

PLANNING COMMISSION AGENDA

CHAIRPERSON:

Adam Peck



VICE CHAIRPERSON:

Mary Beatie

COMMISSIONERS: Marvin Hansen, Chris Tavarez, Bill Davis, Mary Beatie, Adam Peck

MONDAY, MARCH 25, 2024

VISALIA COUNCIL CHAMBERS

LOCATED AT 707 W. ACEQUIA AVENUE, VISALIA, CA

MEETING TIME: 7:00 PM

1. CALL TO ORDER –
2. THE PLEDGE OF ALLEGIANCE –
3. 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.
4. CHANGES OR COMMENTS TO THE AGENDA –
5. CONSENT CALENDAR - All items under the consent calendar are to be considered routine and will be enacted by one motion. For any discussion of an item on the consent calendar, it will be removed at the request of the Commission and made a part of the regular agenda.
 - No items on the Consent Calendar
6. PUBLIC HEARING – Colleen Moreno, Assistant Planner

Harder Homes Tentative Subdivision Map No. 5596: A request by Harder Homes Subdivision to subdivide 1.56-acres into an eight-lot single-family residential subdivision in the R-1-5 zone. This site is located on the west side of North Encina Street, approximately 600 ft. north of West Sweet Avenue (APN: 091-161-063). The project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15332, Categorically Exemption No. 2024-04.

Conditional Use Permit 2024-04: A request by Harder Homes Subdivision to develop an existing R-1-5 (Single Family Residential; 5,000 square foot minimum site area per unit) Zone infill lot with an eight-lot subdivision. Of the eight lots, four lots will have reduced site area and setbacks. This site is located on the west side of North Encina Street, approximately 600 ft. north of West Sweet Avenue (APN: 091-161-063). The project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15332, Categorically Exemption No. 2024-04.

7. PUBLIC HEARING – Josh Dan, Senior Planner

Conditional Use Permit No. 2023-24: A request by Freeline Architecture to develop a 2.03-acre parcel with a new 4,300 square foot drive-thru carwash building with an attached covered pay kiosk and two detached vacuum canopy structures and in the C-MU (Commercial Mixed Use) zone. The site is located on the south side of W. Caldwell Ave. approximately 350-ft. to the east of the Caldwell / Demaree intersection (APN: 121-580-001). An Initial Study was prepared for this project, consistent with the California Environmental Quality Act (CEQA), which disclosed that environmental impacts are determined to be not significant with the inclusion of mitigation measures. Mitigated Negative Declaration No. 2023-36 has been prepared for adoption with this project (State Clearinghouse No. 2024021150).

Tentative Parcel Map No. 2023-08: is a request by Vice Consulting Engineers to subdivide a 3.7-acre commercial parcel into two commercial parcels to facilitate future commercial development. The site is located on the south side of W. Caldwell Ave. approximately 350-ft. to the east of the Caldwell / Demaree intersection (APN: 121-580-001). An Initial Study was prepared for this project, consistent with the California Environmental Quality Act (CEQA), which disclosed that environmental impacts are determined to be not significant with the inclusion of mitigation measures. Mitigated Negative Declaration No. 2023-36 has been prepared for adoption with this project (State Clearinghouse No. 2024021150).

8. PUBLIC HEARING – Josh Dan, Senior Planner

Conditional Use Permit No. 2024-02: A request by Mulberry Springs LLC, to master plan and develop a 15.55-acre site into a mixed-use development. Phase 1 consists of a 276-unit multi-family development with three-story buildings, a community club house, and outdoor recreation amenities while Phase 2 consists of two multi-tenant commercial buildings and one retail building with a drive-thru lane, totaling 23,938 sf of building space. The site is zoned C-R (Regional Commercial). The project site is located at the northwest corner of West Cameron Avenue and South Stonebrook Street (Address: N/A) (APNs: 122-332-039, 122-332-040, and 122-332-041). An Initial Study was prepared for this project, consistent with the California Environmental Quality Act (CEQA), which disclosed that environmental impacts are determined to be not significant with the inclusion of mitigation measures. Negative Declaration No. 2024-02 has been prepared for adoption with this project (State Clearinghouse No. 2024021151).

Tentative Parcel Map No. 2024-01: A request by Mulberry Springs LLC, to subdivide Parcel 2 of the master planned development into two parcels for commercial condominium purposes. The site is zoned C-R (Regional Commercial). The project site is located at the northwest corner of West Cameron Avenue and South Stonebrook Street (Address: N/A) (APNs: 122-332-039, 122-332-040, and 122-332-041). An Initial Study was prepared for this project, consistent with the California Environmental Quality Act (CEQA), which disclosed that environmental impacts are determined to be not significant with the inclusion of mitigation measures. Negative Declaration No. 2024-02 has been prepared for adoption with this project (State Clearinghouse No. 2024021151).

9. CITY PLANNER/ PLANNING COMMISSION DISCUSSION –

a. Planning Commission Updates

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, APRIL 4, 2024, BEFORE 5:00 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 93291. 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, APRIL 8, 2024



REPORT TO CITY OF VISALIA PLANNING COMMISSION

HEARING DATE: March 25, 2024

PROJECT PLANNER: Colleen A. Moreno, Assistant Planner
Phone: (559) 713-4031
Email: colleen.moreno@visalia.city

SUBJECT: Harder Homes Tentative Subdivision Map No. 5596: A request by Harder Homes to subdivide 1.56 acres into an eight-lot single-family residential subdivision in the R-1-5 (Single-Family Residential 5,000 square foot minimum site area) zone.

Conditional Use Permit No. 2024-04: A request by Harder Homes to develop an existing R-1-5 (Single-Family Residential; 5,000 square foot minimum site area per unit) zone infill lot with an eight-lot subdivision. Of the eight lots, four lots will have reduced site area and setbacks.

Location: The site is located on the west side of North Encina Street, approximately 600 feet north of West Sweet Avenue (APN: 091-161-063).

STAFF RECOMMENDATION

Harder Homes Tentative Subdivision Map No. 5596

Staff recommends approval of Harder Homes Tentative Subdivision Map No. 5596, as conditioned, based on the findings and conditions in Resolution No. 2024-06. Staff's recommendation is based on the conclusion that the request is consistent with the Visalia General Plan, Zoning and Subdivision Ordinances.

Conditional Use Permit No. 2024-04

Staff recommends approval of Conditional Use Permit No. 2024-04, as conditioned, based upon the findings and conditions in Resolution No. 2024-05. Staff's recommendation is based on the conclusion that the request is consistent with the Visalia General Plan and Zoning Ordinance.

RECOMMENDED MOTION

I move to approve Harder Homes Tentative Subdivision Map No. 5596 based on the findings and conditions in Resolution No. 2024-06.

I move to approve Conditional Use Permit No. 2024-04 based on the findings and conditions in Resolution No. 2024-05.

PROJECT DESCRIPTION

Harder Homes Subdivision is requesting to subdivide 1.56 acres of an infill parcel into an eight-lot single-family residential subdivision (Exhibit A). The proposed subdivision will be developed at a density of 5.12 units per acre which is consistent with the Residential Low Density land use designation for the site. The proposed subdivision is located approximately 600 feet north of the intersection of North Encina Street and West Sweet Avenue, situated on the west side of North Encina Street (local street).

The zoning for the parcel is R-1-5 (Single-Family Residential, 5,000 square foot minimum site area), which requires the following minimum lot area and setbacks:

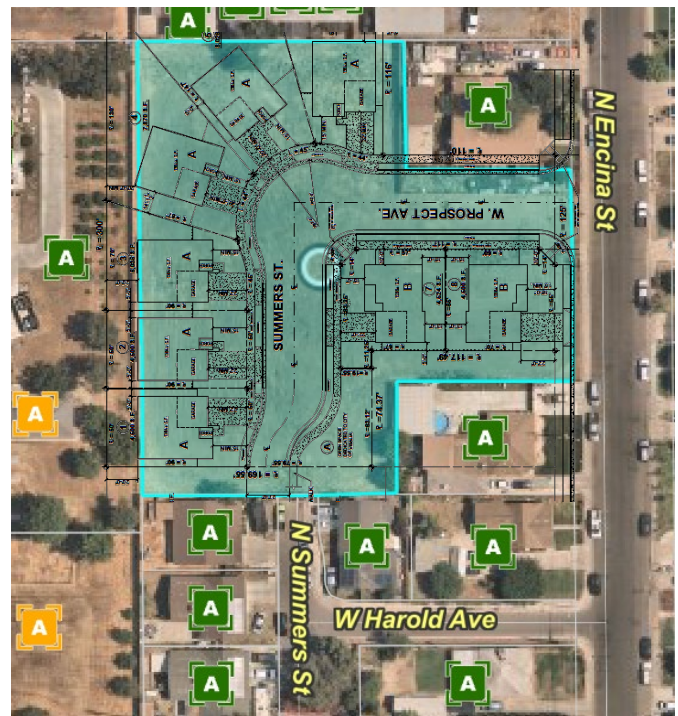
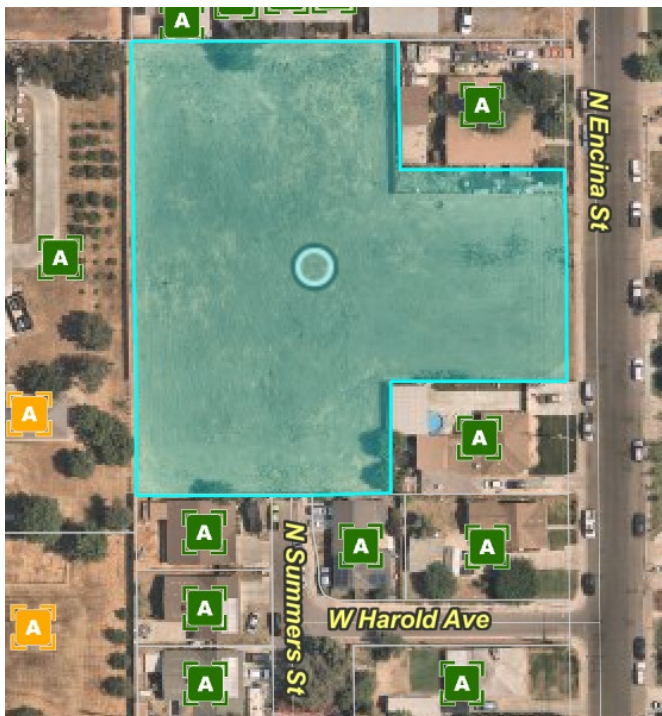
Minimum Lot Area	Front	Side	Street Side	Rear
5,000 sq. ft.	15-ft to habitable space. 22-ft to garage	5-ft	10-ft	25-ft

A conditional use permit (CUP) has been submitted to facilitate the Harder Homes tentative subdivision map. The CUP will facilitate the creation of residential lots that do not meet the minimum site area and for reduced setbacks. The proposed lots within the subdivision will differ from the required minimum site area and setbacks of the R-1-5 zone as noted above. Of the eight lots proposed by the subdivision, four lots (Lots 1, 2, 7, and 8) will have minimum lot areas less than 5,000 square feet. These lots will range in site area from 4,500 square feet to 4,524 square feet. The remaining four lots (Lots 3, 4, 5, and 6) will meet the minimum site area of 5,000 as depicted per the attached Harder Homes Tentative subdivision map. In addition, only one lot (Lot 6) will meet all required setbacks of the R-1-5 zone with the other seven lots deviating slightly from the required setbacks and/or site area.

The proposed setbacks within the subdivision will have the following setbacks and site area:

Lot Number	Minimum Lot Area	Front	Side	Street Side	Rear	Complies with R-1-5 Zone
No. 1 & 2	4,500 sq. ft.	15-ft to habitable space. 22-ft to garage	5-ft	N/A	20-ft	No, lot size & rear setback
No. 3	5,000 sq. ft.	15-ft to habitable space. 22-ft to garage	5-ft	N/A	20-ft	No, rear setback
No. 4 & 5	5,000 sq. ft.	15-ft to habitable space. 20-ft to garage	5-ft	N/A	25-ft	No, front setback to garage
No. 6*	5,000 sq. ft.	15-ft to habitable space. 22-ft to garage	5-ft	N/A	25-ft	Yes
No. 7 & 8	4,500 sq. ft.	15-ft to habitable space. 22-ft to garage	5-ft	10-ft	15-ft	No, lot size and rear setback

*Indicates lot meeting the R-1-5 (Single Family Residential, 5,000 square foot minimum site area) Development Standards per VMC 17.12.



Per the Operational Statement (Exhibit C), the reduced site area and setbacks are due to the odd shape of the parcel as well as the required installation of a city standard 60-foot local street for through access within the subdivision. This new 60-foot local street will transition and “tie-in” to the modified 27-foot-wide local street to the south (see Exhibit A).

The proposed subdivision is on an infill parcel and will include the installation of a local city standard street with a bulb connection, as well as sidewalk behind the parkway landscape area (Exhibit A). Project improvements will include pavement, curb and gutter, sidewalk, parkway landscaping with street trees, streetlights, and installed sidewalk along the parcel frontage on North Encina Street. The city standard street bulb connection will connect from the existing North Summers Street located on the south side of the parcel and will run through the subdivision to what will be West Prospect Avenue, exiting onto the east side of the parcel onto North Encina Street.

BACKGROUND INFORMATION

General Plan Land Use Designation:	Residential Low Density
Zoning:	R-1-5 (Single-family Residential, 5,000 sq. ft. min. lot size)
Surrounding Zoning and Land Use:	<div>North: R-1-5 (Single-Family Residential 5,000 sq. ft. min. site area) / Multi-family residential use</div> <div>South: R-1-5 (Single Family Residential 5,000 sq. ft. min. site area)</div> <div>East: R-1-5 (Single-Family Residential 5,000 sq. ft. min. site area)</div> <div>West: C-N (Neighborhood Commercial) / The Bethlehem Center</div>
Environmental Review:	Categorical Exemption No. 2024-04
Special Districts:	None

PROJECT EVALUATION

Staff recommends approval of Harder Homes Tentative Subdivision Map No. 5596 and Conditional Use Permit No. 2024-04, as conditioned, based on the project's consistency with the Land Use Element of the Visalia General Plan, Housing Element, Zoning and Subdivision Ordinances.

General Plan Consistency

The proposed 8-lot single family residential subdivision on the 1.56-acre infill parcel is compatible with existing residential development surrounding the site. The project is consistent with General Plan Policies which emphasize infill development for additional housing opportunities. Specifically, Policy LU-P-19 of the General Plan, which states "*ensure that growth occurs in a compact and concentric fashion by implementing the General Plan's phased growth strategy.*" The project also falls within the Infill Development Incentives, Policy LU-P-45, which looks to "*promote development of vacant, underdeveloped, and/or redeveloped land within the City limits where urban services are available...in order to reduce the need for annexation and conversion of prime agricultural land.*" Existing utility infrastructure (i.e. sewer, storm, and water) can be extended from nearby urban development to accommodate the project build out.

The General Plan also looks to promote "*a mix of residential densities and compact neighborhood designs that provide efficient use of available land resources and maintain a compact form that is less intrusive.*" (pg. 2-40 of the General Plan). The proposed subdivision of 8-lots on an approximately 1.56-acre parcel falls within the density range of Low Residential which identifies density ranges of 2 to 10 units/acre.

The project also supports the General Plan's goals of creating housing diversity for the potential changing demographics relating to an aging population. This change will result in a greater demand for smaller housing types and that the next planning phase should work on providing additional smaller housing types needed by seniors and other small households such as singles, new families, empty nesters, and single parents (pg. 2-40 of the General Plan).

Staff supports the project because the project meets the overall intent of the General Plan and policies.

Local Street Connectivity and Improvements

The developer of the subdivision will be required to install street connectivity through the parcel with a local city standard street with a bulb connection. Currently there is no through access into the parcel nor development of North Summers Street. The proposed project will include improvement of North Summers Street which currently terminates at the south end of the parcel. Improvements along the subdivision frontage include improving North Encina Street with landscaping, street trees, streetlights, and sidewalk.

The Site Plan Review comments for this project are attached and conditioned as part of the project which note the above requirements of improvements.

Development Standards

The proposed subdivision falls within the VMC 17.26 Planned Development, as not all lots meet the requirement of VMC 17.12.135 Lot Area Less Than 5,000 square feet. The Planned Development is requested through the conditional use permit due to the irregular shape of the parcel and the required street installation; hence the smaller lots and reduced setbacks are needed (Exhibit C).

Site Area

The development standards for a planned residential development are a minimum site area of 1 acre, the current site is approximately 1.56-acres.

Open Space

For planned residential developments, usable open space shall be provided at a minimum of five percent of the net site area of the residential portion of the planned development. Per the VMC definition of the "site area" this is the total horizontal area within the property lines of the proposed planned development after dedication of required right-of-way and open space areas. For this subdivision, the site area was determined by excluding the city standard street and sidewalk for a total of 44,446 square feet, with the five percent minimum being 2,222 square feet of usable open space. The usable open space provided by the developer is 3,908 square feet, per Out Lot A (Exhibit A) therefore meeting the usable open space requirement.

Circulation, Parking and Trash Enclosures

Pedestrian access and a new street for vehicle circulation follows the existing street pattern and offers better access for the future residents of the subdivision. Pedestrian access is also part of the street installation as well as landscaping. Parking will be provided with each lot having a two-vehicle driveway and attached garage.

A trash enclosure will not be required, but a condition will be added per the Solid Waste Division comments of each lot having three residential cans that will need to be placed curbside on North Encina Street on the assigned trash days for service. This is a requirement from Solid Waste as access into the subdivision via North Summers Street outside of the subdivision is too narrow to accommodate the Solid Waste vehicle. A similar process for trash days occurs at the Redwood Park Subdivision located approximately 600 feet from the proposed subdivision at North Encina Street and West Buena Vista Court.

Housing Accountability Act (Government Code section 66589.5)

The Housing Accountability Act (HAA) requires local agencies to approve housing developments that are consistent with applicable general plan, zoning, and subdivision standards, including design review, if they were in effect at the time that the housing development application was deemed complete. A local agency cannot disapprove a project or lower its density unless it finds by a preponderance of the evidence that the project would have a specific, adverse impact on public health or safety, and that there is no feasible way to mitigate or avoid the impact.

With approval of the attached Conditional Use Permit/Planned Residential development, the project is consistent, compliant, and in conformity with the General Plan, Zoning Ordinance, and single-family residential development standards. The lots proposed for the Harder Homes subdivision meet density standards for the Low-Density Residential land use designation and will be compatible with surrounding developed residential areas. Furthermore, the subdivision will develop the local street which facilitates street connectivity within the neighborhood.

Landscape and Lighting District (LLD)

The Site Plan Review comments, attached and conditioned as part of the project, include the requirement of the creation of a LLD for the long-term maintenance of the open space area created per Out Lot A.

Subdivision Map Act Findings

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

Staff has reviewed the seven findings for a cause of denial and finds that all findings can be made for approving the project. The seven findings and staff’s analysis are below. Recommended findings in response to this Government Code section are included in the recommended findings for the approval of the tentative subdivision map.

<u>GC Section 66474 Finding</u>	<u>Analysis</u>
(a) That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.	The proposed maps have been found to be consistent with the City’s General Plan. This is included as recommended Finding No. 1 of the Tentative Subdivision Map. There are no specific plans applicable to the proposed map.
(b) That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.	The proposed design and improvement of the map has been found to be consistent with the City’s General Plan. This is included as recommended Finding No. 1 of the Tentative Subdivision Map. There are no specific plans applicable to the proposed map.
(c) That the site is not physically suitable for the type of development.	The site is physically suitable for the proposed map and its affiliated development plan, which is designated as Low Density Residential and developed at a density of 5.12 units per acre. This is included as recommended Finding No. 3 of the Tentative Subdivision Map.
(d) That the site is not physically suitable for the proposed density of development.	The site is physically suitable for the proposed map and its affiliated development plan, subject to City Council approval of the General Plan and Change of Zone, for the proposed Low Density Residential land use designation. This is included as recommended Finding No. 4 of the Tentative Subdivision Map.
(e) That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.	The proposed design and improvement of the map has not been found likely to cause environmental damage or substantially and avoidable injure fish or wildlife or their habitat. This finding is further supported by the project’s determination of no new effects under the Guidelines for the Implementation of the California Environmental Quality Act (CEQA), included as recommended Finding No. 6 of the Tentative Subdivision Map.
(f) That the design of the subdivision or type of improvements is likely to cause serious public health problems.	The proposed design of the map has been found to not cause serious public health problems. This is included as recommended Finding No. 2 of the Tentative Subdivision Map.

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

The requested action is considered Categorically Exempt under Section 15332 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA) Categorical Exemption No. 2024-04.

Projects determined to meet this classification are characterized as in-fill development and are with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations, the development occurs within the city limits on a site no more than five acres, site has no value has habitat for endangered, rare or threatened species and the site can adequately be served by all required utilities and public service.

RECOMMENDED FINDINGS

Harder Homes Subdivision Tentative Subdivision Map No. 5596

1. That the proposed location and layout of the Harder Homes Subdivision Map No. 5596, its improvement and design, and the conditions under which it will be maintained is consistent with the policies and intent of the General Plan and Zoning Ordinance and Subdivision Ordinance. The 1.56-acre project site, which is the site of the proposed 8-lot single-family residential subdivision, is consistent with Land Use Policy LU-P-19 of the General Plan. Policy LU-P-19 states “ensure that growth occurs in a compact and concentric fashion by implementing the General Plan’s phased growth strategy.”
2. That the proposed Harder Homes Tentative Subdivision Map No. 5596, its improvement and design, and the conditions under which it will be maintained will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity, nor is it likely to cause serious public health problems. The proposed tentative subdivision map will be compatible with adjacent land uses. The project site is bordered by existing residential development.
3. That the site is physically suitable for the proposed tentative subdivision map. The Harder Homes Tentative Subdivision Map No. 5596 is consistent with the intent of the General Plan and Zoning Ordinance and Subdivision Ordinance, and is not detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity. The project site is adjacent to land zoned for residential development, and the subdivision establishes a local street pattern that will serve the subject site.
4. That the site is physically suitable for the proposed tentative subdivision map and the project’s density, which is consistent with the underlying Low Density Residential General Plan Land Use Designation. The proposed location and layout of the Harder Homes Tentative Subdivision Map No. 5596, its improvement and design, and the conditions under which it will be maintained is consistent with the policies and intent of the General Plan and Zoning Ordinance and Subdivision Ordinance. The 1.56-acre project site, which is the site of the proposed 8-lot single-family residential subdivision, is consistent with Land Use Policy LU-P-19 of the General Plan. Policy LU-P-19 states “ensure that growth occurs in a compact and concentric fashion by implementing the General Plan’s phased growth strategy.”

5. That the proposed Harder Homes Tentative Subdivision Map No. 5596, the design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. The 8-lot subdivision is designed to comply with the City's Engineering Improvement Standards. The development of the site with an 8-lot single-family residential subdivision would extend local streets, infrastructure improvements, utilities, right-of-way improvements and a residential lot pattern consistent with existing residential development found in the surrounding area. The project will include the construction of local streets within the subdivision, connection to N Summers Street on the south to North Encina Street to the east and frontage street improvements along North Encina Street.
6. That the project is considered Categorically Exempt under Section 15332 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA) development occurring within the city on a project site of not more than five acres and substantially surrounded by urban uses (Categorical Exemption No. 2024-04).

Conditional Use Permit No. 2024-04

1. That the proposed conditional use permit is consistent with the policies and intent of the General Plan and Zoning Ordinance.
2. That the proposed conditional use permit would be compatible with adjacent land uses.
3. That the conditional use permit is consistent with the intent of the General Plan, Subdivision Ordinance, and Zoning Ordinance, and is not detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity.
4. That the project is considered Categorically Exempt under Section 15301 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA), Categorical Exemption No. 2024-04.

RECOMMENDED CONDITIONS

Harder Homes Tentative Subdivision Map No. 5596

1. That the subdivision map be developed in substantial compliance with the comments and conditions of the Site Plan Review Committee as set forth under Site Plan Review No. 2023-013-C, incorporated herein by reference.
2. That the Harder Homes Tentative Subdivision Map No. 5596 be prepared in substantial compliance with the subdivision map in Exhibit A.
3. That a Landscape and Lighting District be established for the long-term maintenance of local roads, street lighting, and any additional out of lot are for public use.

Conditional Use Permit No. 2024-04

1. That the project be developed consistent with the comments and conditions of the Site Plan Review No. 2023-013-C.
2. That the project shall be developed and maintained in substantial compliance with the site plan in Exhibit A, unless otherwise specified in the conditions of approval.
3. That the requirements for usable open space comply with the Planned Residential Development requirements VMC 17.26.

4. That the setbacks for the single-family residential lots comply with the Planned Residential Development requirements and setbacks as depicted in Exhibit A and further detailed below:

Lot Number	Minimum Lot Area	Front	Side	Street Side	Rear
No. 1 - 3	4,500 sq. ft.	15-ft to habitable space. 22-ft to garage	5-ft	N/A	20-ft
No. 4 & 5	5,000 sq. ft.	15-ft to habitable space. 20-ft to garage	5-ft	N/A	25-ft
No. 6	5,000 sq. ft.	15-ft to habitable space. 22-ft to garage	5-ft	N/A	25-ft
No. 7 & 8	4,500 sq. ft.	15-ft to habitable space. 22-ft to garage	5-ft	10-ft	15-ft

5. That a Landscape and Lighting District be established for the long-term maintenance of local roads, street lighting, and any additional out of lot are for public use.
6. Each address within the subdivision will be assigned city standard (3-can) residential services. Customers will be required to roll their cans to North Encina for scheduled collections.
7. That all applicable federal, state, regional, and city policies and ordinances be met.

APPEAL INFORMATION

According to the City of Visalia Zoning Ordinance Section 17.02.145, 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 California. The appeal shall specify errors or abuses of discretion by the Planning Commission, or decisions not supported by the evidence in the record. The appeal form can be found on the city's website www.visalia.city or from the City Clerk.

Attachments:

- Related Plans and Policies
- Resolution No. 2024-01 – Harder Homes Tentative Subdivision Map No. 5596
- Resolution No. 2024-05 – Conditional Use Permit No. 2024-04
- Exhibit "A" – Harder Homes Tentative Subdivision Map & Site Plan
- Exhibit "B" – Harder Homes Subdivision Floor Plans & Elevations
- Exhibit "C" – Harder Homes Operational Statement
- Site Plan Review No. 2023-013-C Comments
- General Plan Land Use Map
- Zoning Map
- Aerial Map
- Vicinity Map

NOTICE OF EXEMPTION

City of Visalia
315 E. Acequia Ave.
Visalia, CA 93291

To: County Clerk
County of Tulare
County Civic Center
Visalia, CA 93291-4593

Harder Homes Tentative Subdivision Map No. 5596

PROJECT TITLE

The site is located on the west side of North Encina Street, approximately 600 feet north of West Sweet Avenue (APN: 091-161-063)

PROJECT LOCATION - SPECIFIC

Visalia

PROJECT LOCATION - CITY

Tulare

COUNTY

A request by Harder Homes to subdivide 1.56-acre parcel into 8 lots for residential use in the R-1-5 (Single-Family Residential, minimum 5,000 square foot lot size) zone, of the 8 lots, 4 lots will have reduced site area and setbacks.

DESCRIPTION - Nature, Purpose, & Beneficiaries of Project

City of Visalia

NAME OF PUBLIC AGENCY/LEAD AGENCY APPROVING PROJECT

Richard Bueno

NAME AND ADDRESS OF APPLICANT CARRYING OUT PROJECT

Jesus Gutierrez, Skylab Inc., 1004 W. Main St., Suite A., Visalia CA 93292, skyladb1004@yahoo.com

NAME AND ADDRESS OF AGENT CARRYING OUT PROJECT

EXEMPT STATUS: (Check one)

- ☐ Ministerial - Section 15073
☐ Emergency Project - Section 15071
☒ Categorical Exemption - Section 15332,
☐ Statutory Exemptions- State code number:

A request by Harder Homes to subdivide an existing 1.56-acre infill parcel into an 8-lot subdivision.

REASON FOR PROJECT EXEMPTION

Colleen A. Moreno, Assistant Planner

CONTACT PERSON

(559) 713-4031

AREA CODE/PHONE

March 14, 2024

DATE

Brandon Smith, AICP
ENVIRONMENTAL COORDINATOR

RELATED PLANS AND POLICIES

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

General Plan Land Use Policies:

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

Chapter 17.12

SINGLE-FAMILY RESIDENTIAL ZONE

17.12.010 Purpose and intent.

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

17.12.015 Applicability.

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

17.12.050 Site area.

The minimum site area shall be as follows:

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

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

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

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

17.12.060 One dwelling unit per site.

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

17.12.080 Front yard.

A. The minimum front yard shall be as follows:

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

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

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

17.12.090 Side yards.

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

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

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

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

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

F. The placement of any mechanical equipment, including but not limited to, pool/spa equipment and evaporative coolers shall not be permitted in the five-foot side yard within the buildable area of the lot, or within five feet of rear/side property lines that are adjacent to the required side yard on adjoining lots. This provision shall not apply to street side yards on corner lots, nor shall it prohibit the surface mounting of utility meters and/or the placement of fixtures and utility lines as approved by the building and planning divisions.

17.12.100 Rear yard.

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

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

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

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

17.12.110 Height of structures.

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

17.12.120 Off-street parking.

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

17.12.130 Fences, walls and hedges.

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

17.26

PLANNED DEVELOPMENT

17.26.010 Purpose and intent.

The purpose and intent of the Planned Development regulations contained in this chapter is to provide for land development consisting of a related group of residential housing types or commercial uses, including but not limited to, attached or detached single-family housing, cluster housing, patio homes, town houses, apartments, condominiums or cooperatives or any combination thereof and including related open spaces and community services consisting of recreational, commercial and offices, infrastructure, maintenance and operational facilities essential to the development, all comprehensively planned. Such land development normally requires deviation from the normal zoning regulations and standards regarding lot size, yard requirements, bulk and structural coverage in an effort to maximize the benefits accruing to the citizens of Visalia. (Ord. 2017-01 (part), 2017: Ord. 9718 § 2 (part), 1997: prior code § 7410)

17.26.020 Definitions.

For the purposes of this chapter the following definitions shall apply:

"Density bonus" means dwelling unit increases based on project amenities provided as part of a planned development.

"Dwelling unit" means one or more habitable rooms, designed for or used by one family for living and sleeping purposes and having only one kitchen or kitchenette. Dwelling unit can include various types including, but not limited to, attached or detached single-family homes, cluster homes, patio homes, town houses, condominiums, apartments, or cooperatives.

"Environment, natural" means the physical condition of a proposed PD site prior to proposed development; including, but not limited to, natural features such as waterways, vegetation, topographical features, and animal life.

"Homeowner's association" means an incorporated entity formed under applicable laws and including all properties within a planned development. Such association normally maintains and administers the common open space associated with a planned development.

"Lot or parcel net area" means the land area contained within the boundary of a lot or parcel. Land within public or private streets or property held in common for a particular development amenity is not considered as "net lot area."

"Maintenance district" means an assessment district formed under applicable laws that pays for maintaining dedicated or private open space facilities.

"Neighborhood commercial center" means a convenience shopping complex providing services within a neighborhood and meeting applicable ordinance and general plan requirements.

"Open space" means the area within a planned development not occupied with structures, driveways or parking and storage areas.

"Open space, common" means the area within a planned development under the control and ownership of a homeowner's association. Common open space may include recreation facilities, access and parking, paths, and storage areas.

"Open space, usable" means the area within a planned development that is deemed suitable for use by the residents of the PD; not including parking areas, private patios, required building separations, parking and access, or storage areas.

"Parking, guest" means designated off-street parking areas within a planned development reserved for guest or visitor parking.

"Parking, required" means off-street parking areas within a planned development to be used for long-term storage of resident vehicles, recreational vehicles, boats and trailers.

"Planned development" means a development that includes a mix of land uses and that requires a deviation from normal zoning standards regarding lot size, yard requirements, bulk and structural coverage and is subject to provisions of this chapter.

"Planned residential development" means a planned development consisting of residential uses only and subject to the provisions of this chapter.

"Planned unit development" means a planned development including two, or more, of the following uses: residential, commercial, professional office, quasi-public, and industrial.

"Recreation facility" means an area within a planned development that includes recreational installations for common use. Such installations normally include such things as a swimming pool, recreation building, patio areas, tot lots, and exercise areas.

"Site area, gross" means the total horizontal area included within the property lines of a proposed planned development after dedication of required right-of-way and open space areas. (Ord. 2017-01 (part), 2017: Ord. 9718 § 2 (part), 1997: prior code § 7411)

17.26.030 Location.

A planned development may be located in residential, commercial or industrial zone upon approval of necessary permits required under this chapter. Planned residential developments and planned unit developments may be located only in appropriate zones as follows:

1. A planned residential development may be allowed in any residential zone.
2. A planned unit development with commercial/industrial uses may be located where those uses are allowed in the underlying zone. (Ord. 2017-01 (part), 2017: Ord. 9718 § 2 (part), 1997: prior code § 7412)

17.26.040 Development standards.

The following is a list of development standards considered to be necessary to achieve the purpose and intent of this chapter:

- A. Site Area.
 1. The minimum site area for a planned residential development shall be one acre of gross site area.
 2. The minimum site area for a planned unit development with residential uses shall be ten acres.
 3. The minimum site area for a planned unit development without residential uses shall be five acres.
 4. The minimum site area for a planned unit development with only industrial uses shall be twenty (20) acres.
 5. Parcels smaller than the minimums stated above may be considered if the planning commission finds there are unique circumstances (shape, natural features, location, etc.) that would deprive the land owner of development potential consistent with other properties classified in the same underlying zone.

B. Density. The average number of dwelling units per net area shall not exceed the maximum density prescribed by the site area regulations or the site area per dwelling in which the planned unit development is located, subject to a density bonus that may be granted by the city council upon recommendation by the planning commission. A density bonus may be granted as part of a planned development based on the following guidelines:

Percent of Net Site in Usable Open Space	Area Percent of Density Bonus
6% to 10%	6%
11% to 20%	10%
21% to 25%	16%
Over 25%	20%

C. Usable Open Space. Usable open space shall be provided for all planned developments that include residential uses, except as provided in this section. Such open space shall include a minimum of five percent of the net site area of the residential portion of a planned development. The requirement for mandatory usable open space may be waived in developments wherein the net lot area of each lot meets or exceeds minimum standard in the underlying zone classification.

D. Site Design Criteria.

1. Location of proposed uses and their relationship to each other with a planned development shall be consistent with general plan policies and ordinance requirements.

2. The natural environment of a site is to be considered as part of the design criteria. Such features as natural ponding areas, waterways, natural habitats, and mature vegetation are to be considered.

3. If a planned development is located adjacent to a major arterial street, or other existing possible land use conflict, adequate buffering shall be included in the plan.

E. Landscaping and Structural Coverage. Landscaping provided within a planned development shall conform to the general standards imposed by the underlying zone. Additional landscaping may be required as part of a planned development due to unusual circumstances.

F. Circulation.

1. Vehicle circulation shall be based on a street pattern as outlined within the circulation element of the general plan. Use of private streets and variations to normal city street standards are encouraged.

2. There shall be no direct vehicle access from individual lots onto major arterial streets.

3. Pedestrian access and bicycle paths should be incorporated within planned developments. Such paths and bikeways to be separated from vehicle streets when possible.

G. Parking.

1. Required parking shall conform with the existing parking standards required under the zoning ordinance.

2. Guest parking and storage parking shall be encouraged and may be required in planned development.

3. All parking shall be screened from adjacent public right-of-way. Such screening may include dense plantings, fences, landscaped berms, or grade separation.

4. Parking clusters shall be provided rather than large (single) parking areas.

H. Trash Enclosures.

1. Trash enclosures shall be provided as specified by the city solid waste department.

2. Such enclosures shall be screened from view from adjacent structures and roadways and be provided with solid gates. (Ord. 2017-01 (part), 2017: Ord. 9718 § 2 (part), 1997: prior code § 7413)

17.26.050 Application procedures.

The following procedures specify the process for review of a planned development.

A. Pre-Application Review. Pre-application review shall be a two-step process including a mandatory meeting with the planning department and submittal of a concept plan to the site plan review committee. Such pre-application review shall include, but is not limited to, the following elements:

1. Site area and location;
2. Land use relationships within and outside the proposed site;
3. Circulation and access;
4. Environmental features;
5. Open space and project amenities;
6. Available and needed public improvements and facilities.

B. Application Process. After completing the pre-application review process the owner, or agent, shall file an application for a planned development. Such application submittal shall be processed as a conditional use permit and shall require a site plan review permit. The city planner shall determine the extent of development detail required as part of the application submittal. Such details may include, but is not limited to, the following:

1. Legal description and boundary survey map of the exterior boundaries of land to be developed;
2. A topographic map indicating anticipated grading or fill areas, groupings of existing trees, and other natural features;
3. For residential development:
 - a. The number and type of dwelling units. This may be stated as a range of maximum and minimum number of units by type,
 - b. The approximate total population anticipated in the entire development,
 - c. The proposed standards of height, open space, structural coverage, pedestrian and traffic circulation, and density within use areas;
4. For nonresidential uses:
 - a. Types of uses proposed within the entire area,
 - b. Anticipated employment base which may be stated as a range,
 - c. Methods proposed to control possible land use conflicts and environmental impacts,
 - d. The proposed structure heights, open space buffering, circulation, and parking/loading,
 - e. Pertinent social or economic characteristics of the development such as school enrollment, residence, employment, etc.;
5. A preliminary utilities report;
6. The location, area, and type of sites proposed for open space, recreational facilities, and public facilities;
7. The anticipated timing for each phase, if any, of the development. (Ord. 2017-01 (part), 2017: Ord. 9718 § 2 (part), 1997: Ord. 9605 § 30 (part), 1996: prior code § 7414)

17.26.060 Exceptions.

Exceptions to the design criteria specified in Section 17.26.040 may be modified by the city council upon recommendation by the planning commission based on unique circumstances. Such exceptions shall be reviewed by the site plan committee for comment prior to planning commission recommendation. (Ord. 2017-01 (part), 2017: Ord. 9718 § 2 (part), 1997: prior code § 7415)

17.26.070 Amendments.

Minor amendments to an approved planned development may be granted by the planning commission upon recommendation of the site plan committee. Major amendments shall be processed as an amendment to a conditional use permit with required public hearings. Major amendments include, but are not limited to, the following:

- A. Changes in residential density;
- B. Changes in land use relationships;
- C. Changes in the location and/or scope of open space;
- D. Changes in circulation patterns;
- E. Other changes as determined by the planning commission upon request. (Ord. 2017-01 (part), 2017: Ord. 9718 § 2 (part), 1997: prior code § 7416)

17.26.080 Timing.

Once granted, a planned development approval shall be valid for a period of two years. Extensions may be granted by the planning commission for one year periods, not to exceed three such extensions. (Ord. 2017-01 (part), 2017: Ord. 9718 § 2 (part), 1997: prior code § 7417)

Conditional Use Permits

(Section 17.38)

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 uses 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)

RESOLUTION NO. 2024-01

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING TENTATIVE SUBDIVISION MAP NO. 5596, A REQUEST BY HARDER HOMES TO SUBDIVIDE 1.56 ACRES INTO AN EIGHT-LOT SINGLE-FAMILY RESIDENTIAL SUBDIVISION IN THE R-1-5 (SINGLE-FAMILY RESIDENTIAL; 5,000 SQUARE FOOT MINIMUM SITE AREA PER UNIT) ZONE. THE SITE IS LOCATED ON THE WEST SIDE OF NORTH ENCINA STREET, APPROXIMATELY 600 FEET NORTH OF WEST SWEET AVENUE (APN: 091-161-063).

WHEREAS, Harder Homes Tentative Subdivision Map No. 5596, is a request by Harder Homes, to subdivide 1.56 acres into an eight-lot single -family residential subdivision in the R-1-5 (Single-Family Residential; 5,000 square foot minimum site area per unit) zone. The project is located on the west side of North Encina Street, approximately 600 feet north of West Sweet Avenue; and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice did hold a public hearing before said Commission on March 25, 2024; and

WHEREAS, the Planning Commission of the City of Visalia finds the Tentative Subdivision Map, as conditioned, to be in accordance with Chapter 16.16 of the Subdivision Ordinance of the City of Visalia based on the evidence contained in the staff report and testimony presented at the public hearing; and

WHEREAS, the Planning Commission finds the project to be Categorically Exempt consistent with the California Environmental Quality Act (CEQA) and City of Visalia Environmental Guidelines.

NOW, THEREFORE, BE IT RESOLVED that the project is exempt from further environmental review pursuant to CEQA Section 15332.

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 location and layout of the Harder Homes Subdivision Map No. 5596, its improvement and design, and the conditions under which it will be maintained is consistent with the policies and intent of the General Plan and Zoning Ordinance and Subdivision Ordinance. The 1.56-acre project site, which is the site of the proposed 8-lot single-family residential subdivision, is consistent with Land Use Policy LU-P-19 of the General Plan. Policy LU-P-19 states “ensure that growth occurs in a compact and concentric fashion by implementing the General Plan’s phased growth strategy.”
2. That the proposed Harder Homes Tentative Subdivision Map No. 5596, its improvement and design, and the conditions under which it will be maintained will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity, nor is it likely to cause serious public health problems. The proposed tentative subdivision map will be compatible with adjacent land uses. The project site is bordered by existing residential development.

3. That the site is physically suitable for the proposed tentative subdivision map. The Harder Homes Tentative Subdivision Map No. 5596 is consistent with the intent of the General Plan and Zoning Ordinance and Subdivision Ordinance, and is not detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity. The project site is adjacent to land zoned for residential development, and the subdivision establishes a local street pattern that will serve the subject site.
4. That the site is physically suitable for the proposed tentative subdivision map and the project's density, which is consistent with the underlying Low Density Residential General Plan Land Use Designation. The proposed location and layout of the Harder Homes Tentative Subdivision Map No. 5596, its improvement and design, and the conditions under which it will be maintained is consistent with the policies and intent of the General Plan and Zoning Ordinance and Subdivision Ordinance. The 1.56-acre project site, which is the site of the proposed 8-lot single-family residential subdivision, is consistent with Land Use Policy LU-P-19 of the General Plan. Policy LU-P-19 states "ensure that growth occurs in a compact and concentric fashion by implementing the General Plan's phased growth strategy."
5. That the proposed Harder Homes Tentative Subdivision Map No. 5596, the design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. The 8-lot subdivision is designed to comply with the City's Engineering Improvement Standards. The development of the site with an 8-lot single-family residential subdivision would extend local streets, infrastructure improvements, utilities, right-of-way improvements and a residential lot pattern consistent with existing residential development found in the surrounding area. The project will include the construction of local streets within the subdivision, connection to N Summers Street on the south to North Encina Street to the east and frontage street improvements along North Encina Street.
6. That the project is considered Categorically Exempt under Section 15332 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA) development occurring within the city on a project site of not more than five acres and substantially surrounded by urban uses. (Categorical Exemption No. 2024-04).

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 16.16.030 of the Ordinance Code of the City of Visalia, subject to the following conditions:

1. That the subdivision map be developed in substantial compliance with the comments and conditions of the Site Plan Review Committee as set forth under Site Plan Review No. 2023-013-C, incorporated herein by reference.
2. That the Harder Homes Tentative Subdivision Map No. 5596 be prepared in substantial compliance with the subdivision map in Exhibit A.
3. That a Landscape and Lighting District be established for the long-term maintenance of local roads, street lighting, and any additional out of lot are for public use.

RESOLUTION NO. 2024-05

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING CONDITIONAL USE PERMIT NO. 2024-05, A REQUEST BY HARDER HOMES TO DEVELOP AN EXISTING R-1-5 (SINGLE-FAMILY RESIDENTIAL; 5,000 SQUARE FOOT MINIMUM SITE AREA PER UNIT) ZONE INFILL LOT WITH AN EIGHT-LOT SUBDIVISION. OF THE EIGHT LOTS, FOUR LOTS WILL HAVE REDUCED SITE AREA AND SETBACKS. THE SITE IS LOCATED ON THE WEST SIDE OF NORTH ENCINA STREET, APPROXIMATELY 600 FEET NORTH OF WEST SWEET AVENUE (APN: 091-161-063).

WHEREAS, Conditional Use Permit No. 2024-05, is a request by Harder Homes to facilitate the Harder Homes tentative subdivision map. The CUP will facilitate the creation of residential lots that do not meet the minimum site area and for reduced setbacks in an existing R-1-5 (Single-Family Residential; 5,000 square foot minimum site area per unit) zone infill lot. Of the eight lots associated with the Harder Homes subdivision, four lots will have reduced site area and setbacks. The project is located on the west side of North Encina Street, approximately 600 feet north of West Sweet Avenue; and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice did hold a public hearing before said Commission on March 25, 2024; and

WHEREAS, the Planning Commission of the City of Visalia finds the Conditional Use Permit, as conditioned, to be in accordance with Chapter 17.38.110 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, the Planning Commission finds the project to be Categorically Exempt consistent with the California Environmental Quality Act (CEQA) and City of Visalia Environmental Guidelines.

NOW, THEREFORE, BE IT RESOLVED that the project is exempt from further environmental review pursuant to CEQA Section 15332.

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 conditional use permit is consistent with the policies and intent of the General Plan and Zoning Ordinance.
2. That the proposed conditional use permit would be compatible with adjacent land uses.
3. That the conditional use permit is consistent with the intent of the General Plan, Subdivision Ordinance, and Zoning Ordinance, and is not detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity.

4. That the project is considered Categorically Exempt under Section 15301 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA), Categorical Exemption No. 2024-04.

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 consistent with the comments and conditions of the Site Plan Review No. 2023-013-C.
2. That the project shall be developed and maintained in substantial compliance with the site plan in Exhibit A, unless otherwise specified in the conditions of approval.
3. That the requirements for usable open space comply with the Planned Residential Development requirements VMC 17.26.
4. That the setbacks for the single-family residential lots comply with the Planned Residential Development requirements and setbacks as depicted in Exhibit A and further detailed below:

Lot Number	Minimum Lot Area	Front	Side	Street Side	Rear
No. 1 - 3	4,500 sq. ft.	15-ft to habitable space. 22-ft to garage	5-ft	N/A	20-ft
No. 4 & 5	5,000 sq. ft.	15-ft to habitable space. 20-ft to garage	5-ft	N/A	25-ft
No. 6	5,000 sq. ft.	15-ft to habitable space. 22-ft to garage	5-ft	N/A	25-ft
No. 7 & 8	4,500 sq. ft.	15-ft to habitable space. 22-ft to garage	5-ft	10-ft	15-ft

5. That a Landscape and Lighting District be established for the long-term maintenance of local roads, street lighting, and any additional out of lot are for public use.
6. Each address within the subdivision will be assigned city standard (3-can) residential services. Customers will be required to roll their cans to North Encina for scheduled collections.
7. That all applicable federal, state, regional, and city policies and ordinances be met.

PROJECT DESCRIPTION:
TENTATIVE SUBDIVISION MAP W/ C.U.P FOR
LOTS UNDER 5000 S.F. & REDUCED REAR YARD
FOR LOTS 7 & 8

OWNER: WILLIAM W. HARDER
820 PARK ROW #612
SALINAS, CA. 93901

APPLICANT/AGENT: RICHARD BUENO
208 W. MAIN ST. STE. #3
VISALIA, CA. 93291
(559)798-5844

SITE ADDRESS: NOT ASSIGNED YET

APN: 091-161-063

LOT SIZE: 1.56 AC.

FLOOD ZONE: "X"

ZONING: R-1-5 (PROPOSED R-1-4.5)

REFUSE: INDIVIDUAL CONTAINERS (COV)

STORM WATER: DRAIN TO STREET

GAS: SO-CAL GAS COMPANY

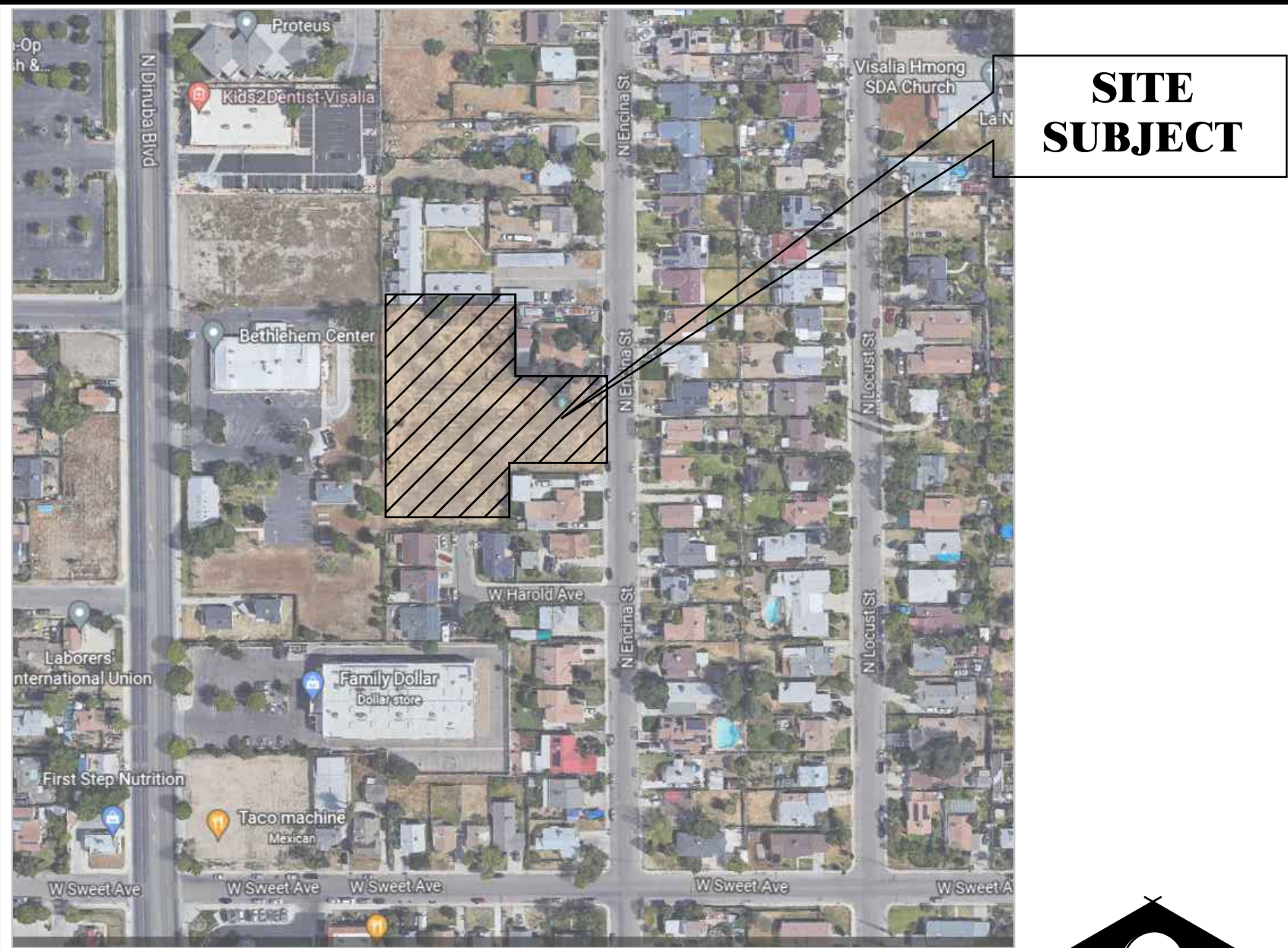
ELECTRICITY: SOUTHERN CALIFORNIA EDISON

WATER: CAL-WATER

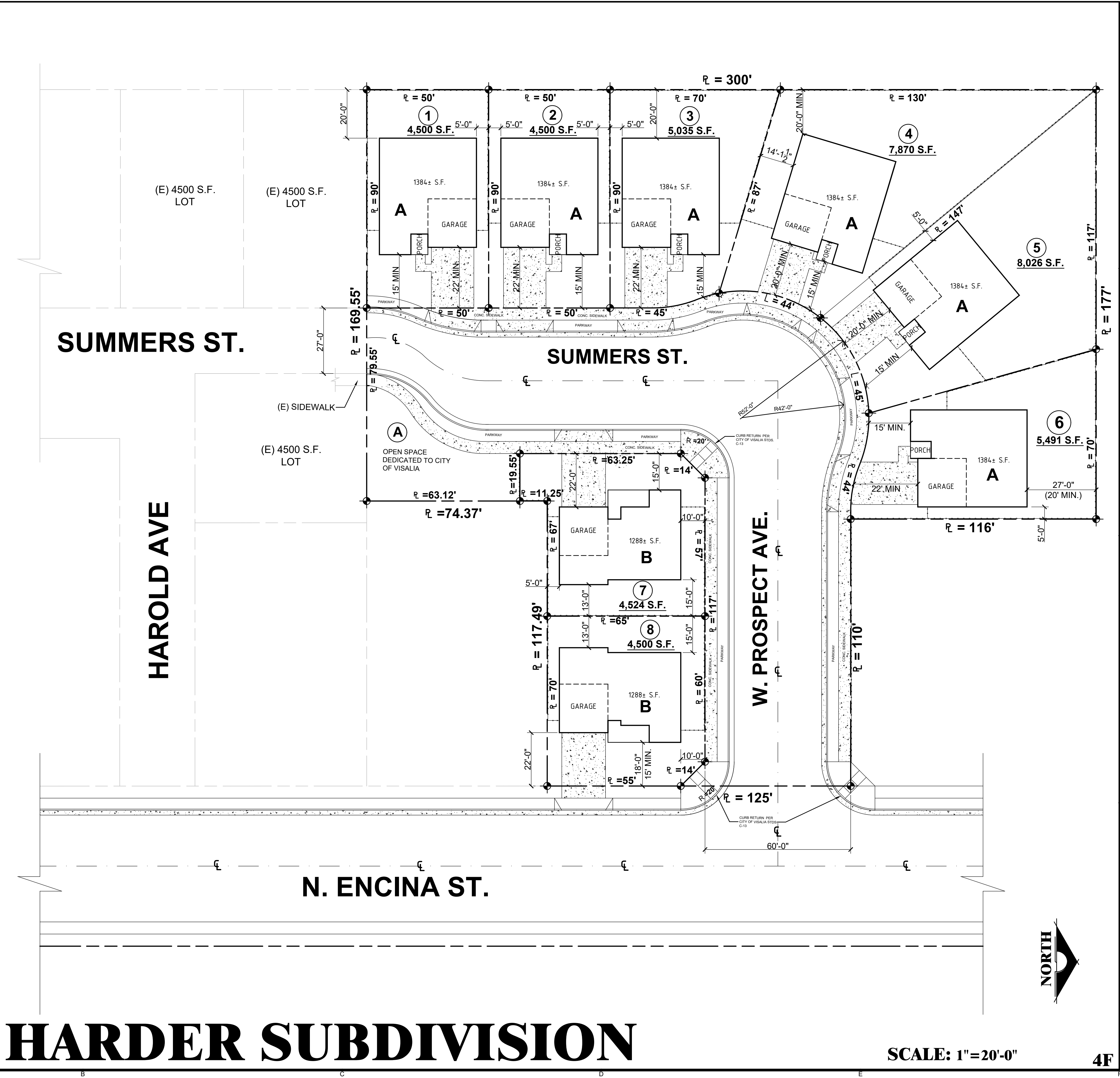
SITE/PROJECT DATA 2B

PL	PROPERTY LINE	W.M.	WATER METER
L	CENTER LINE	P.P.	POWER POLE
(E)	EXISTING	F/H	FIRE HYDRANT
(N)	NEW	STD.	STANDARDS
(P)	PROPOSED	DTL.	DETAIL
W/	WITH	V.T.R.	VENT THROUGH ROOF
S	SEWER	C.O.	CLEAN OUT
W	WATER	CW	COLD WATER
W.I.	WROUGHT IRON	HW	HOT WATER
C.J.	CEILING JOIST	TYP.	TYPICAL
F.J.	FLOOR JOIST	STL.	STEEL
O.C.	ON CENTER		
BM.	BEAM		
W/H	WATER HEATER		

ABBREVIATIONS 3B



VICINITY MAP N.T.S.



HARDER SUBDIVISION

SCALE: 1"=20'-0"

4F

Jesus R. Gutierrez, President
SKYLAB, Inc.
RESIDENTIAL DESIGNS

1004 W. Main St. Suite A
Visalia, Ca. 93291
Ph. (559) 625-9150
Fax (559) 625-9153
skylab1004@sbcglobal.net

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REVISIONS	SPR #2023-013

CONCEPTUAL SUBDIVISION MAP

WILLIAM W. HARDER

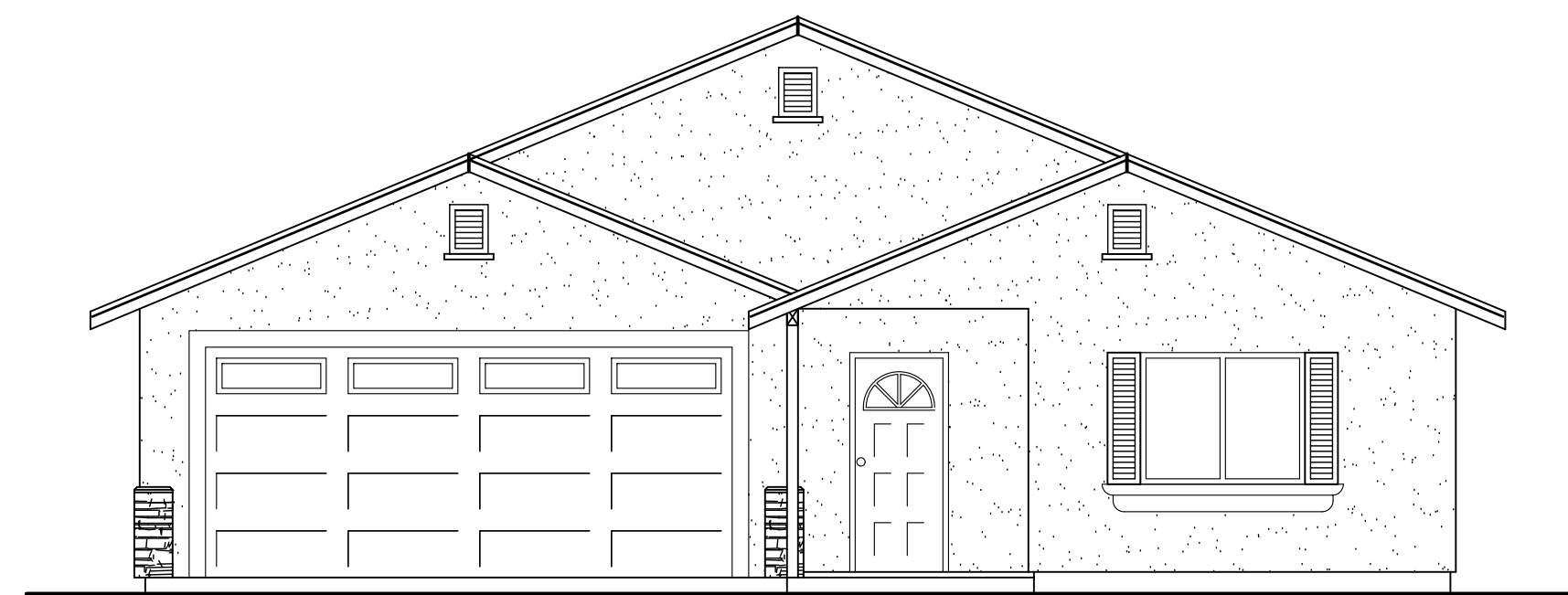
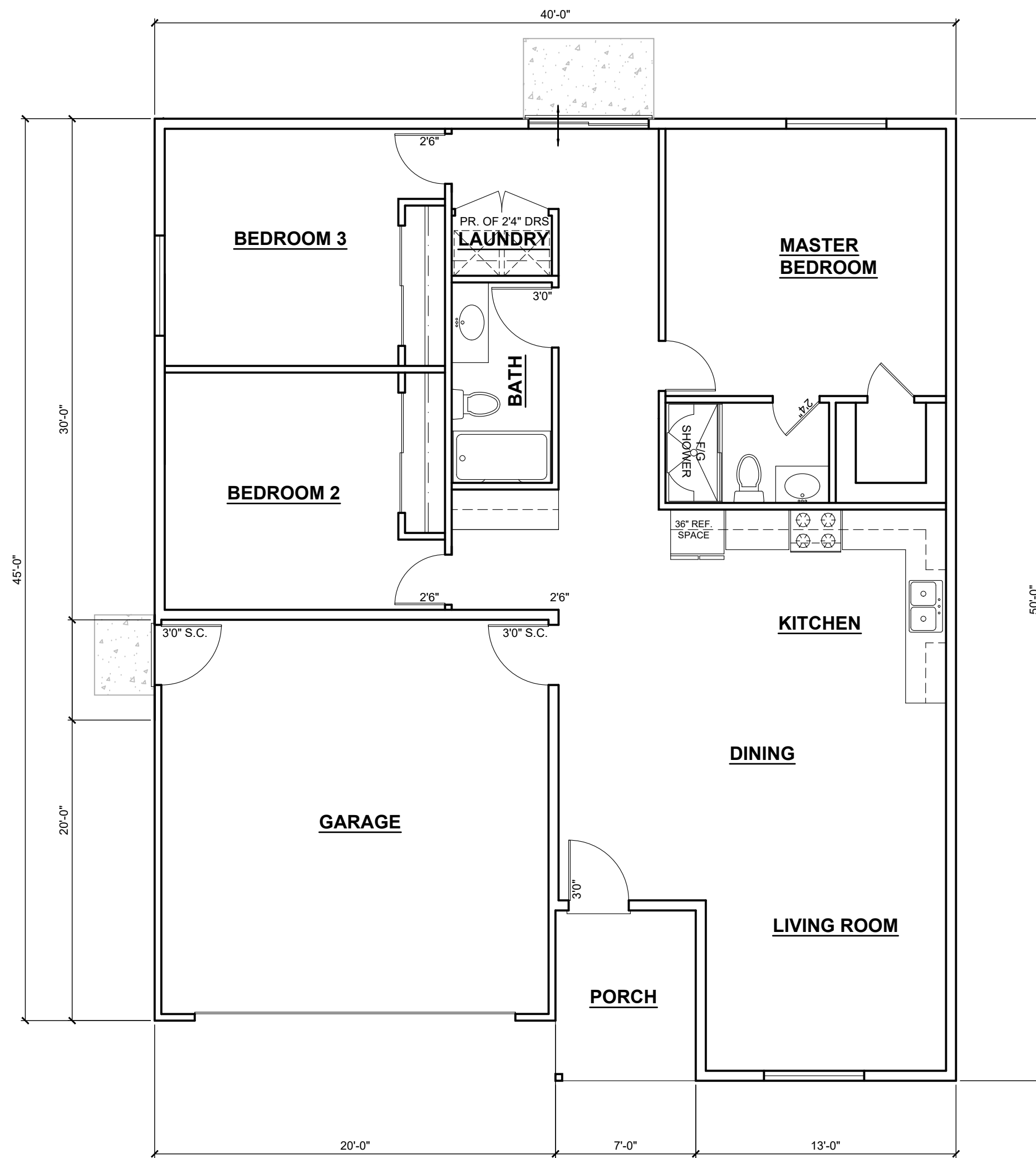
091-161-063 VISALIA, CA. 93292

Date: 01/10/2023
Drawn by: A.T.
Checked by: J.G.
Scale: AS NOTED
Job #
Sheet

G 1

DO NOT SCALE

PDF 05-22-2023

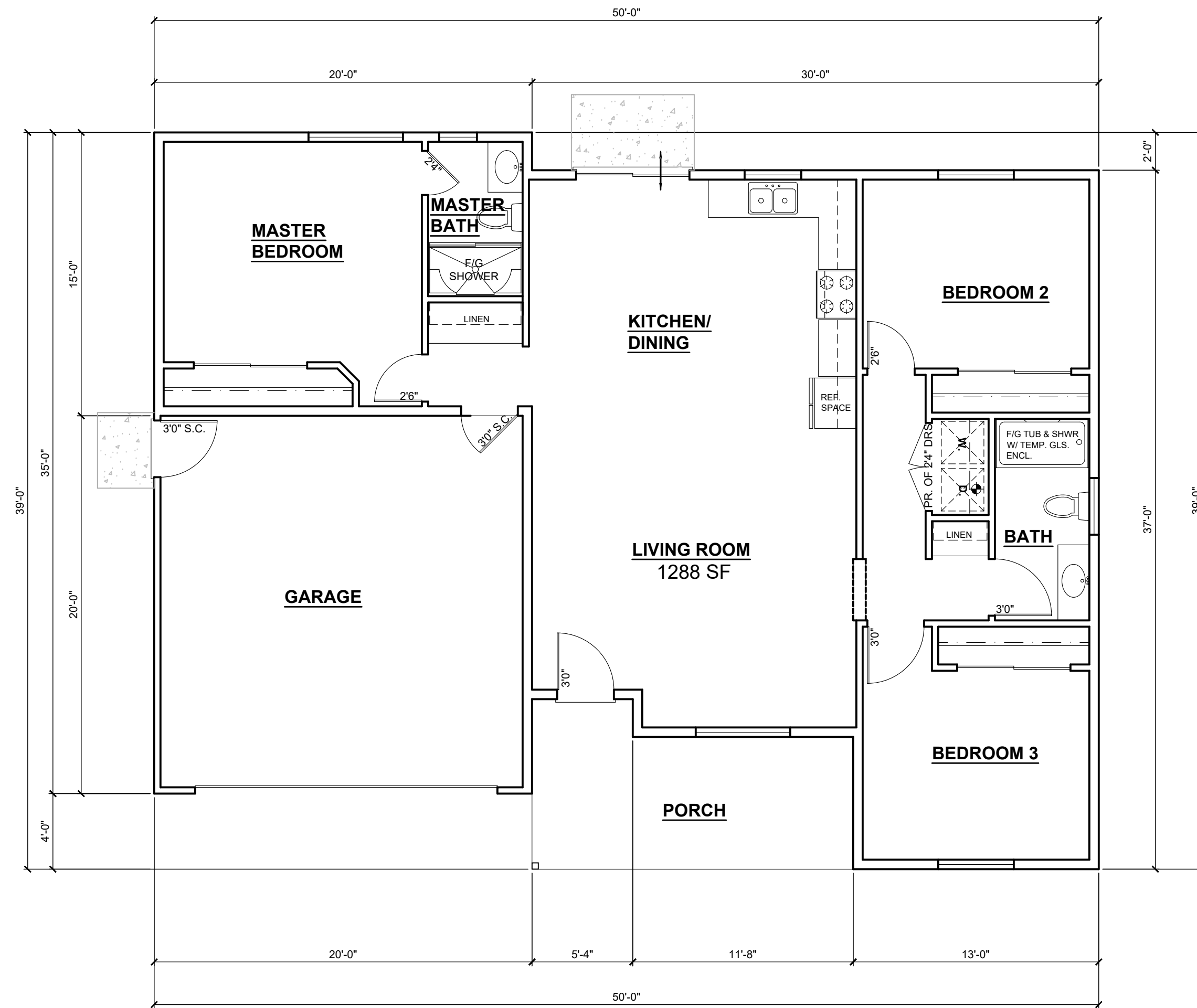


FRONT ELEVATION

FLOOR PLAN- OPTION A

SCALE: $\frac{3}{16}" = 1'-0"$

4C

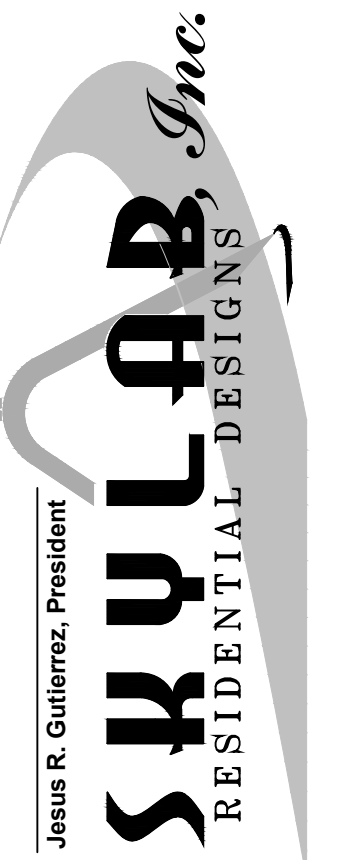


FRONT ELEVATION

FLOOR PLAN- OPTION B

SCALE: $\frac{3}{16}" = 1'-0"$

4F



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REVISIONS SPR #2023-013

CONCEPTUAL SUBDIVISION MAP

WILLIAM W. HARDER

091-161-063 VISALIA, CA. 93292

DO NOT SCALE

Date: 01/10/2023
 Drawn by: B.J.
 Checked by: J.G.
 Scale: AS NOTED
 Job #
 Sheet

A2

PDF 02-23-2023

TENTATIVE SUBDIVISION MAP PROPOSAL

By: William W. Harder, Owner

March 16, 2023

Richard Bueno, Agent

OPERATIONAL STATEMENT

Our proposal as delineated is to create an 8 lot subdivision on a challenging infill lot. The constraints included working with the odd shaped configuration of the parcel as well as the City's request to connect traffic from the existing narrow (Summers St.) to the south and looping around to intersect with N. Encina St.

In order to make it a viable project it is imperative that at least 8 lots be allowed to be created at a min. of 4500 s.f. each, with a remainder portion to be used as a common area for the local residents.

The existing zoning is currently at 5000 s.f. per lot which will require us to apply for a Special Use Permit which we intend to do. The streets proposed will be City Standard 60' RW to be dedicated to the City upon completion.

Refuse service for the lots is proposed as individual cans with curbside pickup.

After several design attempts and working closely with City staff, what is here presented seems to be the most agreeable and workable for all concerned.

Thank you all in advance for your consideration.

William W. Harder

Richard Bueno



May 12, 2023

Site Plan Review No. 2023-013-C:

Pursuant to Zoning Ordinance Chapter 17.28 the Site Plan Review process has found that your application complies with the general plan, municipal code, policies, and improvement standards of the city. A copy of each Departments/Divisions comments that were discussed with you at the Site Plan Review meeting are attached to this document.

Based upon Zoning Ordinance Section 17.28.070, this is your Site Plan Review determination. However, your project requires discretionary action as stated on the attached Site Plan Review comments. You may now proceed with filing discretionary applications to the Planning Division.

This is your Site Plan Review Permit; your Site Plan Review became effective **March 22, 2023**. A site plan review permit shall lapse and become null and void one year following the date of approval unless, prior to the expiration of one year, a building permit is issued by the building official, and construction is commenced and diligently pursued toward completion.

If you have any questions regarding this action, please call the Community Development Department at (559) 713-4359.

Respectfully,

A handwritten signature in black ink, appearing to read "Paul Bernal".

Paul Bernal
Community Development Director
315 E. Acequia Ave.
Visalia, CA 93291

Attachment(s):

- Site Plan Review Comments



MEETING DATE

March 22, 2023

SITE PLAN NO.

2023-013 - C

PARCEL MAP NO.

SUBDIVISION

LOT LINE ADJUSTMENT NO.

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

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

☐ During site plan design/policy concerns were identified, schedule a meeting with

☐ Planning

☐ Engineering prior to resubmittal plans for Site Plan Review.

☐ Solid Waste

☐ Parks and Recreation

☐ Fire Dept.

☒ **REVISE AND PROCEED** (see below)

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

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

☒ Your plans must be reviewed by:

☐ CITY COUNCIL

☐ REDEVELOPMENT

☒ PLANNING COMMISSION

☐ PARK/RECREATION

☒ - TSM

☐ HISTORIC PRESERVATION

☐ OTHER – Lot Line Adjustment

☒ **ADDITIONAL COMMENTS:**

If you have any questions or comments, please call the Site Plan Review Hotline at (559) 713-4440
Site Plan Review Committee

SITE PLAN REVIEW COMMENTS

Cristobal Carrillo, Planning Division (559) 713-4443

Date: March 22, 2023

SITE PLAN NO: 2023-013 - C
PROJECT: Residential Subdivision
DESCRIPTION: CONCEPTUAL SUBDIVISION MAP WITH NARROW STREETS TO BE DONATED TO C.O.V. (R-1-5)
APPLICANT: RICHARD BUENO
PROP. OWNER: WILLIAM WORTHINGTON HARDER
LOCATION: ON N. ENCINA ST, NORTH OF W SWEET & SOUTH OF W. VINE AVE.
APN TITLE: 091-161-063
GENERAL PLAN: RLD (Residential Low Density)
ZONING: R-1-5 (Single Family Residential, 5,000 sq. ft. minimum site area)

Planning Division Recommendation:

- ☒ Revise and Proceed
☐ Resubmit

Project Requirements

- Tentative Subdivision Map
- Compliance with Visalia Municipal Code Section 17.12.135

PROJECT SPECIFIC INFORMATION: March 22, 2023

1. A Tentative Subdivision Map shall be required.
2. An Operational Statement shall be provided.
3. The applicant shall demonstrate compliance with all small lot requirements of the R-1-5 Zone (VMC Section 17.12.135).
4. Note that an HOA or LLD shall be required for maintenance of all open spaces areas.
5. For lots under 5,000 square feet in size, the garages shall not protrude past the living space. Front porches shall also be provided for each undersized parcel.
6. The minimum size for the open space area shall be 3,000 square feet.
7. The applicant shall provide the rear yard square footage for each parcel.
8. A shared access/use agreement shall be required for shared use of any open space and any other shared resources proposed with the development.
9. See previous comments.

PROJECT SPECIFIC INFORMATION: March 1, 2023

1. A Tentative Subdivision Map shall be required.
2. VMC 17.12.135.A.2 details that the maximum number of lots less than 5,000 square feet that may be approved by a tentative subdivision map shall be fifty (50) percent or less of the total lots.
 - a. Staff contend that Lot #7's "dog leg" cannot be counted as useable lot area and as such the applicant shall be required to comply with the requirements of a Planned Unit Development.
 - i. Conditional Use Permit (CUP) shall be required and as such shall comply with VMC 17.26.
3. Detailed Exhibits of the following shall be provided:
 - a. Site Plan
 - b. Floor Plans (three different types required = VMC 17.12.135.A.4)
 - c. Dimensioned building footprints (with setbacks)
 - d. Proposed/existing fencing
 - e. Detailed building elevations (four types required = VMC 17.12.135.A.4)
 - f. Landscaping plan (for common areas)
 - g. Street cross-sections

4. Alternatively, the applicant can choose to redesign the proposal to comply with Visalia Municipal Code Section 17.12.135 (Lot area less than 5,000 square feet). Compliance with this section will remove the requirement for a Conditional Use Permit for a Planned Residential Development.
5. A shared access/use agreement shall be required for shared use of any open space, guest parking areas, as well as any other shared resources proposed with the development.
6. The submittal shall provide the total number of parking stalls provided.
7. The proposed units shall comply with the setback requirements for the R-1-5 Zone.
8. The applicant shall comply with all items required by Engineering and Traffic Divisions, in particular for design and ownership of the proposed roadway.
9. The applicant shall comply with all items required by the Solid Waste division.

PROJECT SPECIFIC INFORMATION: January 25, 2023

1. A Tentative Subdivision Map shall be required.
2. A Conditional Use Permit for a Planned Residential Development shall be required to permit the parcels under 5,000 square feet in size.
3. The applicant shall provide additional information verifying that the requirements of Visalia Municipal Code Chapter 17.26 (Planned Development) have been met. This shall include, but not be limited to:
 - a. An operational statement with detailed information on the development including figures denoting the percentage of open space available, amenities provided, landscaping proposed, guest parking, and how solid waste will be collected.
 - b. A detailed site plan.
 - c. Detailed floor plans for the units proposed.
 - d. Dimensioned building footprints (with setbacks).
 - e. Proposed/existing fencing.
 - f. Detailed building elevations.
 - g. A landscape plan.
 - h. Street cross-sections.
4. Alternatively, the applicant can choose to redesign the proposal to comply with Visalia Municipal Code Section 17.12.135 (Lot area less than 5,000 square feet). Compliance with this section will remove the requirement for a Conditional Use Permit for a Planned Residential Development.
5. A shared access/use agreement shall be required for shared use of the open space, guest parking areas, as well as any other shared resources proposed with the development.
6. The submittal shall provide the total number of parking stalls provided.
7. The proposed units shall comply with the setback requirements for the R-1-5 Zone.
8. The applicant shall comply with all items required by Engineering and Traffic Divisions, in particular for design and ownership of the proposed roadway.
9. The applicant shall comply with all items required by the Solid Waste division.

Note:

1. The applicant shall contact the San Joaquin Valley Air Pollution Control District to verify whether additional permits are required through the District.
2. Prior to a final for the project, a signed Certificate of Compliance for the MWELo standards is required indicating that the landscaping has been installed to MWELo standards.

Sections of the Municipal Code to review:

17.12 Single-Family Residential Zone

17.34 Off-street parking

- 17.34.020(A)(1) Single-family dwelling

17.36 Fences Walls and Hedges

- 17.36.030 Single-family residential zones

NOTE: Staff recommendations contained in this document are not to be considered support for a particular action or project unless otherwise stated in the comments. The comments found on

this document pertain to the site plan submitted for review on the above referenced date. Any changes made to the plan submitted must be submitted for additional review.



Signature: _____



**SUBDIVISION & PARCEL MAP
REQUIREMENTS
ENGINEERING DIVISION**

<input type="checkbox"/>	Adrian Rubalcaba	713-4271
<input type="checkbox"/>	Ather Razaq	713-4268
<input checked="" type="checkbox"/>	Edelma Gonzalez	713-4364
<input type="checkbox"/>	Jaklin Rowley	713-4369
<input type="checkbox"/>	Luqman Ragabi	713-4362

ITEM NO: 1 DATE: MARCH 22ND, 2023

SITE PLAN NO.: 23-013 2ND RESUBMITTAL
PROJECT TITLE: RESIDENTIAL SUBDIVISION
DESCRIPTION: CONCEPTUAL SUBDIVISION MAP WITH
NARROW STREETS TO BE DONATED TO C.O.V.
(R-1-5)
APPLICANT: RICHARD BUENO
PROP. OWNER: HARDER WILLIAM WORTHINGTON III(TR)(BI)
LOCATION: ON N. ENCINA ST, NORTH OF W. SWEET AND
SOUTH OF W. VINE AVE
APN: 091-161-063

SITE PLAN REVIEW COMMENTS

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

: maximum side slopes, perimeter fencing required, provide access ramp to bottom for maintenance. **FOR STREET IMPROVEMENTS.**

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

Additional Comments:

1. Impact fees are due with proposed land development and Single-Family Dwelling construction. Refer to page 4 for fee summary.

2. Project to connect to existing 12" storm drain system on Summers St.

3. Project to connect to existing sanitary sewer system. There are existing 8" main on Summers and Encina St.

4. Project to install street per local city stds. Install sidewalk behind parkway area and not behind curb as shown on site plan. Project improvements shall include, but may not be limited to, pavement, curb & gutter, sidewalk, parkway landscaping with street trees, streetlights, relocation or undergrounding of utility, and utility extensions.

5. Transitional improvement required from existing narrow street and sidewalk adjacent to curb to current local City std. width and sidewalk behind parkway area.

5. Installed sidewalk along Parcel 1 frontage. If necessary, this portion of sidewalk can be under an easement to City Of Visalia per this map.

6. For Street lighting, refer to City local standards. An electrical plan with voltage drop calcs shall be submitted with civil plans. City will own and maintain the street lighting therefore a service pedestal will need to be installed.

7. A Landscape and Lighting District (LLD) will need to be established for the maintenance of local roads, street lighting, and any additional out lot area for public use. LLD may need to include portion of Encina St.

8. Per previous comment, show letter out-lot for landscape area to be dedicated to the City on Tentative Parcel Map. Open Space will need to be included into the LLD.

9. Where Prospect Ave. intersects Summers and Encina, a City Std 20' radius curb return, C-13, does not appear to fit. If a modified version of City Std curb return is desired, provide design that works with proposed subdivision layout with civil plan submittal.

10. Street stub to the north was removed as suggested by City staff and replaced with a City Std. Street bulb connection.

11. Refer to planning department comment for parcel size and parcel configuration requirements.

SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: **23-013RR**

Date: **03/22/2023**

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

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

(Fee Schedule Date: **08/20/2022**)

(Project type for fee rates: **Tentative Subdivision Map**)

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

<u>FEE ITEM</u>	<u>FEE RATE</u>
<input checked="" type="checkbox"/> Trunk Line Capacity Fee	\$952/UNIT
<input checked="" type="checkbox"/> Sewer Front Foot Fee	\$52/FT X TBD
<input checked="" type="checkbox"/> Storm Drainage Acquisition Fee	\$3,780/AC
<input checked="" type="checkbox"/> Park Acquisition Fee	\$1,872/UNIT
<input type="checkbox"/> Northeast Acquisition Fee Total Storm Drainage Block Walls Parkway Landscaping Bike Paths	
<input checked="" type="checkbox"/> Waterways Acquisition Fee	\$3,086/AC

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

City Reimbursement:

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



Edelma Gonzalez

City of Visalia
Building: Site Plan
Review Comments

SFR 23013
RESIDENTIAL SUBDIVISION
091161063

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

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

Additional comments: _____

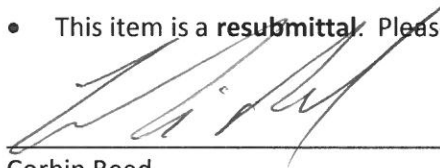
VAL GARCIA 3/22/23
Signature

**Site Plan Comments**

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

Date	March 21, 2023
Item #	1
Site Plan #	23013
APN:	091161063

- The Site Plan Review comments are issued as **general overview** of your project. With further details, additional requirements will be enforced at the Plan Review stage. Please refer to the 2022 California Fire Code (CFC), 2022 California Building Codes (CBC) and City of Visalia Municipal Codes.
- This item is a **resubmittal**. Please see comments from previous submittals.



Corbin Reed
Fire Marshal

SITE PLAN REVIEW COMMENTS

CITY OF VISALIA TRAFFIC SAFETY DIVISION

March 22, 2023

ITEM NO: 1 Resubmit
SITE PLAN NO: SPR23013
PROJECT TITLE: Residential Subdivision
DESCRIPTION: Conceptual Subdivision Map with Narrow Streets to be donated to C.O.V. (R-1-5)
APPLICANT: Richard Bueno
OWNER: HARDER WILLIAM WORTHINGTON III(TR)(BF
APN: 091161063
LOCATION: On N. Encina St, North of W Sweet & South of W. Vine Ave

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

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

Additional Comments:

- Onstreet parking may be restricted on Summers St.
- Noted - Intersection of Summers and Prospect has been redesigned from earlier submittal.

Leslie Blair

Leslie Blair

CITY OF VISALIA
SOLID WASTE DIVISION
336 N. BEN MADDOX
VISALIA CA. 93291
713 - 4532
COMMERCIAL BIN SERVICE

23013

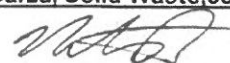
March 22, 2023

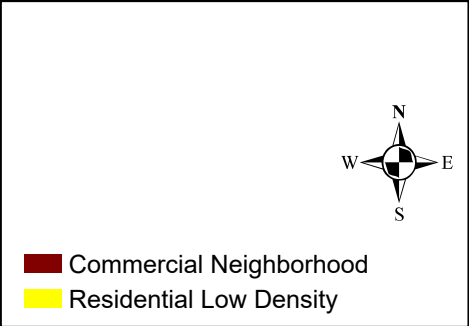
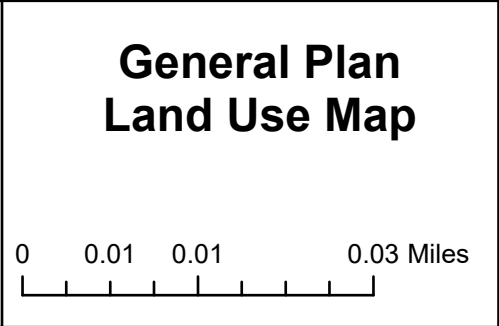
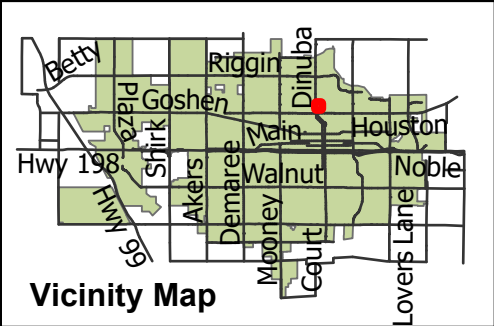
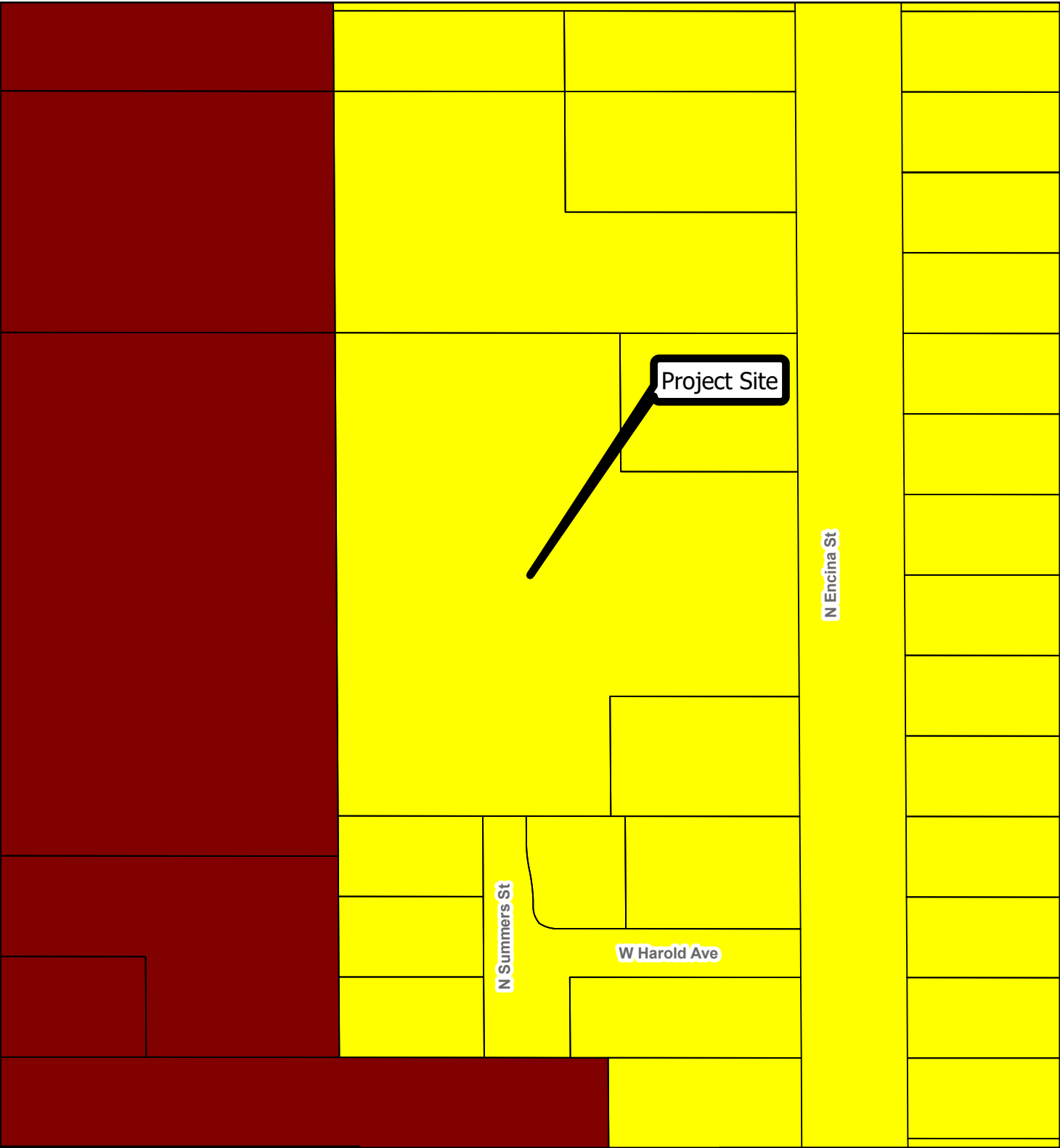
<input type="checkbox"/>	No comments.
<input checked="" type="checkbox"/>	See comments below
<input type="checkbox"/>	Revisions required prior to submitting final plans. See comments below.
<input type="checkbox"/>	Resubmittal required. See comments below.
<input checked="" type="checkbox"/>	Customer responsible for all cardboard and other bulky recyclables to be broken down before disposing of in recycle containers
<input type="checkbox"/>	ALL refuse enclosures must be R-3 OR R-4
<input type="checkbox"/>	Customer must provide combination or keys for access to locked gates/bins
<input type="checkbox"/>	Type of refuse service not indicated.
<input type="checkbox"/>	Location of bin enclosure not acceptable. See comments below.
<input type="checkbox"/>	Bin enclosure not to city standards double.
<input type="checkbox"/>	Inadequate number of bins to provide sufficient service. See comments below.
<input type="checkbox"/>	Drive approach too narrow for refuse trucks access. See comments below.
<input type="checkbox"/>	Area not adequate for allowing refuse truck turning radius of : Commercial 50 ft. outside 36 ft. inside; Residential 35 ft. outside, 20 ft. inside.
<input checked="" type="checkbox"/>	Paved areas should be engineered to withstand a 55,000 lb. refuse truck.
<input type="checkbox"/>	Bin enclosure gates are required
<input type="checkbox"/>	Hammerhead turnaround must be built per city standards.
<input type="checkbox"/>	Cul - de - sac must be built per city standards.
<input type="checkbox"/>	Bin enclosures are for city refuse containers only. Grease drums or any other items are not allowed to be stored inside bin enclosures.
<input type="checkbox"/>	Area in front of refuse enclosure must be marked off indicating no parking
<input type="checkbox"/>	Enclosure will have to be designed and located for a STAB service (DIRECT ACCESS) with no less than 38' clear space in front of the bin, included the front concrete pad.
<input checked="" type="checkbox"/>	Customer will be required to roll container out to curb for service.
<input type="checkbox"/>	Must be a concrete slab in front of enclosure as per city standards, the width of the enclosure by ten(10) feet, minimum of six(6) inches in depth.
<input type="checkbox"/>	Roll off compactor's must have a clearance of 3 feet from any wall on both sides and there must be a minimum of 53 feet clearance in front of the compactor to allow the truck enough room to provide service.
<input checked="" type="checkbox"/>	City ordinance 8.28.120-130 (effective 07/19/18) requires contractor to contract with City for removal of construction debris unless transported in equipment owned by contractor or unless contracting with a franchise permittee for removal of debris utilizing roll-off boxes.
<input type="checkbox"/>	Each address to be assigned city standard (3-can) residential collection services. Summers St. does not provide enough room for solid waste vehicles to safely maneuver throughout the site to provide in front of property collections. The customer is aware that all residents will be required to roll their cans to N. Encina for scheduled collections. Solid waste services to include trash, recycle, and organic collections per the State of California's mandatory recycling laws (AB341 & AB1826).

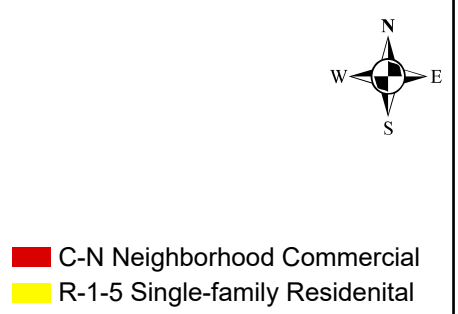
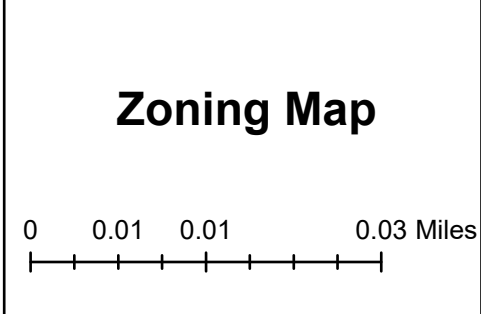
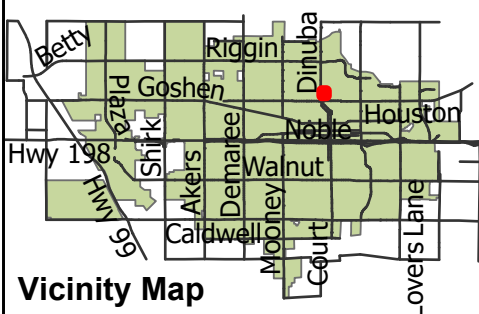
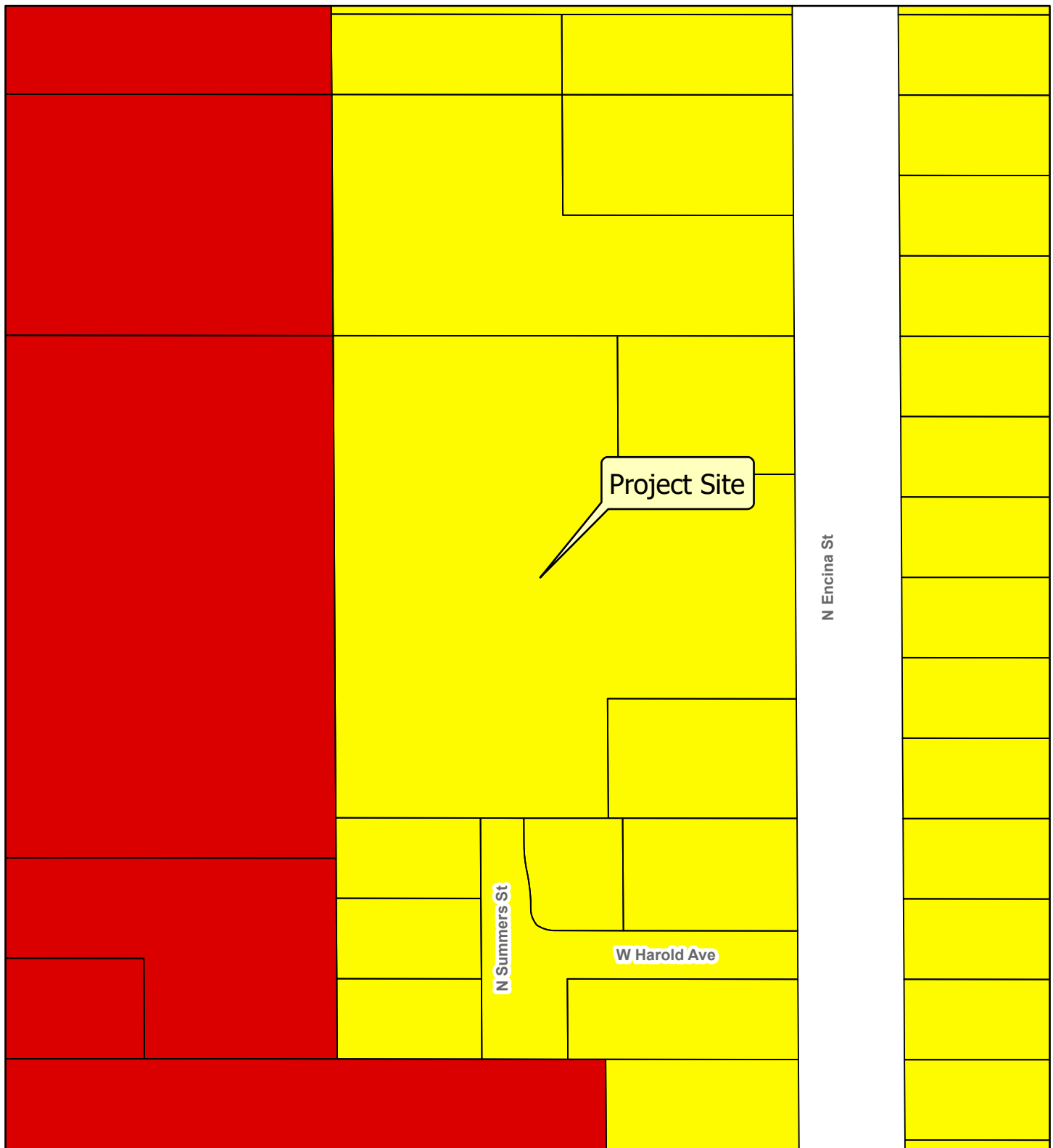
Comment

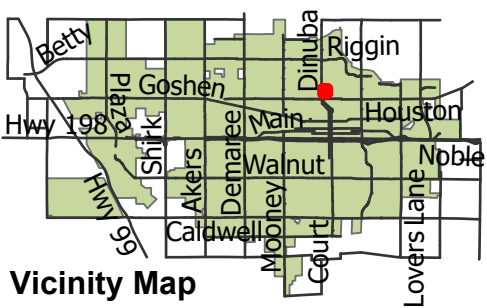
Jason Serpa, Solid Waste Manager, 559-713-4533
Edward Zuniga, Solid Waste Supervisor, 559-713-4338

Nathan Garza, Solid Waste, 559-713-4532





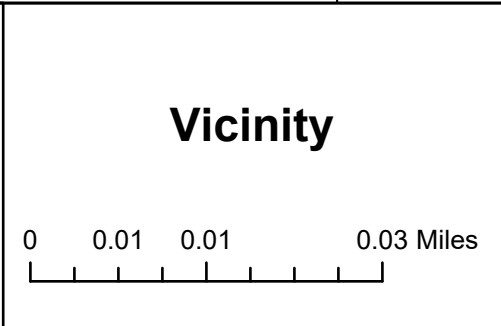
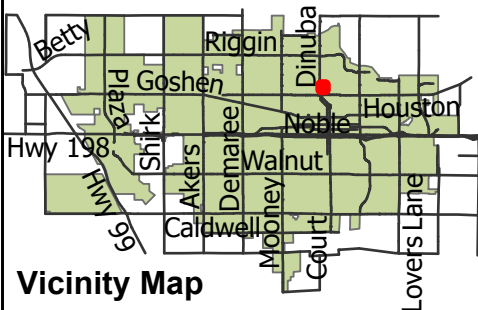




Aerial Map

0 0.01 0.02 0.04 Miles





City of Visalia



To: Planning Commission

From: Josh Dan, Senior Planner (559-713-4003)

Date: March 22, 2024

Re: Late Correspondence for Planning Commission Agenda Item No. 7:

Conditional Use Permit No. 2023-24: is a request by Freeline Architecture to develop a 2.03-acre parcel with a new 4,300 square foot drive-thru carwash building with an attached covered pay kiosk and two detached vacuum canopy structures and in the C-MU (Commercial Mixed Use) zone.

Tentative Parcel Map No. 2023-08: is a request by Vice Consulting Engineers to subdivide a 3.7-acre commercial parcel into two commercial parcels to facilitate future commercial development.

Project Location: The site is located on the south side of West Caldwell Avenue approximately 350-feet to the east of the Caldwell / Demaree intersection. (Address not assigned) (APN: 121-580-001).

Recommendation

On Thursday afternoon, March 21, 2024, the Planning Division received the attached e-mail correspondence from the applicant regarding the requested Conditional Use Permit for an automated carwash facility in the Mixed-Use Commercial District. The applicant had requested that the item be continued to the next Planning Commission meeting, which is scheduled for April 8, 2024. Staff is in support of the request and recommends the Planning Commission approve the request to continue the item to the, April 8, 2024, public hearing meeting.

ATTACHMENTS

- Letter via e-mail, received March 21, 2024

From: [Ken Vang](#)
To: [Josh Dan](#); jeromy@freelinearch.com
Cc: [jessie singh](#)
Subject: RE: Conditional Use Permit No. 2023-024
Date: Thursday, March 21, 2024 5:30:50 PM

Josh, in light of the additional information. We would like to request to postpone this project to the next hearing date.

Best Regards

Ken Vang, PE,TE
Principal



VANG INC. CONSULTING ENGINEERS

4010 N. Chestnut Ave Ste#101

Fresno, CA 93726

Bus (559) 775-0023

Fax (559) 775-0016

www.vice-engr.com

From: Josh Dan <Josh.Dan@visalia.city>
Sent: Thursday, March 21, 2024 10:33 AM
To: Ken Vang <kenvang@vice-engr.com>; jeromy@freelinearch.com
Subject: FW: Conditional Use Permit No. 2023-024

FYI-

From: Ken Terry <ksrbbterry@msn.com>
Sent: Thursday, March 21, 2024 10:29 AM
To: Planning <planning@visalia.city>
Subject: Conditional Use Permit No. 2023-024

Some people who received this message don't often get email from ksrbbterry@msn.com. [Learn why this is important](#)

To Visalia Planning Commission,

I strongly oppose the conditional use permit No. 2023-024: A request by Freeline Architecture to develop a 2,03-acer parcel with a 4,300 square foot drive-thru carwash building with an

attached covered pay kiosk and two detached vacuum canopy structures. The carwash will have a tremendous negative impact on my family residence. My house (3503 W. Caldwell) is next door to the potential project, and the noise from the large machines and vacuums and hundreds of cars going through the carwash is going to be very problematic. I am sure there were some routine environmental studies done to determine the effects on the environment, but I assure you that it wasn't targeted on the impact it would have on my primary residence which will be literally; next door. Also, this project will devalue the potential use of the commercial land proposed for a future shopping center. Also, there is a carwash down the street on Caldwell Ave. Please consider my opposition to this project. I am requesting that my complaint be read and posted at the Monday, March 25, hearing.

Please, keep me informed of all things containing to this project.

Sincerely,

Ken Terry



REPORT TO CITY OF VISALIA PLANNING COMMISSION

HEARING DATE:

March 25, 2024

PROJECT PLANNER:

Josh Dan, Senior Planner
Phone No.: (559) 713-4003
E-mail: josh.dan@visalia.city

SUBJECT: Conditional Use Permit No. 2023-24: is a request by Freeline Architecture to develop a 2.03-acre parcel with a new 4,300 square foot drive-thru carwash building with an attached covered pay kiosk and two detached vacuum canopy structures and in the C-MU (Commercial Mixed Use) zone.

Tentative Parcel Map No. 2023-08: is a request by Vice Consulting Engineers to subdivide a 3.7-acre commercial parcel into two commercial parcels to facilitate future commercial development.

Project Location: The site is located on the south side of West Caldwell Avenue approximately 350-feet to the east of the Caldwell / Demaree intersection. (Address not assigned) (APN: 121-580-001).

STAFF RECOMMENDATION

Staff recommends approval of Conditional Use Permit No. 2023-24, based upon the findings and conditions in Resolution No. 2023-34. Staff's recommendation is based on the conclusion that the request is consistent with the General Plan, Zoning Ordinance and Demaree/Caldwell Specific Plan.

Staff recommends approval of Tentative Parcel Map No. 2023-08, based upon the finding and conditions in Resolution No. 2023-49. Staff's recommendation is based on the conclusion that the parcel map, as conditioned, is consistent with the policies of the City's Zoning and Subdivision Ordinances, and the Demaree/Caldwell Specific Plan.

RECOMMENDED MOTION

I move to approve Conditional Use Permit No. 2023-24 based on the findings and conditions in Resolution No. 2023-34.

I move to approve Tentative Parcel Map No. 2023-08, based on the findings and conditions in Resolution No. 2023-49.

PROJECT DESCRIPTION

Conditional Use Permit No. 2023-24

The applicant is requesting to develop a vacant 2.03-acre parcel within the Caldwell Demaree Specific Plan Area with a 4,300 square foot automated carwash building with an attached covered pay kiosk and two detached vacuum canopy structures (see Exhibit "A"). The Visalia Municipal Code (VMC) Table 17.25.030 ("Zoning Matrix"), Line A21 lists automated car washes as conditionally permitted in the C-MU zone. The proposed carwash consists of a drive-thru tunnel design measuring 129 feet in length. The carwash tunnel is oriented in a north-south direction with vehicles entering the carwash tunnel along the north end of the building and exiting the tunnel at the south end (see Exhibit "A"). Vehicles entering the site from Caldwell Avenue circulate the site in a clockwise manner to enter the three-lane vehicle staging area located along the south side of the carwash tunnel as depicted on Exhibit "A". The two-lane

vehicle queue lanes provide enough area to approximately accommodate 29 vehicles. The site will also provide 18 parking stalls to the west and south of the building, with an additional 19 parking stalls under canopy each stall including a vacuum apparatus. The vacuum equipment will be located within the carwash building.

Tentative Parcel Map No. 2023-08

Tentative Parcel Map No. 2023-08 is a request to subdivide the 3.7-acre parcel into two parcels. As shown in Exhibit “C” and in the image below, proposed Parcel “A” will measure 2.03-acres whereas proposed Parcel “B” will measure 1.67-acres. If approved, the proposed car wash will be located on proposed Parcel “A”, the northern 2.03-acre parcel depicted in Exhibit “C”.

The applicant has provided an operational statement (see Exhibit “D”) which states that the facility is proposed to operate between the hours of 8:00 a.m. to 8:00 p.m. It also details that the site is expected to employ 12 persons in varying shifts, seven days a week.

BACKGROUND INFORMATION

General Plan Land Use Designation:	Mixed-Use Commercial
Zoning:	C-MU (Neighborhood Commercial)
Surrounding Zoning and Land Use:	North: C-MU (Mixed-Use Commercial), W. Caldwell / The Home Depot hardware store
	South: C-MU (Mixed-Use Commercial), Existing non-conforming residence
	East: C-MU / R-1-5 (Mixed-Use Commercial / Single Family Residential 5,000 sq. ft. min.), Existing non-conforming residence / Visalia Nazarene Church
	West: C-MU (Mixed-Use Commercial), CVS Drug Store / vacant lots with the Demaree/Caldwell Specific Plan
Environmental Review:	Initial Study / Mitigated Negative Declaration No. 2023-36
Special Districts:	N/A
Site Plan:	Site Plan Review: 2022-143 & 2023-099

RELATED PLANS AND POLICIES

All related plans and policies are reprinted in the attachment to this staff report entitled “Related Plans and Policies”.

RELATED PROJECTS

The Demaree/Caldwell Specific Plan was passed and adopted by the Visalia City Council May 24, 1999, approving the development plan for a 66-acre commercial, professional office, and multi-family residential development located in the south and southeast areas of West Caldwell Avenue and South Demaree Street.

PROJECT EVALUATION

Staff recommends approval of the requested Conditional Use Permit and Tentative Parcel Map based on project consistency with the General Plan, and the Demaree/Caldwell Specific Plan and the Zoning and Subdivision Ordinances.

Land Use Compatibility

The Visalia Zoning Matrix identifies automated car washes as a conditional use in the C-MU zone and requires the submittal and approval of a Conditional Use Permit (CUP) application. Through the CUP process, potential impacts can be addressed thereby ensuring compatibility between the proposed use and existing surrounding uses. Staff has concluded that, consistent with mitigation measures expressed in the noise study provided by the applicant, the proposed carwash will not have a negative impact on surrounding uses and complements other commercial uses within proximity to West Caldwell Avenue and South Demaree Street as well as other commercial uses within the area.

Compliance with Demaree/Caldwell Specific Plan

The Demaree/Caldwell Specific Plan was approved in 1999 and set forth the development plan for a 66-acre area within the south and southeast portions of the Caldwell / Demaree intersection. The project site is located within Subarea "B" of the specific plan, which was identified to provide community-level retail commercial uses. Furthermore, the specific plan identifies in the Subarea "B" policies, B-2 that proposed uses are to conform to the equivalent zone district (or equivalent, or comparable zone, should the City's Zoning Ordinance be modified. The Zoning Ordinance was updated in 2017 and the area zoning was changed to C-MU (Mixed-Use Commercial), which as stated above, conditionally permits carwash uses.

Link to Demaree/Caldwell Specific Plan:

<https://www.visalia.city/civicax/filebank/blobdload.aspx?BlobID=4522>

Acoustical Analysis

An Acoustical Analysis was prepared for the proposed project [ref.: Acoustical Analysis, Xpress CarWash. VICE Acoustics, May 5, 2023]. The purpose of the study is to determine if noise levels associated with the proposed car wash will comply with the City's applicable noise level standards upon the existing single-family residential uses to the east and south. The analysis concluded that noise levels associated with the proposed car wash operations would be expected to exceed the City's exterior noise level standards by up to 8 dB. To ensure that community noise standards are met, the project identified mitigation measures to reduce noise impacts to a level of non-significant. The analysis identified that the site shall construct a sound wall located east of the carwash exit lane in an effort to attenuate noise upon the nearest residential use which is located 93 feet to the east. The acoustical analysis concluded that the placement of the attenuation wall with berm at a height of at least 8-ft above the ground floor of the carwash will allow for the carwash to comply with City's Noise Element and Ordinance during business hours.

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

- 1) The project shall construct an 8' high sound wall and landscape berm with a combined height of 8 feet, along the east side of the carwash exit lane, as shown on Figure 11.
- 2) The sound wall should be constructed of dense material, such masonry, and be continuous without gaps or openings from the building and extending south a minimum of 20 feet, as shown on Figure 1.

Staff has incorporated these recommendations as required mitigation measures for the initial study / mitigated negative declaration prepared for the project. Therefore, to ensure that noise requirements are met for the proposed project, the project shall be developed and shall operate

in substantial compliance with Mitigation Measure 1.1. These mitigation measures are included in Section IV below as part of this Initial Study / Mitigated Negative Declaration No. 2023-26. The mitigation measures are also included as Condition No. 3 for Conditional Use Permit No. 2023-24. This condition requires the project to incorporate mitigation measures consistent with acoustical analysis and construct a wall with landscaping berm measuring at least 8-ft high. Furthermore, staff has included Condition No. 4, requiring the applicant/developer have their acoustical noise consultant conduct noise measurements for the carwash prior to operating and prepare a report, submitted to staff, that demonstrates compliance with the measures as identified in the acoustical analysis prepared for the project. The noise compliance report shall be submitted, reviewed, and approved prior to the car wash operation and prior to a building final or certificate of occupancy. Failure to meet the noise requirements as specified in the acoustical analysis shall result in non-operation of the carwash until noise levels are met as identified in the acoustical analysis. This may require additional design measures to attenuate noise to bring the project into compliance.

Public Frontage Improvements

The site is located along West Caldwell Avenue, a Minor Arterial roadway. Currently, there is one existing drive approach along the frontage to the site. To date, the only improvement along the project site frontage has been curb and gutter. The proposed development will extend sidewalk and parkway landscaping from existing installing at the west along CVS to the eastern boundary of the site. Furthermore, the applicant has shown on their site plan (Exhibit "A") that the project will comply with the requirement to average 30-ft of landscaping setback from West Caldwell Avenue.

Parking

The automated carwash service offers 18 parking stalls to the west and south of the proposed building, with an additional 19 parking stalls under canopy. Each of the 19 stalls will include a vacuum apparatus. Based on the nature of the use and the Zoning Ordinance's lack of a specific parking schedule for automated carwash facilities, staff has relied on the site plan, operational statement, and other details provided by the applicant to make the determination that the provided parking is sufficient to fulfill the need for the use. Staff has included Condition No. 10 for the Planning Commission's consideration requiring that 4 of the 18 non-vacuum stalls be striped and/or signed for "Employee Parking Only". This ensures that sufficient on-site employee parking is provided at all times during the daily operation of the carwash facility.

Correspondence Received and Staff Analysis

Letter Received on March 19, 2024

Staff received correspondence in the mail from a neighboring property owner (see Exhibit "G"). Per the attached letter, the primary concern from the neighboring property owner is related to a block wall which was partly constructed with the Longs Drug Store (now CVS Pharmacy) which they claim would need to be built out for the remainder of the property with the proposed development. The letter also notes concerns for light and noise attenuation.

Staff has reviewed previous approvals, Specific Plan Amendment No. 2006-02 and Conditional Use Permit No. 2006-32, which were processed concurrently. These entitlements amended the Specific Plan to allow for the relocation of a vehicular access point on Caldwell Avenue, and to allow a phased development of Subarea B with the pharmacy and drive-thru being developed as the first phase of Subarea "B" (see previous report and corresponding exhibits in Exhibit "H" of this report). The Specific Plan Amendment was approved by Council which facilitated the Planning Commissions approval of the CUP for the pharmacy with a drive-thru lane. The CUP included a condition that a seven-foot block wall be constructed along the southern property line of Subarea B from approximately 25-feet behind the right-of-way line on Demaree Street to

approximately 25-feet past the east end of the house on the adjacent property. An additional wood fence, minimum height of six foot, will be required to define the property line and reduce headlight glare across the balance of the property to the south where a fence of this description may not already be in place.

Since its approval, the pharmacy and the block wall were constructed along the existing residential property line to the south. The remaining 460 linear feet have remained as a wood fence and no major retailer has developed within Subarea B.

Based on the two entitlements filed for the carwash, CUP and TPM, the parcel map creates two parcels resulting in the carwash being developed on a Parcel A, which does not abut the residential use to the south while Parcel B is not being developed at this time. Per the analysis provided in the 2006 staff report, it was noted that the development of this "area" (i.e., Parcel B) which depicts the "Major Retail A" use, that construction of a block wall in-lieu of the wood fence would be addressed at that time.

The letter received from the residential property owner to the south is requesting that the block wall be required with the carwash development. Although the 2006 CUP staff report states that the block wall is required when the "Major Retail A" use is developed, the request for the block wall can be considered by the Planning Commission with the carwash and tentative parcel map entitlements. The Planning Commission can elect to add a condition of approval to CUP No. 2023-24 requiring that the remaining 460 linear feet of block wall be installed with the development of the carwash or require that the block wall be installed when Parcel B is developed. Please note as described under the Acoustical Analysis section of the staff report, staff has included a condition that requires the applicant/developer have their acoustical noise consultant conduct noise measurements for the carwash prior to operating and prepare a report that demonstrates compliance with the measures as identified in the acoustical analysis. Failure to meet the noise requirements as specified in the acoustical analysis shall result in non-operation of the carwash until noise levels are met as identified in the acoustical analysis. This may require additional design measures to attenuate noise to bring the project into compliance.

Email Received on March 21, 2024

Staff also received correspondence via e-mail from the neighboring property owner to the east of the carwash site (see Exhibit "G"). Per the attached e-mail, their concerns are related to the construction of an automated carwash use parallel to this residence, noise derived from the use, and devaluation of their property and its development potential.

Staff, as identified in this report, has analyzed the project. The acoustical analysis prepared for the project specifically identifies mitigation measures to attenuate noise impacts to a less-than-significant impact at nearby residential land uses. Additionally, staff has included Condition of Approval No. 3 requiring that the mitigation measures found within the Mitigation Monitoring Plan for Mitigated Negative Declaration No. 2023-36 be incorporated as conditions of Conditional Use Permit No. 2023-24.

Regarding the development potential of the site, the neighboring property owner's property is within the Demaree / Caldwell Specific Plan, specifically along the eastern boundary of the Subarea "B" portion of the Plan. At the time of the Specific Plan's approval (1999) and subsequent 2006 amendment, the neighbor's property showed proposed hypothetical development layouts of fast-food drive-thru uses (see Exhibit "H" - Specific Plan Amendment No. 2006-02 & CUP No. 2006-32). Whenever the neighbor elects to develop a commercial use upon their property, staff will review that development plan for consistency with the Demaree / Caldwell Specific Plan and Mixed-Use Commercial (C-MU) zone development standards.

Subdivision Map Act Findings

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

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

<u>GC Section 66474 Finding</u>	<u>Analysis</u>
(a) That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.	The proposed map has been found to be consistent with the City’s Zoning Ordinance and the Demaree/Caldwell Specific Plan. This is included as recommended Finding No. 1 of the Tentative Parcel Map.
(b) That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.	The proposed design and improvement of the map has been found to be consistent with the City’s Zoning Ordinance and the Demaree/Caldwell Specific Plan. This is included as recommended Finding No. 2 of the Tentative Parcel Map.
(c) That the site is not physically suitable for the type of development.	The site is physically suitable for the commercial development type described on the proposed map. This is included as recommended Finding No. 3 of the Tentative Parcel Map.
(d) That the site is not physically suitable for the proposed density of development.	The site is physically suitable for the proposed commercial uses. This is included as recommended Finding No. 4 of the Tentative Parcel Map.
(e) That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.	The proposed design and improvement of the map has not been found likely to cause environmental damage or substantially and avoidable injure fish or wildlife or their habitat. This is included as recommended Finding No. 5.
(f) That the design of the subdivision or type of improvements is likely to cause serious public health problems.	The proposed design of the map has not been found to cause serious public health problems. This is included as recommended Finding No. 2 of the Tentative Parcel Map.

(g) That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.	The proposed design of the map does not conflict with any existing or proposed easements located on or adjacent to the subject property. This is included as recommended Finding No. 3 of the Tentative Parcel Map.
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Environmental Review

An Initial Study and Mitigated Negative Declaration were prepared for the proposed project. Initial Study and Mitigated Negative Declaration No. 2023-36 disclosed that environmental impacts are determined to be not significant with the inclusion of measures to mitigate noise related impacts. Staff concludes that Initial Study and Mitigated Negative Declaration No. 2023-36 adequately analyzes and addresses the proposed project and finds that, with mitigation, environmental impacts will be at a less than significant level.

RECOMMENDED FINDINGS

Conditional Use Permit No. 2023-24

1. That the proposed Conditional Use Permit is consistent with the intent, objectives, and policies of the General Plan and Zoning Ordinance.
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:
 - a. 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 project site has adequate ingress and egress and parking for the proposed carwash use. The Zoning Map, adopted on April 6, 2017, designates the site as Mixed-Use Commercial (C-MU), allows for automatic carwashes as a use conditionally-allowed with a conditional use permit. Carwash facilities are considered compatible uses in commercial areas where potential impacts can be addressed through the CUP process. The site is located along Caldwell Avenue, a Minor Arterial roadway. The proposed project is consistent with the development pattern along the roadway corridor, subject to the Mitigation Measures identified for this project and subject to the project conditions required of this project.
 - b. 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. Mitigation Measures and conditions of the project are included in the project to reduce impacts of the project to levels that are *less than significant*. The hours of operation for the carwash are restricted as identified in the attached Operational Statement, mitigation measures and conditions of project approval. In addition, the development of the site will comply with Federal, State and local building code requirements, ADA requirements, and project specific conditions for this CUP.
3. That an Initial Study was prepared for this project, consistent with the California Environmental Quality Act, which disclosed that environmental impacts are determined to be not significant, and that Mitigated Negative Declaration No. 2023-36 is hereby adopted.

Tentative Parcel Map No. 2023-08

1. That the proposed tentative parcel map, as conditioned, is consistent with the policies and intent of the Zoning and Subdivision Ordinances and the Demaree/Caldwell Specific Plan.
2. That the proposed tentative parcel map will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity, nor is it likely to cause serious public health problems. The proposed tentative parcel map would be compatible with adjacent land uses. The project site is bordered by existing commercial development and the proposed development of this site is consistent with the approved Demaree/Caldwell Specific Plan.
3. That the site is physically suitable for the proposed tentative parcel map and is compatible with adjacent land uses and the proposed design of the map does not conflict with any existing or proposed easements located on or adjacent to the subject property.
4. That the site is physically suitable for the proposed tentative parcel map and the project's use, which is consistent with the underlying Mixed Use Commercial General Plan Land Use Designation. The proposed location and layout of the Tentative Parcel Map, its improvement and design, and the conditions under which it will be maintained is consistent with the policies and intent of the Zoning Ordinance, Subdivision Ordinance, and the Demaree/Caldwell Specific Plan.
5. That the proposed design and improvement of the proposed tentative parcel map has not been found likely to cause environmental damage or substantially and avoidable injure fish or wildlife or their habitat.
6. That an Initial Study was prepared for this project, consistent with the California Environmental Quality Act, which disclosed that environmental impacts are determined to be not significant, and that Mitigated Negative Declaration No. 2023-36 is hereby adopted.

RECOMMENDED CONDITIONS OF APPROVAL

Tentative Parcel Map No. 2023-08

1. That the project be developed consistent with the comments and conditions of the Site Plan Review No. 2023-099.
2. That Tentative Parcel Map No. 2023-08 be prepared in substantial compliance with Exhibit "C".
3. That an agreement addressing vehicular access, utilities, and any other pertinent infrastructure or services for parcels without public street access shall be recorded with the final parcel map. The agreement shall address property owners' responsibility for repair and maintenance of the easement, repair and maintenance of shared public or private utilities, and shall be kept free and clear of any structures excepting solid waste enclosures. The City Planner and City Engineer shall review for approval this agreement verifying compliance with these requirements prior to recordation. The agreement shall be recorded prior to the issuance of any building permits on the master planned site.
4. That all other federal, state and city codes, ordinances and laws be met.

Conditional Use Permit No. 2023-24

1. That the project be developed in substantial compliance with the comments from the approved Site Plan Review No. 2022-143.
2. That the site be developed in substantial compliance with the site plan in Exhibit "A", building elevations in Exhibit "B", and operational statement in Exhibit "D".

3. That the mitigation measures found within the Mitigation Monitoring Plan for Mitigated Negative Declaration No. 2023-36 are hereby incorporated as conditions of Conditional Use Permit No. 2023-24 as follows:
 - a. The project shall construct a sound wall and landscape berm with a total combined height of eight (8) feet located along the east side of the carwash exit lane. The sound wall should be constructed of dense material, such as masonry, and be continuous without gaps or openings from the building and extending south a minimum of 20 feet, as shown on Figure 1.
4. Prior to operating the carwash, the applicant/developer shall verify that the carwash equipment does not exceed Community Noise levels as identified in the attached acoustical analysis. The applicant/developer shall have their acoustical noise consultant conduct noise measurements for the carwash prior to operating and prepare a report, submitted to staff, that demonstrates compliance with the measures as identified in the acoustical analysis prepared for the project. The noise compliance report shall be submitted and verified by Planning staff prior to operation of the carwash. Failure to meet the noise requirements as specified in the acoustical analysis shall result in non-operation of the carwash until noise levels are met as identified in the acoustical analysis.
5. That the noise emitted from the carwash shall meet the City of Visalia's community noise standards specified in Visalia Municipal Code Chapter 8.36.
6. That any outdoor public address system (PA system) be prohibited on-site.
7. That four (4) of the 19 vacuum stalls be striped and/or signed for "Employee Parking Only".
8. That landscape and irrigation plans be submitted with the building permit, designed by a professional landscape architect. Landscape and irrigation plans shall comply with the State Water Efficient Landscape Ordinance by submittal of Landscape Documentation Packages and Certificates of Compliance certified by a California licensed landscape architect with sections signed by appropriately licensed or certified persons as required by ordinance.
9. Prior to occupancy and/or operation of the carwash, the applicant/developer shall conduct, with Community Development staff verification, that the on-site lighting installed shall not exceed 0.5 lumens at the property lines for this development.
10. That all other federal, state and city codes, ordinances and laws be met.

APPEAL INFORMATION

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

Attachments:

- Related Plans and Policies
- Resolution Nos. 2023-34 & 2023-49
- Exhibit "A" – Site Plan
- Exhibit "B" – Building Elevations
- Exhibit "C" – Tentative Parcel Map No. 2023-08
- Exhibit "D" – Operational Statement
- Exhibit "E" – Landscaping Plan
- Exhibit "F" – Acoustical Analysis
- Exhibit "G" – Correspondence
- Exhibit "H" – Staff Report - Specific Plan Amendment No. 2006-02 & CUP No. 2006-32
- Initial Study and Mitigated Negative Declaration No. 2023-36
- Site Plan Review Comments
- General Plan Land Use Map
- Zoning Map
- Aerial Photo
- Location Map

Related Plans & Policies
Conditional Use Permits
(Chapter 17.38)

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)

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	
A13	Auto Dismantling/Wrecking/Salvage Yards										C	17.32.070
A14	Auto Machine Shops			P						P		
A15	Auto Oil, Lube & Smog Test Shops	C	C	P	P	C						
A16	Auto Repairs, Major-Overhauling, Rebuilding, Painting		C	P	C	C						
A17	Automotive Supplies, Parts & Accessories	C	P	P	P	P						
A18	Automotive Upholsterers			P								
A19	Boat Sales/Service			P								
A20	Car Washing - self service	C	C	P	C	C						
A21	Car Washing - automated	C	C	P	C	C				C		
A22	Car Sales - New & Used			P		C						
A23	Motorcycles, Sales and Service			P								
A24	RV/Boat Storage Yards			P						P		
A25	Recreational Vehicle Sales and Service			P						P		
A26	Tire Sales & Service (excluding major repairs) – stand alone	C	P	P	P	C						
A27	Tire Sales & Service (excluding major repairs) – located within the primary permitted use on the site		P	P	P							
A28	Towing/Road Service			P						P		
A29	Truck/Trailer Sales and/or Service			P						C		
A30	Truck Rental/Leasing			P								

RESOLUTION NO. 2023-34

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING CONDITIONAL USE PERMIT NO. 2023-24, A REQUEST BY FREELINE ARCHITECTURE TO DEVELOP A 2.03-ACRE PARCEL WITH A NEW 4,300 SQUARE FOOT DRIVE-THRU CARWASH BUILDING WITH AN ATTACHED COVERED PAY KIOSK AND TWO DETACHED VACUUM CANOPY STRUCTURES AND IN THE C-MU (COMMERCIAL MIXED USE) ZONE. THE SITE IS LOCATED ON THE SOUTH SIDE OF WEST CALDWELL AVENUE APPROXIMATELY 350-FEET TO THE EAST OF THE CALDWELL / DEMAREE INTERSECTION. (ADDRESS NOT ASSIGNED) (APN: 121-580-001).

WHEREAS, Conditional Use Permit No. 2023-24, is a request by Freeline Architecture to develop a 2.03-acre parcel with a new 4,300 square foot drive-thru carwash building with an attached covered pay kiosk and two detached vacuum canopy structures and in the C-MU (Commercial Mixed Use) zone. The site is located on the south side of West Caldwell Avenue approximately 350-feet to the east of the Caldwell / Demaree intersection. (Address not assigned) (APN: 121-580-001); and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice did hold a public hearing before said Commission on March 24, 2024; and

WHEREAS, the Planning Commission of the City of Visalia finds the Conditional Use Permit No. 2023-24, as conditioned by staff, to be in accordance with Chapter 17.38.110 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 and circulated which disclosed that no significant environmental impacts would result from this project with the incorporation of mitigation measures. The Mitigated Negative Declaration (MND) prepared for the project contains noise Mitigation Measures incorporated into the project based upon an acoustical analysis. The mitigation contained in the project shall effectively reduce the environmental impact of noise to a level that is less than significant while the project site is in operation subject to the mitigations contained in the Mitigation Monitoring Program included in the MND, and that the Environmental Impact Report prepared for the City of Visalia General Plan, certified by Resolution No. 2014-37, adopted on October 14, 2014, was used for the adoption of the General Plan Land Use Designation of the subject site; and

NOW, THEREFORE, BE IT RESOLVED, that Mitigated Negative Declaration No. 2023-36 was prepared consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines.

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

1. That the proposed Conditional Use Permit is consistent with the intent, objectives, and policies of the General Plan and Zoning Ordinance.

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:
3. 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 project site has adequate ingress and egress and parking for the proposed carwash use. The Zoning Map, adopted on April 6, 2017, designates the site as Mixed-Use Commercial (C-MU), allows for automatic carwashes as a use conditionally-allowed with a conditional use permit. Carwash facilities are considered compatible uses in commercial areas where potential impacts can be addressed through the CUP process. The site is located along Caldwell Avenue, a Minor Arterial roadway. The proposed project is consistent with the development pattern along the roadway corridor, subject to the Mitigation Measures identified for this project and subject to the project conditions required of this project.
4. 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. Mitigation Measures and conditions of the project are included in the project to reduce impacts of the project to levels that are *less than significant*. The hours of operation for the carwash are restricted as identified in the attached Operational Statement, mitigation measures and conditions of project approval. In addition, the development of the site will comply with Federal, State and local building code requirements, ADA requirements, and project specific conditions for this CUP.
5. That an Initial Study was prepared for this project, consistent with the California Environmental Quality Act, which disclosed that environmental impacts are determined to be not significant, and that Mitigated Negative Declaration No. 2023-36 is hereby adopted.

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 the comments from the approved Site Plan Review No. 2022-143.
2. That the site be developed in substantial compliance with the site plan in Exhibit "A", building elevations in Exhibit "B", and operational statement in Exhibit "D".
3. That the mitigation measures found within the Mitigation Monitoring Plan for Mitigated Negative Declaration No. 2023-36 are hereby incorporated as conditions of Conditional Use Permit No. 2023-24 as follows:
 - a. The project shall construct a sound wall and landscape berm with a total combined height of eight (8) feet located along the east side of the carwash exit lane. The sound wall should be constructed of dense material, such as masonry, and be continuous without gaps or openings from the building and extending south a minimum of 20 feet, as shown on Figure 1.
4. Prior to operating the carwash, the applicant/developer shall verify that the carwash equipment does not exceed Community Noise levels as identified in the attached acoustical analysis. The applicant/developer shall have their acoustical noise

consultant conduct noise measurements for the carwash prior to operating and prepare a report, submitted to staff, that demonstrates compliance with the measures as identified in the acoustical analysis prepared for the project. The noise compliance report shall be submitted and verified by Planning staff prior to operation of the carwash. Failure to meet the noise requirements as specified in the acoustical analysis shall result in non-operation of the carwash until noise levels are met as identified in the acoustical analysis.

5. That the noise emitted from the carwash shall meet the City of Visalia's community noise standards specified in Visalia Municipal Code Chapter 8.36.
6. That any outdoor public address system (PA system) be prohibited on-site.
7. That four (4) of the 19 vacuum stalls be striped and/or signed for "Employee Parking Only".
8. That landscape and irrigation plans be submitted with the building permit, designed by a professional landscape architect. Landscape and irrigation plans shall comply with the State Water Efficient Landscape Ordinance by submittal of Landscape Documentation Packages and Certificates of Compliance certified by a California licensed landscape architect with sections signed by appropriately licensed or certified persons as required by ordinance.
9. Prior to occupancy and/or operation of the carwash, the applicant/developer shall conduct, with Community Development staff verification, that the on-site lighting installed shall not exceed 0.5 lumens at the property lines for this development.
10. That all other federal, state and city codes, ordinances and laws be met.

RESOLUTION NO. 2023-49

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING TENTATIVE PARCEL MAP NO. 2023-08, A REQUEST BY VICE CONSULTING ENGINEERS TO SUBDIVIDE A 3.7-ACRE COMMERCIAL PARCEL INTO TWO COMMERCIAL PARCELS TO FACILITATE FUTURE COMMERCIAL DEVELOPMENT. THE PROJECT IS LOCATED ON THE SOUTH SIDE OF WEST CALDWELL AVENUE APPROXIMATELY 350-FEET TO THE EAST OF THE CALDWELL / DEMAREE INTERSECTION.
(ADDRESSES NOT ASSIGNED)(APN: 121-580-001).

WHEREAS, Tentative Parcel Map No. 2023-08, is a request by Vice Consulting Engineers to subdivide a 3.7-acre commercial parcel into two commercial parcels to facilitate future commercial development. is located on the south side of West Caldwell Avenue approximately 350-feet to the east of the Caldwell / Demaree intersection. (Address not assigned) (APN: 121-580-001); and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice scheduled a public hearing before said commission on March 25, 2024; and

WHEREAS, the Planning Commission of the City of Visalia finds Tentative Parcel Map No. 2023-08, as conditioned, in accordance with Section 16.28.070 of the Ordinance Code of the City of Visalia based on the evidence contained in the staff report and testimony presented at the public hearing; and,

WHEREAS, an Initial Study was prepared for the entire Orchard Walk Specific Plan Project which disclosed that the mitigation incorporated into the project no significant environmental impacts would result from this project.

WHEREAS, an Initial Study was prepared and circulated which disclosed that no significant environmental impacts would result from this project with the incorporation of mitigation measures. The Mitigated Negative Declaration (MND) prepared for the project contains noise Mitigation Measures incorporated into the project based upon an acoustical analysis. The mitigation contained in the project shall effectively reduce the environmental impact of noise to a level that is less than significant while the project site is in operation subject to the mitigations contained in the Mitigation Monitoring Program included in the MND, and that the Environmental Impact Report prepared for the City of Visalia General Plan, certified by Resolution No. 2014-37, adopted on October 14, 2014, was used for the adoption of the General Plan Land Use Designation of the subject site; and

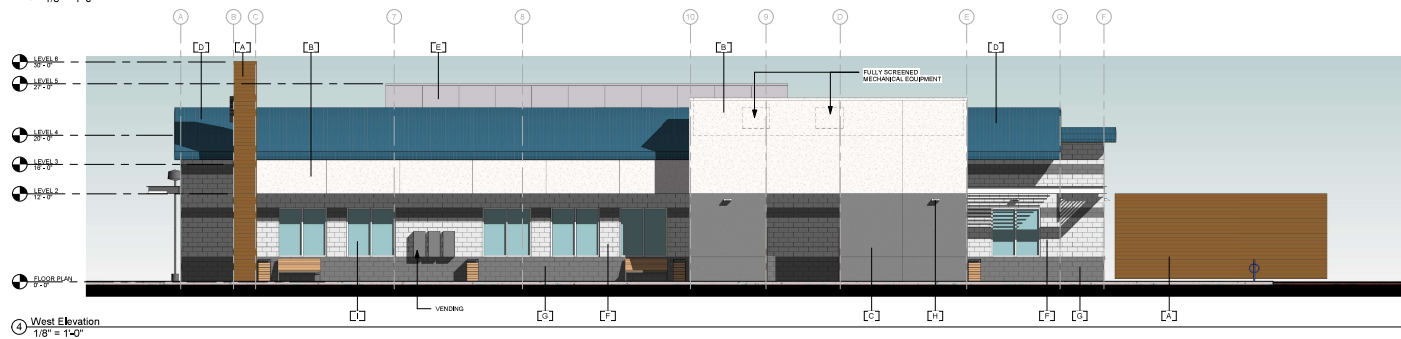
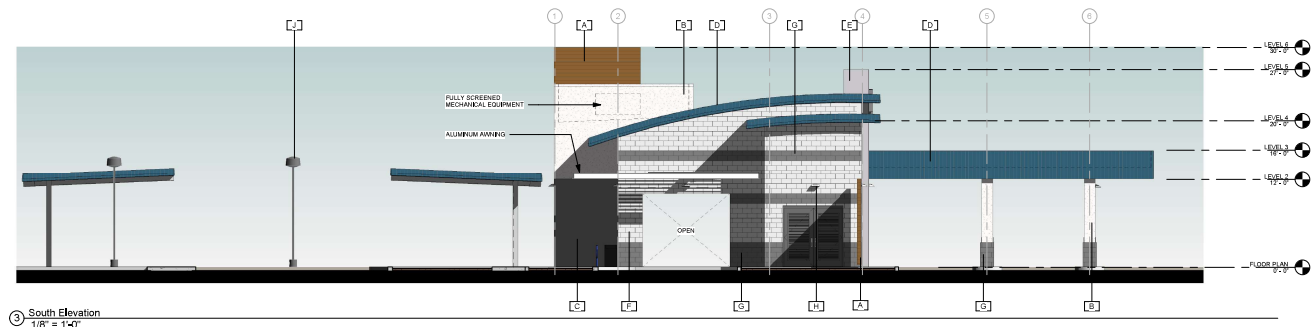
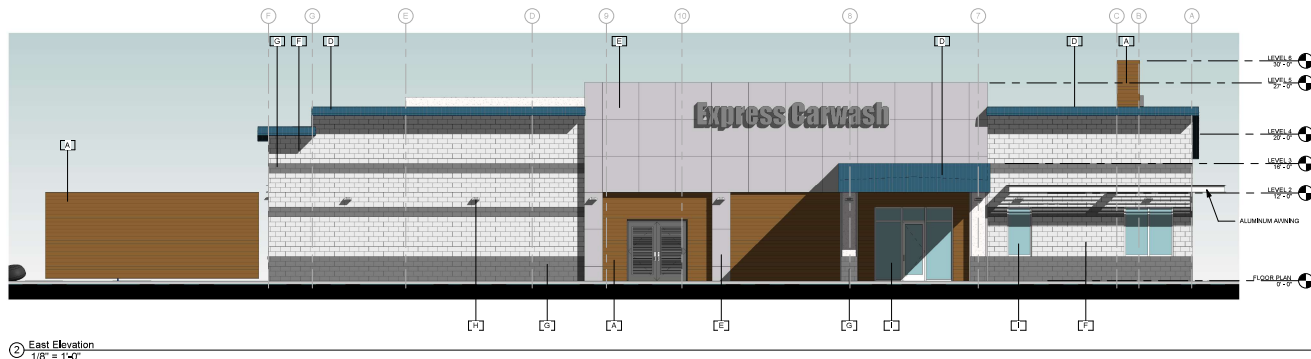
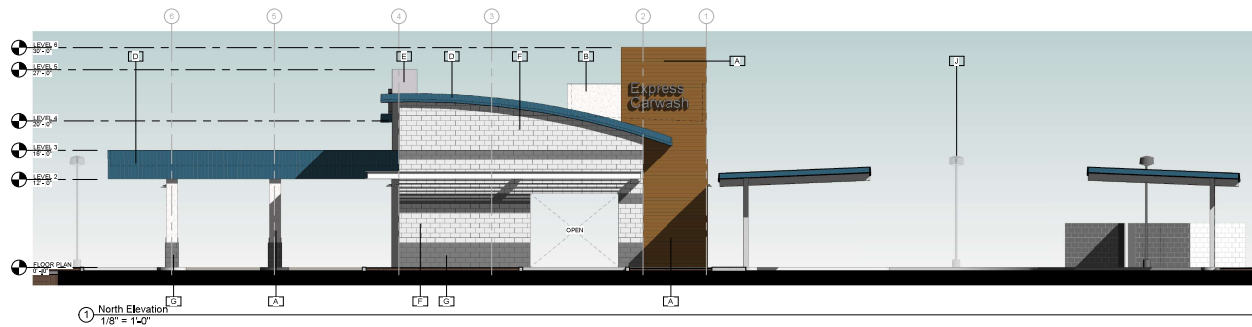
NOW, THEREFORE, BE IT RESOLVED, that Mitigated Negative Declaration No. 2023-36 was prepared consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines.




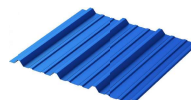




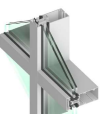

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission of the City of Visalia makes the following specific finding based on the evidence presented:

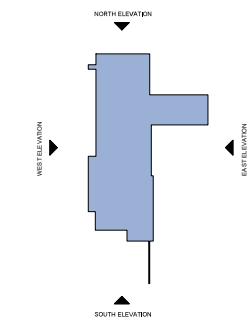
1. That the proposed tentative parcel map, as conditioned, is consistent with the policies and intent of the Zoning and Subdivision Ordinances and the Demaree/Caldwell Specific Plan.
2. That the proposed tentative parcel map will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity, nor is it likely to cause serious public health problems. The proposed tentative parcel map would be compatible with adjacent land uses. The project site is bordered by existing commercial development and the proposed development of this site is consistent with the approved Demaree/Caldwell Specific Plan.
3. That the site is physically suitable for the proposed tentative parcel map and is compatible with adjacent land uses and the proposed design of the map does not conflict with any existing or proposed easements located on or adjacent to the subject property.
4. That the site is physically suitable for the proposed tentative parcel map and the project's use, which is consistent with the underlying Mixed Use Commercial General Plan Land Use Designation. The proposed location and layout of the Tentative Parcel Map, its improvement and design, and the conditions under which it will be maintained is consistent with the policies and intent of the Zoning Ordinance, Subdivision Ordinance, and the Demaree/Caldwell Specific Plan.
5. That the proposed design and improvement of the proposed tentative parcel map has not been found likely to cause environmental damage or substantially and avoidable injure fish or wildlife or their habitat.
6. That an Initial Study was prepared for this project, consistent with the California Environmental Quality Act, which disclosed that environmental impacts are determined to be not significant, and that Mitigated Negative Declaration No. 2023-36 is hereby adopted.

BE IT FURTHER RESOLVED that the Planning Commission hereby approved the parcel map on the real property herein above described in accordance with the terms of this resolution under the provision of Section 17.12.010 of the Ordinance Code of the City of Visalia, subject to the following conditions:

1. That the project be developed consistent with the comments and conditions of the Site Plan Review No. 2023-099.
2. That Tentative Parcel Map No. 2023-08 be prepared in substantial compliance with Exhibit "C".
3. That an agreement addressing vehicular access, utilities, and any other pertinent infrastructure or services for parcels without public street access shall be recorded with the final parcel map. The agreement shall address property owners' responsibility for repair and maintenance of the easement, repair and maintenance of shared public or private utilities, and shall be kept free and clear of any structures excepting solid waste enclosures. The City Planner and City Engineer shall review for approval this agreement verifying compliance with these requirements prior to recordation. The agreement shall be recorded prior to the issuance of any building permits on the master planned site.
4. That all other federal, state and city codes, ordinances and laws be met.



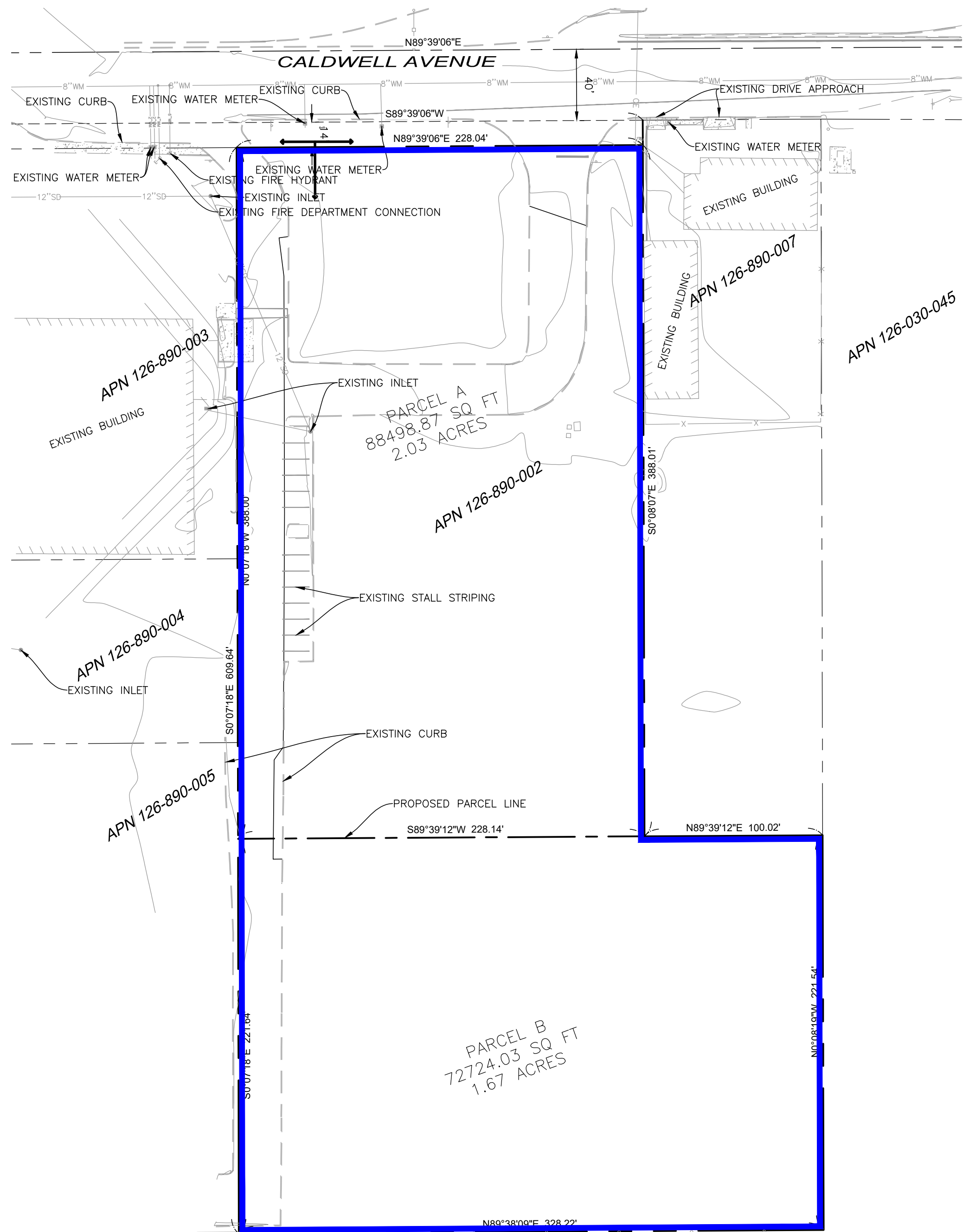
MATERIAL LEGEND	
	
A NICHHA CEMENT BEING STYLE: VINTAGEWOOD COLOR: CEDAR	B OMEGA STUCCO PRODUCTS INTERNATIONAL COLOR: SNOW
	
C OMEGA STUCCO PRODUCTS INTERNATIONAL COLOR: CHIMBELA	D MBQ CONCEALED FASTENING SYSTEM STYLE: PW-10 COLOR: PACIFIC BLUE
	
E MBQ CONCEALED FASTENING SYSTEM STYLE: PW-10 COLOR: SLATE GREY	F 8x16 CONCRETE MASONRY UNIT COLOR: NATURAL FINISH
	
G 8x16 CONCRETE MASONRY UNIT STYLE: SHUT FACE COLOR: DARK GREY	H WALL SCOFCE MANUFACTURE STYLE: BEACON RATIO WALL 8x BLACK
	
I ALUMINUM STOREFRONT SYSTEM COLOR: CLEAR ANODIZED FINISH	J LIGHT STANDARD LUMESCON MANUFACTURE STYLE: DETROIT SERIES COLOR: BLACK



⑥ ELEVATION KEY PLAN
1" = 40'-0"

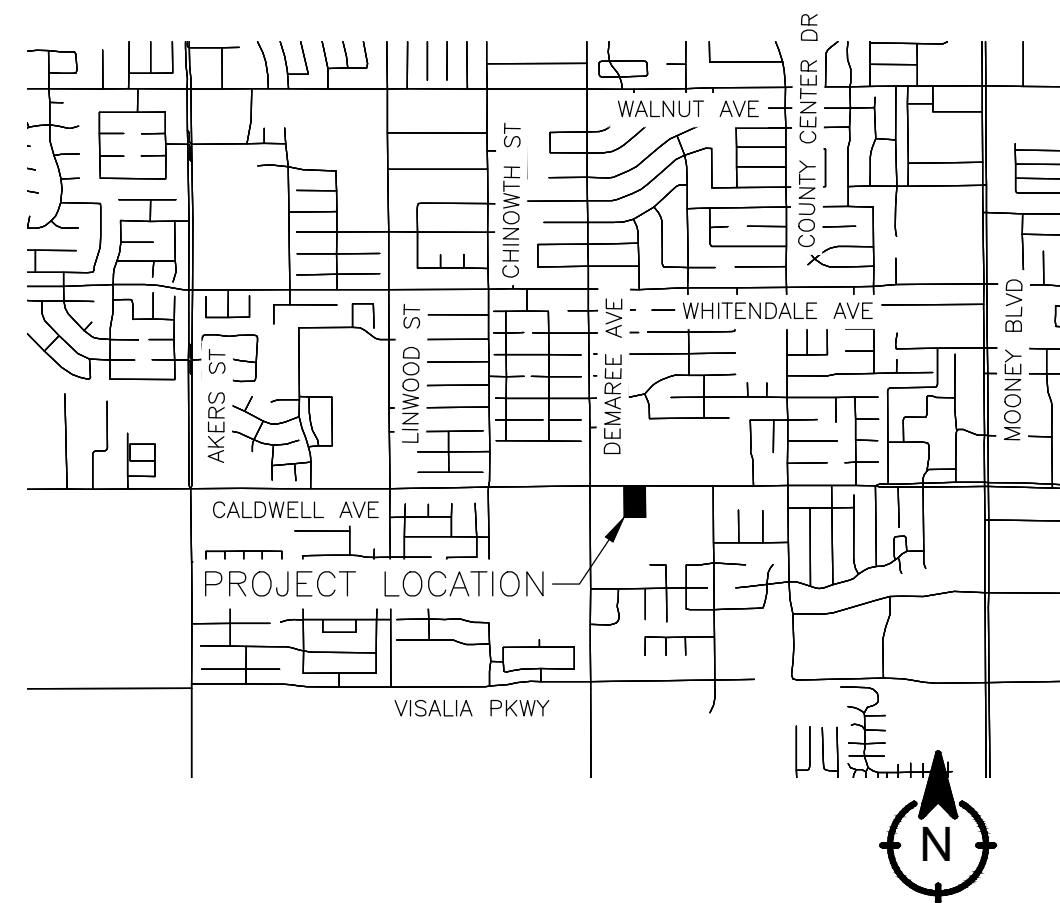
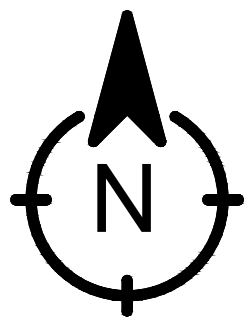
TENTATIVE PARCEL MAP NO. 23-

IN THE CITY OF VISALIA,
TULARE COUNTY, CALIFORNIA



LEGEND

	PROPERTY BOUNDARY
	CENTERLINE/SECTION LINE
	EASEMENT
	EXISTING PROPERTY LINE
	PROPOSED PARCEL LINE



PROJECT INFO:

PROJECT LOCATION:	SOUTHEAST CORNER OF DEMAREE AVE AND CALDWELL AVE VISALIA, CA 93277
APN:	126-890-002
PROJECT OWNER:	JASJIT SINGH XPRESS CAR WASH 2939 G ST MERCED, CA 95340
NET ACREAGE:	3.7 AC
GROSS ACREAGE:	3.7 AC
FLOOD ZONE:	ZONE 'X'
ZONING:	C-MU
GENERAL PLAN LANDUSE -	COMMERCIAL MIXED USE (C-MU)
MIN PARCEL:	1.67 AC
MAX PARCEL:	2.03 AC

NOTES

- GENERAL PLAN LAND USE DESIGNATION: MIXED USE COMMERCIAL / (C-MU)
EXISTING ZONING: MIXED USE COMMERCIAL (C-MU)
PROPOSED ZONING: MIXED USE COMMERCIAL (C-MU)
EXISTING USE: RESIDENTIAL
- ALL BUILDING SETBACKS SHALL BE IN ACCORDANCE WITH CITY OF FRESNO ZONING CODES.
- ALL UTILITY SERVICES ARE PROPOSED TO BE PROVIDED BY THE FOLLOWING AGENCIES:

SANITARY SEWER	CITY OF VISALIA
STORM DRAINAGE	CITY OF VISALIA
DOMESTIC WATER	CALIFORNIA WATER SERVICE
FIRE PROTECTION	CITY OF VISALIA
ELECTRICITY	SOUTHERN CALIFORNIA EDISON
GAS	SOUTHERN CALIFORNIA GAS
TELEPHONE	AT&T
CABLE	COMCAST
WASTE DISPOSAL	CITY OF VISALIA
- NO GRADE DIFFERENCES OF 6" OR MORE EXIST ADJACENT TO THE PROPERTY.
- SOURCE OF DATA: PARCEL MAP NO.4615 RECORDED IN BOOK 47 PAGE 20, TULARE COUNTY RECORDS.
- EXISTING SEWER, WATER, OTHER UNDERGROUND UTILITIES, STORM SEWER, STREETLIGHTS, GUTTER, CURB, CURB, SIDEWALK, AND PERMANENT PAVEMENT, SHALL REMAIN. NO PROPOSED IMPROVEMENTS.
- NO EXISTING PRIVATE WELLS, CESSPOOLS, SEPTIC SYSTEMS, OR DUMP SITES WITHIN SUBJECT PROPERTY.
- EXISTING TREES TO REMAIN WITHIN BOUNDARY OF THE SUBDIVISION.



4010 N CHESTNUT
DIAGONAL AVE STE 101
FRESNO, CA 93726

(559) 775-0023
FAX: (559) 775-0016

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SHEET NO.

1 / 1

Operational Statement for [Rapid Xpress]

Mission Statement: At [Rapid Xpress], our mission is to provide the community with top-quality car wash services that are convenient, efficient, and environmentally responsible. We are dedicated to ensuring that every customer leaves with a clean, shiny, and refreshed vehicle.

Operating Hours:

- We are open daily from 8:00 am to 8:00 pm, rain or shine, to accommodate our customers' busy schedules.

Customer Focus:

- We prioritize customer satisfaction and aim to exceed expectations with every visit.
- Our friendly and professional staff is here to assist and ensure a seamless car washing experience.

Service Offerings:

- [Rapid Xpress] offers a range of express car wash packages to suit various needs and budgets.
- We use state-of-the-art equipment and environmentally friendly cleaning products to ensure the best results while minimizing our environmental footprint.

Community Engagement:

- We actively engage with the local community by supporting local events and charities.
- We offer loyalty programs and discounts to show our appreciation to our repeat customers.

Safety and Environmental Responsibility:

- We maintain a safe and clean facility to protect both customers and employees.
- [Rapid Xpress] is committed to environmentally responsible practices, including water recycling and eco-friendly cleaning solutions.

Employee Development:

- We invest in our employees' training and development to ensure they provide the highest level of service.
- A positive and inclusive work environment is essential to our success.

Number of Employees:

- Maximum number of employees = 12.
- Maximum number of employees per shift = 6

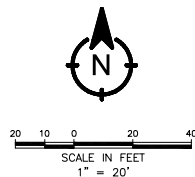
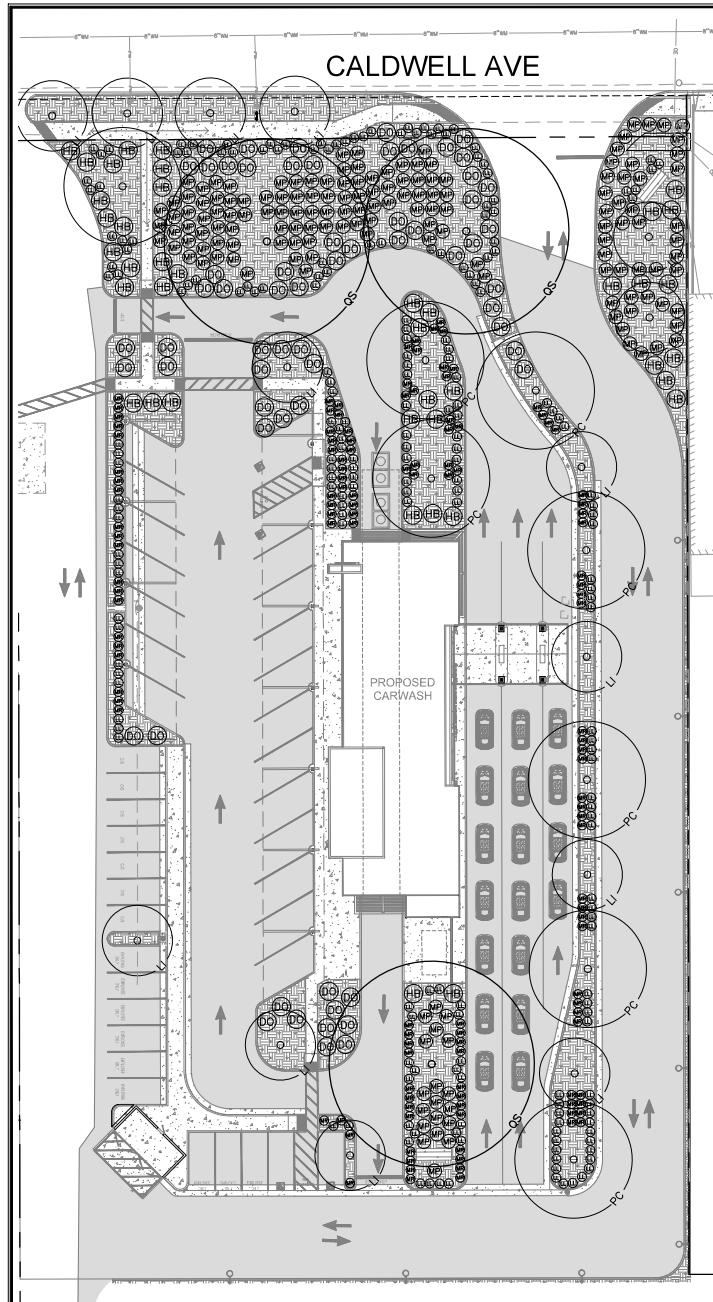
Continuous Improvement:

- We continuously evaluate and improve our services based on customer feedback and industry advancements.
- [Rapid Xpress] is dedicated to staying at the forefront of car wash technology.

Community Feedback:

- We welcome input and feedback from the community to better serve your car washing needs.
- Your comments and suggestions are essential in our pursuit of excellence.

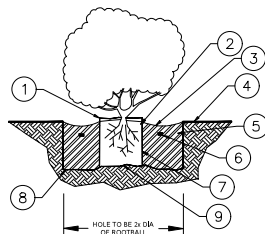
Thank you for choosing [Rapid Xpress] for your car cleaning needs. We look forward to serving you and the community with our premium car wash services.



PLANTING LEGEND

SYMBOL	SCIENTIFIC NAME / COMMON NAME	SIZE	QTY	WATER USE
TREES				
PC	PISTACIA CHINENSIS 'YOUTH DANCY' / CHINESE PISTACHE	11.5 GAL	8	L
QS	QUERCUS SUBER / CORK OAK	11.5 GAL	3	L
LI	LAGERSTROEMIA INDICA / CREPENT WITILE	11.5 GAL	7	L
SHRUBS				
DO	NERIUM OLANDER 'YETI TINK' / DWARF OLEANDER	5 GAL	42	L
DO	LOMANDIA LONGIFOLIA 'TREETOP' / DWARF MATH HUSH	5 GAL	127	L
LI	LANIADIA MONTEVIDENSIS / LAVENDER LANTANA	5 GAL	213	L
HB	NANCHINA DOMESTICA 'GULF STREAM' / HEAVENLY BAMBOO	5 GAL	41	L
GROUND COVER				
MC	MICROBIUM PARVIFOLIUM 'TROTSTADTUM' / MICROBIUM	1 GAL	161	L
MC	3" TINK LANDSCAPE MULCH		37,800	

- SET CROWN OF ROOTBALL 1" ABOVE FINISH GRADE BREAK TOP OF ROOTBALL TO SOIL LEVEL.
- ROOTBALL
- WATERING BASIN 3" DEEP, 2'-0" WIDE TO BE BELOW GRADE FOR 5 GAL AND 1 GAL SIZED CONTAINERS, (NO BOWLS REQUIRED FOR SUB SURFACE DRIP)
- FINISHED GRADE
- BACKFILL MIX TO CONSIST OF NATIVE SOIL, CLEAN ALL, DUMPS, ROCK, AND OTHER MATERIAL OUT OF BACKFILL
- AGIFORM PLANTING TABS WITHIN 2" OF GRADE
→ GRAM 'TORREST STARTER':
2 PER 1 GAL SHRUB
5 PER 5 GAL SHRUB
8 PER 15 GAL SHRUB
- ROUGH SIDE OF ROOTBALL PRIOR TO PLANTING
- HOLES TO BE DEEPER AT PERIMETER
- SET ROOTBALL ON UNDISTURBED SOIL



SHRUB PLANTING

SHADE REQUIREMENT

THE PARKING LOT SURFACE SHALL BE 50% SHADED WITHIN 10 YEARS

PARKING LOT AREA: 49,733 SF±
50% TO BE SHADED: 24,866 SF±

SHADE PROVIDED:

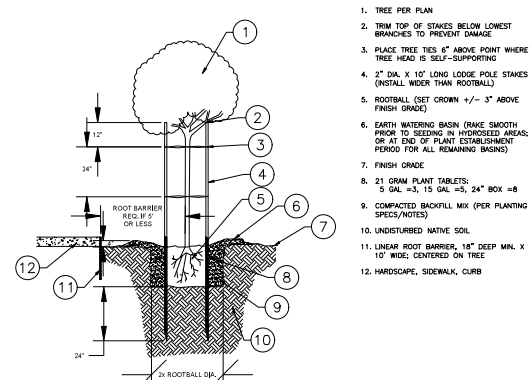
INSTALLED PARKING LOT CANOPY
PISTACIA CHINENSIS 'YOUTH DANCY' / CHINESE PISTACHE 6 @ 7461 SF±
QUERCUS SUBER / CORK OAK 3 @ 1257 SF±
LAGERSTROEMIA INDICA 'MADDOCKS' / CREPENT WITILE 7 @ 3548 SF±

TOTAL SHADE PROVIDED: 32,225 SF±

PERCENT OF SHADE PROVIDED: 64.8% (REQUIRED 50%)

NOTES

- ALL PLANT MATERIAL SHALL BE APPROVED BY THE CITY'S AUTHORIZED REPRESENTATIVE PRIOR TO INSTALLATION. PRIOR TO ANY PLANTING, A SOILS ANALYSIS SHALL BE PROVIDED BY A CERTIFIED SOILS TESTING LAB AND SUBMITTED TO THE CITY'S PUBLIC UTILITIES DEPARTMENT PARKS MANAGER. THE SOILS REPORT SHALL INCLUDE A CHEMICAL AND FOREST ORGANICS ANALYSIS.
- FINAL LOCATION OF ALL PLANT MATERIALS SHALL BE SUBJECT TO THE APPROVAL OF THE CITY'S AUTHORIZED REPRESENTATIVE. FOR RESIDENTIAL SUBDIVISIONS, THE DEVELOPER/CONTRACTOR SHALL FURNISH AND PLANT TWO 15-GALLON TREES FOR EACH FRONT YARD, SELECTED BY THE LOT OWNER FROM THE CITY'S APPROVED STREET TREE LIST. MORE FRANK TREES MUST BE LOCATED ON THE STREET SHALL BE LOCATED IN THE STREET. TREES SHALL BE SPACED AS UNIFORM AS POSSIBLE.
- STREET TREES SHALL BE LOCATED A MINIMUM OF 10 FEET FROM DRIVE APPROACHES, WATER AND SEWER SERVICES, STREET LIGHTS, SIGNAGE, AND FIRE HYDRANTS AND UTILITY BOXES, AND 20 FEET FROM STREET LIGHTS. STREET TREES SHALL BE SPACED ALONG STREETS AS UNIFORM AS POSSIBLE.
- NO PLANTING SHALL BE DONE UNTIL INSTALLATION OF THE IRRIGATION SYSTEM IS COMPLETED. ALL PLANTING SHALL BE ESTABLISHED. PLANTING AREAS HAVE BEEN PROPERLY GRADED AND SOIL PREPARED, AND THE WORK APPROVED BY THE CITY OF CLACK.
- THE CONTRACTOR SHALL NOTIFY THE CITY'S AUTHORIZED REPRESENTATIVE ONE WEEK PRIOR TO COMMENCEMENT OF WORK TO COORDINATE PROJECT OBSERVATION SCHEDULES.
- THE CONTRACTOR SHALL TAKE NOTE OF EXISTING UNDERGROUND UTILITIES IN CONFLICT AND SHALL TAKE ALL PRECAUTIONS NECESSARY DURING TREE PLANTING OPERATIONS SO AS NOT TO DAMAGE AND UTILITIES. COORDINATE UNDERGROUND UTILITY PROTECTION PRIOR TO TREE PLANTING.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY COORDINATION WITH SUB-CONTRACTORS AS REQUIRED TO ACCOMPLISH PLANTING OPERATIONS.
- THE CONTRACTOR SHALL NOT PROCEED WITH CONSTRUCTION AS DESIGNED WHEN IT IS OBVIOUS THAT UNKNOWN OBSTRUCTIONS AND/OR GRADE DIFFERENCES EXIST THAT MAY NOT HAVE BEEN NOTED DURING DESIGN. SUCH CONDITIONS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE CITY. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ALL NECESSARY REVISIONS DUE TO FAILURE TO ONE SUCH NOTIFICATION.
- IF CONFLICTS ARISE BETWEEN SIZE OF AREAS AND PLANTS, THE CONTRACTOR SHALL CONTACT THE CITY FOR RESOLUTION. FAILURE TO MAKE SUCH CONTACTS KNOWN TO THE CITY WILL RESULT IN CONTRACTOR'S LIABILITY TO RELOCATE ANY MATERIALS AS DIRECTED.
- THE CONTRACTOR SHALL CONFORM TO THE CITY STANDARD SPECIFICATIONS FOR PLANTING REQUIREMENTS, MATERIALS AND EXECUTION, STAMING METHOD, PLANT PIT DIMENSIONS AND BACKFILL REQUIREMENTS.
- ALL GRASS COVER SHALL EXTEND BENEATH TALLEST PLANT MATERIAL.
- PROVIDE ROOT BARRIERS FOR ALL PROPOSED TREES INDICATED ON THE PLANS.
- ALL TREES SHALL BE PLANTED THREE (3) FEET AWAY FROM THE CENTER OF SHALES.
- ALL TREES IN TUNE AREAS SHALL RECEIVE ANCHOR GUARDS UPON INSTALLATION. REFER TO THE STANDARD SPECIFICATIONS, STANDARD PLANS, AND THE PROJECT PLANS.
- QUANTITIES ARE LANDSCAPE ESTIMATES ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ALL MATERIAL APPEARING ON PLAN.
- SOIL AMENDMENT (UNLESS OTHERWISE NOTED ON THE PLANS OR SPECIFICATIONS, THE FOLLOWING SOIL AMENDMENT STANDARDS SHALL APPLY: OPTION 1 - A) ROOTBALL SOIL AMENDMENT MIX WITH THE SOIL TO A DEPTH OF 8 TO 12 INCHES, APPLY TO ALL SOIL TYPES. B) SOIL AMENDMENT COMPONENTS/APPLICATION RATE: BLACK HUMUS - 20 CUBIC YARDS PER ACRE, FERTILIZED AGRICULTURAL GRADE OPTIMUM 10% CALCIUM (N) - 2000 POUNDS PER ACRE, NUTRIENT 0-5-0 (100 LBS) - 400 POUNDS PER ACRE (AVAILABLE AT NUTRIENT/CO2 MIXED (ROOTS INC.) - 400 POUNDS PER ACRE. C) PRE-MIX ALL SOIL AMENDMENTS PRIOR TO APPLICATION AND TILLING. D) NOTIFY CITY INSPECTOR FOR OBSERVATION OF APPLICATION AND INCORPORATION OF SOIL AMENDMENTS. OPTION 2 - A) COLLECT REPRESENTATIVE SOIL SAMPLES (APPROVED BY CITY INSPECTOR). B) PERFORM ANALYSIS ON SAMPLES BY CERTIFIED SOIL TESTING LAB. C) CHEMICAL ANALYSIS AND PRESENT ORGANICS ANALYSIS. C) BASED ON SOIL LAB RESULTS, SUBMIT SOIL AMENDMENT RECOMMENDATION FROM CERTIFIED CROP ADVISOR TO THE PUBLIC UTILITIES DEPARTMENT PARKS MAINTENANCE MANAGER FOR APPROVAL. PRIOR TO APPLICATION, D) NOTIFY CITY INSPECTOR FOR OBSERVATION OF APPLICATION AND INCORPORATION OF SOIL AMENDMENT.



TREE PLANTING w/ ROOT BARRIERS

- TREE PER PLAN
- TRIM TOP OF STAVES BELOW LOWEST BRANCHES TO PREVENT DAMAGE
- PLACE TREE TIES 1' ABOVE POINT WHERE TREE HEAD IS SELF-SUPPORTING
- 2" DIA. X 10' LONG LODGE POLE STAKES (INSTALL WIDER THAN ROOTBALL)
- ROOTBALL (DET CROWN +/- 3" ABOVE FINISH GRADE)
- EARTH WATERING BASIN (MAKE SMOOTH PRIOR TO SEEDING IN HYDROSEED AREAS; OR AT END OF PLANT ESTABLISHMENT PERIOD FOR ALL REMAINING BASINS)
- FINISH GRADE
- 21 GRAM PLANT TABLETS:
3 GAL - 13, 15 GAL - 24" BOX - 8
- COMPACTED BACKFILL MIX (PER PLANTING SPECS/NOTES)
- UNDISTURBED NATIVE SOIL
- LINEAR ROOT BARRIER, 18" DEEP MIN. X 10" WIDE, CENTERED ON TREE
- HARDSCAPE, SIDEWALK, CURB

DIABLO N. CHESTNUT 01
DISEASE PREVENTION
FREMONT, CA 94726
(559) 775-0023
FAX: (559) 775-0016
WWW.VICE-ENG.COM



XPRESS CAR WASH
LANDSCAPE PLAN

DATE:
5/9/2023

PROJ. ENGR:
LSV

PROJ. MNGR:
KYV

PREPARED FOR:
JASBIR SINGH
XPRESS CAR WASH
2939 G STREET
MERCED, CA 95340



SHEET NO.

L1

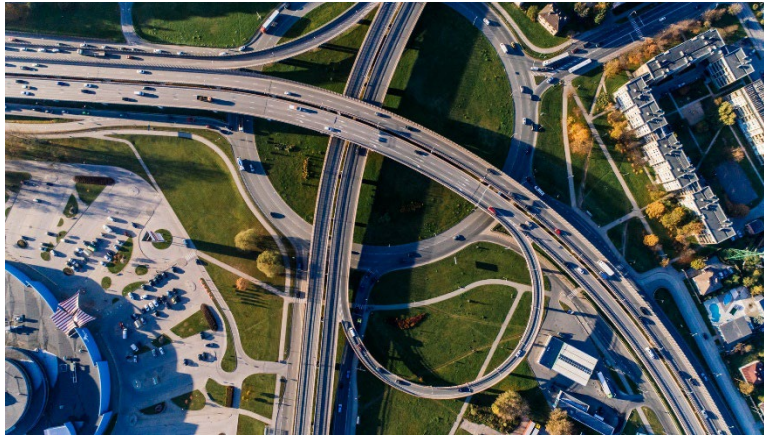
PROJECT NUMBER
22-106

5/11/23
DATE
JASBIR SINGH
CIVIL ENGINEER
FOR SEAL PURPOSES ONLY - I HAVE COMPLETED THE DESIGN AND PREPARED THE PLANS FOR THE PROJECT. I HAVE NOT CONDUCTED ANY FIELD SURVEYING OR BEEN IN THE OFFICE OF THE ENGINEER.

PROJECT: 2023-05-01-106 XPRESS CAR WASH CONSTRUCTION PLANS (SHEET 1) LANDSCAPE PLAN (SHEET 1)

VICE

Xpress Carwash Acoustical Analysis SPR 22-143



Prepared For:

Jasjit Singh
Xpress Car Wash
2939 G Street
Merced, CA 95340

Prepared by:

Kheng Vang, PE 63824, TE
Vang Inc. Consulting Engineers
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Fresno, California 93726
PHONE (559) 775-0023
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Date:
May 5, 2023



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Table of Contents

1.0	Introduction.....	1
2.0	Noise Scales	2
3.0	Laws, Ordinances, Regulations, and Standards	4
3.1	California Environmental Quality Act (CEQA).....	4
3.2	City of Visalia General Plan.....	4
4.0	Methodology and Existing Conditions	5
4.1	Field Measurements Project Site	5
4.1	Field Measurements Sample Site	5
4.2	FHWA Traffic Noise Model	7
5.0	Acoustical Analysis	8
5.1	Project Site Noise Exposure from Traffic	8
5.2	Noise Mitigation.....	8
5.2.1	Exterior Noise Exposure and Mitigation.....	8
5.2.2	Interior Noise Exposure and Mitigation	9
6.0	Conclusions and Recommendations	11

Figures

Figure 1 – Site Location.....	1
Figure 2 – Site Map.....	6

Tables

Table 1 -Typical Noise Levels	3
Table 2 - Maximum Allowable Noise Exposure	4
Table 3 – Summary of Noise Measurements	5
Table 4 – Summary of Noise Measurements	8
Table 7 – Carwash Noise Levels Adjusted for Distance.....	9

Appendices

Appendix A: Noise Measurement Data Sheets

List of Abbreviated Terms

CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CNEL	Community Noise Equivalent Level
dB	Decibels
FHWA	Federal Highway Administration
Hz	Hertz
kHz	Kilohertz
L _{dn}	Day-Night Level
L _{eq}	Equivalent Sound Level
L _{eq(h)}	Equivalent Sound Level over one hour
L _{max}	Maximum Sound Level
L _{min}	Minimum Sound Level
LOS	Level of Service
L _{xx}	Percentile-Exceeded Sound Level
mPa	micro-Pascals
mph	miles per hour
NAC	noise abatement criteria
NADR	Noise Abatement Decision Report
NEPA	National Environmental Policy Act
NSR	Noise Study Report
Protocol	Caltrans Traffic Noise Analysis Protocol for New Highway Construction, Reconstruction, and Retrofit Barrier Projects
SPL	sound pressure level
TeNS	Caltrans' Technical Noise Supplement
TNM 3.0	FHWA Traffic Noise Model Version 3.0

ACOUSTICAL TERMINOLOGY AND DEFINITIONS

The following terminology has been used for purposes of this report:

Ambient Noise Level:	The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.
CNEL:	Community Noise Equivalent Level. The average equivalent sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7 p.m. to 10p.m. and ten decibels to sound levels in the night before 7 a.m. and after 10 p.m.
Decibel, dBA:	A unit for describing the amplitude of sound, equal to 10 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micro pascals (20 micro-newtons per square meter).
DNL/Ldn:	Day/Night Average Sound Level. The Ldn is a measure of the 24-hour average noise level at a given location. It was adopted by the U.S. Environmental Protection Agency (EPA) for developing criteria for the evaluation of community noise exposure. It is based on a measure of the average noise level over a given time period called the Leq. The Ldn is calculated by averaging the Leq's for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10:00 P.M. to 7:00 A.M.), by 10 dBA to account for the increased sensitivity of people to noises that occur at night.
Leq:	Equivalent Sound Level. The sound level containing the same total energy as a time varying signal over a given sample period. Leq is typically computed over 1, 8 and 24-hour sample periods.
Leq(h):	The hourly value of Leq.
Lmax:	The maximum noise level recorded during a noise event Ln: The sound level exceeded "n" percent of the time during a sample interval (L90, L50, L10, etc.). L10 equals the level exceeded 10 percent of the time.
Ln(h):	The hourly value of Ln.
Noise Exposure Contours:	Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and DNL contours are frequently utilized to describe community exposure to noise.

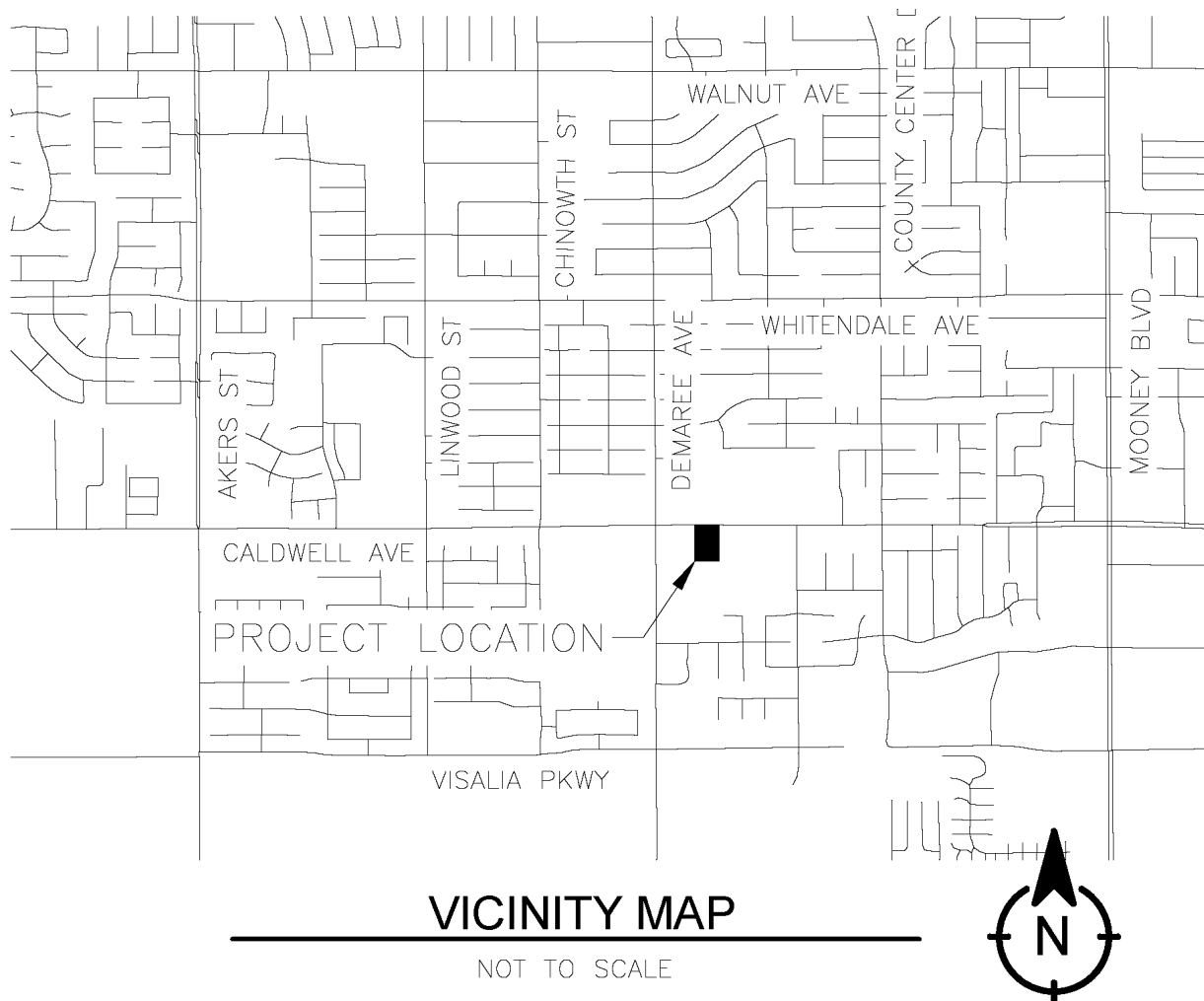
SEL or SENEL:	Sound Exposure Level or Single Event Noise Exposure Level. The level of noise accumulated during a single noise event, such as an aircraft overflight, with reference to the duration of one second. More specifically, it is the time-integrated A-weighted squared sound pressure for a stated time interval or event, based on a reference pressure of 20 micro pascals and the reference duration of one second
Sound Level:	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

1.0 Introduction

The proposed project, Xpress Carwash, is the development of an automated car wash with vacuums. The project proposes a 4,300 sf building for the carwash with 20 self serve vacuum stalls. The subject property is located at the southeast corner of Caldwell Avenue and Demaree Avenue, identified as APN 126-890-002, in Visalia, CA. The project site is approximately 3.77 acres. The proposed carwash building is approximately 208 feet from the centerline of Caldwell Ave. There is an existing residential structure on the adjacent easterly parcel. Therefore, an acoustical/noise study is required.

All sound levels reported in this analysis are A-weighted sound pressure levels in decibels (dB). A-weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear. Most community noise standards utilize A-weighted sound levels, as they correlate well with public reaction to noise.

Figure 1 – Site Location



2.0 Noise Scales

Human response to sound is highly individualized. Annoyance is the most common issue regarding community noise. The percentage of people claiming to be annoyed by noise will generally increase with the environmental sound level. However, many factors will also influence people's response to noise. The factors can include the character of the noise, the variability of the sound level, the presence of tones or impulses, and the time of day of the occurrence. Additionally, non-acoustical factors, such as the person's opinion of the noise source, the ability to adapt to the noise, the attitude towards the source and those associated with it, and the predictability of the noise, will all influence people's response. As such, response to noise varies widely from one person to another and with any particular noise, individual responses will range from "not annoyed" to "highly annoyed."

Sound is described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dBA higher than another is judged to be twice as loud, and 20 dBA higher four times as loud, and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). Examples of various sound levels in different environments are illustrated on Exhibit 4, Common Environmental Noise Levels.

Many methods have been developed for evaluating community noise to account for, among other things:

- The variation of noise levels over time;
- The influence of periodic individual loud events; and
- The community response to changes in the community noise environment.

Numerous methods have been developed to measure sound over a period of time; refer to Table 1, Noise Descriptors.

Table 1 -Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft)	--100--	
Gas Lawn Mower at 1 m (3 ft)	--90--	
Diesel Truck at 15 m (50 ft) at 80 km/hr (50 mph)	--80--	Food Blender at 1 m (3 ft) Garbage Disposal at 1 m (3 ft)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft)	--70--	Vacuum Cleaner at 3 m (10 ft)
Commercial Area Heavy Traffic at 90 m (300 ft)	--60--	Normal Speech at 1 m (3 ft)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

Source: Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol. November, 2009.

3.0 Laws, Ordinances, Regulations, and Standards

Land uses deemed sensitive by the State of California (State) include schools, hospitals, rest homes, and long-term care and mental care facilities. Many jurisdictions also consider residential uses particularly noise-sensitive because families and individuals expect to use time in the home for rest and relaxation, and noise can interfere with those activities. Some jurisdictions may also identify other uses noise-sensitive uses such as churches, libraries, and parks. Land uses that are relatively insensitive to noise include office, commercial, and retail developments. There is a range of insensitive noise receptors that include uses that generate significant noise levels and that typically have a low level of human occupancy. This noise analysis was conducted in accordance with Federal, State, and local criteria described in the following sections.

3.1 California Environmental Quality Act (CEQA)

CEQA was enacted in 1970 and requires that all known environmental effects of a project be analyzed, including environmental noise impacts. Under CEQA, a project has a potentially significant impact if the project exposes people to noise levels in excess of standards established in the local general plan or noise ordinance. Additionally, under CEQA, a project has a potentially significant impact if the project creates a substantial increase in the ambient noise levels in the project vicinity above levels existing without the project. If a project has a potentially significant impact, mitigation measures must be considered. If mitigation measures to reduce the impact to less than significant are not feasible due to economic, social, environmental, legal, or other conditions, the most feasible mitigation measures must be considered.

3.2 City of Visalia General Plan

The City of Visalia Noise Element identifies various maximum exterior noise exposures for outdoor activity areas for various land uses. The proposed project lies within the City of Visalia boundaries and therefore is required to conform to City of Visalia noise ordinance, refer to Table 2 below.

Table 2 - Maximum Allowable Noise Exposure

Land Use ¹	Outdoor Activity Areas Ldn/ CNEL dB ²	Interior Spaces	
		Ldn dB	Leq dB ²
Residential	65	45	---
Transient Lodging	65	45	---
Hospitals Nursing Homes	65	45	---
Theaters, Auditoriums, Music Halls	---	---	35
Churches, Meeting Halls	65	---	45
Office Buildings	---	---	45
School, Libraries, Museums	---	---	45

Source: City of Visalia, *General Plan*, October 2014, Table 8-3.

Notes:

1. Where the location of outdoor activity areas is unknown or is not applicable, the exterior noise level standard shall be applied to the property line of the receiving land use.
2. As determined for a typical worst-case hour during periods of use.

4.0 Methodology and Existing Conditions

4.1 Field Measurements Project Site

Sound level meters and sound level analyzers measure sound levels. Section 772.11(d) (3) of 23 CFR 772 calls for the use of an integrating sound level meter or analyzer, which automatically measures Leq. Components of an SLM include: a microphone with preamplifier, an amplifier, frequency weighting, input gain control, time averaging, and an output indicator or display. The accuracy of an SLM is characterized by its “class.” There are three types of SLMs available: class 0, 1, and 2. Class 0 SLMs are designed for laboratory reference purposes, where the highest precision is required. Class 1 SLMs are designed for precision field measurements and research. Either class 1 or class 2 SLMs are acceptable for use in traffic noise analyses in conformance with FHWA guidelines.

Noise monitoring equipment used for the ambient noise survey consisted of a Reed Instruments R8080 Sound Level Meter/Data Logger. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for Type 2 (precision) sound level meters. The instrumentation was calibrated prior to and after each use with a Reed Instruments R8090 Sound Level Calibrator to ensure the accuracy of the measurements. The microphone was located on a tripod approximately five feet above the ground. The noise monitoring Site A was located at approximately 79 feet from the center of Caldwell Avenue. Site B was located at approximately 228 feet from the center of Caldwell Avenue, refer to Figure 2.

4.1 Field Measurements Sample Site

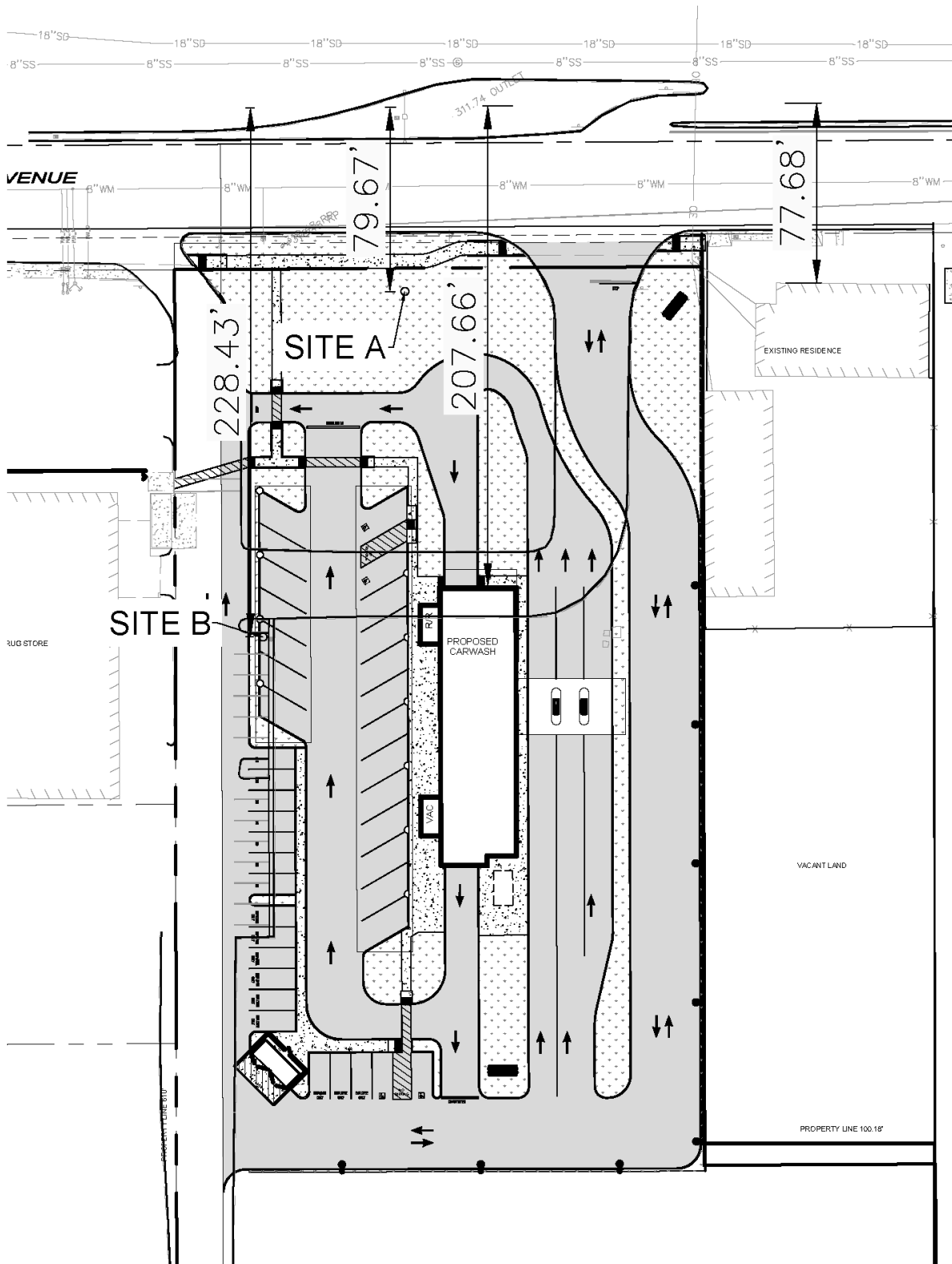
The existing Cypress Carwash located at the southwest corner of Akers Street and W Cypress Avenue, in Visalia, CA was chosen as a sample site. As the project site will have similar carwash and blower equipment. Two sample sites were collected on the exit/blower side of the carwash, during a wash cycle to determine the sound exposure from the carwash equipment and blowers. Site A was located at approximately 35 feet from the exit/blower side of the car wash. Site B was located at approximately 97 feet from the exit/blower side of the car wash. A summary of the noise measurements for each site are shown in Table 3, below. It can be determined that the project will generate similar noise exposure of 76.6 dBA.

Table 3 – Summary of Noise Measurements

Site	Location	Lmin ¹	Lmax ¹
A	+35 feet west of the exit/blower	65.5	76.6
B	+97 feet west of the exit/blower	65.5	72.0

¹ Based on SEL

Figure 2 – Site Map



4.2 FHWA Traffic Noise Model

In March 1998, the Federal Highway Administration (FHWA) released the Traffic Noise Model, Version 1.0 (FHWA TNM). It was developed as a means for aiding compliance with policies and procedures under FHWA regulations. Since its release in March 1998, Version 1.0a was released in March 1999, Version 1.0b in August 1999, Version 1.1 in September 2000, Version 2.0 in June 2002, Version 2.1 in March 2003 and the current version, Version 2.5 in April 2004. Version 3.0 was released in February 2020. The latest version TNM 3.0 was utilized to determine the noise resulting from vehicular activity along the surrounding roadways.

TNM is a state-of-the-art computer program used for predicting noise impacts in the vicinity of highways. It uses advances in personal computer hardware and software to improve upon the accuracy and ease of modeling highway noise, including the design of effective, cost-efficient noise barriers.

- TNM contains the following components:
- Modeling of five standard vehicle types, including automobiles, medium trucks, heavy trucks, buses, and motorcycles, as well as user-defined vehicles;
- Modeling of both constant-flow and interrupted-flow traffic using a 1994/1995 field measured data base;
- Modeling of the effects of different pavement types, as well as the effects of graded roadways;
- Sound level computations based on a one-third octave-band data base and algorithms;
- Graphically-interactive noise barrier design and optimization;
- Attenuation over/through rows of buildings and dense vegetation;
- Multiple diffraction analysis;
- Parallel barrier analysis; and
- Contour analysis, including sound level contours, barrier insertion loss contours, and sound-level difference contours.

5.0 Acoustical Analysis

5.1 Project Site Noise Exposure from Traffic

Caldwell Avenue runs along the northern boundary of the project site. The distance from the center of Caldwell Avenue to the closest proposed buildings will be approximately 207 feet.

In order to determine the ambient noise levels within the project area, 24-hour noise measurements were taken by VICE on Monday December 5, 2022 through Tuesday December 6, 2022. The detailed results of the field measurements are provided in Appendix A. The noise measurement sites were representative of typical existing noise exposure within project site and are shown on Figure 2. One-minute interval measurements were taken at each site, between 12:00 p.m. December 5, 2022 and 12:00 p.m. December 6, 2022. A summary of the noise measurements for each site are shown in Table 4, below. The Ldn for the project site is 77.3 dBA. For the purposes of this report the existing Ldn for this site is 77.3 dBA.

Table 4 – Summary of Noise Measurements

Site	Location	Lmin ¹	Lmax ¹	L _{DN} ²
A	+79 feet south of the centerline of Caldwell Avenue	38.4	84.3	77.3
B	+228 feet south of the centerline of Caldwell Avenue	35.6	76.5	67.0

¹ Based on SEL

² Includes 10 decibel penalty from 10:00 P.M. to 7:00 A.M.

5.2 Noise Mitigation

5.2.1 Exterior Noise Exposure and Mitigation

The City of Visalia Noise Element sets 65 dB DNL or less as the acceptability criterion for exterior noise levels at the property lines of residential land uses. The project proposes an automated carwash building with self serve vacuum stalls. The carwash exit/blower faces south towards the southerly property line. The buildings exit/blower is located approximately 328 feet south of the centerline of Caldwell Avenue, approximately 442 feet east of the centerline of Demaree Street, approximately 93 feet west of the easterly property line, and approximately 351 feet north of the southerly property line. There are existing residential land uses along the southerly property line, and easterly property line. The project is anticipated to generate 76.6 dBA at 35 feet, as shown in Table 3 previously.

Table 7 shows the summary of the adjusted sound exposures for the proposed location of the carwash building and distances to the property lines. Since the carwash exit/blower faces south, the projects noise exposure will have minimal impacts to the north towards Caldwell Avenue. In addition, the projects noise exposure is less than the noise exposure from the traffic on Caldwell Avenue. Due to the distance to Demaree Street, the projects noise exposure is 66 dBA, which is less than the noise exposure from the traffic on Demaree Street, aswell. The projects noise exposure at the easterly property line is 72.8 dBA. Therefore additional mitigation is needed to comply with the residential outdoor criterion of 65 dBA. The projects noise exposure at the southerly property line is 67 dBA. However, there is an existing 6' high block wall and wood fence along the southerly property line. A 6' high wood fence generally reduces the noise

exposure by 2-3 dBA. A 6' high block wall generally reduces the noise exposure by 5 dBA. The existing wood fence and block wall along the south property line will reduce the project's noise exposure to less than 65 dBA at the rear yard of the adjacent southerly parcel. No additional mitigation is needed along the southerly property line.

Table 5 – Carwash Noise Levels Adjusted for Distance

Site	Location	L _{DN} ²
1	+328 feet east of the centerline of Caldwell	67.3
2	+442 feet east of the centerline of Demaree	66.0
3	+93 feet west of the easterly property line	72.8
4	+351 feet north of the southerly property line	67.0

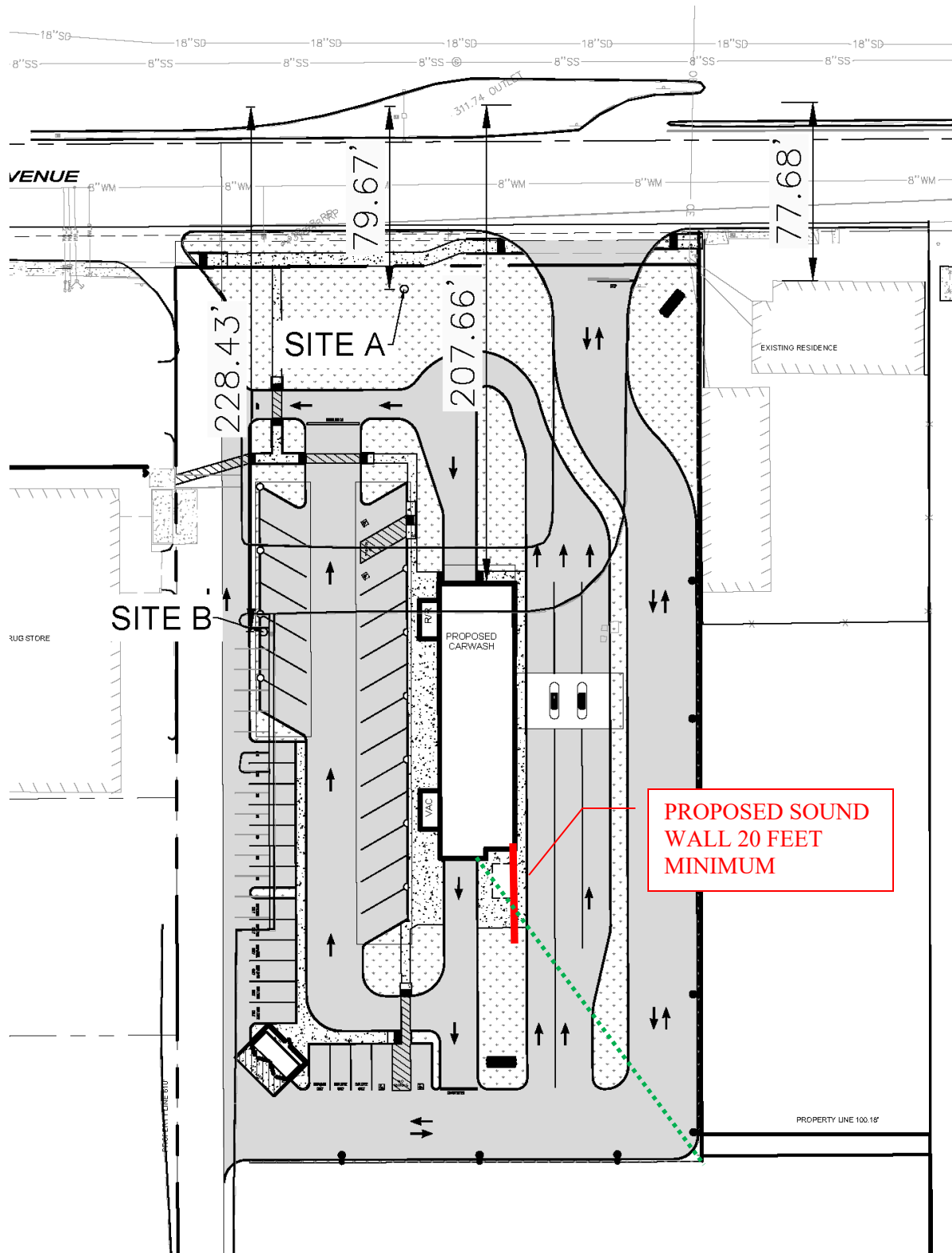
A sound wall barrier insertion was modeled using TNM 3.0 to calculate the insertion loss (noise reduction) provided by a proposed 8' high sound wall along the east side of the carwash exit lane for a minimum 20 feet south of the building, refer to Figure 3. The models indicated that a sound wall and landscape berm with a combined height of 8 feet, above the finish floor of the carwash building would reduce noise exposure by 8 dBA, to 64.8 dBA at the property line of the adjacent easterly parcel. The sound wall should be constructed of dense material, such masonry, and be continuous without gaps or openings from the building and extending south a minimum of 20 feet, as shown on Figure 3.

5.2.2 Interior Noise Exposure and Mitigation

The City of Visalia's interior noise level standard is 45 dB DNL. In order to satisfy the City's interior noise level standard, the proposed construction of the buildings will need to be capable of providing an outdoor-to-indoor noise level reduction (NLR) of approximately 20 dB (65-45=24).

A specific analysis of interior noise levels was not performed. However, it is generally accepted that commercial construction methods complying with current building code requirements will reduce exterior noise levels by a least 20-25 dB, if windows and doors are closed. Therefore, no additional interior noise reductions, additional sound dampening will be required for the proposed and existing buildings.

Figure 3 – Sound Wall Location



6.0 Conclusions and Recommendations

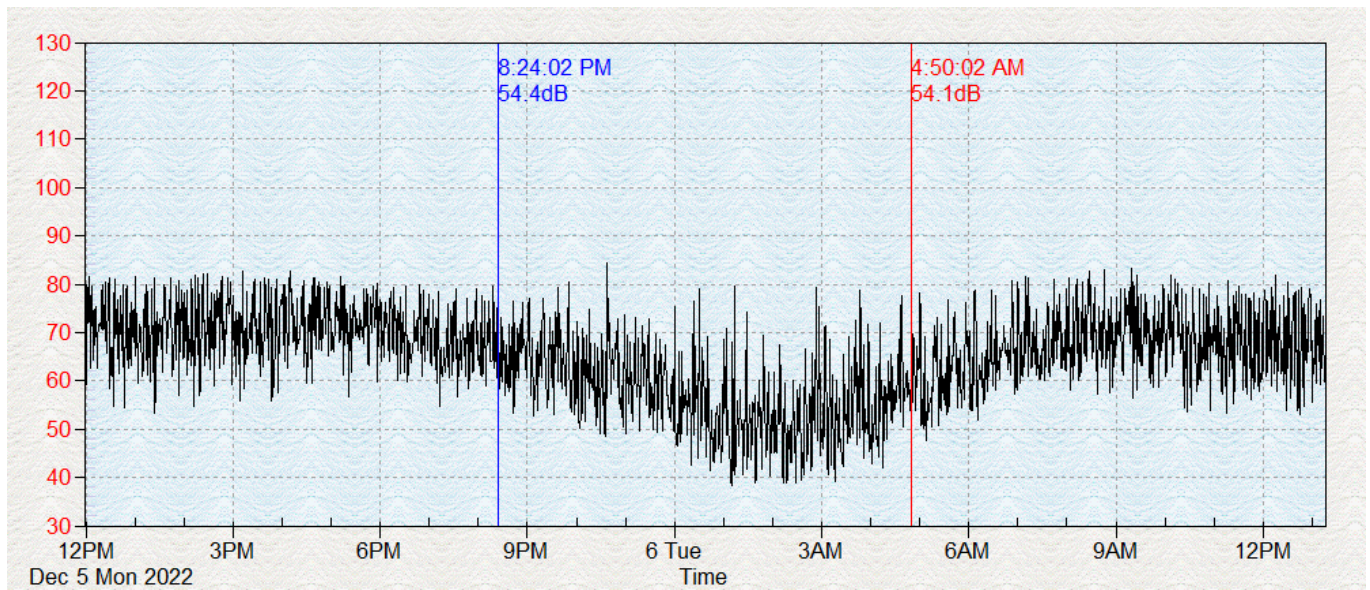
The project will comply with the exterior and interior noise level requirements of the City of Visalia provided the following mitigation measures are incorporated into the final project design:

1. The project shall construct 8' high sound wall and landscape berm with a combined height of 8 feet, along the east side of the carwash exit lane, as shown on Figure 3.
2. The sound wall should be constructed of dense material, such masonry, and be continuous without gaps or openings from the building and extending south a minimum of 20 feet, as shown on Figure 3.

The conclusions and recommendations of this acoustical analysis are based upon the best information available at the time the analysis was prepared concerning the proposed site plan, project grading, building construction and road traffic. Any significant changes in these factors will require a re-evaluation of the findings of this report.

Appendix A: Noise Measurement Data Sheets

Site A



Site A

date	time	dbA	Leq	Leq 15	dbA 15min	Leq h	Leq h
12/5/2022	12:00:02 PM	80	100000000.0				
12/5/2022	12:14:02 PM	69.8	9549925.9	37522306.7	75.7		
12/5/2022	12:29:02 PM	58.4	691831.0	39822245.6	76.0		
12/5/2022	12:44:02 PM	69.4	8709635.9	23023465.3	73.6		
12/5/2022	12:59:02 PM	68	6309573.4	28726889.1	74.6	32273726.7	75.1
12/5/2022	1:14:02 PM	79.8	95499258.6	26103293.3	74.2		
12/5/2022	1:29:02 PM	70.5	11220184.5	28271806.2	74.5		
12/5/2022	1:44:02 PM	81.4	138038426.5	34839028.8	75.4		
12/5/2022	1:59:02 PM	64.5	2818382.9	27490274.6	74.4	29176100.7	74.7
12/5/2022	2:14:02 PM	63.1	2041737.9	37422814.2	75.7		
12/5/2022	2:29:02 PM	82	158489319.2	53283558.7	77.3		
12/5/2022	2:44:02 PM	62.5	1778279.4	28672714.3	74.6		
12/5/2022	2:59:02 PM	59.3	851138.0	50191112.5	77.0	42392549.9	76.3
12/5/2022	3:14:02 PM	69.7	9332543.0	25522317.2	74.1		
12/5/2022	3:29:02 PM	72.9	19498446.0	32349377.0	75.1		
12/5/2022	3:44:02 PM	81	125892541.2	36217520.0	75.6		
12/5/2022	3:59:02 PM	75.6	36307805.5	34681691.0	75.4	32192726.3	75.1
12/5/2022	4:14:02 PM	76	39810717.1	49047121.2	76.9		
12/5/2022	4:29:02 PM	72.4	17378008.3	26093555.4	74.2		
12/5/2022	4:44:02 PM	66.6	4570881.9	39448538.0	76.0		
12/5/2022	4:59:02 PM	66.2	4168693.8	46187047.7	76.6	40194065.6	76.0
12/5/2022	5:14:02 PM	61.1	1288249.6	30997744.2	74.9		
12/5/2022	5:29:02 PM	69.4	8709635.9	26761899.3	74.3		
12/5/2022	5:59:02 PM	76.7	46773514.1	38100691.5	75.8	29607835.8	74.7
12/5/2022	6:14:02 PM	71.5	14125375.4	20948016.5	73.2		
12/5/2022	6:29:02 PM	61.8	1513561.2	18798201.6	72.7		
12/5/2022	6:44:02 PM	68.2	6606934.5	12698892.0	71.0		
12/5/2022	6:59:02 PM	77.2	52480746.0	27682672.2	74.4	20031945.6	73.0
12/5/2022	7:14:02 PM	67	5011872.3	16847059.3	72.3		
12/5/2022	7:29:02 PM	76.2	41686938.3	10252510.2	70.1		
12/5/2022	7:44:02 PM	65	3162277.7	12014518.4	70.8		
12/5/2022	7:59:02 PM	70.3	10715193.1	16102856.0	72.1	13804236.0	71.4
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12/5/2022	8:29:02 PM	71.1	12882495.5	13726712.2	71.4		
12/5/2022	8:44:02 PM	67.8	6025595.9	6690789.9	68.3		
12/5/2022	8:59:02 PM	61.2	1318256.7	8247840.9	69.2	10903905.8	70.4
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12/5/2022	9:29:02 PM	62.4	1737800.8	8644436.6	69.4		
12/5/2022	9:44:02 PM	67.7	5888436.6	13018382.7	71.1		
12/5/2022	9:59:02 PM	55.4	346736.9	10066284.1	70.0	9947850.8	70.0
12/5/2022	10:14:02 PM	62.9	1949844.6	4111423.1	66.1		
12/5/2022	10:29:02 PM	49	79432.8	3427359.1	65.3		
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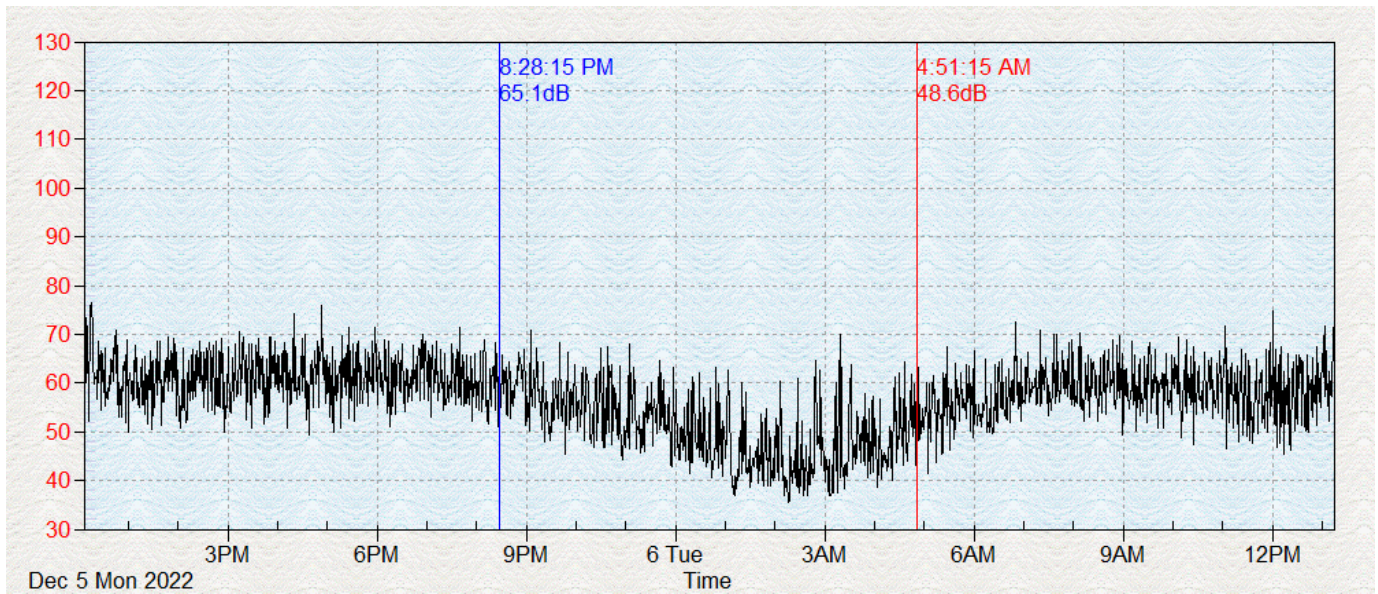
Site A

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12/5/2022	11:44:02 PM	54.5	281838.3	1799506.3	62.6		
12/5/2022	11:59:02 PM	49.6	91201.1	1047451.6	60.2	2752520.8	64.4
12/6/2022	12:14:02 AM	58.1	645654.2	3023030.2	64.8		
12/6/2022	12:29:02 AM	44	25118.9	3770388.9	65.8		
12/6/2022	12:44:02 AM	41.4	13803.8	7402897.8	68.7		
12/6/2022	12:59:02 AM	50.1	102329.3	126807.7	51.0	3580781.1	65.5
12/6/2022	1:14:02 AM	40.7	11749.0	8022438.1	69.0		
12/6/2022	1:29:02 AM	41.7	14791.1	1926409.1	62.8		
12/6/2022	1:44:02 AM	52.8	190546.1	210424.0	53.2		
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12/6/2022	3:44:02 AM	63.8	2398832.9	2936173.2	64.7		
12/6/2022	3:59:02 AM	45.4	34673.7	8657936.3	69.4	3614697.6	65.6
12/6/2022	4:14:02 AM	53.7	234422.9	1343196.7	61.3		
12/6/2022	4:29:02 AM	54.1	257039.6	804511.5	59.1		
12/6/2022	4:44:02 AM	62	1584893.2	6587456.2	68.2		
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12/6/2022	5:44:02 AM	61.5	1412537.5	7242022.2	68.6		
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12/6/2022	6:44:02 AM	66.6	4570881.9	7731611.5	68.9		
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12/6/2022	7:29:02 AM	66.5	4466835.9	6722215.3	68.3		
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12/6/2022	8:44:02 AM	65.9	3890451.4	22401909.7	73.5		
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12/6/2022	9:29:02 AM	63.9	2454708.9	53070007.4	77.2		
12/6/2022	9:44:02 AM	63.2	2089296.1	16072586.6	72.1		
12/6/2022	9:59:02 AM	79.1	81283051.6	24096682.1	73.8	30450113.9	74.8

Site A

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12/6/2022	10:44:02 AM	60.2	1047128.5	14261140.7	71.5		
12/6/2022	10:59:02 AM	68	6309573.4	18222646.9	72.6	22954917.3	73.6
12/6/2022	11:14:02 AM	61.4	1380384.3	12790071.2	71.1		
12/6/2022	11:29:02 AM	74.3	26915348.0	23144994.0	73.6		
12/6/2022	11:44:02 AM	76.9	48977881.9	25235774.4	74.0		
12/6/2022	11:59:02 AM	72	15848931.9	14884189.6	71.7	19013757.3	72.8

Site B



Site B

date	time	dbA	Leq	Leq 15	dbA 15min	Leq h	Leq h
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12/5/2022	12:20:15 PM	60.9	1230268.8	9753567.8	69.9		
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12/5/2022	1:05:15 PM	60.3	1071519.3	1684484.9	62.3	4130869.0	66.2
12/5/2022	1:20:15 PM	53.7	234422.9	1576096.5	62.0		
12/5/2022	1:35:15 PM	68.7	7413102.4	2004923.5	63.0		
12/5/2022	1:50:15 PM	62.5	1778279.4	2239610.7	63.5		
12/5/2022	2:05:15 PM	67.2	5248074.6	2332868.2	63.7	2038374.7	63.1
12/5/2022	2:20:15 PM	65.7	3715352.3	1499177.6	61.8		
12/5/2022	2:35:15 PM	54.1	257039.6	2434084.9	63.9		
12/5/2022	2:50:15 PM	66.3	4265795.2	2722139.5	64.3		
12/5/2022	3:05:15 PM	58.7	741310.2	1666935.3	62.2	2080584.3	63.2
12/5/2022	3:20:15 PM	60.2	1047128.5	3571778.2	65.5		
12/5/2022	3:35:15 PM	63.6	2290867.7	2115421.6	63.3		
12/5/2022	3:50:15 PM	54	251188.6	2460427.1	63.9		
12/5/2022	4:05:15 PM	65.8	3801894.0	2773317.9	64.4	2730236.2	64.4
12/5/2022	4:20:15 PM	58.5	707945.8	3698011.9	65.7		
12/5/2022	4:35:15 PM	52.4	173780.1	2521791.4	64.0		
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12/5/2022	8:50:15 PM	66.3	4265795.2	1049819.4	60.2		
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12/5/2022	10:05:15 PM	51	125892.5	461033.5	56.6	756600.1	58.8
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12/5/2022	10:35:15 PM	47.9	61659.5	1100392.1	60.4		
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Site B

date	time	dbA	Leq	Leq 15	dbA 15min	Leq h	Leq h
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12/5/2022	11:35:15 PM	53.3	213796.2	324057.9	55.1		
12/5/2022	11:50:15 PM	50.5	112201.8	569862.3	57.6		
12/6/2022	12:05:15 AM	50.7	117489.8	296878.8	54.7	392184.9	55.9
12/6/2022	12:20:15 AM	43.8	23988.3	194665.7	52.9		
12/6/2022	12:35:15 AM	53.3	213796.2	348836.4	55.4		
12/6/2022	12:50:15 AM	49.4	87096.4	224690.5	53.5		
12/6/2022	1:05:15 AM	52.7	186208.7	286750.2	54.6	263735.7	54.2
12/6/2022	1:20:15 AM	60.2	1047128.5	91987.2	49.6		
12/6/2022	1:35:15 AM	43.9	24547.1	70333.7	48.5		
12/6/2022	1:50:15 AM	49.7	93325.4	84381.7	49.3		
12/6/2022	2:05:15 AM	41.6	14454.4	46211.5	46.6	73228.5	48.6
12/6/2022	2:20:15 AM	42.1	16218.1	93430.8	49.7		
12/6/2022	2:35:15 AM	38.6	7244.4	116650.0	50.7		
12/6/2022	2:50:15 AM	47.4	54954.1	256706.3	54.1		
12/6/2022	3:05:15 AM	44.2	26302.7	165241.2	52.2	158007.1	52.0
12/6/2022	3:20:15 AM	57.1	512861.4	988502.4	59.9		
12/6/2022	3:35:15 AM	47.2	52480.7	242939.4	53.9		
12/6/2022	3:50:15 AM	52.5	177827.9	118250.7	50.7		
12/6/2022	4:05:15 AM	41.6	14454.4	116495.4	50.7	366547.0	55.6
12/6/2022	4:20:15 AM	50.3	107151.9	78021.0	48.9		
12/6/2022	4:35:15 AM	56.6	457088.2	333293.3	55.2		
12/6/2022	4:50:15 AM	56	398107.2	477690.7	56.8		
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12/6/2022	5:20:15 AM	51.8	151356.1	430137.7	56.3		
12/6/2022	5:35:15 AM	48.6	72443.6	833525.5	59.2		
12/6/2022	5:50:15 AM	52.7	186208.7	577602.9	57.6		
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12/6/2022	6:20:15 AM	59.9	977237.2	467887.5	56.7		
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12/6/2022	6:50:15 AM	72.5	17782794.1	1985834.9	63.0		
12/6/2022	7:05:15 AM	66.2	4168693.8	1222792.7	60.9	1126954.0	60.5
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12/6/2022	7:35:15 AM	64.1	2570395.8	1136173.6	60.6		
12/6/2022	7:50:15 AM	57.8	602559.6	2387568.6	63.8		
12/6/2022	8:05:15 AM	55.8	380189.4	1910703.8	62.8	1744229.3	62.4
12/6/2022	8:20:15 AM	64.9	3090295.4	2178908.3	63.4		
12/6/2022	8:35:15 AM	62.4	1737800.8	1278485.4	61.1		
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12/6/2022	9:35:15 AM	59.4	870963.6	1805395.9	62.6		
12/6/2022	9:50:15 AM	61.9	1548816.6	1233584.1	60.9		

Site B

date	time	dbA	Leq	Leq 15	dbA 15min	Leq h	Leq h
12/6/2022	10:05:15 AM	57.8	602559.6	1374779.5	61.4	1461576.8	61.6
12/6/2022	10:20:15 AM	58.4	691831.0	1888787.0	62.8		
12/6/2022	10:35:15 AM	55.7	371535.2	1406992.1	61.5		
12/6/2022	10:50:15 AM	56.3	426579.5	1160998.2	60.6		
12/6/2022	11:05:15 AM	46.5	44668.4	2340552.1	63.7	1699332.4	62.3
12/6/2022	11:20:15 AM	56.6	457088.2	954607.7	59.8		
12/6/2022	11:35:15 AM	50.6	114815.4	1529943.6	61.8		
12/6/2022	11:50:15 AM	57.7	588843.7	854154.0	59.3		
12/6/2022	12:05:15 PM	46.7	46773.5	3782930.5	65.8	1780409.0	62.5

Reference: Conditional Use Permit No. 2023-024
City of Visalia Planning Department
315 E. Acequia, Visalia, CA 93291

March 18, 2024

Dear Planning Department

I reside at 3750 S. Demaree St., directly behind the South wall of the proposed development. The Long's Drugstore (now CVS Pharmacy) built in 2009 was required to put a concrete block wall on the south side of the that parcel. The remaining 300 ft. on the adjacent parcel going east, a wood fence was constructed. A future phase of development, the wood fence was to be replaces with a concrete block wall. I wanted to confirm that this requirement was part of the Planning Department's mitigation measures. The other issues would be light shielding and noise control. I have lived at this address since 1975 and have no plans on moving. I would appreciate the Planning Department consideration to these issues to minimize the impact to our property.

Regards,

Michael Kreps & Susan Zachary

From: [Ken Terry](#)
To: [Planning](#)
Subject: Conditional Use Permit No. 2023-024
Date: Thursday, March 21, 2024 10:28:58 AM

Some people who received this message don't often get email from ksrbbterry@msn.com. [Learn why this is important](#)

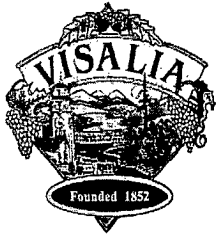
To Visalia Planning Commission,

I strongly oppose the conditional use permit No. 2023-024: A request by Freeline Architecture to develop a 2,03-acer parcel with a 4,300 square foot drive-thru carwash building with an attached covered pay kiosk and two detached vacuum canopy structures. The carwash will have a tremendous negative impact on my family residence. My house (3503 W. Caldwell) is next door to the potential project, and the noise from the large machines and vacuums and hundreds of cars going through the carwash is going to be very problematic. I am sure there were some routine environmental studies done to determine the effects on the environment, but I assure you that it wasn't targeted on the impact it would have on my primary residence which will be literally; next door. Also, this project will devalue the potential use of the commercial land proposed for a future shopping center. Also, there is a carwash down the street on Caldwell Ave. Please consider my opposition to this project. I am requesting that my complaint be read and posted a the Monday, March 25, hearing.

Please, keep me informed of all thing containing to this project.

Sincerley,

Ken Terry



REPORT TO CITY OF VISALIA PLANNING COMMISSION

HEARING DATE: September 11, 2006

PROJECT PLANNER: Andrew Chamberlain, A.I.C.P., 713-4003

SUBJECT: Specific Plan Amendment No. 2006-02: A request by The Taylor Group to amend the Demaree/Caldwell Specific Plan to allow the relocation of an access point on Caldwell Avenue, and to allow a phased development of Sub-area B.

Conditional Use Permit No. 2006-32: A request by The Taylor Group to have a Pharmacy with a drive-thru lane.

The site is located on the southeast corner of Caldwell Avenue and Demaree Street (APNs: 126-030-033/034/035/036/014/015).

STAFF RECOMMENDATION *Item # 8*

Staff recommends approval of Conditional Use Permit No. 2006-29 based upon the findings and conditions in Resolution No 2006-90; and

Staff recommends approval of the phased development of Sub-area "B" but denial of the relocation of the access drive for Specific Plan Amendment No 2006-02 based on the findings in Resolution No. 2006-91.

RECOMMENDED MOTION

I move to approve Conditional Use Permit No 2006-32 by adoption of Resolution No. 2006- 90

I move to approve Specific Plan Amendment No 2006-02, to approve the phased development of Sub-area "B", and to deny relocating the second Caldwell Avenue drive access from the east property line of the sub-area, by adoption of Resolution No. 2006-91

PROJECT DESCRIPTION

Specific Plan Amendment No. 2006-02 is a request to amend the Demaree/Caldwell Specific Plan to allow the relocation of an access point on Caldwell Avenue, and to allow a phased development of Sub-area B as shown in Exhibit "A". The Master Development Plan, as shown in Exhibit "C", contains two access drives onto Caldwell Avenue. The applicant is requesting to relocate the easternmost drive from the east property line by approximately 300 feet to the west. The second part of the specific plan request is to allow the phasing of Sub-area "B" to allow the construction of the proposed pharmacy as the first phase.

Conditional Use Permit No. 2006-32 is a request for a drive-thru window for a pharmacy as illustrated in Exhibit "A". Pharmacies are a permitted use in the underlying Community Commercial Zone and the Specific Plan, but the drive-thru component requires a Conditional Use Permit approval .

BACKGROUND INFORMATION

General Plan Land Use Designation: CCM
Zoning: C-CM (Community Comm.)
Surrounding Land Use and Zoning: North: C-CM / Commercial
South: C-CM / Commercial
East: C-CM / Commercial
West: C-CM / Commercial
Environmental Review: Negative Declaration No. 2006-67
Special Districts: Demaree/Caldwell Specific Plan, Sub-area "B"
Site Plan: Site Plan Review No. 2006-02

RELATED PLANS & POLICIES

Please refer to Chapter 3 of the Demaree/Caldwell Specific Plan regarding the development plan for Sub-area "B". This document has been placed on the City web-site and may be found at, www.ci.visalia.ca.us under Community Development/Publications.

RELATED PROJECTS

The Demaree/Caldwell Specific Plan was adopted in 1996, and encompasses approximately 66 acres on the south side of Caldwell Avenue on the east and west sides of Demaree Street. This location is one of the four Community Commercial locations in the City which are designated in the General Plan Land Use Element to serve a quadrant of the community through a Specific Plan.

PROJECT EVALUATION

Condition Use Permit No.2006-32

The proposed drive-thru is similar to those approved for the pharmacies at the southeast corner of Walnut Avenue and Ben Maddox Way, and the northwest corner of Akers Street and Cypress Avenue.

Staff raised the issue of on-site circulation at the southeast corner of the proposed building with the applicants during the Site Plan Review process. The site layout has the two main access/drive aisles converging at the southeast corner of the pharmacy building where the loading dock and drive-thru access are also located. The number of potentially conflicting vehicle maneuvers in the future, when other tenants are established on the site, is a concern to staff. The Planning Commission may determine that added conditions to redesign this portion of the site should be included in this use permit. There are several options to enhance the function of this portion of the site. They would include, but not be limited to, reversing the vehicle direction for the drive-thru, which would reduce the need for vehicles entering and exiting the drive-thru from having to cross on-coming traffic in the main drive aisle. The addition of pavement striping and landscaping to further separate the loading dock and drive-thru from the main aisles would also reduce the potential for vehicle conflicts in this area. There is sufficient land on the site to move the building north up to five feet, or the east/west access drive south by

the same amount to allow more room for the added landscaping and/or striping. The addition of a larger landscape island along the south edge of the loading dock would also significantly enhance the visual appearance of the dock area.

It should be noted that one of the issues which has caused staff to recommend denial of the requested relocation of the drive aisle on Caldwell Avenue is related to the fact that the drive-thru would substantially contribute to potential peak hour traffic conflicts on the site due to vehicles exiting the drive-thru and having to cross oncoming traffic is that is entering the site from Caldwell Avenue.

The applicant has included proposed building elevations in Exhibit "D", along with tentative elevations of the other shops and buildings in the sub-area in Exhibit "E". Staff has included a requirement for consistency with the elevations in Exhibit "D" in Condition No. 2. The shops and other building elevations are not conditioned by this action since they are on separate properties. Their future development is required to be compatible with the first approved building in the sub-area, as specified in Policy B-5 of the Specific Plan.

Specific Plan Amendment No 2006 -02

Phased Development of Sub-Area "B"

Staff supports the phased development of Sub-area "B". The site plan provided in Exhibit "A" demonstrates that there are opportunities to develop portions of the site independently based upon the common access drives which would serve any of the phases.

The applicant intends to install the cross-hatched area as Phase One for the proposed pharmacy. The Phase One improvements include all four access drives, with approximately 30 feet of paving width for the drive aisles to the south and east. Staff supports providing full vehicle access on the site with Phase One. The southerly extension of the proposed main north/south access drive all the way to the southern property line of the sub-area will create a large pocket of un-improved frontage along Demaree Street.

As a part of Phase One, staff has included a condition requiring a seven foot high block wall along a portion of the southern property line of the Sub-area, adjacent to the existing single family residence. The wall will provide view and noise protection to the house, and should extend approximately 25 feet east of the house. The remaining 460 feet to the west (approximate) will be addressed at the time of a development proposal for the "Major Retail A", the interim wall is being proposed as needed.

Relocation of Caldwell Avenue Access Drive

Staff is recommending denial of the relocation of the Caldwell Avenue access drive from the east property line to the proposed location to provide direct access to the pharmacy. As the access drive exists now in the Specific Plan, it is a secondary access drive along the eastern property line which would typically be for service and delivery vehicles.

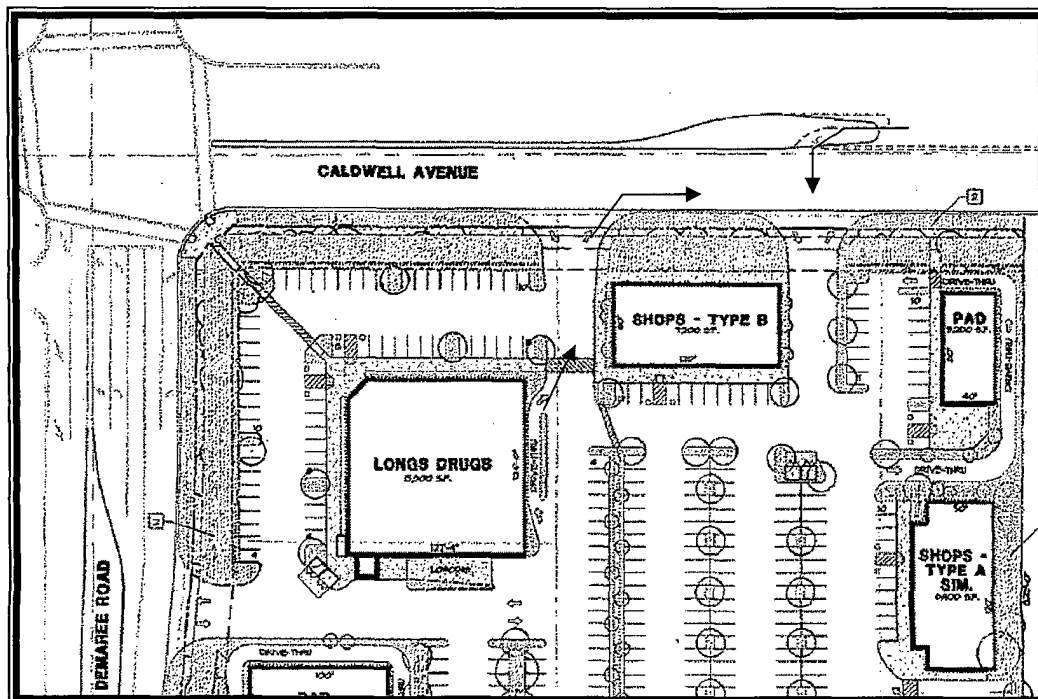
The applicant has provided an Access Analysis, Exhibit "G", which indicates that the benefits of greater safety and convenience will result, along with increased speeds of traffic on Caldwell Avenue. The Analysis concludes that the relocation of the second access drive from a typical service vehicle access to a major access point, thereby creating two major access points on Caldwell Avenue, will give drivers quicker access and reduce frustration. The analysis also recommends that a "decel lane" be added to afford additional protection. The addition of a "decel lane" would typically require that the building be moved back further to accommodate the loss of landscaping along the frontage.

The recommendation to deny the relocation of the access drive is based on the issues listed below:

1. Potential conflicting turning maneuvers from vehicles exiting the site east-bound on Caldwell Avenue while west-bound vehicles are trying to cross the east-bound lanes at the median break 150 feet away.
2. The drive-thru would substantially contribute to potential peak hour traffic conflicts on/off the site due to vehicles exiting the drive-thru having to cross oncoming traffic is that is entering the site from Caldwell Avenue, which would typically be most problematic at the peak hours. The access analysis does not cover the potential of on-site conflicts from the proposed drive-thru.
3. The proposed two access drives have approximately 80 feet of separation between the radius returns which does not meet City Standards for 500 feet between the access points. It should be noted that the existing Specific Plan does not have the required separation for the approved access points on Caldwell Avenue in Sub-area "B".
4. Two close access points gives bicycles and pedestrians two areas of conflict with vehicles utilizing the site.

The City Public Works Department has reviewed the applicant's Access Analysis and has also noted that the access point should not be relocated based upon the lack of separation between the two Caldwell Avenue access points. Engineering recognizes that the existing plan does not meet the separation standards, and that the proposed relocation of the access drive does meet the minimum 200 foot distance from the arterial intersection.

The City Engineer has included a condition in the Use Permit that the medians in Caldwell and Demaree shall be installed with Phase One to control conflicting turning maneuvers entering/exiting the site. Staff has included Condition No. 7 requiring the medians and striping as a part of the building permit for the pharmacy/Phase One. At the southern access point on Demaree, there may not be enough existing right-of-way to accommodate the median and striping, wherein the Public Works Department would work with the applicant to create an interim solution.



Landscaping

Landscaping plans will be submitted with the project's building permit package for review by the Planning Division. Staff is further recommending a condition of approval that requires placing a permanent landscape screen or mounding that achieves a height of three-foot to visually screens parking stalls and drive-thru lanes from any adjacent public street. The applicant has provided Caldwell and Demaree cross sections, Exhibit "F", which show a three-foot high wall or evergreen hedge to screen the parking areas adjacent to the street. The provision for a three-foot high wall, mound or evergreen hedge is one of the landscaping standards in the Specific Plan.

Environmental Review

An 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. Therefore, staff recommends that Negative Declaration No. 2006-67 be adopted for this project.

RECOMMENDED FINDINGS

Conditional Use Permit No. 2006-32

1. That the proposed drive-thru is similar to other pharmacy drive-thru approvals.
2. That the proposed drive-thru will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
3. 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 this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant, and Negative Declaration No. 2006-67 is hereby adopted.
4. That there is no evidence before the Planning Commission that the proposed project will have any potential for adverse effects on wildlife resources, as defined in Section 711.2 of the Department of Fish and Game Code.

Specific Plan Amendment No 2006 -02

1. That the phased development of the sub-area can be done in an orderly fashion as shown in Exhibit "A".
2. That the proposed Specific Plan Amendments, as amended by staff, are consistent with the purpose and intent of the Demaree Caldwell Specific Plan, Zoning Ordinance, and the Land Use Element.
3. That the proposed relocation of the access drive from the eastern property line to the proposed location is not supported based upon the following:

- Potential conflicting turning maneuvers from vehicles exiting the site east-bound on Caldwell Avenue while west-bound vehicles are trying to cross the east-bound lanes at the median break 150 feet away.
 - The drive-thru would substantially contribute to potential peak hour traffic conflicts on/off the site due to vehicles exiting the drive-thru having to cross oncoming traffic is that is entering the site from Caldwell Avenue, which would typically be most problematic at the peak hours. The access analysis does not cover the potential of on-site conflicts from the proposed drive-thru.
 - The proposed two access drives have approximately 80 feet of separation between the radius returns which does not meet City Standards for 500 feet between the access points. It should be noted that the existing Specific Plan does not have the required separation for the approved access points on Caldwell Avenue in Sub-area "B".
 - Two close access points gives bicycles and pedestrians two areas of conflict with vehicles utilizing the site.
4. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant, and Negative Declaration No. 2006-67 is hereby adopted.
 5. That there is no evidence before the Planning Commission that the proposed project will have any potential for adverse effects on wildlife resources, as defined in Section 711.2 of the Department of Fish and Game Code.

RECOMMENDED CONDITIONS OF APPROVAL

Conditional Use Permit No. 2006-32

1. That the project be developed in substantial compliance with the comments from the approved Site Plan Review No. 2006-002.
2. That the site be developed in substantial compliance with the site plan shown in Exhibits "A" and "B", and the building elevations in Exhibit "D", attached herein, and with modifications to match the Sub-area access points in the Specific Plan,.
3. That landscaping and irrigation plans be submitted for review by Planning Division staff with building permits.
4. That an evergreen hedge, mound, or wall approximately 3 foot-high be installed along drive-thru lanes and parking lots which are directly adjacent to Caldwell Avenue or Demaree Street, consistent with the Specific Plan requirements.
5. That a seven foot high block wall be constructed along the southern property line of Sub-area "B" from approximately 25 feet behind the right-of-way line on Demaree to approximately 25 feet past the east end of the house on the adjacent property. An additional wood fence, minimum height six foot, will be required to define the property line and reduce headlight glare across the balance of the property to the south where a fence of this description may not already be in place.
6. That this conditional use permit shall not be deemed approved if Specific Plan Amendment No. 2006-02 is not approved by the City Council.
7. That the Caldwell and Demaree medians and striping shall be installed by the developer as a part of the pharmacy/Phase One building permit (such medians to control/eliminate left turns

into the subject site). This condition shall be met prior to the first building occupancy in Sub-area "B".

8. That all other city codes and ordinances be met.
9. That the applicant submit to the City of Visalia a signed receipt and acceptance of conditions from the applicant and property owner, stating that they understand and agree to all the conditions of Conditional Use Permit No. 2006-32, prior to the issuance of any building permits for this project.

Specific Plan Amendment No 2006-02

1. That the phasing of the proposed project be substantially consistent with Exhibit "A".
2. That the adopted vehicle circulation and access plan (figure 9, Caldwell /Demaree Specific Plan) be met.
3. That all other requirements of the Caldwell /Demaree Specific Plan be met.

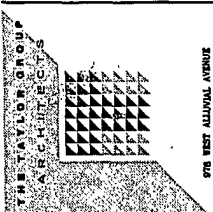
Attachments:

- Exhibit "A" – Site Plan
- Exhibit "B" – Site Plan - Pharmacy
- Exhibit "C" – Sub-area "B" site plan from adopted Specific Plan
- Exhibit "D" – Pharmacy Elevations
- Exhibit "E" – Tentative Elevations for Shops and Other Buildings
- Exhibit "F" – Cross Sections for Caldwell Avenue and Demaree Street
- Exhibit "G" – Access Analysis
- General Plan Land Use Map
- Zoning Map
- Aerial Photo
- Location Map

APPEAL INFORMATION

According to the City of Visalia Zoning Ordinance Section 17.38.120, an appeal to the City Council may be submitted within five working days following the date of a decision by the Planning Commission on a conditional use permit application. An appeal shall be in writing and shall be filed with the City Clerk at 707 W. Acequia Ave., Visalia, CA 93291. The appeal shall specify errors or abuses of discretion by the Planning Commission, or decisions not supported by the evidence in the record.

The Specific Plan Amendment goes on to the City Council for final action, any appeal of the Conditional Use Permit would typically be heard at the same time. If the conditional use permit is approved and not appealed, the City Council would not review the use permit, and only the specific plan amendment would be reviewed.



978 WEST ALLIANCE AVENUE
SUITE 107
PESHERO, CA 94711
TEL 650 . 437 . 0000
FAX 650 . 437 . 0005

LONGS DRUG STORES

PROPOSED MASTER SITE PLAN FOR

CALDWELL AVE. & DEMAREE ROAD

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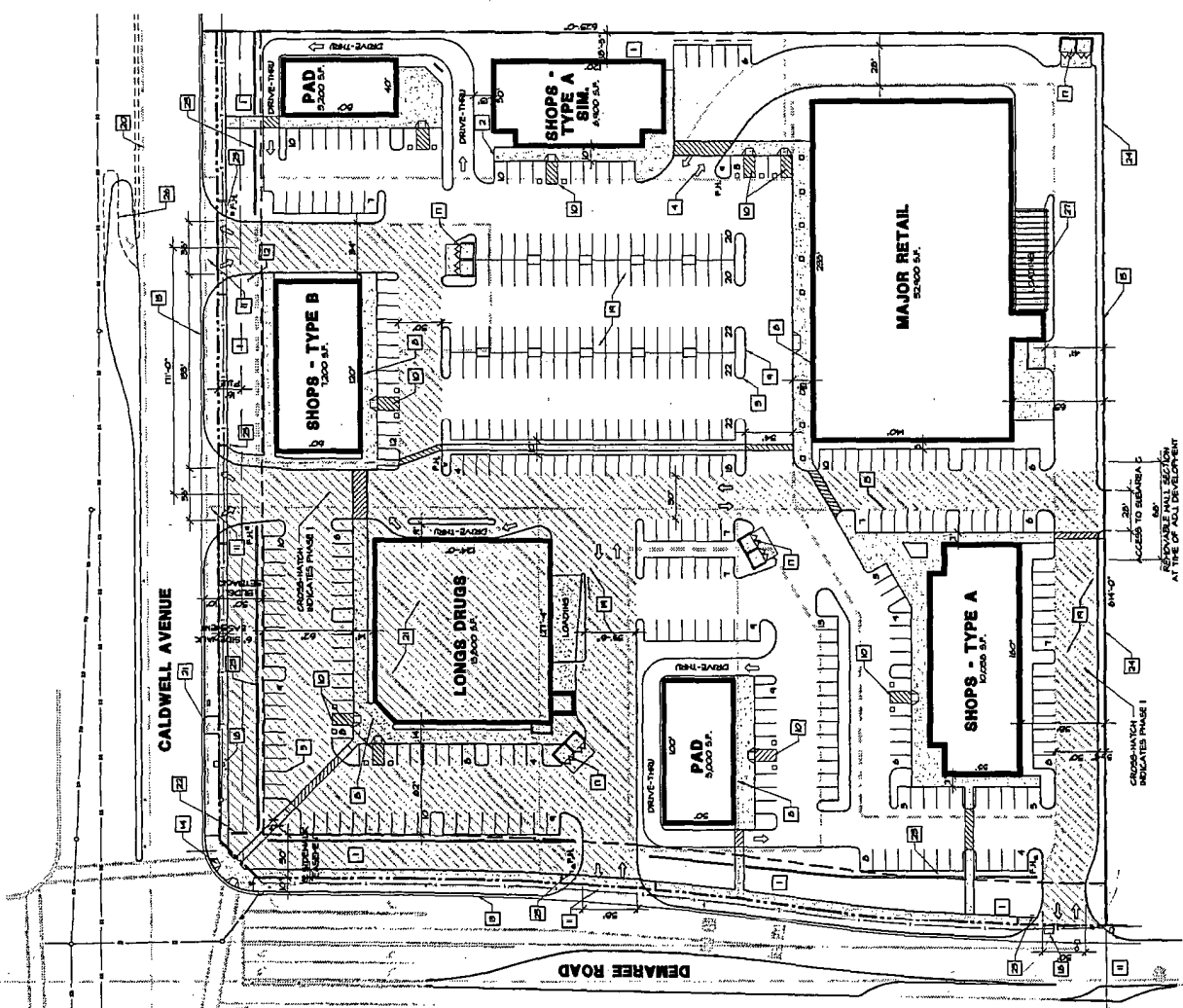
DATE	5/17/08
REVISIONS	
SHEET NO.	SPR1
OF	THREE

- #### KEYNOTES:
- LANDSCAPING AREA
 - PAVED LINE INDICATES BUFFER OVERLAP.
 - 5' WIDE CONTIGUOUS CONCRETE CURB TYP. SEE CIVIL DRAWINGS
 - PAVED WHITE DIRECTIONAL ARROWS TYP. SEE DETAIL 'A'
 - 4' WIDE PAVED WHITE PARKING STRIPE TYP. SEE DETAIL 'A'
 - NEAR BYTES, PAINTED ON PAVEMENT, TYP. SEE DETAIL 'A'
 - NEAR PARKING SIGN TYP. SEE DETAIL 'A'
 - PAVED LINE INDICATES RED PAVED CURB WITH 5' WHITE LETTERS STRIPES, NO PARKING - TYP.
 - PAVED WHITE STRIPES TYP. SEE DETAIL 'A'
 - CONC. DRIVE APPROACH PER CITY OF VESALIA PUBLIC WORKS STANDARD SPECIFICATIONS FOR CONSTRUCTION OF APPROACH
 - SITE MAP TOWNSHIP SIGN TYP. SEE DETAIL 'A'
 - CONC. CURB AND GUTTER
 - DISABLED ACCESS RAMP (1:20 MAX. SLOPE)
 - INDICATES PROPERTY OR PARCEL LINE TYP.
 - CONC. ASPHALT
 - CAN TRAILER ENCLOSURE (TYPE 2) 22'-4" x 8'-0" INTERIOR CLEAR SEE DETAILS 2A, 2B, 2C PER CITY OF VESALIA STANDARD SPECIFICATIONS FOR CONSTRUCTION OF APPROACH
 - CABLE TELEPHONE BOX
 - DESIGN AND CONSTRUCT PARKING LOT A/C PAVEMENT AND DRAINAGE IN ACCORDANCE WITH PUBLIC WORKS STANDARDS
 - DASHED LINE INDICATES SECTION BOUNDARIES
 - 800 STOP WITHIN 80 FT. OF INTERSECTION
 - 8 FT. HIGH CAN HALL OR HEDGE TO GREEN
 - 8 FT. HIGH CAN HALL OR HEDGE TO GREEN
 - 8 FT. HIGH CAN HALL OR HEDGE TO GREEN
 - STOP SIGN
 - INDICATES PROPOSED LEFT TURN POCKET
 - CAN HALL WITH TOLLIS COVER

- #### GENERAL NOTES:
- CONSTRUCT AND MAINTAIN AS SHOWN ON THE SITE PLAN. THE BUILDING SHALL BE PLACED ON THE CORNER OF THE BUILDING IN SUCH A MANNER AS TO CLARIFY AND PLANT THE VISIBLE FROM THE STREET. THE BUILDING SHALL BE PLACED IN SUCH A MANNER AS TO CONTRAST WITH THE BACKGROUND.
 - A POOL BOX KEY LOCK SYSTEM IS REQUIRED.
 - PROVIDE SHARED PARKING/ACCESS AGREEMENTS. THE AGREEMENTS SHALL BE TO BE APPROVED BY THE CITY OF VESALIA.
 - ALL ROOF HIGHTED EQUIPMENT SHALL BE SCREENED.
 - ALL LIGHTING TO BE DIMMED AND INSTALLED TO PREVENT ANY SIGNIFICANT DIRECT OR INDIRECT LIGHT INTO ADJACENT RESIDENTIAL PROPERTY.
 - ALL SIGNS REQUIRE A SEPARATE PERMIT.
 - ALL ON-SITE STORM WATER TO BE DIRECTED TO CITY'S STORM DRAINAGE SYSTEM.
 - VACANT PADS TO BE TURNED INTO HYDRO-SEEDING AND AGRICULTURAL SPRINKLERS.

- #### SITE DATA:
- | | |
|---------------|-----------------------------|
| LAND AREA | 972,497 SQ. FT. (2.3 ACRES) |
| BUILDING AREA | 21,027 SQ. FT. |
| COVERAGE | 2.16% |
| APN | 028-050-024-024, 25 |
- #### PROPOSED PARKING:
- | | |
|-------------------------------|--------------------------|
| STANDARD PARKING SPACES | • 247 SPACES |
| 4' x 8' THROUGH CUT | • 11 SPACES |
| 4' x 8' PARKING SPACES | • 247 SPACES |
| PARKING RATIO (0 PER 225 SQ.) | • 247 SPACES |
| TOTAL PARKING PROVIDED | • 247 SPACES |
| PARKING RATIO | • 43 SPACES/1000 SQ. FT. |

- #### PROPOSED PARKING:
- | | |
|-------------------------------|--------------------------|
| STANDARD PARKING SPACES | • 247 SPACES |
| 4' x 8' THROUGH CUT | • 11 SPACES |
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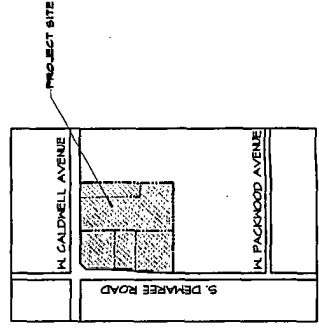


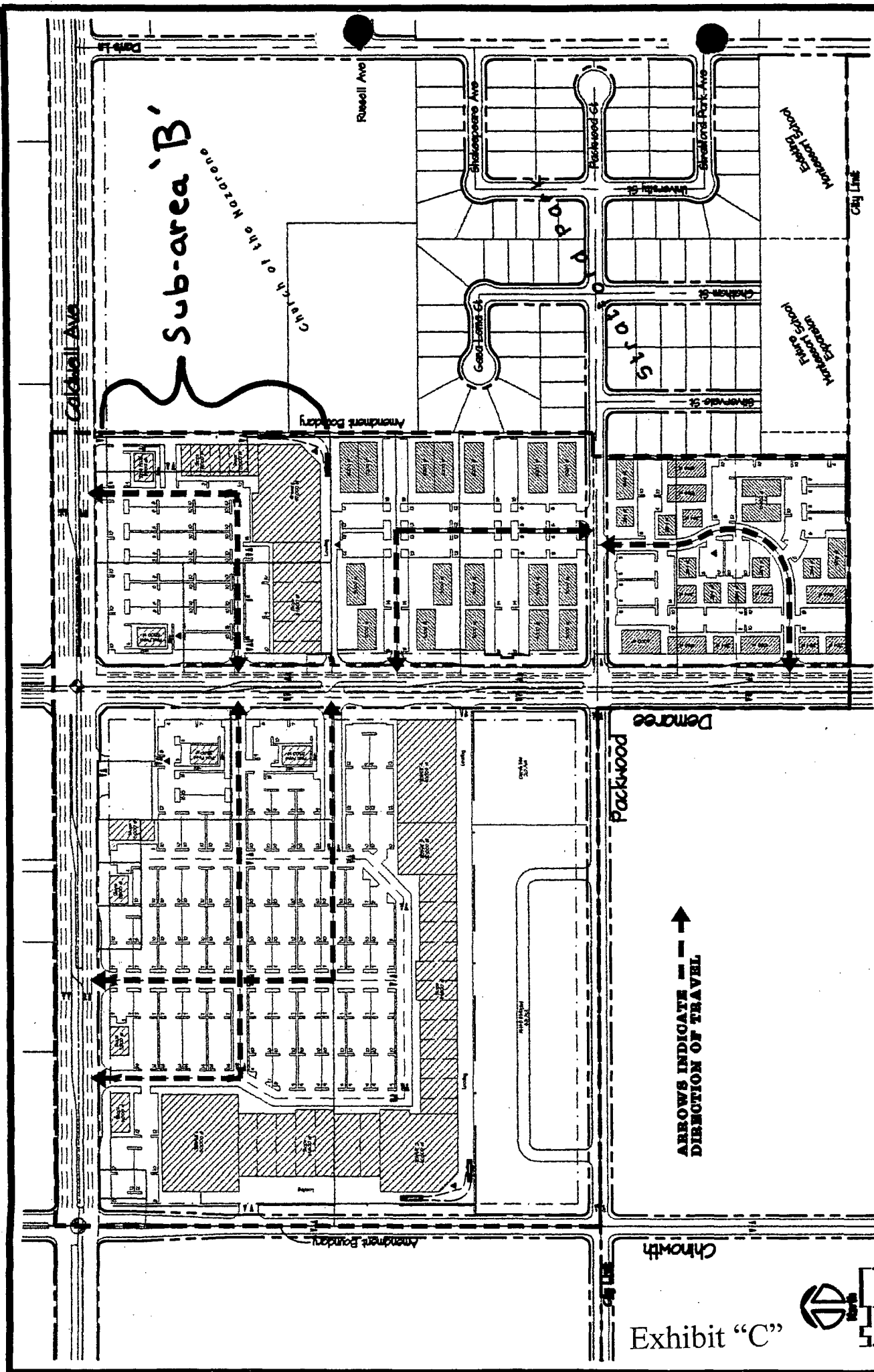
SITE PLAN
SCALE: 1"=40'-0"

LEGAL DESCRIPTION

THE LAND IS THE NORTHWEST CORNER OF THE SECTION 12, TOWNSHIP 4 NORTH, RANGE 24 EAST, PERMIT IN CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, EXCEPTING THEREFROM THE NORTH 50 FEET THEREOF.

VICINITY MAP

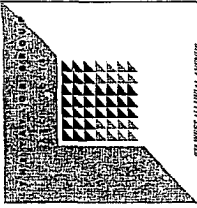




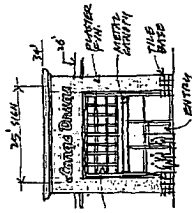
CALDWELL / DEMAREE SPECIFIC PLAN
ON-SITE CIRCULATION PLAN

Figure 9

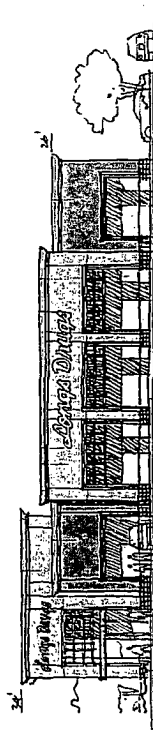
QUAD



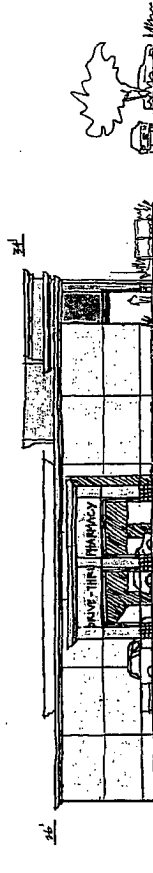
478 WEST ALLAMPA AVENUE
SUITE 107
FURNACE, CA 95111
TEL: 510-477-5900
FAX: 510-477-5905



TOWER HEAD-ON ELEVATION



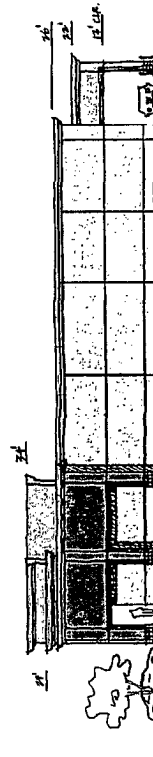
WEST ELEVATION



EAST ELEVATION



NORTH ELEVATION

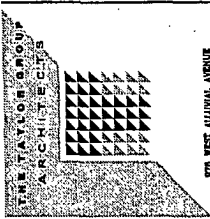


SOUTH ELEVATION

THESE DRAWINGS ARE THE PROPERTY OF THE ARCHITECT AND ARE NOT TO BE REPRODUCED OR COPIED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.

PROJECT NO.	DATE
DESCRIPTION	BY
REVISIONS	DATE
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OF SHEETS



978 WEST ALLIANCE AVENUE
SUITE 107
FRESNO, CA 93711
TEL. 559.437.0000
FAX 559.437.0005

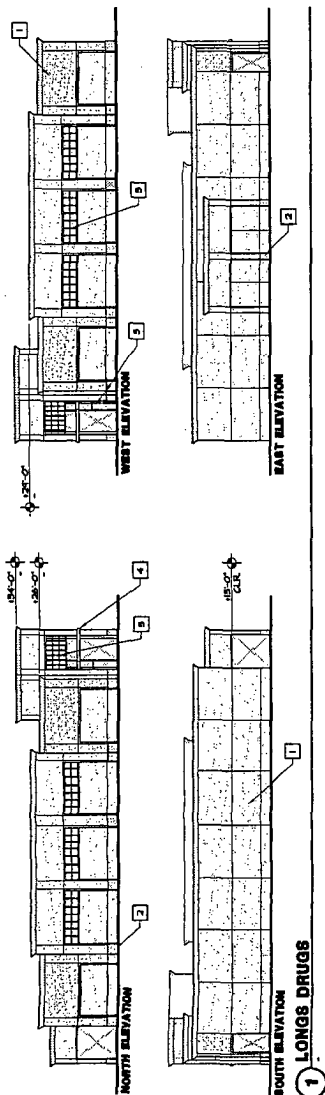
PROPOSED MASTER SITE PLAN FOR LONGS DRUG STORES CALDWELL AVE. & DEMAREE ROAD

PROJECT NO.	571506
DATE	10/1/06
BY	SPR3
CHECKED BY	
DATE	
SCALE	AS SHOWN

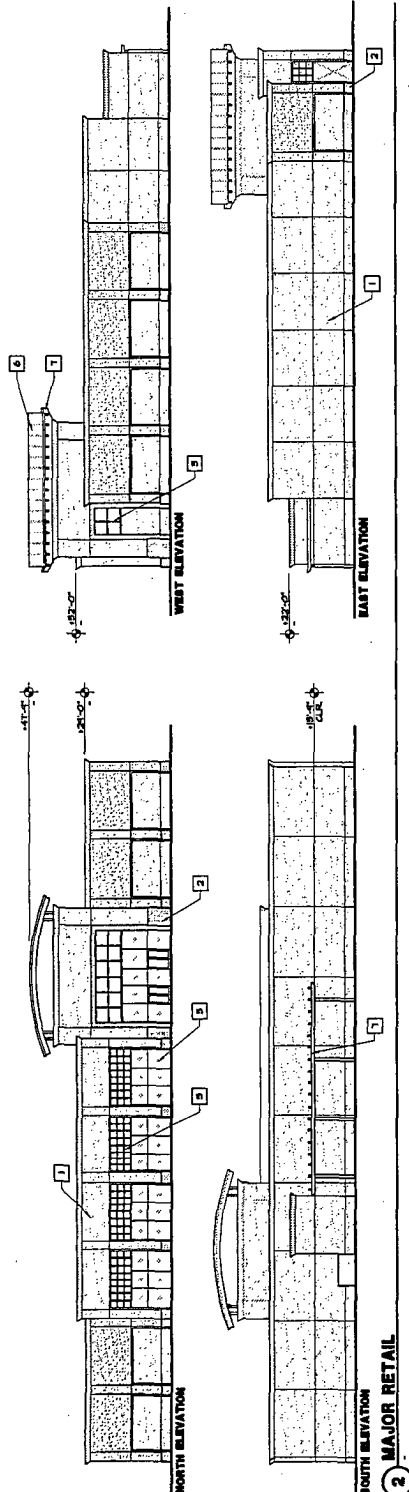
- KEYNOTES:**
1. EXTERIOR LIGHT FIXTURES SEE COLORED ELEVATIONS & 1/2" & 1" PAGE OF SCHEDULE FOR THE COLOR CODE.
 2. TILE BASE
 3. DECORATIVE METAL GRILL
 4. METAL CANOPY
 5. STOREFRONT SYSTEM
 6. METAL STANDING SEAM ROOFING
 7. METAL TRELLIS / SUPPORT STRUCTURE



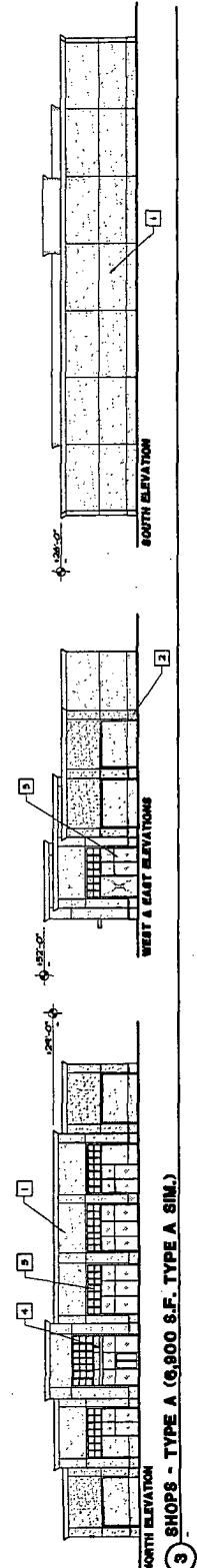
ELEVATIONS
SCALE: 1/8"=1'-0"



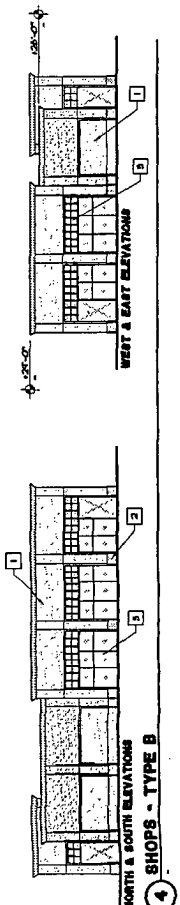
1 LONGS DRUGS



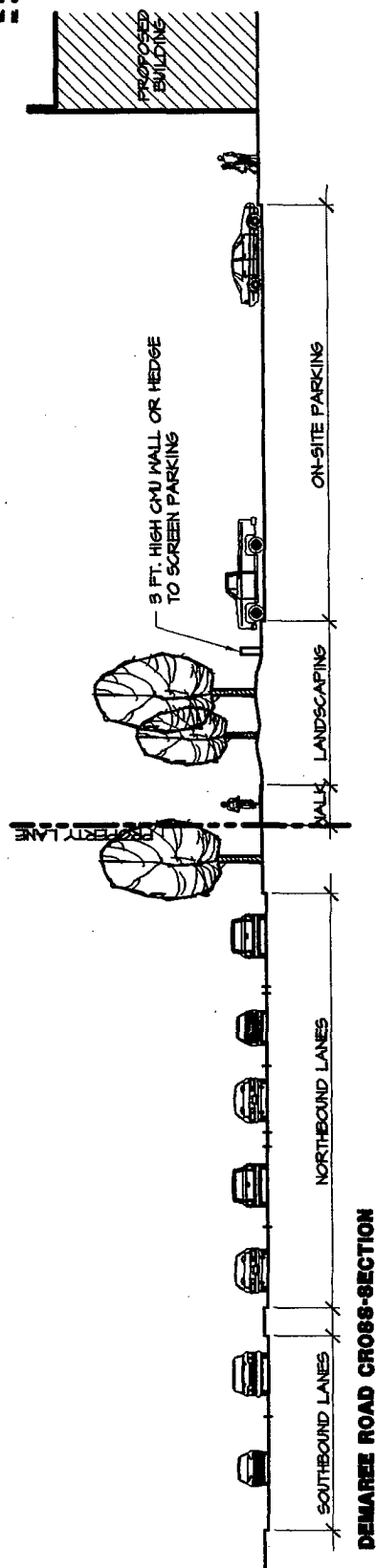
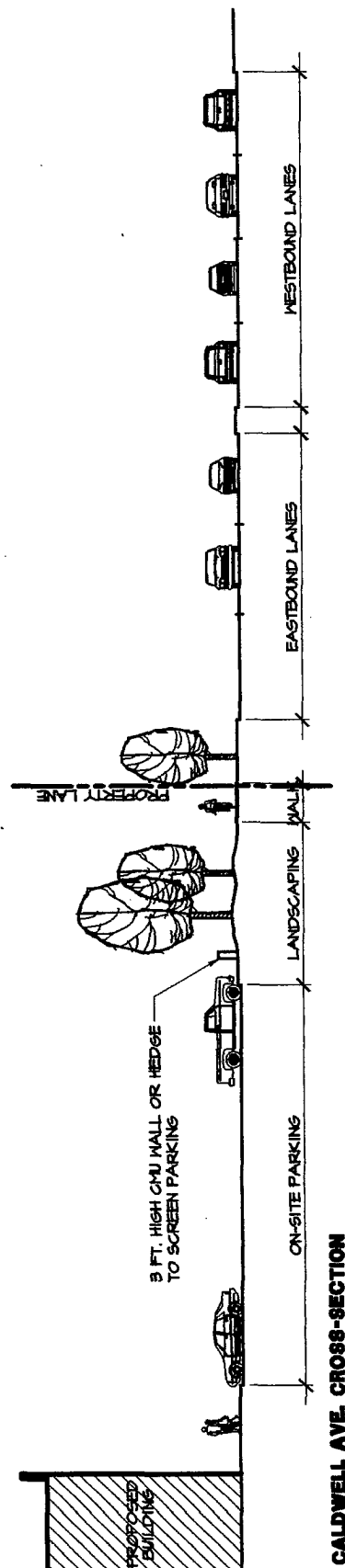
2 MAJOR RETAIL



3 SHOPS - TYPE A (6,900 S.F. TYPE A SIM.)

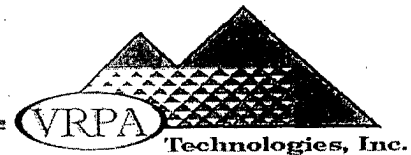


4 SHOPS - TYPE B

**DEMAREE ROAD CROSS-SECTION**

CALDWELL AVE. CROSS-SECTION

**PROPOSED STREET CROSS SECTION FOR
LONGS DRUG STORES
CALDWELL AVE. & DEMAREE ROAD**



August 10, 2006

Mr. Joe Cavanagh
Longs Drug Stores Inc.
141 N. Civic Drive
Walnut Creek, CA 94596

Re: Caldwell/Demaree Shopping Center Access Analysis – 2nd Driveway along Caldwell Avenue

Dear Mr. Cavanagh:

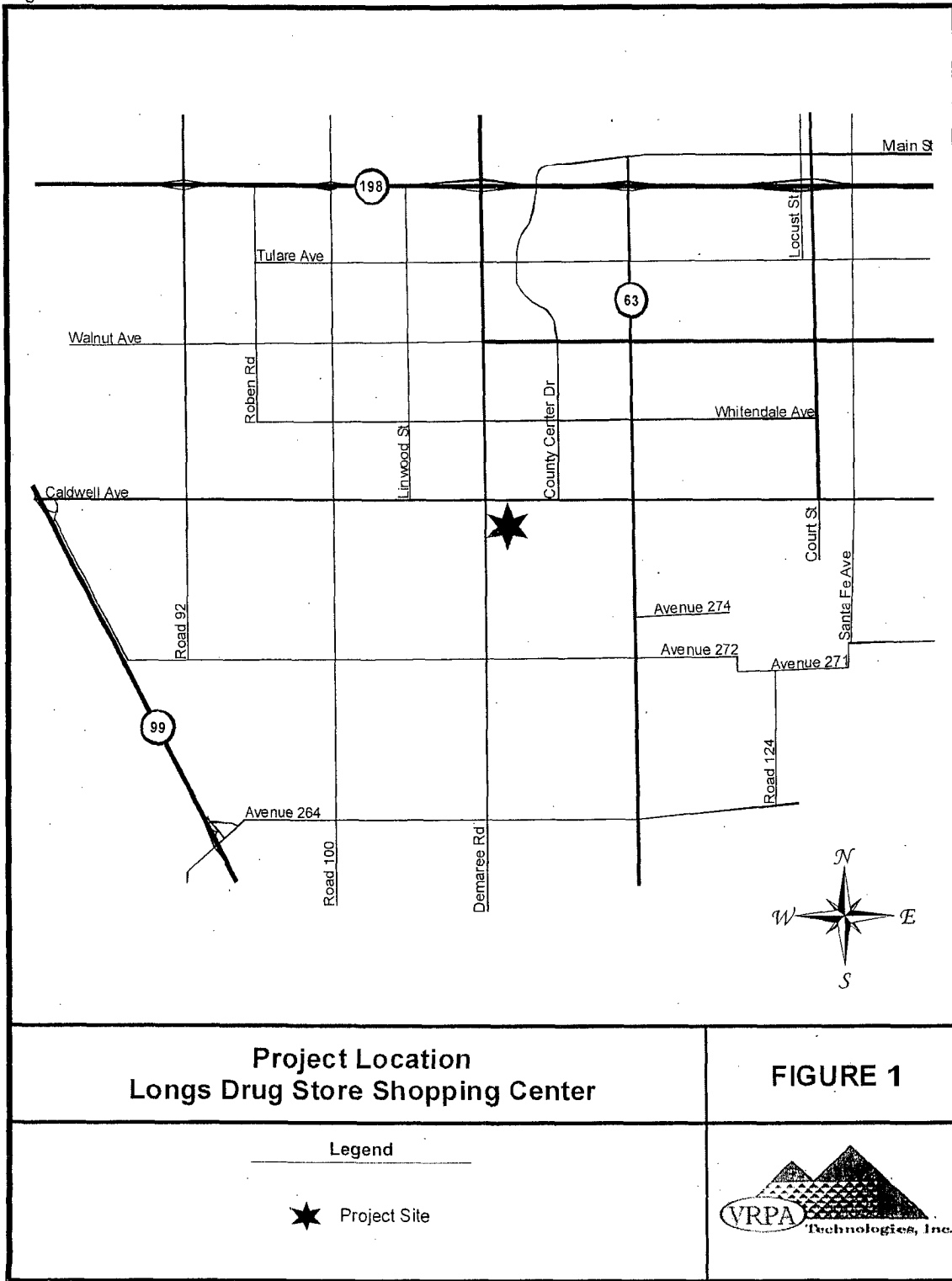
As requested, VRPA Technologies, Inc. has prepared an analysis regarding a second driveway along Caldwell Avenue in Visalia to the proposed shopping center located at the southeast corner of Caldwell and Demaree (reference Figure 1). The City of Visalia Specific Plan for this property includes a westbound left turn pocket from Caldwell to the easternmost driveway along Caldwell which is also taken into consideration in this study. VRPA has analyzed the benefits of the 2nd access point or driveway (reference Figure 2).

STEP 1

The first step applied to analyze the proposed access point or driveway spacing, was to generate peak hour trips for the shopping center. To accomplish this step, VRPA applied the total square footage of the proposed shopping center (divided by 1,000) to the shopping center trip generation rate in (Use 820) in the Institute of Transportation Engineer's (ITE) Trip Generation Manual. Table 1 shows the results of this first step.

STEP 2

The second step was to determine existing and future traffic volumes along Caldwell and Demaree and at the intersection of Caldwell and Demaree. Existing AM and PM Peak Hour volume counts were conducted by VRPA in May 2006 (reference Figure 3). Trips generated by the proposed shopping center were then added to the existing AM and PM Peak Hour traffic counts as depicted in Figures 4 and 5. Figures 4 and 5 provide an assessment of how the proposed shopping center trips were distributed to the four proposed access points or driveways along Demaree and Caldwell. Future year (2030) volumes were derived using the Tulare County Association of Governments' Regional Traffic Model. The Traffic Model indicates a 3.5% increase in traffic in the Study Area between 2006 and 2030. VRPA then increased the existing traffic volumes by 3.5% to derive the Future Year turning movement volumes without the proposed shopping center at the Demaree and Caldwell intersection and the segment volumes along Demaree and Caldwell (reference Figure 6). Future AM and PM Peak Hour traffic with the proposed shopping center trips were then developed as shown in Figures 7 and 8.



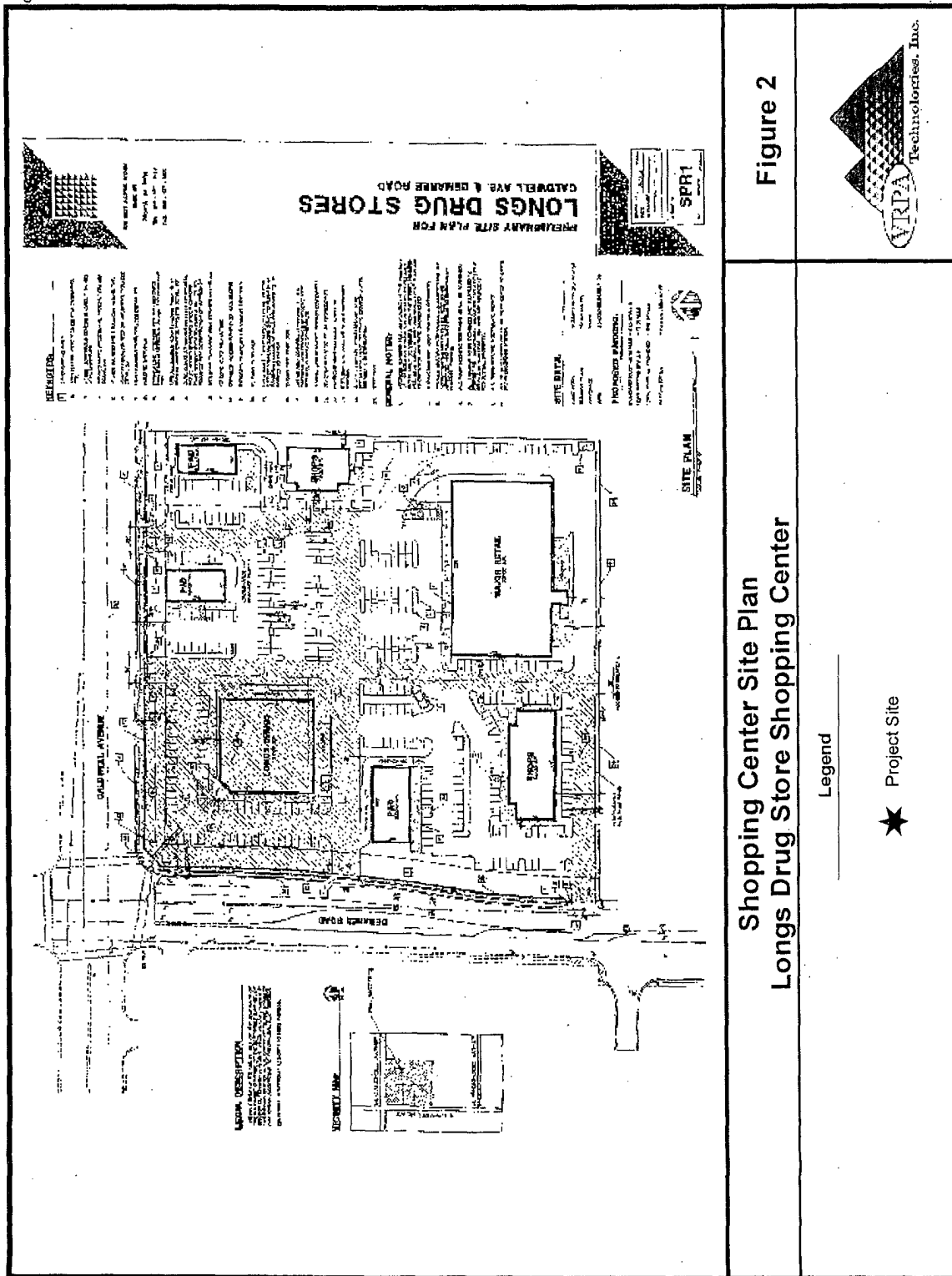
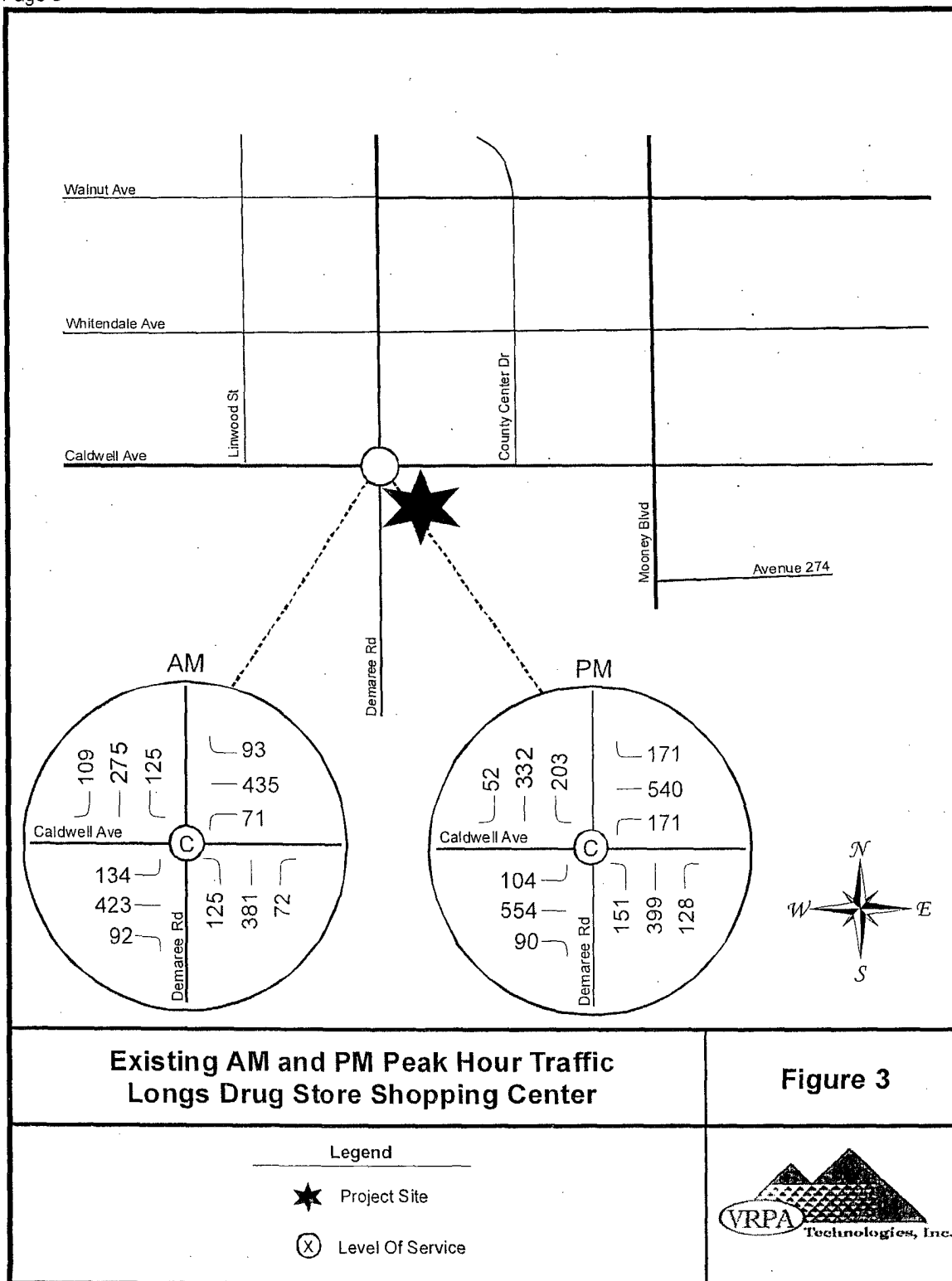
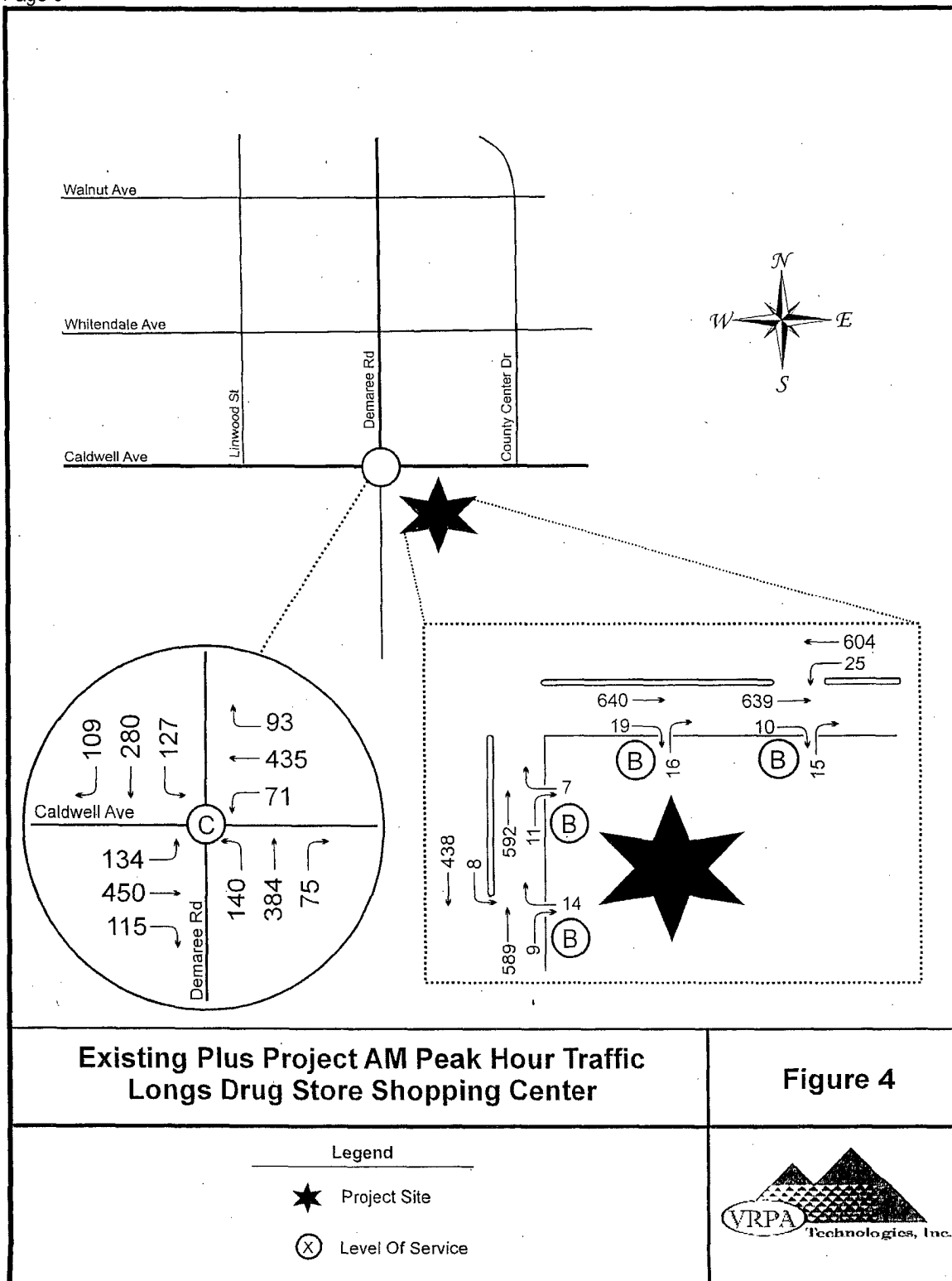


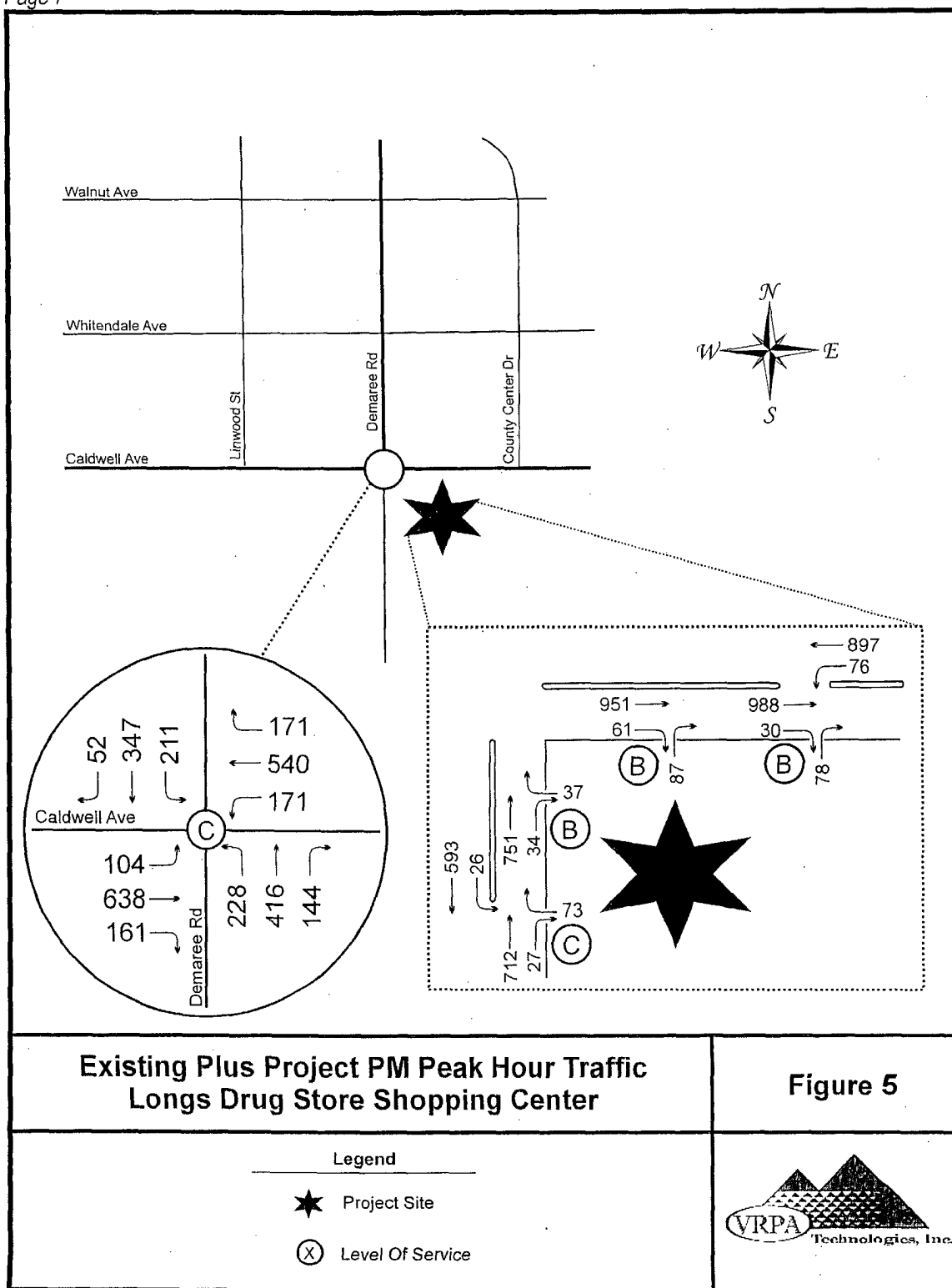
Table 1
PROJECT TRAFFIC GENERATION
Longs Drug Store Shopping Center

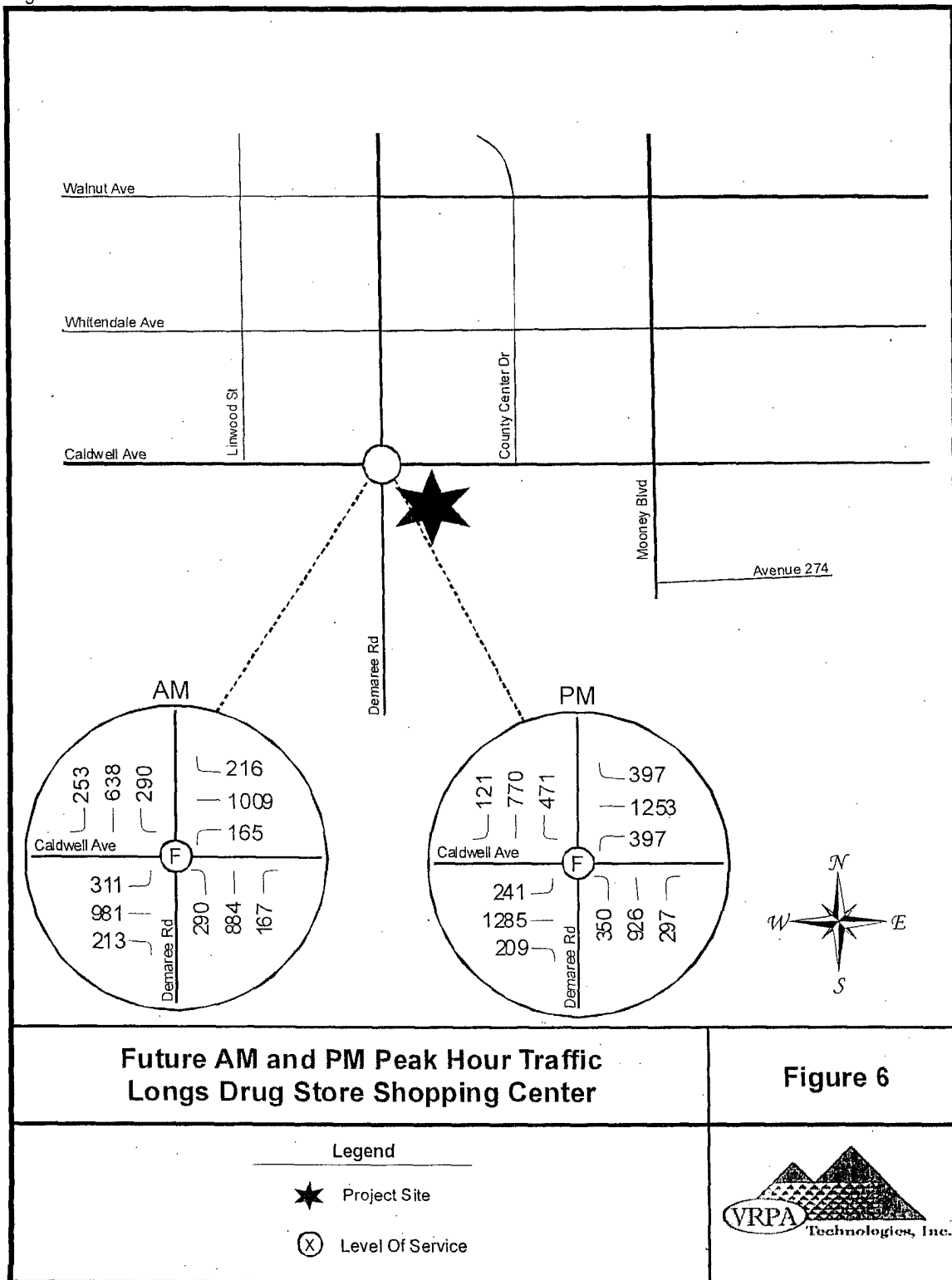
USE	SIZE	DAILY TRIP ENDS		AM PEAK HOUR				PM PEAK HOUR			
		RATE	VOLUME	RATE	IN:OUT SPLIT	VOLUME		RATE	IN:OUT SPLIT	VOLUME	
						IN	OUT			IN	OUT
Shopping Center (820)	77,400	74.28	5,749	1.73	61:39	82	52	6.83	48:52	254	275
TOTAL PROJECT TRIPS			5,749			82	52			254	275

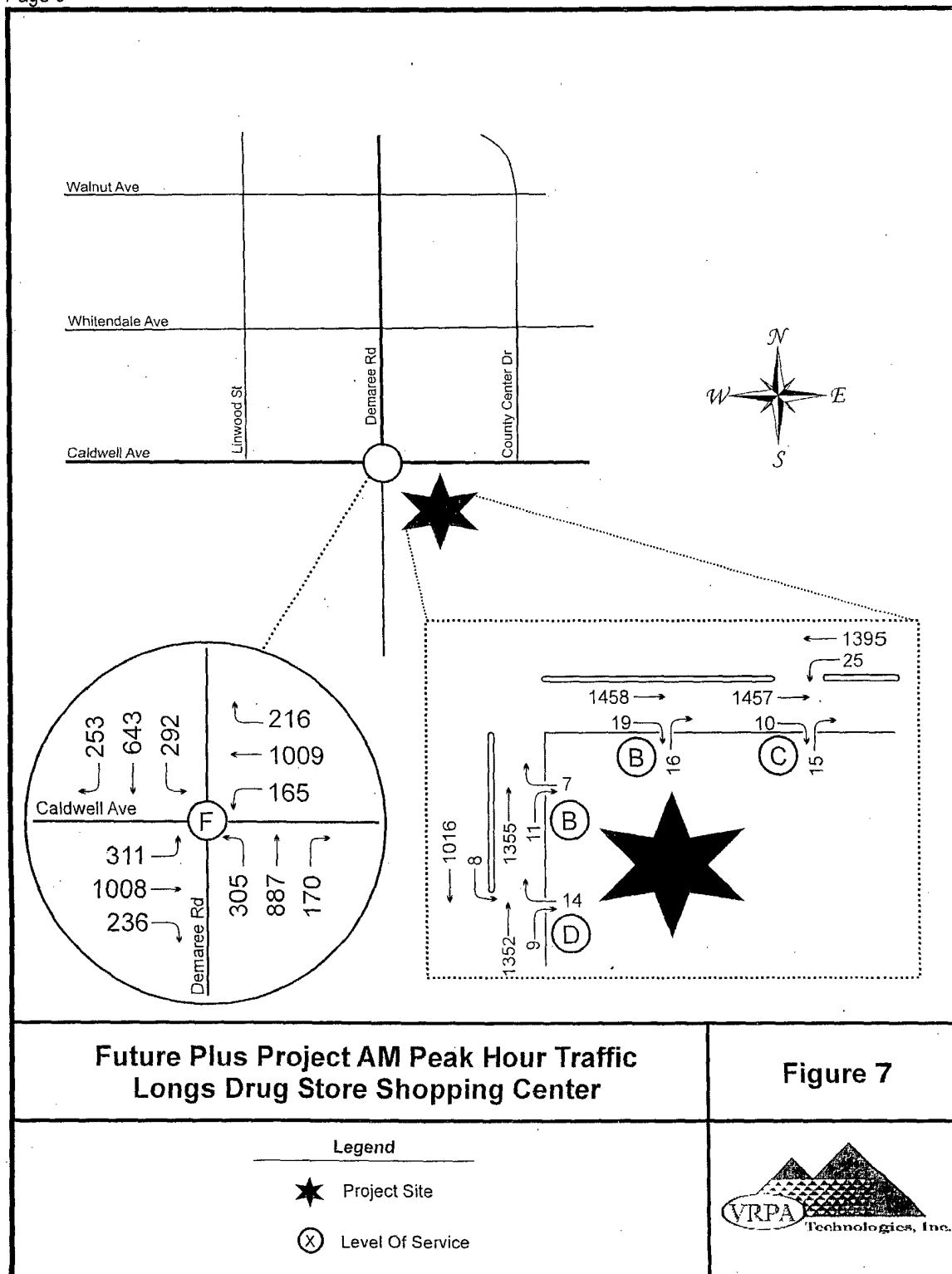
Source: Generation factors from ITE Trip Generation Manual, 7th Edition.
Trip ends are one-way traffic movements, entering or leaving.
The numbers in parenthesis are ITE land use codes.

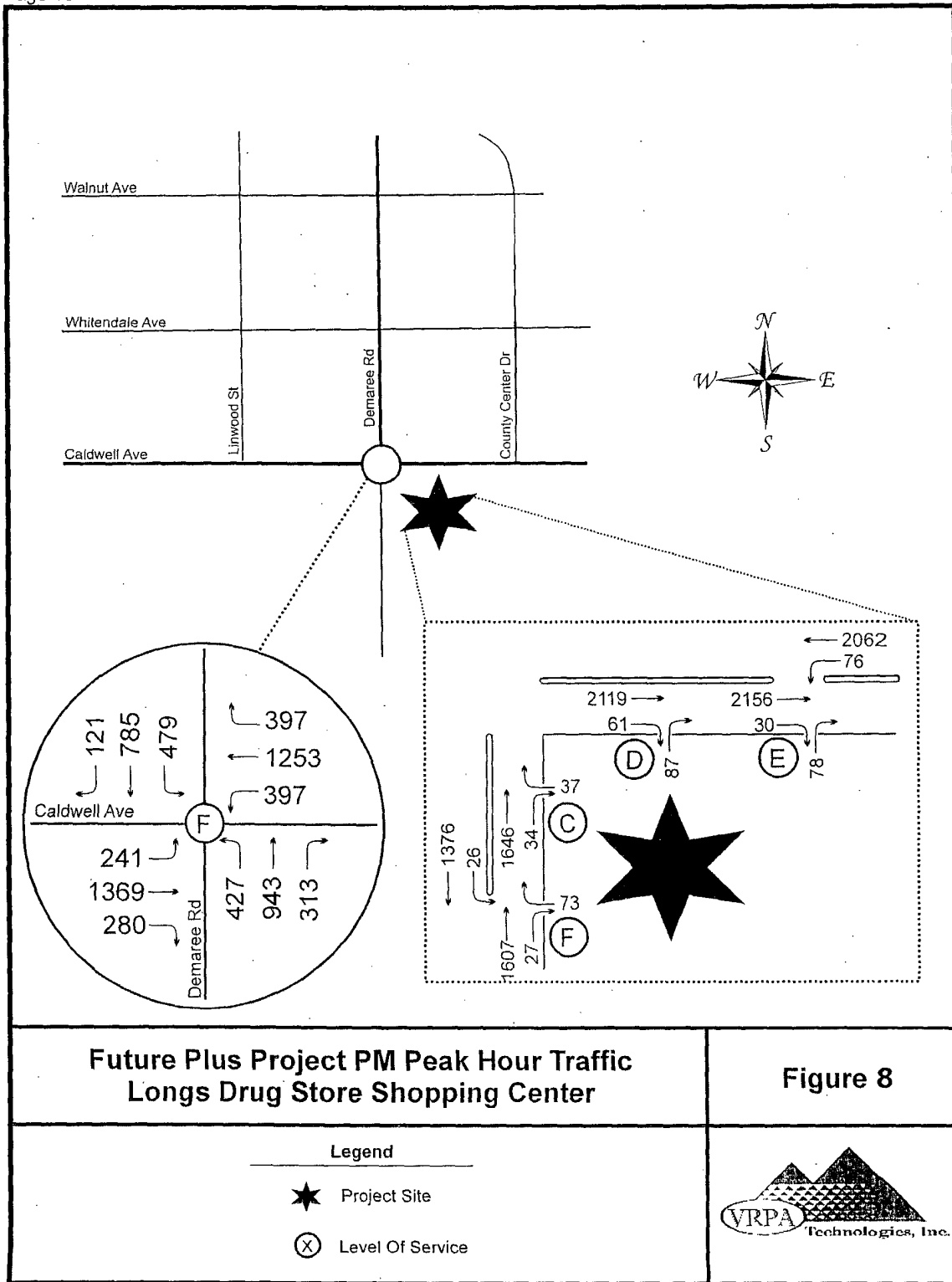












STEP 3

The third step in this process was to analyze the level of service associated with each of the proposed access points and the intersection of Demaree and Caldwell. The Highway Capacity Manual (HCM) software (HCS) was applied to determine LOS for each of the scenarios discussed in Step 2 (Existing, Existing plus the proposed shopping center, and Future Year 2030 without and with the proposed shopping center). The results of this step are shown in Table 2 and in each of the figures referenced in Step 2 (Figures 3 through 8). Referencing Table 2, the intersection at Demaree and Caldwell is projected to function at LOS F during the AM and PM without further improvement. The minimum LOS standard for the City of Visalia is LOS D. According to the TCAG Traffic Model, by the Year 2030, only 2 lanes in each direction are expected to be in place along Demaree and Caldwell.

Table 2
INTERSECTION OPERATIONS WITH 2 ACCESS POINTS ON CALDWELL
Longs Drug Store Shopping Center

INTERSECTION	PEAK HOUR	EXISTING		EXISTING PLUS PROJECT		FUTURE NO PROJECT		FUTURE PLUS PROJECT	
		DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS
Caldwell Ave / Demaree Rd ⁽¹⁾	AM	29.5	C	29.8	C	>80.0	F	>80.0	F
	PM	30.8	C	32.8	C	>80.0	F	>80.0	F
Southern Driveway / Demaree Rd ⁽²⁾	AM			N/A	B			N/A	D
	PM			N/A	C			N/A	F
Northern Driveway / Demaree Rd ⁽²⁾	AM			N/A	B			N/A	B
	PM			N/A	B			N/A	C
Eastern Driveway / Caldwell Ave ⁽²⁾	AM			N/A	B			N/A	C
	PM			N/A	B			N/A	E
Western Driveway / Caldwell Ave ⁽²⁾	AM			N/A	B			N/A	B
	PM			N/A	B			N/A	D

DELAY is measured in seconds.

LOS = Level of Service

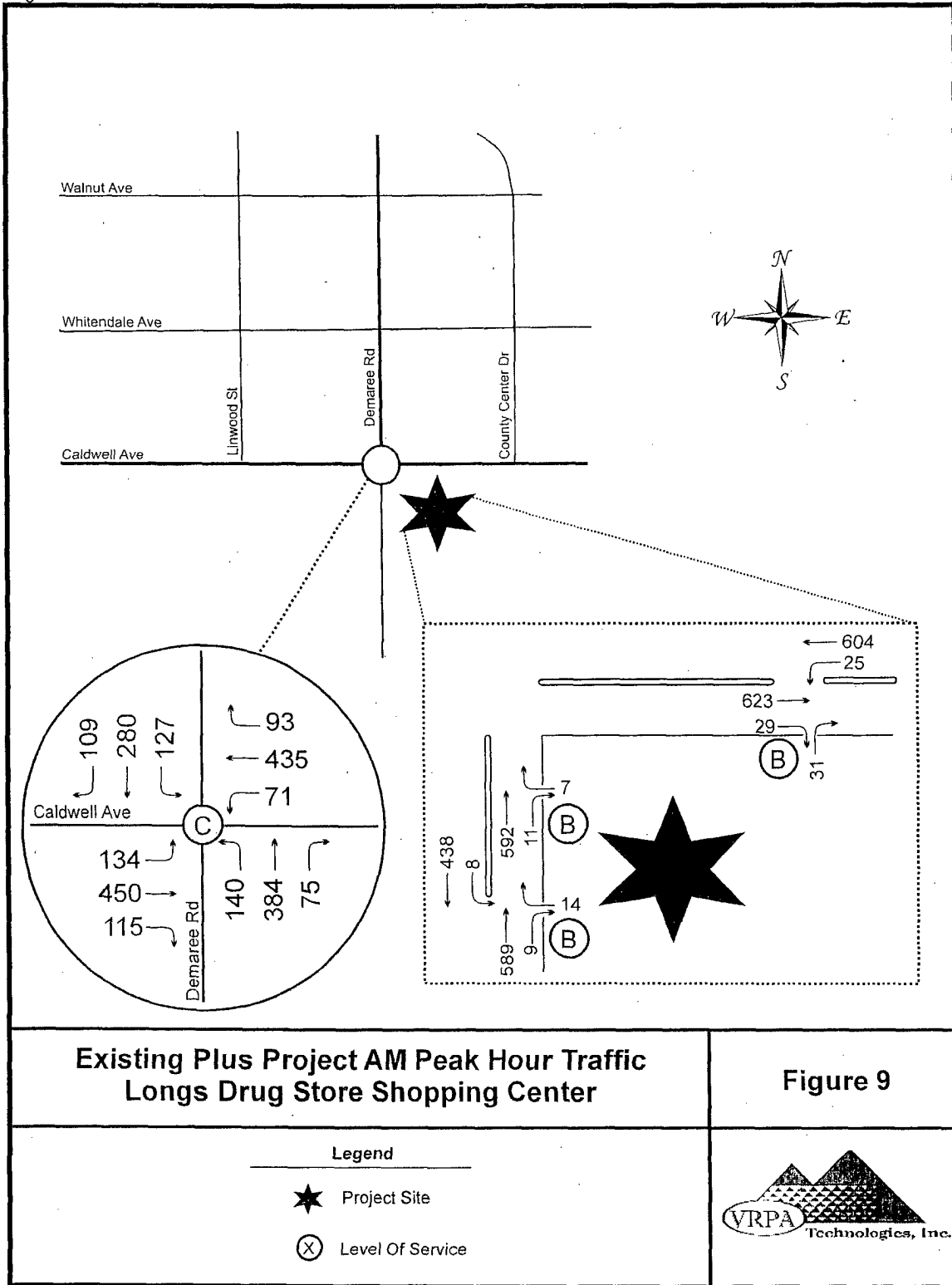
(1) Signalized intersection

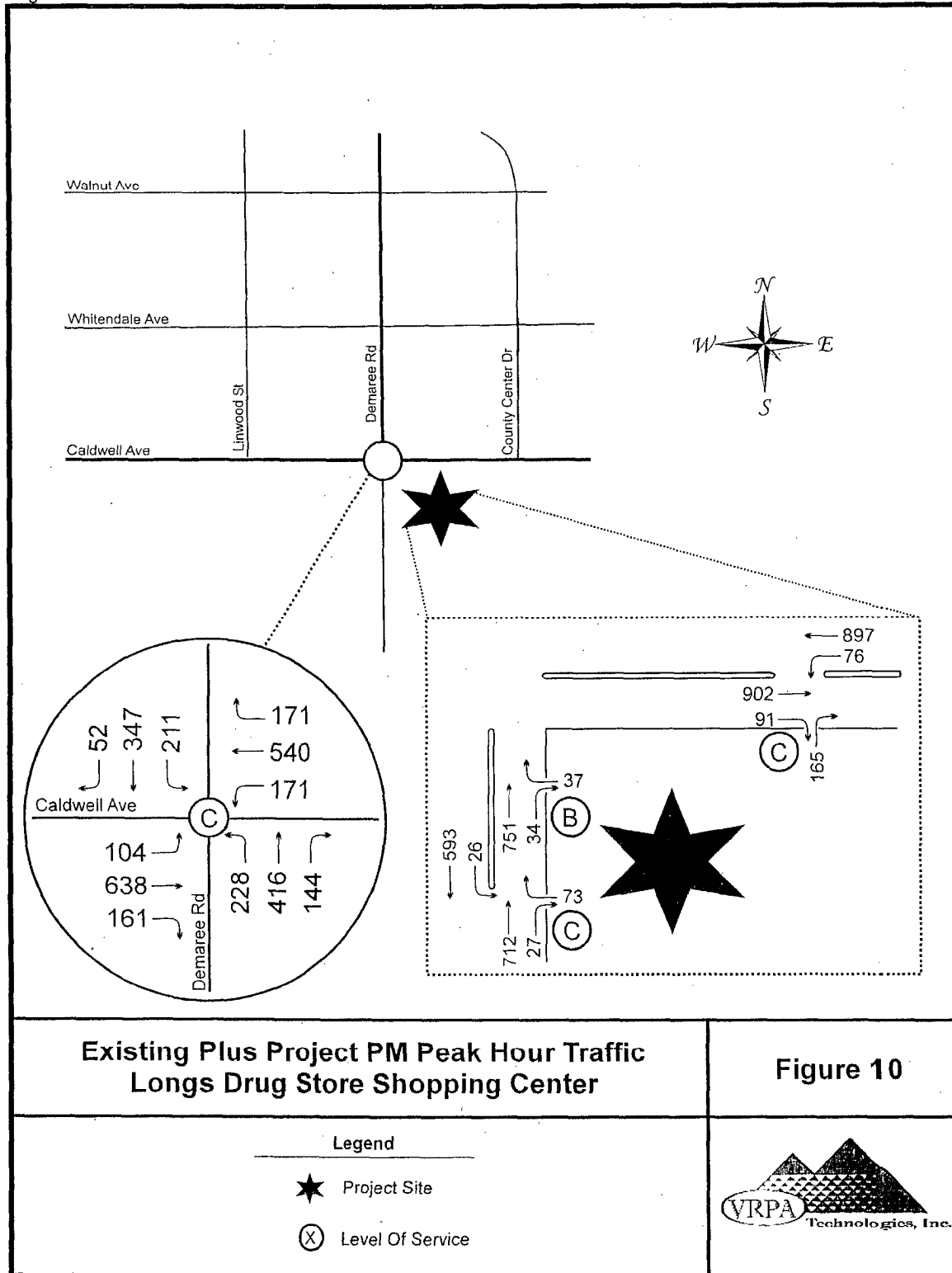
(2) One-way stop controlled intersection

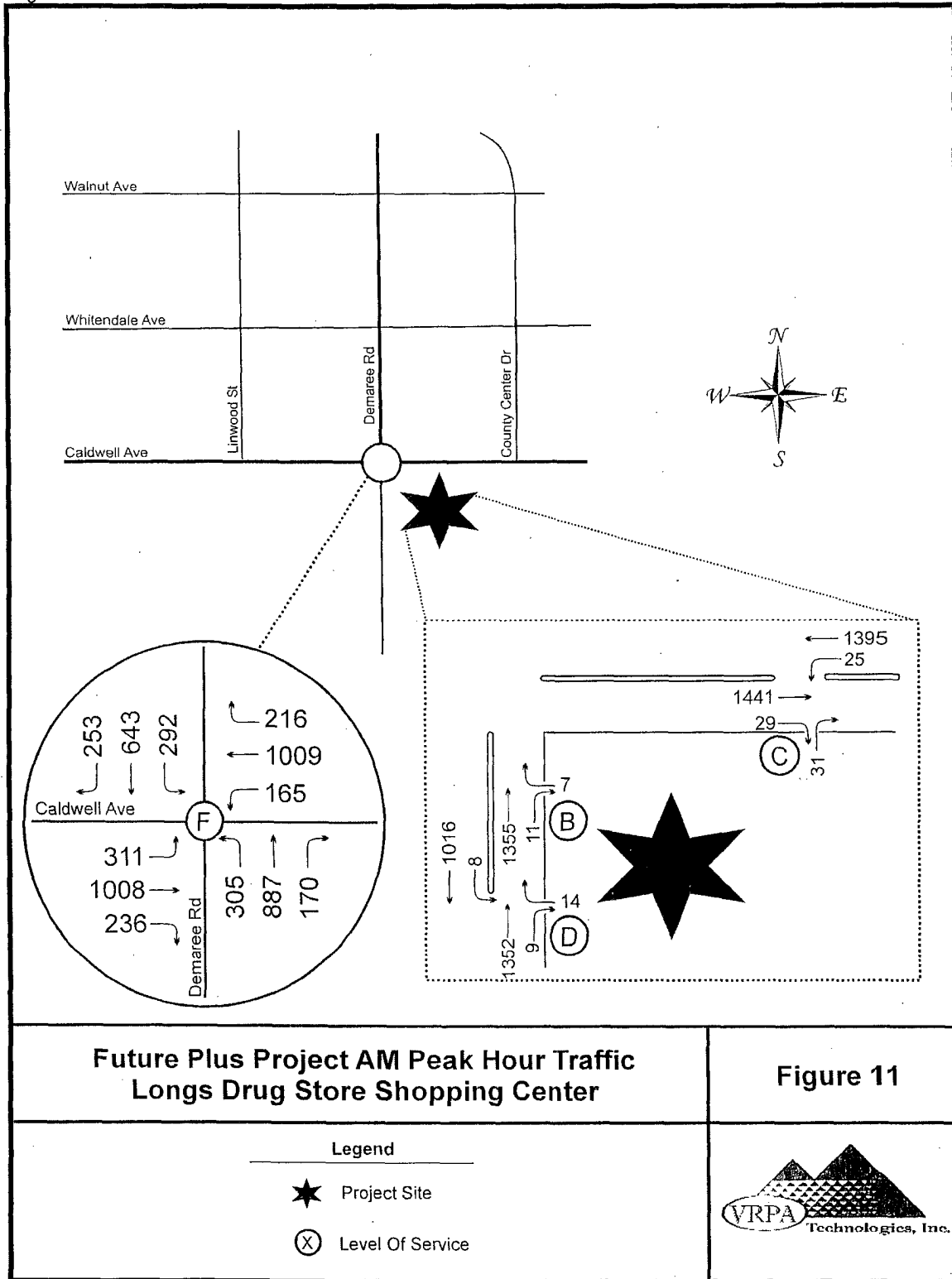
Referencing Table 2, the LOS at each of the proposed access points under Existing plus the proposed shopping center and Future Year 2030 without and with the proposed shopping center will operate at acceptable levels with the exception of the southernmost driveway along Demaree and easternmost driveway along Caldwell. These intersections will operate at LOS F and E respectively in the PM Peak Hour. As a result of the westbound left turn pocket along Caldwell, the "U" turns and left turns at the Caldwell and Demaree intersection, as well as the access points along Demaree to the project will be reduced. The volumes at these intersections or access points could very well increase in only one (1) access point along Caldwell is provided since entering vehicles would be concentrated at one (1) driveway thereby increasing delay and congestion.

An analysis of just one access point along Caldwell with a westbound left turn pocket from Caldwell was analyzed to compare the benefits of two (2) access points versus one (1) access point. Steps 1 – 3 above were also completed for the analysis of one (1) access point along Caldwell and results of this analysis are shown in Figures 9-12 and in Table 3.

Mr. Chris Finn







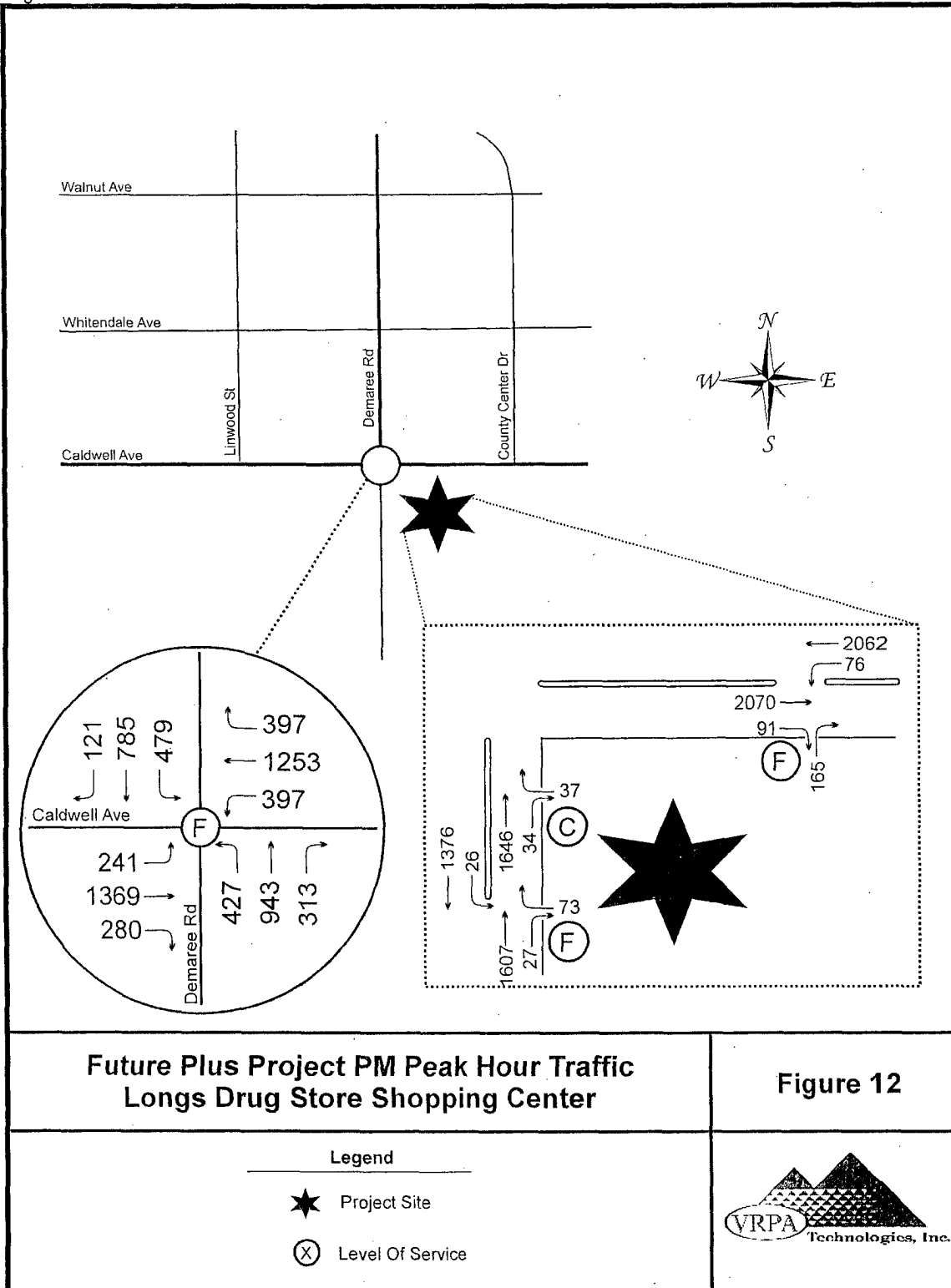


Table 3
INTERSECTION OPERATIONS WITH 1 ACCESS POINT ON CALDWELL
Longs Drug Store Shopping Center

INTERSECTION	PEAK HOUR	EXISTING		EXISTING PLUS PROJECT		FUTURE NO PROJECT		FUTURE PLUS PROJECT	
		DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS
Caldwell Ave / Demaree Rd ⁽¹⁾	AM	29.5	C	29.8	C	>80.0	F	>80.0	F
	PM	30.8	C	32.8	C	>80.0	F	>80.0	F
Southern Driveway / Demaree Rd ⁽²⁾	AM			N/A	B			N/A	D
	PM			N/A	C			N/A	F
Northern Driveway / Demaree Rd ⁽²⁾	AM			N/A	B			N/A	B
	PM			N/A	B			N/A	C
Driveway / Caldwell Ave ⁽²⁾	AM			N/A	B			N/A	C
	PM			N/A	C			N/A	F

DELAY is measured in seconds.

LOS = Level of Service

(1) Signalized intersection

(2) One-way stop controlled intersection

Referencing Table 3, the LOS at each of the proposed access points under Existing plus the proposed shopping center and Future Year 2030 without and with the proposed shopping center will operate at acceptable levels with the exception of the southernmost driveway along Demaree and the driveway along Caldwell. These intersections will operate at LOS F in the PM Peak Hour.

BENEFITS OF RELOCATED ACCESS/DRIVEWAY

The provision of two (2) closer spaced driveways will result in the following benefits:

- ◆ Greater safety
- ◆ Greater convenience
- ◆ Increase in speed along Caldwell Avenue

Specifics regarding these benefits are as follows:

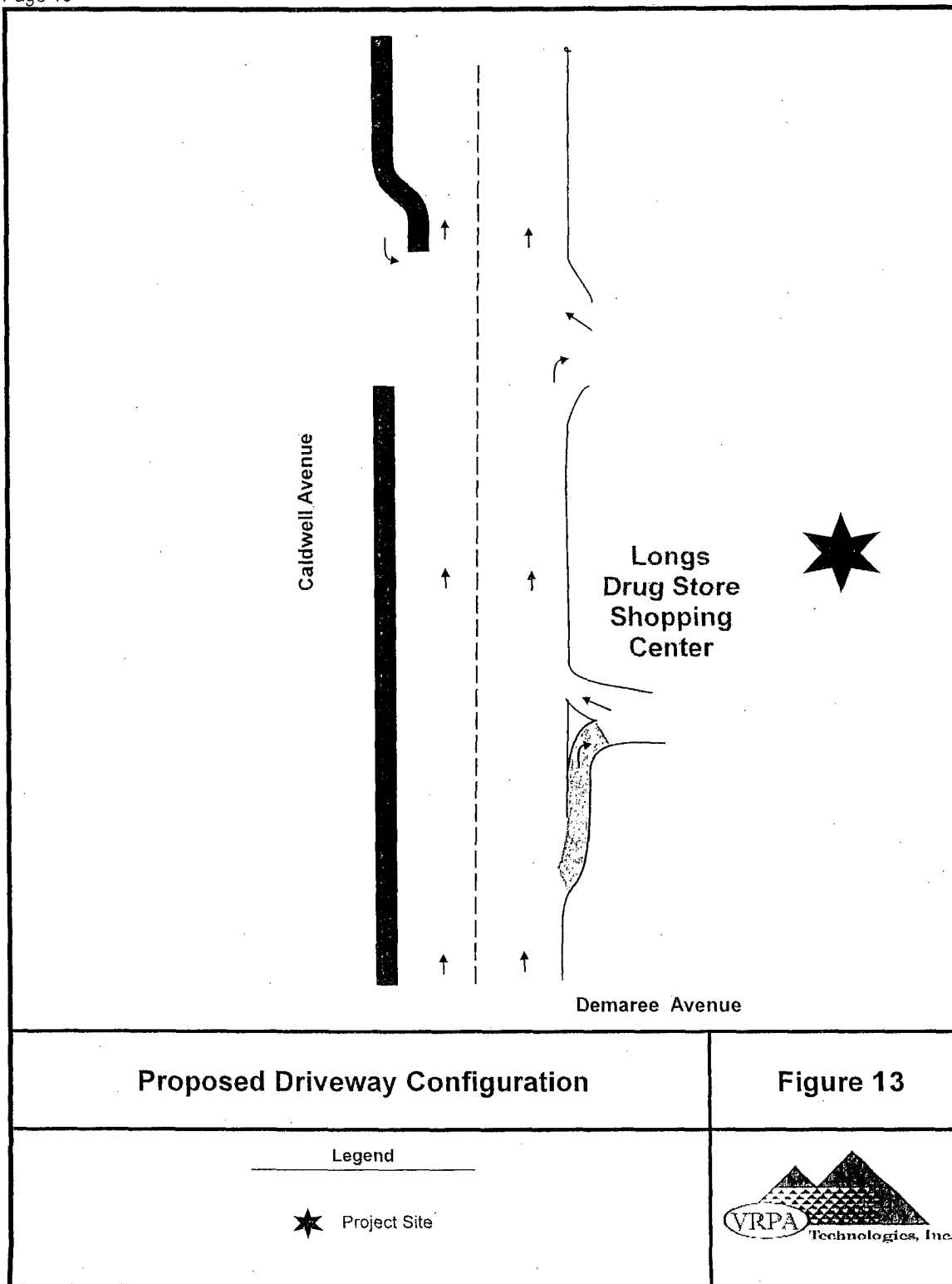
- ◆ Provision of two (2) driveways or access points as depicted in Figure 13 along Caldwell Avenue will improve safety to bicyclists and pedestrians by providing more opportunity for motoring patrons to exit and enter the proposed development. With only one (1) driveway or access point for that portion of the development, patrons desiring to turn into the development will only have one opportunity to make a right-turn.
- ◆ With only one (1) driveway or access point to the shopping area, the queues on-site will grow long during the PM Peak Hour; drivers will get frustrated, and as a result, will begin to take chances when merging into eastbound Caldwell Avenue traffic. Two (2) closer spaced access points will reduce the resulting delay and frustration.

- ◆ With two (2) driveways or access points providing access to the shopping areas, patrons turning right into the development will have two opportunities to access the development, lessening the potential for "quick" or perceived "last opportunity" decisions, which may cause rear-end collisions and detrimentally affect passing pedestrians and bicyclists. The two (2) driveways along Caldwell will reduce the accidents related to vehicles turning right into the site because the vehicles will have two (2) opportunities to enter vs. one (1) opportunity.
- ◆ Patrons exiting the project along Caldwell Avenue will have two (2) opportunities to exit resulting in shorter on-site queuing during the PM Peak Hour and less frustration when trying to turn right and merge into traffic along eastbound Caldwell Avenue.
- ◆ The provision of one (1) vs. two (2) closely spaced access points does not negatively affect the resulting levels of service or seconds of delay experienced by motorists along Caldwell Avenue. In fact, provision of two (2) closer spaced access points or driveways along Caldwell Avenue would improve travel speed in the project area given the availability of a 2nd point of convenient access to the proposed development.

CONCLUSIONS

Based upon the results of Steps 1 through 3, the following conclusions can be drawn:

- ◆ The proposed driveway configuration along Caldwell Avenue depicted in Figure 13 will operate at LOS D or better on opening day or under Future Year conditions regardless of where the driveways are located along Caldwell Avenue with the exception of the easternmost driveway in the Future Year condition with project for the PM peak hour.
- ◆ To ensure that safety is addressed along Caldwell adjacent to the proposed shopping center, a minimum spacing of 100' should be provided between the proposed access points or driveways along Caldwell.
- ◆ To ensure additional safety and to reduce the potential for conflicts between vehicles traveling east and turning right into and out of the proposed access points or driveways along Caldwell, it is recommended that the westernmost driveway be configured as a "right turn deceleration lane with a raised island" prohibiting a right turning vehicle from changing its mind and deciding to turn right into the easternmost access point or driveway along Caldwell (reference Figure 13).

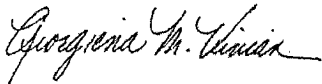


Mr. Joe Cavanagh
August 10, 2006
Page 19

Should you have any questions regarding our analysis, please feel free to contact me at (559) 259-9257 or by email at gvivian@vrpatechnologies.com.

Sincerely,

VRPA TECHNOLOGIES, INC.

A handwritten signature in cursive script, reading "Georgiena M. Vivian".

Ms. Georgiena M. Vivian,
Vice President

GV/ldb
Attachments

cc: Mr. Erik Ruehr, P.E., Dir. Of Traffic Engineering,
VRPA Technologies, Inc.

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

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

Project Title: Conditional Use Permit No. 2023-24 and Tentative Parcel Map No. 2023-08

Project Description: Conditional Use Permit No. 2023-24 is a request by Freeline Architecture to develop a 2.03-acre parcel with a new 4,300 square foot drive-thru carwash building with an attached covered pay kiosk and two detached vacuum canopy structures and in the C-MU (Commercial Mixed Use) zone. Tentative Parcel Map No. 2023-08 is a request by Vice Consulting Engineers to subdivide a 3.7-acre commercial parcel into two commercial parcels to facilitate future commercial development.

Project Location: The site is located on the south side of W. Caldwell Ave. approximately 350-ft. to the east of the Caldwell / Demaree intersection. (APN: 121-580-001).

Contact Person: Josh Dan, Senior Planner Phone: 559-713-4003 Email:
josh.dan@visalia.city

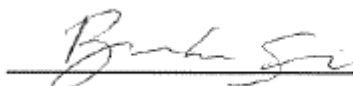
Time and Place of Public Hearing: A public hearing will be held before the Planning Commission on Monday, March 25, 2024, at 7:00 p.m. in the City Hall Council Chambers located at 707 W. Acequia Avenue, Visalia, California.

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 will not result in any significant effect upon the environment because of the reasons listed below:

Reasons for Mitigated Negative Declaration: Initial Study No. 2023-36 has identified environmental impact(s) that may occur because of the project; however, with the implementation of mitigation measures identified, impact(s) will be reduced to a level that is less than significant. Copies of the initial study and other documents relating to the subject project may be examined by interested parties at the Planning Division in City Hall East, at 315 East Acequia Avenue, Visalia, CA, and on the City website at https://www.visalia.city/depts/community_development/planning/ceqa_environmental_review.asp.

Comments on this proposed Mitigated Negative Declaration will be accepted from February 29, 2024, to March 20, 2024.

Date: February 28, 2024

Signed: 

Brandon Smith, AICP
Environmental Coordinator
City of Visalia

MITIGATED NEGATIVE DECLARATION

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Project Location: The site is located on the south side of W. Caldwell Ave. approximately 350-ft. to the east of the Caldwell / Demaree intersection (APN: 121-580-001).

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

Attachments:

Initial Study	(X)
Environmental Checklist	(X)
Maps	(X)
Noise Study	(X)
Mitigation Measures	(X)

DECLARATION OF NO SIGNIFICANT EFFECT:


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

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

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

APPROVED

Brandon Smith, AICP
Environmental Coordinator

By: 

Date Approved: February 28, 2024

Review Period: 20 days

INITIAL STUDY

I. GENERAL

A. Description of the Project: Conditional Use Permit No. 2023-24 is a request by Freeline Architecture to develop a 2.03-acre parcel with a new 4,300 square foot drive-thru carwash building with an attached covered pay kiosk and two detached vacuum canopy structures and in the C-MU (Commercial Mixed Use) zone. Tentative Parcel Map No. 2023-08 is a request by Vice Consulting Engineers to subdivide a 3.7-acre commercial parcel into two commercial parcels to facilitate future commercial development. The site is located on the south side of W. Caldwell Ave. approximately 350-ft. to the east of the Caldwell / Demaree intersection (APN: 121-580-001).

B. Identification of the Environmental Setting: The property is located inside the Demaree Caldwell Specific Plan area. The site is vacant and has been vacant for at least the last 23 years. There is an existing four-lane street adjacent to the north of the site (W. Caldwell Ave.). The Visalia Circulation Element designates Caldwell Ave. as a Minor Arterial roadway.

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

	<u>General Plan</u>	<u>Zoning</u>	<u>Existing uses</u>
North:	Commercial Mixed-Use	Mixed-Use Commercial	W. Caldwell Ave., The Home Depot
South:	Commercial Mixed-Use	Mixed-Use Commercial	Vacant land, Single-Family Home
East:	Commercial Mixed-Use	Mixed Use Commercial	Vacant land, Single-Family Home
West:	Commercial Mixed-Use	Mixed-Use Commercial	CVS Pharmacy, S. Demaree St.

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

C. Plans and Policies: The General Plan Land Use Diagram designates the site as Commercial Mixed Use and the Zoning Map designates the site as C-MU (Commercial Mixed Use) which is consistent with the Land Use Element of the General Plan, and consistent with the standards for commercial zones development pursuant to the Visalia Municipal Code Title 17 (Zoning Ordinance) Chapter 17.19.

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 and Zoning Ordinance 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 Noise Impacts to a less than significant level as shown below:

Noise – An Acoustical Analysis was prepared for the proposed project [ref.: Acoustical Analysis, Xpress CarWash. VICE Acoustics, May 5, 2023]. The purpose of the study is to determine if noise levels associated with the proposed car wash will comply with the City's applicable noise level standards upon the existing single-family residential uses to the east and south. The analysis concluded that noise levels associated with the proposed car wash operations would be expected to exceed the City's exterior noise level standards by up to 8 dB. To ensure that community noise standards are met, the project shall construct a sound wall located east of the carwash exit lane in an effort to attenuate noise upon the nearest residential use, property line measuring +93 feet to the east. The acoustical analysis has concluded that the placement of

the wall with berm at a height of at least 8-ft above the ground floor of the carwash will allow for the carwash to comply with City's Noise Element and Ordinance during business hours.

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

- 1) The project shall construct an 8' high sound wall and landscape berm with a combined height of 8 feet, along the east side of the carwash exit lane, as shown on Figure 11.
- 2) The sound wall should be constructed of dense material, such as masonry, and be continuous without gaps or openings from the building and extending south a minimum of 20 feet, as shown on Figure 1.

Staff has incorporated these recommendations as required mitigation measures. Therefore, to ensure that noise requirements are met for the proposed project, the project shall be developed and shall operate in substantial compliance with Mitigation Measure 1.1. 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>
Noise Impact Mitigation Measure 1.1: The project shall construct a sound wall and landscape berm with a total combined height of eight (8) feet located along the east side of the carwash exit lane. The sound wall should be constructed of dense material, such as masonry, and be continuous without gaps or openings from the building and extending south a minimum of 20 feet, as shown on Figure 1.	Project Applicant	The sound wall shall be constructed with the development of the car wash and shall be completed prior to operation.

V. PROJECT COMPATIBILITY WITH EXISTING ZONES AND PLANS

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

VI. SUPPORTING DOCUMENTATION

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


- Visalia General Plan Update. Dyett & Bhatia, October 2014.
- Visalia City Council Resolution No. 2014-38 (Certifying the Visalia General Plan Update), passed and adopted October 14, 2014.
- Visalia General Plan Update Final Environmental Impact Report (SCH No. 2010041078). Dyett & Bhatia, June 2014.
- Visalia General Plan Update Draft Environmental Impact Report (SCH No. 2010041078). Dyett & Bhatia, March 2014.
- Visalia City Council Resolution No. 2014-37 (Certifying the EIR for the Visalia General Plan Update),

passed and adopted October 14, 2014.

- Visalia Municipal Code, including Title 17 (Zoning Ordinance).
- California Environmental Quality Act Guidelines.
- City of Visalia, California, Climate Action Plan, Draft Final. Strategic Energy Innovations, December 2013.
- Visalia City Council Resolution No. 2014-36 (Certifying the Visalia Climate Action Plan), passed and adopted October 14, 2014.
- City of Visalia Storm Water Master Plan. Boyle Engineering Corporation, September 1994.
- City of Visalia Sanitary Sewer Master Plan. City of Visalia, 1994.
- Tulare County Important Farmland 2018 Map. California Department of Conservation, 2018.
- Acoustical Analysis, Xpress Carwash. Vang Inc. Consulting Engineers (VICE) , May 5, 2023)

VII. NAME OF PERSON WHO PREPARED INITIAL STUDY

Josh Dan
Senior Planner



Brandon Smith
Environmental Coordinator

**INITIAL STUDY
ENVIRONMENTAL CHECKLIST**

Name of Proposal	Conditional Use Permit No. 2023-24 and Tentative Parcel Map No. 2023-08		
NAME OF PROPONENT:	Jeremy Stevens, Freeline Architecture	NAME OF AGENT:	Jeremy Stevens, Freeline Architecture
Address of Proponent:	814 18 th Street	Address of Agent:	814 18 th Street
	Bakersfield, CA 93301		Bakersfield, CA 93301
Telephone Number:	661-633-9667	Telephone Number:	661-633-9667
Date of Review	February 26, 2024	Lead Agency:	City of Visalia

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

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

I. AESTHETICS

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

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

II. AGRICULTURAL RESOURCES

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

- 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?
- 2 b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
- 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. The proposed project is new commercial construction which will meet City standards for setbacks, landscaping and height restrictions.

This project will not adversely affect the view of any scenic vistas. The Sierra Nevada mountain range may be considered a scenic vista and the view will not be adversely impacted by the project.

- 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 policies in the General Plan. 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.

II. AGRICULTURAL RESOURCES

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

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

- b. The project site is not zoned for agricultural use. The project is bordered by urban development or non-producing vacant land on all sides. There are no known Williamson Act contracts on any properties within the project area.

- c. There is no forest or timber land currently located on the site.
- d. There is no forest or timber land 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 land use rather than agricultural land use. Properties that are vacant may develop in a way that is consistent with their zoning and land use designated at any time. The adopted Visalia General Plan's implementation of a three-tier growth boundary system further assists in protecting open space around the City fringe to ensure that premature conversion of farmland to non-agricultural uses does not occur.

III. AIR QUALITY

- a. The project site is located in an area that is under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The project in itself does not disrupt implementation of the San Joaquin Regional Air Quality Management Plan, and will therefore be a less than significant impact.
- b. Development under the Visalia General Plan will result in emissions that will exceed thresholds established by the SJVAPCD for PM10 and PM2.5. The project will contribute to a net increase of criteria pollutants and will therefore contribute to exceeding the thresholds. Also the project could result in short-term air quality impacts related to dust generation and exhaust due to construction and grading activities. This site was evaluated in the Visalia General Plan Update EIR for conversion into urban development. Development under the General Plan will result in increases of construction and operation-related criteria pollutant impacts, which are considered significant and unavoidable. General Plan policies identified under Impacts 3.3-1 and 3.3-2 serve as the mitigation which assists in reducing the severity of the impact to the extent possible while still achieving the General Plan's goals of accommodating a certain amount of growth to occur within the Planning Area.

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. 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 which assists in reducing the severity of the impact to the extent possible while still achieving the General Plan's goals of accommodating a certain amount of growth to occur within the Planning Area.

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.

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

IV. BIOLOGICAL RESOURCES

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

In addition, staff had conducted an on-site visit to the site in December 2023 to observe biological conditions and did not observe any evidence or symptoms that would suggest the presence of a sensitive, candidate, or special species.

City-wide 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 or adjacent to an identified sensitive riparian habitat or other natural community.

City-wide biological resources were evaluated in the Visalia General Plan Update Environmental Impact Report (EIR). The EIR concluded that certain sensitive natural communities may be directly or indirectly affected by

future development within the General Plan Planning Area, particularly valley oak woodlands and valley oak riparian woodlands. Such effects would be considered significant. However, the General Plan contains multiple policies, identified under Impact 3.8-2 of the EIR, that together work to reduce the potential for impacts on woodlands located within in the Planning Area. With implementation of these policies, and being that the project is not located within or adjacent to an identified sensitive riparian habitat or other natural community, including woodlands, impacts on woodlands will be less than significant.

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

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

- d. City-wide biological resources were evaluated in the Visalia General Plan Update Environmental Impact Report (EIR). The EIR concluded that the movement of wildlife species may be directly or indirectly affected by future development within the General Plan Planning. Such effects would be considered significant. However, the General Plan contains multiple policies, identified under Impact 3.8-4 of the EIR, that together work to reduce the potential for impacts on wildlife movement corridors located within in the Planning Area. With implementation of these policies, impacts on wildlife movement corridors will be less than significant.
- e. The project will not conflict with any local policies or ordinances protecting biological resources. The City has a municipal ordinance in place to protect valley oak trees; however no oak trees exist on the site.
- f. There are no local or regional habitat conservation plans for the area.

V. CULTURAL RESOURCES

- a. There are no known historical resources located within the project area. If some potentially historical or cultural resource is unearthed during development all work should cease until a qualified professional archaeologist can evaluate the finding and make necessary mitigation recommendations.
- b. There are no known archaeological resources located within the project area. If some archaeological resource is unearthed during development all work should cease until a qualified professional archaeologist can evaluate the finding and make necessary mitigation recommendations.
- c. There are no known 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.

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

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

VII. GEOLOGY AND SOILS

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

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

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

- b. The State of California has enacted the Global Warming Solutions Act of 2006 (AB 32), which included provisions for reducing the GHG emission levels to 1990 baseline levels by 2020 and to a level 80% below 1990 baseline levels by 2050. In addition, the State has enacted SB 32 which included provisions for reducing the GHG emission levels to a level 40% below 1990 baseline levels by 2030.

The proposed project will not impede the State's ability to meet the GHG emission reduction targets under AB 32 and SB 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 which 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 is one school located within 0.37 miles of the project site. The school is located 1,937-feet southeast of the project site (Greenhouse Montessori School). Notwithstanding, there is no reasonably foreseeable condition or incident involving the project that could affect the site.
- d. The project area does not include any sites listed as hazardous materials sites pursuant to Government Code Section 65692.5.

- e. The Airport Master Plans adopted by City of Visalia and County of Tulare show the project area is located outside of any Airport Zones. There are no restrictions for the proposed project related to Airport Zone requirements.

The project area is not located within two 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 which 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 waste water requirements set by the Central Valley RWQCB and any permits issued by the agency.

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

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

- b. The project area overlies the southern portion of the San Joaquin unit of the Central Valley groundwater aquifer. The project will result in an increase of impervious surfaces on the project site, which might affect the amount of precipitation that is recharged to the aquifer. However, as the City of Visalia is already largely developed and covered by impervious surfaces, the increase of impervious surfaces through this project will be small by comparison. The project therefore might affect the amount of precipitation that is recharged to the aquifer. The City of Visalia's water conservation measures and explorations for surface water use over groundwater extraction will assist in offsetting the loss in groundwater recharge.

c.

- i. The development of this site will require movement of topsoil. Existing City Engineering Division standards require that a grading and drainage plan be submitted for review to the City to ensure that off- and on-site improvements will be designed to meet City standards.
- ii. Development of the site will create additional impervious surfaces. However, connection of the site to storm water drainage facilities that already exist in

adjacent roadways 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, connection of the site to storm water drainage facilities that already exist in adjacent roadways 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.

Existing storm water mains are on site and the applicant will be connecting to service. Furthermore, the project will be required to meet the City's improvement standards for directing storm water runoff to the City's storm water drainage system consistent with the City's adopted City Storm Drain Master Plan. These improvements will not cause significant environmental impacts.

- 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. The proposed project is to be developed on a 2.03-acre site and on land designated for commercial development and within the Demaree/Caldwell Specific Plan. The project site is surrounded by urban development and is bordered by the West Caldwell Avenue roadway to the north.
- b. The project site is within the City of Visalia's Tier I Urban Development Boundary as implemented by the City General Plan. Development of lands in Tier I may occur at any time.

The proposed project is consistent with Land Use Policy LU-P-19 of the General Plan. Policy LU-P-19, which states: "Ensure that growth occurs in a compact and concentric fashion by implementing the General Plan's phased growth strategy."

The proposed project will be consistent with the Land Use Element of the General Plan, and consistent with the standards for commercial mixed use development pursuant to the Visalia Municipal Code Title 17 (Zoning Ordinance) Chapter 17.19.

The project as a whole does not conflict with any land use plan, policy or regulation of the City of Visalia. The site contains a General Plan Land Use Designation of Neighborhood Commercial and a Zoning Designation of C-MU (Commercial Mixed Use). The City of Visalia's Zoning Ordinance conditionally permits automated car washing.

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.

The project does not conflict with any applicable habitat conservation plan or natural community conservation plan as it is located on a vacant dirt lot with no significant natural habitat present.

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.

An acoustical analysis was prepared for the proposed project, addressing the proposed commercial, automated car wash use [Xpress Carwash, Acoustical Analysis, prepared by VICE, Inc., May 5, 2023]. The purpose of the study was to determine if noise levels associated with the project will comply with the City's applicable noise level standards, particularly upon the existing single-family residential uses to the east and south. The acoustical analysis is intended to determine project-related noise levels for all aspects of the proposed project.

The analysis concluded that noise levels associated with the proposed car wash operations would be expected to exceed the City's exterior noise level standards by up to 8 dB. To ensure that community noise standards are met, the project shall construct a sound wall located east of the carwash tunnel exit at a height of at least 8 feet. The acoustical analysis has concluded that the placement of the wall will allow for the carwash to comply with City's Noise Element and Ordinance during business hours.

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

- 1) The project shall construct an 8' high sound wall and landscape berm with a combined height of 8 feet, along the east side of the carwash exit lane, as shown on Figure 1.
- 2) The sound wall should be constructed of dense material, such as masonry, and be continuous without gaps or openings from the building and extending south a minimum of 20 feet, as shown on Figure 1.

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

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

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

XIV. POPULATION AND HOUSING

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

XV. PUBLIC SERVICES

- a.
 - i. Current fire protection facilities are located at the Visalia Station 53, located approximately 1.34 miles northwest 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. The project will not 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 area, but will not cause a substantial increase in traffic on the city's existing circulation pattern.

The City of Visalia, in determining the significance of transportation impacts for land use projects, recognizes the adopted City of Visalia Vehicle Miles Travelled (VMT) Thresholds and Implementation Guidelines ("Guidelines") recommended threshold as the basis for what constitutes a significant or less than significant transportation impact. The Guidelines recommend a 16% reduction target based on the Greenhouse Gas emission reduction target for 2035 for the Tulare County region set by the SB 375 Regional Plan Climate Target. Therefore, residential projects exceeding 16% below the existing VMT per capita is indicative of a significant environmental impact.

For the metric measuring VMT per trip distance, a map of the City of Visalia, produced by Tulare County Association of Governments (TCAG), provides areas with 84% or less average VMT per trip distance, or 16% below the regional average. In the subject site's TAZ, the current average trip distance experienced is 14.7537 miles, which is above the average county-wide trip distance of 11.9 miles and the 16% target reduction of 9.76 miles. However, under the Guidelines, the project is screened out from creating a significant impact since the project will generate less than 1,000 trips daily and is consistent with the City's General Plan and current zoning. The carwash project is projected to generate a maximum 755 trips daily. As proposed, the carwash is consistent with the General Plan and will comply with Chapter 17.18 Commercial Zones development standards. Hence, the proposal is screened

out of performing a VMT analysis and the project will have a less than significant impact with regards to compliance with CEQA Guidelines section 15064.3, subdivision (b)

- 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.

Pre-consultations letters were sent to local tribes in accordance with AB 52, providing tribes a 30-day early review period. Staff did not receive comment from any of the tribes.

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.

Existing sanitary sewer and storm water mains are on site and the applicant will be connecting to services. Usage of these lines is consistent with the City Sewer System Master Plan and Storm Water Master Plan. These improvements will not cause significant environmental impacts.

- b. The project will not result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- 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 extending from adjacent off-site locations to the project site; 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.**



Brandon Smith, AICP
Environmental Coordinator

February 26, 2024

Date

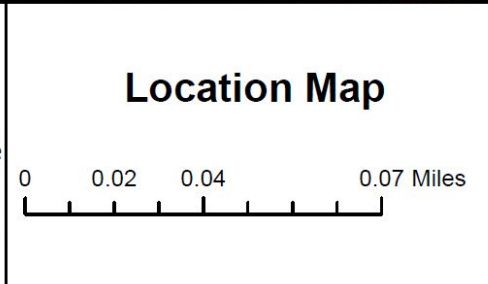
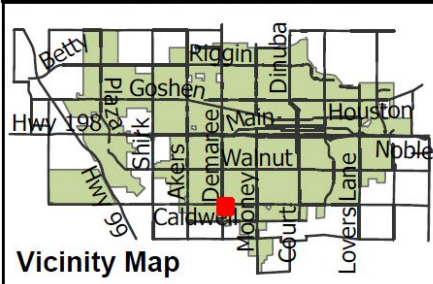
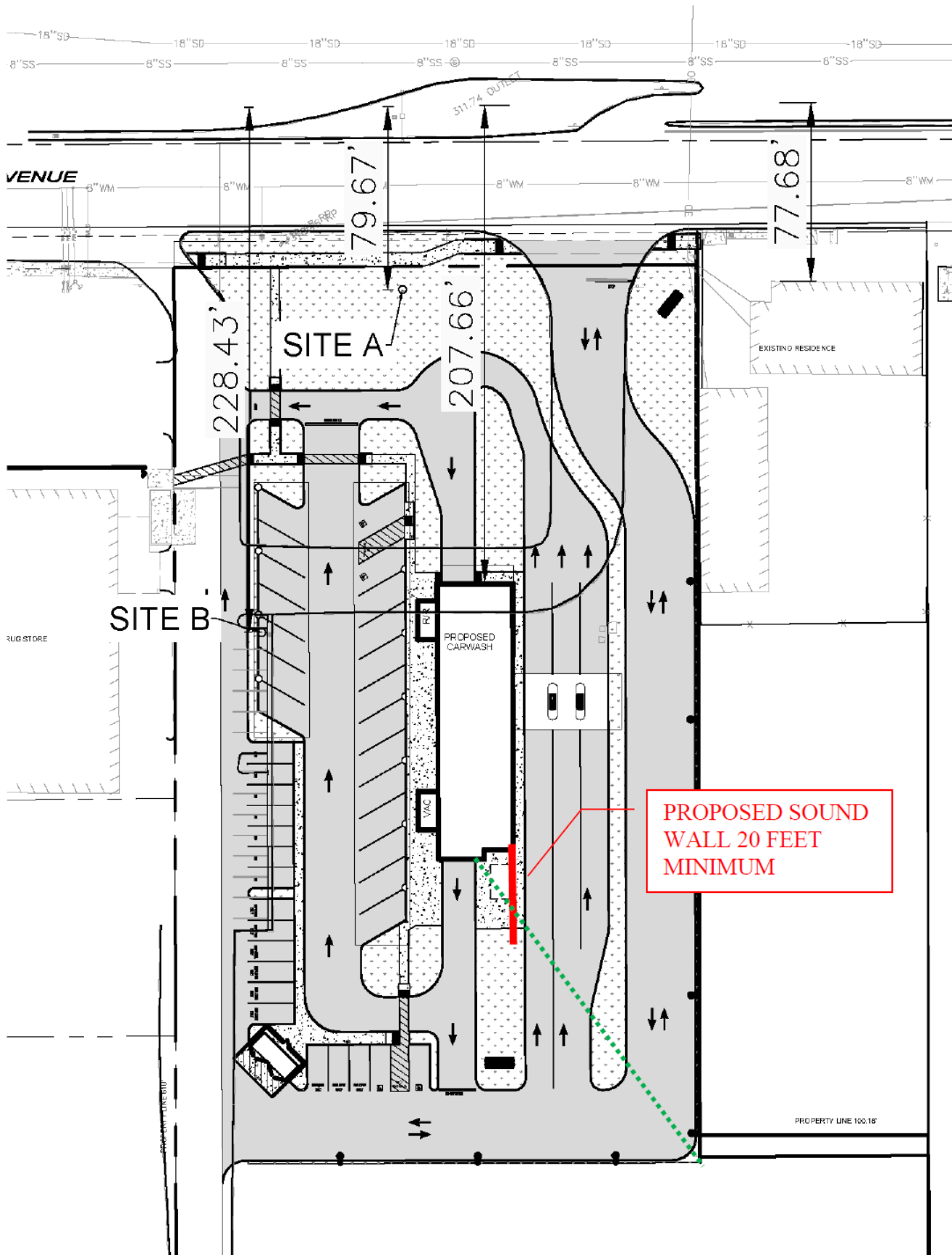


Figure No. 1





October 18, 2022

Site Plan Review No. 2022-143:

Pursuant to Zoning Ordinance Chapter 17.28 the Site Plan Review process has found that your application complies with the general plan, municipal code, policies, and improvement standards of the city. A copy of each Departments/Divisions comments that were discussed with you at the Site Plan Review meeting are attached to this document.

Based upon Zoning Ordinance Section 17.28.070, this is your Site Plan Review determination. However, your project requires discretionary action as stated on the attached Site Plan Review comments. You may now proceed with filing discretionary applications to the Planning Division.

This is your Site Plan Review Permit; your Site Plan Review became effective **October 12, 2022**. A site plan review permit shall lapse and become null and void one year following the date of approval unless, prior to the expiration of one year, a building permit is issued by the building official, and construction is commenced and diligently pursued toward completion.

If you have any questions regarding this action, please call the Community Development Department at (559) 713-4359.

Respectfully,

A handwritten signature in black ink, appearing to read "Paul Bernal".

Paul Bernal
Community Development Director
315 E. Acequia Ave.
Visalia, CA 93291

Attachment(s):

- Site Plan Review Comments



MEETING DATE October 12, 2022
SITE PLAN NO. 2022-143
PARCEL MAP NO.
SUBDIVISION
LOT LINE ADJUSTMENT NO.

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

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

☐ During site plan design/policy concerns were identified, schedule a meeting with

☐ Planning ☐ Engineering prior to resubmittal plans for Site Plan Review.

☐ Solid Waste ☐ Parks and Recreation ☐ Fire Dept.

☒ **REVISE AND PROCEED** (see below)

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

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

☒ Your plans must be reviewed by:

☐ CITY COUNCIL

☐ REDEVELOPMENT

☒ PLANNING COMMISSION

☐ PARK/RECREATION

☒ CUP

☐ HISTORIC PRESERVATION

☐ OTHER –

☐ **ADDITIONAL COMMENTS:**

If you have any questions or comments, please call the Site Plan Review Hotline at (559) 713-4440
Site Plan Review Committee

SITE PLAN REVIEW COMMENTS

Rafael Garcia, Planning Division (559) 713-4031

Date: October 12, 2022

SITE PLAN NO: 2022-143 - B
PROJECT TITLE: Rapid Express Car Wash
DESCRIPTION: New automated express carwash with vacuums
APPLICANT: Jeromy Stevens
PROP. OWNER: CLEMENTS KEVIN
LOCATION TITLE: 3549 W. Caldwell Ave.
APN TITLE: 126-890-002
GENERAL PLAN: Commercial Mixed Use
EXISTING ZONING: C-MU (Commercial Mixed-Use)

Planning Division Recommendation:

- ☒ Revise and Proceed
☐ Resubmit

Project Requirements

- Conditional Use Permit
- Compliance with Specific Plan
- Building Permit
- Additional requirements as necessary.

PROJECT SPECIFIC INFORMATION: October 12, 2022

1. Demonstrate that cross access/shared parking exists as part of the resubmittal.
2. Dimension front yard setback at pinch point.
3. Comply with the Caldwell Demaree Specific Plan requirements (the proposed project is located in subarea B). Demonstrate compliance with SB-1 through SB-5 and SA-2, SA-6 and SA-7 of the specific plan.
4. The applicant shall provide at Building Elevations demonstrating compliance with the Demaree-Caldwell Specific Plan.
5. The CUP submittal shall require that the applicant provide detailed exhibits of the following:
 - a. Site plan.
 - b. Floor plan.
 - c. Building elevations and Sections.
 - d. Operational statement.
 - e. Landscaping plan.
 - f. Photometric Study
 - g. Noise Study
 - h. Queuing Study
6. The landscaping plan shall verify that a minimum 10% of the parking lot is landscaped.
7. Update operational statement to reference car wash to the north.
8. New block walls will be required adjacent to the residences to the east and south.
9. A tree well shall be include for every 10 contiguous parking stalls.

10. The project must provide an average landscaped setback from the edge of the right of way along Caldwell of 30 ft. along northern boundary. Dimension the depth of the landscaped setback demonstrating compliance as part of the site plan.
11. Employee parking shall be provided and called out and shown as part of the site plan to include a minimum of one stall for every employee during max shift.
12. Provide updated "Exhibit A" showing how the proposed use/project will be designed as part of Specific Plan as conditioned by SPA 2006-02 (Exhibit A).
13. Sufficient parking must be provided for the CVS Pharmacy to account for the removal of the parking as part of the proposed project. The pharmacy is approximately 15,800 square feet with a parking standard of 1 space per 225 square feet square feet for a total of 70.22 required parking spaces. Demonstrate that sufficient parking will be provided for the pharmacy.
14. The applicant must provide trip generation numbers to determine whether the Traffic Engineer will require a TIA.

PROJECT SPECIFIC INFORMATION: August 24, 2022

1. Demonstrate that cross access/shared parking exists as part of the resubmittal.
2. Comply with the Caldwell Demaree Specific Plan requirements (the proposed project is located in subarea B). Demonstrate compliance with SB-1 through SB-5 and SA-2, SA-6 and SA-7 of the specific plan.
3. The applicant shall provide at Building Elevations demonstrating compliance with the Demaree-Caldwell Specific Plan.
4. The CUP submittal shall require that the applicant provide detailed exhibits of the following:
 - a. Site plan.
 - b. Floor plan.
 - c. Building elevations and Sections.
 - d. Operational statement.
 - e. Landscaping plan.
 - f. Photometric Study
 - g. Noise Study
 - h. Queuing Study
5. The landscaping plan shall verify that a minimum 10% of the parking lot is landscaped.
6. Update operational statement to reference car wash to the north.
7. New block walls will be required adjacent to the residences to the east and south.
8. A tree well shall be include for every 10 contiguous parking stalls.
9. The project must provide an average landscaped setback from the edge of the right of way along Caldwell of 30 ft. along northern boundary. Dimension the depth of the landscaped setback demonstrating compliance as part of the site plan.
10. Employee parking shall be provided and called out and shown as part of the site plan to include a minimum of one stall for every employee during max shift.
11. Provide updated "Exhibit A" showing how the proposed use/project will be designed as part of Specific Plan as conditioned by SPA 2006-02 (Exhibit A).
12. Sufficient parking must be provided for the CVS Pharmacy to account for the removal of the parking as part of the proposed project. The pharmacy is approximately 15,800 square feet with a parking standard of 1 space per 225 square

feet square feet for a total of 70.22 required parking spaces. Demonstrate that sufficient parking will be provided for the pharmacy.

13. The applicant must provide trip generation numbers to determine whether the Traffic Engineer will require a TIA.

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

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

- A. Minimum site area: five (5) acres.
- B. Maximum building height: fifty (50) feet.
- C. Minimum required yards (building setbacks):
 - 1. Front: fifteen (15) feet;
 - 2. Rear: zero (0) feet;
 - 3. Rear yards abutting an R-1 or R-M zone district: fifteen (15) feet;
 - 4. Side: zero (0) feet;
 - 5. Side yards abutting an R-1 or R-M zone district: fifteen (15) feet;
 - 6. Street side yard on corner lot: ten (10) feet.
- D. Minimum required landscaped yard (setback) areas:
 - 1. Front: fifteen (15) feet;
 - 2. Rear: five (5) feet;
 - 3. Rear yards abutting an R-1 or R-M zone district: five (5) feet;
 - 4. Side: five (5) feet (except where a building is located on side property line);
 - 5. Side yards abutting an R-1 or R-M zone district: five (5) feet;
 - 6. Street side on corner lot: ten (10) feet.
- E. The provisions of Chapter 17.58 shall also be met, if applicable.

Parking:

- 1. Provide parking spaces based Zoning Ordinance Section 17.34.020
- 2. 30% of the required parking stalls may be compact and shall be evenly distributed in the lot.
- 3. Provide handicapped space(s).
- 4. An 80 sq. ft. minimum landscape well is required every 10 contiguous parking.
- 5. A planter is required every other row. (5-9 feet in width containing trees on twenty (20) foot centers.
- 6. No repair work or vehicle servicing allowed in a parking area.
- 7. It is highly recommended that bicycle rack(s) be provided on site plan.
- 8. No parking shall be permitted in a required front/rear/side yard.
- 9. Design/locate parking lot lighting to deflect any glare away from abutting residential areas.
- 10. Parking lot to be screened from view by a 3-foot tall solid wall or shrubs when located adjacent to a public street or when across from residential property.
- 11. Front carport area to have a 3 to 6-foot tall screening wall.
- 12. Provide shopping cart storage areas on site plan.

13. Provide transit facilities on site plan.
14. Provide shared parking/access agreements
15. Provide off-street loading facility.
16. The project should provide preferential parking spaces for carpools and vanpools to decrease the number of single occupant vehicle work trips. The preferential treatment could include covered parking spaces or close-in parking spaces, or designated free parking, or a guaranteed space for the vehicle.
17. Provide a "No Parking" (dead-head) stall at the end of the parking row (for rows over 6 stalls deep with no outlet) to allow vehicles to turn around rather than backing out if no stalls are available.

Fencing and Screening:

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

Landscaping:

1. The City has adopted the State Water Efficient Landscape Ordinance. The ordinance applies to projects installing 2,500 square feet or more of landscaping. It requires that landscaping and irrigation plans be certified by a qualified entity (i.e., Landscape Architect) as meeting the State water conservation requirements. The City's implementation of this new State law will be accomplished by self-certification of the final landscape and irrigation plans by a California licensed landscape architect or other qualified entity with sections signed by appropriately licensed or certified persons as required by the ordinance. **NOTE: Prior to a final for the project, a signed Certificate of Compliance for the MWELO standards is required indicating that the landscaping has been installed to MWELO standards.**
2. Provide street trees at an average of 20-feet on center along street frontages. All trees to be 15-gallon minimum size (Zoning Ordinance Section 17.30.015-2).

3. In the P(R-M) multi-family residential zone, all multiple family developments shall have landscaping including plants, and ground cover to be consistent with surrounding landscaping in the vicinity. Landscape plans to be approved by city staff prior to installation and occupancy of use and such landscaping to be permanently maintained. (Zoning Ordinance Section 17.16.180)
4. All landscape areas to be protected with 6-inch concrete curbs (Zoning Ordinance Section 17.30.130.F).
5. All parking lots to be designed to provide a tree canopy to provide shade in the hot seasons and sunlight in the winter months.
6. Provide a detailed landscape and irrigation plan as a part of the building permit package (Zoning Ordinance Section 17.34.040).
7. An 80 sq. ft. minimum landscape well is required every 10 contiguous parking stalls (Zoning Ordinance Section 17.30.130.C).
8. Provide a detailed landscape and irrigation plan for review prior to issuance of building permits. Please review Zoning Ordinance section 17.30.130-C for current landscaping and irrigation requirements.
9. Provide a conceptual landscape plan for resubmittal or planning commission review.
10. Locate existing oak trees on site and provide protection for all oak trees greater than 2" diameter (see Oak Tree Preservation Ordinance).
11. Maintenance of landscaped areas. - A landscaped area provided in compliance with the regulations prescribed in this title or as a condition of a use permit or variance shall be planted with materials suitable for screening or ornamenting the site, whichever is appropriate, and plant materials shall be maintained and replaced as needed, to screen or ornament the site. (Prior code § 7484)

Lighting:

1. All lighting is to be designed and installed so as to prevent any significant direct or indirect light or glare from falling upon any adjacent residential property. This will need to be demonstrated in the building plans and prior to final on the site.
2. Parking lot and drive aisle lighting adjacent to residential units or designated property should consider the use of 15-foot high light poles, with the light element to be completely recessed into the can. A reduction in the height of the light pole will assist in the reduction/elimination of direct and indirect light and glare which may adversely impact adjacent residential areas.
3. Building and security lights need to be shielded so that the light element is not visible from the adjacent residential properties, if any new lights are added or existing lights relocated.
4. NOTE: Failure to meet these lighting standards in the field will result in no occupancy for the building until the standards are met.
5. In no case shall more than 0.5 lumens be exceeded at any property line, and in cases where the adjacent residential unit is very close to the property line, 0.5 lumens may not be acceptable.

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

RS

Signature



**BUILDING/DEVELOPMENT PLAN
REQUIREMENTS
ENGINEERING DIVISION**

☒ Adrian Rubalcaba 713-4271
☐ Lupe Garcia 713-4197
☐ Edelma Gonzalez 713-4634

ITEM NO: 2 DATE: OCTOBER 12, 2022

SITE PLAN NO.: 22-143 RESUBMITTAL
PROJECT TITLE: RAPID XPRESS CAR WASH
DESCRIPTION: EXPRESS AUTOMATED CARWASH WITH SELF
PAY & SELF VACUUM AREAS (C-M-U)
APPLICANT: RYAN ALVAREZ, KIMLEY-HORN & ASSOC.
PROP OWNER: CLEMENTS KEVIN
LOCATION: 3549 W CALDWELL AVE
APN: 126-890-002

SITE PLAN REVIEW COMMENTS

- ☒ REQUIREMENTS (indicated by checked boxes)
- ☐ Install curb return with ramp, with _____ radius;
- ☒ Install curb; ☒ gutter
- ☒ Drive approach size: ☐ Use radius return; **EXISTING, COMPLETE ACCESSIBLE RAMPS**
- ☒ Sidewalk: **MATCH** width; ☒ **MATCH/VARIES** parkway width at **CALDWELL**
- ☐ Repair and/or replace any sidewalk across the public street frontage(s) of the subject site that has become uneven, cracked or damaged and may constitute a tripping hazard.
- ☒ Replace any curb and gutter across the public street frontage(s) of the subject site that has become uneven and has created areas where water can stand.
- ☒ Right-of-way dedication required. A title report is required for verification of ownership. **CALDWELL**
- ☒ Deed required prior to issuing building permit; **GRANT DEED & EASEMENTS ON CALDWELL**
- ☒ City Encroachment Permit Required. **FOR ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY**
- Insurance certificate with general & auto liability (\$1 million each) and workers compensation (\$1 million), valid business license, and appropriate contractor's license must be on file with the City, and valid Underground Service Alert # provided prior to issuing the permit. Contact Encroachment Tech. at 713-4414.
- ☐ CalTrans Encroachment Permit required. ☐ CalTrans comments required prior to issuing building permit. Contacts: David Deel (Planning) 488-4088;
- ☐ Landscape & Lighting District/Home Owners Association required prior to approval of Final Map. Landscape & Lighting District will maintain common area landscaping, street lights, street trees and local streets as applicable. Submit completed Landscape and Lighting District application and filing fee a min. of 75 days before approval of Final Map.
- ☒ Landscape & irrigation improvement plans to be submitted for each phase. Landscape plans will need to comply with the City's street tree ordinance. The locations of street trees near intersections will need to comply with Plate SD-1 of the City improvement standards. A street tree and landscape master plan for all phases of the subdivision will need to be submitted with the initial phase to assist City staff in the formation of the landscape and lighting assessment district.
- ☒ Grading & Drainage plan required. If the project is phased, then a master plan is required for the entire project area that shall include pipe network sizing and grades and street grades. ☒ Prepared by registered civil engineer or project architect. ☒ All elevations shall be based on the City's benchmark network. Storm run-off from the project shall be handled as follows: a) ☒ directed to the City's existing storm drainage system; b) ☐ directed to a permanent on-site basin; or c) ☐ directed to a temporary on-site basin is required until a connection with adequate capacity is available to the City's storm drainage system. On-site basin: _____ : _____ maximum side slopes, perimeter fencing required, provide access ramp to bottom for maintenance. **CONNECT TO EXISTING INFRASTRUCTURE ONSITE**
- ☐ Grading permit is required for clearing and earthwork performed prior to issuance of the building permit.
- ☒ Show finish elevations. (Minimum slopes: A.C. pavement = 1%, Concrete pavement = 0.25%. Curb & Gutter = 0.20%, V-gutter = 0.25%)
- ☒ Show adjacent property grade elevations. A retaining wall will be required for grade differences greater than 0.5 feet at the property line.
- ☐ All public streets within the project limits and across the project frontage shall be improved to their full width, subject to available right of way, in accordance with City policies, standards and specifications.
- ☐ Traffic indexes per city standards:

- ☒ Install street striping as required by the City Engineer. **TO BE DETERMINED AT TIME OF CIVIL REVIEW.**
- ☒ Install landscape curbing (typical at parking lot planters).
- ☒ Minimum paving section for parking: 2" asphalt concrete paving over 4" Class 2 Agg. Base, or 4" concrete pavement over 2" sand.
- ☒ Design Paving section to traffic index of 5.0 min. for solid waste truck travel path.
- ☐ Provide "R" value tests: each at
- ☐ Written comments required from ditch company Contacts: James Silva 747-1177 for Modoc, Persian, Watson, Oakes, Flemming, Evans Ditch and Peoples Ditch; Jerry Hill 686-3425 for Tulare Irrigation Canal, Packwood and Cameron Creeks; Bruce George 747-5601 for Mill Creek and St. John's River.
- ☐ Access required on ditch bank, 15' minimum ☐ Provide wide riparian dedication from top of bank.
- ☐ Show Valley Oak trees with drip lines and adjacent grade elevations. ☐ Protect Valley Oak trees during construction in accordance with City requirements.
- ☐ A permit is required to remove Valley Oak trees. Contact Public Works Admin at 713-4428 for a Valley Oak tree evaluation or permit to remove. ☐ A pre-construction conference is required.
- ☒ Relocate existing utility poles and/or facilities. **AS NEEDED WITH PROPOSED DEVELOPMENT**
- ☐ Underground all existing overhead utilities within the project limits. Existing overhead electrical lines over 50kV shall be exempt from undergrounding.
- ☐ Subject to existing Reimbursement Agreement to reimburse prior developer:
- ☒ Fugitive dust will be controlled in accordance with the applicable rules of San Joaquin Valley Air District's Regulation VIII. Copies of any required permits will be provided to the City.
- ☒ If the project requires discretionary approval from the City, it may be subject to the San Joaquin Valley Air District's Rule 9510 Indirect Source Review per the rule's applicability criteria. A copy of the approved AIA application will be provided to the City.
- ☒ If the project meets the one acre of disturbance criteria of the State's Storm Water Program, then coverage under General Permit Order 2009-0009-DWQ is required and a Storm Water Pollution Prevention Plan (SWPPP) is needed. A copy of the approved permit and the SWPPP will be provided to the City.
- ☒ Comply with prior comments. ☐ Resubmit with additional information. ☒ Redesign required.

Additional Comments:

1. ***Currently there is a city project for Caldwell realignment which affects your property frontage. Coordinate with Fred Lampe, project engineer at 713-4270 >> ADDED: As proposed, there will be slight modifications to the frontage design along Caldwell - coordinate with City project engineer.***
2. ***Proposed sidewalk aligns with the existing sidewalk to the west. Site plan does not show path of travel connection to the east. Provide connection in the ROW and install frontage improvements according to CIP design. >> ADDED: Sidewalk alignment will shift as it heads east per City layout. Comply per City project design layout. Provide pedestrian accessible path of travel across existing approach.***
3. ***Install street trees per City standards within the parkway.***
4. ***Pedestrian access easement may be necessary based on final design and layout. >> ADDED: Additional pedestrian access easement will be needed along Caldwell for areas of sidewalk encroachment onto property OR dedication of right-of-way beyond the typical 10-foot from curb face.***
5. ***Provide A/C curb at all pavement perimeters to prohibit vehicles from driving on unimproved surfaces.***
6. ***Meet Planning conditions/entitlements***
7. ***Connect to internal sewer/storm infrastructure.***
8. ***Meet City standards for new construction onsite, including parking and accessibility.***

9. *A building permit is required, standard plan check and inspection fees will apply.*
10. *Project will incur development impact fees, refer to page 4 for applicable fees and summary.*
11. *Common access and utilities onsite will need to be provided to serve new and future developments onsite per approved Master Plan.*
12. *Location of trash enclosure not set for direct stab. Refer to Solid Waste Dept. comments. >> ADDED: Refer to Solid Waste further comments.*
13. *Provide a direct accessible path of travel to Public Right-Of-Way on Caldwell Ave. If developer wants to utilize existing path of travel connection at the south east corner of Demaree and Caldwell, a cross access agreement would need to be provided. >> ADDED: pedestrian accessible path of travel from sidewalk on Caldwell to proposed building, in addition to access paths to existing onsite buildings, has been provided.*
14. *Comply with 11B-250. Circulation path contiguous to vehicular traffic must be physically separated from vehicular traffic. Physical separation shall be provided with circulation paths raised 4" (minimum) above the area where vehicle traffic occurs.*
15. *Provide sand/oil interceptor. >> ADDED: storm water pretreatment recommended in addition to typical requirements for carwash facility.*
16. *NEW: Additional right-of-way along Caldwell is required with project. A total of 10-foot from existing curb face to be dedicated by Grant Deed in fee to the City. Refer to Grant Deed process and deed formatting. The new sidewalk installation will encroach onto private property therefore an easement will also be required. Developer will have option to provide Grant Deed to encompass sidewalk portion or provide the required separate deeds.*
17. *NEW: Project is subject to the underlying Specific Plan established with overall development, comply with master planned conditions.*
18. *NEW: In addition to the applicable impact fees to be assessed with proposed project, the new development is subject to an existing Area of Benefit previously adopted/established for repayment of the traffic signal installed at Packwood and Demaree intersection. Per the Area of Benefit, the proportionate share for this parcel has been calculated to be \$9,191.81, due at time of building permit issuance.*
19. *NEW: Site plan does not provide desired parceling or lot line adjustments with the project. Ensure to provide direction with Conditional Use Permit application submittal. Adhere to City standard Lot Line Adjustments processes. A new parcel mapping, if desired, would need to be submitted through Site Plan Review process separately as a Tentative Parcel Map.*

SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: **22-143 RESUBMITTAL**

Date: **10/12/2022**

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

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

(Fee Schedule Date: **08/20/2022**)

(Project type for fee rates: **CAR WASH**)

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

FEE ITEM	FEE RATE
<input checked="" type="checkbox"/> Groundwater Overdraft Mitigation Fee	\$1,555/AC X TBD
<input checked="" type="checkbox"/> Transportation Impact Fee	\$17,518/1000SF
	AREA OF BENEFIT FEE:
	\$9,191.81/PARCEL X 1
<input checked="" type="checkbox"/> Trunk Line Capacity Fee	\$23,553 / EACH
	TREATMENT PLANT FEE:
	\$25,646 / EACH
<input checked="" type="checkbox"/> Sewer Front Foot Fee	\$52/LF X 228 (CALDWELL)
<input checked="" type="checkbox"/> Storm Drain Acq/Dev Fee	\$7,814/AC X TBD
<input type="checkbox"/> Park Acq/Dev Fee	
<input type="checkbox"/> Northeast Specific Plan Fees	
<input checked="" type="checkbox"/> Waterways Acquisition Fee	\$5,739/AC X TBD
<input checked="" type="checkbox"/> Public Safety Impact Fee: Police	\$10,419/AC X TBD
<input checked="" type="checkbox"/> Public Safety Impact Fee: Fire	\$2,279/AC X TBD
<input checked="" type="checkbox"/> Public Facility Impact Fee	\$667/1000SF X TBD
<input type="checkbox"/> Parking In-Lieu	

Reimbursement:

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



Adrian Rubalcaba

City of Visalia

Building: Site Plan

Review Comments

PR 22143
CAR WASH
3549 W CALDWELL AVE

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

- ☒ A building permit will be required. *For information call (559) 713-4444*
- ☒ Submit 1 digital set of professionally prepared plans and 1 set of calculations. (Small Tenant Improvements)
- ☐ Submit 1 digital set of plans prepared by an architect or engineer. Must comply with 2016 California Building Cod Sec. 2308 for conventional light-frame construction or submit 1 digital set of engineered calculations.
- ☐ Indicate abandoned wells, septic systems and excavations on construction plans.
- You are responsible to ensure compliance with the following checked items:
- ☒ Meet State and Federal requirements for accessibility for persons with disabilities.
- ☐ A path of travel, parking and common area must comply with requirements for access for persons with disabilities.
- ☐ All accessible units required to be adaptable for persons with disabilities.
- ☐ Maintain sound transmission control between units minimum of 50 STC.
- ☐ Maintain fire-resistive requirements at property lines.
- ☐ A demolition permit & deposit is required. *For information call (559) 713-4444*
- ☐ Obtain required permits from San Joaquin Valley Air Pollution Board. *For information call (661) 392-5500*
- ☐ Plans must be approved by the Tulare County Health Department. *For information call (559) 624-8011*
- ☐ Project is located in flood zone _____ • ☐ Hazardous materials report.
- ☐ Arrange for an on-site inspection. (Fee for inspection \$157.00) *For information call (559) 713-4444*
- ☒ School Development fees. **COMMERCIAL : 0.78 PER SF**
- ☐ Park Development fee \$ _____ per unit collected with building permits.
- ☐ Additional address may be required for each structure located on the site. *For information call (559) 713-4320*
- ☐ Acceptable as submitted
- ☐ No comments at this time

Additional comments: PROVIDE BIKE RACKS AND FUTURE EV CHARGING PARKING. LANDSCAPING TO MEET MWEL REQUIREMENTS.

VAL GARCIA 10/12/22
Signature

**Site Plan Comments**

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

Date	October 11, 2022
Item #	2
Site Plan #	22143
APN:	126890002

- The Site Plan Review comments are issued as **general overview** of your project. With further details, additional requirements will be enforced at the Plan Review stage. Please refer to the 2019 California Fire Code (CFC), 2019 California Building Codes (CBC) and City of Visalia Municipal Codes.
- Construction and demolition sites prior to and during construction shall comply with the following:
 - **Water supply** for fire protection, either temporary or permanent, shall be made available as soon as combustible materials arrive on the site. 2019 CFC §3312
 - Provide an all-weather, 20 feet width **construction access road** capable of holding a 75,000 pound fire apparatus. Fire apparatus access shall be provided within 100 feet of temporary or permanent fire department connections. 2019 CFC §3310
- **Address numbers** must be placed on the exterior of the building in such a position as to be clearly and plainly visible from the street. Numbers will be at least four inches (4") high and shall be of a color to contrast with their background. If multiple addresses are served by a common driveway, the range of numbers shall be posted at the roadway/driveway. 2019 CFC 505.1
- All hardware on **exit doors, illuminated exit signs and emergency lighting** shall comply with the 2019 California Fire Code. This includes all locks, latches, bolt locks, panic hardware, fire exit hardware and gates.
- **Commercial dumpsters** with 1.5 cubic yards or more shall not be stored or placed within 5 feet of combustible walls, openings, or a combustible roof eave line except when protected by a fire sprinkler system. 2019 CFC 304.3.3
- A **Knox Box key lock system** is required. Where access to or within a structure or area is restricted because of secured openings (doors and/or gates), a key box is to be installed in an approved location. Go to knoxbox.com to order and please allow adequate time for shipping and installation. 2019 CFC 506.1
- If your business handles **hazardous material** in amounts that exceed the Maximum Allowable Quantities listed on Table 5003.1.1(1), 5003.1.1(2), 5003.1.1(3) and 5003.1.1(4) of the 2019 California Fire Code, you are required to submit an emergency response plan to the Tulare County Health Department. Also you shall indicate the quantities on your building plans and prior to the building final inspection a copy of your emergency response plan and Safety Data Sheets shall be submitted to the Visalia Fire Department.

- Where a portion of any building is more than 400 feet from a hydrant on a fire apparatus access road, **on-site fire hydrant(s)** shall be provided. 2019 CFC 507.5.1, App B and C
- Due to insufficient building information, the number and distance between **fire hydrants** cannot be determined by the Site Plan Review process. The number of fire hydrants and distance between required fire hydrants shall be determined by utilizing type of construction and square footage in accordance with 2019 CFC §507, App B and C.

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

- A **fire apparatus access road(s)** shall be provided and extend within 150 feet of all portions of the building and all portions of the exterior walls of the first story as measured by an approved route around the exterior. Minimum turning radius for emergency fire apparatus shall be 20 feet inside radius and 43 feet outside radius. Fire apparatus access roads shall have an unobstructed width of not less than the following (2019 CFC 503.1.1)
 - 20 feet width, exclusive of shoulders (No Parking)
 - More than 26 feet width, exclusive of shoulders (No Parking one side)
 - More than 32 feet wide, exclusive of shoulders (Parking permitted on both sides)
- Approved **No PARKING – FIRE LANE** signs shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. Signs shall have a minimum dimension of 12 inches wide by 18 inches high and have red letters on a white reflective background. 2019 CFC 503.3/ D103.6




 Corbin Reed
 Fire Marshal



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

Date: 10/12/22
Item: 2
Site Plan: SPR22143
Name: Agt. C. Sinatra

Site Plan Review Comments

- ☐ No Comment at this time.
- ☐ Request opportunity to comment or make recommendations as to safety issues as plans are developed.
- ☐ Public Safety Impact Fee:
Ordinance No. 2001-11 Chapter 16.48 of Title 16 of the Visalia Municipal Code
Effective date - August 17, 2001.
- ☐ Impact fees shall be imposed by the City pursuant to this Ordinance as a condition of or in conjunction with the approval of a development project. "New Development or Development Project" means any new building, structure or improvement of any parcels of land, upon which no like building, structure of improvement previously existed. *Refer to Engineering Site Plan comments for fee estimation.
- ☐ Not enough information provided. Please provide additional information pertaining to:
- ☐ Territorial Reinforcement: Define property lines (private/public space).
- ☐ Access Controlled/ Restricted etc.
- ☒ lighting Concerns:
Ample exterior lighting to deter property crimes
- ☐ Traffic Concerns:
- ☒ Surveillance Issues:
Interior/Exterior video surveillance cameras to deter property crimes
- ☒ Line of Sight Issues:
Low shrubs to deter transients from setting up camps
- ☒ Other Concerns:
Enroll/Participate in the Trespass Enforcement Program (T.E.P.)

SITE PLAN REVIEW COMMENTS

CITY OF VISALIA TRAFFIC SAFETY DIVISION

October 12, 2022

ITEM NO: 2 **Resubmit**
SITE PLAN NO: **SPR22143**
PROJECT TITLE: **Rapid Xpress Car Wash**
DESCRIPTION: **Express Automated Carwash with Self Pay & Self Vacuum Areas (C-M-U)**
APPLICANT: **Jeromy Stevens**
OWNER: **CLEMENTS KEVIN**
APN: **126890002**
LOCATION: **3549 W CALDWELL AVE**

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

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

Additional Comments:

- Provide trip generation numbers for projected trips project will generate in the peak hours. Depending on information provided, a TIA may be required. Trip generation information required prior to CUP submittal.
- Questions – Contact Traffic Engineering Ph# 559-713-4633

Leslie Blair

Leslie Blair



CALIFORNIA WATER SERVICE

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

Site Plan Review Comments From:

California Water Service
Scott McNamara, Superintendent
216 N Valley Oaks Dr.
Visalia, CA 93292
559-624-1622 Office
smcnamara@calwater.com

Date: 10/12/2022
Item # 2
Site Plan # 22-143
Project: Rapid Xpress Car Wash
Description: Automated Car Wash
Location: 3549 W Caldwell
APN: 126-890-002

The following comments are applicable when checked:

- ☒ **Re-submitted**
☐ **No Comments at this time**
-

- ☒ **Fire Hydrants:** Existing hydrant on Caldwell, just west of west parcel line
- ☒ **Services:** Service(s) will need to be installed at this location.
- ☐ **Mains:**
- ☒ **Backflow Requirements:** Will be required if any parcel is for multi-family, commercial, or has multiple services on one parcel. Please contact Cross Connection Control Specialist, Juan Cisneros at 559-624-1670 or visaliabackfow@calwater.com for a backflow install packet.

Additional Comments:

- ☒ Please contact New Business Superintendent Sedelia Sanchez at 559-624-1621 or ssanchez@calwater.com to start your project with Cal Water.



CITY OF VISALIA
SOLID WASTE DIVISION
336 N. BEN MADDUX
VISALIA CA. 93291
713 - 4532
COMMERCIAL BIN SERVICE

22143

October 12, 2022

- ☐ No comments.
- ☒ See comments below
- ☒ Revisions required prior to submitting final plans. See comments below.
- ☐ Resubmittal required. See comments below.
- ☒ Customer responsible for all cardboard and other bulky recyclables to be broken down before disposing of in recycle containers
- ☒ ALL refuse enclosures must be R-3 OR R-4
- ☒ Customer must provide combination or keys for access to locked gates/bins
- ☐ Type of refuse service not indicated.
- ☒ Location of bin enclosure not acceptable. See comments below.
- ☐ Bin enclosure not to city standards double.
- ☐ Inadequate number of bins to provide sufficient service. See comments below.
- ☐ Drive approach too narrow for refuse trucks access. See comments below.
- ☐ Area not adequate for allowing refuse truck turning radius of : Commercial 50 ft. outside 36 ft. inside; Residential 35 ft. outside, 20 ft. inside.
- ☒ Paved areas should be engineered to withstand a 55,000 lb. refuse truck.
- ☒ Bin enclosure gates are required
- ☐ Hammerhead turnaround must be built per city standards.
- ☐ Cul - de - sac must be built per city standards.
- ☒ Bin enclosures are for city refuse containers only. Grease drums or any other items are not allowed to be stored inside bin enclosures.
- ☒ Area in front of refuse enclosure must be marked off indicating no parking
- ☒ Enclosure will have to be designed and located for a STAB service (DIRECT ACCESS) with no less than 38' clear space in front of the bin, included the front concrete pad.
- ☐ Customer will be required to roll container out to curb for service.
- ☒ Must be a concrete slab in front of enclosure as per city standards, the width of the enclosure by ten(10) feet, minimum of six(6) inches in depth.
- ☐ Roll off compactor's must have a clearance of 3 feet from any wall on both sides and there must be a minimum of 53 feet clearance in front of the compactor to allow the truck enough room to provide service.

- ☒ City ordinance 8.28.120-130 (effective 07/19/18) requires contractor to contract with City for removal of construction debris unless transported in equipment owned by contractor or unless contracting with a franchise permittee for removal of debris utilizing roll-off boxes.

Comment

The customer to rotate the proposed city standard (R3/R4) double bin enclosure a few degrees to face southwest which will allow for STAB load collection services from the main drive aisle. Solid waste services will include trash, recycling and organics recycling services per the State of California's mandatory recycling laws (AB-341 & AB-1826). Enclosure gates are required and must swing 180 degrees, clearing all curbing. Gates must include Cain bolts to secure them when opened. The customer is encouraged to contact Solid Waste at 559-713-4532 to discuss/review preferred enclosure placement.

Jason Serpa, Solid Waste Manager, 559-713-4533
Edward Zuniga, Solid Waste Supervisor, 559-713-4338

Nathan Garza, Solid Waste, 559-713-4532



July 31, 2023

kenvang@vice-engr.com

Site Plan Review No. 2023-099:

Pursuant to Zoning Ordinance Chapter 17.28 the Site Plan Review process has found that your application complies with the general plan, municipal code, policies, and improvement standards of the city. A copy of each Departments/Divisions comments that were discussed with you at the Site Plan Review meeting are attached to this document.

Based upon Zoning Ordinance Section 17.28.070, this is your Site Plan Review determination. However, your project requires discretionary action as stated on the attached Site Plan Review comments. You may now proceed with filing discretionary applications to the Planning Division.

This is your Site Plan Review Permit; your Site Plan Review became effective **July 12, 2023**. A site plan review permit shall lapse and become null and void one year following the date of approval unless, prior to the expiration of one year, a building permit is issued by the building official and construction is commenced and diligently pursued toward completion.

If you have any questions regarding this action, please call the Community Development Department at (559) 713-4359.

Respectfully,

A handwritten signature in blue ink, appearing to read "Paul Bernal".

File

Paul Bernal
Community Development Director
315 East Acequia Ave.
Visalia, CA 93291

Attachment(s):

- Site Plan Review Comments



MEETING DATE July 12, 2023
SITE PLAN NO. 2023-099
PARCEL MAP NO.
SUBDIVISION
LOT LINE ADJUSTMENT NO.

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

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

☐ During site plan design/policy concerns were identified, schedule a meeting with

☐ Planning

☐ Engineering prior to resubmittal plans for Site Plan Review.

☐ Solid Waste

☐ Parks and Recreation

☐ Fire Dept.

☒ **REVISE AND PROCEED** (see below)

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

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

☒ Your plans must be reviewed by:

☐ CITY COUNCIL

☐ REDEVELOPMENT

☒ PLANNING COMMISSION

☐ PARK/RECREATION

☐ TPM/CUP

☐ HISTORIC PRESERVATION

☐ OTHER –

☒ **ADDITIONAL COMMENTS:**

If you have any questions or comments, please call the Site Plan Review Hotline at (559) 713-4440
Site Plan Review Committee

SITE PLAN REVIEW COMMENTS

Cristobal Carrillo, Planning Division (559) 713-4443

Date: July 12, 2023

SITE PLAN NO: 2023-099
PROJECT TITLE: Rapid Xpress Car Wash
DESCRIPTION: Proposed parcel map to subdivided APN: 126-890-002 into two parcels
APPLICANT: Ken Vang - Applicant
PROP. OWNER: Orange Coast Title Company of Nor Cal
LOCATION TITLE: 3549 W. Cladwell Ave.
APN TITLE: 126-890-002
GENERAL PLAN: Commercial Mixed Use
EXISTING ZONING: C-MU (Commercial Mixed-Use)

Planning Division Recommendation:

- ☒ Revise and Proceed
☐ Resubmit

Project Requirements

- Tentative Parcel Map
- Conditional Use Permit
- Compliance with Demaree-Caldwell Specific Plan

PROJECT SPECIFIC INFORMATION: July 12, 2023

1. File a Tentative Parcel Map.
2. File a Conditional Use Permit along with the Tentative Parcel Map due to the creation of an undersized parcel in the C-MU Zone, with no direct street frontage.
3. Comply with the Demaree-Caldwell Specific Plan requirements.
4. A master site plan shall be provided showing the project site in relation to the entire specific plan area.
5. A conceptual development plan shall be provided with the TPM/CUP proposal depicting the proposed carwash in relation to the new property boundaries.
6. The applicant shall comply with all requirements of the Engineering Division, including the depicting of easements applicable to the site.

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



Signature



**SUBDIVISION & PARCEL MAP
REQUIREMENTS
ENGINEERING DIVISION**

☐ Adrian Rubalcaba 713-4271
☒ Edelma Gonzalez 713-4364
☐ Luqman Ragabi 713-4362

ITEM NO: 2 DATE: JULY 12TH, 2023

SITE PLAN NO.: 23-099
 PROJECT TITLE: RAPID XPRESS CAR WASH
 DESCRIPTION: PROPOSED PARCEL MAP TO SUBDIVIDE APN: 126-890-002 INTO TWO PARCELS
 APPLICANT: KEN VANG
 PROP. OWNER: ORANGE COAST TITLE COMPANY OF NOR CAL
 LOCATION: 3549 W CALDWELL AVE
 APN: 126-890-002

SITE PLAN REVIEW COMMENTS

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

: maximum side slopes, perimeter fencing required, provide access ramp to bottom for maintenance. **CONNECT TO EXISTING INFRASTRUCTURE ONSITE AT TIME OF PARCEL DEVELOPMENT**

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

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

Additional Comments:

- 1. Per SPR meeting with applicant, proposed tentative parcel map is related to previously proposed car wash commercial building under SPR 22-143.**
- 2. Coordinate with city staff for City parcel map requirements and processing fees.**
- 3. Development impact fees will apply to future development on each parcel. Subject to fee rates at the time.**
- 6. Proposed TPM to show all existing easements and encumbrments within existing parcel and designate method for removal/modification with TPM submittal.**
- 7. Common access and utilities rights will need to be provided to serve new land locked parcels. Show on TPM submittal.**
- 8. Additional Right-Of-Way along Caldwell may be required with project. Coordinate frontage improvements with CIP Project to provide adequate ROW with TPM submittal.**

9. Any new sidewalk installation that encroaches onto private property will required a Pedestrian Access Easement (PAE) or Right-Of-Way (ROW) Dedication. Show PAE or ROW dedication with TPM submittal.

10. In addition to the applicable impact fees to be assessed with proposed project, the existing parcel is subject to an existing Area of Benefit previously adopted/established for repayment of the traffic signal installed at Packwood and Demaree intersection. Per the Area of Benefit, the proportionate share for this parcel has been calculated to be \$9,191.81. Either this subdivision or previously mentioned development will be required to pay the full amount whichever comes first.

SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: **23-099**

Date: **07/12/2023**

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

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

(Fee Schedule Date:**07/01/2023**)

(Project type for fee rates:(**TENTATIVE PARCEL MAP**)

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

<u>FEE ITEM</u>	<u>FEE RATE</u>
<input checked="" type="checkbox"/> Trunk Line Capacity Fee	DEFERRED UNTIL TIME OF DEVELOPMENT
<input checked="" type="checkbox"/> Sewer Front Foot Fee	\$52/LF X 228 LF (CALDWELL)
<input checked="" type="checkbox"/> Storm Drainage Acquisition Fee	\$7,814/AC X TBD
<input type="checkbox"/> Park Acquisition Fee	
<input type="checkbox"/> Northeast Acquisition Fee Total Storm Drainage Block Walls Parkway Landscaping Bike Paths	
<input checked="" type="checkbox"/> Waterways Acquisition Fee	\$5,739/AC X TBD

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

City Reimbursement:

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



Edelma Gonzalez

City of Visalia

Building: Site Plan

Review Comments

SPR 23099
RAPID X-PRESS CARWASH
3549 WEST CALDWELL AVE.

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

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

Additional comments: _____

VAL GARCIA
Signature

7/11/23



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

Date: 07-12-2023
Item: 2
Site Plan: SPR23099
Name: Agt. Andrew Saelee

Site Plan Review Comments

☒

No Comment at this time.

☐

Request opportunity to comment or make recommendations as to safety issues as plans are developed.

☐

Public Safety Impact Fee:
Ordinance No. 2001-11 Chapter 16.48 of Title 16 of the Visalia Municipal Code
Effective date - August 17, 2001.

☐

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

☐

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

☐

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

☐

Access Controlled/ Restricted etc.

☐

lighting Concerns:

☐

Traffic Concerns:

☐

Surveillance Issues:

☐

Line of Sight Issues:

☐

Other Concerns:

SITE PLAN REVIEW COMMENTS

CITY OF VISALIA TRAFFIC SAFETY DIVISION

July 12, 2023

Item No. 2:

SITE PLAN NO: [SPR23099](#)
PROJECT TITLE: Rapid Xpress Carwash
DESCRIPTION: Proposed parcel map to subdivided APN: 126-890-002 into two parcels.
APPLICANT: Ken Vang - Applicant
OWNER: ORANGE COAST TITLE COMPANY OF NOR CAL
APN: 126890002
ADDRESS: 3549 W CALDWELL AVE
LOCATION: 3549 West Caldwell Avenue

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

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

Additional Comments:

•



for **Leslie Blair**

CITY OF VISALIA
SOLID WASTE DIVISION
336 N. BEN MADDOX
VISALIA CA. 93291
713 - 4532
COMMERCIAL BIN SERVICE

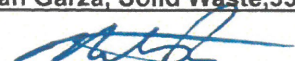
23099

July 12, 2023

XX	No comments.
	See comments below
	Revisions required prior to submitting final plans. See comments below.
	Resubmittal required. See comments below.
	Customer responsible for all cardboard and other bulky recyclables to be broken down before disposing of in recycle containers
	ALL refuse enclosures must be R-3 OR R-4
	Customer must provide combination or keys for access to locked gates/bins
	Type of refuse service not indicated.
	Location of bin enclosure not acceptable. See comments below.
	Bin enclosure not to city standards double.
	Inadequate number of bins to provide sufficient service. See comments below.
	Drive approach too narrow for refuse trucks access. See comments below.
	Area not adequate for allowing refuse truck turning radius of : Commercial 50 ft. outside 36 ft. inside; Residential 35 ft. outside, 20 ft. inside.
	Paved areas should be engineered to withstand a 55,000 lb. refuse truck.
	Bin enclosure gates are required
	Hammerhead turnaround must be built per city standards.
	Cul - de - sac must be built per city standards.
	Bin enclosures are for city refuse containers only. Grease drums or any other items are not allowed to be stored inside bin enclosures.
	Area in front of refuse enclosure must be marked off indicating no parking
	Enclosure will have to be designed and located for a STAB service (DIRECT ACCESS) with no less than 38' clear space in front of the bin, included the front concrete pad.
	Customer will be required to roll container out to curb for service.
	Must be a concrete slab in front of enclosure as per city standards, the width of the enclosure by ten(10) feet, minimum of six(6) inches in depth.
	Roll off compactor's must have a clearance of 3 feet from any wall on both sides and there must be a minimum of 53 feet clearance in front of the compactor to allow the truck enough room to provide service.
XX	City ordinance 8.28.120-130 (effective 07/19/18) requires contractor to contract with City for removal of construction debris unless transported in equipment owned by contractor or unless contracting with a franchise permittee for removal of debris utilizing roll-off boxes.
Comment	Solid Waste has no comments regarding the proposed parcel map.

Jason Serpa, Solid Waste Manager, 559-713-4533
Edward Zuniga, Solid Waste Supervisor, 559-713-4338

Nathan Garza, Solid Waste, 559-713-4532





CALIFORNIA WATER SERVICE

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

Site Plan Review Comments From:

California Water Service
Scott McNamara, Superintendent
216 N Valley Oaks Dr.
Visalia, CA 93292
559-624-1622 Office
559-735-3189 Fax
smcnamara@calwater.com

Date: 07/12/2023

Item # 2

Site Plan # 23-099

Project: Rapid Xpress Car Wash

Description:

Applicant:

Location: 3549 W Caldwell

APN: 126-890-002

The following comments are applicable when checked:

- ☐ Re-submit
- ☐ No Comments at this time

☒ Fire Hydrants

Comments- Per Visalia Fire Department requirements. If street frontage hydrants are required off existing water main, Cal Water will utilize our own contractor for that work and that work will be paid for by the developer/customer. The location of those hydrants is to be approved by Visalia Fire.

☒ Services

Comments- Service(s) will need to be installed at this location. The parcel to the south of this project will eventually need a service installed. When that happens, they will need a cross access agreement for their customer line as it will cross another parcel to get to them. The cross access agreement will either be from this project or the project to the west.

☐ Mains

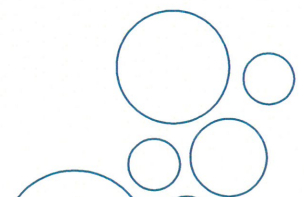
Comments-

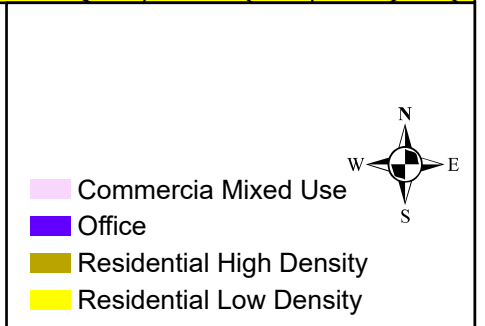
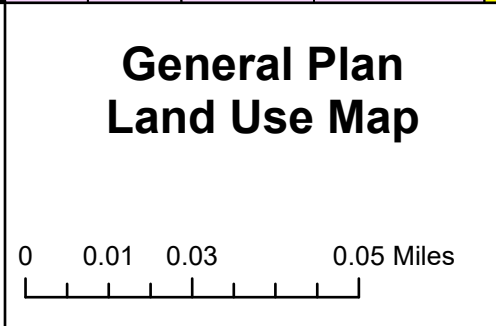
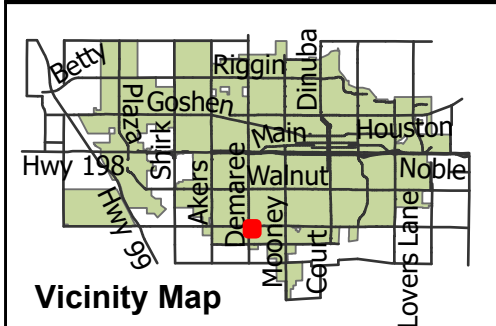
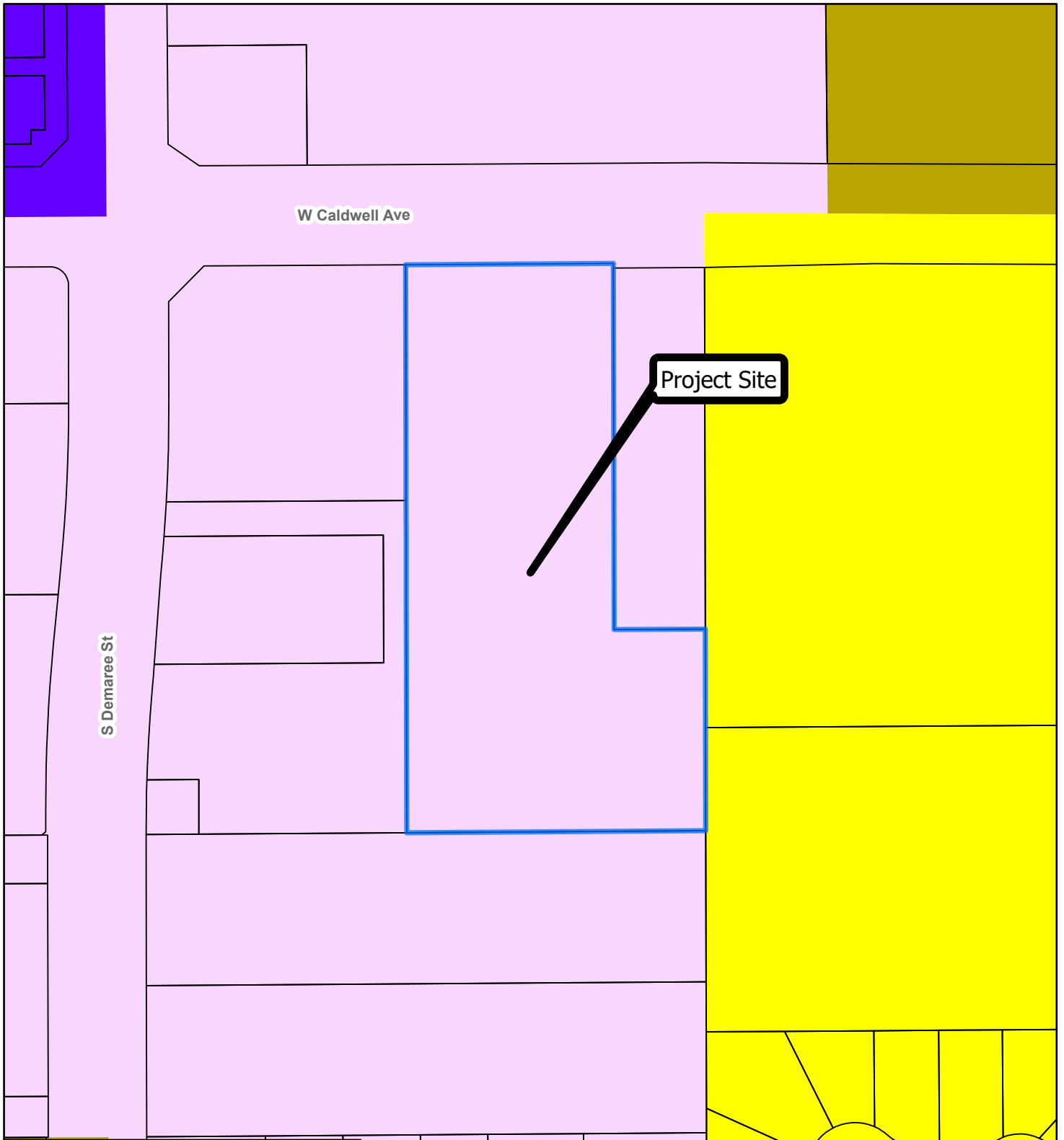
☒ Backflow Requirements

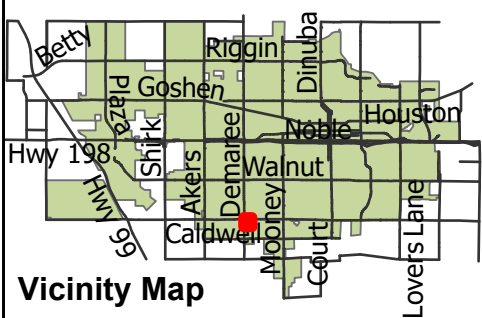
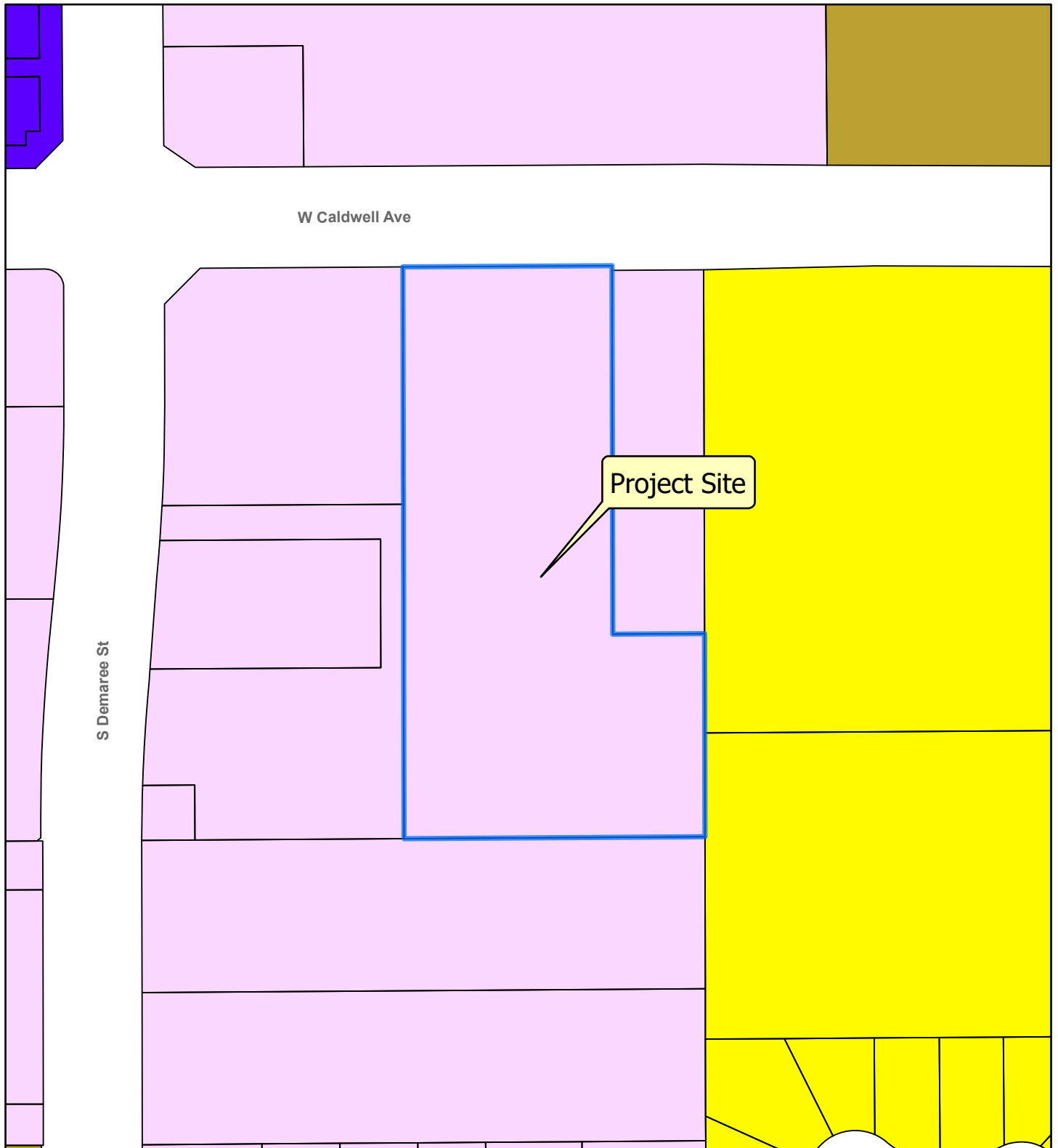
Comments- Will be required if any parcel is for multi-family, commercial, or has multiple services on one parcel. Please contact Cross Connection Control Specialist, Juan Cisneros at 559-624-1670 or visaliabackfow@calwater.com for a backflow install packet.

Additional Comments:

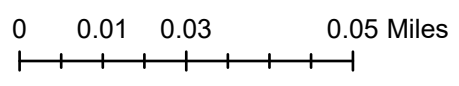
- ☒ Please contact New Business Superintendent Sedelia Sanchez at 559-624-1621 or ssanchez@calwater.com to start your project with Cal Water.



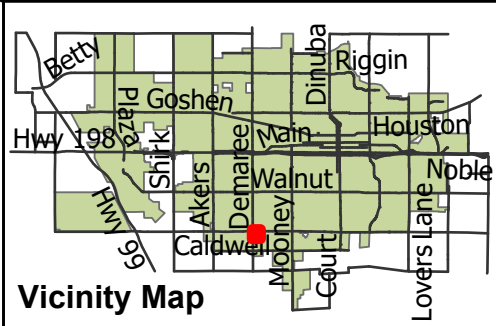




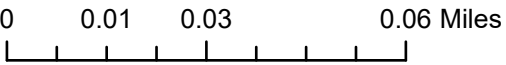
Zoning Map

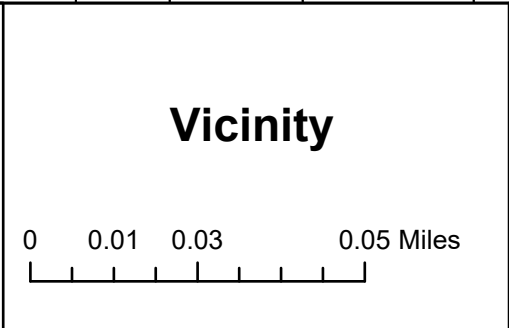
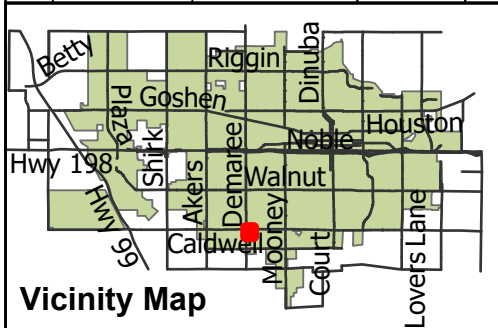


- C-MU Mixed Use Commercial
- O-PA Professional / Admin Office
- R-1-5 Single-family Residential
- R-M-3 Multi-family Residential



Aerial Map







REPORT TO CITY OF VISALIA PLANNING COMMISSION

HEARING DATE: March 25, 2024

PROJECT PLANNER: Josh Dan, Senior Planner
Phone No: (559) 713-4003
Email: josh.dan@visalia.city

SUBJECT: Conditional Use Permit No. 2024-02: A request by Mulberry Springs LLC, to master plan and develop a 15.55-acre site into a mixed-use development. Phase 1 consists of a 276-unit multi-family development with three-story buildings, a community club house, and outdoor recreation amenities while Phase 2 consists of two multi-tenant commercial buildings and one retail building with a drive-thru lane. The site is zoned C-R (Regional Commercial).

Tentative Parcel Map No. 2024-01: A request by Mulberry Springs LLC, to subdivide Parcel 2 of the master planned development into two parcels for condominium purposes. The site is zoned C-R (Regional Commercial).

Project Location: The project site is located at the Northwest corner of West Cameron Avenue and South Stonebrook Street. (Address: N/A) (APNs: 122-332-039, 122-332-040, and 122-332-041).

STAFF RECOMMENDATION

Staff recommends approval of Conditional Use Permit No. 2024-02 based on the findings and conditions in Resolution No. 2024-02. Staff's recommendation is based on the project's consistency with the policies of the Visalia General Plan, Housing Element and South Packwood Creek Specific Plan, and consistency with the Zoning Ordinance.

Staff recommends approval of Tentative Parcel Map No. 2024-01 based on the findings and conditions in Resolution No. 2023-71. Staff's recommendation is based on the conclusion that the parcel map, as conditioned, is consistent with the policies of the Visalia General Plan and South Packwood Creek Specific Plan and consistent with the Zoning and Subdivision Ordinances.

RECOMMENDED MOTION

I move to approve Conditional Use Permit No. 2024-02 based on the findings and conditions in Resolution No. 2024-02.

I move to approve Tentative Parcel Map No. 2024-01, based on the findings and conditions in Resolution No. 2023-71.

PROJECT DESCRIPTION

The request by the applicant is to entitle and establish a mixed-use development plan for the balance of the vacant portion of the South Packwood Creek Specific Plan area located north of Cameron Avenue and west of Stonebrook Street. The exhibits provided and analysis below demonstrate that the proposal is expected to occur in two phases by separate development groups. The applicant has identified that Phase 1 is anticipated to be the first of the two phases to be completed. Phase 1 is comprised of a 276-unit multi-family apartment complex and Phase 2 is comprised of a undisclosed drive-thru and condominium commercial office spaces totalling 23,938 square feet as depicted per Exhibit "A".

Conditional Use Permit No. 2024-02

The Conditional Use Permit (CUP) encompasses the development of a 276-unit market rate multi-family residential complex, the establishment of condominium air space within the commercial segment, and the creation of parcels measuring less than 5 acres without direct street access within the C-R zone, and a proposed building with a drive-thru lane within 250-feet of planned residential development (see Exhibit “A”).

It should be noted that the building and associated drive-thru lane shown on an adjusted parcel located between the existing carwash and the proposed multi-family residential development does not have a tenant identified at this time. The drive-thru does not comply with the performance standards, in particular, Section 17.32.162.B.1, separation from residences. The use is further analyzed in the *Drive-thru Performance Standards* section below.

Multi-Family Development

The multi-family development occupies 12.08 acres of the overall 15.55-acre site and is comprised of nine (9) three-story buildings, six of which are prioritized along road frontages. The development will feature a total of 276 units, including 102 one-bedroom units, 126 two-bedroom units, and 48 three-bedroom units.

Additionally, the multi-family development will include a combination of covered and open parking stalls resulting in one and three-quarter parking spaces per dwelling unit with a total of 484 parking stalls provided. The project will include a community building with landscaped open space area, a swimming pool, playground equipment area, and picnic areas with tables.

Tentative Parcel Map No. 2024-01

The project applicant is also requesting approval of a tentative parcel map to subdivide existing “Parcel 2” of the master planned development into two parcels for condominium purposes. As shown in Exhibits “C” and “D”, proposed Parcel “2A” will measure 0.84 acres whereas proposed Parcel “2B” will measure 1.39 acres. As mentioned above, the developer is seeking to create commercial condominium airspace for the lease or sale of the condominium “airspace” to prospective commercial establishments. The tentative parcel maps will establish the following:

Proposed Parcel “2A”:

- Commercial condominium airspace for three tenant units (101 – 103 respectively) plus a common area / utility room (104)
- The condominium area measures approximately 6,176 square feet

Proposed Parcel “2B”:

- Commercial condominium airspace for seven tenant units (101 – 107 respectively) plus a common area / utility room (108)
- The condominium area measures approximately 14,262 square feet

Each of the proposed parcels will also include an additional “unit space” for the common area / utility room (as shown in Exhibit “D”). The locations of the three-dimensional airspace are illustrated on the unit detail sheet of the condominium plans attached as Exhibit “D”. The remaining area associated with the project site (i.e., landscaping, parking lot, trash enclosures, etc.) is represented by proposed Parcels 2A and 2B, which surround the condominium project site. Common areas and facilities accessible to the public will be maintained under a common area property association which can be perfected in a “Declaration of Restrictions” that the applicant shall record with the condominium plan.

Further, the requested parcel map warrants a Conditional Use Permit (CUP) to facilitate the creation of a commercial condominium map in the Regional Commercial (C-R) zone for parcels measuring less than five (5) acres in size and without direct access to public streets. Access to the above-mentioned units will be provided via a shared/reciprocal access drive accessed via West Cameron Avenue.

The Visalia Zoning Ordinance allows planned developments with parcels that do not conform to zoning standards as a conditional use. The Zoning Ordinance does not contain standards or policies which pertain directly to condominium conversions. Condominium conversions are subject to the Subdivision Map Act (State Government Code Section 66427.1) and administered by the State Department of Real Estate.

BACKGROUND INFORMATION

General Plan Land Use Designation:	Commercial Regional (CR)
Zoning:	Regional Commercial (C-R)
Surrounding Zoning and Land Use:	North: Quasi Public (QP), County Island (R-1 Zone) / Packwood Creek , existing single-family residential in county island. South: Regional Commercial (C-R) / W. Cameron Ave. / Commercial buildings (Costco Wholesale / La-Z-Boy Furniture) East: Regional Commercial (C-R) / S. Stonebrook St. (vacant lot) West: Regional Commercial (C-R), Quasi Public (QP) / Surf Thru Carwash, Packwood Creek, Walmart, Burlington, and Ashley Furniture
Environmental Document	Initial Study / Negative Declaration No. 2024-02
Site Plan:	Site Plan Review No. 2023-112 & 2023-166
Specific Plan:	South Packwood Creek Specific Plan

RELATED PROJECTS

On April 24, 2002, the City Council adopted the South Packwood Creek Specific Plan, which facilitated development of the Packwood Creek Commercial Center (CUP No. 2002-05). The Center is located on both sides of Mooney Boulevard, north of Visalia Parkway (see inset). The Specific Plan identified a total of two phases (I and II) and five planning areas (IA, IB, IC, IIA, and IIB).

On February 21, 2005, the City Council initiated the proceedings for Annexation No. 2005-01, a request to annex the subject site into the City limits. The Tulare County LAFCO (Local Agency Formation Commission) subsequently approved the annexation in May 2005.

On March 5, 2007, the City Council approved a final cancellation and approved disestablishment of the Agricultural Preserve applicable to the southern half of the project site, removing restrictions for development.

On September 12, 2005, the Planning Commission approved CUP No. 2005-29 to allow a planned commercial development, featuring a Costco building, with shared access and a gasoline service station in the Regional Retail Commercial Zone and Tentative Parcel Map No. 2005-19 to divide the subject 50.66 acres of vacant land into 16 parcels. Under the existing entitlement, CUP 2005-29, the proposed Costco building was to be located on the western portion

of the site with the smaller tenants located along Stonebrook Street. The parcel configuration approved under Parcel Map No. 2005-19 corresponded with the proposed retail pads.

On May 14, 2007, the Planning Commission approved CUP No. 2007-12 amending CUP No. 2005-29 by relocating the Costco building to the southwest corner of Cameron Avenue and Stonebrook Street and approving the reconfiguration of several building pads. Tentative Parcel Map No. 2007-03 was approved which created parcels to facilitate the subdivision of this project site.

On June 13, 2016, the Planning Commission approved Conditional Use Permit No. 2016-09, and Tentative Parcel Map No. 2016-06. The conditional use permit was a request to construct a new 4,767 square foot drive-thru carwash with an attached pay station, vacuum canopy area and a detached 245 square foot vacuum equipment building on a 1.51-acre parcel. The tentative parcel map was a request to subdivide the overall 17.01-acre site into four parcels.

PROJECT EVALUATION

Staff recommends approval of the requested Conditional Use Permit and Tentative Parcel Map based on the project's consistency with the General Plan, South Packwood Creek Specific Plan, Zoning and Subdivision Ordinances.

Consistency with South Packwood Creek Specific Plan, General Plan and Housing Element

The South Packwood Creek Specific Plan provides a number of plans and policies regarding the development of this area. The policies cover issues that include streets and roadways, utility lines, storm drainage, oak tree protection, aesthetics, and parking.

The Specific Plan includes detailed plans and building layouts for Phase I located on the east and west sides of Mooney Boulevard (i.e., Packwood Creek Shopping Center) but because of the long-term vision of Phase II (project site), detailed site plans were not included in the Specific Plan.

The South Packwood Creek Specific Plan included a conceptual site plan exhibit for the Phase 2E area (see Exhibit "H"), but the conceptual site plan was lacking detail (i.e., setbacks, building dimensions, landscaping, pedestrian walkways, uses, etc.) and was therefore not approved similar to the Phase 1 development plan. Rather, the Specific Plan as related to Phase 2E summarizes standards and guidelines for allowed building area, street and roadway improvements (not including driveways and median breaks), infrastructure, setbacks and development standards, signage, and the development of Packwood Creek. It should be noted, Phase 2D is fully entitled based on the approval of CUP No. 2007-12 (Costco development and future retail pads).



The South Packwood Creek Specific Plan and related Environmental Impact Report were prepared to allow for a total of 1,076,946 square feet of building area between Phases 1 and 2. Based on an actual developed area of Phase 1 (east and west side of Mooney Blvd.), Phase 2 area has a remaining allotment of 422,756 square feet of building area. As illustrated in Exhibit “H”, the development of Phase 2D, including the Costco building, provides for a total of 280,300 square feet of building area in Phase 2D south of Cameron Avenue, which leaves 142,456 square feet of remaining developable commercial space in the Phase 2E north of Cameron Avenue.

The South Packwood Creek Specific Plan projected that the development of the Phase 2 area would be completed over a five to twenty-year period (between 2006 and 2020) dating from when the Plan was authored. The Specific Plan contains analysis of technical studies, which consider long-term impacts resulting from the buildout of Phases 1 and 2. An economic study prepared in 2001 concluded that projected demand for leasable commercial space could accommodate development of 1,016,000 square feet by the year 2010.

During the approval of the conditional use permit for the Surf-thru carwash, a condition was included that required the remaining Phase 2E acreage be subject to the master planning process. Future development of the remaining Phase 2E area requires additional discretionary actions (i.e., CUP comprehensive master plan) and consistency with the South Packwood Creek Specific Plan.

The applicant has submitted a comprehensive master plan that includes a residential component that otherwise was not identified as a potential use as part of the Phase 2E conceptual plan. However, the specific plan notes that all used proposed within the specific plan area shall be in conformance with the “permitted” and “conditionally permitted” uses identified in the Chapter 17.18.050 “Zone Matrix” at the time the Packwood Creek Specific Plan was adopted. New residential uses are a “conditionally permitted” use in the C-R zone and therefore the request to develop a mixed-use project that now incorporates residential units is consistent with the Packwood Creek Specific Plan and the General Plan. In addition, the inclusion of residential units as part of an overall mixed-use development is supported by numerous General Plan and Housing Element policies as noted below.

General Plan and Housing Element

LU-P-53: Integrate multi-family development with commercial, office, and public uses in neighborhood nodes, Downtown, and with Commercial Mixed Use areas in East Downtown, along the Mooney corridor and elsewhere. Multi-family housing should be accessible on foot to public parks and gathering places, commercial areas, and transit.

HE Policy 1.1: The City shall ensure that sufficient land is available and zoned at a range of residential densities to accommodate the City’s regional share of new construction housing.

HE Policy 1.7: The City shall promote development standards that ensure that new residential developments are long-term assets to the City, make effective use of land, and are compatible with adjacent land uses.

HE Policy 2.2: The City shall encourage the development of vertical and horizontal mixed-use development projects as a means to increase housing supply while promoting diversity and neighborhood vitality.

HE Policy 6.3: The City shall promote quality design and appearance of all new multi-family units so that they add value to the community’s built environment and reduce potential for community objection.

HE Policy 6.13: The City shall continue to enforce its Model Good Neighbor policies to ensure that all multi-family projects adhere to basic maintenance and management procedures.

The mixed-use project complies with the policies as noted above. The project site, and development proposal, provides an opportunity to complete a major street connection (Stonebrook Street) while providing a linear mixed-use development that incorporates residential uses into a commercial area. Future commercial tenants and residences will have the opportunity to be in close proximity to a multitude of commercial services and recreational opportunities. The project site is located adjacent to the Packwood Creek community trail that provides a trail linkage to Perry Park, while also being in close proximity to several commercial uses including grocery stores. In addition, both the commercial and residential uses will complement the surrounding area by use of the building materials as noted in the elevation renderings that demonstrate building materials consistent with surrounding development.

Project Improvements per Phased Development

Development of the site will occur in two phases (Phase 1 expected to proceed first) by separate development groups. Phase 1 will comprise of the proposed multi-family development and Phase 2 will encompass development of the future undisclosed drive-thru use and commercial condominium development. The two phases of development will not be connected for vehicular circulation. The following is a detailed description of each phase of developments required off-site improvements.

Phase 1: Multi-Family Development

Access to the apartment complex will be provided at two points located on Stonebrook Street along the easterly portion of the project site. This will be facilitated through the expansion of South Stonebrook Street northward toward Packwood Creek. The project, as detailed in the Engineering Division's Site Plan Review comments, will not be required to have completion of a Packwood Creek vehicular crossing prior to occupancy, as the crossing is expected to be completed via a separate City Capital Improvement Project (CIP). Phase 1 of the project will be required to construct the following:

- a) Full signalization of the intersection at Cameron and Stonebrook;
- b) Construct a raised median island in Cameron Avenue extending approximately 670 linear feet from the Cameron / Stonebrook intersection west to the future signalized vehicular access driveways. The median will allow for left turning pockets for northbound turning movements onto Stonebrook and southbound turning movement into the common drive west of the Costco gas station only. No median breaks will be allowed between this section;
- c) Project will also be required to restripe and resign Cameron Avenue as necessary to provide safe traffic movement with the required median island improvement;
- d) Install curb, sidewalk, gutter, streetlights, and parkway landscaping along the project's Stonebrook Street and Phase 1 Cameron Avenue frontages;
- e) Pave Stonebrook Street to full width at the Cameron / Stonebrook intersection and taper to "3/4 width" extent of travel lanes heading northward up to Packwood Creek as required by the City Traffic Engineer for safe traffic movement. Project shall install street striping and signage as necessary to accommodate safe traffic movement on 3/4 width road.

Phase 2: Commercial Development

The commercial component of the development is proposed as Phase 2 and is expected to be developed separately and subsequent to Phase 1. Access to the proposed commercial development will be provided via a future and an existing access point along West Cameron Avenue. The existing access point was constructed with the existing Surf-thru Carwash and will provide cross access to the proposed commercial development to the east and commercial

buildings to the north. The commercial development will be required to install a new drive approach aligning with the existing drive approach to the south (west of the Costco gas station). Phase 2 of the project will be required to do the following:

- a) Full signalization of the intersection at Cameron Avenue and the westerly Packwood Grove South commercial entrance to allow for a full controlled opening at the intersection;
- b) Project developer shall be required to acquire approvals to modify existing striping, signage and other features on westerly drive approach to allow for the installation and function of the future signalization at the intersection;
- c) Construct approximately 380 linear feet of raised median in Cameron Avenue connecting to the existing median fronting the Surf Thru car wash site to the newly signalized intersection required with Phase 2. The median will allow for left turning pockets for northbound turning movements into the north Packwood site only. No median breaks will be allowed in this median section;
- d) Project will also be required to restripe and resign Cameron Avenue as necessary to provide safe traffic movement with the required raised median island improvement;
- e) Install curb, sidewalk, gutter, streetlights, and parkway landscaping along the project's Phase 2 Cameron Avenue frontage.

The above-mentioned requirements are included as Conditions of Approval numbers 5a through 5e and 6a through 6e for Conditional Use Permit No. 2024-02.

In the event the developer(s) of the project elect to modify the phasing of the project as described in the staff report, and as conditioned, staff has included Condition No. 13 for CUP No. 2024-02 requiring that the developer resubmit back to Site Plan Review at which time staff will assess if the phasing can be supported. Modifications to the phasing will subsequently require an amendment to this Conditional Use Permit to modify the conditions.

Drive-thru Performance Standards

In the C-R zone and in other zoning districts, drive-thru lanes require a conditional use permit unless they can meet the six performance standards specified in Visalia Municipal Code Section 17.32.162. In general, the performance standards pertain to the following:

1. Separation from residences;
2. Vehicle queue stacking;
3. Circulation;
4. Noise;
5. Screening;
6. Menu boards and signage.

****Refer to the Related Plans and Policies section for the full text of this code section.**

The proposed project meets or is able to comply with all of the standards with the exception of the separation from residences for the drive-thru lane (within 250-ft. of residential units). As mentioned above, the proposed drive-thru tenant is unknown at this time. When a tenant is identified the applicant will be required to submit a site plan, floor plan, operational statement, and queuing analysis exhibits to Site Plan Review to address consistency with the CUP, should it be approved, but also to ensure that the operation of the drive-thru will comply with the community noise standards (Condition of Approval No. 7).

The “Phase 1” multi-family development, as identified by the applicant, is anticipated to proceed first and as such would place residences within 250-ft of the drive-thru use. Staff’s analysis has determined that the placement of the drive-thru lane, as shown in Exhibit “A”, is consistent with similar arrangements on other approved out-pad buildings with drive-thru lanes. Staff concludes that the drive-thru lane will not be a detriment to public health, safety, or welfare associated with the location of the drive-thru lane with respect to traffic on either Cameron Avenue and the adjacent land uses, which consist of both commercial and residential development. Staff’s recommendation to support the project is based on the commercial shopping center design that incorporates design measures that foster adequate vehicle queue stacking for the drive-thru lane, on-site parking, pedestrian connectivity, and on-site circulation to limit potential vehicular conflicts within the commercial shopping center site.

Parking

Pursuant to Assembly Bill 2097, which went into effect January 1, 2023, public agencies are prohibited from imposing minimum parking requirements on sites that are located within a half-mile radius of a major transit stop. *(Please note a major transit stop is defined as major transit stop” to include an existing or planned (1) rail or bus rapid transit station, (2) ferry terminal served by bus or rail transit, or (3) intersection of two or more major bus routes with service every 15 minutes or less during peak commute periods.)* The City of Visalia Transit operates bus service along Route 1 with bus stops located on Main Street and Mooney Boulevard. Route 1 meets the definition of a “major transit stop” and the project site is within a half mile of Route 1 bus stops.

However, the developer(s) for each phase of the mixed-use project are providing parking that meets the standards for each respective use (commercial and residential). The 276-unit apartment complex will provide parking in a combination of covered and open parking stalls. The ratio of parking stalls provided is one and three-quarter parking spaces per dwelling unit for a total of 484 parking stalls provided. The parking requirement for multi-family developments is 1.5 parking stalls per dwelling unit. An additional 0.25 parking stall requirement can be included for all three-bedroom units. Based on the codified parking requirements, a total of 426 parking stalls are required. The development proposes parking that exceeds the minimum codified requirement.

Parking for the commercial development will comply with Municipal Code Section 17.34.020.F.14 Shopping centers (major): one parking space for each two hundred twenty-five (225) square feet of building area. The total square footage of the commercial development will measure 23,938 square feet, which requires 106 parking spaces. Per Exhibit “A”, 135 parking spaces are provided.

Good Neighbor Policies and Management and Maintenance Standards

The project is subject to the City’s Good Neighbor Policies (GNP’s) for multi-family residential development. The GNPs are a set of management and maintenance requirements that address the common maintenance of buildings and grounds. The GNP’s prohibit the storage of boats, trailers, and recreational vehicles over one ton outside of carports, and require all buildings, mechanical equipment, and grounds to be maintained in good working order and in a neat and orderly fashion.

To ensure that these requirements are addressed and are consistent with the conditions placed on the subject multi-family project; staff recommends that management and maintenance conditions be included as a part of the conditional use permit. Among the recommended conditions is 24-hour availability for Visalia Police Department to Maintenance and/or Management staff. Maintenance and Management staff shall either be on-site or available by telephone at all times, with phone numbers to be provided to the Police Department dispatch center.

Building Elevations

Exhibits “E” display the proposed typical building elevations for the commercial and multi-family development. The elevations depict cement plaster finish on the walls, composite wood railings for decks and patios, and shingled roofs. Floor plans have been included for the apartment buildings as shown in Exhibit “F”.

Staff has included Condition of Approval No. 2, requiring that the building elevations and floor plans be developed consistent with those provided in Exhibits “B”, “E”, and “F”.

Solid Waste

Solid Waste services will be provided in accordance with the state and city requirements across the commercial and multi-family projects sites.

Property Owners’ Association

The project applicant may have to amend the current common area property association that will include responsibility and maintenance for all common areas associated with the entire commercial development based on creating the condominium airspace. Condition No. 3 for the tentative parcel map requires that any existing Declaration of Covenants, Conditions, Restriction, and Reservation of Easements (CC&Rs) be amended and recorded in association with the parcel map and shall establish responsibilities to be held by the property owner(s) and responsibilities to be held by the association.

Subdivision Map Act Findings

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

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

<u>GC Section 66474 Finding</u>	<u>Analysis</u>
(a) That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.	The proposed map has been found to be consistent with the City’s General Plan. This is included as recommended Finding No. 1 of the Tentative Parcel Map. There are no specific plans applicable to the proposed map.
(b) That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.	The proposed design and improvement of the map has been found to be consistent with the City’s General Plan and the South Packwood Creek Specific Plan. This is included as recommended Finding No. 1 of the Tentative Parcel Map.
(c) That the site is not physically suitable for the type of development.	The site is physically suitable for the proposed map and its affiliated development plan, which is designated as Regional Commercial land use. This is included as recommended Finding No. 4 of the Tentative Parcel Map.

(d) That the site is not physically suitable for the proposed density of development.	The site is physically suitable for the proposed density of development in the Regional Commercial land use designation and C-R zone. This is included as recommended Finding No. 5 of the Tentative Parcel Map.
(e) That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.	The proposed design and improvement of the map has been found not likely to cause environmental damage or substantially and avoidable injure fish or wildlife or their habitat. This finding is further supported by Initial Study / Negative Declaration No. 2024-02 and included as recommended Finding No. 3 of the Tentative Parcel Map.
(f) That the design of the subdivision or type of improvements is likely to cause serious public health problems.	The proposed design of the map has been found to not cause serious public health problems. This is included as recommended Finding No. 2 of the Tentative Parcel Map.
(g) That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.	The proposed design of the map does not conflict with any existing or proposed easements located on or adjacent to the subject property. This is included as recommended Finding No. 6 of the Tentative Parcel Map.

Environmental Review

An Initial Study and Negative Declaration were prepared for the proposed project. Initial Study and Negative Declaration No. 2024-02 disclosed that environmental impacts are determined to be not significant. Staff concludes that Initial Study and Negative Declaration No. 2024-02 adequately analyzes and addresses the proposed project and reduces environmental impacts to a less than significant level.

RECOMMENDED FINDINGS

Tentative Parcel Map No. 2024-01

1. That the proposed location and layout of the tentative parcel map, its improvement and design, and the conditions under which it will be maintained is consistent with the policies and intent of the General Plan and South Packwood Creek Specific Plan, Zoning Ordinance, and Subdivision Ordinance.
2. That the proposed tentative parcel map, its improvement and design, and the conditions under which it will be maintained will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity, nor is it likely to cause serious public health problems.
3. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant and that Negative Declaration No. 2024-02, is hereby adopted. Furthermore, the design of the development or the proposed improvements is not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat.

4. That the site is physically suitable for the proposed tentative parcel map and the way that it will be improved and developed through the accompanying planned development (Conditional Use Permit No. 2024-02).
5. That the site is physically suitable for the proposed tentative parcel map and the project's density, which is consistent with the underlying Commercial Regional land use designation and Regional Commercial zone.
6. That the proposed tentative parcel map, design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.
7. That the proposed parcel sizes resulting from the parcel map are consistent with the Zoning Ordinance's Planned Development and Commercial zone standards since they are part of a planned development established through Conditional Use Permit No. 2024-02.

Conditional Use Permit No. 2024-02

1. That the proposed project will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements within 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:
 - a. 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.
 - b. 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 the proposed development is consistent with Policy D6 of the South Packwood Creek Specific Plan by adequately analyzing traffic impacts and signaling appropriate intersections at West Cameron Avenue and South Stonebrook Street via Phase 1 improvements and another signalized intersection at West Cameron Avenue and the existing commercial entrance point west of the Costco gas station with Phase 2 improvements.
4. That the proposed parcel sizes resulting from the planned development are consistent with the Zoning Ordinance's Planned Development standards based on the creation of a master development plan.
5. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant and that Negative Declaration No. 2024-02, is hereby adopted. Furthermore, the design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat.

RECOMMENDED CONDITIONS OF APPROVAL

Tentative Parcel Map No. 2024-01

1. That the site be developed consistent with the comments and conditions of the Site Plan Review Committee as set forth under Site Plan Review Nos. 2023-112 & 2023-166.
2. That the final map be carried out in substantial compliance with the approved tentative parcel map shown in Exhibit "C", attached herein.
3. That before recordation of a final map, a common property owners association shall be established or amended for the long-term maintenance and management of the project. This association shall establish responsibility for but not limited to the following:
 - a. The maintenance of roofs and subfloors,
 - b. The maintenance of spaces located outside of the private interior space of the units, including the insides of common walls, plumbing, pipes, and electrical lines,
 - c. The maintenance of landscaping for the associated properties,
 - d. The maintenance of on-site parking and driveways,
 - e. The maintenance of the fences, on-site lighting and other improvements that are not along the public street frontages,
 - f. The maintenance of the common open space areas;
 - g. Enforcing all provisions covered by covenants, conditions and restrictions that are placed on the property.
4. That the form of the common property owners' association's bylaws, including covenants, condition, and restrictions (CC&Rs), shall be approved by the State Department of Real Estate and the City Planner. The bylaws' final approved form shall be recorded with the Tulare County Recorder.
5. That Tentative Parcel Map No. 2024-01 shall be null and void unless Conditional Use Permit No. 2024-02 is approved.
6. That all other federal, state, regional, and local laws and city codes and ordinances be complied with.

Conditional Use Permit No. 2024-02

1. That the site be developed consistent with the comments and conditions of the Site Plan Review Committee as set forth under Site Plan Review Nos. 2023-112 & 2023-166.
2. That the final map be carried out in substantial compliance with the approved condominium plan shown in Exhibit "D", attached herein.
3. That Conditional Use Permit No. 2024-02 shall be null and void unless Tentative Parcel Map No. 2024-01 is approved.
4. That any development within either phase be developed in substantial compliance with the Site Plan in Exhibit "A", the Floor Plans in Exhibit "B", Elevations in Exhibit "E", and Tentative Landscaping Plan in Exhibit "F".
5. That improvements associated with the multi-family development in "Phase 1" of the proposal be required to construct but not limited to the following:
 - a. Full signalization of the intersection at Cameron and Stonebrook;
 - b. Construct a raised median island in Cameron Avenue extending approximately 670 linear feet from the Cameron / Stonebrook intersection west to the future signalized

vehicular access driveways. The median will allow for left turning pockets for northbound turning movements onto Stonebrook and southbound turning movement into the common drive west of the Costco gas station only. No median breaks will be allowed between this section;

- c. Project will also be required to restripe and resign Cameron Avenue as necessary to provide safe traffic movement with the required median island improvement;
 - d. Install curb, sidewalk, gutter, streetlights, and parkway landscaping along the project's Stonebrook Street and Phase 1 Cameron Avenue frontages;
 - e. Pave Stonebrook Street to full width at the Cameron / Stonebrook intersection and taper to "3/4 width" extent of travel lanes heading northward up to Packwood Creek as required by the City Traffic Engineer for safe traffic movement. Project shall install street striping and signage as necessary to accommodate safe traffic movement on 3/4 width road.
6. That improvements associated with the commercial development in "Phase 2" of the proposal be required to construct but not limited to the following:
- a. Full signalization of the intersection at Cameron Avenue and the westerly Packwood Grove South commercial entrance to allow for a full controlled opening at the intersection;
 - b. Project developer shall be required to acquire approvals to modify existing striping, signage and other features on westerly drive approach to allow for the installation and function of the future signalization at the intersection;
 - c. Construct approximately 380 linear feet of raised median in Cameron Avenue connecting to the existing median fronting the Surf Thru car wash site to the newly signalized intersection required with Phase 2. The median will allow for left turning pockets for northbound turning movements into the north Packwood site only. No median breaks will be allowed in this median section;
 - d. Project will also be required to restripe and resign Cameron Avenue as necessary to provide safe traffic movement with the required raised median island improvement;
 - e. Install curb, sidewalk, gutter, streetlights, and parkway landscaping along the project's Phase 2 Cameron Avenue frontage.
7. That when an end user is identified for the proposed drive-thru, the applicant shall be required to submit to Site Plan Review a site plan, floor plan, and queuing analysis specific to the user identifying consistency with the proposed layout and site circulation and demonstrating that drive-thru stacking does not block interior drive-aisles and/or spill out into the public way.
8. That all proposed fencing be consistent with the height and placement requirements of the Regional Commercial (C-R) Zone District and Municipal Code Chapter 17.36 Fences, Walls and Hedges, Section 17.36.050 Commercial and mixed use zones.
9. That the community building, pool, playground equipment, and open space shall be installed as a part of the development and maintained in good working/accessible order.
10. That landscape and irrigation plans, prepared in accordance with the City of Visalia Model Water Efficient Landscape Ordinance (MWELO), shall be included in the construction document plans submitted for either grading or building construction permits. Prior to the project receiving final approved permits, a signed Certificate of Compliance stating that the project meets MWELO standards shall be submitted to the City.

11. That a valid will-serve letter for the providing of domestic water service be obtained for the development prior to development.
12. Provide street trees per the City's Street Tree Ordinance.
13. That the developer resubmit back to Site Plan Review for any proposed modifications to the phasing plans as conditioned for this project. Modifications to the project phasing will subsequently require an amendment to this Conditional Use Permit to modify the conditions.
14. That the owner/operator(s) of all multiple family residential units shall be subject to the following conditions:

A. Maintenance and Operations

- a. All development standards, City codes, and ordinances shall be continuously met for this apartment/residential complex. Buildings and premises, including paint/siding, roofs, windows, fences, parking lots, and landscaping shall be kept in good repair. Premises shall be kept free of junk, debris.
- b. Provide a regular program for the control of infestation by insects, rodents, and other pests at the initiation of the tenancy and control infestation during the tenancy.
- c. Where the condition is attributable to normal wear and tear, make repairs and arrangements necessary to put and keep the premise in as good condition as it by law or rental agreement should have been at the commencement of tenant occupation.
- d. Maintain all electrical, plumbing, heating, and other facilities in good working order.
- e. Maintain all dwelling units in reasonably weather tight condition and good exterior appearance.
- f. Remove graffiti within 24 hours of it having been observed.
- g. Recreation facilities shall be for tenant use only.
- h. Provide 24 hour access for Visalia Police Department to Maintenance and/or Management Staff. Maintenance and/or Management Staff shall be available by telephone or pager at all times, with phone numbers to be provided to the Police Department dispatch center and kept current at all times.
- i. Establish and conduct a regular program of routine maintenance for the apartment/residential complex. Such a program shall include, but not necessarily be limited to regular inspections of common areas and scheduled re-paintings, re-plantings, and other similar activities that typically require attention at periodic intervals but not necessarily continuously.
- j. The name and phone number of the management company shall be posted in a prominent location at the front of the property.

B. Landscape Care and Maintenance

- a. Automatic irrigation systems shall be maintained.
- b. All plant materials (trees, shrubs, and groundcover) shall be maintained so that harm from physical damage or injury arising from vehicle damage, lack of water, chemical damage, insects, and other pests is minimized.

- c. It is the responsibility of the property owners to seek professional advice and spray and treat trees, shrubs, and groundcover for diseases which can be successfully controlled if such untreated diseases are capable of destroying an infected tree or other trees within a project.
- d. Maintain decorative planting so as not to obstruct or diminish lighting level throughout the apartment/residential complex. Landscaping shall not obscure common areas.

C. Parking - The parking of inoperative vehicles on-site, and boats, trucks (one-ton capacity and over), trailers, and/or recreational vehicles in the apartment/residential complex is not allowed.

D. Tenant Agreement - The tenant agreement for the complex must contain the following:

- a. Standards of aesthetics for renters in regard to the use and conditions of the areas of the units visible from the outside (patios, entryways).
- b. Hours when noise is not acceptable, based upon Community Noise Standards, additional standards may be applied within the apartment/residential complex.
- c. Rules for use of open areas/recreational areas of the site in regard to drinking, congregating, or public nuisance activities.
- d. Prohibition on inoperable vehicles on-site, and boats, trucks (one-ton capacity and over), trailers and/or recreational vehicles.
- e. Standards of behavior for tenants that could lead to eviction.
- f. All tenants shall read and receive a copy of the Tenant Agreement.

15. That all other federal, state, regional, and local laws and city codes and ordinances be complied with.

APPEAL INFORMATION

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

Attachments:

- Related Plans and Policies
- Resolution No. 2024-02 (CUP No. 2024-02)
- Resolution No. 2023-71 (TPM No. 2024-01)
- Exhibit "A" – Site Plans
- Exhibit "B" – Floor Plans
- Exhibit "C" – Tentative Parcel Map No. 2024-01
- Exhibit "D" – Condominium Plans
- Exhibit "E" – Building Elevations
- Exhibit "F" – Tentative Landscaping Plan
- Exhibit "G" – Site Access VMT Report
- Exhibit "H" – South Packwood Creek Specific Plan, Phase 2E Conceptual Site Plan
- Exhibit "I" – All other exhibits: Sewer Demand Analysis, Sign Program, and Supplemental Information.
- Initial Study / Mitigated Negative Declaration No. 2024-02
- Site Plan Review Comment Nos. 2023-112 & 2023-166
- General Plan Land Use Map
- Zoning Map
- Aerial Photo
- Location Map

RELATED PLANS AND POLICIES

Subdivision Map Act (California Government Code Section 66410 – 66499.38)

The following are excerpts from the California Government Code which pertain to approvals of tentative and final maps which pertain to condominium conversions:

66427.

(a) A map of a condominium project, a community apartment project, or of the conversion of five or more existing dwelling units to a stock cooperative project need not show the buildings or the manner in which the buildings or the airspace above the property shown on the map are to be divided, nor shall the governing body have the right to refuse approval of a parcel, tentative, or final map of the project on account of the design or the location of buildings on the property shown on the map that are not violative of local ordinances or on account of the manner in which airspace is to be divided in conveying the condominium.

(b) A map need not include a condominium plan or plans, as defined in Section 4120 or 6540 of the Civil Code, and the governing body may not refuse approval of a parcel, tentative, or final map of the project on account of the absence of a condominium plan.

(c) Fees and lot design requirements shall be computed and imposed with respect to those maps on the basis of parcels or lots of the surface of the land shown thereon as included in the project.

(d) Nothing herein shall be deemed to limit the power of the legislative body to regulate the design or location of buildings in a project by or pursuant to local ordinances.

(e) If the governing body has approved a parcel map or final map for the establishment of condominiums on property pursuant to the requirements of this division, the separation of a three-dimensional portion or portions of the property from the remainder of the property or the division of that three-dimensional portion or portions into condominiums shall not constitute a further subdivision as defined in Section 66424, provided each of the following conditions has been satisfied:

(1) The total number of condominiums established is not increased above the number authorized by the local agency in approving the parcel map or final map.

(2) A perpetual estate or an estate for years in the remainder of the property is held by the condominium owners in undivided interests in common, or by an association as defined in Section 4100 or 6528 of the Civil Code, and the duration of the estate in the remainder of the property is the same as the duration of the estate in the condominiums.

(3) The three-dimensional portion or portions of property are described on a condominium plan or plans, as defined in Section 4120 or 6540 of the Civil Code.

(Amended (as amended by Stats. 2012, Ch. 181, Sec. 58) by Stats. 2013, Ch. 605, Sec. 32. (SB 752) Effective January 1, 2014.)

66427.1.

(a) The legislative body shall not approve a final map for a subdivision to be created from the conversion of residential real property into a condominium project, a community apartment project, or a stock cooperative project, unless it finds as follows:

(1) Each tenant of the proposed condominium, community apartment project, or stock cooperative project, and each person applying for the rental of a unit in the residential real property, has received or will have received all applicable notices and rights now or hereafter required by this chapter or Chapter 3 (commencing with Section 66451).

(2) Each of the tenants of the proposed condominium, community apartment project, or stock cooperative project has received or will receive each of the following notices:

(A) Written notification, pursuant to Section 66452.18, of intention to convert, provided at least 60 days prior to the filing of a tentative map pursuant to Section 66452.

(B) Ten days' written notification that an application for a public report will be, or has been, submitted to the Bureau of Real Estate, that the period for each tenant's right to purchase begins with the issuance of the final public report, and that the report will be available on request.

(C) Written notification that the subdivider has received the public report from the Bureau of Real Estate. This notice shall be provided within five days after the date that the subdivider receives the public report from the Bureau of Real Estate.

(D) Written notification within 10 days after approval of a final map for the proposed conversion.

(E) One hundred eighty days' written notice of intention to convert, provided prior to termination of tenancy due to the conversion or proposed conversion pursuant to Section 66452.19, but not before the local authority has approved a tentative map for the conversion. The notice given pursuant to this paragraph shall not alter or abridge the rights or obligations of the parties in performance of their covenants, including, but not limited to, the provision of services, payment of rent, or the obligations imposed by Sections 1941, 1941.1, and 1941.2 of the Civil Code.

(F) Notice of an exclusive right to contract for the purchase of his or her respective unit upon the same terms and conditions that the unit will be initially offered to the general public or terms more favorable to the tenant pursuant to Section 66452.20. The exclusive right to purchase shall commence on the date the subdivision public report is issued, as provided in Section 11018.2 of the Business and Professions Code, and shall run for a period of not less than 90 days, unless the tenant gives prior written notice of his or her intention not to exercise the right.

(b) The written notices to tenants required by subparagraphs (A) and (B) of paragraph (2) of subdivision (a) shall be deemed satisfied if those notices comply with the legal requirements for service by mail.

(c) This section shall not diminish, limit, or expand, other than as provided in this section, the authority of any city, county, or city and county to approve or disapprove condominium projects.

(d) If a rental agreement was negotiated in Spanish, Chinese, Tagalog, Vietnamese, or Korean, all required written notices regarding the conversion of residential real property into a condominium project, a community apartment project, or a stock cooperative project shall be issued in that language.

(Amended by Stats. 2013, Ch. 352, Sec. 313. (AB 1317) Effective September 26, 2013. Operative July 1, 2013, by Sec. 543 of Ch. 352.)

66427.2.

Unless applicable general or specific plans contain definite objectives and policies, specifically directed to the conversion of existing buildings into condominium projects or stock cooperatives, the provisions of Sections 66473.5, 66474, and 66474.61, and subdivision (c) of Section 66474.60 shall not apply to condominium projects or stock cooperatives, which consist of the subdivision of airspace in an existing structure, unless new units are to be constructed or added.

A city, county, or city and county acting pursuant to this section shall approve or disapprove the conversion of an existing building to a stock cooperative within 120 days following receipt of a completed application for approval of such conversion.

This section shall not diminish, limit or expand, other than as provided herein, the authority of any city, county, or city and county to approve or disapprove condominium projects.

(Amended by Stats. 1979, Ch. 1192.)

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.

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 that 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.

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.

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.

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 that was the subject of the permit application subject to the provisions of Section 17.38.065.

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.

17.38.080 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 that is the subject of the hearing, and by publication in a newspaper of general circulation within the city.

17.38.090 Investigation and report.

The planning staff shall make an investigation of the application and shall prepare a report thereon that shall be submitted to the planning commission. The report can recommend modifications to the application as a condition of approval.

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.

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.

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.

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 ten days following the granting of the conditional use permit by the planning commission if no appeal has been filed.

17.32.162 Drive-thru lanes performance standards.

A. Purpose and Intent. It is the purpose of this section to specify performance standards applicable to uses that seek to incorporate a drive-thru lane in association with a specified use. This section does not apply to carwashes and lube and oil changing stations.

B. Performance standards:

1. Separation from residences. The drive-thru lane shall be no less than two hundred fifty (250) feet from the nearest residence or residentially zoned property.

2. Stacking. The drive-thru lane shall contain no less than ten (10) vehicle stacking, measured from pickup window to the designated entrance to the drive-thru lane. There shall be no less than three vehicle spaces distance from the order menu/speaker (or like device) to the designated entrance to the order window.

3. Circulation. No portion of the drive-thru lane shall obstruct any drive aisles or required on-site parking. The drive-thru shall not take ingress or egress from a local residential road.

4. Noise. No component or aspect of the drive-thru lane or its operation shall generate noise levels in excess of 60 dB between the hours of 7:00 p.m. and 6:00 a.m. daily.

5. Screening. The entire drive-thru lane shall be screened from adjacent street and residential view to a height of three feet. Screening devices shall be a combination of berming, hedge and landscape materials, and solid walls as approved by the City Planner.

6. Menu boards and signage. Shall be oriented or screened to avoid direct visibility from adjacent public streets. (Ord. 2017-01 (part), 2017: Ord. 2014-07 § 3, 2014)

RESOLUTION NO. 2024-02

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING CONDITIONAL USE PERMIT NO. 2024-02, A REQUEST BY MULBERRY SPRINGS LLC, TO MASTER PLAN AND DEVELOP A 15.55-ACRE SITE INTO A MIXED-USE DEVELOPMENT. PHASE 1 CONSISTS OF A 276-UNIT MULTI-FAMILY DEVELOPMENT WITH THREE-STORY BUILDINGS, A COMMUNITY CLUB HOUSE, AND OUTDOOR RECREATION AMENITIES WHILE PHASE 2 CONSISTS OF TWO MULTI-TENANT COMMERCIAL BUILDINGS AND ONE RETAIL BUILDING WITH A DRIVE-THRU LANE. THE SITE IS ZONED C-R (REGIONAL COMMERCIAL). THE PROJECT SITE IS LOCATED AT THE NORTHWEST CORNER OF WEST CAMERON AVENUE AND SOUTH STONEBROOK STREET. (ADDRESS: N/A) (APNS: 122-332-039, 122-332-040, AND 122-332-041).

WHEREAS, request by Mulberry Springs LLC, to master plan and develop a 15.55-acre site into a mixed-use development. Phase 1 consists of a 276-unit multi-family development with three-story buildings, a community club house, and outdoor recreation amenities while Phase 2 consists of two multi-tenant commercial buildings and one retail building with a drive-thru lane. The site is zoned C-R (Regional Commercial). The project site is located at the Northwest corner of West Cameron Avenue and South Stonebrook Street. (Address: N/A) (APNs: 122-332-039, 122-332-040, and 122-332-041); and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice did hold a public hearing before said Commission on March 25, 2024; and

WHEREAS, the Planning Commission of the City of Visalia finds the Conditional Use Permit No. 2024-02, as conditioned by staff, to be in accordance with Chapter 17.38.110 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, Initial Study was prepared, and adopted which disclosed that no significant environmental impacts would result from this project; and

NOW, THEREFORE, BE IT RESOLVED, that Negative Declaration No. 2024-02 was prepared consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission of the City of Visalia 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 within 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 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 the proposed development is consistent with Policy D6 of the South Packwood Creek Specific Plan by adequately analyzing traffic impacts and signaling appropriate intersections at West Cameron Avenue and South Stonebrook Street via Phase 1 improvements and another signalized intersection at West Cameron Avenue and the existing commercial entrance point west of the Costco gas station with Phase 2 improvements.
 4. That the proposed parcel sizes resulting from the planned development are consistent with the Zoning Ordinance's Planned Development standards based on the creation of a master development plan.
 5. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant and that Negative Declaration No. 2024-02, is hereby adopted. Furthermore, the design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat.

BE IT FURTHER RESOLVED that the Planning Commission hereby approves the 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 site be developed consistent with the comments and conditions of the Site Plan Review Committee as set forth under Site Plan Review Nos. 2023-112 & 2023-166.
2. That the final map be carried out in substantial compliance with the approved condominium plan shown in Exhibit "D", attached herein.
3. That Conditional Use Permit No. 2024-02 shall be null and void unless Tentative Parcel Map No. 2024-01 is approved.
4. That any development within either phase be developed in substantial compliance with the Site Plan in Exhibit "A", the Floor Plans in Exhibit "B", Elevations in Exhibit "E", and Tentative Landscaping Plan in Exhibit "F".
5. That improvements associated with the multi-family development in "Phase1" of the proposal be required to construct but not limited to the following:
 - a. Full signalization of the intersection at Cameron and Stonebrook;
 - b. Construct a raised median island in Cameron Avenue extending approximately 670 linear feet from the Cameron / Stonebrook intersection west to the future signalized vehicular access driveways. The median will allow for left turning pockets for northbound turning movements onto Stonebrook and southbound turning movement into the common drive west of

- the Costco gas station only. No median breaks will be allowed between this section;
- c. Project will also be required to restripe and resign Cameron Avenue as necessary to provide safe traffic movement with the required median island improvement;
 - d. Install curb, sidewalk, gutter, streetlights, and parkway landscaping along the project's Stonebrook Street and Phase 1 Cameron Avenue frontages;
 - e. Pave Stonebrook Street to full width at the Cameron / Stonebrook intersection and taper to "3/4 width" extent of travel lanes heading northward up to Packwood Creek as required by the City Traffic Engineer for safe traffic movement. Project shall install street striping and signage as necessary to accommodate safe traffic movement on 3/4 width road.
6. That improvements associated with the commercial development in "Phase 2" of the proposal be required to construct but not limited to the following:
- a. Fully signalization of the intersection at Cameron Avenue and the westerly Packwood Grove South commercial entrance to allow for a full controlled opening at the intersection;
 - b. Project developer shall be required to acquire approvals to modify existing striping, signage and other features on westerly drive approach to allow for the installation and function of the future signalization at the intersection;
 - c. Construct approximately 380 linear feet of raised median in Cameron Avenue connecting to the existing median fronting the Surf Thru car wash site to the newly signalized intersection required with Phase 2. The median will allow for left turning pockets for northbound turning movements into the north Packwood site only. No median breaks will be allowed in this median section;
 - d. Project will also be required to restripe Cameron Avenue as necessary to provide safe traffic movement with the required raised median island improvement;
 - e. Install curb, sidewalk, gutter, streetlights, and parkway landscaping along the project's Phase 2 Cameron Avenue frontage.
7. That when an end user is identified for the proposed drive-thru, the applicant shall be required to submit to Site Plan Review a site plan, floor plan, and queuing analysis specific to the user identifying consistency with the proposed layout and site circulation and demonstrating that drive-thru stacking does not block interior drive-aisles and/or spill out into the public way.
8. That all proposed fencing be consistent with the height and placement requirements of the Regional Commercial (C-R) Zone District and Municipal Code Chapter 17.36 Fences, Walls and Hedges, Section 17.36.050 Commercial and mixed use zones.
9. That the community building, pool, playground equipment, and open space shall be installed as a part of the development and maintained in good working/accessible order.
10. That landscape and irrigation plans, prepared in accordance with the City of Visalia Model Water Efficient Landscape Ordinance (MWELO), shall be included in the construction document plans submitted for either grading or building construction permits. Prior to the project receiving final approved permits, a signed Certificate of

Compliance stating that the project meets MWELo standards shall be submitted to the City.

11. That a valid will-serve letter for the providing of domestic water service be obtained for the development prior to development.
12. Provide street trees per the City's Street Tree Ordinance.
13. That the developer resubmit back to Site Plan Review for any proposed modifications to the phasing plans as conditioned for this project. Modifications to the project phasing will subsequently require an amendment to this Conditional Use Permit to modify the conditions.
14. That the owner/operator(s) of all multiple family residential units shall be subject to the following conditions:

A. Maintenance and Operations

- a. All development standards, City codes, and ordinances shall be continuously met for this apartment/residential complex. Buildings and premises, including paint/siding, roofs, windows, fences, parking lots, and landscaping shall be kept in good repair. Premises shall be kept free of junk, debris.
- b. Provide a regular program for the control of infestation by insects, rodents, and other pests at the initiation of the tenancy and control infestation during the tenancy.
- c. Where the condition is attributable to normal wear and tear, make repairs and arrangements necessary to put and keep the premise in as good condition as it by law or rental agreement should have been at the commencement of tenant occupation.
- d. Maintain all electrical, plumbing, heating, and other facilities in good working order.
- e. Maintain all dwelling units in reasonably weather tight condition and good exterior appearance.
- f. Remove graffiti within 24 hours of it having been observed.
- g. Recreation facilities shall be for tenant use only.
- h. Provide 24 hour access for Visalia Police Department to Maintenance and/or Management Staff. Maintenance and/or Management Staff shall be available by telephone or pager at all times, with phone numbers to be provided to the Police Department dispatch center and kept current at all times.
- i. Establish and conduct a regular program of routine maintenance for the apartment/residential complex. Such a program shall include, but not necessarily be limited to regular inspections of common areas and scheduled re-paintings, re-plantings, and other similar activities that typically require attention at periodic intervals but not necessarily continuously.
- j. The name and phone number of the management company shall be posted in a prominent location at the front of the property.

B. Landscape Care and Maintenance

- a. Automatic irrigation systems shall be maintained.
- b. All plant materials (trees, shrubs, and groundcover) shall be maintained so that harm from physical damage or injury arising from vehicle damage, lack of water, chemical damage, insects, and other pests is minimized.
- c. It is the responsibility of the property owners to seek professional advice and spray and treat trees, shrubs, and groundcover for diseases which can be successfully controlled if such untreated diseases are capable of destroying an infected tree or other trees within a project.
- d. Maintain decorative planting so as not to obstruct or diminish lighting level throughout the apartment/residential complex. Landscaping shall not obscure common areas.

C. Parking - The parking of inoperative vehicles on-site, and boats, trucks (one-ton capacity and over), trailers, and/or recreational vehicles in the apartment/residential complex is not allowed.

D. Tenant Agreement - The tenant agreement for the complex must contain the following:

- a. Standards of aesthetics for renters in regard to the use and conditions of the areas of the units visible from the outside (patios, entryways).
- b. Hours when noise is not acceptable, based upon Community Noise Standards, additional standards may be applied within the apartment/residential complex.
- c. Rules for use of open areas/recreational areas of the site in regard to drinking, congregating, or public nuisance activities.
- d. Prohibition on inoperable vehicles on-site, and boats, trucks (one-ton capacity and over), trailers and/or recreational vehicles.
- e. Standards of behavior for tenants that could lead to eviction.
- f. All tenants shall read and receive a copy of the Tenant Agreement.

15. That all other federal, state, regional, and local laws and city codes and ordinances be complied with.

RESOLUTION NO. 2023-71

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING TENTATIVE PARCEL MAP NO. 2024-01, A REQUEST BY MULBERRY SPRINGS LLC, TO SUBDIVIDE PARCEL 2 OF THE MASTER PLANNED DEVELOPMENT INTO TWO PARCELS FOR CONDOMINIUM PURPOSES. THE SITE IS ZONED C-R (REGIONAL COMMERCIAL). THE PROJECT SITE IS LOCATED AT THE NORHTWEST CORNER OF WEST CAMERON AVENUE AND SOUTH STONEBROOK STREET. (ADDRESS: N/A)
(APNS: 122-332-039, 122-332-040, AND 122-332-041).

WHEREAS, Tentative Parcel Map No. 2024-01, is a request by Mulberry Springs LLC, to subdivide Parcel 2 of the master planned development into two parcels for condominium purposes. The site is zoned C-R (Regional Commercial). The project site is located at the Northwest corner of West Cameron Avenue and South Stonebrook Street. (Address: N/A) (APNs: 122-332-039, 122-332-040, and 122-332-041); and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice scheduled a public hearing before said commission on March 25, 2024; and

WHEREAS, the Planning Commission of the City of Visalia finds Tentative Parcel Map No. 2024-01, as conditioned, in accordance with Section 16.28.070 of the Ordinance Code of the City of Visalia based on the evidence contained in the staff report and testimony presented at the public hearing; and,

WHEREAS, Initial Study was prepared, and adopted which disclosed that no significant environmental impacts would result from this project; and

NOW, THEREFORE, BE IT RESOLVED, that Negative Declaration No. 2024-02 was prepared consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines.

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

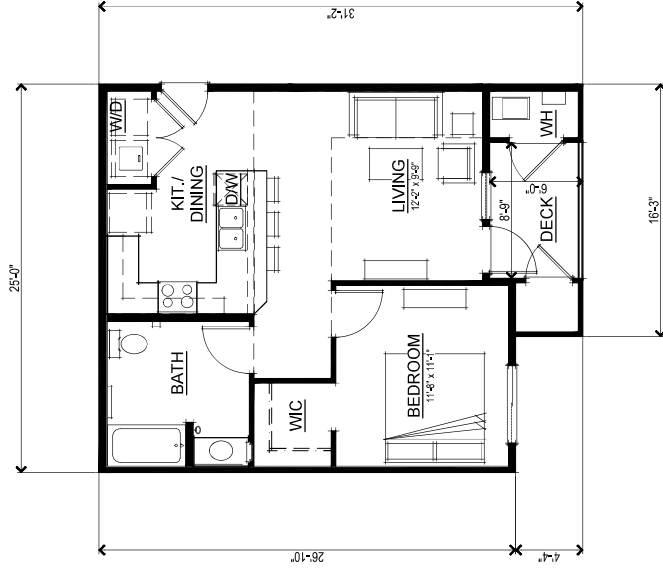
1. That the proposed location and layout of the tentative parcel map, its improvement and design, and the conditions under which it will be maintained is consistent with the policies and intent of the General Plan and South Packwood Creek Specific Plan, Zoning Ordinance, and Subdivision Ordinance.
2. That the proposed tentative parcel map, its improvement and design, and the conditions under which it will be maintained will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity, nor is it likely to cause serious public health problems.
3. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant and that Negative Declaration No. 2024-02, is hereby adopted. Furthermore, the design of the development or the proposed improvements is not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat.

4. That the site is physically suitable for the proposed tentative parcel map and the way that it will be improved and developed through the accompanying planned development (Conditional Use Permit No. 2024-02).
5. That the site is physically suitable for the proposed tentative parcel map and the project's density, which is consistent with the underlying Commercial Regional land use designation and Regional Commercial zone.
6. That the proposed tentative parcel map, design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.
7. That the proposed parcel sizes resulting from the parcel map are consistent with the Zoning Ordinance's Planned Development and Commercial zone standards since they are part of a planned development established through Conditional Use Permit No. 2024-02.

BE IT FURTHER RESOLVED that the Planning Commission hereby approved the parcel map on the real property herein above described in accordance with the terms of this resolution under the provision of Section 17.12.010 of the Ordinance Code of the City of Visalia, subject to the following conditions:

1. That the site be developed consistent with the comments and conditions of the Site Plan Review Committee as set forth under Site Plan Review Nos. 2023-112 & 2023-166.
2. That the final map be carried out in substantial compliance with the approved tentative parcel map shown in Exhibit "C", attached herein.
3. That before recordation of a final map, a common property owners association shall be established or amended for the long-term maintenance and management of the project. This association shall establish responsibility for but not limited to the following:
 - a. The maintenance of roofs and subfloors,
 - b. The maintenance of spaces located outside of the private interior space of the units, including the insides of common walls, plumbing, pipes, and electrical lines,
 - c. The maintenance of landscaping for the associated properties,
 - d. The maintenance of on-site parking and driveways,
 - e. The maintenance of the fences, on-site lighting and other improvements that are not along the public street frontages,
 - f. The maintenance of the common open space areas;
 - g. Enforcing all provisions covered by covenants, conditions and restrictions that are placed on the property.
4. That the form of the common property owners' association's bylaws, including covenants, condition, and restrictions (CC&Rs), shall be approved by the State Department of Real Estate and the City Planner. The bylaws' final approved form shall be recorded with the Tulare County Recorder.
5. That Tentative Parcel Map No. 2024-01 shall be null and void unless Conditional Use Permit No. 2024-02 is approved.

6. That all other federal, state, regional, and local laws and city codes and ordinances be complied with.



FLOOR PLAN - UNIT 1

UNIT 1 SQUARE FOOTAGE	
NET LIVING	608 SQ. FT.
GROSS LIVING	640 SQ. FT.
FIRST FLOOR PATIO	91 SQ. FT.
SECOND FLOOR DECK	91 SQ. FT.
THIRD FLOOR DECK	91 SQ. FT.



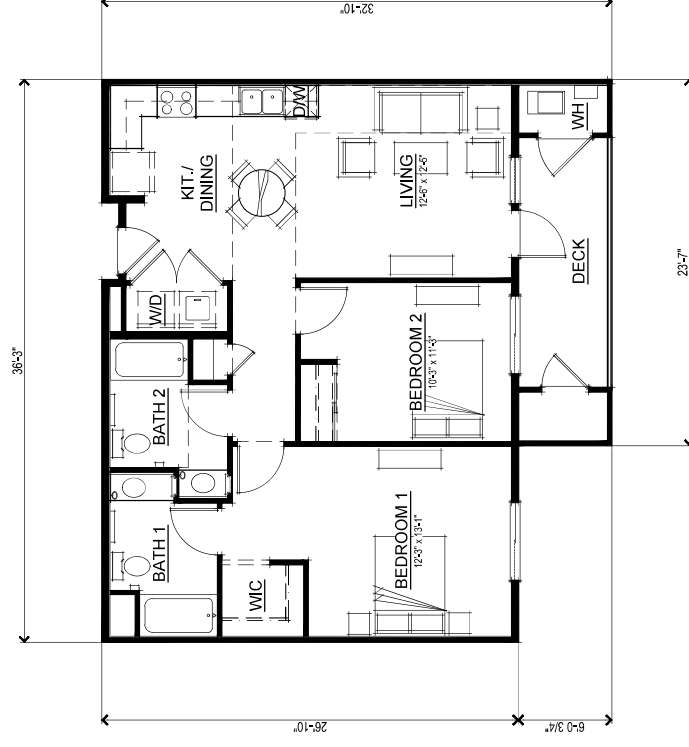
UNIT 1 FLOOR PLAN
A1





FLOOR PLAN - UNIT 2B

UNIT 2B SQUARE FOOTAGE	
NET LIVING	916 SQ. FT.
GROSS LIVING	967 SQ. FT.
SECOND FLOOR PATIO	156 SQ. FT.
THIRD FLOOR PATIO	156 SQ. FT.



FLOOR PLAN - UNIT 2A

UNIT 2A SQUARE FOOTAGE	
NET LIVING	918 SQ. FT.
GROSS LIVING	961 SQ. FT.
FIRST FLOOR PATIO	142 SQ. FT.
SECOND FLOOR DECK	142 SQ. FT.
THIRD FLOOR DECK	142 SQ. FT.





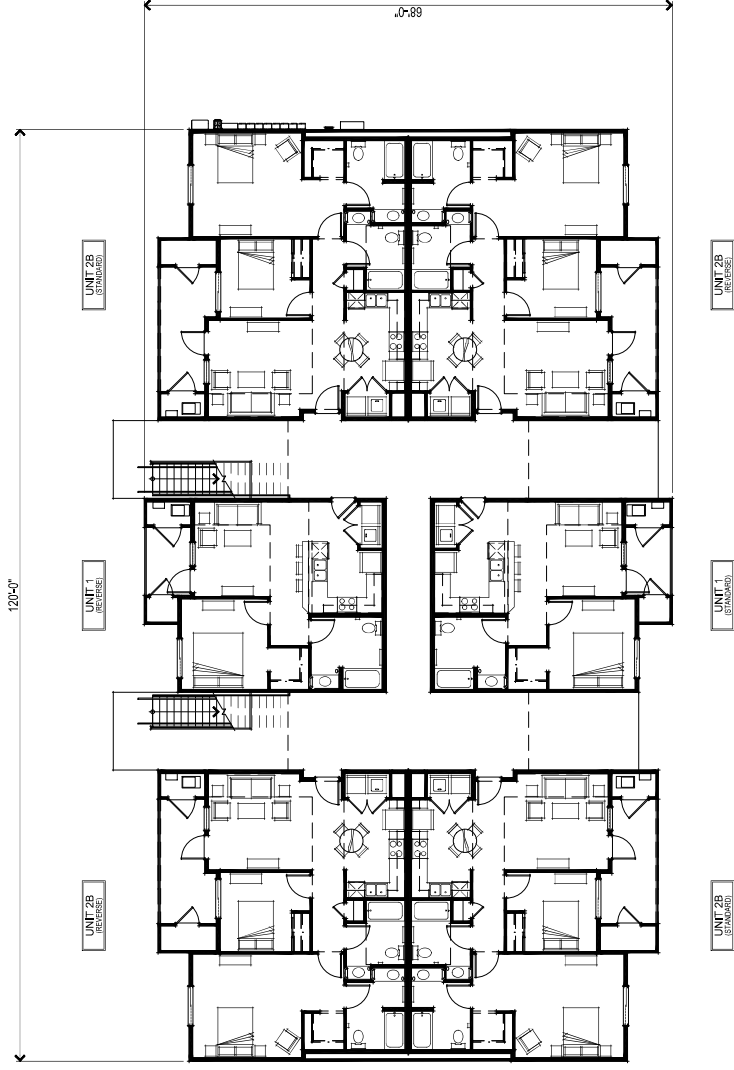
FLOOR PLAN - UNIT 3

UNIT 3 SQUARE FOOTAGE	
NET LIVING	1132 SQ. FT.
GROSS LIVING	1188 SQ. FT.
FIRST FLOOR PATIO	149 SQ. FT.
SECOND FLOOR DECK	149 SQ. FT.
THIRD FLOOR DECK	149 SQ. FT.



UNIT 3 FLOOR PLAN
A3



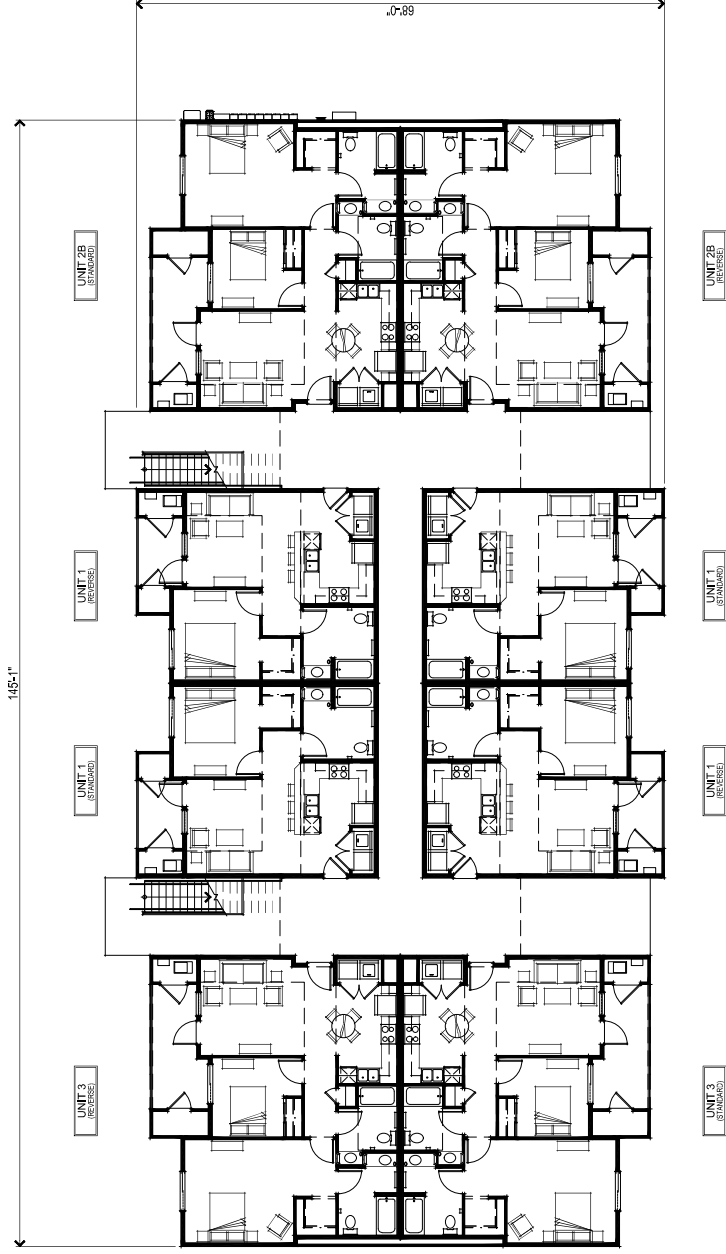


TYPICAL FLOOR PLAN



BUILDING TYPE 3S-18A - 18 UNIT BUILDING
A4



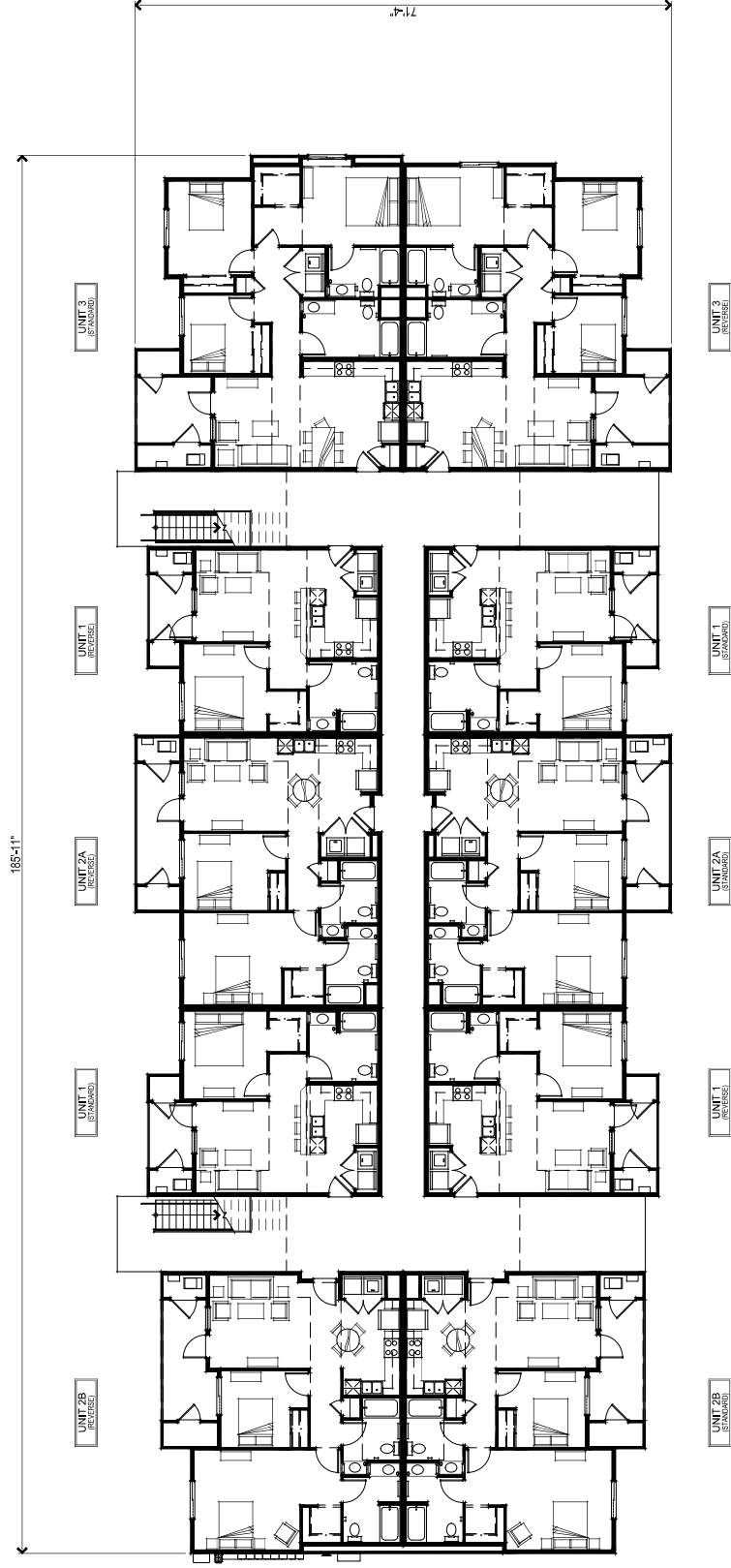


TYPICAL FLOOR PLAN



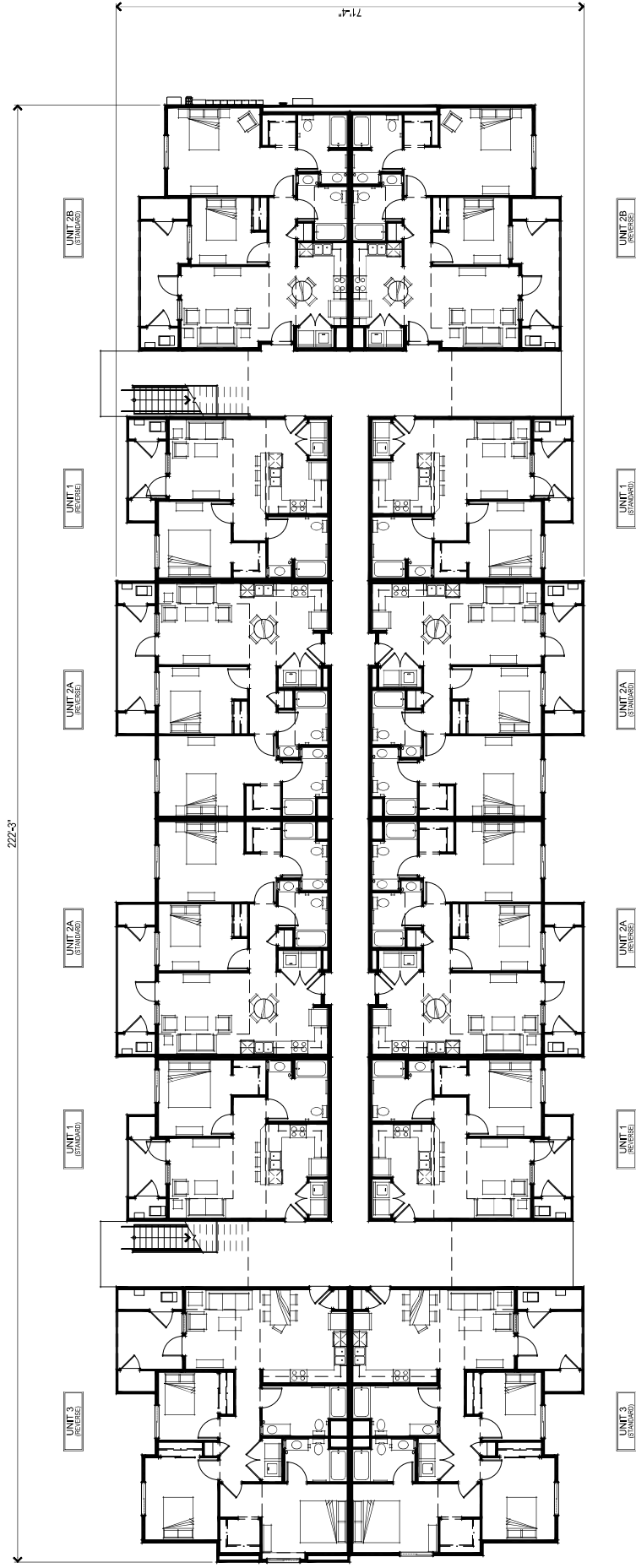
BUILDING TYPE 3S-24A - 24 UNIT BUILDING
A8

SDG Architects, Inc.
3361 Walnut Street, Suite 120
Berkeley, CA 94713
925.634.7000 | sdgarchitectinc.com

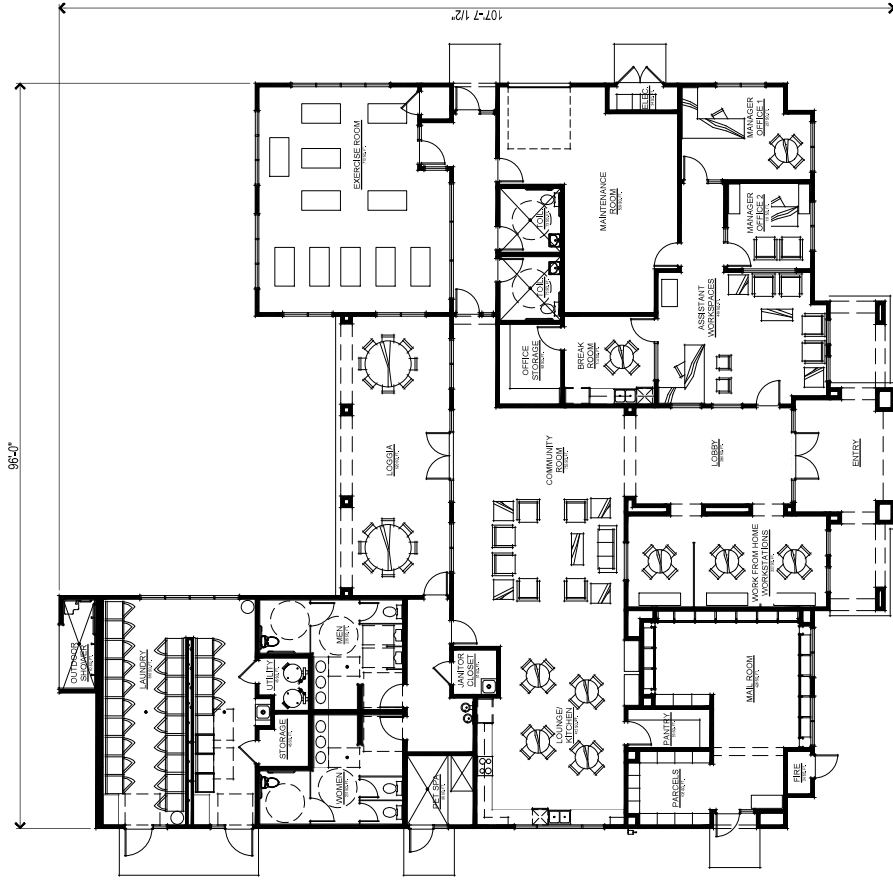


TYPICAL FLOOR PLAN



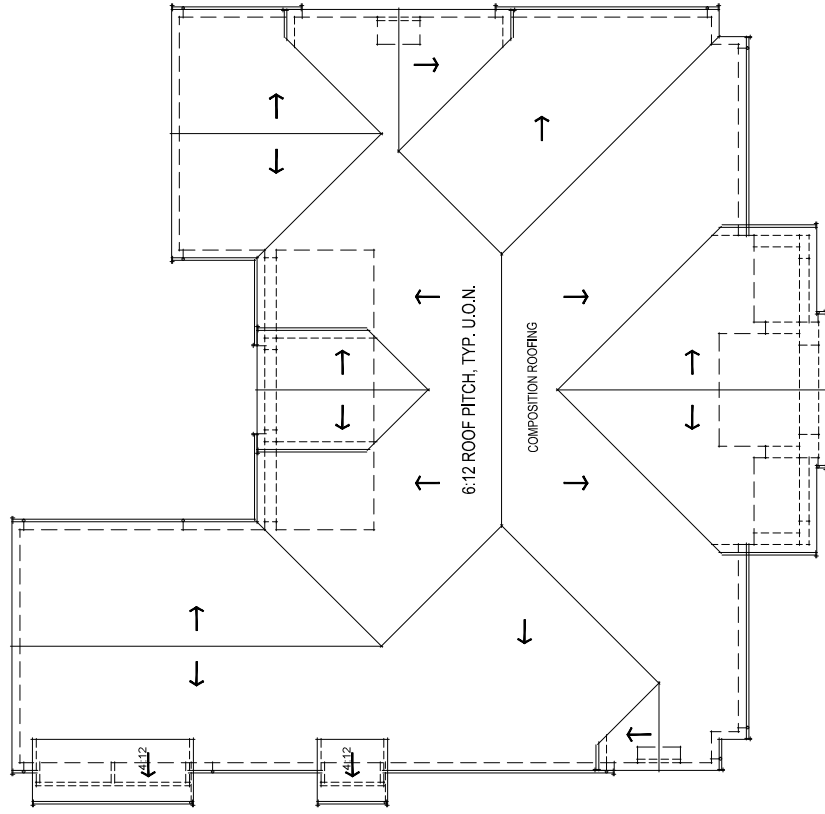


TYPICAL FLOOR PLAN



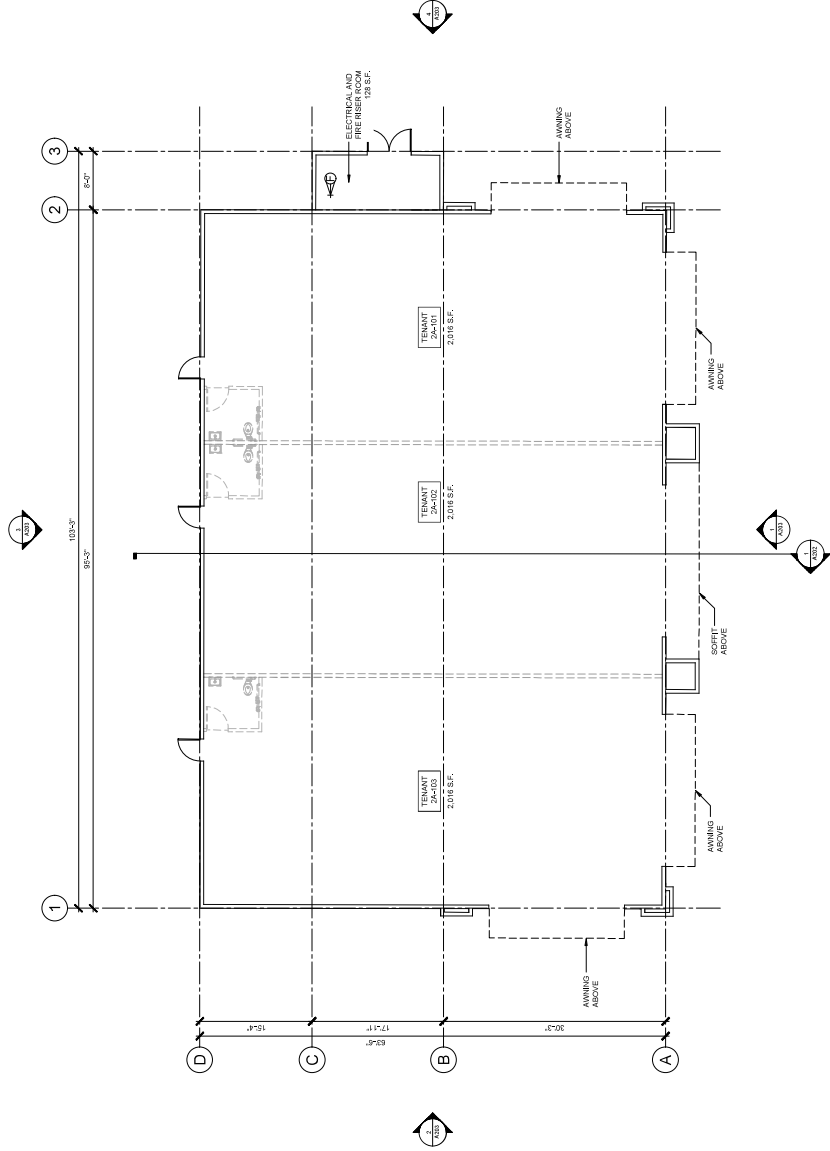
CLUBHOUSE BUILDING SQUARE FOOTAGE	
FLOOR AREA	6844 SQ. FT.
LAUNDRY ROOM WASHERS: 25 DRYERS: 25	

ROOF PLAN



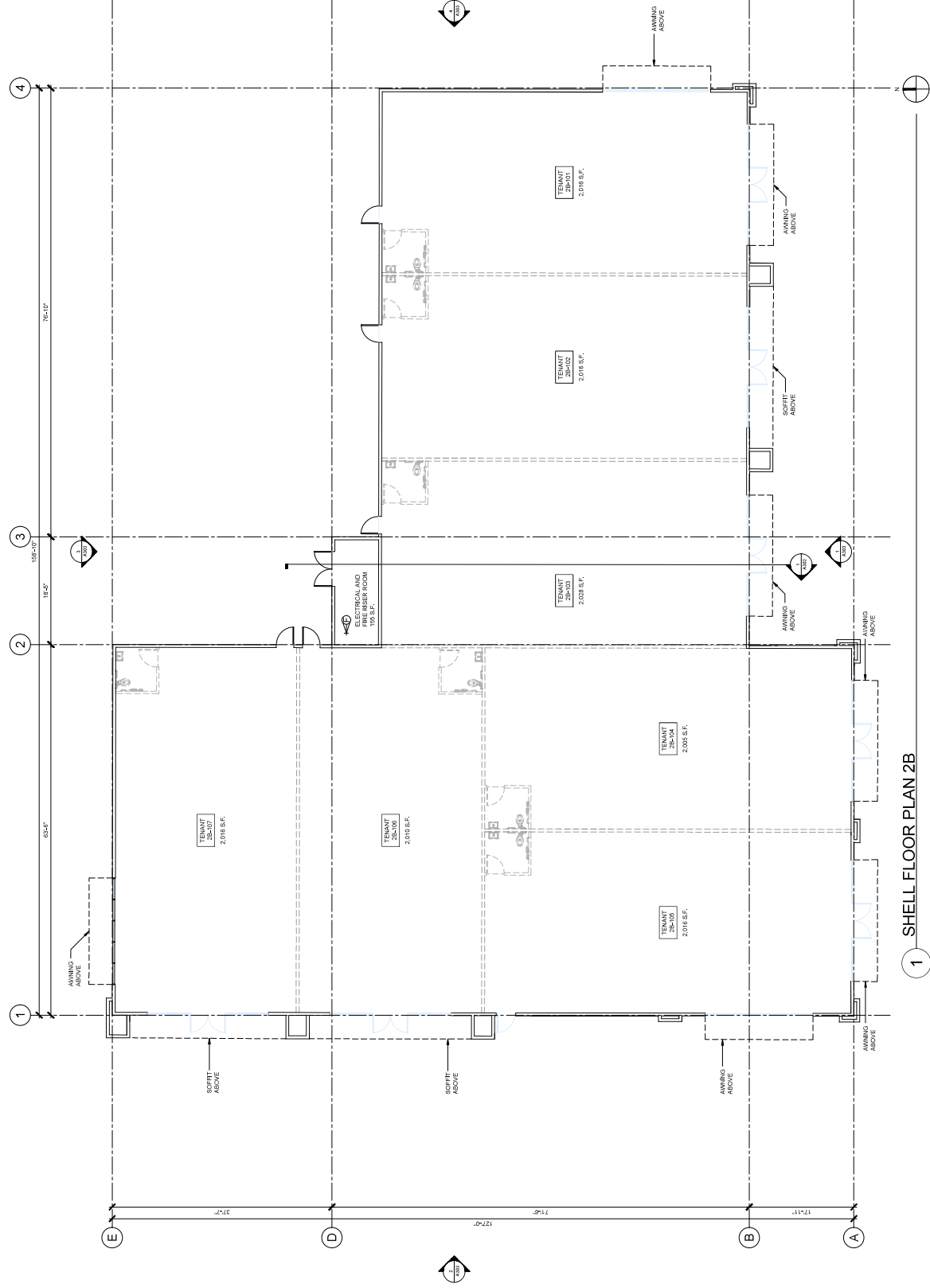
FLOOR PLAN





1 SHELL FLOOR PLAN 2A





1 SHELL FLOOR PLAN 2B

rdc.
Long Beach, CA | 562.628.8000 | rdcollaborative.com

Client
MULBERRY SPRINGS, LLC
10 Henne Court, Suite B-1
Monterey, CA 93940

PROJECT
Packwood Grove North
Cameron Avenue & Storebrook Street
Visalia, CA 93277

A300

SHELL FLOOR PLAN - BLDG 2B
SCALE: 1/8" = 1'-0"
12/20/2023

1. There are no existing structures on the affected property (Parcel 5).
2. The property is adjacent to the public right of way.
3. The property does not abut a public street.
4. The site does not have an address.
5. Zoning: C-R (Regional Commercial)
Existing landuse: n/a
6. The property is contained in Assessor's Parcel Number 126062101.
7. The property contains 97,434 sqft, 2.24 acres.

Proposed Lot Line
Affected Lot (Parcel 2)
Boundary Line
Road Centerline
Easement Line

This property lies in Zone "X" of "Other Flood Areas" as shown on Federal Emergency Management Agency (FEMA) Tulare County, California, and Incorporated Areas, Panel No. 945 of 2550, Map No. 06107C0945E Map Revised: June 16, 2009.

Flood Zone "X" of "Other Flood Areas" is described as areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

D.B.O. Development No. 33, a California limited liability company

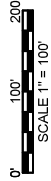
CITY OF VISALIA BENCHMARK NO. 730, P-K NAIL IN TOP OF CURB, EAST RADIUS POINT, NORTHEAST CORNER OF VISALIA PARKWAY AND WOODLAND AVENUE INTERSECTION.

ELEVATION = 312.460' USGS NGVD 29 DATUM

That portion of the Northwest Quarter of Section 7, Township 19 South, Range 25 East, M.D.B.&M., in the City of Visalia, County of Tulare, State of California, according to Lot Line Adjustment 2023-03.

C2	2'25'S45'	66.98	148.00	N06° 10' 55"E	66.41
C3	3'12'23"	34.11	148.00	N06° 10' 55"E	34.04
C4	2'04'10"	24.52	70.00	N10° 06' 02"E	24.39
C5	8'03'38"	26.72	18.00	N02° 56' 04"E	24.34
C6	3'21'25"	24.62	43.00	S37° 55' 50"E	24.58
C7	12'21'14"	40.67	19.07	S21° 19' 32"E	33.39
C8	2'73'24"	76.92	160.00	S35° 05' 53"E	76.18
C9	3'62'45"	101.89	160.00	S67° 04' 42"E	99.99
C10	8'59'02"	53.81	36.73	S05° 47' 02"E	49.12
C11	4'54'04"18"	27.88	29.22	S05° 35' 22"E	26.56
C12	25° 1' 00"	15.91	36.12	S64° 50' 39"E	15.78
C13	8'25'54"	56.12	56.12	N61° 29' 23"E	47.44
C14	4'25'32"	37.65	47.53	N06° 08' 33"E	36.68

THE EAST LINE OF THE NW 1/4 OF S.7, T.19S., R.25E., M.D.B.&M. THAT BEARS N1°39'55"E PER PM 5169, BK. 52, PG. 76, TULARE COUNTY RECORDS.



CIVIL ENGINEERS - LAND SURVEYORS - PLANNERS

4694 WEST JACQUELYN AVENUE FRESNO CALIFORNIA 93722
TEL: 559 276-2790 FAX: 559 276-0850 WWW.LARSANDERSEN.COM
JOB NO. 22087.00 DATE: MAY 30, 2023 SHEET 2 OF 2

Recording Requested By:

FIRST AMERICAN TITLE COMPANY

When Recorded Mail to

MULBERRY SPRING, LLC

10 Harris Court, Suite B-1

Monterey, CA 93940

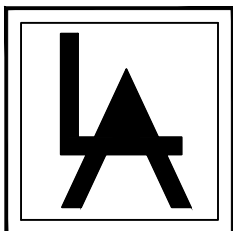
Attn: _____

SPACE ABOVE THIS LINE FOR RECORDER'S USE

VISALIA COMMERCIAL CONDOMINIUM PLAN OF UNITS 101-104 WITHIN
PARCEL _ OF PARCEL MAP FILED IN BOOK __ AT PAGES __ - __ IN THE OFFICE OF
THE TULARE COUNTY RECORDER, THE CITY OF VISALIA, STATE OF CALIFORNIA

SHEET INDEX

OWNER'S CERTIFICATE AND SIGNATURES.....	2-3
BENEFICIARY'S STATEMENT.....	4
DEFINITIONS.....	5
GENERAL NOTES.....	6
SURVEYOR'S STATEMENTS, BASIS OF BEARINGS AND BENCHMARKS.....	7
SITE PLAN.....	8
UNIT DETAIL.....	9



LARS ANDERSEN & ASSOCIATES, INC.

CIVIL ENGINEERS - LAND SURVEYORS - PLANNERS

4694 WEST JACQUELYN AVENUE FRESNO CALIFORNIA 93722

TEL: 559 276-2790 FAX: 559 276-0850 WWW.LARSANDERSEN.COM

VISALIA COMMERCIAL CONDOMINIUM PLAN OF UNITS 101-104 WITHIN
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OWNER'S CERTIFICATE:

WE, THE UNDERSIGNED BEING ALL OF THE RECORD OWNERS OF, THE REAL PROPERTY DESCRIBED IN THE
DOCUMENTS HEREINAFTER MENTIONED, DO HEREBY VERIFY THAT:

WE, HEREBY CONSENT TO THE RECORDATION OF THIS PLAN OF CONDOMINIUM, PURSUANT TO SECTION
6624 OF THE CALIFORNIA CIVIL CODE, CONSISTING OF: (A) A DESCRIPTION OR SURVEY MAP OF A
CONDOMINIUM PROJECT, WHICH REFERS TO OR SHOWS MONUMENTATION ON THE GROUND: (B) A
THREE-DIMENSIONAL DESCRIPTION OF A CONDOMINIUM PROJECT, ONE OR MORE DIMENSIONS OF WHICH
MAY EXTEND FOR AN INDEFINITE DISTANCE UPWARDS OR DOWNWARDS, IN SUFFICIENT DETAIL TO IDENTIFY
THE COMMON AREA AND EACH SEPARATE INTEREST; AND (C) THIS CERTIFICATE.

MULBERRY SPRING, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

BY: _____

_____, MANAGING MEMBER

VISALIA COMMERCIAL CONDOMINIUM PLAN OF UNITS 101-104 WITHIN
PARCEL _ OF PARCEL MAP FILED IN BOOK __ AT PAGES __ - __ IN THE OFFICE OF
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NOTARY ACKNOWLEDGMENT:

A notary public or other officer completing this
certificate verifies only the identity of the
individual who signed the document to which this
certificate is attached, and not the truthfulness,
accuracy, or validity of that document.

STATE OF CALIFORNIA

COUNTY OF _____

ON _____ BEFORE ME, _____ A NOTARY PUBLIC, PERSONALLY
APPEARED _____, WHO PROVED TO ME ON THE BASIS OF SATISFACTORY
EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND
ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED
CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR ENTITY
UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE
FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL:

SIGNATURE _____

VISALIA COMMERCIAL CONDOMINIUM PLAN OF UNITS 101-104 WITHIN
PARCEL _ OF PARCEL MAP FILED IN BOOK _ AT PAGES _ - _ IN THE OFFICE OF
THE TULARE COUNTY RECORDER, THE CITY OF VISALIA, STATE OF CALIFORNIA

BENEFICIARY'S STATEMENT:

MARACOR DEVELOPMENT, INC AS BENEFICIARY UNDER GRANT DEED, RECORDED _____, 20__ AS
DOCUMENT NO. 20__-00_____, OFFICIAL RECORDS OF TULARE COUNTY, ENCUMBERING THE LAND
HEREIN SHOWN, HEREBY CONSENTS TO THE MAKING AND FILING OF THIS PLAN.

BY: _____

NAME: _____

TITLE: _____

NOTARY ACKNOWLEDGMENT:

A notary public or other officer completing this
certificate verifies only the identity of the
individual who signed the document to which this
certificate is attached, and not the truthfulness,
accuracy, or validity of that document.

STATE OF CALIFORNIA

COUNTY OF _____

ON _____ BEFORE ME, _____ A NOTARY PUBLIC, PERSONALLY
APPEARED _____, WHO PROVED TO ME ON THE BASIS OF SATISFACTORY
EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND
ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED
CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR ENTITY
UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE
FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL:

SIGNATURE _____

VISALIA COMMERCIAL CONDOMINIUM PLAN OF UNITS 101-104 WITHIN
PARCEL _ OF PARCEL MAP FILED IN BOOK _ AT PAGES _ - _ IN THE OFFICE OF
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DEFINITIONS:

1. THIS CONDOMINIUM PLAN IS INTENDED TO SATISFY THE REQUIREMENTS OF CALIFORNIA CIVIL CODE SECTION 6624 WHICH REQUIRES (A) A DESCRIPTION OR SURVEY MAP OF A CONDOMINIUM PROJECT, WHICH SHALL REFER TO OR SHOW MONUMENTATION ON THE GROUND; (B) A THREE DIMENSIONAL DESCRIPTION OF A CONDOMINIUM PROJECT IN SUFFICIENT DETAIL TO IDENTIFY THE COMMON AREA AND EACH SEPARATE INTEREST; AND (C) A CERTIFICATE CONSENTING TO THE RECORDATION OF THE CONDOMINIUM PLAN PURSUANT TO THIS ACT THAT IS SIGNED AND ACKNOWLEDGED AS PROVIDED IN CALIFORNIA CIVIL CODE SECTION 6626. ALL DIMENSIONS HEREIN ARE TO BE CONSIDERED TO BE APPROXIMATE AND ARE NOT SUFFICIENTLY ACCURATE TO BE USED FOR COMPUTATION OF FLOOR AREA OR AIRSPACE VOLUME AND MAY DIFFER FROM AS-BUILT CONDITIONS.

THE LEGAL DESCRIPTION OF THIS CONDOMINIUM PROJECT IS PARCEL _ OF PARCEL MAP FILED IN BOOK _ AT PAGE _ - _ IN THE CITY OF VISALIA, COUNTY OF TULARE, STATE OF CALIFORNIA

2. EACH CONDOMINIUM UNIT IS DESIGNATED HEREIN BY NUMBERS AS FOLLOWS:
UNITS 101-103 ARE REGIONAL COMMERCIAL CONDOMINIUM UNITS #1-3, RESPECTIVELY.
UNIT 104 IS A UTILITY ROOM/COMMON AREA.
3. THIS CONDOMINIUM PLAN INTENTIONALLY OMITTS DETAILED INFORMATION OF INTERNAL PARTITIONING WITHIN INDIVIDUAL UNITS. LIKEWISE, SUCH FEATURES SUCH AS FURRED, SLOPED, DOMED, RAISED, LOWERED OR IRREGULAR CEILINGS, TRUSSES, SOFFITS, SKYLIGHTS, ELEVATOR EQUIPMENT AND SHAFTS, AIRSPACE SHAFTS AND PIPES, DUCTS, FLUES, CHUTES, CONDUITS, WIRES, PROTRUSIONS OF VENTS, BEAMS, COLUMNS, DOOR AND WINDOW CASINGS AND BAY WINDOWS, HEATING AND AIR CONDITIONING AND OTHER MECHANICAL FACILITIES AND EQUIPMENT, UTILITY INSTALLATIONS, OUTLETS AND OTHER SUCH FEATURES, ARE NOT INTENDED TO BE REFLECTED ON THIS PLAN.
4. ALL TIES TO PROPERTY LINES SHOWN HEREIN ARE MEASURED FROM UNIT BOUNDARIES AND UNLESS OTHERWISE INDICATED, ARE AT A RIGHT ANGLE TO THE SAID UNIT.
5. UNLESS OTHERWISE INDICATED, ALL AIRSPACE BOUNDARY LINES INTERSECT AT A RIGHT ANGLE.
6. ALL DIMENSIONS SHOWN HEREIN ARE IN FEET.
7. THE LOWER VERTICAL LIMIT ELEVATIONS (L.V.L.E.) AND UPPER VERTICAL LIMIT ELEVATION (U.V.L.E.) FOR THE FOLLOWING AIRSPACE, BASED ON THE BENCHMARK ELEVATION NOTED HEREIN, IS AS FOLLOWS:

AIRSPACE	L.V.L.E.	U.V.L.E.
UNITS 101-103	_____ ' (feet)	ROOF HEIGHT VARIES
UNIT 104	_____ ' (feet)	ROOF HEIGHT VARIES

8. FOR THE DEFINITIONS OF "COMMON AREA", "CONDOMINIUM", "EXCLUSIVE USE OF COMMON AREA", AND "UNIT", SEE THE DECLARATION OF RESTRICTIONS FOR _____ COMMERCIAL CONDOMINIUMS (THE "DECLARATION"). IF THERE IS A CONFLICT BETWEEN THIS CONDOMINIUM PLAN AND THE DECLARATION FOR THIS CONDOMINIUM PROJECT, THE DECLARATION SHALL PREVAIL.

VISALIA COMMERCIAL CONDOMINIUM PLAN OF UNITS 101-104 WITHIN
PARCEL _ OF PARCEL MAP FILED IN BOOK __ AT PAGES __ - __ IN THE OFFICE OF
THE TULARE COUNTY RECORDER, THE CITY OF VISALIA, STATE OF CALIFORNIA

GENERAL NOTES:

CONFLICTS. TERMS NOT DEFINED HEREIN SHALL HAVE THE MEANINGS SET FORTH IN THE DECLARATION.

CONDOMINIUM PLAN FOR DIAGRAMMATIC PURPOSES ONLY. THIS CONDOMINIUM PLAN (AND THE DIMENSIONS SHOWN HEREIN) IS INTENDED TO CONFORM TO CALIFORNIA CIVIL CODE SECTION 6624, WHICH REQUIRES IN PART, CONCERNING THE LAND AND REAL PROPERTY DESCRIBED THEREIN, THE INCLUSION OF DIAGRAMMATIC PLANS IN SUFFICIENT DETAIL TO IDENTIFY THE COMMON AREA AND EACH UNIT, ITS RELATIVE LOCATION AND APPROXIMATE DIMENSIONS. THE DIMENSIONS SHOWN IN THIS CONDOMINIUM PLAN ARE NOT INTENDED TO BE SUFFICIENTLY ACCURATE TO USE FOR SALES PURPOSES, OR FOR COMPUTATION OF USABLE FLOOR AREA OR THE VOLUME OF ANY PORTION OF THE UNITS SHOWN IN THIS CONDOMINIUM PLAN. THE DIAGRAMMATIC PLANS CONTAINED HEREIN INTENTIONALLY OMIT INFORMATION WITH RESPECT TO CERTAIN IMPROVEMENTS CONSTRUCTED WITHIN THE UNITS. THE ACTUAL LOCATIONS AND DIMENSIONS OF A PARTICULAR ROOM, UNIT OR COMMON AREA ARE ALL DEPENDENT ON THE IMPROVEMENTS AS THEY WERE ACTUALLY CONSTRUCTED, AND THERE MAY BE VARIANCES DUE TO FIELD CONDITIONS AND THE PRESENCE OF INTERIOR IMPROVEMENTS THAT ARE NOT SHOWN IN THIS CONDOMINIUM PLAN. THIS COMDOMINIUM PLAN IS NOT A REPRESENTATION OR WARRANTY AS TO THE ACTUAL LOCATIONS OR DIMENSIONS OF THE UNIT OR COMMON AREA SHOWN HEREIN. IN ALL INSTANCES, THE ACTUAL LOCATIONS AND DIMENSIONS OF THE IMPROVEMENTS AS CONSTRUCTED WILL CONTROL OVER THE LOCATIONS OR DIMENSIONS DISCLOSED IN THIS CONDOMINIUM PLAN. THE ONLY RELIABLE DETERMINATION OF THE USABLE FLOOR AREA OR VOLUME OF A UNIT OR COMMON AREA IS A DETERMINATION MADE FROM ON-SITE MEASUREMENTS OF THE IMPROVEMENTS AS THEY ARE CONSTRUCTED.

VISALIA COMMERCIAL CONDOMINIUM PLAN OF UNITS 101-104 WITHIN
PARCEL _ OF PARCEL MAP FILED IN BOOK __ AT PAGES __ - __ IN THE OFFICE OF
THE TULARE COUNTY RECORDER, THE CITY OF VISALIA, STATE OF CALIFORNIA

SURVEYOR'S STATEMENT:

I HEREBY STATE THAT I AM A LICENSED LAND SURVEYOR OF THE STATE OF CALIFORNIA AND THAT THIS PLAN
CONSISTING OF 9 SHEETS CORRECTLY SHOWS THE BOUNDARY OF PARCEL _ FILED IN BOOK __ AT PAGE __ - __
IN THE OFFICE OF TULARE COUNTY RECORDER AND THE RELATION THERETO OF THE PROPOSED 4 UNITS
SHOWN HEREIN. THE AIRSPACE OWNERSHIP SHOWN HEREIN IS BASED UPON THE ARCHITECTURAL PLANS BY
_____ MEASUREMENTS AND NO STRUCTURAL OR NON-STRUCTURAL
FEATURES WERE CONSIDERED WHEN THE ARCHITECT'S PLANS WERE REVIEWED FOR LOCATION OF UNITS OF
AIRSPACE.

Daniel J. Zoldak, PLS 9279
DATE PREPARED: 9/30/2024

BENCHMARK:

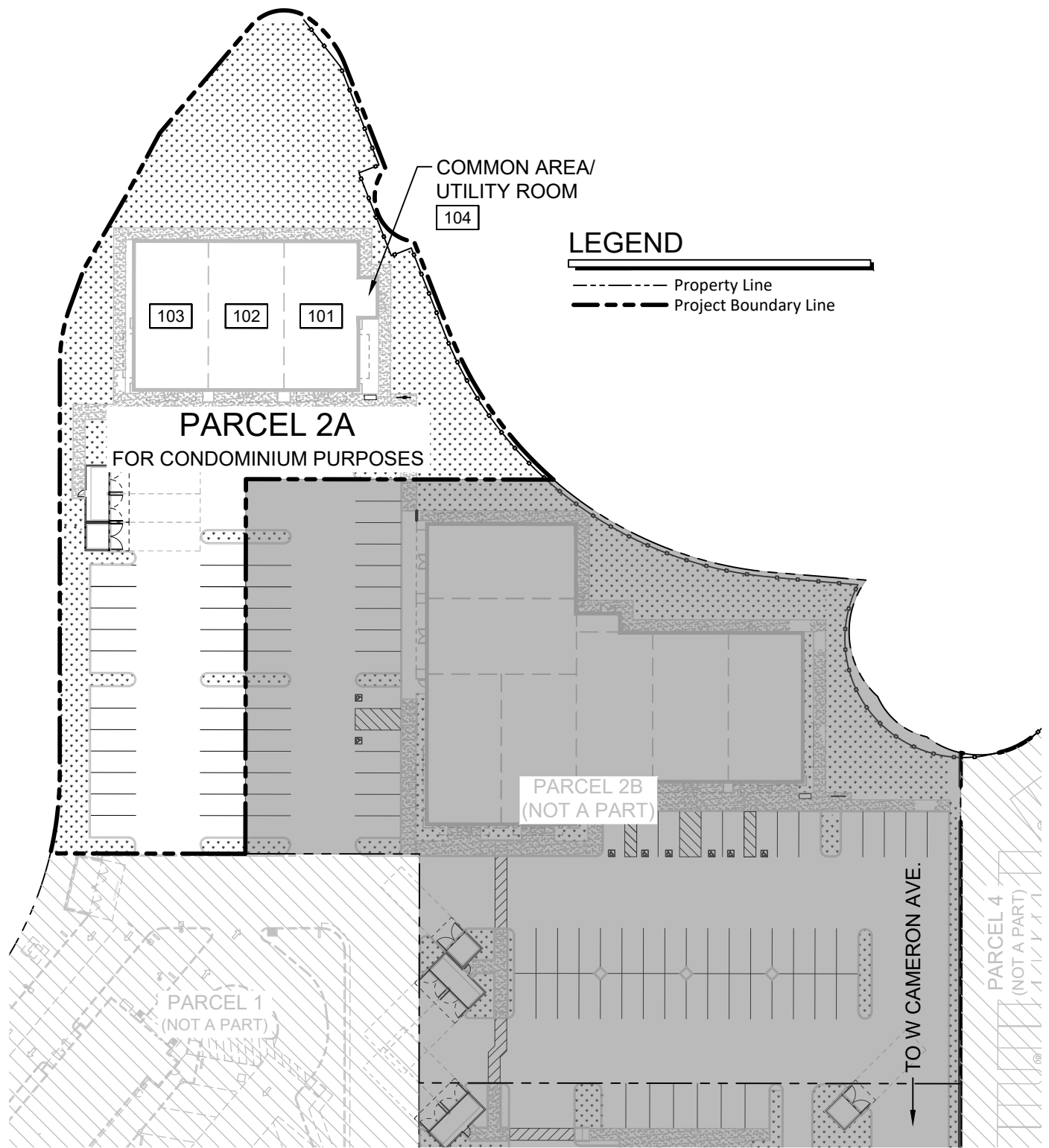
CITY OF VISALIA BENCHMARK NO. 730. P-K NAIL IN TOP OF CURB, EAST RADIUS POINT, NORTHEAST CORNER
OF VISALIA PARKWAY AND WOODLAND AVENUE INTERSECTION.

ELEVATION = 312.460' USGS NGVD 29 DATUM

BASIS OF BEARING:

THE EAST LINE OF THE NORTHWEST QUARTER OF SECTION 7, T.19S., R.25E., M.D.B.&M. THAT BEARS NORTH
01°39'55" EAST PER PARCEL MAP 5169, BOOK 52, PAGE 76, TULARE COUNTY RECORDS.

VISALIA COMMERCIAL CONDOMINIUM PLAN OF UNITS 101-104 WITHIN
 PARCEL _ OF PARCEL MAP FILED IN BOOK _ AT PAGES _ - _ IN THE OFFICE OF
 THE TULARE COUNTY RECORDER, THE CITY OF VISALIA, STATE OF CALIFORNIA



LARS ANDERSEN & ASSOCIATES, INC.

CIVIL ENGINEERS - LAND SURVEYORS - PLANNERS

4694 WEST JACQUELYN AVENUE FRESNO CALIFORNIA 93722
 TEL: 559 276-2790 FAX: 559 276-0850 WWW.LARSANDERSEN.COM

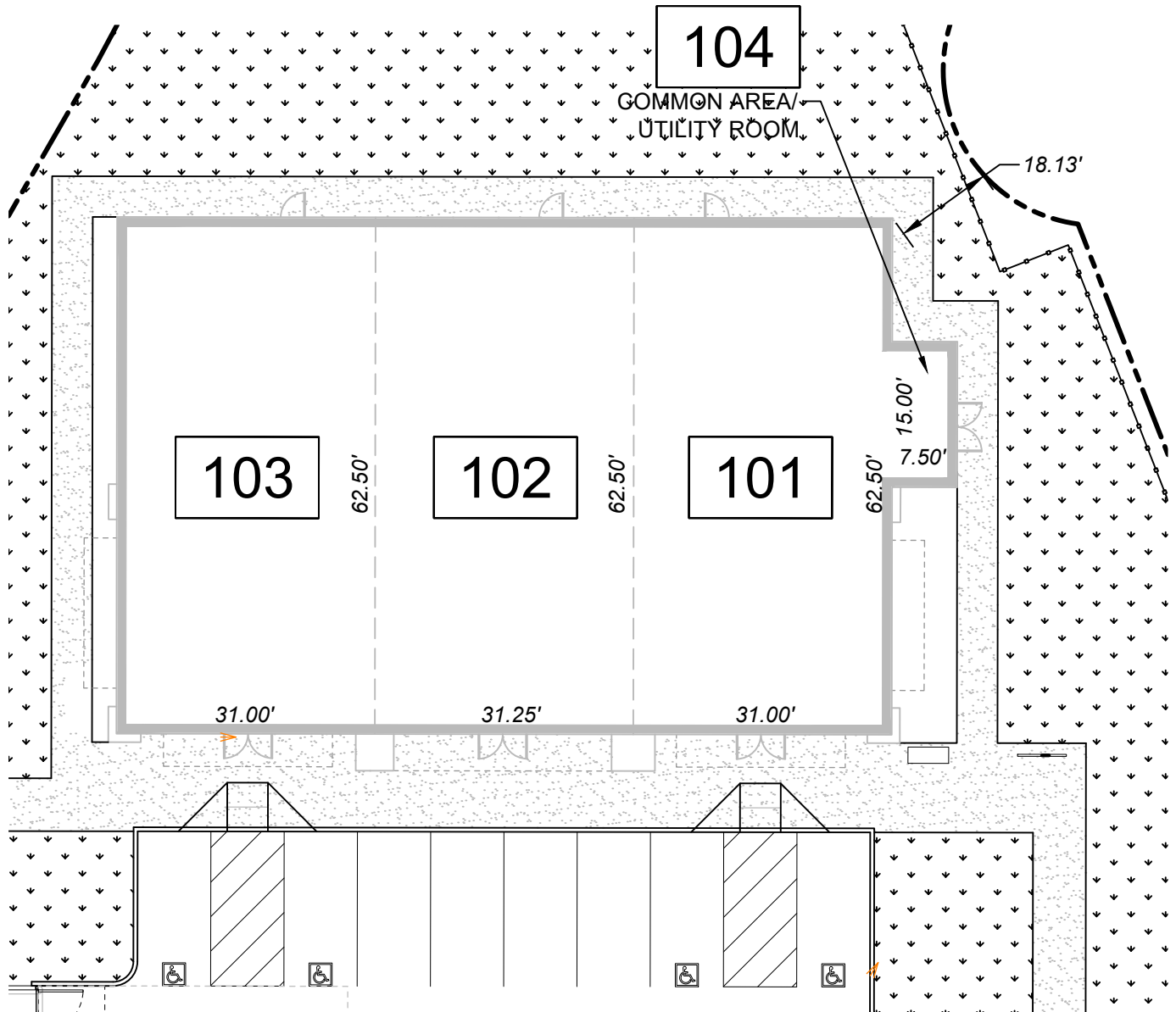
CONDOMINIUM PLAN
 FOR
 MULBERRY SPRING, LLC
 10 HARRIS COURT, SUITE B-1
 MONTEREY, CA 93940

SCALE: 1" = 60'

DATE: AUGUST 28, 2023

SHEET 8 OF 9

VISALIA COMMERCIAL CONDOMINIUM PLAN OF UNITS 101-104 WITHIN
 PARCEL _ OF PARCEL MAP FILED IN BOOK _ AT PAGES _ - _ IN THE OFFICE OF
 THE TULARE COUNTY RECORDER, THE CITY OF VISALIA, STATE OF CALIFORNIA



NOTES

1. All of Parcel 2A is common area, except for units.
2. Pursuant to the Declaration of Covenants, Conditions, and Restrictions all units are measured from the exterior walls to the center of the demising walls.

LEGEND

- Property Line
- Project Boundary Line



LARS ANDERSEN & ASSOCIATES, INC.
 CIVIL ENGINEERS - LAND SURVEYORS - PLANNERS
 4694 WEST JACQUELYN AVENUE FRESNO CALIFORNIA 93722
 TEL: 559 276-2790 FAX: 559 276-0850 WWW.LARSANDERSEN.COM

CONDOMINIUM PLAN
 FOR
 MULBERRY SPRING, LLC
 10 HARRIS COURT, SUITE B-1
 MONTEREY, CA 93940

SCALE: 1" = 20'

DATE: AUGUST 28, 2023

SHEET 9 OF 9

Recording Requested By:

OLD REPUBLIC TITLE COMPANY

When Recorded Mail to

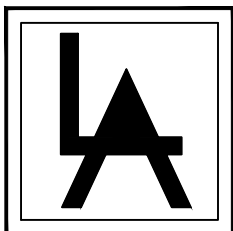
MULBERRY SPRING, LLC
10 Harris Court, Suite B-1
Monterey, CA 93940
Attn: _____

—SPACE ABOVE THIS LINE FOR RECORDER'S USE—

VISALIA COMMERCIAL CONDOMINIUM PLAN OF UNITS 101-108 WITHIN
PARCEL _ OF PARCEL MAP FILED IN BOOK __ AT PAGES __ - __ IN THE OFFICE OF
THE TULARE COUNTY RECORDER, THE CITY OF VISALIA, STATE OF CALIFORNIA

SHEET INDEX

OWNER'S CERTIFICATE AND SIGNATURES.....	2-3
BENEFICIARY'S STATEMENT.....	4
DEFINITIONS.....	5
GENERAL NOTES.....	6
SURVEYOR'S STATEMENTS, BASIS OF BEARINGS AND BENCHMARKS.....	7
SITE PLAN.....	8
UNIT DETAIL.....	9

**LARS ANDERSEN & ASSOCIATES, INC.**

CIVIL ENGINEERS - LAND SURVEYORS - PLANNERS

4694 WEST JACQUELYN AVENUE FRESNO CALIFORNIA 93722
TEL: 559 276-2790 FAX: 559 276-0850 WWW.LARSANDERSEN.COM

VISALIA COMMERCIAL CONDOMINIUM PLAN OF UNITS 101-108 WITHIN
PARCEL _ OF PARCEL MAP FILED IN BOOK __ AT PAGES __ - __ IN THE OFFICE OF
THE TULARE COUNTY RECORDER, THE CITY OF VISALIA, STATE OF CALIFORNIA

OWNER'S CERTIFICATE:

WE, THE UNDERSIGNED BEING ALL OF THE RECORD OWNERS OF, THE REAL PROPERTY DESCRIBED IN THE
DOCUMENTS HEREINAFTER MENTIONED, DO HEREBY VERIFY THAT:

WE, HEREBY CONSENT TO THE RECORDATION OF THIS PLAN OF CONDOMINIUM, PURSUANT TO SECTION
6624 OF THE CALIFORNIA CIVIL CODE, CONSISTING OF: (A) A DESCRIPTION OR SURVEY MAP OF A
CONDOMINIUM PROJECT, WHICH REFERS TO OR SHOWS MONUMENTATION ON THE GROUND: (B) A
THREE-DIMENSIONAL DESCRIPTION OF A CONDOMINIUM PROJECT, ONE OR MORE DIMENSIONS OF WHICH
MAY EXTEND FOR AN INDEFINITE DISTANCE UPWARDS OR DOWNWARDS, IN SUFFICIENT DETAIL TO IDENTIFY
THE COMMON AREA AND EACH SEPARATE INTEREST; AND (C) THIS CERTIFICATE.

MULBERRY SPRING, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

BY: _____

_____, MANAGING MEMBER

VISALIA COMMERCIAL CONDOMINIUM PLAN OF UNITS 101-108 WITHIN
PARCEL _ OF PARCEL MAP FILED IN BOOK __ AT PAGES __ - __ IN THE OFFICE OF
THE TULARE COUNTY RECORDER, THE CITY OF VISALIA, STATE OF CALIFORNIA

NOTARY ACKNOWLEDGMENT:

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

COUNTY OF _____

ON _____ BEFORE ME, _____ A NOTARY PUBLIC, PERSONALLY
APPEARED _____, WHO PROVED TO ME ON THE BASIS OF SATISFACTORY
EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND
ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED
CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR ENTITY
UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE
FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL:

SIGNATURE _____

VISALIA COMMERCIAL CONDOMINIUM PLAN OF UNITS 101-108 WITHIN
PARCEL _ OF PARCEL MAP FILED IN BOOK _ AT PAGES _ - _ IN THE OFFICE OF
THE TULARE COUNTY RECORDER, THE CITY OF VISALIA, STATE OF CALIFORNIA

BENEFICIARY'S STATEMENT:

MULBERRY SPRING, LLC AS BENEFICIARY UNDER GRANT DEED, RECORDED _____, 20__ AS
DOCUMENT NO. 20__-00_____, OFFICIAL RECORDS OF TULARE COUNTY, ENCUMBERING THE LAND HEREIN
SHOWN, HEREBY CONSENTS TO THE MAKING AND FILING OF THIS PLAN.

BY: _____

NAME: _____

TITLE: _____

NOTARY ACKNOWLEDGMENT:

A notary public or other officer completing this
certificate verifies only the identity of the
individual who signed the document to which this
certificate is attached, and not the truthfulness,
accuracy, or validity of that document.

STATE OF CALIFORNIA

COUNTY OF _____

ON _____ BEFORE ME, _____ A NOTARY PUBLIC, PERSONALLY
APPEARED _____, WHO PROVED TO ME ON THE BASIS OF SATISFACTORY
EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND
ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED
CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR ENTITY
UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE
FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL:

SIGNATURE _____

VISALIA COMMERCIAL CONDOMINIUM PLAN OF UNITS 101-108 WITHIN
PARCEL _ OF PARCEL MAP FILED IN BOOK _ AT PAGES _ - _ IN THE OFFICE OF
THE TULARE COUNTY RECORDER, THE CITY OF VISALIA, STATE OF CALIFORNIA

DEFINITIONS:

1. THIS CONDOMINIUM PLAN IS INTENDED TO SATISFY THE REQUIREMENTS OF CALIFORNIA CIVIL CODE SECTION 6624 WHICH REQUIRES (A) A DESCRIPTION OR SURVEY MAP OF A CONDOMINIUM PROJECT, WHICH SHALL REFER TO OR SHOW MONUMENTATION ON THE GROUND; (B) A THREE DIMENSIONAL DESCRIPTION OF A CONDOMINIUM PROJECT IN SUFFICIENT DETAIL TO IDENTIFY THE COMMON AREA AND EACH SEPARATE INTEREST; AND (C) A CERTIFICATE CONSENTING TO THE RECORDATION OF THE CONDOMINIUM PLAN PURSUANT TO THIS ACT THAT IS SIGNED AND ACKNOWLEDGED AS PROVIDED IN CALIFORNIA CIVIL CODE SECTION 6626. ALL DIMENSIONS HEREIN ARE TO BE CONSIDERED TO BE APPROXIMATE AND ARE NOT SUFFICIENTLY ACCURATE TO BE USED FOR COMPUTATION OF FLOOR AREA OR AIRSPACE VOLUME AND MAY DIFFER FROM AS-BUILT CONDITIONS.

THE LEGAL DESCRIPTION OF THIS CONDOMINIUM PROJECT IS PARCEL _ OF PARCEL MAP FILED IN BOOK _ AT PAGE _ - _ IN THE CITY OF VISALIA, COUNTY OF TULARE, STATE OF CALIFORNIA

2. EACH CONDOMINIUM UNIT IS DESIGNATED HEREIN BY NUMBERS AS FOLLOWS:
UNITS 101-107 ARE REGIONAL COMMERCIAL CONDOMINIUM UNITS #1-7, RESPECTIVELY.
UNIT 108 IS A UTILITY ROOM/COMMON AREA.
3. THIS CONDOMINIUM PLAN INTENTIONALLY OMITTS DETAILED INFORMATION OF INTERNAL PARTITIONING WITHIN INDIVIDUAL UNITS. LIKEWISE, SUCH FEATURES SUCH AS FURRED, SLOPED, DOMED, RAISED, LOWERED OR IRREGULAR CEILINGS, TRUSSES, SOFFITS, SKYLIGHTS, ELEVATOR EQUIPMENT AND SHAFTS, AIRSPACE SHAFTS AND PIPES, DUCTS, FLUES, CHUTES, CONDUITS, WIRES, PROTRUSIONS OF VENTS, BEAMS, COLUMNS, DOOR AND WINDOW CASINGS AND BAY WINDOWS, HEATING AND AIR CONDITIONING AND OTHER MECHANICAL FACILITIES AND EQUIPMENT, UTILITY INSTALLATIONS, OUTLETS AND OTHER SUCH FEATURES, ARE NOT INTENDED TO BE REFLECTED ON THIS PLAN.
4. ALL TIES TO PROPERTY LINES SHOWN HEREIN ARE MEASURED FROM UNIT BOUNDARIES AND UNLESS OTHERWISE INDICATED, ARE AT A RIGHT ANGLE TO THE SAID UNIT.
5. UNLESS OTHERWISE INDICATED, ALL AIRSPACE BOUNDARY LINES INTERSECT AT A RIGHT ANGLE.
6. ALL DIMENSIONS SHOWN HEREIN ARE IN FEET.
7. THE LOWER VERTICAL LIMIT ELEVATIONS (L.V.L.E.) AND UPPER VERTICAL LIMIT ELEVATION (U.V.L.E.) FOR THE FOLLOWING AIRSPACE, BASED ON THE BENCHMARK ELEVATION NOTED HEREIN, IS AS FOLLOWS:

AIRSPACE	L.V.L.E.	U.V.L.E.
UNITS 101-107	_____ ' (feet)	ROOF HEIGHT VARIES
UNIT 108	_____ ' (feet)	ROOF HEIGHT VARIES
8. FOR THE DEFINITIONS OF "COMMON AREA", "CONDOMINIUM", "EXCLUSIVE USE OF COMMON AREA", AND "UNIT", SEE THE DECLARATION OF RESTRICTIONS FOR _____ COMMERCIAL CONDOMINIUMS (THE "DECLARATION"). IF THERE IS A CONFLICT BETWEEN THIS CONDOMINIUM PLAN AND THE DECLARATION FOR THIS CONDOMINIUM PROJECT, THE DECLARATION SHALL PREVAIL.

VISALIA COMMERCIAL CONDOMINIUM PLAN OF UNITS 101-108 WITHIN
PARCEL _ OF PARCEL MAP FILED IN BOOK __ AT PAGES __ - __ IN THE OFFICE OF
THE TULARE COUNTY RECORDER, THE CITY OF VISALIA, STATE OF CALIFORNIA

GENERAL NOTES:

CONFLICTS. TERMS NOT DEFINED HEREIN SHALL HAVE THE MEANINGS SET FORTH IN THE DECLARATION.

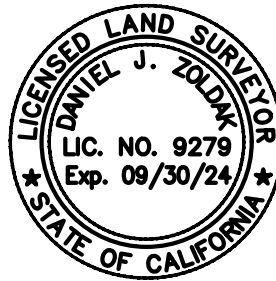
CONDOMINIUM PLAN FOR DIAGRAMMATIC PURPOSES ONLY. THIS CONDOMINIUM PLAN (AND THE DIMENSIONS SHOWN HEREIN) IS INTENDED TO CONFORM TO CALIFORNIA CIVIL CODE SECTION 6624, WHICH REQUIRES IN PART, CONCERNING THE LAND AND REAL PROPERTY DESCRIBED THEREIN, THE INCLUSION OF DIAGRAMMATIC PLANS IN SUFFICIENT DETAIL TO IDENTIFY THE COMMON AREA AND EACH UNIT, ITS RELATIVE LOCATION AND APPROXIMATE DIMENSIONS. THE DIMENSIONS SHOWN IN THIS CONDOMINIUM PLAN ARE NOT INTENDED TO BE SUFFICIENTLY ACCURATE TO USE FOR SALES PURPOSES, OR FOR COMPUTATION OF USABLE FLOOR AREA OR THE VOLUME OF ANY PORTION OF THE UNITS SHOWN IN THIS CONDOMINIUM PLAN. THE DIAGRAMMATIC PLANS CONTAINED HEREIN INTENTIONALLY OMIT INFORMATION WITH RESPECT TO CERTAIN IMPROVEMENTS CONSTRUCTED WITHIN THE UNITS. THE ACTUAL LOCATIONS AND DIMENSIONS OF A PARTICULAR ROOM, UNIT OR COMMON AREA ARE ALL DEPENDENT ON THE IMPROVEMENTS AS THEY WERE ACTUALLY CONSTRUCTED, AND THERE MAY BE VARIANCES DUE TO FIELD CONDITIONS AND THE PRESENCE OF INTERIOR IMPROVEMENTS THAT ARE NOT SHOWN IN THIS CONDOMINIUM PLAN. THIS COMDOMINIUM PLAN IS NOT A REPRESENTATION OR WARRANTY AS TO THE ACTUAL LOCATIONS OR DIMENSIONS OF THE UNIT OR COMMON AREA SHOWN HEREIN. IN ALL INSTANCES, THE ACTUAL LOCATIONS AND DIMENSIONS OF THE IMPROVEMENTS AS CONSTRUCTED WILL CONTROL OVER THE LOCATIONS OR DIMENSIONS DISCLOSED IN THIS CONDOMINIUM PLAN. THE ONLY RELIABLE DETERMINATION OF THE USABLE FLOOR AREA OR VOLUME OF A UNIT OR COMMON AREA IS A DETERMINATION MADE FROM ON-SITE MEASUREMENTS OF THE IMPROVEMENTS AS THEY ARE CONSTRUCTED.

VISALIA COMMERCIAL CONDOMINIUM PLAN OF UNITS 101-108 WITHIN
PARCEL _ OF PARCEL MAP FILED IN BOOK _ AT PAGES _ - _ IN THE OFFICE OF
THE TULARE COUNTY RECORDER, THE CITY OF VISALIA, STATE OF CALIFORNIA

SURVEYOR'S STATEMENT:

I HEREBY STATE THAT I AM A LICENSED LAND SURVEYOR OF THE STATE OF CALIFORNIA AND THAT THIS PLAN
CONSISTING OF 9 SHEETS CORRECTLY SHOWS THE BOUNDARY OF PARCEL _ FILED IN BOOK _ AT PAGE _ - _
IN THE OFFICE OF TULARE COUNTY RECORDER AND THE RELATION THERETO OF THE PROPOSED 8 UNITS
SHOWN HEREIN. THE AIRSPACE OWNERSHIP SHOWN HEREIN IS BASED UPON THE ARCHITECTURAL PLANS BY
_____ MEASUREMENTS AND NO STRUCTURAL OR NON-STRUCTURAL
FEATURES WERE CONSIDERED WHEN THE ARCHITECT'S PLANS WERE REVIEWED FOR LOCATION OF UNITS OF
AIRSPACE.

Daniel J. Zoldak, PLS 9279
DATE PREPARED: 9/30/2024



BENCHMARK:

CITY OF VISALIA BENCHMARK NO. 730. P-K NAIL IN TOP OF CURB, EAST RADIUS POINT, NORTHEAST CORNER
OF VISALIA PARKWAY AND WOODLAND AVENUE INTERSECTION.

ELEVATION = 312.460' USGS NGVD 29 DATUM

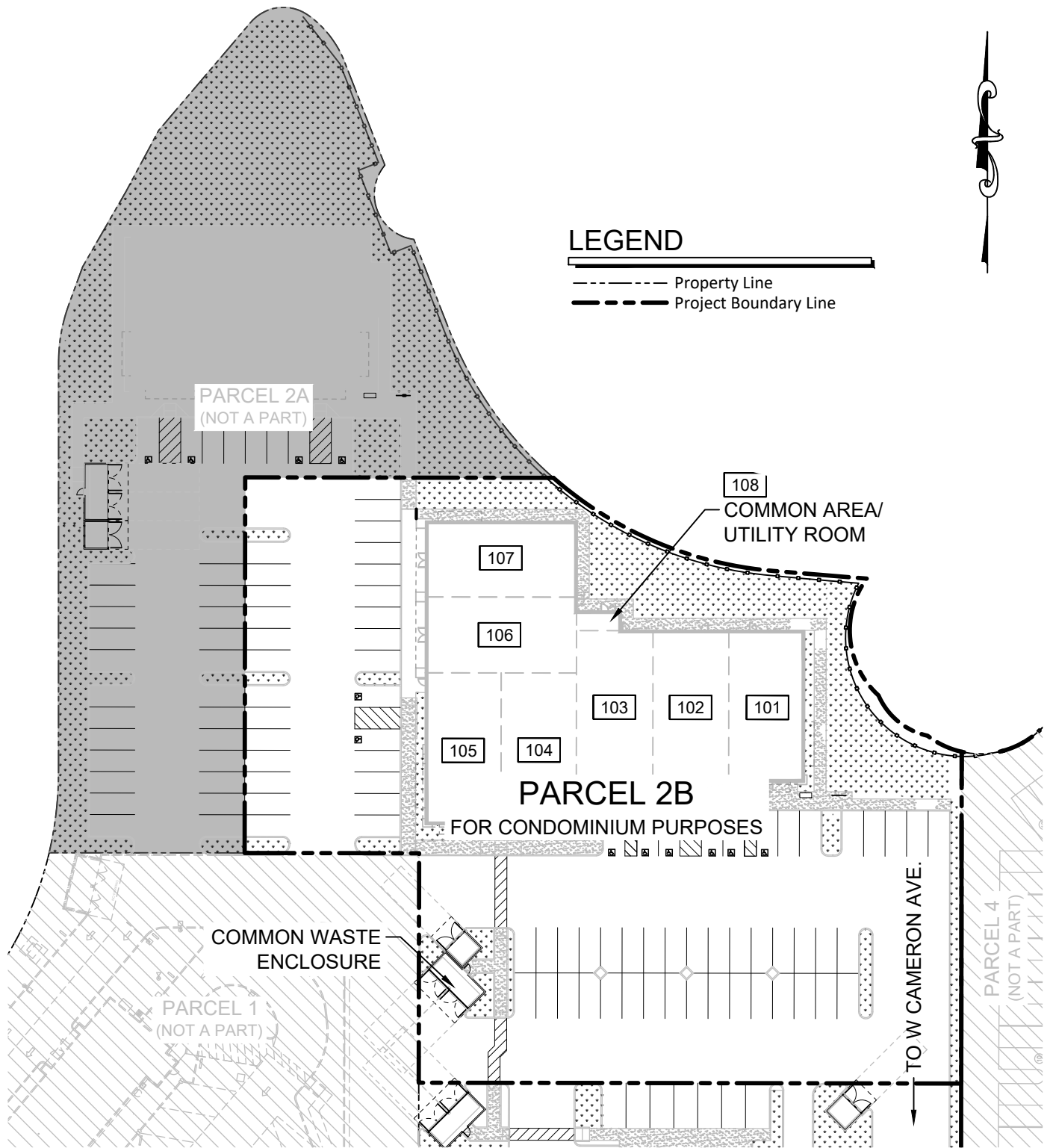
BASIS OF BEARING:

THE EAST LINE OF THE NORTHWEST QUARTER OF SECTION 7, T.19S., R.25E., M.D.B.&M. THAT BEARS NORTH
01°39'55" EAST PER PARCEL MAP 5169, BOOK 52, PAGE 76, TULARE COUNTY RECORDS.

VISALIA COMMERCIAL CONDOMINIUM PLAN OF UNITS 101-108 WITHIN
 PARCEL _ OF PARCEL MAP FILED IN BOOK __ AT PAGES __ - __ IN THE OFFICE OF
 THE TULARE COUNTY RECORDER, THE CITY OF VISALIA, STATE OF CALIFORNIA

LEGEND

- Property Line
 - - - - - Project Boundary Line



LARS ANDERSEN & ASSOCIATES, INC.
 CIVIL ENGINEERS - LAND SURVEYORS - PLANNERS
 4694 WEST JACQUELYN AVENUE FRESNO CALIFORNIA 93722
 TEL: 559 276-2790 FAX: 559 276-0850 WWW.LARSANDERSEN.COM

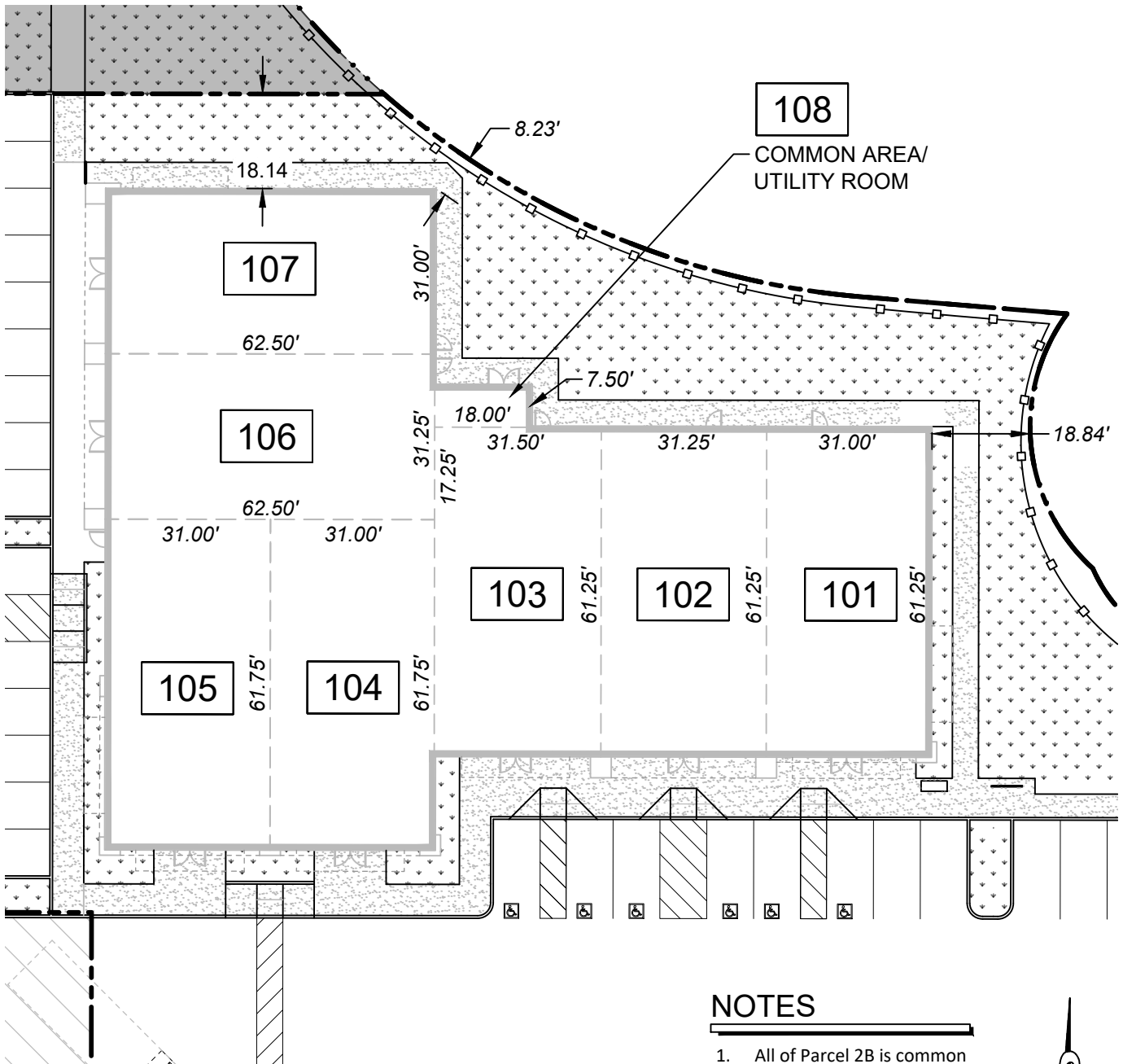
CONDOMINIUM PLAN
 FOR
 MULBERRY SPRING, LLC
 10 HARRIS COURT, SUITE B-1
 MONTEREY, CA 93940

SCALE: 1" = 60'

DATE: 12.15.2023

SHEET 8 OF 9

VISALIA COMMERCIAL CONDOMINIUM PLAN OF UNITS 101-108 WITHIN
 PARCEL _ OF PARCEL MAP FILED IN BOOK _ AT PAGES _ - _ IN THE OFFICE OF
 THE TULARE COUNTY RECORDER, THE CITY OF VISALIA, STATE OF CALIFORNIA



LEGEND

- Property Line
- Project Boundary Line

NOTES

1. All of Parcel 2B is common area, except for units.
2. Pursuant to the Declaration of Covenants, Conditions, and Restrictions all units are measured from the exterior walls to the center of the demising walls.



LARS ANDERSEN & ASSOCIATES, INC.
 CIVIL ENGINEERS - LAND SURVEYORS - PLANNERS
 4694 WEST JACQUELYN AVENUE FRESNO CALIFORNIA 93722
 TEL: 559 276-2790 FAX: 559 276-0850 WWW.LARSANDERSEN.COM

CONDOMINIUM PLAN
 FOR
 MULBERRY SPRING, LLC
 10 HARRIS COURT, SUITE B-1
 MONTEREY, CA 93940

SCALE: 1" = 30'

DATE: AUGUST 28, 2023

SHEET 9 OF 9



UNIT 2B
967 SF

UNIT 2B
967 SF

RIGHT ELEVATION



UNIT 2B
967 SF

UNIT 1
640 SF

UNIT 2B
967 SF

FRONT ELEVATION



UNIT 2B
967 SF

UNIT 2B
967 SF

LEFT ELEVATION



UNIT 2B
967 SF

UNIT 1
640 SF

UNIT 2B
967 SF

REAR ELEVATION



UNIT 2B
967 SF

RIGHT ELEVATION



UNIT 2B
967 SF

UNIT 1
640 SF

UNIT 1
640 SF

UNIT 2B
967 SF

FRONT ELEVATION



UNIT 2B
967 SF

UNIT 2B
967 SF

LEFT ELEVATION



UNIT 2B
967 SF

UNIT 1
640 SF

UNIT 1
640 SF

UNIT 2B
967 SF

REAR ELEVATION



UNIT 3
1,188 SF

UNIT 3
1,188 SF

RIGHT ELEVATION



UNIT 2B
961 SF

UNIT 1
640 SF

UNIT 2A
961 SF

UNIT 1
640 SF

UNIT 3
1,188 SF

FRONT ELEVATION



UNIT 2B
967 SF

UNIT 2B
967 SF

LEFT ELEVATION



UNIT 3
1,188 SF

UNIT 1
640 SF

UNIT 2A
961 SF

UNIT 1
640 SF

UNIT 2B
967 SF

REAR ELEVATION



UNIT 2B
967 SF

UNIT 2B
967 SF

RIGHT ELEVATION



UNIT 3
1,188 SF

UNIT 1
640 SF

UNIT 2A
961 SF

UNIT 2A
961 SF

UNIT 1
640 SF

UNIT 2B
967 SF

FRONT ELEVATION



UNIT 3
1,188 SF

UNIT 3
1,188 SF

LEFT ELEVATION



UNIT 2B
967 SF

UNIT 1
640 SF

UNIT 2A
961 SF

UNIT 2A
961 SF

UNIT 1
640 SF

UNIT 3
1,188 SF

REAR ELEVATION



REAR ELEVATION



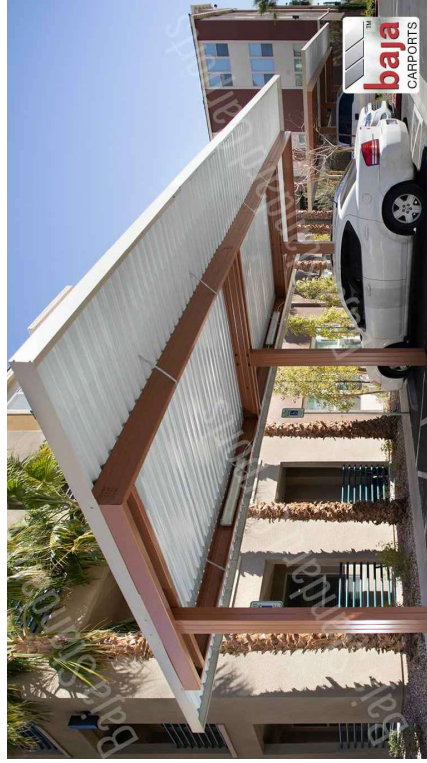
RIGHT ELEVATION



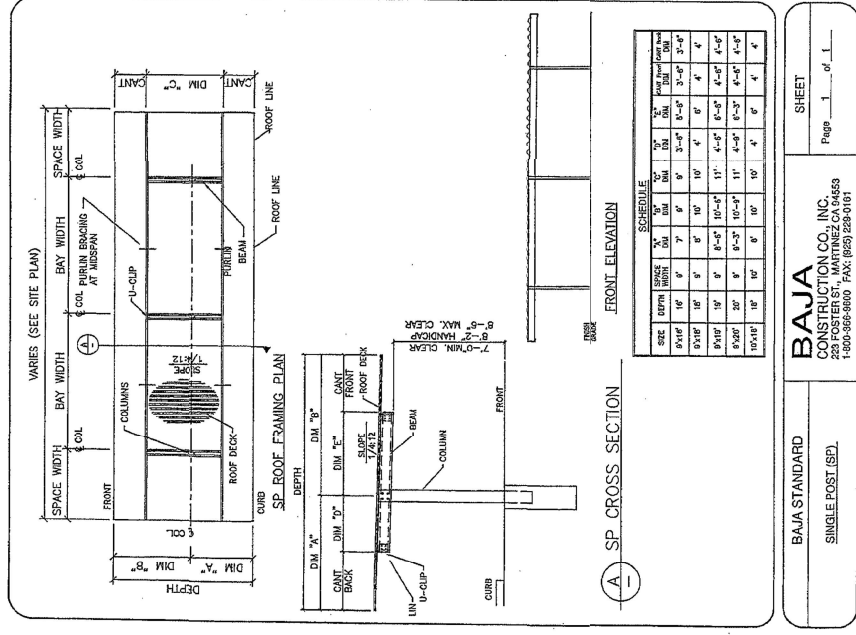
LEFT ELEVATION

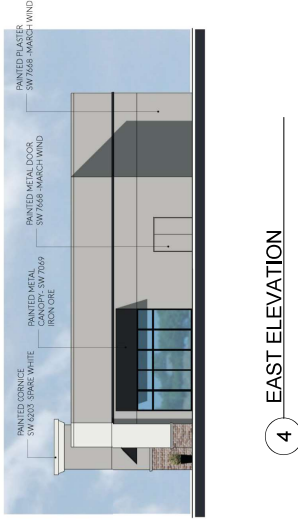
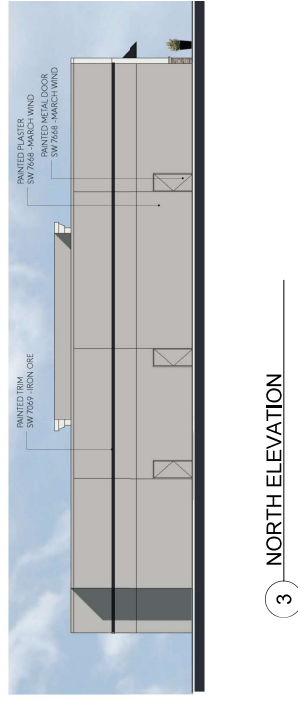


FRONT ELEVATION



CARPORT EXAMPLE PHOTO

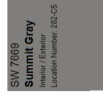




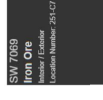
MATERIAL & COLOR PALLETTE



BRICK VENEER
CREATIVE MINES
CRAFT CANNERY BRICK
BRIXOLOGY-50%/
50% PEBBLECREEK

SW 6203
Spare w
Interior / Exter
Location NumSW 7668
March Win
Interior / Exterior
Location Number

SW 7669
Summit Gray
Interior / Exterior
Location Number: 28



SW 7069
Iron Ore
Interior / Exterior
Location Number



LIGHT FIXTURE
OW610-36 CARLISLE
SATIN BLACK

rdc.
Long Beach, CA | 562.628.8000 | rdcollaborative.com

Long Beach, CA | 562.628.8000 | rdcollaborative.com

Client

MULBERRY SPRINGS, LLC

10 Harris Court, Suite B-1
Monterey, CA 93940

10 Harris Court, Suite
Monterey, CA 93940

PROJECT

Packwood Grove North

Cameron Avenue & Stonebrook Street
Visalia, CA 93277

Cameron Avenue
Visalia, CA 93277

EXTERIOR ELEVATION - BLDG 2A

SCALE: NTS
12/20/2023SCALE: NT
12/20/2023

A203



rdc.
Long Beach, CA | 562.628.8000 | rdcollaborative.com

Client

MULBERRY SPRINGS, LLC
10 Henne Court, Suite B-1
Monterey, CA 93940

PROJECT

Packwood Grove North
Cameron Avenue & Shorebrook Street
Vallejo, CA 94597

3D RENDERING - BLDG 2A
12/20/2023

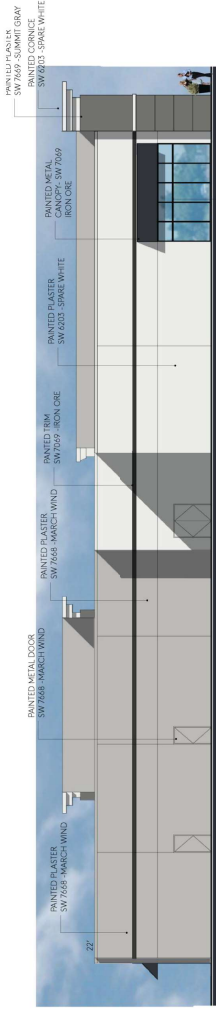
A204



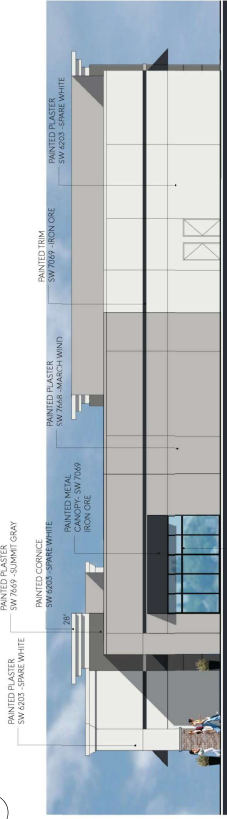
1 SOUTH ELEVATION



2 WEST ELEVATION



3 EAST ELEVATION



4 NORTH ELEVATION

MATERIAL & COLOR PALLETE



**BRICK VENEER
CREATIVE MINES
CRAFT CANNERY BRICK
BRIOLOGY-50%/
50% PEBBLECREEK**

SW 6203
Spare WhiteSW 7668
March WindSW 7669
Summit GraySW 7069
Iron Ore

LIGHT FIXTURE
OW610-36 CARLISLE
SATIN BLACK

Client

PROJECT

rdc.
Long Beach, CA | 562.628.8000 | rdcollaborative.com

MULBERRY SPRINGS, LLC

10 Harris Court, Suite B-1
Monterey, CA 93940

EXTERIOR ELEVATION - BLDG 2B

SCALE: NTS
12/20/2023

A303

rdc.
Long Beach, CA | 562.628.8000 | rdcollaborative.com

Client

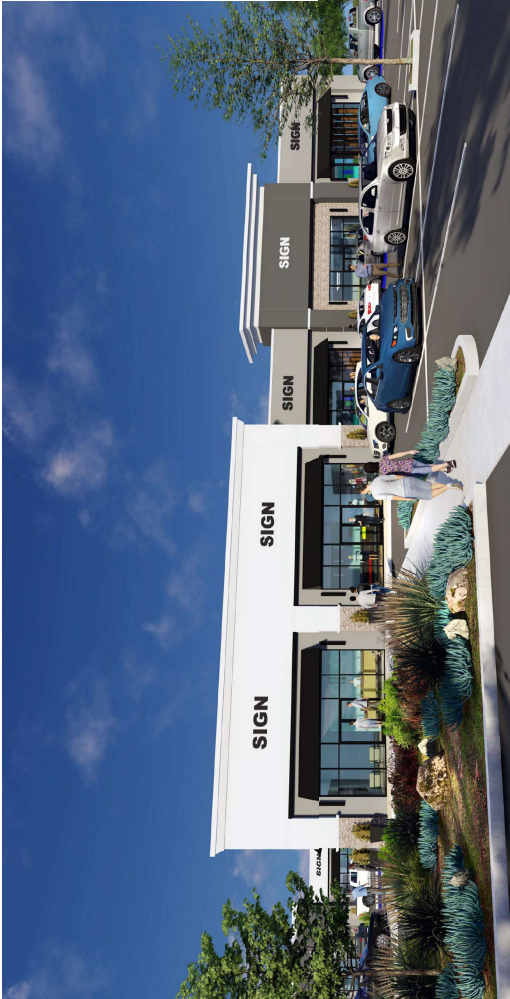
MULBERRY SPRINGS, LLC
10 Henne Court, Suite B-1
Monterey, CA 93940

PROJECT

Packwood Grove North
Cameron Avenue & Shorebrook Street
Vallejo, CA 95627

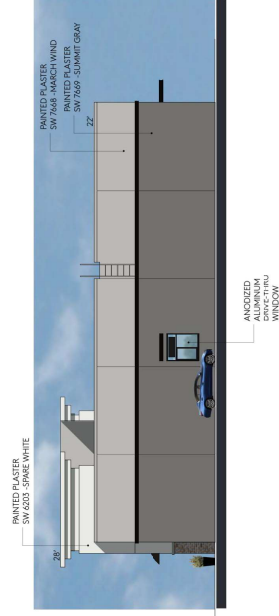
3D RENDERING - BLDG 2B
12/20/2023

A304





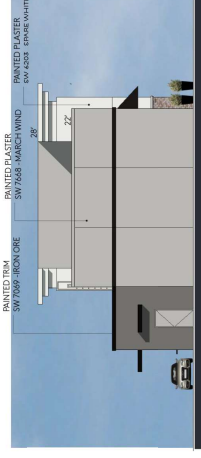
1 SOUTH ELEVATION



3 NORTH ELEVATION

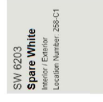


2 WEST ELEVATION



4 EAST ELEVATION

MATERIAL & COLOR PALLETE



LIGHT FIXTURE
OW610-36 CARLISLE
SATIN BLACK

PAINT COLORS
SHERWIN WILLIAMS

Client

PROJECT

rdc.
Long Beach, CA | 562.628.8000 | rdcollaborative.com

MULBERRY SPRINGS, LLC

10 Harris Court, Suite B-1
Monterey, CA 93940

Packwood Grove North

Cameron Avenue & Stonebrook Street
Visalia, CA 93277

EXT. ELEVATION - BLDG 3

SCALE: 1/8" = 1'-0"
12/20/2023

A403



rdc.
Long Beach, CA | 562.628.8000 | rdcollaborative.com

Client
MULBERRY SPRINGS, LLC
10 Henne Court, Suite B-1
Monterey, CA 93940

PROJECT
Packwood Grove North
Cameron Avenue & Storebrook Street
Vallejo, CA 95627

3D RENDERING - BLDG 3
12/20/2023

A404



LANDSCAPE MASTER PLAN

STONEBROOK FAMILY APARTMENTS
PACIFIC WEST COMMUNITIES, INC.
VISALIA, CALIFORNIA

THOMAS H. PHELPS
LANDSCAPE ARCHITECTURE
California Landscape Architect #1122
10 ALA 1671 • HI #LA 1612
AZ #1663
P.O. Box 107029
Buckeye, AZ 85327
Phone: 602.956.1300
Fax: 602.956.1300



USE: COMMERCIAL
ADJUSTED PARCEL 2 OF
LLA No. _____

APN 126-062-068
ZONING: C-R
COUNTY LAND

APN 126-062-022
ZONING: C-R
COUNTY LAND

APN 126-062-021
USE: SFR
COUNTY LAND

APN 126-062-017
USE: SFR
COUNTY LAND

APN 126-062-090
ZONING: C-MU
USE: VACANT

STONBROOK FAMILY APARTMENTS
PACIFIC WEST COMMUNITIES, INC.



SCALE: 1/2" = 1'-0"

SCALE: 1/2" = 1'-0"

SCALE: 1/2" = 1'-0"

REFERENCE NOTES SCHEDULE		DESCRIPTION
1	1	PICING TABLE - 6' RECT ANGLE 'LINE #H-2129' BLACK COLOR
2	2	PICING TABLE - 'LINE 46' ADA ROUND #H-267' BLACK COLOR, WITH WHEELS
3	3	BENCH - 6' WITH BACK 'LINE #H-2794' BLACK COLOR
4	4	TRASH RECEPTACLE - 'LINE TERRACE RECEPTACLE #H-1034' BLACK COLOR
5	5	WAYE BICYCLE RACK - 'LINE 5-LOOP #H264' 1 BIKE CAPACITY, BLACK COLOR, LOCATION MAY VARY, VERIFY IN FIELD
6	6	BARBEGUE - 'LINE #H-4418'
7	7	POOL LOUNGE - FURNITURE LEISURE #800-33-2489
8	8	ST. MARTIN VINTL STRAP CHAIRS LOUNGE WITH COMMERICAL ALUMINUM FRAME, CAMEL FRAME COLOR, CANE STRAPS, ADJUST. SUBMIT DRAWINGS FOR APPROVAL
10	10	5' HIGH TUBULAR STEEL FENCE WITH SELF CLOSING GATES, BLACK COLOR, SEE DETAIL ON ARCH DUGS
11	11	2'-5 1/2" HIGH USER PLAYGROUND EQUIPMENT - DEFERRED SUBMITTAL FOR OWNER APPROVAL
13	13	POOL LIFT - ADA COMPLIANT DEFERRED SUBMITTAL FOR OWNER APPROVAL
14	14	POOL EQUIPMENT LOCATION
15	15	6' HIGH CHU WALL, MATCH TRASH ENCLOSURE OUTDOOR SHOWER LOCATION
16	16	'CLEANLINE' JUMPING BOARDS BETWEEN THE LAWN AREA AND ADJACENT BARRIO BEDS - STAKE AT EVERY PRE-FORMED POOL - NOTE THAT THE MANUFACTURER DOES NOT SUPPLY ALL STAKES FOR EACH LOUPE.
17	17	4' x 8' x 18" HIGH CHU RAISED GARDEN PLANTER CONCRETE WALK WAY

— CONCRETE WALL CAP
— MASONRY WALL



ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805)687-4418 • main@atesb.com

Since 1978

Richard L. Pool, P.E.
Scott A. Schell

January 29, 2023

22016L03

Matt Nohr
The Orosco Group
10 Harris Court, Suite B-1
Monterey, CA 93940

SITE ACCESS AND VMT ANALYSIS FOR THE PACKWOOD GROVE NORTH DEVELOPMENT PROJECT - CITY OF VISALIA

The following is the site access and VMT analysis prepared by Associated Transportation Engineers (ATE) for the proposed Packwood Grove North Development Project (the "Project"). The site access and VMT analysis addresses the January 23, 2024 comments (attached) provided by City of Visalia Traffic Division staff.

PROJECT DESCRIPTION

The Project site is located in the northwest quadrant of the Cameron Avenue/Stonebrook Street intersection in the South Packwood Creek Specific Plan area of the City of Visalia. Figure 1 (attached) illustrates the Project site plan. The current Project will construct a 276 multifamily residential units with resident amenities as part of Phase I. Phase II consist of 20,438 square-feet



of medical office space in two buildings and a 3,500 square-foot pharmacy with a drive through window on a site which is currently approved for the development of 121,000 square-feet of retail commercial space. Site access will be provided via a new driveway connection to Cameron Avenue opposite an existing Costco driveway, a connection to the

future Stonebrook Street extension and a shared access to Cameron Avenue via the existing Surf Thru Express Car Wash adjacent to the Project site. The extension of Stonebrook Street and bridge crossing of Packwood Creek as assumed to be in place as part of Phase I. The signalization of the Cameron Avenue/Costco Driveway and median extension on Cameron Avenue is assumed to be in place as part of Phase II.

EXISTING CONDITIONS

The Project site is served by a circulation system comprised of arterial and collector streets which are illustrated on Figure 2. The major streets providing site access are discussed in the following text. Existing traffic volumes are illustrated on Figure 3.

Caldwell Avenue (Avenue 280) located north of the Project site, is a 2- to 4-lane east west arterial roadway. Caldwell Avenue links the communities of Hanford, Visalia, Farmersville, and Exeter. This roadway serves agricultural, commercial and residential land use in Visalia. Caldwell Avenue in the study-area is fully improved with curb, gutter, sidewalk and street lighting. The posted speed on Caldwell Avenue west of Stonebrook Street is 40 mph; east of Stonebrook Street the posted speed is 50 mph. Within the study-area, Caldwell Avenue is signalized at Stonebrook Street.



Cameron Avenue (Avenue 278) is an east-west collector roadway that extends east from County Center Drive to Court Street. This roadway provides direct access to the Project site. This roadway service agriculture, commercial and residential land uses in Visalia. Cameron Avenue in the study-area is partially improved with curb, gutter, sidewalk and street lighting. The Project would complete frontage improvements along Cameron Avenue and construct a median from Stonebrook Street west to the Surf Thru Car Wash. A median break would

allow full access at the Project/Costco Driveway intersection. The posted speed on Cameron Avenue west of Stonebrook Street is 40 mph; east of Stonebrook the posted speed is 45 mph.

Stonebrook Street is a north-south collector roadway that extends north from Visalia Parkway to Cameron Avenue. Currently, north of Cameron Avenue there is a gap from Cameron Avenue to Packwood Creek. Stonebrook Street continues north from Packwood Creek to Hemlock Avenue. Stonebrook Street in the study-area is partially improved with curb, gutter, sidewalk and street lighting. Stonebrook Street will provide direct access to the Project site. The Project would construct the section of Stonebrook Street along it's frontage from Cameron Avenue to Packwood Creek. The street section adjacent to the Project site would provide 2 through travel lanes and a continuous left-turn lane curb and gutter with sidewalk. The posted speed on Stonebrook Street is 35 mph.

PLANNED IMPROVEMENTS BY PROJECT PHASE

Phase I: Stonebrook Street extension completed per attached City conditions. The Traffic Impact Fee (TIF) project for Stonebrook Street is the construction of a 4-lane (84-feet) arterial from Hemlock Avenue south to Cameron Avenue. The improvement project includes the box culvert at Packwood Creek and the traffic signals at Cameron Avenue. The residential phase of the Packwood Grove North Project will construct a quarter section of the 84-foot arterial. From property line, 6-foot sidewalk, 5-foot landscape, 2-foot-wide curb and gutter, and the first 6 feet of AC pavement. The remaining roadway section is at City's cost Developer is to install and City to provide TIF credit or reimburse with Cash payment upon completion of work if no TIF credit is needed.

Phase II: Cameron Avenue improved per **attached** City conditions. Median extension on Cameron Avenue from Stonebrook Street to western Costco Driveway. Median extension from Surf Thru Express Car Wash driveway to western Costco Driveway. Install traffic signals at the Cameron Avenue/Costco Driveway. A cost sharing agreement with the City will be negotiated to cover the cost of the traffic signal installation.

GENERAL PLAN POLICY

City of Visalia. The City of Visalia has established LOS D as the acceptable standard for roadway and intersection operation. If the addition of project traffic degrades the operation of a roadway or intersection operating at LOS D, it should be mitigated to the level identified without the project traffic. These criteria were used to determine the effects of the traffic generated by the Project added to the study-area intersections.

PROJECT TRIP GENERATION

The trip generation for the proposed Project is based on the rates published in the Institute of Transportation Engineers (ITE), Trip Generation, 11th Edition for Multifamily Residential - Low Rise (Land Use #220), Medical Office (Land Use #720), Pharmacy with a Drive Through Window (Land Use #881) and Shopping Center (Land Use #821). The trip generation for the approved Project is based on the rates published in the Institute of Transportation Engineers (ITE), Trip Generation, 7th Edition for Shopping Center (Land Use #821). Table 1 presents the trip comparison of approved versus the proposed Project land use.

Table 1
Project Trip Generation Comparison

Land Use	Size	ADT		AM Peak Hour		PM Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Approved Use: Retail Commercial Center	149,200 S.F.	42.94	6,407	1.03	154 (94/60)	3.75	560 (274/286)
Less "Pass-by" Trips (25%):			1,602		38 (23/15)		140(69/71)
Total Trip Generation:			4,805		116 (71/45)		420 (205/215)
Proposed Use: Multifamily Residential	276 Units	6.74	1,860	0.40	110 (26/84)	0.51	141 (89/52)
Medical Office	20,438 S.F.	36.00	736	3.10	63 (50/13)	3.93	80 (24/56)
Pharmacy w/drive thru	3,500 S.F.	108.40	379	3.74	13 (7/6)	10.25	36 (18/18)
Total Trip Generation:			2,975		186 (83/103)		257 (131/126)
Net Trip Generation Change:			-1,830		+ 70 (12/58)		-163 (74/89)

The data presented in Table 1 indicates that the proposed Project is forecast to generate 2,975 ADT, 186 AM peak hour trips and 257 PM peak hour trips. The approved Project was forecast to generate 4,805, 116 AM peak hour trips and 420 PM peak hour trips. The proposed Project would generate fewer daily and PM peak hour trips. Phase I would generate 1,860 average daily trips, 110 AM and 141 PM peak hour trips. Phase II would generate 1,115 average daily trips, 76 AM and 116 PM peak hour trips.

POTENTIAL TRAFFIC EFFECTS

The based on the trip generation developed for the current Project, converting the retail commercial space to multifamily residential units would not have a substantial effect on the City of Visalia street system when compared to the approved retail commercial space given the substantial reduction in daily trips. Figure 4 illustrates the trip distribution and assignment of Phase I the residential portion of the Project. Figure 5 illustrates the trip distribution and assignment of Phase II the commercial portion of the Project. The following evaluates the operation of the study-area intersections with Phase I and Project (Phase I and Phase II) traffic volumes. The need for traffic signals at the Cameron Avenue/Costco Driveway and Cameron Avenue/Stonebrook Street intersection is also evaluated.

Phase I With Existing Traffic Control and Stonebrook Street Bridge Extension

Tables 2 and 3 show the levels of service for the Cameron Avenue intersections without traffic signals and the signalized intersection of Caldwell Avenue and Stonebrook Street with Existing + Project Phase I traffic volumes illustrated on Figure 6. Generally, the intersections would operate in the LOS "B" - "D" range which is consistent with the City of Visalia General Plan policy. However, the Cameron Avenue/Costco Driveway and Cameron Avenue/Stonebrook Street intersection would operate in the LOS "E" - "F" range during the PM peak hour without traffic signals. The need for traffic signals at the Cameron Avenue/Costco Driveway and Cameron Avenue/Stonebrook Street is further evaluated in the Signal Warrant section of this Site Access study.

Table 2
Existing + Project Phase I AM Peak Hour Intersection LOS

Intersection	AM Peak Hour	
	Existing	Existing + Phase I
Cameron Avenue/Surf Thru Car Wash	11.6 sec./LOS B	11.8 sec./LOS B
Cameron Avenue/Costco Driveway	12.6 sec./LOS B	12.9 sec./LOS B
Cameron Avenue/Costco Driveway	11.5 sec./LOS B	11.7 sec./LOS B
Cameron Avenue/Stonebrook Street	11.6 sec./LOS B	25.5 sec./LOS D
Caldwell Avenue/Stonebrook Street	16.5 sec./LOS B	16.6 sec./LOS B

Table 3
Existing + Project Phase I PM Peak Hour Intersection LOS

Intersection	PM Peak Hour	
	Existing	Existing + Phase I
Cameron Avenue/Surf Thru Car Wash	21.2 sec./LOS C	22.1 sec./LOS C
Cameron Avenue/Costco Driveway	32.6 sec./LOS D	35.7 sec./LOS E
Cameron Avenue/Costco Driveway	20.4 sec./LOS C	21.3 sec./LOS C
Cameron Avenue/Stonebrook Street	29.2 sec./LOS D	> 50 sec./LOS F
Caldwell Avenue/Stonebrook Street	36.7 sec./LOS D	37.8 sec./LOS D

Project (Phase I and Phase II) With Existing Traffic Control and Stonebrook Street Bridge Extension

Tables 4 and 5 show the levels of service for the Cameron Avenue intersections without traffic signals and the intersection of Caldwell Avenue and Stonebrook Street with Existing + Project (Phase I and II) traffic volumes illustrated on Figure 8. Generally, the intersections would operate in the LOS "B" - "D" range which is consistent with the City of Visalia General Plan policy. However, the Cameron Avenue/Costco Driveway and Cameron Avenue/Stonebrook Street intersections would operate at LOS "F" during the PM peak hour without traffic signals. Installation of traffic signals would improve vehicle delays at the

Cameron Avenue/Costco Driveway and Cameron Avenue/Stonebrook Street intersections. The need for traffic signals at the Cameron Avenue/Costco Driveway and Cameron Avenue/Stonebrook Street is further evaluated in the Signal Warrant section of this Site Access study.

Table 4
Existing + Project AM Peak Hour Intersection LOS

Intersection	AM Peak Hour	
	Existing	Existing + Project
Cameron Avenue/Surf Thru Car Wash	11.6 sec./LOS B	12.0 sec./LOS B
Cameron Avenue/Costco Driveway	12.6 sec./LOS B	15.3 sec./LOS C
Cameron Avenue/Costco Driveway	11.5 sec./LOS B	11.9 sec./LOS B
Cameron Avenue/Stonebrook Street	11.6 sec./LOS B	26.5 sec./LOS D
Caldwell Avenue/Stonebrook Street	16.5 sec./LOS B	16.9 sec./LOS B

Table 5
Existing + Project PM Peak Hour Intersection LOS

Intersection	PM Peak Hour	
	Existing	Existing + Project
Cameron Avenue/Surf Thru Car Wash	21.2 sec./LOS C	23.3 sec./LOS C
Cameron Avenue/Costco Driveway	32.6 sec./LOS D	> 50.0 sec./LOS F
Cameron Avenue/Costco Driveway	20.4 sec./LOS C	22.8 sec./LOS C
Cameron Avenue/Stonebrook Street	29.2 sec./LOS D	> 50.0 sec./LOS F
Caldwell Avenue/Stonebrook Street	36.7 sec./LOS D	37.9 sec./LOS D

SITE ACCESS AND CIRCULATION

Site access will be provided via a new driveway connection to Cameron Avenue opposite an existing Costco driveway, connections to the future Stonebrook Street extension and a shared access to Cameron Avenue via the existing car wash adjacent to the Project site. The driveway connections on Stonebrook Street with a center turn lane would provide full access and serve the residential portion of the Project site. Figure 4 illustrates the trip distribution and assignment of the residential portion of the Project. The driveway connections on Cameron Avenue would serve the commercial portion of the Project site. Figure 5 illustrates the trip distribution and



assignment of the commercial portion of the Project. The Project commercial portion would share access with the existing Surf Thru Carwash. The Project driveway opposite the existing Costco driveway would be signalized and provide full access. The shared Surf Thru Express Car Wash driveway would be restricted to right-turns inbound and outbound only by a raised median on Cameron Avenue.

Signal Warrant Analysis

The existing Cameron Avenue/Stonebrook Street intersection and the Cameron Avenue/Costco driveway intersection are T-intersections controlled by STOP-Signs on the minor street approach of Stonebrook Street and the Costco driveway. The installation of traffic signals at the Cameron Avenue/Stonebrook Street is part of the master planned street system. The need to signalize the Cameron Avenue/Project driveway opposite the Costco driveway intersection was evaluated. The City of Visalia procedures for Traffic Impact Analysis (TIA) March 2021, state that the 8-Hour volume warrant based on the Manual on Uniform Traffic Control Devices (MUTCD), California Supplement, is the minimum volume warrant for traffic signal installation.

It should be noted that satisfaction of a warrant is not necessarily justification for the installation of traffic signals. Delay, congestion, confusion or other evidence of the need for right-of-way assignment must be shown. The warrants are aids for determining whether a traffic signal should be considered, they do not establish thresholds above which traffic signals must be installed. Rather, they establish minimum thresholds below which traffic signals should not be installed.

Further, there are advantages and disadvantages to be weighed when considering the installation of traffic signals. Advantages include the potential to improve the orderly movement of traffic, the allowance of pedestrian and side street traffic to enter or cross heavy major street traffic flows, and the reduction in certain accident types (right angle or left-turn for example). Disadvantages include possible increases in delay, reduced freedom of drivers to control their own progress (possible unnecessary driver frustration and excessive traffic signal violations), diversion of traffic (possibly through neighborhoods) to avoid increased delays at signals, increases in certain types of accidents (primarily rear end), and the cost of installation and ongoing maintenance. The following text presents the results of the traffic signal warrant analysis.

A signal warrant analysis was conducted for the Cameron Avenue/Stonebrook Street and Cameron Avenue/Costco driveway opposite the Project driveway. The signal warrant analysis was completed based on the Manual on Uniform Traffic Control Devices (MUTCD), California Supplement, 8-Hour, and 4-Hour vehicular volume warrant criteria. Average daily traffic (ADT) counts were conducted on Cameron Avenue and the northbound approaches to the intersections to complete the warrant analysis (count data is attached for review). The posted speed limit on Cameron Avenue is 40/45 mph, therefore the Urban warrants apply. Tables 6 and 7 summarize the results of the signal warrant analysis for Existing conditions.

Table 6
Signal Warrant Results - Cameron Avenue/Stonebrook Street

Warrant	Type	Warrant Satisfied?
		Existing Conditions
#1	8-Hour Condition "B"	Yes
#2	4-Hour	Yes

Table 7
Signal Warrant Results - Cameron Avenue/Costco Driveway

Warrant	Type	Warrant Satisfied?
		Existing Conditions
#1	8-Hour Condition "B"	Yes
#2	4-Hour	Yes

The existing (2022) northbound approach (minor street) volumes at the Cameron Street/Stonebrook Street intersection satisfy the 8-Hour and the 4-Hour vehicular volume warrants under Existing conditions. Note that ATE utilized approach volumes not per lane volumes. In order to 100 percent satisfy Condition "B" of the 8-Hour warrant, a minimum of 100 vehicles per hour are necessary on the minor street approach with two approach lane. In order to satisfy the 4-Hour warrant, a minimum of 80 vehicles per hour are necessary on the minor street approach with two lanes. Condition "B" of the 8-Hour volumes warrant is 100 percent satisfied and the 4-Hour volumes warrant is also satisfied. The minimum volume warrant worksheets are attached for reference.



The existing (2022) northbound approach (minor street) volumes at the Cameron Street/Costco Driveway intersection satisfy the 8-Hour or the 4-Hour vehicular volume warrants under Existing conditions. Note that ATE utilized approach volumes not per lane volumes. In order to 100 percent satisfy Condition "B" the 8-Hour warrant, a minimum of 100 vehicles per hour are necessary on the minor street approach with two approach

lanes. In order to satisfy the 4-Hour warrant, a minimum of 80 vehicles per hour are necessary on the minor street approach with two lanes. Condition "B" of the 8-Hour volumes warrant is 100 percent satisfied and the 4-Hour volume warrant is also satisfied. The minimum volume warrant worksheets are attached for reference. The Project's traffic percent contribution to the intersection is 7.47 percent (132 PM peak hour trips/1,767 PM trips).

Intersection Operation

ATE evaluated the operation of the study-area intersections with traffic signals installed at the intersection. The existing trips were redistributed through the Cameron Avenue corridor assuming the median extension on Cameron Avenue and the extension of Stonebrook Street.

The "Synchro" traffic analysis software program was used to review operations of the Cameron Avenue corridor from the Surf Thru Car Wash driveway to Stonebrook Street and the Project driveways along Stonebrook Street. "Synchro" is a complete software package for modeling and optimizing traffic signal timings and is the only interactive software package to model actuated signals. "Synchro" implements the operations methods of the Highway Capacity Manual for signalized intersections, performing the industry standard evaluation of intersection performance based on Webster delays. In addition to calculating capacity, "Synchro" also optimizes cycle lengths, splits and offsets (similar to TRANSYT).

Cameron Avenue can be programmed as an actuated-coordinated system to allow "Synchro" to find the optimal timing plan for the corridor. "Synchro" calculates the effects of coordination automatically and accurately. The results not only show intersection levels of service, but other important data such as progression and vehicle platooning within the network as well as queuing at individual intersections within the network.

Table 8 shows the levels of service for the Cameron Avenue/Costco Driveway intersection with traffic signals and the adjacent intersection of Cameron Avenue and Stonebrook Street with Cumulative + Project traffic volumes illustrated on Figure 9. As shown, the intersections would operate in the LOS "C" - "D" range which is consistent with the City of Visalia General Plan policy.

Table 8
Signalized Intersection LOS

Intersection	AM Peak Hour	PM Peak Hour
Cameron Avenue/Costco Driveway	26.9 sec./LOS C	30.2 sec./LOS C
Cameron Avenue/Stonebrook Street	22.9 sec./LOS C	37.6 sec./LOS D
Caldwell Avenue/Stonebrook Street	28.9 sec./LOS C	40.3 sec./LOS D

Table 9 shows the levels of service for the unsignalized intersections on Cameron Avenue and Stonebrook Street with Cumulative + Project traffic volumes illustrated on Figure 6. As shown, the intersections would operate in the LOS "B" - "C" range which is consistent with the City of Visalia General Plan policy. The installation of a median on Cameron Avenue would not have an adverse effect on the operation of the Surf Thru Car Wash or Costco driveways.

Table 9
Unsignalized Intersection LOS

Intersection	AM Peak Hour	PM Peak Hour
Stonebrook Street/Project Driveway	10.3 sec./LOS B	11.1 sec./LOS B
Stonebrook Street/Project Driveway	10.5 sec./LOS B	11.4 sec./LOS B
Cameron Avenue/Surf Thru Car Wash	10.7 sec./LOS B	14.4 sec./LOS B
Cameron Avenue/Costco Driveway	10.2 sec./LOS B	18.1 sec./LOS C

The "SimTraffic" model was employed for the Cameron Avenue corridor from the Costco Driveway to Stonebrook Street to visually review its operations and effects. The results indicate that there would be adequate gaps in Cameron Avenue through traffic flow.

ATE also utilized the "Synchro" software "SimTraffic" to evaluate the queues at the study-area signalized intersections. Table 10 shows the 95th percentile queue lengths for the left-turns at the Cameron Avenue/Stonebrook Street intersection with the weekday AM and PM peak hour volumes. The 95th percentile queue length is the queue that is exceeded 5% of the time during the peak hour.

Table 10
Storage Requirements at the Cameron Avenue/Stonebrook Street Signalized Intersections

Movement	Storage	95% Queue Length	
		AM Peak Hour	PM Peak Hour
Northbound Left-Turn	150 Feet	25'	30'
Southbound Left-Turn	150 feet	42'	56'
Eastbound Left-Turn	250 feet	65'	131'
Westbound Left-Turn	250 feet	162'	208'

The queuing analysis found that the required storage for the northbound and southbound left-turn lanes is 150 feet. The eastbound and westbound left-turn lanes would require 250 feet of storage space. There is sufficient distance between the Cameron Avenue/Stonebrook Street and the Cameron Street intersections for the eastbound left-turn storage.

Table 11 shows the 95th percentile queue lengths for the eastbound and westbound left-turns at the Cameron Avenue/Costco Driveway intersection with the weekday AM and PM peak hour volumes. The 95th percentile queue length is the queue that is exceeded 5% of the time during the peak hour.

Table 11
Storage Requirements at the Cameron Avenue/Costco Driveway Signalized Intersections

Movement	Storage	95% Queue Length	
		AM Peak Hour	PM Peak Hour
Eastbound Left-Turn	200 feet	76'	151'
Westbound Left-Turn	200 feet	113'	132'

The queuing analysis found that the required storage for the eastbound and westbound left-turn lanes is 200 feet. There is sufficient distance between the Cameron Avenue/Stonebrook Street and the Cameron Street intersections for the westbound left-turn storage.

Right-Turn Deceleration Lane Variance

The Project is requesting a variance from the right-turn deceleration lane. The City of Visalia has the following criteria for deceleration lanes at Project driveways.

If any of the criteria listed below are met, a deceleration lane is required.

1. *At least 5,000 vehicles per day are using or are expected to in the near future (five years after the development is built out) to be using the adjacent Street.*
2. *The posted speed limit is 35 mph or the 85th percentile speed limit is greater than 35 mph.*
3. *At least 1,000 vehicles per day are using or are expected to use the driveway(s) for the development or adjacent development(s) existing or future).*
4. *At least 40 vehicles are expected to make right-turns into the driveway (s) for a one-hour period for the development or adjacent developments (existing or future).*

The word “any” seems onerous, for instance on any street where the 85th percentile speed limit is greater than 35 mph deceleration lanes are required. Or on all streets having over 5,000 vehicles per day would require a deceleration lane. As illustrated on Figure 5 the projected right-turn volume for the signalized driveway on Cameron Avenue for the commercial use is 28 in the AM peak hour and 21 in the PM peak hour. The Project’s commercial right-turns don’t equate to 1 vehicle a minute or reach a level to justify the installation of a deceleration lane. The installation of traffic signals at Stonebrook Street and the Costco driveway would provide gaps in the flow of traffic along Cameron Avenue allowing space for right-turns. As illustrated on Figure 4 the projected residential right-turn volumes for the driveways on Stonebrook Street for the residential use is 5 in the AM peak

hour and 16 in the PM peak hour. The Project's residential right-turn volumes on Stonebrook Street also don't equate to 1 vehicle a minute or reach a level to justify the installation of deceleration lane. Given that the new Stonebrook Street extension will be a low volume collector street, right-turn deceleration lanes aren't warranted.

Pharmacy Drive Through Storage and Queuing

The site plan illustrates that the pharmacy drive-through lanes would accommodate a queue of 21 vehicles. Queue data collected for the "Drive-Through Queue Generation" study is summarized in Table 12. This queue data was collected for 12 days at pharmacies with drive through lanes located in Minnesota (queue study data is attached).

Table 12
Pharmacy Drive Through Queue Study Results

# Studies	Average Maximum Queue	Range of Maximum Queue	85 th Percentile Queue
12 Days	2.92 Vehicles	1 - 5 Vehicles	4.05 Vehicles

The data presented in Table 12 indicates that the maximum peak queue observed was 5 vehicles and the 85th percentile peak queue observed was 4.05 vehicle. Review of the field data sheets show that the 1 vehicle queue occurred once at one location. The vehicle storage provided for the proposed pharmacy would accommodate the 85th percentile queue.

The car wash site is laid out such that entering vehicles generally circulate counterclockwise on-site. Vehicles enter the site from the south, circulate to the north then turn southbound counterclockwise entering the 2-lane vehicles staging area in a southbound direction. Construction of the Packwood Grove North development will add additional points of entry from the north and the east. The entrance to the 2-lane vehicle staging area for customers to pay for a car wash is more than 400' from the car wash Cameron Avenue driveway entry point. The vehicle staging area can accommodate up to 15 vehicles in 2-lanes without blocking the exit point of the car wash tunnel. After leaving the staging area, vehicles turn east then travel northbound entering the automated car wash tunnel. The car wash tunnel is oriented north-south such that vehicles enter from the south and exit at the north end on the car wash site away from the driveway entry point. After exiting the tunnel, vehicles turn south to enter the detail and vacuuming area before entering the exit lane to Cameron Avenue. ATE's review of the proposed site circulation with the construction of the Packwood Grove North development indicates that all vehicle queues can be accommodated on-site without having a substantial effect on the Cameron Avenue driveway connection.

VEHICLE MILES TRAVELED ANALYSIS

The State of California, in compliance with, Senate Bill 743, has developed a set of CEQA guidelines and thresholds for transportation impacts that are based on a Vehicle Miles Traveled (VMT) metric rather than a Level of Service (LOS) metric. The State's Natural Resource Agency Updated Guidelines for the Implementation of the CEQA adopted in 2018, have designated VMT as the most appropriate measure of transportation impacts. "Vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. For land use projects, vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact.

Screening Criteria for Land Use Projects

ATE utilized screening criteria published in the City of Visalia procedures for Traffic Impact Analysis (TIA) March 2021. The City guidelines state that Projects proposed within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor (fixed route service with 15-minute head ways or shorter) will have a less than significant impact on VMT. The Project is located along the Visalia Transit #1 (Mooney Boulevard), #2 (Caldwell Avenue) and #12 (Cameron Avenue) transit routes.

SUMMARY

When compared to the approved retail commercial land use, the proposed Project is forecast to generate a net reduction of ADT and PM peak hour trips. Converting the retail commercial space to multifamily residential units would not have a substantial effect on the City of Visalia street system when compared to the approved retail commercial space.

Given that the Project has three access point, it's unlikely that the Project driveway (opposite Costco) exiting volumes at Cameron Avenue would meet the minimum volume during the peak hour or satisfy the more difficult 8-Hour volume warrant. However, the existing (2022) northbound approach (minor street) volumes at the Cameron Street/Costco Driveway intersection satisfy the 8-Hour or the 4-Hour vehicular volume warrants under Existing conditions. Condition "B" of the 8-Hour volumes warrant is 100 percent satisfied and the 4-Hour volume warrant is also satisfied. The existing (2022) northbound approach (minor street) volumes at the Cameron Street/Stonebrook Street intersection satisfy the 8-Hour and the 4-Hour vehicular volume warrants under Existing conditions. Condition "B" of the 8-Hour volumes warrant is 100 percent satisfied and the 4-Hour volumes warrant is also satisfied. The Project's traffic percent contribution to the intersection is 7.47 percent (132 PM peak hour trips/1,767 PM trips).

The Cameron Avenue/Costco Driveway and Cameron Avenue/Stonebrook Street intersections would operate in the LOS "E" - "F" range during the PM peak hour without traffic signals. With traffic signals the Cameron Avenue/Costco Driveway and Cameron Avenue/Stonebrook Street intersections would operate in the LOS "C" - "D" which is consistent with the City of Visalia General Plan policy. The unsignalized intersections on Cameron Avenue and Stonebrook Street providing access to the Project and Costco would operate in the LOS "B" - "C" range which is consistent with the City of Visalia General Plan policy. The installation of a median on Cameron Avenue would not have an adverse effect on the operation of the Surf Thru Express Car Wash or Costco driveways.

The queuing analysis for the Cameron Avenue/Stonebrook Street intersection found that the required storage for the northbound and southbound left-turn lanes is 100 feet. The eastbound and westbound left-turn lanes would require 215 feet of storage space. There is sufficient distance between the Cameron Avenue/Stonebrook Street and the Cameron Street intersections for the eastbound left-turn storage. The queuing analysis for the Cameron Avenue/Costco Driveway intersection found that the required storage for the eastbound and westbound left-turn lanes is 115 and 160 feet respectively. There is sufficient distance between the Cameron Avenue/Stonebrook Street and the Cameron Street intersections for the westbound left-turn storage.

The Project's commercial right-turns don't equate to 1 vehicle a minute or reach a level to justify the installation of a deceleration lane on Cameron Avenue. The installation of traffic signals at Stonebrook Street and the Costco driveway would provide gaps in the flow of traffic along Cameron Avenue allowing space for right-turns. The projected right-turn volumes for the driveways on Stonebrook Street for residential use is 5 in the AM peak hour and 16 in the PM peak hour. The Project's residential right-turn volumes on Stonebrook Street don't equate to 1 vehicle a minute or reach a level to justify the installation of deceleration lane. Given that the new Stonebrook Street extension will be a low volume collector street, a right-turn deceleration lane isn't warranted.

The site plan illustrates that the pharmacy drive-through lanes would accommodate a queue of 21 vehicles. Queue data collected for the "Drive-Through Queue Generation" study collected at 6 other sites determined that the 85th percentile peak queue was 4.05 vehicle. The vehicle storage provided for the proposed pharmacy would accommodate the 85th percentile queue. ATE's review of the proposed site circulation including the Surf Thru Car Wash indicates that all vehicle queues can be accommodated on-site without having a substantial effect on the Cameron Avenue driveway connection.

City guidelines state that land use projects proposed within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor (fixed route service with 15-minute head ways or shorter) will have a less than significant impact on VMT. The Project is located within the high-quality transit corridor of the City of Visalia. Thus, no significant transportation impact is presumed.

Associated Transportation Engineers

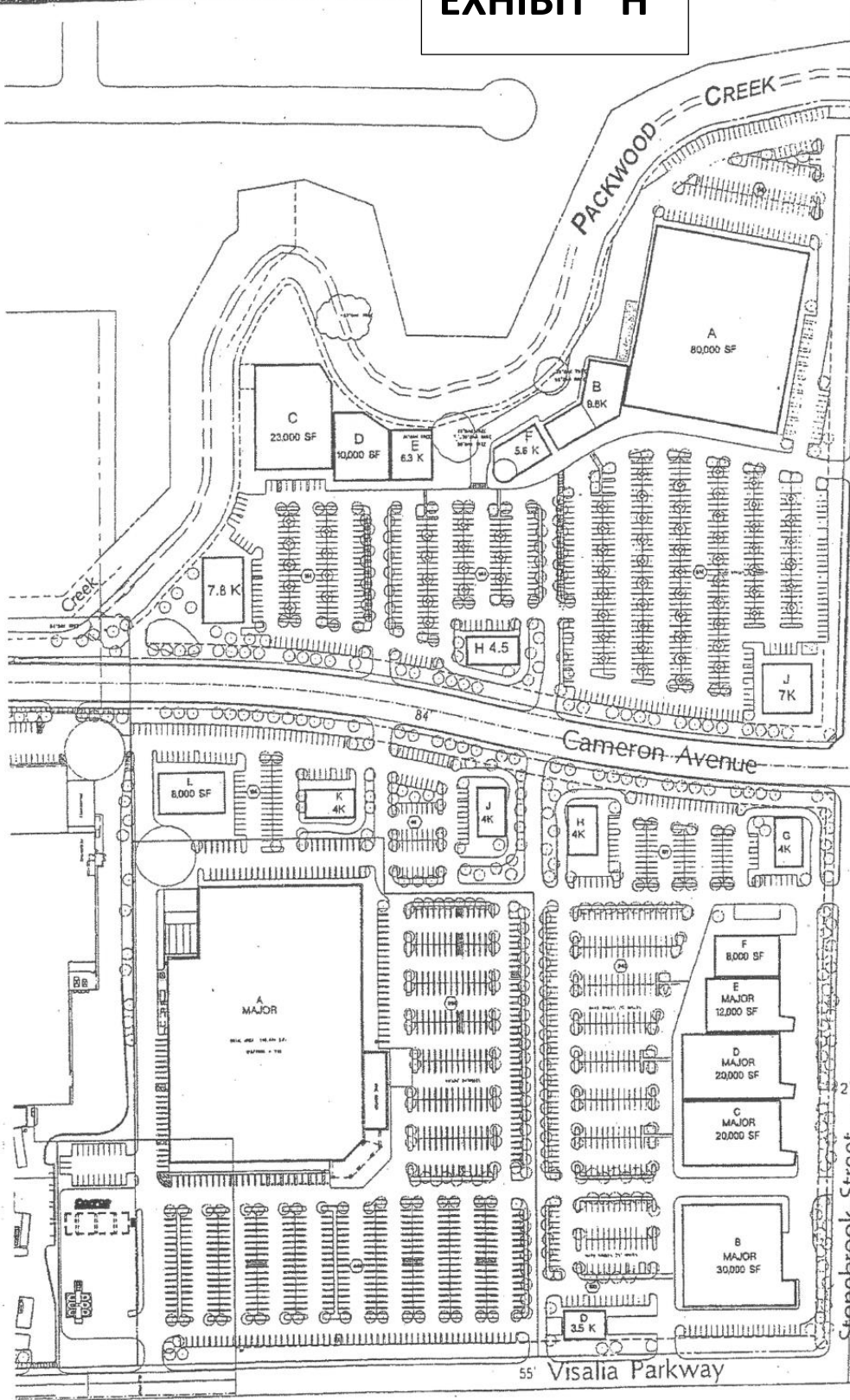


By: Richard L. Pool, P.E.
Principal Engineer

RLP/DFN

attachments: Figure 1 - Project Site Plan
Figure 2 - Existing Street Network
Figure 3 - Existing Traffic Volumes
Figure 4 - Project Trip Distribution and Assignment - Residential
Figure 5 - Project Trip Distribution and Assignment - Commercial
Figure 6 - Existing + Phase I with Stonebrook Street Extension
Figure 7 - Existing + Project Traffic Volumes
Figure 8 - Cumulative + Project Traffic Volumes
Traffic Count Data
Pharmacy Drive Through Queue Study Data
Cameron Avenue/Stonebrook Street - Signal Warrant Worksheets
Cameron Avenue/Costco Driveway - Signal Warrant Worksheets
LOS Worksheets
Simi Traffic Queue Summary Worksheets
City Required Stonebrook Street and Cameron Avenue Improvements
City of Visalia Department of Engineering January 23, 2024 Comment Letter

EXHIBIT "H"



NOT TO SCALE

SUMMARY NORTH SIDE

BUILDING AREA	154,000 SF
PARKING PROVIDED	986 STALLS
PARKING RATIO	6.4 /1000 SF

SUMMARY SOUTH SIDE

BUILDING AREA	255,974 SF
PARKING REQUIRED	1327 STALLS
PARKING PROVIDED	1365 STALLS
PARKING RATIO	5.13 /1000 SF

SUMMARY TOTAL

BUILDING AREA	419,974 SF
PARKING PROVIDED	2351 STALLS
PARKING RATIO	5.59 /1000 SF

COSTCO PARCEL INFO:
AREA: 609,346 SF
BUILDING: 148,474 SF
PARKING: 747 STALLS
5.03/1000

PHASE II PRELIMINARY SITE PLAN
FIGURE 3

Packwood Grove North Commercial and Multifamily Residential Development
Conditional Use Permit (CUP) Supplemental Application Information

Describe Project and List of All Components of the Conditional Use Permit (CUP):

1. A Conditional Use Permit (CUP) shall be required for the creation of:
 - a. Lots smaller than C-R Zone requirements (Proposed Adjusted Parcels 2A, 2B, & 3).
 - b. Lots with no direct access to a public street (Proposed Adjusted Parcels 2A & 2B).
 - c. Condominium airspace (Bldg 2A on Proposed Adjusted Parcel 2A & Bldg 2B on Proposed Adjusted Parcel 2B).
 - d. Apartment development exceeding 80-units (Parcel 4 is proposing 276 multifamily apartment units).
 - e. Drive-thru within 200'-0" of residential use (Parcel 3 proposes to have a drive-thru with 21 car stacking capacity which is within 200'-0" of Parcel 4 proposed multifamily).
 - f. Allow for commercial, retail and/or medical use tenants in the three buildings (no specific tenants have been identified as of to date)
2. Tentative Parcel Map (TPM)
 - a. Minor subdivision (lot split) is being proposed to split existing Adjusted Parcel 2 into two (2) parcels, Parcels 2A & 2B
 - b. The Tentative Parcel Map is also being used as the instrument to create the commercial condominium plans for both buildings on Parcels 2A & 2B. Parcel 2A is proposed to have three (3) commercial condominium units. Parcel 2B is proposed to have seven (7) commercial condominium units.
3. Variance Request for Right Hand Turn Deceleration Lane on Cameron Ave (westbound lane turning into new Packwood Grove North commercial driveway). Per email from Lesile Blair at City of Visalia on 12/1/23, given the low right turn volume, both she and the City Engineer concur that the deceleration lane requirement may be waived. The Traffic / Site Access Report has been prepared with supporting documentation for the variance findings.

Project Summary:

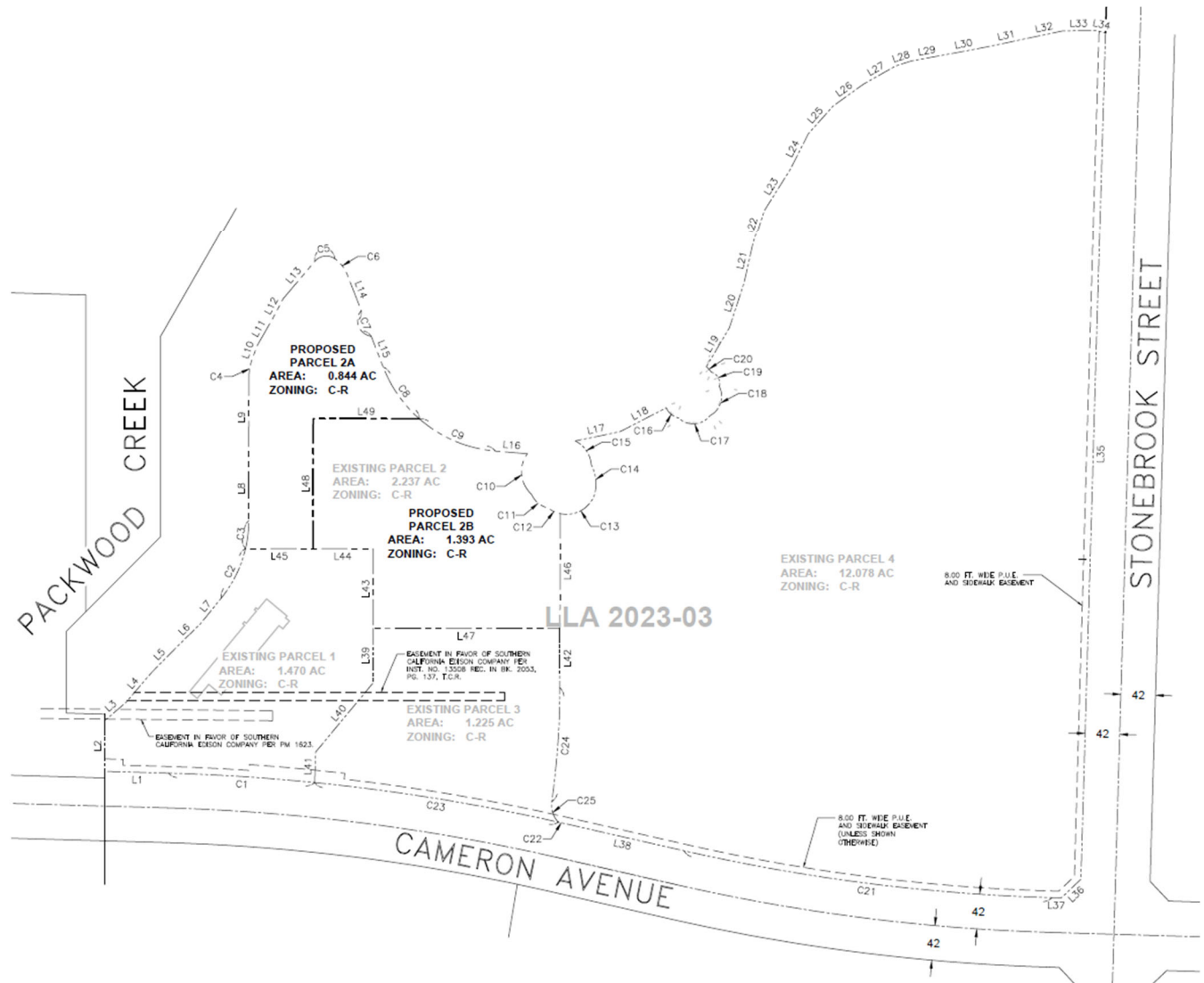
Conditional Uses Permit (CUP) application for the multi-phased master site development of the remaining vacant 15.55 acres of Packwood Grove North. Phase 1 will consist of new multi-family residential on the 12.08-acre Parcel 4 to include 276 units distributed over nine three-story buildings, a community club house, outdoor recreation amenities, and other site improvements. Phase 2 of the project will consist of a 6,176 s.f. multi-tenant commercial condo building on Parcel 2A, a 14,262 s.f. multi-tenant commercial condo building on Parcel 2B, and a 3,500 s.f. retail building with 21 car drive-thru stack on Parcel 3. A minor subdivision to split Parcel 2 into Parcels 2A & 2B, and create two commercial condo buildings.

The commercial / retail / medical uses proposed hours of operation are anticipated to be Mon-Sat 7am-9pm and Sun 8am-7pm. Peak hours are anticipated to be 9am in the mornings and 5pm in the afternoons. No special delivery truck requirements or operations. No onsite overnight parking of vehicles is anticipated. No outdoor vendors or special events anticipated. See the following pages for additional project details for each component of the development.

APNs:

- Parcel 2 Original APN: 126-062-101-000 to Newly Assigned APN: 122-332-039-000 (please note that as part of this project application, a minor subdivision (lot split) of Parcel 2 is proposed to creates Parcels 2A & 2B.
- Parcel 3 Original APN: 126-062-102-000 to Newly Assigned APN: 122-332-040-000
- Parcel 4 Original APN: 126-062-103-000 to Newly Assigned APN: 122-332-041-000

Proposed Lot Split:



SITE AREA

ADJUSTED PARCEL 1 -

(E) FULLY DEVELOPED SURF-THRU CAR WASH (NOT A PART OF PROJECT): 64,014 SF / 1.47 AC

ADJUSTED PARCEL 2 (COMMERCIAL)

(E) UNDEVELOPED ADJUSTED PARCEL 2: 97,433 SF / 2.24 AC

THIS PROJECT PROPOSES A MINOR SUBDIVISION (LOT SPLIT OF PREVIOUSLY APPROVED LOT LINE ADJUSTED PARCEL 2) TO CREATE THE FOLLOW PARCELS:

PROPOSED LOT SPLIT PARCEL 2A: 36,742 SF / 0.84 AC
PROPOSED LOT SPLIT PARCEL 2B: 60,691 SF / 1.39 AC

ADJUSTED PARCEL 3 (COMMERCIAL)

(E) UNDEVELOPED ADJUSTED PARCEL 3: 53,377 SF / 1.23 AC

ADJUSTED PARCEL 4 (MULTI-FAMILY)

(E) UNDEVELOPED ADJUSTED PARCEL 4: 526,125 SF / 12.08 AC

TOTAL SITE AREA: 15.55 AC

BUILDING INFORMATION

COMMERCIAL

PARCEL 2A COMMERCIAL / RETAIL / MEDICAL BUILDING 2A (ALLOW FOR UP TO THREE COMMERCIAL CONDO UNITS)

BLDG 2A - UNIT 101	2,016 SF
BLDG 2A - UNIT 102	2,016 SF
BLDG 2A - UNIT 103	2,106 SF
COMMON UTILITY ROOM	128 SF
BLDG 2A TOTAL:	6,176 SF

PARCEL 2B COMMERCIAL / RETAIL / MEDICAL BUILDING 2B (ALLOW FOR UP TO SEVEN COMMERCIAL CONDO UNITS)

BLDG 2B - UNIT 101	2,016 SF
BLDG 2B - UNIT 102	2,016 SF
BLDG 2B - UNIT 103	2,028 SF
BLDG 2B - UNIT 104	2,005 SF
BLDG 2B - UNIT 105	2,016 SF
BLDG 2B - UNIT 106	2,010 SF
BLDG 2B - UNIT 107	2,016 SF
COMMON UTILITY ROOM	155 SF
BLDG 2B TOTAL:	14,262 SF

PARCEL 3 DRIVE-THRU RETAIL BUILDING (SINGLE TENANT) ^{No Change}

BLDG 3 - SINGLE TENANT	3,500 SF
BLDG 3 TOTAL:	3,500 SF

PARKING SUMMARY

USER	RATIO REQUIRED	SPACES REQUIRED	SPACES PROVIDED
COMMERCIAL			
PARCEL 2A (MULTI-TENANT BLDG 2A)	1/200 SF*	31	33
PARCEL 2B (MULTI-TENANT BLDG 2B)	1/200 SF*	72	73
PARCEL 3 (DRIVE-THRU RETAIL BLDG 3)	1/150 SF	24	29
TOTAL		127	135

* PACKWOOD GROVE PARKING STANDARD IS 1/275 SF PARKING RATIO, HOWEVER SINCE THERE MAY BE THE POSSIBILITY OF MEDICAL TENANTS, WE ARE SHOWING A RATIO OF 1/200 SF PARKING PER CITY ZONING FOR MEDICAL USE.

PARCEL 3 DRIVE-THRU STACKING PROVIDED: 22

RESIDENTIAL

REQUIRED: 414 RESIDENT PARKING, 69 GUEST PARKING FOR A TOTAL OF 483 REQUIRED PARKING (1.75 SP/DU).

PROVIDED: 464 STANDARD STALLS (274 COVERED), 20 ACCESSIBLE STALLS (16 COVERED). FOR A TOTAL OF 484 PROVIDED PARKING STALLS.

Project Details – Multifamily Residential Parcel 4

Page 1 of 4

PROJECT DATA				
Jurisdiction		Visala, CA		
Proposed Zoning		R-M-3		
Gross Land Area (Including Easements and Dedications)		526,125 S.F.		12.08 ACRES
Net Land Area (Not including Easements and Dedications)		457,713 S.F.		10.51 ACRES
Total Units Proposed				276
Density Proposed per Gross Acre (DU/AC.)				22.85
Density Proposed per Net Acre (DU/AC.)				26.27
PARKING SUMMARY				
Covered Parking				276
Covered Accessible Stalls - CBC 11B-208.2.3.1		5%	14	11
Covered Accessible Stalls - Van				3
Total Covered Parking Spaces				290
Uncovered Parking				190
Uncovered Accessible Stalls - CBC 11B-208.2.3.2		2%	4	3
Uncovered Accessible Stalls - Van				1
Total Uncovered Parking Spaces				194
Total Proposed				484
Total Required	1.5 SPACES PER UNIT RESIDENCE	1.5	276	414
	0.25 SPACES PER UNIT GUEST	0.25	276	69
				483

SITE DATA

OPEN SPACE CALCULATIONS

Open Space - S.F.	163,746 S.F.
Patios & Decks - S.F. (5'-0" x 8'-0" min.)	35,166 S.F.
Total open area - S.F.	198,912 S.F.
Open area ratio proposed	38%
Open space required = 5% Net	22,886 S.F.

SETBACKS AND HEIGHTS

Zoning Setbacks	Existing - C-R	Proposed - R-M-3
FRONT	20'-0"	35'-0"
SIDE	5'-0"	15'-0"
SIDE - Street side / corner	10'-0"	25'-0"
REAR	0'-0"	15'-0"
Building Height Limit	50'-0"	4 STORIES - 45'-0"

LOT COVERAGE

BUILDING FOOTPRINT PROPOSED

	3s-18A 18 Units	3s-24A 24 Units	3s-30A 30 Units	3s-36A 36 Units		Clubhouse Building	Total
Footprint (sf)	7,472	9,152	11,988	14,427		6,634	
Count	1	1	3	4		1	10
Total	7,472	9,152	35,964	57,708		6,634	116,930 S.F.
Lot Area							526,125 S.F.
Lot Coverage Proposed (With Easements)							22%

BEDROOMS PER NET ACRES

UNITS	RENTABLE BEDS	RENTABLE BEDS PLUS MANAGERS
1 BED	102	102
2 BED	252	252
3 BED	135	144
TOTAL	489	498
RENTABLE BEDS PER NET ACRE		47.69
RENTABLE BEDS PLUS MANAGERS PER NET ACRE		48.52

BUILDING TYPE SUMMARY							
BUILDING TYPE	UNIT TYPE	UNIT	UNITS PER FLOOR	BUILDING UNIT TOTALS	BUILDING TOTALS	SITE UNIT TOTALS	UNIT %
3s-18A 18 UNITS	1 BED	U1	2	6	1	6	33%
	2 BED	U2A	0	0		0	0%
		U2B	4	12		12	67%
	3 BED	U3	0	0		0	0%
	TOTALS		6	18		18	100%
3s-24A 24 UNITS	1 BED	U1	4	12	1	12	50%
	2 BED	U2A	0	0		0	0%
		U2B	2	6		6	25%
	3 BED	U3	2	6		6	25%
	TOTALS		8	24		24	100%
3s-30A 30 UNITS	1 BED	U1	4	12	3	36	40%
	2 BED	U2A	2	6		18	20%
		U2B	2	6		18	20%
	3 BED	U3	2	6		18	20%
	TOTALS		10	30		90	100%
3s-36A 36 UNITS	1 BED	U1	4	12	4	48	33%
	2 BED	U2A	4	12		48	33%
		U2B	2	6		24	17%
	3 BED	U3	2	6		24	17%
	TOTALS		12	36		144	100%

Project Details – Multifamily Residential Parcel 4

Page 4 of 4

PROJECT SUMMARY				
1BED	U1	640 S.F.	102	36.96%
2 BED	U2A	961 S.F.	66	45.65%
	U2B	967 S.F.	60	
3 BED	U3	1,188 S.F.	48	17.39%
TOTALS UNITS			276	100%

RENTABLE UNIT TOTAL				
1BED	U1	640 S.F.	102	37.36%
2 BED	U2A	961 S.F.	66	46.15%
	U2B	967 S.F.	60	
3 BED	U3	1,188 S.F.	45	16.48%
TOTALS RENTAL UNITS			273	100%

MANAGERS UNIT				
3 BED	U3	1,188 S.F.	3	1%
TOTALS MANAGER UNITS			3	1%

FLOOR AREA PROPOSED					(Private Patio and Deck areas Excluded)	
	3s-18A 18 Units	3s-24A 24 Units	3s-30A 30 Units	3s-36A 36 Units	Clubhouse Building	Total
Level 1	5,148	6,870	8,792	10,714	6,634	
Level 2	5,148	6,870	8,792	10,714	0	
Level 3	5,148	6,870	8,792	10,714	0	
Building Floor Area	15,444	20,610	26,376	32,142	6,634	
Total Floor Area (sf)	15,444	20,610	79,128	128,568	6,634	
Total Gross Floor Area Proposed						250,384 S.F.
Floor Area Ratio Proposed (With Easements)						0.48

PATIOS & DECKS				
	1st FLOOR	2nd FLOOR	3rd FLOOR	
U1	91 S.F.	91 S.F.	91 S.F.	
U2A	142 S.F.	142 S.F.	142 S.F.	
U2B	156 S.F.	156 S.F.	156 S.F.	
U3	149 S.F.	149 S.F.	149 S.F.	
				TOTAL
3s-18A	806 S.F.	806 S.F.	806 S.F.	2,418 S.F.
3s-24A	974 S.F.	974 S.F.	974 S.F.	2,922 S.F.
3s-30A	1,258 S.F.	1,258 S.F.	1,258 S.F.	3,774 S.F.
3s-36A	1,542 S.F.	1,542 S.F.	1,542 S.F.	4,626 S.F.
TOTAL	4,580 S.F.	4,580 S.F.	4,580 S.F.	13,740 S.F.

ADDITIONAL BUILDING	
CLUBHOUSE	6,634 S.F.

SIGN PROGRAM THE GROVE AT PACKWOOD CREEK VISALIA, CA



OBJECTIVE

The purpose of this sign criteria is to establish standards that assure tenant signage is harmonious, integrates with project architecture, maintains tenants' corporate identity, conforms to community standards and provides proportional exposure for all tenants. This sign criteria also describes the responsibilities of the tenants with respect to sign review, approval and installation. All work shall meet or exceed the minimum design intent and fabrication requirements shown in this document. Conformance will be enforced. A diversity of sign types is encouraged to allow for creative tenant signage. However, any non-conforming or disapproved signs will be brought into conformance at the expense of the Tenant. This document is intended to serve as an exhibit to the Operation and Easement Agreement for the shopping center.

REQUIREMENTS FOR IMPLEMENTATION

Each tenant shall provide a minimum of one primary identification sign in conformance with the city approved Sign Criteria.

Tenant shall be responsible for the following expenses relating to signage for Tenant's store:

- Permit processing and application fees,
- Fabrication and installation of signage,
- Maintenance and repair, including all costs relating to signage removal and repair of any damage caused to the building.

Only those sign types provided for and specifically approved in writing by the Landlord will be allowed to be submitted for city application. The Tenant will be required, at its expense, to correct, replace or remove any sign that is installed without the Landlord's approval or that is deemed not to be in conformance with the plans as approved and all requirements contained herein.

SUBMITTALS AND APPROVALS

Prior to sign fabrication, Tenant or its sign contractor shall submit for Landlord's approval three (3) sets of complete and fully dimensioned and detailed sign drawings. These drawings shall include:

- Elevation of storefront showing design, location, size and layout of sign, drawn to scale, indicating materials, colors, dimensions, attachment devices and construction detail.
- Section through letter and /or sign panel showing the dimensioned projection of the face of the letter and/or panel and the method of illumination.

All Tenant sign submittals shall be reviewed Landlord and/or its agent for conformance with this criteria and city requirements. Within ten (10) business days after receipt of Tenant's drawings, Landlord shall either approve the submittal contingent upon any required modifications or disapprove Tenant's sign submittal, which approval or disapproval shall remain the sole right and discretion of the Landlord. A full set of final sign drawings must be approved in writing by the Landlord prior to sign permit application to the city or sign fabrication.

Following the Landlord's approval of proposed signage, Tenant or its agent shall submit to the city approved sign drawings signed by the Landlord as part of the application for all permits for fabrication and installation by sign contractor. Tenant shall furnish Landlord with a copy of said permits prior to installation of Tenant's signs.

Fabrication and installation of all signs shall be performed in accordance with standards and specifications outlined in these criteria and in the final approved sign drawings. Any work deemed unacceptable shall be rejected and shall be corrected or modified at the Tenant's expense as required the Landlord or its agent.

SIGN CONTRACTOR RESPONSIBILITIES

Tenant's sign contractor is responsible to do the following:

- Provide the Landlord, prior to commencing fabrication, an original certificate of insurance naming the Landlord as "Additional Insured".
- Obtain approved sign permits from the city prior to sign fabrication and deliver a copy to the Landlord.

- Submit for approval prior to fabrication complete and fully-dimensioned shop drawings.

ALLOWABLE WALL SIGNS AND SIGN AREA

All signage within The Grove shall conform to the The Grove Sign Criteria as set forth herein:

Signage Design, Materials, Attachments

Creativity is encouraged in the design of tenant wall signs. No single project theme is required, nor desired, as the Landlord and city prefer a diverse and eclectic mix of signage. However, all tenants occupying spaces of ten thousand (10,000) square feet or less shall incorporate "halo effect" lighting, unless otherwise approved by Landlord. The "halo effect" is created by pegging the channel letter sign off of the exterior wall by 1.5 inches, with a clear plex backing to allow a white backlight silhouette against the building façade (see illustration on page 7). Additional unique lighting techniques and alternative materials are encouraged such as: cut and perforated metals, coated dimensional sign foam, molded plastics, etc. Specialty background panels will not be calculated as part of sign area. Total sign area of all tenant signage shall not exceed one hundred fifty square feet (150 s.f.).

At a minimum, tenant wall signs will be internally illuminated pan-channel letters. Minimum .040 aluminum with 3/16" plastic face; no cross-over neon or wiring is permitted. Sign canisters may be allowed for tenant logos only when any such logo constitutes a registered trademark or is otherwise approved by Developer.

Letter fastening and clips are to be concealed and galvanized, stainless steel, aluminum, brass or bronze metal.

Major and sub-major Tenants

- Signs on front building elevation: one-and-one-half (1.5) square feet of sign area per one (1) linear foot of building frontage to a maximum of 150 square feet.
- Signs on the sides of major tenants facing Cameron Avenue, and Visalia Parkway shall not exceed forty-one and one half (41.5) square feet in sign area without the specific approval of Developer and the City of Visalia.
- Each major tenant is allowed two ancillary sign on the front, not to exceed 41.5 square feet each.
- See page 8 for method of sign area calculation.

Pad Tenants

- Option 1: Signs on the front of building are not to exceed two (2) square feet per linear foot of frontage. Also, one (1) additional sign may be placed on the rear side of the building, not to exceed twenty-five percent (25%) of the area allowed for the signage at the front of the building.
- Option 2: Total sign area shall not exceed one-hundred percent (100%) of two (2) square feet per linear foot of frontage. Total sign area allotment may be distributed between front and rear signage as desired providing that the total allotment is not exceeded.
- Sign area shall be determined by the area of a simple rectangle containing all letterforms and logos that make up the sign.
- Any and all side signage must be approved by Developer and is generally not allowed.

Retail Shop Tenants

- Option 1: Signs on the front of building are not to exceed two (2) square feet per linear foot of frontage. Also, one (1) additional sign may be placed on the rear side of the building, not to exceed twenty-five percent (25%) of the area allowed for the signage at the front of the building.

•Option 2: Total sign area shall not exceed one-hundred percent (100%) of two (2) square feet per linear foot of frontage. Total sign area allotment may be distributed between front and rear signage as desired providing that the total allotment is not exceeded.

Signs on storefront elevations:

- Length of wall sign shall not exceed eighty per cent (80%) of storefront width.
- Height of wall sign shall not exceed thirty (30) inches, nor less than eight (8) inches for a single line of letters.
- Height of wall sign shall not exceed forty-eight (48) inches for a double line of letters.
- Signage shall be limited to Tenant's trade name and Tenant' logo
- Tenant logo shall not exceed thirty (30) inches in height for a sign with a single line of letters or forty-eight (48) inches in height for a sign with a double line of letters.
- Retail shop tenants' signs are limited to storefront elevation only, not to exceed two (2) storefronts.

PEDESTRIAN WALKWAY SIGN

For each tenant entry under a canopy, a double-sided non-illuminated hanging walkway sign is recommended. The sign shall be the responsibility of the Tenant. The panel shall have signage affixed to both sides. No single project theme is required, as an eclectic mix of signage is preferred. Creativity in the presentation and display of tenant identity is encouraged.

Sign Area Calculations

The sign area is limited to a maximum of three (3) feet projection from the adjoining wall, thirty (30) inch sign maximum height at a minimum clearance of eight (8) feet clear from the bottom of the sign panel to the walk surface and a total maximum area of six (6) square feet per panel face.

Design and Materials

The primary elements such as attachment hardware and panel background should be metal (aluminum, steel, wrought iron, copper, brass, etc.) Decorative elements such as letters and graphic symbols will be applied to the sign panels and should be dimensional in nature and may be sign foam, Sintra, textured paint, etc. Decorative elements may extend a reasonable distance beyond the edge of the panel.

MISCELLANEOUS TENANT BUILDING SIGNAGE

Each tenant shall be permitted to place upon each entrance of its premise not more than one hundred forty-four (144) square inches of gold leaf or decal application lettering not to exceed two (2) inches of letter height indicating hours of business, emergency telephone numbers, etc.

No advertising place cards, banners, pennants, names, insignias, trademarks or other descriptive material shall be affixed or maintained upon the glass panes and supports of the storefront windows and doors or upon the exterior walls of buildings without the written approval of the Landlord and the city; and must be in compliance with city codes. No banners shall be affixed to the rear or sides of the buildings. A maximum of ten per cent (10%) of storefront window area may be used for promotional and sales signage, subject to Landlord approval.

Receiving doors may have three (3) inch high block letter sign identifying the Tenant's name. Addresses shall be applied above the door in six (6) inch high dark bronze block numbers.

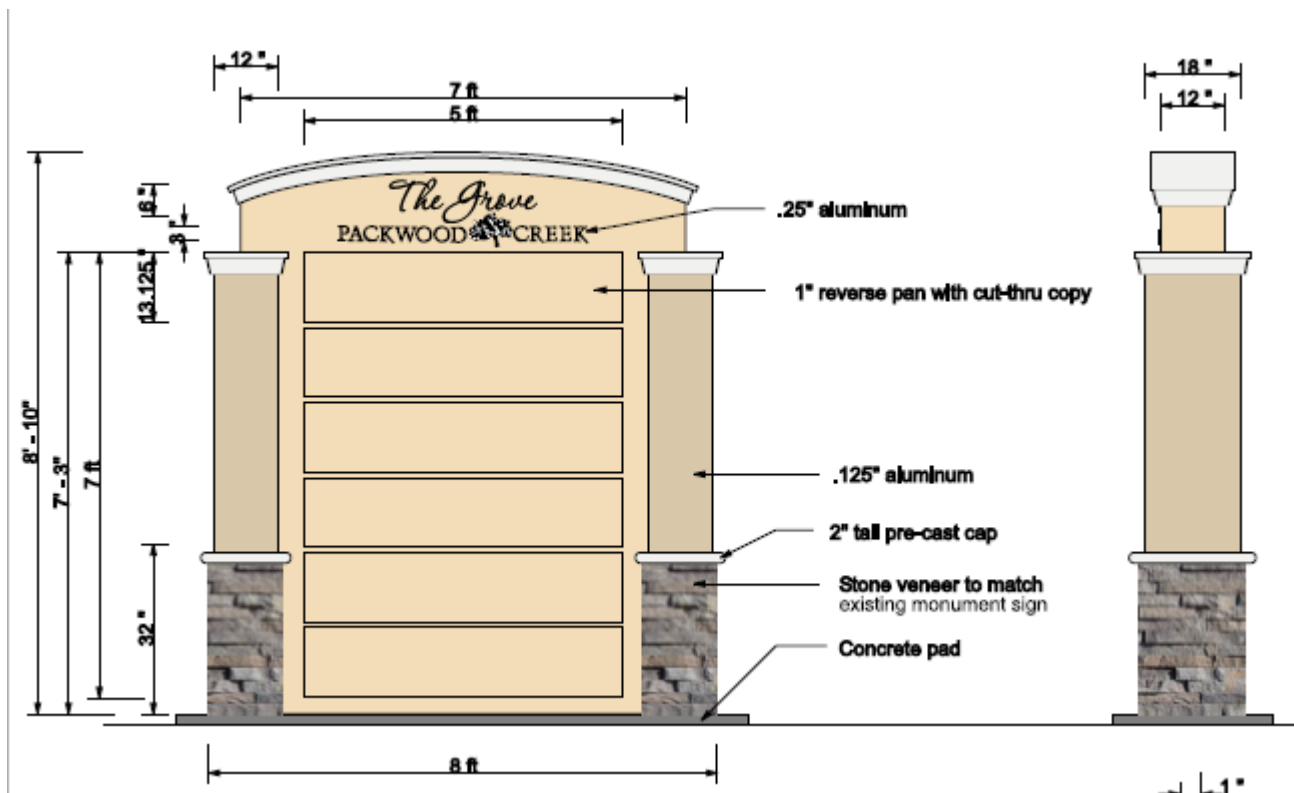
Address numbers for each building shall be placed on the front wall, twelve (12) inches below the top of the parapet or cornice at the top right of the front building main wall. Letter style to be Helvetica Regular, six (6) inches high and made of dark bronze powder-coated aluminum or equal, securely pinned to the wall.

PROJECT IDENTITY SIGNAGE

The purpose of the project identity signs is not only to identify the shopping center but also to designate the development as the center of the larger planned area. Each major intersection frontage shall be allowed (but not required to have) a freestanding project identity sign. The sign shall have a single sign face orientated toward the intersection in a diagonal manner. The sign shall be architectural in design and integrated into the project landscaping. The sign shall be a maximum of five (5) feet high and have a maximum aggregate sign face and sign structure of one hundred fifty (150) square feet. Project identity signs may be located within the required setback areas. It shall only identify the project and shall not contain any tenant names or advertising.

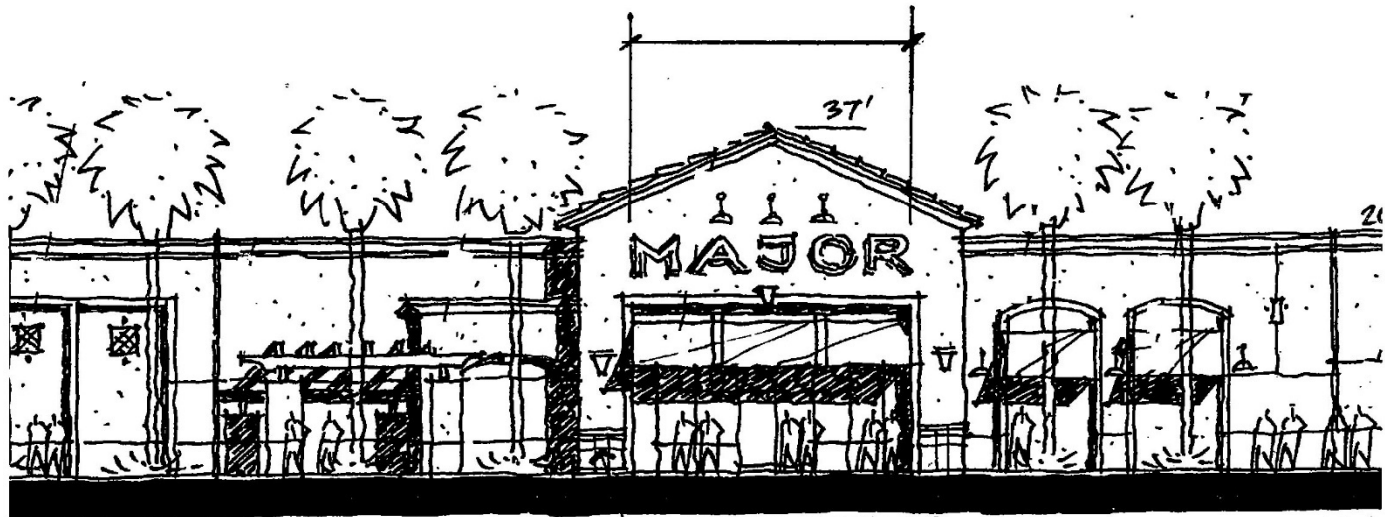
TENANT IDENTITY SIGNAGE

DBO Development No 33, LLC ("Developer") has installed one (1) double-faced freestanding or "monument" sign on Visalia Parkway as depicted below. Additional monument signs may be constructed at Developer's election. Any tenant having monument signage right afforded in its lease to this or any other monument or pylon sign shall be responsible to reimburse DBO Development No. 33, LLC, a California limited liability company, for the tenant's proportionate share (based upon sign area) of the cost of the initial design and construction and ongoing maintenance of any monument sign on which tenant is represented.



ILLUSTRATIONS

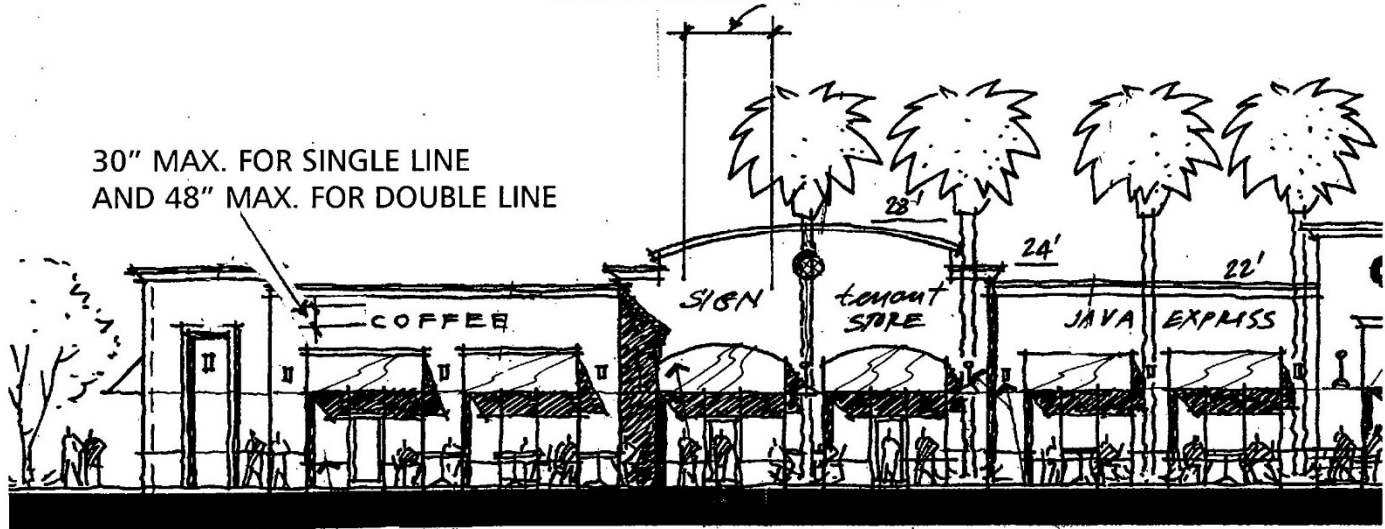
1.5 S.F. OF SIGN AREA
PER 1 LINEAR FOOT
OF BUILDING FRONTAGE



Typical Major Tenant Sign

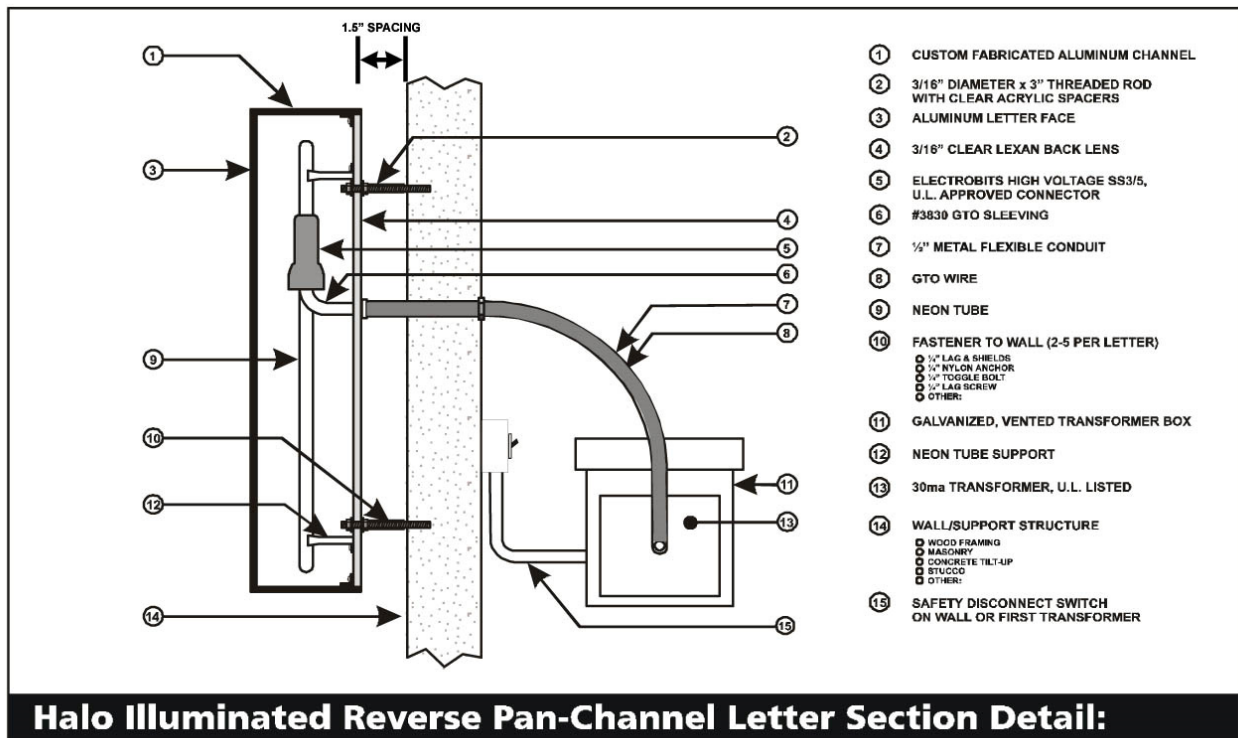
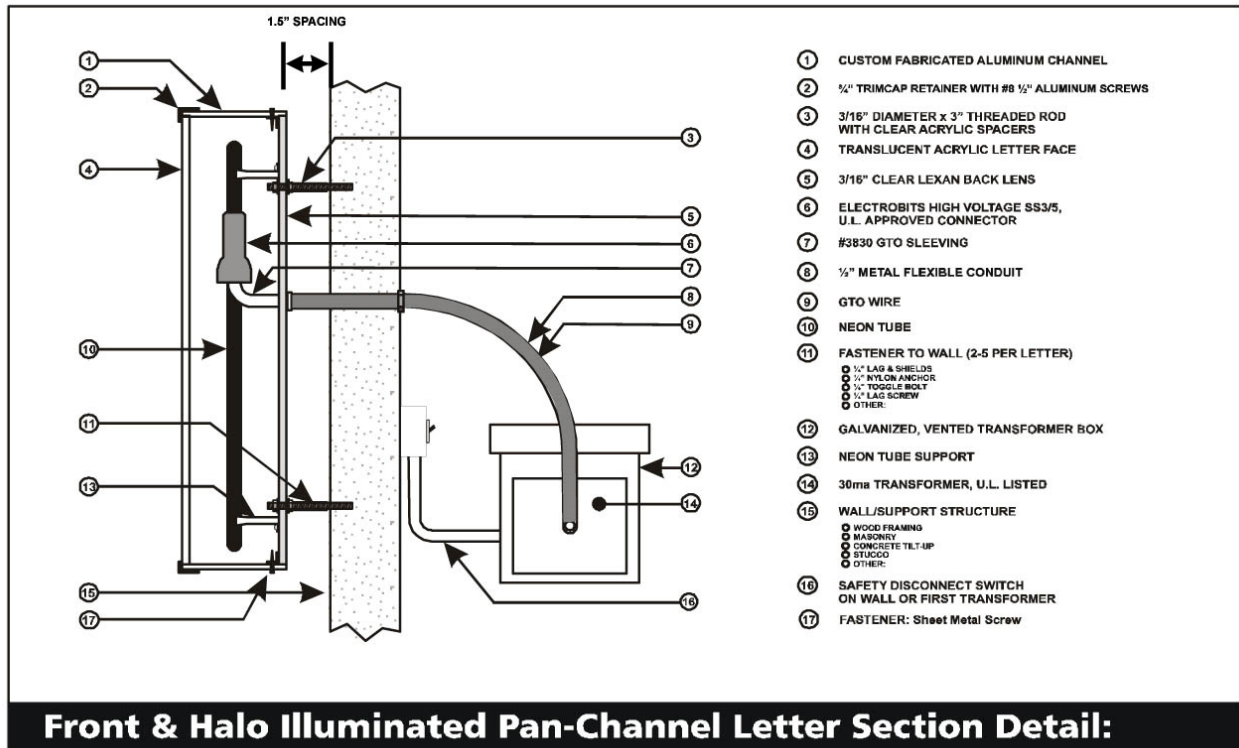
NOT TO EXCEED
80% OF STOREFRONT WIDTH

30" MAX. FOR SINGLE LINE
AND 48" MAX. FOR DOUBLE LINE



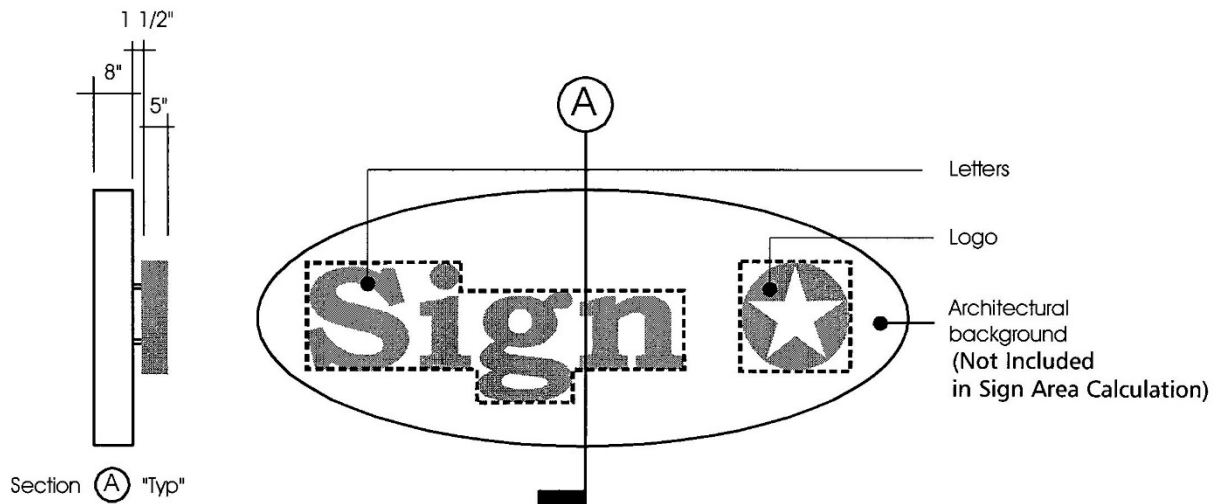
Typical Shop Tenant Sign

Channel Letter Section Detail (With "Halo Effect")



Method of Sign Area Calculation

Sign Area shall be determined by the total area of a box, or multiple boxes, containing all letterforms comprising the sign. Architectural backgrounds are allowed and are subject to Landlord's review and approval. Area of architectural backgrounds are not included in sign area calculation.





Harbour & Associates
Civil Engineers

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(559) 325-7676 • Fax (559) 325-7699 • www.harbour-engineering.com

December 8, 2023

Paul Bernal, Director

City of Visalia, Community Development Department
315 E. Acequia Avenue
Visalia, CA 93291

Subject: Packwood Grove North Planning Area E, Biochemical Oxygen Demand & Total Suspended Solids Calculations

Mr. Bernal,

The following is our analysis of the changes to the BOD and TSS as a result of the proposed land use modifications to the Packwood Grove North Planning Area E, as proposed with SPR No. 2023-103.

We referenced specifically Section 3.2 of the Provost & Pritchard *Local Discharge Limits Development* report, that was prepared for the City of Visalia, dated March 2012.

The proposed changes reflect a change in land use from 106,178 square feet of Commercial building area, to 28,705 square feet of Commercial building area and 12.08 acres of High-Density Residential property.

In summary, as shown on the following pages, the proposed land use designations result in the following sewer demand, BOD and TSS:

Sewer demand increases 24,744 gallons per day

BOD increases 294.28 lbs./day

TSS increases 259.41 lbs./day

As you review these calculations and results, please contact us if you have any questions or need additional information.

Stanley W. Harbour, RCE-36537

Harbour & Associates Engineers, Inc.

Sanitary Sewer Analysis
For the Packwood Grove North Planning Area (Area E)
Visalia, CA

I. Originally Planned Sewer Demand:

Description of Phase	Use Designation	Bldg. Area	Flow Coefficient (gal/day/bldg. SF)	Land Area (Acres)	Flow Coefficient (acres)	Sewer Demand (gal/day)
All Area E	Commercial	106,178	0.1	-	-	10,618

II. Proposed Planned Sewer Demand:

Description of Phase	Use Designation	Bldg. Area	Flow Coefficient (gal/day/bldg. SF)	Land Area (Acres)	Flow Coefficient (acres)	Sewer Demand (gal/day)
Parcel 1 (ex.)	Commercial	4,767	0.1	-	-	476.7
Parcel 2A	Commercial	6,176	0.1			617.6
Parcel 2B	Commercial	14,262	0.1			1,426.2
Parcel 3	Commercial	3,500	0.1			350.0
Parcel 4	High Density Res.			12.08	1800	21,744.0
Proposed Sewer Demand						24,614.5

III. Change in sewer demand with proposed use for Area E: increase: 13,996.70 gal/day

Biochemical Oxygen Demand and Total Suspended Solids Calculations
Based on total proposed Area E demand

I. Original sewer demand:

BOD:

$$AHL_{wdr} = \frac{(8.34)(C_{wdr})(Q_{wwtf})}{(1-R_{wwtf})}$$

where: $C_{wdr} = 30$ mg/L
 $Q_{wwtf} = 0.011$ MGD
 $R_{wwtf} = 0.9881$

$$\text{BOD} = 223.24 \text{ lb/day}$$

TSS:

$$AHL_{wdr} = \frac{(8.34)(C_{wdr})(Q_{wwtf})}{(1-R_{wwtf})}$$

where: $C_{wdr} = 30$ mg/L
 $Q_{wwtf} = 0.011$ MGD
 $R_{wwtf} = 0.9865$

$$\text{TSS} = 196.78 \text{ lb/day}$$

II. Proposed sewer demand:

BOD:

$$AHL_{wdr} = \frac{(8.34)(C_{wdr})(Q_{wwtf})}{(1-R_{wwtf})}$$

where: $C_{wdr} = 30$ mg/L
 $Q_{wwtf} = 0.025$ MGD
 $R_{wwtf} = 0.9881$

$$\text{BOD} = 517.53 \text{ lb/day} \quad \text{Increase: } 294.28 \text{ lb/day}$$

TSS:

$$AHL_{wdr} = \frac{(8.34)(C_{wdr})(Q_{wwtf})}{(1-R_{wwtf})}$$

where: $C_{wdr} = 30$ mg/L
 $Q_{wwtf} = 0.025$ MGD
 $R_{wwtf} = 0.9865$

$$\text{TSS} = 456.19 \text{ lb/day} \quad \text{Increase: } 259.41 \text{ lb/day}$$

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

NOTICE OF A PROPOSED
INITIAL STUDY AND NEGATIVE DECLARATION

Project Title: Conditional Use Permit No. 2024-02 & Tentative Parcel Map No. 2024-01

Project Description:

Conditional Use Permit No. 2024-02: A request by Mulberry Springs LLC, to master plan and develop a 15.55-acre site into a mixed-use development. Phase 1 consists of a 276-unit multi-family development with three-story buildings, a community club house, and outdoor recreation amenities while Phase 2 consists of two multi-tenant commercial buildings and one retail building with a drive-thru lane. The site is zoned C-R (Regional Commercial).

Temporary Parcel Map No. 2024-01: A request by Mulberry Springs LLC, to subdivide Parcel 2 of the master planned development into two parcels for condominium purposes. The site is zoned C-R (Regional Commercial).

Project Location: The project site is located at the Northwest corner of West Cameron Avenue and South Stonebrook Street. (Address: N/A) (APNs: 122-332-039, 122-332-040, and 122-332-041).

Contact Person: Josh Dan, Senior Planner Phone: 559-713-4003 Email: josh.dan@visalia.city

Time and Place of Public Hearing: A public hearing will be held before the Planning Commission on Monday, March 25, 2024, 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 will not result in any significant effect upon the environment because of the reasons listed below:

Reasons for Negative Declaration: Initial Study No. 2024-02 has not identified any significant, adverse environmental impact(s) that may occur because of the project. 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, and online at:
https://www.visalia.city/depts/community_development/planning/ceqa_environmental_review.asp.

Comments on this proposed Mitigated Negative Declaration will be accepted from February 29, 2024, to March 20, 2024.

Date: February 28, 2024

Signed: _____



Brandon Smith, AICP
Environmental Coordinator
City of Visalia

MITIGATED NEGATIVE DECLARATION

Project Title: Conditional Use Permit No. 2024-02 & Tentative Parcel Map No. 2024-01

Project Description: Conditional Use Permit No. 2024-02: A request by Mulberry Springs LLC, to master plan and develop a 15.55-acre site into a mixed-use development. Phase 1 consists of a 276-unit multi-family development with three-story buildings, a community club house, and outdoor recreation amenities while Phase 2 consists of two multi-tenant commercial buildings and one retail building with a drive-thru lane. The site is zoned C-R (Regional Commercial). **Temporary Parcel Map No. 2024-01:** A request by Mulberry Springs LLC, to subdivide Parcel 2 of the master planned development into two parcels for condominium purposes. The site is zoned C-R (Regional Commercial).

Project Location: The project site is located at the Northwest corner of West Cameron Avenue and South Stonebrook Street. (Address: N/A) (APNs: 122-332-039, 122-332-040, and 122-332-041).

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

Attachments:

Initial Study	(X)
Environmental Checklist	(X)
Maps	(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 Negative Declaration has been prepared by the City of Visalia Planning Division in accordance with the California Environmental Quality Act of 1970, as amended. A copy may be obtained from the City of Visalia Planning Division Staff during normal business hours.

APPROVED

Brandon Smith, AICP
Environmental Coordinator

By:



Date Approved: February 8, 2024

Review Period: 20 days

INITIAL STUDY

I. GENERAL

A. Description of the Project:

Conditional Use Permit No. 2024-02: A request by Mulberry Springs LLC, to master plan and develop a 15.55-acre site into a mixed-use development. Phase 1 consists of a 276-unit multi-family development with three-story buildings, a community club house, and outdoor recreation amenities while Phase 2 consists of two multi-tenant commercial buildings and one retail building with a drive-thru lane. The site is zoned C-R (Regional Commercial). The residential development will consist of 1 bedroom, 2 bedroom, and 3 bedroom units measuring between 640 square feet and 1,188 square feet, with 484 parking spaces being provided for the units. The commercial components will include undisclosed multi-tenant pads, a drive-thru pad, which are expected to be for future medical offices.

Temporary Parcel Map No. 2024-01: A request by Mulberry Springs LLC, to subdivide Parcel 2 of the master planned development into two parcels for condominium purposes. The site is zoned C-R (Regional Commercial).

B. Identification of the Environmental Setting: The property is located within the South Packwood Creek Specific Plan area and is a vacant fallowed field. There is an existing two-lane street adjacent to the south of the site (W. Cameron Ave.). The Visalia Circulation Element designates Cameron Avenue as a Collector status roadway. The project will be constructing S. Stonebrook Street on the east side of the project, which is also designated by the Element as a Collector status roadway. It shall be noted that the crossing of S. Stonebrook Street across Packwood Creek is not a part of this project and has been considered under a separate project with environmental review.

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

	<u>General Plan</u>	<u>Zoning</u>	<u>Existing uses</u>
North:	Conservation, – Commercial Mixed Use	Quasi-Public, Commercial Mixed Use	Packwood Creek, various single-family residential (County Island)
South:	Commercial Regional	Regional Commercial	Costco Wholesale, South Packwood Creek Shopping Center
East:	Commercial Regional	Regional Commercial	Vacant – Fallowed Field
West:	Commercial Regional, Conservation	Regional Commercial, Quasi-Public	Surf-thru Car Wash, Packwood Creek

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

C. Plans and Policies: The General Plan Land Use Diagram designates the site as Commercial Regional and the Zoning Map designates the site as C-R (Regional Commercial) which is consistent with the Land Use Element of the General Plan, and consistent with the standards for commercial zones development pursuant to the Visalia Municipal Code Title 17 (Zoning Ordinance) Chapter 17.18. The residential use being considered as part of this project is conditionally allowed in the C-R zone and is being considered through the Conditional Use Permit. No changes to the General Plan land use map or changes to Zoning are necessary or being processed in association with this project.

II. ENVIRONMENTAL IMPACTS

No significant adverse environmental impacts have been identified for this project. The City of Visalia General Plan and Zoning Ordinance contains policies and regulations that are designed to mitigate impacts to a level of non-significance.

III. MITIGATION MEASURES

There are no mitigation measures for this project.

IV. PROJECT COMPATIBILITY WITH EXISTING ZONES AND PLANS

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

V. SUPPORTING DOCUMENTATION

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

- Visalia General Plan Update. Dyett & Bhatia, October 2014.
- Visalia City Council Resolution No. 2014-38 (Certifying the Visalia General Plan Update), passed and adopted October 14, 2014.
- Visalia General Plan Update Final Environmental Impact Report (SCH No. 2010041078). Dyett & Bhatia, June 2014.
- Visalia General Plan Update Draft Environmental Impact Report (SCH No. 2010041078). Dyett & Bhatia, March 2014.
- Visalia City Council Resolution No. 2014-37 (Certifying the EIR for the Visalia General Plan Update), passed and adopted October 14, 2014.
- Visalia Municipal Code, including Title 17 (Zoning Ordinance).
- California Environmental Quality Act Guidelines.
- City of Visalia, California, Climate Action Plan, Draft Final. Strategic Energy Innovations, December 2013.
- Visalia City Council Resolution No. 2014-36 (Certifying the Visalia Climate Action Plan), passed and adopted October 14, 2014.
- City of Visalia Storm Water Master Plan. Boyle Engineering Corporation, September 1994.
- City of Visalia Sanitary Sewer Master Plan. City of Visalia, 1994.
- Tulare County Important Farmland 2018 Map. California Department of Conservation, 2018.
- Letter regarding Packwood Grove North Planning Area E, Biochemical Oxygen Demand (B.O.D.) & Total Suspended Solids (T.S.S.) Calculations. Harbour & Associates, December 8, 2023.

VII. NAME OF PERSON WHO PREPARED INITIAL STUDY

Josh Dan
Senior Planner



Brandon Smith
Environmental Coordinator

**INITIAL STUDY
ENVIRONMENTAL CHECKLIST**

Name of Proposal	Conditional Use Permit No. 2024-02 & Tentative Parcel Map No. 2024-01		
NAME OF PROPONENT:	Matt Nohr, Mulberry Springs, LLC	NAME OF AGENT:	Matt Nohr, Mulberry Springs, LLC
Address of Proponent:	10 Harris Ct., Suite B-1 Monterey, CA 93940	Address of Agent:	10 Harris Ct., Suite B-1 Monterey, CA 93940
Telephone Number:	831-649-0220	Telephone Number:	831-649-0220
Date of Review	February 26, 2024	Lead Agency:	City of Visalia

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

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

I. AESTHETICS

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

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

II. AGRICULTURAL RESOURCES

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

- 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:

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

XIV. POPULATION AND HOUSING

Would the project:

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

XV. PUBLIC SERVICES

Would the project:

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

XVI. RECREATION

Would the project:

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

XVII. TRANSPORTATION / TRAFFIC

Would the project:

- 1 a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- 2 b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
- 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. The proposed project is new commercial construction which will meet City standards for setbacks, landscaping and height restrictions.

This project will not adversely affect the view of any scenic vistas. The Sierra Nevada mountain range may be considered a scenic vista and the view will not be adversely impacted by the project.

- 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 policies in the General Plan. 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.

II. AGRICULTURAL RESOURCES

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

The Visalia General Plan Update Environmental Impact Report (EIR) has already considered the environmental impacts of the conversion of properties within the Planning Area into non-agriculture uses. Overall, the General Plan results in the conversion of over 14,000 acres of Important Farmland to urban uses, which is considered significant and unavoidable. Aside from preventing development altogether the conversion of Important Farmland to urban uses cannot be directly mitigated. However, the General Plan contains multiple policies that together work to limit conversion only to the extent needed to accommodate long-term growth. The General Plan policies identified under Impact 3.5-1 of the EIR serve as the mitigation that assists in reducing the severity of the impact to the extent possible while still achieving the General Plan's goals of accommodating a certain amount of growth to occur within the Planning Area. These policies include the implementation of a three-tier growth boundary system that assists in protecting open space around the City fringe and maintaining compact development within the City limits.

- b. The project site is not zoned for agricultural use. The project is bordered by urban development or non-producing vacant land on all sides. There are no known Williamson Act contracts on any properties within the project area.

- c. There is no forest or timber land currently located on the site.
- d. There is no forest or timber land 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 land use rather than agricultural land use. Properties that are vacant may develop in a way that is consistent with their zoning and land use designated at any time. The adopted Visalia General Plan's implementation of a three-tier growth boundary system further assists in protecting open space around the City fringe to ensure that premature conversion of farmland to non-agricultural uses does not occur.

III. AIR QUALITY

- a. The project site is located in an area that is under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The project in itself does not disrupt implementation of the San Joaquin Regional Air Quality Management Plan, and will therefore be a less than significant impact.
- b. Development under the Visalia General Plan will result in emissions that will exceed thresholds established by the SJVAPCD for PM10 and PM2.5. The project will contribute to a net increase of criteria pollutants and will therefore contribute to exceeding the thresholds. Also the project could result in short-term air quality impacts related to dust generation and exhaust due to construction and grading activities. This site was evaluated in the Visalia General Plan Update EIR for conversion into urban development. Development under the General Plan will result in increases of construction and operation-related criteria pollutant impacts, which are considered significant and unavoidable. General Plan policies identified under Impacts 3.3-1 and 3.3-2 serve as the mitigation which assists in reducing the severity of the impact to the extent possible while still achieving the General Plan's goals of accommodating a certain amount of growth to occur within the Planning Area.

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. 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 which assists in reducing the severity of the impact to the extent possible while still achieving the General Plan's goals of accommodating a certain amount of growth to occur within the Planning Area.

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.

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

IV. BIOLOGICAL RESOURCES

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

In addition, staff had conducted an on-site visit to the site in January 2024 to observe biological conditions and did not observe any evidence or symptoms that would suggest the presence of a sensitive, candidate, or special species.

City-wide 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 or adjacent to an identified sensitive riparian habitat or other natural community.

City-wide biological resources were evaluated in the Visalia General Plan Update Environmental Impact Report (EIR). The EIR concluded that certain sensitive natural communities may be directly or indirectly affected by

future development within the General Plan Planning Area, particularly valley oak woodlands and valley oak riparian woodlands. Such effects would be considered significant. However, the General Plan contains multiple policies, identified under Impact 3.8-2 of the EIR, that together work to reduce the potential for impacts on woodlands located within in the Planning Area. With implementation of these policies and being that the project is not located within or adjacent to an identified sensitive riparian habitat or other natural community, including woodlands, impacts on woodlands will be less than significant.

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

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

- d. City-wide biological resources were evaluated in the Visalia General Plan Update Environmental Impact Report (EIR). The EIR concluded that the movement of wildlife species may be directly or indirectly affected by future development within the General Plan Planning. Such effects would be considered significant. However, the General Plan contains multiple policies, identified under Impact 3.8-4 of the EIR, that together work to reduce the potential for impacts on wildlife movement corridors located within in the Planning Area. With implementation of these policies, impacts on wildlife movement corridors will be less than significant.
- e. The project will not conflict with any local policies or ordinances protecting biological resources. The City has a municipal ordinance in place to protect valley oak trees; however no oak trees exist on the site.
- f. There are no local or regional habitat conservation plans for the area.

V. CULTURAL RESOURCES

- a. There are no known historical resources located within the project area. If some potentially historical or cultural resource is unearthed during development all work should cease until a qualified professional archaeologist can evaluate the finding and make necessary mitigation recommendations.
- b. There are no known archaeological resources located within the project area. If some archaeological resource is unearthed during development all work should cease until a qualified professional archaeologist can evaluate the finding and make necessary mitigation recommendations.
- c. There are no known 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.

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

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

VII. GEOLOGY AND SOILS

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

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

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

- b. The State of California has enacted the Global Warming Solutions Act of 2006 (AB 32), which included provisions for reducing the GHG emission levels to 1990 baseline levels by 2020 and to a level 80% below 1990 baseline levels by 2050. In addition, the State has enacted SB 32 which included provisions for reducing the GHG emission levels to a level 40% below 1990 baseline levels by 2030.

The proposed project will not impede the State's ability to meet the GHG emission reduction targets under AB 32 and SB 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 which 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 is one school located within 0.90 miles of the project site. The school is located 4,768-feet west of the project site (Cottonwood Elementary School). Notwithstanding, there is no reasonably foreseeable condition or incident involving the project that could affect the site.
- d. The project area does not include any sites listed as hazardous materials sites pursuant to Government Code Section 65692.5.

- e. The Airport Master Plans adopted by City of Visalia and County of Tulare show the project area is located outside of any Airport Zones. There are no restrictions for the proposed project related to Airport Zone requirements.

The project area is not located within two 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 which 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 waste water requirements set by the Central Valley RWQCB and any permits issued by the agency.

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

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

- b. The project area overlies the southern portion of the San Joaquin unit of the Central Valley groundwater aquifer. The project will result in an increase of impervious surfaces on the project site, which might affect the amount of precipitation that is recharged to the aquifer. However, as the City of Visalia is already largely developed and covered by impervious surfaces, the increase of impervious surfaces through this project will be small by comparison. The project therefore might affect the amount of precipitation that is recharged to the aquifer. The City of Visalia's water conservation measures and explorations for surface water use over groundwater extraction will assist in offsetting the loss in groundwater recharge.

c.

- i. The development of this site will require movement of topsoil. Existing City Engineering Division standards require that a grading and drainage plan be submitted for review to the City to ensure that off- and on-site improvements will be designed to meet City standards.
- ii. Development of the site will create additional impervious surfaces. However, connection of the site to storm water drainage facilities that already exist in

adjacent roadways 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, connection of the site to storm water drainage facilities that already exist in adjacent roadways 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.

Existing storm water mains are on site and the applicant will be connecting to service. Furthermore, the project will be required to meet the City's improvement standards for directing storm water runoff to the City's storm water drainage system consistent with the City's adopted City Storm Drain Master Plan. These improvements will not cause significant environmental impacts.

- 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. The proposed project is to be developed on a 15.55-acre site and on land designated for commercial development while also allowing for residential uses as a conditionally allowed use and within the South Packwood Creek Specific Plan area. The project site is surrounded by urban development and is bordered by the West Cameron Avenue roadway to the south and will include construction of South Stonebrook Street roadway to the east.
- b. The project site is within the City of Visalia's Tier I Urban

Development Boundary as implemented by the City General Plan. Development of lands in Tier I may occur at any time.

The proposed project is consistent with Land Use Policy LU-P-19 of the General Plan. Policy LU-P-19 states: "Ensure that growth occurs in a compact and concentric fashion by implementing the General Plan's phased growth strategy."

The proposed project will be consistent with the Land Use Element of the General Plan, and consistent with the standards for regional commercial development pursuant to the Visalia Municipal Code Title 17 (Zoning Ordinance) Chapter 17.18.

The project as a whole does not conflict with any land use plan, policy or regulation of the City of Visalia. The site contains a General Plan Land Use Designation of Commercial Regional and a Zoning Designation of C-R (Regional Commercial). The City of Visalia's Zoning Ordinance conditionally permits residential development in a non-residential zoning designation and drive-thru lanes within 250-ft of residential uses and/or zoning.

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.

The project does not conflict with any applicable habitat conservation plan or natural community conservation plan as it is located on a vacant dirt lot with no significant natural habitat present.

XII. MINERAL RESOURCES

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

XIII. NOISE

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

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

Noise levels will increase temporarily during the construction of the project but shall remain within the limits

defined by the City of Visalia Noise Ordinance. Temporary increase in ambient noise levels is considered to be less than significant.

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

XIV. POPULATION AND HOUSING

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

XV. PUBLIC SERVICES

- a.
 - i. Current fire protection facilities are located at Visalia Station 52, located approximately 0.77 miles northwest of the property, and can adequately serve the site without a need for alteration. Impact fees will be paid to mitigate the project's proportionate impact on these facilities.
 - ii. Current police protection facilities can adequately serve the site without a need for alteration. Impact fees will be paid to mitigate the project's proportionate impact on these facilities.
 - iii. The project will generate the potential number of new students attending schools within Visalia Unified School District., which could result in significant impacts to these facilities by requiring new facilities. The developer will be required to pay the appropriate school impact fees in order to receive building permits, which will mitigate any increased impact on school facilities. Impact fees are already imposed with building permits.
 - 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. The project will not 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 area, but will not cause a substantial increase in traffic on the city's existing circulation pattern.

The City of Visalia, in determining the significance of transportation impacts for land use projects, recognizes the adopted City of Visalia Vehicle Miles Travelled (VMT) Thresholds and Implementation Guidelines ("Guidelines") recommended threshold as the basis for what constitutes a significant or less than significant transportation impact. The Guidelines recommend a 16% reduction target based on the Greenhouse Gas emission reduction target for 2035 for the Tulare County region set by the SB 375 Regional Plan Climate Target. Therefore, residential, office, and mixed-use projects exceeding 16% below the existing VMT per capita is indicative of a significant environmental impact. In the case of mixed-use projects, the City may use the predominant land use for its analysis. These areas are indicated by green-colored VMT zones as shown on Figures 6, 7, and 8 of the City of Visalia Guidelines.

For the metric measuring VMT per trip distance, a map of the City of Visalia, produced by Tulare County Association of Governments (TCAG), provides areas of VMT per capita (for use with residential projects) with 84% or less average VMT per trip distance, or 16% below the regional average. In the subject site's TAZ, the current average trip distance experienced is 5.8344 miles, which is below the average county-wide trip distance of 11.9 miles and the 16% target reduction of 9.76 miles. This justifies the site's green-colored VMT zone shown on Existing VMT Per Capita Map (Exhibit 6 of the Guidelines document).

The project results in a less than significant impact regarding projects that would exceed VMT Thresholds established by the City, on account that residential uses are the predominant land uses in the project and the project screens out being within a green-colored VMT shown as shown on the Existing VMT Per Capita Map (Exhibit 6 of the Guidelines document). Furthermore, the commercial buildings that are shown together with the project's residential portion total 23,938 square feet in building area. This, together with the commercial's partitioning shown on the project's site plan, contends that the project involves local-serving retail space that is less than 50,000 square feet, which is also a type of land use development project that is screened out of requiring a complicated VMT analysis and is presumed to create a less than significant impact.

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.

Pre-consultations letters were sent to local tribes in accordance with AB 52, providing tribes a 30-day early review period. Staff did not receive comment from any of the tribes.

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.

Existing sanitary sewer and storm water mains are on site and the applicant will be connecting to services. Usage of these lines is consistent with the City Sewer System Master Plan and Storm Water Master Plan. These improvements will not cause significant environmental impacts.

- b. The project will not result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- c. The Wastewater Treatment Facility (WWTF) provides municipal sewerage services to 96,000 residents in the City of Visalia. The WWTF has a design capacity of 22 million gallons per day (mgd) and currently treats a daily average flow of about 13 mgd. On average, wastewater in Visalia is generated at a rate of approximately 92 gallons per capita per day. Therefore, the Project would generate approximately 0.076 MGD based upon 276 dwellings and 2.99 persons per dwelling. The WWTF has adequate capacity to serve the Project in addition to its existing commitments, therefore the Project will have a less than

significant impact on wastewater capacity.

- 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 extending from adjacent off-site locations to the project site; 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:

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



Brandon Smith, AICP
Environmental Coordinator

February 26, 2024
Date



August 8, 2023

mnohr@oroscogroup.com

Site Plan Review No. 2023-112:

Pursuant to Zoning Ordinance Chapter 17.28 the Site Plan Review process has found that your application complies with the general plan, municipal code, policies, and improvement standards of the city. A copy of each Departments/Divisions comments that were discussed with you at the Site Plan Review meeting are attached to this document.

Based upon Zoning Ordinance Section 17.28.070, this is your Site Plan Review determination. However, your project requires discretionary action as stated on the attached Site Plan Review comments. You may now proceed with filing discretionary applications to the Planning Division.

This is your Site Plan Review Permit; your Site Plan Review became effective **July 19, 2023**. A site plan review permit shall lapse and become null and void one year following the date of approval unless, prior to the expiration of one year, a building permit is issued by the building official and construction is commenced and diligently pursued toward completion.

If you have any questions regarding this action, please call the Community Development Department at (559) 713-4359.

Respectfully,

Paul Bernal
Community Development Director
315 East Acequia Avenue
Visalia, CA 93291

Attachment(s):

- Site Plan Review Comments

City of Visalia

315 E. Acequia Ave., Visalia, CA 93291



Planning Division

Tel: (559) 713-4359; Fax: (559) 713-4814

MEETING DATE

July 19, 2023

SITE PLAN NO.

2023-112

PARCEL MAP NO.

SUBDIVISION

LOT LINE ADJUSTMENT NO.

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

☐

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

☐

During site plan design/policy concerns were identified, schedule a meeting with

☐

Planning

☐

Engineering prior to resubmittal plans for Site Plan Review.

☐

Solid Waste

☐

Parks and Recreation

☐

Fire Dept.

☒

REVISE AND PROCEED (see below)

☐

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

☐

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

☒

Your plans must be reviewed by:

☐

CITY COUNCIL

☐

REDEVELOPMENT

☒

PLANNING COMMISSION

☐

PARK/RECREATION

☒

CUP, TPM

☐

HISTORIC PRESERVATION

☐

OTHER –

☒

ADDITIONAL COMMENTS:

If you have any questions or comments, please call the Site Plan Review Hotline at (559) 713-4440
Site Plan Review Committee

SITE PLAN REVIEW COMMENTS

Cristobal Carrillo, Planning Division (559) 713-4443

Date: July 19, 2023

SITE PLAN NO: 2023-112
PROJECT TITLE: Packwood Grove North Western Commercial Parcels – Lot Split & Two commercial Condominiums
DESCRIPTION: Tentative Map for new minor subdivision (lot split) for previously adjusted Parcel 2 to create Parcels 2A & 2B in addition to creating a three-unit commercial condominium on Proposed Parcel 2A and a seven-unit commercial condominium on Proposed Parcel 2B. The master site plan was previously submitted under SPR 23-103 & lot split and commercial condos under SPR 20-094
APPLICANT: Matt Nohr - Applicant
PROP. OWNER: DBO Development No. 33
LOCATION TITLE: Northwest corner of South Stonebrook Street and West Cameron Avenue
APN TITLE: 122-332-039, 040, 041
GENERAL PLAN: Commercial Regional
ZONING: C-R (Regional Commercial)

Planning Division Recommendation:

- ☒ Revise and Proceed
☐ Resubmit

Reference Site Plan
Review Nos. 2020-094,
2022-095, 2023-049,
and 2023-103.

Project Requirements

- Conditional Use Permit/Planned Unit Development
- Tentative Parcel Map
- Building Permit

PROJECT SPECIFIC INFORMATION: March 22, 2023

1. The project shall comply with the South Packwood Creek Specific Plan.
2. A Conditional Use Permit (CUP) shall be required for:
 - a. Creation of lots smaller than C-R Zone requirements.
 - b. Creation of lots with no direct access to a public street.
 - c. Creation of condominium airspace.
3. A Tentative Parcel Map (TPM) shall be required.
4. Both the TPM and CUP for the lot split shall be processed concurrently with the master Conditional Use Permit for the proposed development described in Site Plan Review No. 2023-103.
5. The TPM/CUP lot split proposal and master CUP described in Site Plan Review No. 2023-103 shall be processed under one environmental document.
6. Condo lot setbacks shall be provided in compliance with C-R Zone standards and the South Packwood Creek Specific Plan. In particular, a minimum five foot landscape setback for the commercial buildings shall be provided to the northern property boundaries.
7. A shared parking and access agreement shall be required.
8. Caltrans has stated that they will provide written comment to City Staff for this project and the master CUP proposal identified in Site Plan Review No. 2023-103. The overall development project shall not proceed to public hearing until Caltrans comments have been received.

Notes:

1. The applicant shall contact the San Joaquin Valley Air Pollution Control District to verify whether additional permits are required to conduct the proposed use.
2. Prior to completion of a final building inspection for a project, a signed MWELO Certificate of Compliance shall be submitted indicating that all landscaping has been installed to MWELO standards.

Applicable sections of the Visalia Municipal Code, Title 17 (Zoning):

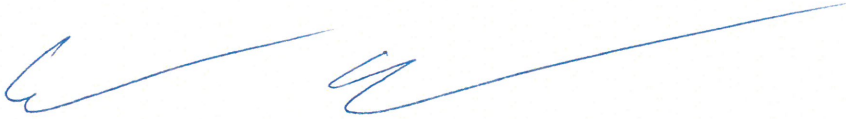
17.18 Commercial Zones

17.32.080 Maintenance of landscaped areas.

17.34 Off-street parking and loading facilities

17.36 Fences Walls and Hedges

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



Signature _____



**SUBDIVISION & PARCEL MAP
REQUIREMENTS
ENGINEERING DIVISION**

☐ Adrian Rubalcaba 713-4271
☒ Edelma Gonzalez 713-4364
☐ Lugman Ragabi 713-4362

SITE PLAN REVIEW COMMENTS

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

ITEM NO: 2 DATE: JULY 19TH, 2023

SITE PLAN NO.: 23-112
 PROJECT TITLE: **PACKWOOD GROVE NORTH COMMERCIAL PARCELS-LOT SPLIT & TWO COMMERCIAL CONDOMINIUMS BLDG**
 DESCRIPTION: **TENTATIVE MAP FOR NEW MINOR SUBDIVISION (LOT SPLIT) FOR PREVIOUSLY ADJUSTED PARCEL 2 TO CREATE PARCEL 2A & 2B IN ADDITION TO CREATING A THREE-UNIT COMMERCIAL CONDOMINIUM ON PROPOSED PARCEL 2A AND A SEVEN-UNIT COMMERCIAL CONDOMINIUM ON PROPOSED PARCEL 2B. THE MASTER PLAN WAS PREVIOUSLY SUBMITTED UNDER SPR 23-103 AND LOT SPLIT AND COMMERCIAL CONDOS UNDER SPR 20-094**
 APPLICANT: **MATT NOHR**
 PROP. OWNER: **ORANGE COAST TITLE COMPANY OF NOR CAL**
 LOCATION: **NWC OF CALDWELL AVE AND STONEBROOK ST**
 APN: **122-332-039 , -040, & -041**

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

Additional Comments:

- 1. Coordinate with city staff for City parcel map for processing fees.**
- 2. Development impact fees will apply to future development on each parcel. Subject to fee rates at the time.**
- 3. Proposed TPM to show all existing easements and encumbrments within existing parcel and designate method for removal/modification as necessary.**
- 4. Common access and utilities rights will need to be provided to serve new landlocked parcels 2A and 2B. Show on TPM submittal.**
- 5. Additional Right-Of-Way along Cameron Ave. will be necessary to complete the required frontage improvement for decelerating lane. Right-Of-Way Dedication to accommodate Decel Lane design could be by separate instrument or with proposed TPM. Refer to Traffic Safety Div. for further comments.**
- 6. LLA 2023-03 will need to be recorded and grant deed will need to be provided with TPM submittal.**

7. TPM for lot 2A and 2B needs to be recorder prior to TPM for condominium purposes.

8. TPM will have the same conditions of approval per recent Packwood Creek Grove North Master Plan, SPR 23-103 submitted 07/12/2023.

SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: **23-112**

Date: **07/19/2023**

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

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

(Fee Schedule Date:**07/01/2023**)

(Project type for fee rates:(**TENTATIVE PARCEL MAP**)

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

<u>FEE ITEM</u>	<u>FEE RATE</u>
<input checked="" type="checkbox"/> Trunk Line Capacity Fee	DEFERRED UNTIL TIME OF DEVELOPMENT
<input checked="" type="checkbox"/> Sewer Front Foot Fee	\$52/LF X 198 LF (CALDWELL)
<input checked="" type="checkbox"/> Storm Drainage Acquisition Fee	\$7,034/AC X TBD-WHOLE THING
<input type="checkbox"/> Park Acquisition Fee	
<input type="checkbox"/> Northeast Acquisition Fee Total Storm Drainage Block Walls Parkway Landscaping Bike Paths	
<input checked="" type="checkbox"/> Waterways Acquisition Fee	\$5,739/AC X TBD

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

City Reimbursement:

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



Edelma Gonzalez

City of Visalia

**Building: Site Plan
Review Comments**

SPR 23112
LOT SPLIT
122332039

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

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

Additional comments: _____

VAL GARCIA 7/18/23
Signature

**Site Plan Comments**

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

Date	July 19, 2023
Item #	2
Site Plan #	23112
APN:	122332039

- The Site Plan Review comments are issued as **general overview** of your project. With further details, additional requirements will be enforced at the Plan Review stage. Please refer to the 2022 California Fire Code (CFC), 2022 California Building Codes (CBC) and City of Visalia Municipal Codes.
- Fire protection items are not required to be installed for **parcel map or lot line adjustment** at this time; however, any developments taking place on these parcels will be subject to fire & life safety requirements including fire protection systems and fire hydrants in accordance with all applicable sections of the California Fire Code.

Corbin Reed
Fire Marshal



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

Date: 07/18/23
Item: 2
Site Plan: SPR23112
Name: Robert Avalos

Site Plan Review Comments

- ☐ No Comment at this time.
- ☐ Request opportunity to comment or make recommendations as to safety issues as plans are developed.
- ☐ Public Safety Impact Fee:
Ordinance No. 2001-11 Chapter 16.48 of Title 16 of the Visalia Municipal Code
Effective date - August 17, 2001.
- ☐ Impact fees shall be imposed by the City pursuant to this Ordinance as a condition of or in conjunction with the approval of a development project. "New Development or Development Project" means any new building, structure or improvement of any parcels of land, upon which no like building, structure or improvement previously existed. *Refer to Engineering Site Plan comments for fee estimation.
- ☐ Not enough information provided. Please provide additional information pertaining to:
- ☐ Territorial Reinforcement: Define property lines (private/public space).
- ☐ Access Controlled/ Restricted etc.
- ☒ lighting Concerns:
ample lighting around property to help deter crime
- ☐ Traffic Concerns:
- ☒ Surveillance Issues:
interior and exterior surveillance cameras to help deter crime
- ☒ Line of Sight Issues:
low perimeter shrubs to help deter transients from loitering or setting up camp
- ☒ Other Concerns:
Enroll and participation in the Trespass Enforcement Program (T.E.P.)

SITE PLAN REVIEW COMMENTS

CITY OF VISALIA TRAFFIC SAFETY DIVISION

July 19, 2023

ITEM NO: 2 Added to Agenda
SITE PLAN NO: [SPR23112](#)

MEETING TIME: 09:15
ASSIGNED TO: Cristobal Carrillo Cristobal.Carrillo@visalia.ci

PROJECT TITLE: Packwood Grove North Western Commercial Parcels - Lot Split & Two Commercial Condominiums (Bld
DESCRIPTION: Tentative Map for new minor subdivision (lot split) for previously adjusted Parcel 2 to create Parcels 2A
2B in addition to creating a three-unit commercial condominium on Proposed Parcel 2A and a seven-un
commercial condominium on Proposed Parcel 2B. The master site plan was previously submitted unde
SPR 23-103 & lot split and commercial condos under SPR 20-094

APPLICANT: Matt Nohr - Applicant
APN: 122332039
LOCATION: None

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

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

Additional Comments:

- Per traffic letter DRAFT submitted by ATE dated 7/29/22, traffic signals are warranted at Stonebrook and Cameron, and Cameron and the main drive aisle aligning with Costco. Applicant required to provide queuing analysis for these 2 signals for City review. Is there sufficient space between the two locations for adequate left turn pocket? Coordination of signals? Provide analysis.

- Traffic letter ATE dated 7/29/22, Table 1 Project Trip Generation Comparison, shows an approved use shopping center of 121,000 SF. Please provide additional information showing how 121,000 SF is derived. In other words, please provide the traffic analysis that was performed for the master plan of this site north of Cameron to make the comparison. If a traffic study has not been previously performed for the master plan of this site north of Cameron Ave, a TIA will be required.
- Per COV Procedures for TIA, decel lanes are required when speed limit exceeds 35 MPH. Cameron Ave is posted 40 MPH.
- Traffic evaluation required for Cameron center median breaks, and site access driveways. Access driveways were not evaluated as part of original TIA for Specific Plan. Spacing of driveways required to conform with City standard C-23 Drive Approach Locations. Median breaks and restrictions will impact driveways on southside of Cameron, as well as the northside, and need to be included in study.
- Spacing of driveways on Stonebrook required to comply with COV standard C-23 Drive Approach Locations.
- Provide evaluation of street cross section. Modified center median may be required to accommodate width on Cameron.
- Onsite circulation evaluation required for modified version of site plan. Please include in traffic evaluation.
- Will project be phased? Provide phasing. How will site circulation be impacted with phasing? Offsite improvements (i.e. signalization)?

Leslie Blair

Leslie Blair

CITY OF VISALIA
SOLID WASTE DIVISION
336 N. BEN MADDOX
VISALIA CA. 93291
713 - 4532
COMMERCIAL BIN SERVICE

23112

July 19, 2023

- ☐ No comments.
- ☒ See comments below
- ☐ Revisions required prior to submitting final plans. See comments below.
- ☐ Resubmittal required. See comments below.
- ☐ Customer responsible for all cardboard and other bulky recyclables to be broken down before disposing of in recycle containers
- ☐ ALL refuse enclosures must be R-3 OR R-4
- ☐ Customer must provide combination or keys for access to locked gates/bins
- ☐ Type of refuse service not indicated.
- ☐ Location of bin enclosure not acceptable. See comments below.
- ☐ Bin enclosure not to city standards double.
- ☐ Inadequate number of bins to provide sufficient service. See comments below.
- ☐ Drive approach too narrow for refuse trucks access. See comments below.
- ☐ Area not adequate for allowing refuse truck turning radius of : Commercial 50 ft. outside 36 ft. inside; Residential 35 ft. outside, 20 ft. inside.
- ☐ Paved areas should be engineered to withstand a 55,000 lb. refuse truck.
- ☐ Bin enclosure gates are required
- ☐ Hammerhead turnaround must be built per city standards.
- ☐ Cul - de - sac must be built per city standards.
- ☐ Bin enclosures are for city refuse containers only. Grease drums or any other items are not allowed to be stored inside bin enclosures.
- ☐ Area in front of refuse enclosure must be marked off indicating no parking
- ☐ Enclosure will have to be designed and located for a STAB service (DIRECT ACCESS) with no less than 38' clear space in front of the bin, included the front concrete pad.
- ☐ Customer will be required to roll container out to curb for service.
- ☐ Must be a concrete slab in front of enclosure as per city standards, the width of the enclosure by ten(10) feet, minimum of six(6) inches in depth.
- ☐ Roll off compactor's must have a clearance of 3 feet from any wall on both sides and there must be a minimum of 53 feet clearance in front of the compactor to allow the truck enough room to provide service.
- ☒ City ordinance 8.28.120-130 (effective 07/19/18) requires contractor to contract with City for removal of construction debris unless transported in equipment owned by contractor or unless contracting with a franchise permittee for removal of debris utilizing roll-off boxes.
- ☐ Comment Solid Waste has no comments regarding the proposed parcel split. Previous comments from SPR 23103 dated 07.12.2023 to be carried over.

Jason Serpa, Solid Waste Manager, 559-713-4533
Edward Zuniga, Solid Waste Supervisor, 559-713-4338

Nathan Garza, Solid Waste, 559-713-4532



CALIFORNIA WATER SERVICE

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

Site Plan Review Comments From:

California Water Service
Scott McNamara, Superintendent
216 N Valley Oaks Dr.
Visalia, CA 93292
559-624-1622 Office
559-735-3189 Fax
smcnamara@calwater.com

Date: 07/19/2023
Item # 2
Site Plan # 23-112
Project: Packwood Grove North
Description: Commercial
Applicant:
Location: 1632 W Cameron
APN: 126-062-101

The following comments are applicable when checked:

- ☐ Re-submit
☒ No Comments at this time regarding the Parcel Map

☒ **Fire Hydrants**

Comments- Per Visalia Fire Department requirements. If street frontage hydrants are required off existing water main, Cal Water will utilize our own contractor for that work and that work will be paid for by the developer/customer. The location of those hydrants is to be approved by Visalia Fire.

☒ **Services**

Comments- Services will be needed for each parcel, along with a dedicated Cal Water easement for each service.

☒ **Mains**

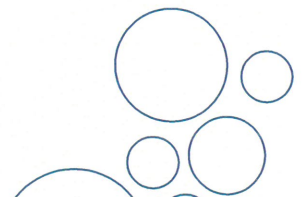
Comments- Water main will need to be extended north on Stonebrook from Cameron and tie-in to the water main on the north side of the ditch. Depending on how the developer chooses to service these Parcels (2A-2B-3-4) will determine how the water main is installed. If the water is installed on-site, Cal Water will require a dedicated easement for all our infrastructure.

☒ **Backflow Requirements**

Comments- Will be required if any parcel is for multi-family, commercial, or has multiple services on one parcel. Please contact Cross Connection Control Specialist, Juan Cisneros at 559-624-1670 or visaliabackfow@calwater.com for a backflow install packet.

Additional Comments:

- ☒ Please contact New Business Superintendent Sedelia Sanchez at 559-624-1621 or ssanchez@calwater.com to start your project with Cal Water.



**SUBDIVISION & PARCEL MAP
REQUIREMENTS
ENGINEERING DIVISION**

☐ Adrian Rubalcaba 713-4271
☒ Edelma Gonzalez 713-4364
☐ Luqman Ragabi 713-4362

SITE PLAN REVIEW COMMENTS

☒ REQUIREMENTS (Indicated by checked boxes)

☐ Submit improvements plans detailing all proposed work; ☐ Subdivision Agreement will detail fees & bonding requirements

☐ Bonds, certificate of insurance, cash payment of fees/inspection, and approved map & plan required prior to approval of Final Map.

☐ The Final Map & Improvements shall conform to the Subdivision Map Act, the City's Subdivision Ordinance and Standard Improvements.

☐ A preconstruction conference is required prior to the start of any construction.

☒ Right-of-way dedication required. A title report is required for verification of ownership. ☒ by map ☒ by deed
RIGHT-OF-WAY DEDICATION ON CAMERON AVE. MAY BE REQUIRED

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

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

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

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

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

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

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

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

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

☐ Grading & Drainage plan required. If the project is phased, then a master plan is required for the entire project area that shall include pipe network sizing and grades and street grades. ☐ Prepared by registered civil

ITEM NO: 2 DATE: JULY 19TH, 2023

SITE PLAN NO.: 23-112
PROJECT TITLE: PACKWOOD GROVE NORTH COMMERCIAL PARCELS-LOT SPLIT & TWO COMMERCIAL CONDOMINIUMS BLDG
DESCRIPTION: TENTATIVE MAP FOR NEW MINOR SUBDIVISION (LOT SPLIT) FOR PREVIOUSLY ADJUSTED PARCEL 2 TO CREATE PARCEL 2A & 2B IN ADDITION TO CREATING A THREE-UNIT COMMERCIAL CONDOMINIUM ON PROPOSED PARCEL 2A AND A SEVEN-UNIT COMMERCIAL CONDOMINIUM ON PROPOSED PARCEL 2B. THE MASTER PLAN WAS PREVIOUSLY SUBMITTED UNDER SPR 23-103 AND LOT SPLIT AND COMMERCIAL CONDOS UNDER SPR 20-094

APPLICANT: MATT NOHR
PROP. OWNER: ORANGE COAST TITLE COMPANY OF NOR CAL
LOCATION: NWC OF CALDWELL AVE AND STONEBROOK ST

APN: 122-332-039 , -040, & -041

engineer or project architect. ☐ All elevations shall be based on the City's benchmark network. Storm run-off from the project shall be handled as follows: a) ☐ directed to the City's existing storm drainage system; b) ☐ directed to a permanent on-site basin; or c) ☐ directed to a temporary on-site basin is required until a connection with adequate capacity is available to the City's storm drainage system. On-site basin: : maximum side slopes, perimeter fencing required, provide access ramp to bottom for maintenance.

☐ Show Valley Oak trees with drip lines and adjacent grade elevations. ☒ Protect Valley Oak trees during construction in accordance with City requirements. ☐ A permit is required to remove Valley Oak trees. Contact Public Works Admin at (559)713-4428 for a Valley Oak tree evaluation or permit to remove. ☐ Valley Oak tree evaluations by a certified arborist are required to be submitted to the City in conjunction with the tentative map application. ☐ A pre-construction conference is required.

☐ Show adjacent property grade elevations on improvement plans. A retaining wall will be required for grade differences greater than 0.5 feet at the property line.

☐ Relocate existing utility poles and/or facilities.

☐ Underground all existing overhead utilities within the project limits. Existing overhead electrical lines over 50kV shall be exempt from undergrounding.

☐ Provide "R" value tests: each at

☐ Traffic indexes per city standards:

☐ All public streets within the project limits and across the project frontage shall be improved to their full width, subject to available right of way, in accordance with City policies, standards and specifications.

☐ All lots shall have separate drive approaches constructed to City Standards.

☐ Install street striping as required by the City Engineer.

☐ Install sidewalk: ft. wide, with ft. wide parkway on

☐ Cluster mailbox supports required at 1 per 2 lots, or use postal unit (contact the Postmaster at 732-8073).

☐ Subject to existing Reimbursement Agreement to reimburse prior developer:

☐ Abandon existing wells per City of Visalia Code. A building permit is required.

☐ Remove existing irrigation lines & dispose off-site. ☐ Remove existing leach fields and septic tanks.

☐ Fugitive dust will be controlled in accordance with the applicable rules of San Joaquin Valley Air District's Regulation VIII. Copies of any required permits will be provided to the City.

☐ If the project requires discretionary approval from the City, it may be subject to the San Joaquin Valley Air District's Rule 9510 Indirect Source Review per the rule's applicability criteria. A copy of the approved AIA application will be provided to the City.

☐ If the project meets the one acre of disturbance criteria of the State's Storm Water Program, then coverage under General Permit Order 2009-0009-DWQ is required and a Storm Water Pollution Prevention Plan (SWPPP) is needed. A copy of the approved permit and the SWPPP will be provided to the City.

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

Additional Comments:

1. Coordinate with city staff for City parcel map for processing fees.

2. Development impact fees will apply to future development on each parcel. Subject to fee rates at the time.

3. Proposed TPM to show all existing easements and encumbrements within existing parcel and designate method for removal/modification as necessary.

4. Common access and utilities rights will need to be provided to serve new landlocked parcels 2A and 2B. Show on TPM submittal.

5. Not used

6. LLA 2023-03 will need to be recorded and grant deed will need to be provided with TPM submittal.

7. TPM for lot 2A and 2B needs to be recorder prior to TPM for condominium purposes.

8. TPM will have the same conditions of approval per recent Packwood Creek Grove North Master Plan, SPR 23-103 submitted 07/12/2023.

SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: **23-112**
Date: **07/19/2023**

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

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

(Fee Schedule Date: **07/01/2023**)

(Project type for fee rates: **(TENTATIVE PARCEL MAP)**)

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

<u>FEE ITEM</u>	<u>FEE RATE</u>
<input checked="" type="checkbox"/> Trunk Line Capacity Fee	DEFERRED UNTIL TIME OF DEVELOPMENT
<input checked="" type="checkbox"/> Sewer Front Foot Fee	\$52/LF X 198 LF (CALDWELL)
<input checked="" type="checkbox"/> Storm Drainage Acquisition Fee	\$7,034/AC X TBD-WHOLE THING
<input type="checkbox"/> Park Acquisition Fee	
<input type="checkbox"/> Northeast Acquisition Fee Total Storm Drainage Block Walls Parkway Landscaping Bike Paths	
<input checked="" type="checkbox"/> Waterways Acquisition Fee	\$5,739/AC X TBD

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

City Reimbursement:

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



Edelma Gonzalez



November 20, 2023

Site Plan Review No. 23-166:

Pursuant to Zoning Ordinance Chapter 17.28 the Site Plan Review process has found that your application complies with the general plan, municipal code, policies, and improvement standards of the city. A copy of each Departments/Divisions comments that were discussed with you at the Site Plan Review meeting are attached to this document.

Based upon Zoning Ordinance Section 17.28.070, this is your Site Plan Review determination. However, your project requires discretionary action as stated on the attached Site Plan Review comments. You may now proceed with filing discretionary applications to the Planning Division.

This is your Site Plan Review Permit; your Site Plan Review became effective **October 11, 2023**. A site plan review permit shall lapse and become null and void one year following the date of approval unless, prior to the expiration of one year, a building permit is issued by the building official, and construction is commenced and diligently pursued toward completion.

If you have any questions regarding this action, please call the Community Development Department at (559) 713-4359.

Respectfully,

Paul Bernal

Paul Bernal
Community Development Director & City Planner
315 E. Acequia Ave.
Visalia, CA 93291

Attachment(s):

- Site Plan Review Comments

City of Visalia

315 E. Acequia Ave., Visalia, CA 93291



Planning Division

Tel: (559) 713-4359; Fax: (559) 713-4814

MEETING DATE

October 11, 2023

SITE PLAN NO.

2023-166

PARCEL MAP NO.

SUBDIVISION

LOT LINE ADJUSTMENT NO.

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

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

☐ During site plan design/policy concerns were identified, schedule a meeting with

☐ Planning

☐ Engineering prior to resubmittal plans for Site Plan Review.

☐ Solid Waste

☐ Parks and Recreation

☐ Fire Dept.

☒ **REVISE AND PROCEED** (see below)

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

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

☒ Your plans must be reviewed by:

☐ CITY COUNCIL

☐ REDEVELOPMENT

☒ PLANNING COMMISSION

☐ PARK/RECREATION

☒ TPM & CUP

☐ HISTORIC PRESERVATION

☐ OTHER – Lot Line Adjustment

☐ **ADDITIONAL COMMNTS:**

If you have any questions or comments, please call the Site Plan Review Hotline at (559) 713-4440
Site Plan Review Committee

SITE PLAN REVIEW COMMENTS

Josh Dan, Planning Division, (559) 713-4003

Date: October 11, 2023

SITE PLAN NO: 2023-166
PROJECT TITLE: Packwood Grove North Master Plan
DESCRIPTION: Proposed development commercial/medical and multi-family
APPLICANT: Matt Nohr
LOCATION TITLE: 1632 W Cameron Ave
APN TITLE: 122-332-039
GENERAL PLAN: CR (Commercial Regional)
EXISTING ZONING: C-R / Q-P (Regional Commercial, Quasi-Public)

Planning Division Recommendation:

- ☒ Revise and Proceed
☐ Resubmit

Project Requirements

- Compliance with the Packwood Grove Specific Plan
- Conditional Use Permit/Planned Unit Development
- Tentative Parcel Map
- Building Permit

PROJECT SPECIFIC INFORMATION: October 11, 2023

1. The applicant shall comply with all requirements of the Packwood Grove Specific Plan.
2. A Conditional Use Permit (CUP) shall be required for the creation of:
 - a. Lots smaller than C-R Zone requirements.
 - b. Lots with no direct access to a public street.
 - c. Condominium airspace.
 - d. Apartment development exceeding 80-units
3. A Tentative Parcel Map (TPM) shall be required.
4. Both the TPM and CUP for the lot split shall be processed concurrently with the master Conditional Use Permit for the proposed development described in Site Plan Review No. 2023-103.
5. The TPM/CUP lot split proposal and master CUP described in Site Plan Review No. 2023-103 shall be processed under one environmental document.
 - a. Biological and Cultural studies may not be required at this time, however, if challenged the applicant will be required to complete the studies.
6. Condo lot setbacks shall be provided in compliance with C-R Zone standards and the South Packwood Creek Specific Plan. In particular, a minimum five-foot landscape setback for the commercial buildings shall be provided to the northern property boundaries.
7. A shared parking and access agreement shall be required.
8. Caltrans has stated that they will provide written comment to City Staff for this project and the master CUP proposal identified in Site Plan Review No. 2023-103. The overall development project shall not proceed to public hearing until Caltrans comments have been received.
9. Compliance with traffic and engineering comments.
10. Other information as needed.

NOTES:

1. The applicant shall contact the San Joaquin Valley Air Pollution Control District to verify whether additional permits are required through the District.

2. Prior to a final for the project, a signed Certificate of Compliance for the MWELO standards is required indicating that the landscaping has been installed to MWELO standards.

Sections of the Municipal Code to review:

17.18 Commercial Zones

17.32.080 Maintenance of landscaped areas

17.34 Off-street parking and loading facilities

17.36 Fences Walls and Hedges

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

Signature



**BUILDING/DEVELOPMENT PLAN
REQUIREMENTS
ENGINEERING DIVISION**

☐ Adrian Rubalcaba 713-4271
☐ Edelma Gonzalez 713-4364
☒ Luqman Ragabi 713-4362

SITE PLAN REVIEW COMMENTS

☒ REQUIREMENTS (indicated by checked boxes)

☒ Install curb return with ramp, with 35' radius; **STONEBROOK & CAMERON INTERSECTION**

☒ Install curb; ☒ gutter **STONEBROOK**

☒ Drive approach size: ☒ Use radius return; **REFER TO CITY MULTI-FAMILY STDS**

☒ Sidewalk: 6' width; ☒ 10' parkway width at **CAMERON & STONEBROOK**

☐ Repair and/or replace any sidewalk across the public street frontage(s) of the subject site that has become uneven, cracked or damaged and may constitute a tripping hazard.

☒ Replace any curb and gutter across the public street frontage(s) of the subject site that has become uneven and has created areas where water can stand.

☐ Right-of-way dedication required. A title report is required for verification of ownership.

☐ Deed required prior to issuing building permit;

☒ City Encroachment Permit Required. **FOR ALL WORK IN THE PUBLIC RIGHT-OF-WAY**

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

☐ CalTrans Encroachment Permit required. ☐ CalTrans comments required prior to issuing building permit. Contacts: David Deel (Planning) 488-4088;

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

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

☒ Grading & Drainage plan required. If the project is phased, then a master plan is required for the entire project area that shall include pipe network sizing and grades and street grades. ☒ Prepared by registered civil engineer or project architect. ☒ All elevations shall be based on the City's benchmark network. Storm run-off from the project shall be handled as follows: a) ☒ directed to the City's existing storm drainage system; b) ☐ directed to a permanent on-site basin; or c) ☐ directed to a temporary on-site basin is required until a connection with adequate capacity is available to the City's storm drainage system. On-site basin: : maximum side slopes, perimeter fencing required, provide access ramp to bottom for maintenance. **CONNECT/EXTEND EXISTING SD LATERALS IN STONEBROOK**

☒ Grading permit is required for clearing and earthwork performed prior to issuance of the building permit.

☒ Show finish elevations. (Minimum slopes: A.C. pavement = 1%, Concrete pavement = 0.25%. Curb & Gutter = 0.20%, V-gutter = 0.25%)

☒ Show adjacent property grade elevations. A retaining wall will be required for grade differences greater than 0.5 feet at the property line.

ITEM NO: 8 DATE: OCTOBER 11TH, 2023

SITE PLAN NO.: 23-166
PROJECT TITLE: **PACKWOOD GROVE NORTH MASTER PLAN**
DESCRIPTION: **MASTER PLAN FOR THE DEVELOPMENT OF THREE NEW COMMERCIAL/MEDICAL/RETAIL BUILDING ON PARCELS 2A, 2B, & 3 (INCLUDING MINOR SUBDIVISION TO SPLIT PARCEL 2 TO 2A & 2B WITH EASH HAVING A COMMERCIAL CONDO MAP), NEW MULTI-FAMILY RESIDENTIAL ON PARCEL 4, AND ASSOCIATED ON AND OFF-SITE IMPROVEMENT. NO CHANGE TO EXISTING SURF-THRU CAR WASH.**

APPLICANT: **MATT NOHR**
PROP OWNER: **DBO DEVELOPMENT NO 33**
LOCATION: **NWC STONEBROOK & CAMERON**
APN: **122-332-039, -040, & -041**

- ☒ All public streets within the project limits and across the project frontage shall be improved to their full width, subject to available right of way, in accordance with City policies, standards and specifications.

STONEBROOK

- ☒ Traffic indexes per city standards: **REFER TO CITY COLLECTOR DESIGN STDS**
- ☒ Install street striping as required by the City Engineer. **TBD AT TIME OF CIVIL PLAN REVIEW**
- ☒ Install landscape curbing (typical at parking lot planters).
- ☒ Minimum paving section for parking: 2" asphalt concrete paving over 4" Class 2 Agg. Base, or 4" concrete pavement over 2" sand.
- ☒ Design Paving section to traffic index of 5.0 min. for solid waste truck travel path.
- ☒ Provide "R" value tests: **1 each at 300' INTERVALS AT CENTER LINE**
- ☒ Written comments required from ditch company **PACKWOOD CREEK** Contacts: James Silva 747-1177 for Modoc, Persian, Watson, Oakes, Flemming, Evans Ditch and Peoples Ditch; Jerry Hill 686-3425 for Tulare Irrigation Canal, Packwood and Cameron Creeks; Bruce George 747-5601 for Mill Creek and St. John's River.
- ☐ Access required on ditch bank, 15' minimum ☐ Provide _____ wide riparian dedication from top of bank.
- ☒ Show Valley Oak trees with drip lines and adjacent grade elevations. ☒ Protect Valley Oak trees during construction in accordance with City requirements.
- ☐ A permit is required to remove Valley Oak trees. Contact Public Works Admin at 713-4428 for a Valley Oak tree evaluation or permit to remove. ☐ A pre-construction conference is required.
- ☒ Relocate existing utility poles and/or facilities. **REQUIRED WITH STREET WIDENING IMPROVEMENTS AS NEEDED**
- ☒ Underground all existing overhead utilities within the project limits. Existing overhead electrical lines over 50kV shall be exempt from undergrounding. **REQUIRED WITH STREET WIDENING IMPROVEMENTS**
- ☐ Subject to existing Reimbursement Agreement to reimburse prior developer:
- ☒ Fugitive dust will be controlled in accordance with the applicable rules of San Joaquin Valley Air District's Regulation VIII. Copies of any required permits will be provided to the City.
- ☒ If the project requires discretionary approval from the City, it may be subject to the San Joaquin Valley Air District's Rule 9510 Indirect Source Review per the rule's applicability criteria. A copy of the approved AIA application will be provided to the City.
- ☒ If the project meets the one acre of disturbance criteria of the State's Storm Water Program, then coverage under General Permit Order 2009-0009-DWQ is required and a Storm Water Pollution Prevention Plan (SWPPP) is needed. A copy of the approved permit and the SWPPP will be provided to the City.
- ☒ Comply with prior comments. ☒ Resubmit with additional information. ☒ Redesign required.

Additional Comments:

1. Proposed multi-family and commercial/office development will incur impact fees associated with the acreage of improvement and building construction. Refer to page 5 for applicable fees.

2. LLA 2023-003 will create 4 adjusted parcels. Per email conversation with applicant, LLA 2023-003 is currently at the recorder's office. TPM proposing parcel 2A and 2B, and TPM for condominium purposes is under a separate site plan review number 23-112.

3. Project to install Stonebrook street improvements along parcel frontage. Stonebrook is an 84' collector status roadway and partially funded in the City's Transportation Impact Fee (TIF) program. At a minimum, a 3/4 street will need to be installed with an 8' stabilized shoulder and drainage control along east side. City engineer will determine if median improvements will be required. Full curb-to-curb width at Cameron Ave. intersection will need to be installed then transition north to 3/4 street for Stonebrook. City may elect to require developer to install full curb-to-curb street improvements on Stonebrook from Cameron Ave. to culvert as the City owns the ultimate street right-of-way. A portion of the street improvement costs (travel lanes) are reimbursable to the developer in the form of TIF credits. Agreement to be established per City program and provisions prior to project development, coordinate with City Engineer.

4. A sanitary sewer main shall be extended north in Stonebrook - there is an existing stub on north side of Cameron at Stonebrook intersection.

5. A 12' wide median will be required on Cameron Ave. to be extended and installed across frontage to Stonebrook as necessary as required by Master Plan. Refer to City 84' collector standards and median design specifications. Site plan layout to revise proposed median from 14' wide to 12' wide median City Std. It has been previously determined that no median breaks will be allowed at the Surf-Thru access drive, however other access restrictions will apply.
6. Refer to Traffic Safety Dept conditions for additional design considerations/requirements on Cameron and whether it can be allowed based on traffic analysis with Master Plan.
7. The median shall be landscaped, and separate services will need to be provided, within City right-of-way or PUE, for future maintenance takeover by City. Landscaping shall be reestablished in the existing median island. The median improvements are not identified in the City's current programs for reimbursement.
8. Public street frontage improvements shall be installed along Cameron & Stonebrook. A 6' min. wide sidewalk with a 10' parkway is required. Per underlying parcel map, a sidewalk easement exists on property to accommodate the sidewalks along both street frontages. Provide landscaping and street trees in parkways and install streetlights per City standards. Project to maintain all street parkway landscaping.
9. Parking lot shall be installed per City Stds. Provide adequate turnaround maneuverability for solid waste and emergency services.
10. Project layout removed onsite access from commercial/office parcels to adjacent multi-Family residential development parcel to the west. As shown, cross access easement will be required between existing Surf Thru parcels and proposed commercial/office parcels. Cross access should extend to proposed and existing access drive on Cameron Ave.
11. Refer to City collector street light design standards and install accordingly. Improvement plans to include an electrical design plan with voltage drop calcs. There is an existing service pedestal installed with the carwash that project can utilize.
12. Exploded view and details of the access points with dimensions is now shown with no proposed gate. If gated entries are desired in the future, adequate vehicle turnaround and min setback of 20' from public right-of-way will be required. Access gates to comply with minimum width standards for Fire Dept.
13. Shown pedestrian connection appears to be missing onsite connection to existing Surf Thru parcel. Provide pedestrian access to existing car wash parcel from surrounding parcels and from proposed building entrances. Ensure compliance with City and State accessibility requirements.
14. The City is currently working on the design/build plans for the culvert crossing over Packwood creek. Developer will need to coordinate with City Engineer at time of project design to determine extent of necessary improvements to complete Stonebrook connection to existing to the north. Coordinate with Eric Bons at (559) 713-4350
15. It appears only two access drives are being proposed for multi-family residential development site plan layout. The locations of drive approaches appears adequate. Drive approaches to comply with commercial City standards, as shown it does not appear to be City Std. design.
16. Public improvements required to be installed to include, but may not be limited to, pavement, street lighting, parkway with street trees, median landscaping, striping and signage, temp transitions, sidewalks, curb ramps, curb and gutter, SD and SS main infrastructure, utility extensions/relocations/undergrounding, and traffic signals. Comply with current City standards.
17. All landscaping to comply with MWELo regulations, landscape & irrigation plans to be submitted with civil plans.

18. Active Transportation Plan (ATP) and Waterway and Trails Master plan calls out for a 10' asphalt paved class 1 shared use path that turns northeast to parallel Packwood Creek. At time of culvert crossing, trail crossing would need to be installed to facilitate improvements at time of development. Depending on project timing, developer may need to install both the culvert crossing and trail crossing. Coordinate with CIP project manager, Eric Bons.

19. Building permits are required, standard plan check, and inspection fees will apply.

20. Development shall coordinate with traffic to provide an acceptable traffic study that matches the necessary Master Plan development for this area. Both the Master Plan and traffic study shall indicate the phasing and timing of on-site and off-site improvements. This shall address the timing of access points, type of access points, i.e., signalization, and extent of construction limit. Note: Cameron, east of Stonebrook, may need to be addressed to allow for median improvements for this development. Transitional pave-out may also be necessary, this will include both fronting ROW of Cameron and Stonebrook.

SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: **23-166**

Date: **10/11/2023**

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

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

(Fee Schedule Date: **07/01/2023**)

(Project type for fee rates: **COMMERCIAL, MEDICAL OFFICE, RETAIL, MULTI-FAMILY**)

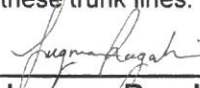
☐ Existing uses may qualify for credits on Development Impact Fees.

FEE ITEM	FEE RATE
<input checked="" type="checkbox"/> Groundwater Overdraft Mitigation Fee	\$1,555/AC
<input checked="" type="checkbox"/> Transportation Impact Fee	RM3 @ \$4,984/UNIT MEDICAL @ \$19,090/1KSF RETAIL @ \$17,518/1KSF
<input checked="" type="checkbox"/> Trunk Line Capacity Fee	RM3 @ \$538/UNIT MEDICAL @ \$117/1KSF, RETAIL @ \$30/1KSF, FAST FOOD @ \$5,450/EACH TREATMENT PLANT FEE: \$945/UNIT MEDICAL @ \$278/1KSF, RETAIL @ \$66/1KSF, FAST FOOD @ \$23,898/EACH
<input type="checkbox"/> Sewer Front Foot Fee	
<input checked="" type="checkbox"/> Storm Drain Acq/Dev Fee	\$8,794/AC
<input type="checkbox"/> Park Acq/Dev Fee	
<input type="checkbox"/> Northeast Specific Plan Fees	
<input checked="" type="checkbox"/> Waterways Acquisition Fee	\$6,456/AC
<input checked="" type="checkbox"/> Public Safety Impact Fee: Police	\$10,419/AC
<input checked="" type="checkbox"/> Public Safety Impact Fee: Fire	\$2,279/AC
<input checked="" type="checkbox"/> Public Facility Impact Fee	RM3 @ \$609/UNIT MEDICAL @ \$813/1KSF, RETAIL @ \$667/1KSF
<input type="checkbox"/> Parking In-Lieu	

Reimbursement:

- 1.) No reimbursement shall be made except as provided in a written reimbursement agreement between the City and the developer entered into prior to commencement of construction of the subject facilities.
- 2.) Reimbursement is available for the development of arterial/collector streets as shown in the City's Circulation Element and funded in the City's transportation impact fee program. The developer will be reimbursed for construction costs and right of way dedications as outlined in Municipal Code Section 16.44. Reimbursement unit costs will be subject to those unit costs utilized as the basis for the transportation impact fee.

- 3.) Reimbursement is available for the construction of storm drain trunk lines and sanitary sewer trunk lines shown in the City's Storm Water Master Plan and Sanitary Sewer System Master Plan. The developer will be reimbursed for construction costs associated with the installation of these trunk lines.



Luqman Ragabi

City of Visalia

Building: Site Plan

Review Comments

SFR 23166
PACHWOOD GROVE NORTH MASTER
PLAN
1632 W CAMERON AVE
(MULTI - FAMILY)

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

- ☒ A building permit will be required. **FOR EACH BUILDING** For information call (559) 713-4444
- ☒ Submit 1 digital set of professionally prepared plans and 1 set of calculations. (Small Tenant Improvements)
- ☐ Submit 1 digital set of plans prepared by an architect or engineer. Must comply with 2016 California Building Cod Sec. 2308 for conventional light-frame construction or submit 1 digital set of engineered calculations.
- ☐ Indicate abandoned wells, septic systems and excavations on construction plans.
- You are responsible to ensure compliance with the following checked items:
- ☒ Meet State and Federal requirements for accessibility for persons with disabilities.
- ☐ A path of travel, parking and common area must comply with requirements for access for persons with disabilities.
- ☒ All accessible units required to be adaptable for persons with disabilities. **ALL GROUND FLOOR UNITS SHALL BE ADAPTABLE AND ON AN ACCESSIBLE ROUTE.**
- ☐ Maintain sound transmission control between units minimum of 50 STC.
- ☐ Maintain fire-resistive requirements **1 HR MIN. BETWEEN UNITS (VERT. & HORIZ.)**
- ☐ A demolition permit & deposit is required. For information call (559) 713-4444
- ☐ Obtain required permits from San Joaquin Valley Air Pollution Board. For information call (661) 392-5500
- ☐ Plans must be approved by the Tulare County Health Department. For information call (559) 624-8011
- ☐ Project is located in flood zone _____ * ☐ Hazardous materials report.
- ☐ Arrange for an on-site inspection. (Fee for inspection \$157.00) For information call (559) 713-4444
- ☒ School Development fees. **RESIDENTIAL: \$ 5.50 PER S.F.**
- ☐ Park Development fee \$ _____ per unit collected with building permits.
- ☒ Additional address may be required for each structure located on the site. For information call (559) 713-4320
- ☐ Acceptable as submitted
- ☐ No comments at this time

Additional comments: **ALL DWELLING UNITS SHALL BE PROTECTED WITH**

TYPE 13R SPRINKLER SYSTEM AND ALL BUILDINGS WITH MORE THAN 16 UNITS SHALL BE EQUIPPED WITH A MANUAL FIRE ALARM SYSTEM WITH OCCUPANT NOTIFICATION SYSTEM. PROVIDE 10%(EV) CAPABLE, 25%(EV) READY AND 5%(EV) CHARGER EQUIPPED WITH LEVEL 2 ELECTRIC VEHICLE CHARGING STATIONS (EVCS). LANDSCAPING SHALL MEET THE MWELO REQUIREMENTS.

VAL CARCIA 10/10/23

City of Visalia

Building: Site Plan

Review Comments

SPR 231006
RICKWOOD GROVE NORTH MASTER
PLAN
1632 W CAMERON
(COMMERCIAL BUILDING)

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

- ☒ A building permit will be required. **FOR EACH BUILDING** *For information call (559) 713-4444*
- ☒ Submit 1 digital set of professionally prepared plans and 1 set of calculations. *(Small Tenant Improvements)*
- ☐ Submit 1 digital set of plans prepared by an architect or engineer. Must comply with 2016 California Building Cod Sec. 2308 for conventional light-frame construction or submit 1 digital set of engineered calculations.
- ☐ Indicate abandoned wells, septic systems and excavations on construction plans.
- You are responsible to ensure compliance with the following checked items:**
- ☒ Meet State and Federal requirements for accessibility for persons with disabilities.
- ☐ A path of travel, parking and common area must comply with requirements for access for persons with disabilities.
- ☐ All accessible units required to be adaptable for persons with disabilities.
- ☐ Maintain sound transmission control between units minimum of 50 STC.
- ☐ Maintain fire-resistive requirements at property lines.
- ☐ A demolition permit & deposit is required. *For information call (559) 713-4444*
- ☐ Obtain required permits from San Joaquin Valley Air Pollution Board. *For information call (661) 392-5500*
- ☒ Plans must be approved by the Tulare County Health Department **(BLDG 3)** *For information call (559) 624-8011*
- ☐ Project is located in flood zone _____ * ☐ Hazardous materials report.
- ☐ Arrange for an on-site inspection. (Fee for inspection \$157.00) *For information call (559) 713-4444*
- ☒ School Development fees. **COMMERCIAL: \$ 0.78 PER S.F.**
- ☐ Park Development fee \$ _____, per unit collected with building permits.
- ☐ Additional address may be required for each structure located on the site. *For information call (559) 713-4320*
- ☐ Acceptable as submitted
- ☐ No comments at this time

Additional comments:

**PROVIDE TYPE I HOOD AND INGROUND GREASE
INTERCEPTOR AT BLDG 3. PROVIDE (PV) SOLAR SYSTEM
AND BATTERY STORAGE, BIKE RACK AND (EV) CHARGING
PARKING AT EACH COMMERCIAL BUILDING. ALL LAND-
SCAPING SHALL MEET THE MWEL0 REQUIREMENTS.**

VAL GARCIA 10/10/23
Signature



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

Date: 10/9/23
Item: 8
Site Plan: SPR23166
Name: Agent McBride

Site Plan Review Comments

- ☐ No Comment at this time.
- ☐ Request opportunity to comment or make recommendations as to safety issues as plans are developed.
- ☐ Public Safety Impact Fee:
Ordinance No. 2001-11 Chapter 16.48 of Title 16 of the Visalia Municipal Code
Effective date - August 17, 2001.
- ☐ Impact fees shall be imposed by the City pursuant to this Ordinance as a condition of or in conjunction with the approval of a development project. "New Development or Development Project" means any new building, structure or improvement of any parcels of land, upon which no like building, structure or improvement previously existed. *Refer to Engineering Site Plan comments for fee estimation.
- ☐ Not enough information provided. Please provide additional information pertaining to:
- ☐ Territorial Reinforcement: Define property lines (private/public space).
- ☐ Access Controlled/ Restricted etc.
- ☒ lighting Concerns:
Ample exterior lighting to deter criminal activity.
- ☐ Traffic Concerns:
- ☒ Surveillance Issues:
Exterior surveillance cameras to deter/capture criminal activity.
- ☒ Line of Sight Issues:
Low barrier shrubs to deter criminal activity.
- ☒ Other Concerns:
Participation in the TEP Program to prevent individuals from loitering on the property.

SITE PLAN REVIEW COMMENTS

CITY OF VISALIA TRAFFIC SAFETY DIVISION

October 11, 2023

ITEM NO: 8 Added to Agenda MEETING TIME: 10:45
SITE PLAN NO: [SPR23166](#) ASSIGNED TO: Josh Dan Josh.Dan@visalia.city
PROJECT TITLE: Packwood Grove North Master Plan
DESCRIPTION: Please see application and operational statement.
APPLICANT: Matt Nohr - Applicant
OWNER: D B O DEVELOPMENT NO 33
APN: 122332039
ADDRESS: 1632 W CAMERON AVE

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

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

Additional Comments:

Project will be conditioned for all of the following items. Please note that depending on the information provided and approved, the site plan may need to be revised. These revisions could adversely affect the building and engineering plans, requiring them to be adjusted or revised.

- A Site Specific Traffic Operations SSTD analysis is required to be submitted. Refer to COV letter to Matt Nohr, dated August 21, 2023. Submittal required for City review and approval.

- Full median required to be built on Cameron Ave. Median required to connect with existing median on Cameron and extend east to Stonebrook St. Median “fingers” (also known as a 4 foot median that separates the left turn lane with the opposing traffic lane) for left turn pockets required to be added. These fingers were not shown on site plan and need to be included in the offsite civil plans. The full median opening on Cameron at the Main driveway aisle may be permitted, but this full opening is dependent on the FINAL Site Specific Traffic Operations analysis that is required to be submitted for City review and approval.
- Evaluation of driveway access points on northside of Cameron (existing and proposed for this development), and existing access points southside of Cameron between Stonebrook St and a point approx. 250' west of the Surf Thru Carwash driveway required. Median breaks and restrictions will impact driveways on the southside of Cameron, as well as the northside of Cameron, and need to be included in the SSTO analysis. Median shown on site plan needs to conform with finds of the SSTO analysis. This includes, but is not limited to, all median driveway restrictions such as type of access and median opening (e.g. full access, $\frac{3}{4}$ access, and no opening). The findings of the SSTO analysis will determine median design.
- Cameron & main driveway aisle intersection met warrant for signalization per the DRAFT ATE letter, dated July 29, 2022 regarding Trip Generation, Signal Warrant, VMT Analysis for The Packwood Grove North Development Project. Although the letter says the Cameron and main driveway aisle meets warrants under existing geometrics, it is the Applicant's additional trips generated by the development that adds additional traffic impacts to the intersection. Signal installation is required prior to the occupation of any site that uses the Cameron & main driveway aisle for site access. Due to Applicant's additional traffic impacts to Cameron and the main driveway intersection, Applicant is required to pay their proportional share of the traffic signal. Proportional share is dependent on the additional trips generated by the development. Proportional share will be determined by the percent of the development's trips to the total traffic through the intersection, which must be provided in the SSTO. An improvement agreement to address the construction of the traffic signal and any additional site modifications based on the findings in the completed SSTO is required to be entered into between Applicant and City prior to the issuance of any building permit by the City.
- In addition to the traffic signal that is required at the Cameron & main driveway aisle intersection, signal installation is required for Stonebrook & Cameron per the DRAFT ATE letter, dated July 29, 2022. The traffic signal at the Stonebrook & Cameron intersection is a planned transportation improvement by the City and construction is eligible for reimbursement under the City's transportation impact fee program.
- Queuing analysis is required within the SSTO for left turn pockets on Cameron at both the main driveway intersection and all four approaches of the Stonebrook intersection. Queuing analysis will determine length of left turn pockets. Analysis will determine design of center median on Cameron between the main drive aisle and Stonebrook.
- Westbound right turn decel lane for main drive aisle required on Cameron. Refer to COV Traffic Impact Analysis Procedures for requirements. Striped class II bike lanes on Cameron Ave need to be taken into consideration. Note this will require an evaluation of the street cross section and may precipitate the need for additional right of way.
- Provide queue analysis for the onsite drive thru.
- Onsite circulation analysis required to be included within the SSTO.
- The site plan appears that the commercial and residential are independent of each other and could be developed at different times. Furthermore, the commercial site could be phased also. If the commercial portion of the site is phased, please depict that and make sure that the phasing is included within the SSTO analysis. In addition, how will the site circulation be impacted with phasing? What about the offsite improvements (i.e. median or signalization)? Provide phasing evaluation as part of SSTO.

Leslie Blair

Leslie Blair

Susan Currier

From: Jessica Sandoval
Sent: Wednesday, October 11, 2023 8:16 AM
To: Josh Dan; Susan Currier
Cc: Val Garcia
Subject: SPR Comments
Attachments: 23110-1 HOME2SUITES.pdf; 23161 ECE CENTRAL KITCHEN.pdf

Sorry for late submission:

Comments attached-

SPR 23150-no comment other than my standard: if we don't know what's going in there, substantial rework may be required dependent on process or products stored.

SPR 23160: No comment

SPR23162:No comment

SPR23163: NO comment

SPR23164: No Comment

SPR 23166: Estimate date of completion

Thanks!

Sincerely,

Jessica Sandoval

Jessica Sandoval
Pretreatment Program Coordinator
City of Visalia WRF, QA Division
7579 Avenue 288
Visalia, CA 93277
Phone: 559-713-4529
Cell: 559 309-5170
Fax: 559-713-4501

CITY OF VISALIA
SOLID WASTE DIVISION
336 N. BEN MADDOX
VISALIA CA. 93291
713 - 4532
COMMERCIAL BIN SERVICE

23166

October 11, 2023

- ☐ No comments.
- ☒ See comments below
- ☒ Revisions required prior to submitting final plans. See comments below.
- ☐ Resubmittal required. See comments below.
- ☒ Customer responsible for all cardboard and other bulky recyclables to be broken down before disposing of in recycle containers
- ☒ ALL refuse enclosures must be R-3 OR R-4
- ☒ Customer must provide combination or keys for access to locked gates/bins
- ☐ Type of refuse service not indicated.
- ☐ Location of bin enclosure not acceptable. See comments below.
- ☐ Bin enclosure not to city standards double.
- ☒ Inadequate number of bins to provide sufficient service. See comments below.
- ☐ Drive approach too narrow for refuse trucks access. See comments below.
- ☐ Area not adequate for allowing refuse truck turning radius of : Commercial 50 ft. outside 36 ft. inside; Residential 35 ft. outside, 20 ft. inside.
- ☒ Paved areas should be engineered to withstand a 55,000 lb. refuse truck.
- ☒ Bin enclosure gates are required
- ☐ Hammerhead turnaround must be built per city standards.
- ☐ Cul - de - sac must be built per city standards.
- ☒ Bin enclosures are for city refuse containers only. Grease drums or any other items are not allowed to be stored inside bin enclosures.
- ☒ Area in front of refuse enclosure must be marked off indicating no parking
- ☒ Enclosure will have to be designed and located for a STAB service (DIRECT ACCESS) with no less than 38' clear space in front of the bin, included the front concrete pad.
- ☐ Customer will be required to roll container out to curb for service.
- ☒ Must be a concrete slab in front of enclosure as per city standards, the width of the enclosure by ten(10) feet, minimum of six(6) inches in depth.
- ☐ Roll off compactor's must have a clearance of 3 feet from any wall on both sides and there must be a minimum of 53 feet clearance in front of the compactor to allow the truck enough room to provide service.

- ☒ City ordinance 8.28.120-130 (effective 07/19/18) requires contractor to contract with City for removal of construction debris unless transported in equipment owned by contractor or unless contracting with a franchise permittee for removal of debris utilizing roll-off boxes.

Comment The enclosures at the multifamily parcel look good for STAB load collections. Solid waste services include trash, recycling, and organic collections per the State of California's mandatory recycling laws (AB341 & AB1826). The customer is to identify placement of one city standard (R1/R2) single bin enclosure set for STAB load collections at each of the proposed commercial/medical parcels. Enclosure gates are required and must swing 180 degrees, clearing all curbing. Cane bolts will be required to secure the gates when opened. The customer is encouraged to contact Solid Waste at 559-713-4532 to discuss/review preferred enclosure placement.

Jason Serpa, Solid Waste Manager, 559-713-4533
Edward Zuniga, Solid Waste Supervisor, 559-713-4338

Nathan Garza, Solid Waste, 559-713-4532

Susan Currier

From: Lau, Scott@DOT <Scott.Lau@dot.ca.gov>
Sent: Tuesday, October 31, 2023 2:39 PM
To: Susan Currier
Cc: lorena.mendibles@dot.ca.gov; Deel, David@DOT
Subject: Caltrans response to Visalia SPR 101123

Hi,

I have reviewed Visalia's SPR Agenda for October 11, 2023:

1. SPR 23150-1 – Industrial Development: No comments.
2. SPR 23110-1 – Home2 Suites by Hilton: No comments.
3. SPR 23160 – Proposed Cemetery Business Office: No comments.
4. SPR 23161 – ECE Central Kitchen: No comments.
5. SPR 23162 – Kaweah Equipment Co Storage Building: No comments.
6. SPR 23163 – First Waves 1 Inc Smoke Shop: No comments.
7. SPR 23164 – Linwood Apartment Complex: No comments.
8. **SPR 23166** – Packwood Grove North Master Plan: **Routed for review.**

Respectfully,



Scott Lau

Associate Transportation Planner
California Department of Transportation
1352 West Olive Avenue
Fresno, CA 93778
Cell: (559) 981-7341

**BUILDING/DEVELOPMENT PLAN
REQUIREMENTS
ENGINEERING DIVISION**

☐ Adrian Rubalcaba 713-4271
☐ Edelma Gonzalez 713-4364
☒ Luqman Ragabi 713-4362
☒ Lupe Garcia 713-4197

SITE PLAN REVIEW COMMENTS

☒ REQUIREMENTS (indicated by checked boxes)

☒ Install curb return with ramp, with 35' radius; **STONEBROOK & CAMERON INTERSECTION**

☒ Install curb; ☒ gutter **STONEBROOK**

☒ Drive approach size: ☒ Use radius return; **REFER TO CITY MULTI-FAMILY STDS**

☒ Sidewalk: 6' width; ☒ 10' parkway width at **CAMERON & STONEBROOK**

☐ Repair and/or replace any sidewalk across the public street frontage(s) of the subject site that has become uneven, cracked or damaged and may constitute a tripping hazard.

☒ Replace any curb and gutter across the public street frontage(s) of the subject site that has become uneven and has created areas where water can stand.

☐ Right-of-way dedication required. A title report is required for verification of ownership.

☐ Deed required prior to issuing building permit;

☒ City Encroachment Permit Required. **FOR ALL WORK IN THE PUBLIC RIGHT-OF-WAY**

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

☐ CalTrans Encroachment Permit required. ☐ CalTrans comments required prior to issuing building permit. Contacts: David Deel (Planning) 488-4088;

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

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

☒ Grading & Drainage plan required. If the project is phased, then a master plan is required for the entire project area that shall include pipe network sizing and grades and street grades. ☒ Prepared by registered civil engineer or project architect. ☒ All elevations shall be based on the City's benchmark network. Storm run-off from the project shall be handled as follows: a) ☒ directed to the City's existing storm drainage system; b) ☐ directed to a permanent on-site basin; or c) ☐ directed to a temporary on-site basin is required until a connection with adequate capacity is available to the City's storm drainage system. On-site basin: : maximum side slopes, perimeter fencing required, provide access ramp to bottom for maintenance. **CONNECT/EXTEND EXISTING SD LATERALS IN STONEBROOK**

☒ Grading permit is required for clearing and earthwork performed prior to issuance of the building permit.

☒ Show finish elevations. (Minimum slopes: A.C. pavement = 1%, Concrete pavement = 0.25%. Curb & Gutter = 0.20%, V-gutter = 0.25%)

☒ Show adjacent property grade elevations. A retaining wall will be required for grade differences greater than 0.5 feet at the property line.

ITEM NO: 8 DATE: OCTOBER 11TH, 2023

SITE PLAN NO.: 23-166

PROJECT TITLE: **PACKWOOD GROVE NORTH MASTER PLAN**
DESCRIPTION: **MASTER PLAN FOR THE DEVELOPMENT OF THREE NEW COMMERCIAL/MEDICAL/RETAIL BUILDING ON PARCELS 2A, 2B, & 3 (INCLUDING MINOR SUBDIVISION TO SPLIT PARCEL 2 TO 2A & 2B WITH EASH HAVING A COMMERCIAL CONDO MAP), NEW MULTI-FAMILY RESIDENTIAL ON PARCEL 4, AND ASSOCIATED ON AND OFF-SITE IMPROVEMENT. NO CHANGE TO EXISTING SURF-THRU CAR WASH.**

APPLICANT: **MATT NOHR**

PROP OWNER: **DBO DEVELOPMENT NO 33**

LOCATION: **NWC STONEBROOK & CAMERON**

APN: **122-332-039, -040, & -041**

☒ All public streets within the project limits and across the project frontage shall be improved to their full width, subject to available right of way, in accordance with City policies, standards and specifications.

STONEBROOK

☒ Traffic indexes per city standards: **REFER TO CITY COLLECTOR DESIGN STDS**

☒ Install street striping as required by the City Engineer. **TBD AT TIME OF CIVIL PLAN REVIEW**

☒ Install landscape curbing (typical at parking lot planters).

☒ Minimum paving section for parking: 2" asphalt concrete paving over 4" Class 2 Agg. Base, or 4" concrete pavement over 2" sand.

☒ Design Paving section to traffic index of 5.0 min. for solid waste truck travel path.

☒ Provide "R" value tests: **1** each at **300' INTERVALS AT CENTER LINE**

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

☐ Access required on ditch bank, 15' minimum ☐ Provide _____ wide riparian dedication from top of bank.

☒ Show Valley Oak trees with drip lines and adjacent grade elevations. ☒ Protect Valley Oak trees during construction in accordance with City requirements.

☐ A permit is required to remove Valley Oak trees. Contact Public Works Admin at 713-4428 for a Valley Oak tree evaluation or permit to remove. ☐ A pre-construction conference is required.

☒ Relocate existing utility poles and/or facilities. **REQUIRED WITH STREET WIDENING IMPROVEMENTS AS NEEDED**

☒ Underground all existing overhead utilities within the project limits. Existing overhead electrical lines over 50kV shall be exempt from undergrounding. **REQUIRED WITH STREET WIDENING IMPROVEMENTS**

☐ Subject to existing Reimbursement Agreement to reimburse prior developer:

☒ Fugitive dust will be controlled in accordance with the applicable rules of San Joaquin Valley Air District's Regulation VIII. Copies of any required permits will be provided to the City.

☒ If the project requires discretionary approval from the City, it may be subject to the San Joaquin Valley Air District's Rule 9510 Indirect Source Review per the rule's applicability criteria. A copy of the approved AIA application will be provided to the City.

☒ If the project meets the one acre of disturbance criteria of the State's Storm Water Program, then coverage under General Permit Order 2009-0009-DWQ is required and a Storm Water Pollution Prevention Plan (SWPPP) is needed. A copy of the approved permit and the SWPPP will be provided to the City.

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

Additional Comments:

1. Proposed multi-family and commercial/office development will incur impact fees associated with the acreage of improvement and building construction. Refer to page 5 for applicable fees.

2. LLA 2023-003 will create 4 adjusted parcels. Per email conversation with applicant, LLA 2023-003 is currently at the recorder's office. TPM proposing parcel 2A and 2B, and TPM for condominium purposes is under a separate site plan review number 23-112.

3. Project to install Stonebrook street improvements along parcel frontage. Stonebrook is an 84' collector status roadway and partially funded in the City's Transportation Impact Fee (TIF) program. At a minimum, a 3/4 street will need to be installed with an 8' stabilized shoulder and drainage control along east side. City engineer will determine if median improvements will be required. Full curb-to-curb width at Cameron Ave. intersection will need to be installed then transition north to 3/4 street for Stonebrook. A portion of the street improvement costs (travel lanes) are reimbursable to the developer in the form of TIF credits. Agreement to be established per City program and provisions prior to project development, coordinate with City Engineer.

4. A sanitary sewer main shall be extended north in Stonebrook - there is an existing stub on north side of Cameron at Stonebrook intersection.

5. A 12' wide median will be required on Cameron Ave. to be extended and installed across frontage to Stonebrook as necessary as required by Master Plan. Refer to City 84' collector standards and median

design specifications. Site plan layout to revise proposed median from 14' wide to 12' wide median City Std. It has been previously determined that no median breaks will be allowed at the Surf-Thru access drive, however other access restrictions will apply.

6. Refer to Traffic Safety Dept conditions for additional design considerations/requirements on Cameron and whether it can be allowed based on traffic analysis with Master Plan.

7. The median shall be landscaped, and separate services will need to be provided, within City right-of-way or PUE, for future maintenance takeover by City. Landscaping shall be reestablished in the existing median island. The median improvements are not identified in the City's current programs for reimbursement.

8. Public street frontage improvements shall be installed along Cameron & Stonebrook. A 6' min. wide sidewalk with a 10' parkway is required. Per underlying parcel map, a sidewalk easement exists on property to accommodate the sidewalks along both street frontages. Provide landscaping and street trees in parkways and install streetlights per City standards. Project to maintain all street parkway landscaping.

9. Parking lot shall be installed per City Stds. Provide adequate turnaround maneuverability for solid waste and emergency services.

10. Project layout removed onsite access from commercial/office parcels to adjacent multi-Family residential development parcel to the west. As shown, cross access easement will be required between existing Surf Thru parcels and proposed commercial/office parcels. Cross access should extend to proposed and existing access drive on Cameron Ave.

11. Refer to City collector street light design standards and install accordingly. Improvement plans to include an electrical design plan with voltage drop calcs. There is an existing service pedestal installed with the carwash that project can utilize.

12. Exploded view and details of the access points with dimensions is now shown with no proposed gate. If gated entries are desired in the future, adequate vehicle turnaround and min setback of 20' from public right-of-way will be required. Access gates to comply with minimum width standards for Fire Dept.

13. Shown pedestrian connection appears to be missing onsite connection to existing Surf Thru parcel. Provide pedestrian access to existing car wash parcel from surrounding parcels and from proposed building entrances. Ensure compliance with City and State accessibility requirements.

14. The City is currently working on the design/build plans for the culvert crossing over Packwood creek. Developer will need to coordinate with City Engineer at time of project design to determine extent of necessary improvements to complete Stonebrook connection to existing to the north. Coordinate with Eric Bons at (559) 713-4350 City's culvert project will not delay project sign off if delayed.

15. It appears only two access drives are being proposed for multi-family residential development site plan layout. The locations of drive approaches appears adequate. Drive approaches to comply with commercial City standards, as shown it does not appear to be City Std. design.

16. Public improvements required to be installed to include, but may not be limited to, pavement, street lighting, parkway with street trees, median landscaping, striping and signage, temp transitions, sidewalks, curb ramps, curb and gutter, SD and SS main infrastructure, utility extensions/relocations/undergrounding, and traffic signals. Comply with current City standards.

17. All landscaping to comply with MWELO regulations, landscape & irrigation plans to be submitted with civil plans.

18. Active Transportation Plan (ATP) and Waterway and Trails Master plan calls out for a 10' asphalt paved class 1 shared use path that turns northeast to parallel Packwood Creek. At time of culvert crossing, trail crossing would need to be installed to facilitate improvements at time of development. Depending on project timing, developer may need to install ~~both the culvert crossing and trail crossing~~. Coordinate with CIP project manager, Eric Bons.

19. Building permits are required, standard plan check, and inspection fees will apply.

20. Development shall coordinate with traffic to provide an acceptable traffic study that matches the necessary Master Plan development for this area. Both the Master Plan and traffic study shall indicate the phasing and timing of on-site and off-site improvements. This shall address the timing of access points, type of access points, i.e., signalization, and extent of construction limit. Note: Cameron, east of Stonebrook, may need to be addressed to allow for median improvements for this development. Transitional pave-out may also be necessary, this will include both fronting ROW of Cameron and Stonebrook.

21. Based upon traffic study and review by the City Traffic Engineer, signalization of Stonebrook/Cameron shall occur with Phase 1 (Multi-family) and the signalization of Cameron/Major Driveway shall occur with Phase 2 (Commercial) shall be completed with project. Associated median improvements will be required in Cameron.

22. The Phase 1 (Multi-family) project will be reimbursed for arterial and collector improvements per the City's transportation impact fee program. Reimbursable components will be travel lanes within Stonebrook, traffic signal at Stonebrook/Cameron, and median improvements in Cameron Ave. Reimbursements to be made per City policy utilizing transportation impact fee credits and cash payment where reimbursements exceed credit amounts.

23. The Phase 2 (Commercial) project will be reimbursed for traffic signal installation at Cameron/Major driveway and for associated median improvements for Phase 2, all in accordance with the City's transportation impact fee program. Reimbursement timing to be formalized within a reimbursement agreement specifying monthly progress payments to the developer for completed and accepted work.

SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: **23-166**

Date: **10/11/2023**

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

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

(Fee Schedule Date: **07/01/2023**)

(Project type for fee rates: **COMMERCIAL, MEDICAL OFFICE, RETAIL, MULTI-FAMILY**)

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

<u>FEE ITEM</u>	<u>FEE RATE</u>
<input checked="" type="checkbox"/> Groundwater Overdraft Mitigation Fee	\$1,555/AC
<input checked="" type="checkbox"/> Transportation Impact Fee	RM3 @ \$4,984/UNIT MEDICAL @ \$19,090/1KSF RETAIL @ \$17,518/1KSF
<input checked="" type="checkbox"/> Trunk Line Capacity Fee	RM3 @ \$538/UNIT MEDICAL @ \$117/1KSF, RETAIL @ \$30/1KSF, FAST FOOD @ \$5,450/EACH TREATMENT PLANT FEE: \$945/UNIT MEDICAL @ \$278/1KSF, RETAIL @ \$66/1KSF, FAST FOOD @ \$23,898/EACH
<input type="checkbox"/> Sewer Front Foot Fee	
<input checked="" type="checkbox"/> Storm Drain Acq/Dev Fee	\$8,794/AC
<input type="checkbox"/> Park Acq/Dev Fee	
<input type="checkbox"/> Northeast Specific Plan Fees	
<input checked="" type="checkbox"/> Waterways Acquisition Fee	\$6,456/AC
<input checked="" type="checkbox"/> Public Safety Impact Fee: Police	\$10,419/AC
<input checked="" type="checkbox"/> Public Safety Impact Fee: Fire	\$2,279/AC
<input checked="" type="checkbox"/> Public Facility Impact Fee	RM3 @ \$609/UNIT MEDICAL @ \$813/1KSF, RETAIL @ \$667/1KSF
<input type="checkbox"/> Parking In-Lieu	

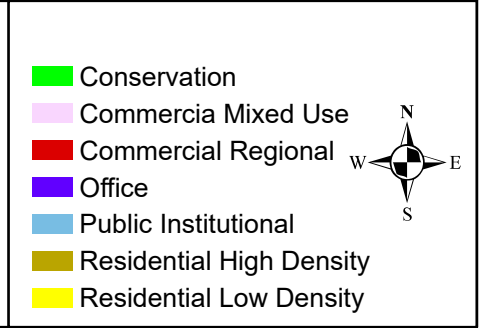
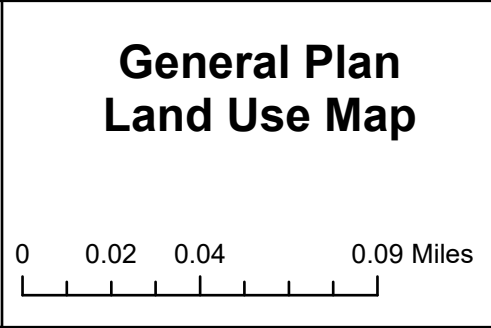
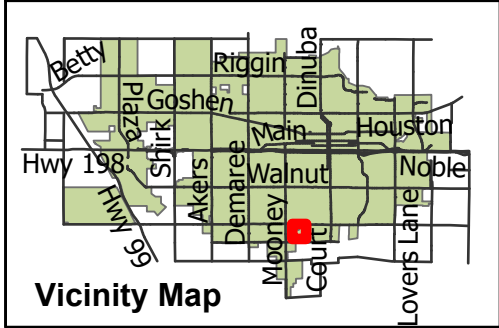
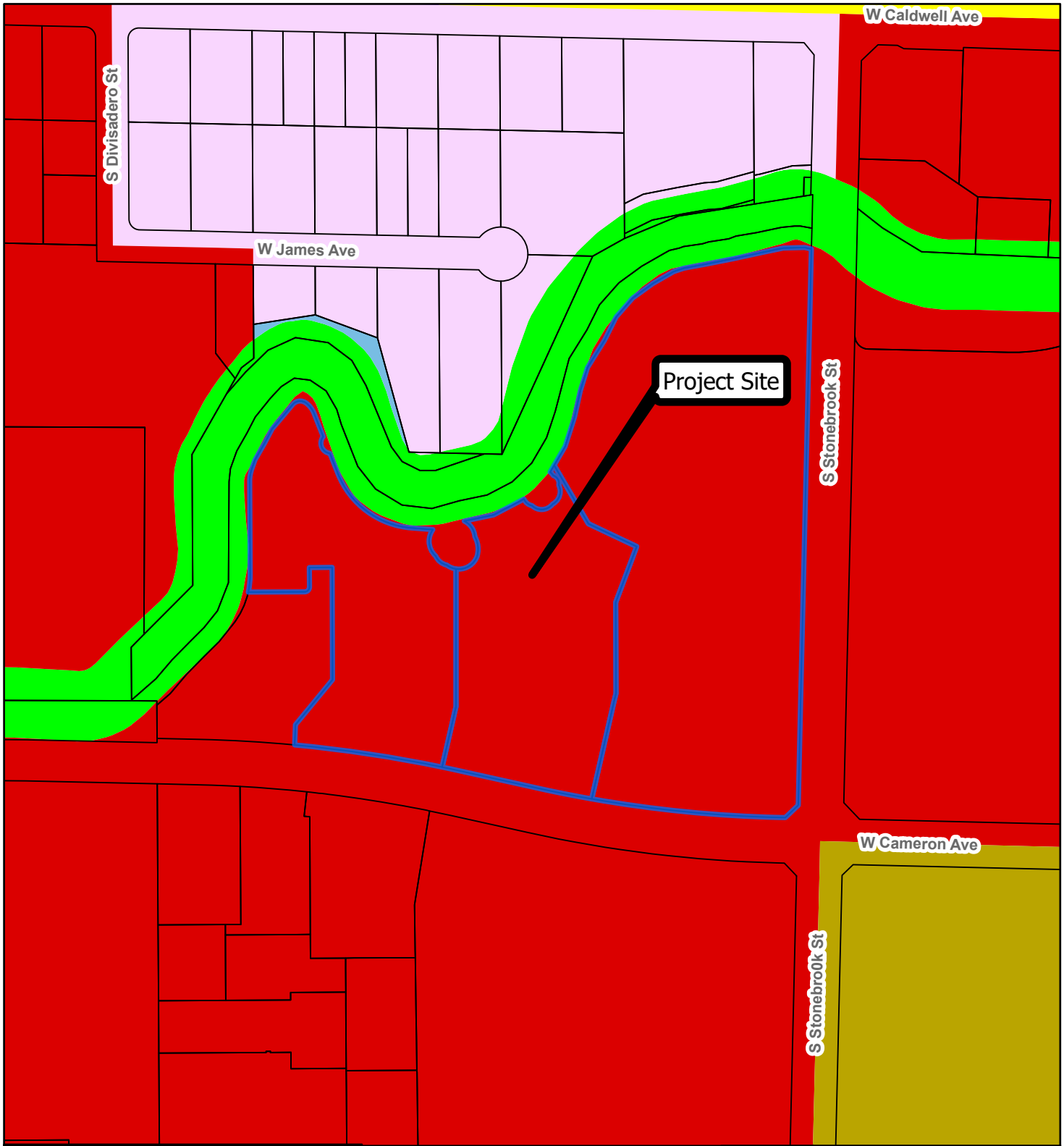
Reimbursement:

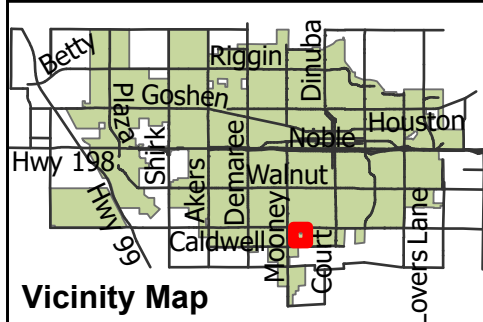
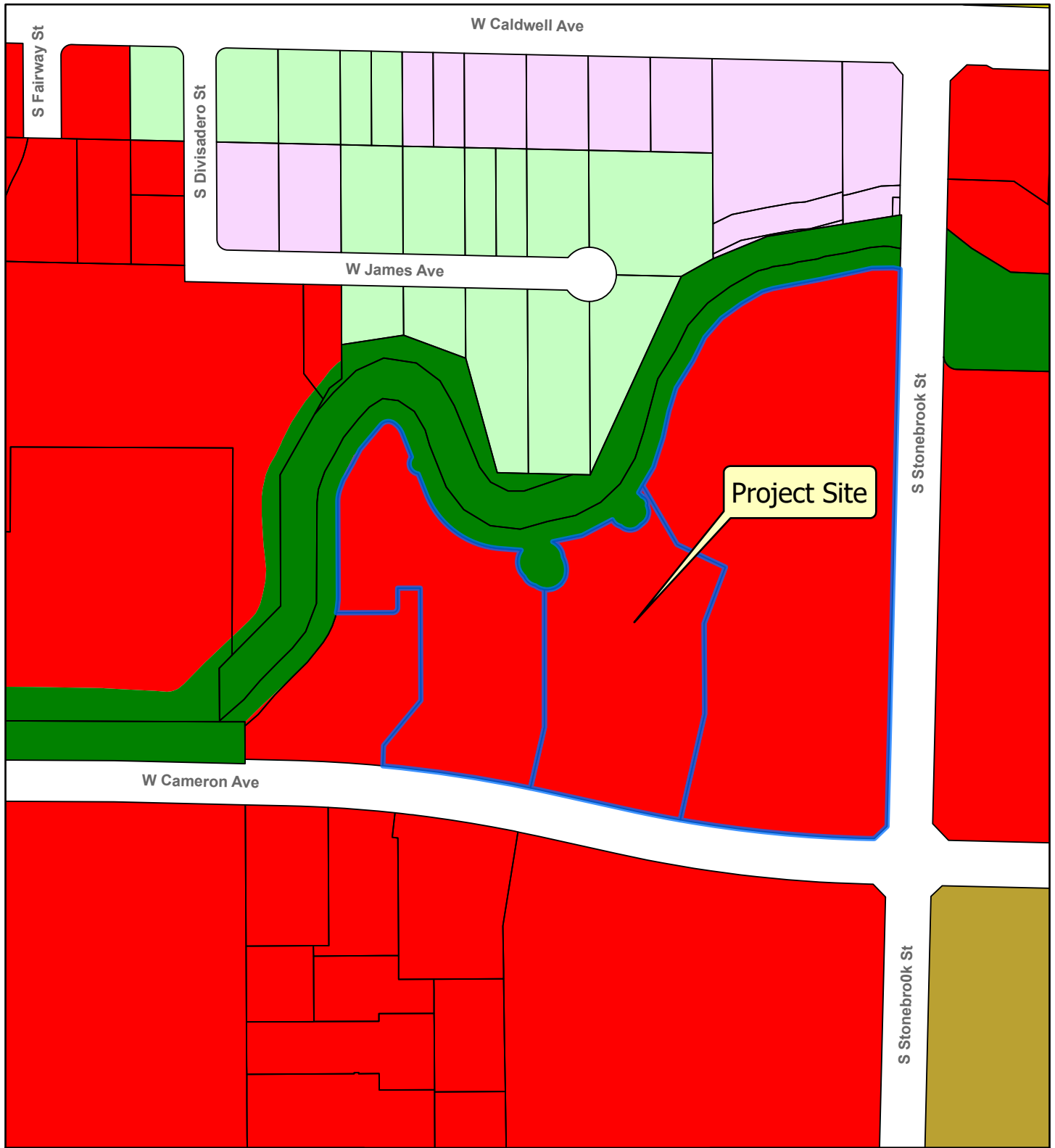
- 1.) No reimbursement shall be made except as provided in a written reimbursement agreement between the City and the developer entered into prior to commencement of construction of the subject facilities.
- 2.) Reimbursement is available for the development of arterial/collector streets as shown in the City's Circulation Element and funded in the City's transportation impact fee program. The developer will be reimbursed for construction costs and right of way dedications as outlined in Municipal Code Section 16.44. Reimbursement unit costs will be subject to those unit costs utilized as the basis for the transportation impact fee.

- 3.) Reimbursement is available for the construction of storm drain trunk lines and sanitary sewer trunk lines shown in the City's Storm Water Master Plan and Sanitary Sewer System Master Plan. The developer will be reimbursed for construction costs associated with the installation of these trunk lines.



~~Luqman Ragabi~~ Lope Garcia



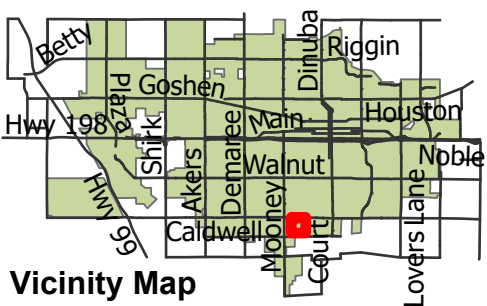
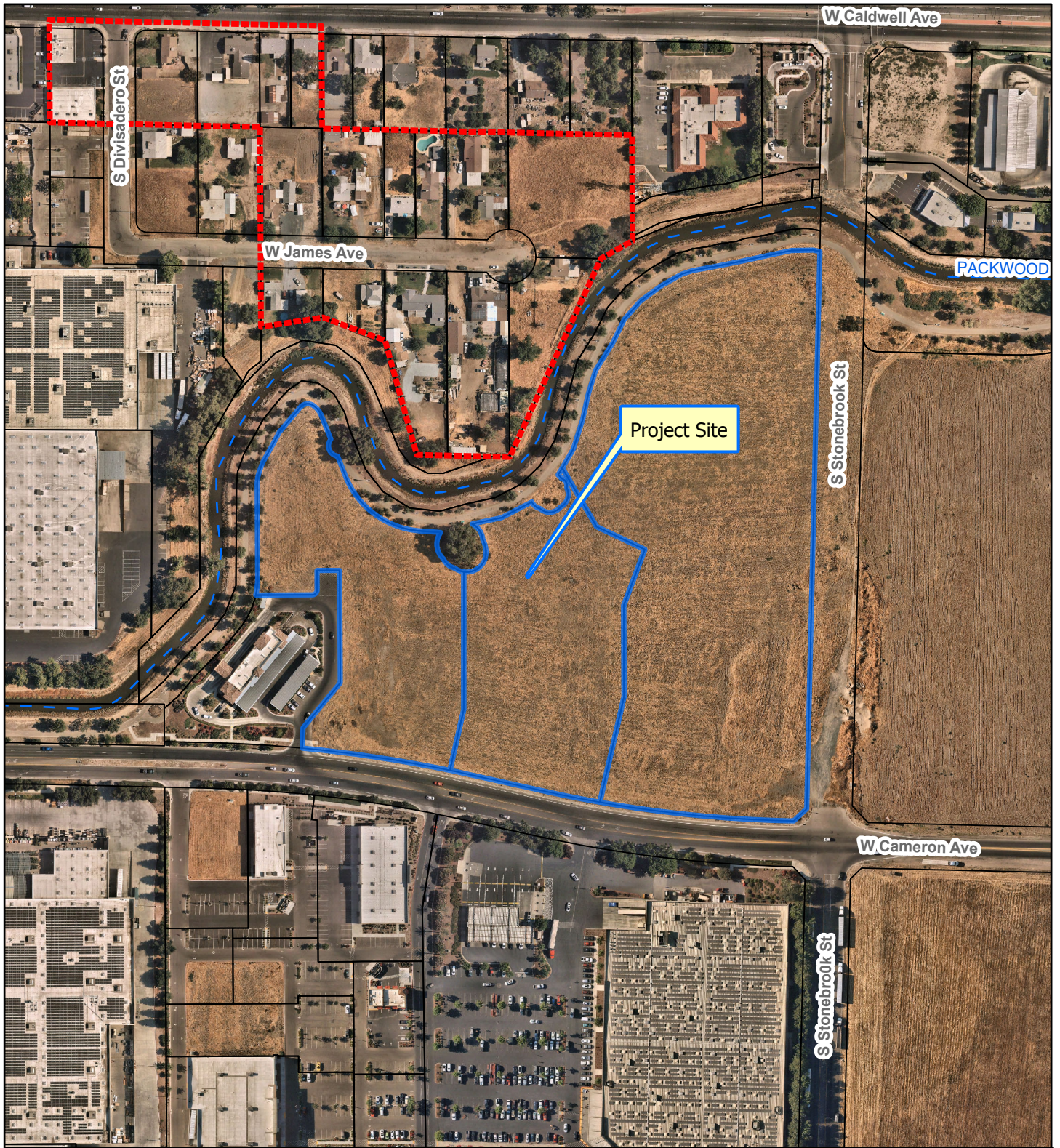


Zoning Map

0 0.02 0.04 0.09 Miles

- C-R Regional Commercial
- C-MU Mixed Use Commercial
- QP Quasi-Public
- R-1-5 Single-family Residential
- R-M-3 Multi-family Residential
- County Areas





Aerial Map

0 0.03 0.06 0.11 Miles



