

**Conditional Use Permit No. 2020-30, Tentative Parcel Map No.
2020-09, Variance No. 2021-03
Mitigation Measures**

Transportation / Traffic Impact Mitigation Measure 1.1:

Caldwell Avenue and Dans Street Intersection (Intersection #5 on the TIA):
Fair share payment into the City of Visalia Traffic Impact Fee Mitigation Program for the installation of a traffic signal to improve the LOS to an acceptable level, should the City decide to install a traffic signal.

Transportation / Traffic Impact Mitigation Measure 1.2:

Cameron Ave and West Street Intersection (Intersection #14 on the TIA):
Fair share payment into the City of Visalia Traffic Impact Fee Mitigation Program for the installation of a traffic signal to improve the LOS to an acceptable level.

Transportation / Traffic Impact Mitigation Measure 1.3:

Visalia Parkway and Dans Street Intersection (Intersection #17 on the TIA):
Fair share payment into the City of Visalia Traffic Impact Fee Mitigation Program for the installation of a traffic signal to improve the LOS to an acceptable level.

Transportation / Traffic Impact Mitigation Measure 1.4:

Visalia Parkway and County Center Street Intersection (Intersection #18 on the TIA):
Fair share payment into the City of Visalia Traffic Impact Fee Mitigation Program for the installation of a traffic signal to improve the LOS to an acceptable level, should the City decide to install a traffic signal.

Transportation / Traffic Impact Mitigation Measure 1.5:

Visalia Parkway and Mooney Blvd. Intersection (Intersection #20 on the TIA):
The intersection shall be widened to include the minimum:

- Eastbound: 2 left-turn lanes, 1 through lane, 1 right turn-lane;
- Westbound: 2 left-turn lanes, 1 through lane, and 1 shared through-right lane
- Northbound: 2 left-turn lanes, 1 through lane, and 1 shared through-right lane
- Southbound: 1 left-turn lane, 3 through lanes, and 1 right-turn lane.

Signal timings shall also be optimized, subject to approval and coordination from Caltrans. Note that project plans indicate the applicant will build out the Northbound and Eastbound lanes to their ultimate configurations, as required by Caltrans and the City of Visalia. This includes Northbound: 2 left-turn lanes, three through lanes, a bike lane, and 1 right-turn lane, and Eastbound: 2 left-turn lanes, 2 through lanes.

Transportation / Traffic Impact Mitigation Measure 1.6:

Mooney Boulevard and Avenue 272 Intersection (Intersection #23 on the TIA):

Fair share payment into the City of Visalia Traffic Impact Fee Mitigation Program for the installation of a traffic signal to improve the LOS to an acceptable level, subject to approval and coordination from Caltrans.

Transportation / Traffic Impact Mitigation Measure 1.7:

Cameron Avenue and Stonebrook Street Intersection (Intersection #13 on the TIA):

Fair share payment into the City of Visalia Traffic Impact Fee Mitigation Program for the installation of a traffic signal to improve the LOS to an acceptable level.

Additionally, the storage length of the northbound lane shall be increased.

Transportation / Traffic Impact Mitigation Measure 1.8:

Visalia Parkway and Main Site Access – Target Driveway Intersection (Intersection #19 on the TIA):

Fair share payment into the City of Visalia Traffic Impact Fee Mitigation Program for the installation of a traffic signal to improve the LOS to an acceptable level.

Transportation / Traffic Impact Mitigation Measure 1.9:

Mooney Boulevard and Sunnyside Avenue Intersection (Intersection #3 on the TIA):

Fair share payment into the City of Visalia Traffic Impact Fee Mitigation Program for the optimization of traffic signal timings to improve the LOS to an acceptable level, subject to approval and coordination from Caltrans.

Transportation / Traffic Impact Mitigation Measure 1.10:

Mooney Boulevard and Orchard Avenue Intersection (Intersection #4 on the TIA):

Fair share payment into the City of Visalia Traffic Impact Fee Mitigation Program for the optimization of traffic signal timings to improve the LOS to an acceptable level, subject to approval and coordination from Caltrans.

Transportation / Traffic Impact Mitigation Measure 1.11:

Mooney Boulevard and Caldwell Avenue Intersection (Intersection #7 on the TIA):

Fair share payment into the City of Visalia Traffic Impact Fee Mitigation Program for the optimization of traffic signal timings to improve the LOS to an acceptable level, subject to approval and coordination from Caltrans.

Transportation / Traffic Impact Mitigation Measure 1.12:

Cameron Avenue and County Center Street Intersection (Intersection #11 on the TIA):

Fair share payment into the City of Visalia Traffic Impact Fee Mitigation Program for the installation of a traffic signal and optimization of traffic signal timings to improve the LOS to an acceptable level to improve the LOS to an acceptable level.

Transportation / Traffic Impact Mitigation Measure 1.13:

Visalia Parkway and Stonebrook Street Intersection (Intersection #21 on the TIA):

Fair share payment into the City of Visalia Traffic Impact Fee Mitigation Program for the installation of a traffic signal to improve the LOS to an acceptable level, should the City decide to install a traffic signal.

Transportation / Traffic Impact Mitigation Measure 1.14:

Visalia Parkway and Costco Driveway Intersection (Intersection #29 on the TIA):

Applicant shall install a raised median with a refuge lane to permit southbound left turn movement.

Transportation / Traffic Impact Mitigation Measure 1.15:

VMT Mitigation Impact Fees:

Payment of an impact fee with the building permit issuance of each parcel to the City, to be placed into a VMT mitigation bank to be created at a later date by the City of Visalia. The fee shall be calculated at \$1,277/ksf, based on project-specific travel demand model for 212,450 sq. ft. of commercial space. If a VMT mitigation fee program is implemented by the City prior to building permits being issued and fees being paid, the project will pay those fees instead. Otherwise, the fees would be calculated as shown in the Traffic Impact Analysis prepared by TJKM for the proposed project, based on the market rate price for GHG equivalents and a time period to be negotiated by the City and project applicant in light of other mitigating factors.

Transportation / Traffic Impact Mitigation Measure 1.16:

San Joaquin Valley Air Pollution Control District Mitigation Fees:

Payment of mitigation fees to the San Joaquin Valley Air Pollution Control District, which are based in part on mitigating VMT generated by the project.

Transportation / Traffic Impact Mitigation Measure 1.17:

Site and Frontage Design Improvements:

Implementation of site and frontage design improvements to improve access, circulation, and convenience of transit users, pedestrians, and bicycles. Improvements shall consist of the following:

- Development of new sidewalks on all frontages of the project site, and connecting to existing and proposed pedestrian facilities at the intersections of Visalia Parkway & Mooney Boulevard (Intersection #20) and Midvalley Avenue & Mooney Boulevard (Intersection #22), and including crosswalks at same, to facilitate pedestrian access.
- Development of bike facilities along Visalia Parkway, Mooney Boulevard, and Midvalley Avenue.
- The improvement of transit access through the buildout of new transit stop on Visalia Parkway at the northwest corner of the project site, and improvement of an existing transit stop along Mooney Boulevard at the southwest corner of the project site.
- Development of onsite facility improvements to encourage alternate modes of transportation, to include:

- Pedestrian connections between sidewalks and buildings that provide a shorter path of travel than walking to the nearest driveway;
- Marked pedestrian crosswalks connecting buildings that are separated by parking areas;
- Adequate lighting for sidewalks and internal walkways, in particularly at major conflict points with vehicles;
- Benches and trash cans placed throughout the project site;
- Bike racks near building entrances;
- Bike lockers or other long-term bike storage facilities for shopping center employees;
- For the existing bus stop on Mooney Boulevard at the southwest corner of the project site, reconstruct the transit stop to provide a bus shelter, trash can, and adequate lighting.

Transportation / Traffic Impact Mitigation Measure 1.18:

Travel Demand Management Program:

Implementation of a travel demand management (TDM) program for employees at the proposed shopping center, to be submitted for each building proposed. The TDM program shall include measures such as subsidized transit passes, facilitating ride sharing, contracting with vanpool providers, providing information on local transportation facilities and services, and providing on-site amenities for bicycle commuters such as showers and changing areas if the size of the building allows for such amenities.

Cultural Resources Mitigation Measure 2.1:

A Native American monitor and archaeological monitor shall be present during initial ground disturbance during Project construction activities.

Cultural Resources Mitigation Measure 2.2:

In the event of accidental discovery of unidentified archaeological remains during development or ground-moving activities in the Project area, all work shall be halted in the immediate vicinity (within a 100-foot radius) until a qualified archaeologist can identify the discovery and assess its significance.

Cultural Resources Mitigation Measure 2.3:

If human remains are uncovered during construction, the Tulare County Coroner shall be notified to investigate the remains and arrange proper treatment and disposition. If the remains are identified on the basis of archaeological context, age, cultural associations, or biological traits to be those of a Native American the coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours of discovery. The NAHC will then identify the Most Likely Descendent who will be afforded an opportunity to make recommendations regarding the treatment and disposition of the remains.