalia Parkway and Dans Street, the Project will cause the LOS to drop from D to E on the southbound approach during the a.m. peak hour.

Recommendation 1-4

Traffic signal warrants are not satisfied in the existing condition at the intersection of Visalia Parkway and Dans Street, and the additional delays at the intersection with the Project Phase 1 are not expected to noticeably change the existing conditions through the course of the day. Therefore, although traffic signals could be installed and would result in LOS D or better, the signals are not expected to be warranted. Furthermore, alternate routes and connectivity are available for vehicles traveling on Dans Street, and the distance to County Center Drive is relatively short (signals at both intersections would be in close proximity) and it is anticipated that County Center Drive is a more likely candidate for signalization. For additional discussion of traffic signal warrants at the intersection, refer to Section 5.7. It is recommended that the intersection remain in its current configuration with the current two-way stop control.

Impact 1-5

At the intersection of Visalia Parkway and County Center Drive, the Project will cause the LOS to drop from D to E in the left-turn lane on the southbound approach during the p.m. peak hour.

Recommendation 1-5

Traffic signal warrants are not satisfied in the existing condition at the intersection of Visalia Parkway and County Center Drive, and the additional delays at the intersection with the Project Phase 1 are not expected to noticeably change the existing conditions through the course of the day. Therefore, although traffic signals could be installed and would result in LOS D or better, the signals are not expected to be warranted. For additional discussion of traffic signal warrants at the intersection, refer to Section 5.7. It is recommended that the intersection remain in its current configuration with the current one-way stop control.

Impact 1-6

At the intersection of Visalia Parkway and the Main Site Access, the intersection would operate at LOS E during the a.m. peak hour and LOS F during the midday and p.m. peak hours with two-way stop control.

Recommendation 1-6

Peak-hour traffic signal warrants are expected to be satisfied based on existing conditions plus Phase 1 of the project at the intersection of Visalia Parkway and the Main Site Access, which also includes the existing shopping center access on the north. Peak-hour warrants are presented in Appendix D. Considering the anticipated heavy minor street

volumes and heavy turning movements over numerous hours per day, it is recommended that traffic signals be installed at the intersection. The proposed driveway should be aligned with the existing driveway on the north side of Visalia Parkway to facilitate signalization. The intersection should be designed to accommodate the ultimate lane configurations based on the 20-year analyses; however, the minimum lane configurations required in the existing-plus-Project condition are as follows:

- Eastbound: one left-turn lane, one through lane, and one right-turn lane
- Westbound: one left-turn lane and one through lane with a shared right turn
- Northbound: one shared left-turn/through and one right-turn lane
- Southbound: one shared left-turn/through/right-turn lane (existing driveway)

Impact 1-7

At the intersection of Visalia Parkway and Mooney Boulevard, the Project will cause the calculated 95th percentile queues to exceed the existing storage capacity in the left-turn lane on the eastbound approach.

Recommendation 1-7

The Project includes construction of a median on Visalia Parkway. The median construction should accommodate the ultimate lane configurations based on the 20-year analyses; however, the minimum lane configurations required in the existing-plus-Project condition are as follows:

- Eastbound: two left-turn lanes, one through lane, and one right-turn lane
- Westbound: two left-turn lanes and one through lane with a shared right turn
- Northbound: one left-turn lane and two through lanes with a shared right turn
- Southbound: one left-turn lane, three through lanes, and one right-turn lane

Impact 1-8

At the intersection of Avenue 272 and Mooney Boulevard, the Project will exacerbate the delay associated with the existing LOS F by more than 5.0 seconds on the westbound approach during the a.m. peak hour, and will exacerbate the delays associated with the existing LOS F by more than 5.0 seconds on the eastbound and westbound approaches during the midday and p.m. peak hours.

Recommendation 1-8

Traffic signal warrants are not satisfied in the existing condition at the intersection of Avenue 272 and Mooney Boulevard, and the additional delays at the intersection with the Project Phase 1 are not expected to noticeably change the existing conditions through the course of the day. Therefore, although traffic signals could be installed and would result in LOS D or better, the signals are not expected to be warranted. For additional discussion of traffic signal warrants at the intersection, refer to Section 5.7. It is recommended that the intersection remain in its current configuration with the current two-way stop control.

6.7 – Summary of Existing-Plus-Project Phase 1 Mitigated Conditions

Tables 6.3 and 6.4 present a summary of the mitigated conditions. The mitigated intersection analyses sheets are presented in Appendix F.

Table 6.3
Mitigated Intersection Analysis Summary – Existing-Plus-Project Phase 1

Intersection	Control	A.M. Peak Hour		Midday Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Visalia Pwy / Main Site	Signals	13.6	B	15.3	B	16.4	B
Visalia Pwy / Mooney	Signals	20.8	C	28.2	C	27.7	C

Table 6.4
Mitigated Queuing Analysis Summary – Existing Plus-Project Phase 1

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Visalia Pwy/ Main Site	A.M.	59	142	11	87	135			53	44		16	
	Midday	72	135	26	81	138			83	48		84	
	P.M.	92	167	14	114	195			66	43		82	
Visalia Pwy/ Mooney	A.M.	128	126	42	99	180		117	223		25	145	7
	Midday	231	179	49	132	258		164	292		112	247	48
	P.M.	208	197	54	137	260		178	334		74	274	21

Lanes should be designed to accommodate the calculated queues and should consider the calculated queues in the 20-year scenario. The City of Visalia requires a minimum storage length of 300 feet.
See Section 1.5 for a list of abbreviations

7.0 – EXISTING-PLUS-PROJECT PHASES 1 AND 2 CONDITIONS

7.1 – Existing-Plus-Project Phases 1 and 2 Lane Configurations and Intersection Control

The existing-plus-Project Phases 1 and 2 lane configurations and intersection control are presented in Figure 7.1, Existing Plus Project Phases 1 and 2 Lane Configurations and Intersection Control.

7.2 – Existing-Plus-Project Phases 1 and 2 Traffic Volumes

The existing-plus-Project Phases 1 and 2 peak-hour traffic volumes are determined by adding the existing traffic volumes (Figure 5.2) and the Project traffic volumes (Figures 4.4 and 4.5). The resulting existing-plus-Project Phases 1 and 2 peak-hour traffic volumes are presented in the following figures:

Figure 7.2a: Existing-Plus-Project Phases 1 and 2 Peak Hour Traffic Volumes (A.M. and P.M. Peak Hours)

Figure 7.2b: Existing-Plus-Project Phases 1 and 2 Peak Hour Traffic Volumes (Midday Peak Hour)

7.3 – Existing-Plus-Project Phases 1 and 2 Intersection LOS Analysis

The results of the existing-plus-Project Phases 1 and 2 intersection LOS analyses are summarized in Table 7.1. The intersection analysis sheets are presented in Appendix C. Project significant impacts are identified in bold type and are underlined.

7.4 – Existing-Plus-Project Phases 1 and 2 Queuing Analysis

The results of the existing-plus-Project Phases 1 and 2 queuing analyses are summarized in Table 7.2. Calculated 95th-percentile queues exceeding the storage capacity are identified in bold type and are underlined. The intersection analysis sheets presented in Appendix C include the queue analysis results.

Table 7.1
Intersection Analysis Summary – Existing-Plus-Project Phases 1 and 2

Intersection	Control	A.M. Peak Hour		Midday Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Whitendale / County Center	Signals	24.0	C	17.3	B	21.7	C
Whitendale / Mooney	Signals	18.9	B	26.4	C	23.7	C
Sunnyside / Mooney	Signals	11.2	B	16.9	B	17.7	B
Orchard / Mooney	Signals	10.0	B	16.2	B	15.9	B
Caldwell / Demaree	Signals	26.0	C	22.7	C	28.2	C
Caldwell / Dans	TWS	<u>43.2</u>	<u>E</u>	25.8	D	<u>41.3</u>	<u>E</u>
Caldwell / County Center	Signals	17.1	B	21.0	C	22.9	C
Caldwell / Shady	Signals	13.3	B	14.2	B	14.6	B
Caldwell / Mooney	Signals	19.7	B	32.2	C	29.8	C
Caldwell / Fairway	Signals	13.3	B	16.7	B	19.4	B
Caldwell / Stonebrook	Signals	6.8	A	7.9	A	7.0	A
Cameron / County Center	OWS	16.0	C	18.0	C	20.6	C
Cameron / Mooney	Signals	16.2	B	28.0	C	25.5	C
Cameron / Stonebrook	OWS	<u>53.6</u>	<u>F</u>	<u>48.0</u>	<u>E</u>	<u>56.5</u>	<u>F</u>
Cameron / West	TWS	<u>39.0</u>	<u>E</u>	<u>55.1</u>	<u>F</u>	<u>92.1</u>	<u>F</u>
Visalia Pwy / Demaree	Signals	23.5	C	18.2	B	21.1	C
Visalia Pwy / Dans	TWS	<u>40.1</u>	<u>E</u>	19.0	C	22.7	C
Visalia Pwy / County Center	OWS	30.9	D	32.5	D	<u>48.1</u>	<u>E</u>
Visalia Pwy / Outlot 1	OWS	10.7	B	11.8	B	12.1	B
Visalia Pwy / Main Site	TWS	<u>48.0</u>	<u>E</u>	<u>>300</u>	<u>F</u>	<u>>300</u>	<u>F</u>
Visalia Pwy / East Site	OWS	12.9	B	27.5	D	18.8	C
Visalia Pwy / Mooney	Signals	24.9	C	42.8	D	41.7	D
Visalia Pwy / Stonebrook	DNS	DNS	DNS	DNS	DNS	DNS	DNS
North Site / Mooney	OWS	11.7	B	16.4	C	15.9	C
South Site / Mooney	OWS	11.7	B	19.7	C	18.4	C
Midvalley / Mooney	Signals	5.9	A	6.4	A	5.8	A
Ave 272 / Road 108	Signals	12.9	B	11.6	B	12.8	B
Ave 272 / Mooney	TWS	<u>153.7</u>	<u>F</u>	<u>>300</u>	<u>F</u>	<u>>300</u>	<u>F</u>
Ave 268 / Mooney	Signals	8.3	A	9.7	A	15.6	B

Table 7.2
Queuing Analysis Summary – Existing Plus-Project Phases 1 and 2

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Whitendale / County Center	Storage	100+	*	35	100+	*	35	100+	*	50	100+	*	50
	A.M.	132	212	23	47	189	0	103	140	0	63	142	27
	Midday	46	177	0	47	170	0	51	167	0	61	148	0
	P.M.	69	284	6	64	211	0	64	185	0	60	169	3
Whitendale / Mooney	Storage	150	*	260	250	*	240	335	740	125	465	*	190
	A.M.	46	74	40	67	85	17	42	124	38	33	115	0
	Midday	69	88	69	120	95	20	113	269	54	83	327	2
	P.M.	60	124	64	109	113	0	114	241	59	69	292	0
Sunnyside / Mooney	Storage	170	*	S	100	*	S	400	*	S	290	750	S
	A.M.	51	0		11	0		49	156		85	141	
	Midday	159	43		31	49		138	339		124	445	
	P.M.	156	40		30	59		98	324		110	396	
Orchard / Mooney	Storage	125+	125+	S	105	780	S	125	540	100	275	*	100
	A.M.	9	0		31	0		11	141	0	62	107	0
	Midday	48	42		95	57		39	352	0	239	318	0
	P.M.	39	35		94	51		51	294	0	185	295	0
Caldwell / Demaree	Storage	260	*	S	265	*	135	240	*	125	255	*	S
	A.M.	190	240		66	248	44	94	210	0	76	241	
	Midday	144	215		79	190	39	59	142	34	74	162	
	P.M.	228	358		108	282	54	94	229	49	121	213	
Caldwell / Dans	Storage	+	DNS	S	+	DNS	S	S	*	S	S	200	S
	A.M.	3			5				90			10	
	Midday	0			3				18			18	
	P.M.	3			5				35			30	
Caldwell / County Center	Storage	105+	*	S	145+	*	S	105+	*	45	100+	*	50
	A.M.	67	176		15	143		102	99	0	67	110	24
	Midday	62	239		18	178		161	134	0	125	126	8
	P.M.	96	288		25	201		150	153	0	133	152	18
Caldwell / Shady	Storage	250	*	S	250	700	S	S	*	S	S	500	125
	A.M.	37	135		28	119			38			10	0
	Midday	58	158		63	146			35			28	0
	P.M.	63	189		77	159			7			25	0
Caldwell / Mooney	Storage	350	715	S	350	750	S	300	*	165	275	535	270
	A.M.	60	91		57	94		52	115	16	31	109	9
	Midday	162	187		176	123		197	262	43	121	407	42
	P.M.	132	179		130	131		143	252	71	93	341	41
Caldwell / Fairway	Storage	200	750	S	290	*	S	120	375	S	55	*	S
	A.M.	56	86		70	110		19	29		26	22	
	Midday	86	117		107	127		52	67		<u>57</u>	52	
	P.M.	115	185		148	162		64	73		<u>111</u>	54	
Caldwell / Stonebrook	Storage	255	*	100	300	*	NS	S	175	S	S	540	540
	A.M.	26	58	0	0	144	0		5			38	0
	Midday	32	143	0	6	142	0		0			17	4
	P.M.	52	208	0	5	183	6		18			29	10

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

+ Connects to a two-way left-turn lane that provides additional storage.

See Section 1.5 for a list of abbreviations

Table 7.2 (Continued)
Queuing Analysis Summary – Existing Plus-Project Phases 1 and 2

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Cameron / County Center	Storage	DNE	DNE	DNE	*	DNE	105	DNE	DNS	DNS	150	DNS	DNE
	A.M.				10		15				13		
	Midday				10		40				18		
	P.M.				18		45				23		
Cameron / Mooney	Storage	155+	*	S	300	*	S	240	*	150	210	*	150
	A.M.	70	65		107	74		15	141	26	40	110	0
	Midday	270	153		191	102		66	295	19	180	314	74
	P.M.	205	165		192	107		56	266	47	154	257	49
Cameron / Stonebrook	Storage	DNE	DNS	DNS	S	*	DNE	150+	DNE	890	DNE	DNE	DNE
	A.M.					30		5		33			
	Midday					20		15		55			
	P.M.					20		8		105			
Cameron / West	Storage	100+	DNS	DNS	95+	DNS	DNS	S	550	NS	110+	*	NS
	A.M.	5			0				25	0	3	3	25
	Midday	8			0				18	0	0	3	23
	P.M.	13			0				25	0	8	5	33
Visalia Pwy/ Demaree	Storage	190	*	250	145	*	NS	300	*	S	300	*	S
	A.M.	46	199	0	79	72	0	59	168		107	129	
	Midday	32	117	0	85	52	18	34	124		127	113	
	P.M.	25	162	0	116	73	24	59	173		128	152	
Visalia Pwy/ Dans	Storage	195	DNS	S	75+	DNS	S	S	350	S	S	*	S
	A.M.	18			0				8			123	
	Midday	3			0				0			18	
	P.M.	3			0				3			25	
Visalia Pwy/ County Center	Storage	200+	DNS	DNE	DNE	DNS	S	DNE	DNE	DNE	195+	DNE	775
	A.M.	8									50		30
	Midday	5									75		13
	P.M.	8									78		18
Visalia Pwy/ Outlot I	Storage	DNE	DNS	S	DNE	DNS	DNE	DNE	DNE	P	DNE	DNE	DNE
	A.M.									0			
	Midday									5			
	P.M.									5			
Visalia Pwy/ Main Site	Storage	S	*	DNE	DNE	725	S	S	P	S	S	P	S
	A.M.		5			10			213			8	
	Midday		8			18			>1000			595	
	P.M.		8			15			790			575	
Visalia Pwy/ East Site	Storage	DNE	DNS	S	DNE	DNS	DNE	DNE	DNE	P	DNE	DNE	DNE
	A.M.									20			
	Midday									93			
	P.M.									53			
Visalia Pwy/ Mooney	Storage	180	*	TBD	175	*	S	240	*	S	295	*	215
	A.M.	290	140	44	229	215		141	276		28	173	8
	Midday	557	192	50	251	315		202	317		139	287	51
	P.M.	548	212	59	273	313		232	353		81	289	32

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

+ Connects to a two-way left-turn lane that provides additional storage.

See Section 1.5 for a list of abbreviations

Table 7.2 (Continued)
Queuing Analysis Summary – Existing Plus-Project Phases 1 and 2

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Visalia Pwy/ Stonebrook	Storage	DNS	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNS
	A.M.												
	Midday												
	P.M.												
North Site / Mooney	Storage	DNE	DNE	P	DNE	DNE	DNE	DNE	DNS	DNE	DNE	DNS	DNS
	A.M.			10									
	Midday			30									
	P.M.			23									
South Site / Mooney	Storage	DNE	DNE	P	DNE	DNE	DNE	TBD	DNS	DNE	DNE	DNS	DNS
	A.M.			13				23					
	Midday			40				85					
	P.M.			30				63					
Midvalley / Mooney	Storage	S	*	25	S	*	S	475	*	S	470	*	145
	A.M.		41	0		0		15	195		15	169	3
	Midday		44	0		0		18	258		22	261	15
	P.M.		45	0		0		15	272		17	270	19
Ave 272 / Road 108	Storage	185	*	S	175	*	S	230	*	S	260	*	S
	A.M.	15	71		17	50		29	192		71	141	
	Midday	11	40		23	48		17	121		42	118	
	P.M.	17	36		29	103		25	182		29	173	
Ave 272 / Mooney	Storage	S	*	S	S	*	S	470	DNS	S	480	DNS	S
	A.M.		83			100		5			0		
	Midday		228			100		5			3		
	P.M.		135			53		28			3		
Ave 268 / Mooney	Storage	S	800	NS	S	*	S	480	*	S	475	*	S
	A.M.		26	0		35		69	191		47	199	
	Midday		93	3		5		70	210		50	252	
	P.M.		145	35		26		121	336		73	376	

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

+ Connects to a two-way left-turn lane that provides additional storage.

See Section 1.5 for a list of abbreviations

7.5 – Existing-Plus-Project Phases 1 and 2 Transit, Bicycle, and Pedestrian Facilities

The proposed Project is not expected to impede or interfere with existing transit, bicycle, and pedestrian facilities.

7.6 – Existing-Plus-Project Phases 1 and 2 Potentially-Significant Impacts and Mitigation Measures

The Project Phases 1 and 2 potentially-significant impacts are described below, followed by the recommended mitigation measure or action.

Impact 2-1

At the intersection of Caldwell Avenue and Dans Street, the Project will exacerbate the delay associated with the existing LOS E by more than 5.0 seconds on the northbound approach during the a.m. and p.m. peak hours.

Recommendation 2-1

Traffic signal warrants are not satisfied in the existing condition at the intersection of Caldwell Avenue and Dans Street, and the additional delays at the intersection with the Project Phase 1 are not expected to noticeably change the existing conditions through the course of the day. Therefore, although traffic signals could be installed and would result in LOS D or better, the signals are not expected to be warranted. Furthermore, alternate routes and connectivity are available for vehicles traveling on Dans Street, and the distance to County Center Drive is relatively short (signals at both intersections would be in close proximity) and it is anticipated that County Center Drive is a more likely candidate for signalization. For additional discussion of traffic signal warrants at the intersection, refer to Section 5.7. It is recommended that the intersection remain in its current configuration with the current one-way stop control.

Impact 2-2

At the intersection of Cameron Avenue and Stonebrook Street, the Project will cause the LOS to drop from E to F in the left-turn lane on the northbound approach during the a.m. and p.m. peak hours, and will exacerbate the delay associated with the existing LOS E by more than 5.0 seconds in the left-turn lane on the northbound approach during the midday peak hours.

Recommendation 2-2

Traffic signal warrants are not satisfied in the existing condition at the intersection of Cameron Avenue and Stonebrook Street, and the additional delays at the intersection with the Project Phase 1 are not expected to noticeably change the existing conditions through the course of the day. Therefore, although traffic signals could be installed and would result in LOS D or better, the signals are not expected to be warranted. For additional discussion of traffic signal warrants at the intersection, refer to Section 5.7. It is recommended that the intersection remain in its current configuration with the current one-way stop control.

Impact 2-3

At the intersection of Cameron Avenue and West Street, the Project will cause the LOS to drop from D to E on the northbound approach during the a.m. peak hour, will cause the LOS to drop from E to F on the northbound approach during the midday peak hour, and will exacerbate the delay associated with the existing LOS F by more than 5.0 seconds during the p.m. peak hour. Both the northbound and southbound approaches are operating below the target LOS during the p.m. peak hour in the existing condition and the delays will be exacerbated by the Project.

Recommendation 2-3

Traffic signal warrants are not satisfied in the existing condition at the intersection of Cameron Avenue and West Street, and the additional delays at the intersection with the Project Phase 1 are not expected to noticeably change the existing conditions through the course of the day. Therefore, although traffic signals could be installed and would result in LOS D or better, the signals are not expected to be warranted. For additional

discussion of traffic signal warrants at the intersection, refer to Section 5.7. It is recommended that the intersection remain in its current configuration with the current two-way stop control.

Impact 2-4

At the intersection of Visalia Parkway and Dans Street, the Project will cause the LOS to drop from D to E on the southbound approach during the a.m. peak hour.

Recommendation 2-4

Traffic signal warrants are not satisfied in the existing condition at the intersection of Visalia Parkway and Dans Street, and the additional delays at the intersection with the Project Phase 1 are not expected to noticeably change the existing conditions through the course of the day. Therefore, although traffic signals could be installed and would result in LOS D or better, the signals are not expected to be warranted. Furthermore, alternate routes and connectivity are available for vehicles traveling on Dans Street, and the distance to County Center Drive is relatively short (signals at both intersections would be in close proximity) and it is anticipated that County Center Drive is a more likely candidate for signalization. For additional discussion of traffic signal warrants at the intersection, refer to Section 5.7. It is recommended that the intersection remain in its current configuration with the current two-way stop control.

Impact 2-5

At the intersection of Visalia Parkway and County Center Drive, the Project will cause the LOS to drop from D to E in the left-turn lane on the southbound approach during the p.m. peak hour.

Recommendation 2-5

Traffic signal warrants are not satisfied in the existing condition at the intersection of Visalia Parkway and County Center Drive, and the additional delays at the intersection with the Project Phase 1 are not expected to noticeably change the existing conditions through the course of the day. Therefore, although traffic signals could be installed and would result in LOS D or better, the signals are not expected to be warranted. For additional discussion of traffic signal warrants at the intersection, refer to Section 5.7. It is recommended that the intersection remain in its current configuration with the current one-way stop control.

Impact 2-6

At the intersection of Visalia Parkway and the Main Site Access, the intersection would operate at LOS E during the a.m. peak hour and LOS F during the midday and p.m. peak hours with two-way stop control.

Recommendation 2-6

Considering the anticipated heavy minor street volumes and heavy turning movements over numerous hours per day, and that the peak-hour traffic signal warrant is expected to be satisfied in the existing-plus-Project condition, it is recommended that traffic signals be installed at the intersection. The proposed driveway should be aligned with the

existing driveway on the north side of Visalia Parkway to facilitate signalization. The intersection should be designed to accommodate the ultimate lane configurations based on the 20-year analyses; however, the minimum lane configurations required in the existing-plus-Project condition are as follows:

Eastbound: one left-turn lane, one through lane, and one right-turn lane

Westbound: one left-turn lane and one through lane with a shared right turn

Northbound: one shared left-turn/through and one right-turn lane

Southbound: one shared left-turn/through/right-turn lane (existing driveway)

Impact 2-7

At the intersection of Visalia Parkway and Mooney Boulevard, the Project will cause the calculated 95th percentile queues to exceed the existing storage capacity in the left-turn lane on the eastbound approach.

Recommendation 2-7

The Project includes construction of a median on Visalia Parkway. The median construction should accommodate the ultimate lane configurations based on the 20-year analyses; however, the minimum lane configurations required in the existing-plus-Project condition are as follows:

Eastbound: two left-turn lanes, one through lane, and one right-turn lane

Westbound: two left-turn lanes and one through lane with a shared right turn

Northbound: one left-turn lane and two through lanes with a shared right turn

Southbound: one left-turn lane, three through lanes, and one right-turn lane

Impact 2-8

At the intersection of Avenue 272 and Mooney Boulevard, the Project will exacerbate the delay associated with the existing LOS F by more than 5.0 seconds on the westbound approach during the a.m. peak hour, and will exacerbate the delays associated with the existing LOS F by more than 5.0 seconds on the eastbound and westbound approaches during the midday and p.m. peak hours.

Recommendation 2-8

Traffic signal warrants are not satisfied in the existing condition at the intersection of Avenue 272 and Mooney Boulevard, and the additional delays at the intersection with the Project Phase 1 are not expected to noticeably change the existing conditions through the course of the day. Therefore, although traffic signals could be installed and would result in LOS D or better, the signals are not expected to be warranted. For additional discussion of traffic signal warrants at the intersection, refer to Section 5.7. It is recommended that the intersection remain in its current configuration with the current two-way stop control.

7.7 – Summary of Existing-Plus-Project Phases 1 and 2 Mitigated Conditions

Tables 7.3 and 7.4 present a summary of the mitigated conditions. The mitigated intersection analyses sheets are presented in Appendix F.

Table 7.3

Mitigated Intersection Analysis Summary – Existing-Plus-Project Phases 1 and 2

Intersection	Control	A.M. Peak Hour		Midday Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Visalia Pwy / Main Site	Signals	13.6	B	19.2	B	17.9	B
Visalia Pwy / Mooney	Signals	20.9	C	29.3	C	29.1	C

Table 7.4

Mitigated Queuing Analysis Summary – Existing Plus-Project Phases 1 and 2

Intersection		Storage and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Visalia Pwy/ Main Site	A.M.	59	146	11	88	135			55	44		16	
	Midday	78	153	26	172	148			105	49		119	
	P.M.	109	198	15	138	192			80	44		109	
Visalia Pwy/ Mooney	A.M.	131	128	38	100	181		118	223		25	148	9
	Midday	251	193	50	127	263		170	296		112	270	53
	P.M.	231	193	54	144	268		184	330		74	287	32

Lanes should be designed to accommodate the calculated queues and should consider the calculated queues in the 20-year scenario. The City of Visalia requires a minimum storage length of 300 feet.
 See Section 1.5 for a list of abbreviations

8.0 – FIVE-YEAR CUMULATIVE NO-PROJECT CONDITIONS

8.1 – Pending Projects

The analyses for the cumulative conditions consider the effects of traffic expected to be generated by pending and approved projects in the study area. Table 8.1 presents a summary of the pending projects that were provided by the City of Visalia as of the time the traffic counts were performed and that were considered in the analysis. The trip generation characteristics of the projects are presented in Table A.5 in Appendix A.

Table 8.1
Pending and Approved Projects

Project	Size or Units	Location	Status
SPR 2018-191 La-Z-Boy furniture store	15,600 sq. ft.	West of existing Costco	Under construction
CUP 2018-27 Oil and lube with three bays	2,050 sq. ft.	West of existing Costco	Under construction
SPR 2018-138 furniture store	33,000 sq. ft.	West of existing Costco	Under construction
SPR 2017-057 Convenience store and gas station	3,191 sq. ft. with 12 fueling positions	Southeast of Visalia Pwy & Demaree	Resubmit issued on July 24, 2019
SPR 2017-057 Retail Buildings	Four 6,500 sq. ft. buildings	SE of Visalia Pwy and Demaree	Resubmit issued on July 24, 2019
SPR 2019-126 Residential	228	NE of Visalia Pwy and Stonebrook	Resubmit issued on July 3, 2019
SPR 2019-125 Residential	3	NE of Visalia Pwy and Demaree	Revise and proceed issued August 7, 2019
SPR 2019-079 Restaurant	7,522 sq. ft.	West side of Mooney south of Caldwell	Revise and proceed issued, plans not submitted
CUP 2019-30 Dental	3,552 sq. ft.	West side of Mooney south of Sunnyside	Permits issued
CUP 2018-30 Medical office building	56,000 sq. ft.	North of Sunnyside and west of Mooney	Approved by planning commission, plans not submitted.
CUP 2019-32 Luv-2-Play	21,966 sq. ft.	North of Caldwell and west of Shady	CUP to planning commission on August 12, 2019
CUP 2019-11 Coffee Shop	560 sq. ft.	SW of Caldwell and Stonebrook	Approved by planning commission, plans submitted.
Los Pinos Subdivision	21	NW of Visalia Pwy and Dans	Under construction
Southern Highlands Subdivision	71 single-family and 40 multifamily units.	SW of Visalia Pwy and Dans	Under construction

It should be noted that a proposed commercial development at the southeast corner of Mooney Boulevard and Visalia Parkway was submitted to the City of Visalia after studies began and the baseline was established for the Commons at Visalia Parkway Shopping Center. City staff indicated that the TIA does not need to be updated to include recent projects submitted after preparation of the TIA began.

8.2 – Five-Year Cumulative No-Project Lane Configurations and Intersection Control

The five-year cumulative no-Project lane configurations and intersection control are presented in Figure 8.1, Five-Year Cumulative No-Project Lane Configurations and Intersection Control.

8.3 – Five-Year Cumulative No-Project Traffic Volumes

The five-year cumulative traffic volumes without the Project were estimated by adding the traffic volumes that are expected to occur as a result of the pending projects to the pending projects and, where applicable, also applying a growth rate based on a review of the growth projected by the Tulare County travel model (described in Section 12 of this report). The five-year cumulative no-Project traffic volumes are presented in the following figures:

- Figure 8.2a: Five-Year Cumulative No-Project Peak Hour Traffic Volumes (A.M. and P.M. Peak Hours)
- Figure 8.2b: Five-Year Cumulative No-Project Peak Hour Traffic Volumes (Midday Peak Hour)

8.4 – Five-Year Cumulative No-Project Intersection LOS Analysis

The results of the five-year cumulative no-Project intersection LOS analyses are summarized in Table 8.2. The intersection analysis sheets are presented in Appendix C. Levels of service and delays worse than the target LOS D or indicated in bold type.

8.5 – Five-Year Cumulative No-Project Queuing Analysis

The results of the five-year cumulative no-Project queuing analyses are summarized in Table 8.3. Calculated 95th-percentile queues exceeding the storage capacity are identified in bold type and are underlined. The intersection analysis sheets presented in Appendix C include the queue analysis results.