

SOUTH PACKWOOD CREEK SPECIFIC PLAN

PREPARED FOR THE CITY OF VISALIA

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1. INTRODUCTION

This document and the accompanying maps/exhibits represent the South Packwood Creek specific Plan, prepared for and adopted by the City of Visalia to guide the development, land uses and supportive services for the Specific Plan area. This Plan reflects a composite of property owner land use proposals, standards and policies derived from City planning documents and programs, and development standards intended to ensure that development within the Specific Plan area complies with the City of Visalia General Plan.

A specific plan is essentially a general plan implementation document which functions to create a bridge between general plan policies and individual development proposals. Ideally, a specific plan directs all facets of future development, from the distribution of land uses to the location and sizing of supporting infrastructure, from methods of financing public improvements to standards of development. The City of Visalia has previously adopted a total of eight specific plans.

The South Packwood Creek Specific Plan was prepared under the statutory requirements and guidelines defined in the current Office of Planning Research publication "A Planner's Guide to Specific Plans" (April, 1998) and Sections 65450-65457 of the Government Code. Section 65451 mandates that a Specific Plan Contain:

- A. Text and diagram(s) which specify all of the following in detail:
 - (1) The distribution, location. And extent of the uses of land, including open space, within the area covered by the plan.
 - (2) The proposed distribution, location, extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
 - (3) Standards and criteria by which development will proceed, and standards for conservation, development and utilization of natural resources where applicable.

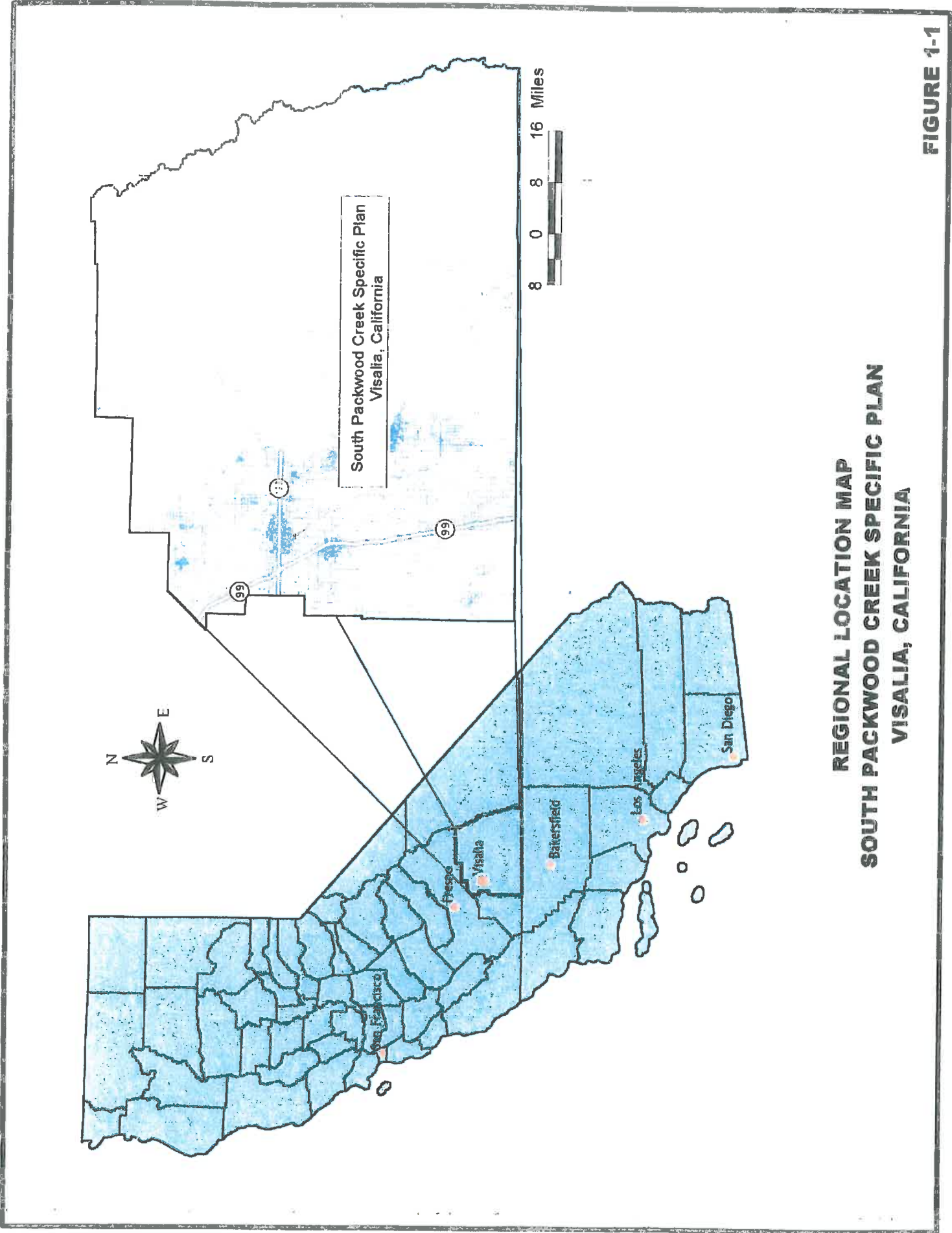
- (4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out (2) and (3) above.
- (5) A statement of the relationship of the specific plan to the local general plan.

1.1 PURPOSE

Located in northwestern Tulare County, Visalia has historically maintained a strong commercial economy and functions as a trade center for the region (Figure 1-1, Regional Location). A significant portion of the city's regional commercial uses are located along Mooney Boulevard (State Highway 63), a major arterial that runs in a north/south direction through the center of Visalia. Maintenance of Visalia's role as the regional retailing center of Tulare and Kings Counties is a stated goal in the City's General Plan.

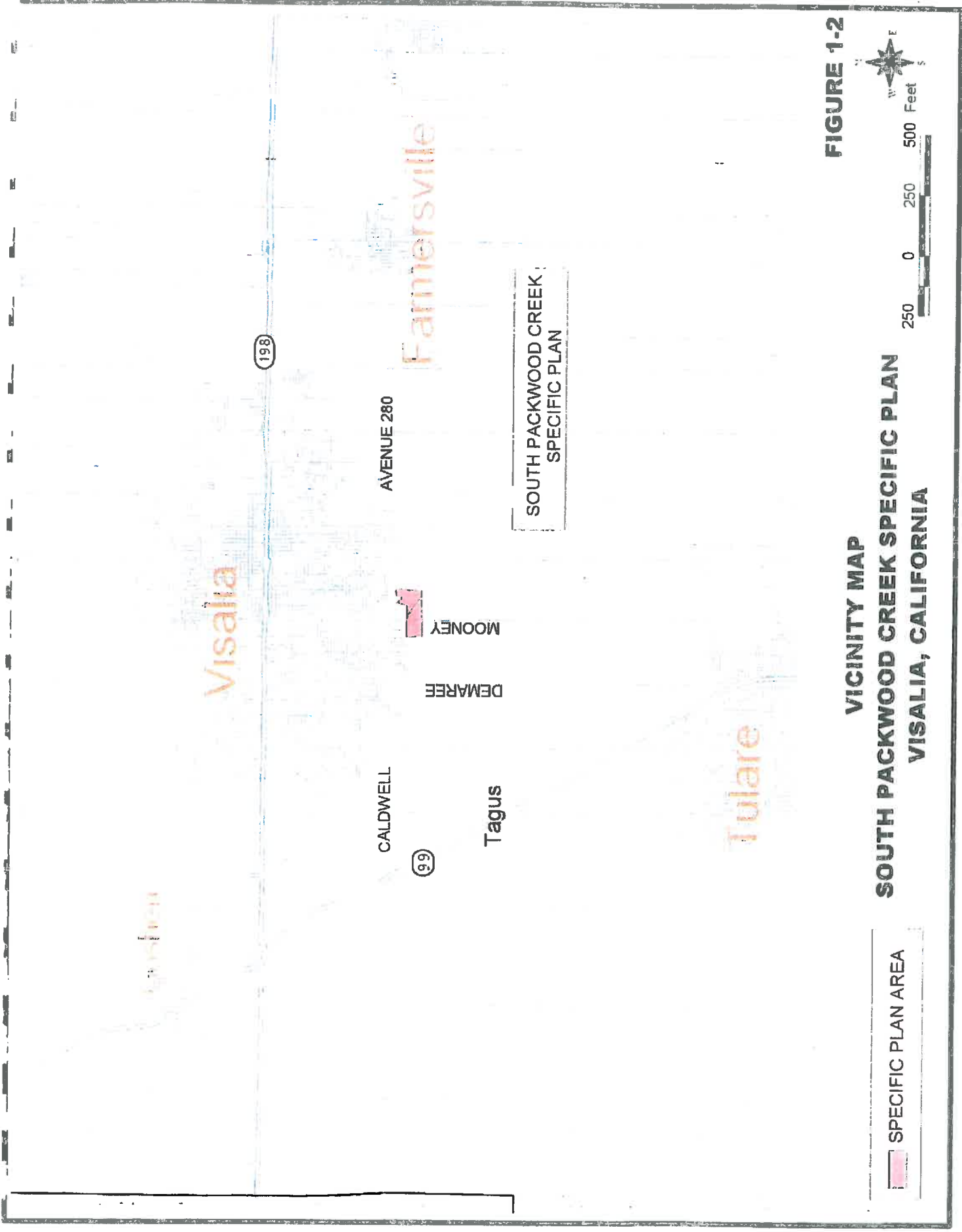
The Specific Plan area is located south of the intersection of Mooney Boulevard and Packwood Creek, approximately 1/4 mile south of Caldwell Avenue (Figure 1-2, Vicinity Map). Packwood Creek currently constitutes the southern boundary of the city's existing regional commercial development. The proposed development area to the south has been designated in the City's General Plan as a "reserve" area set aside for future regional commercial growth. General objectives incorporated into this Plan for development within the reserve areas include the following:

- The promotion of comprehensively planned commercial development and high quality design.
- Ensuring compatibility with surrounding existing and planned land uses.
- Phasing future commercial development to strengthen the city's commercial economy and provide a significant economic benefit.
- Ensuring that future development is adequately served by public facilities and services.



**REGIONAL LOCATION MAP
SOUTH PACKWOOD CREEK SPECIFIC PLAN
VISALIA, CALIFORNIA**

FIGURE 1-1



 SPECIFIC PLAN AREA

SOUTH PACKWOOD CREEK
SPECIFIC PLAN

VICINITY MAP
SOUTH PACKWOOD CREEK SPECIFIC PLAN
VISALIA, CALIFORNIA

FIGURE 1-2



Specific objectives of this Specific Plan are as follows:

- 1) Construction of approximately 1,000,000 square feet of regional commercial/service retail in two phases. Phase I, proposed for construction and occupancy within a five year time frame, consists of approximately 680,000 square feet of regional retail. Phase II would include the remaining 320,000 square feet.

Phase I is further divided into three sub-phases: A, B and C. Phase IA, located on the east side of Mooney Boulevard, includes approximately 312,000 square feet of regional retail, and a 32,000 square foot garden center. Phase IA is proposed for immediate development, and is expected to be completed in 2002. In order to accommodate a development of this size and regional scope, a parcel size of approximately 37 acres is required.

- 2) Installation of circulation improvements and utilities (water, wastewater, storm drainage and communications) needed to service the proposed project. A detailed description of these facilities is included in Section 2.4 of this Specific Plan.

The South Packwood Creek Specific Plan combines elements of a General Plan, zoning ordinance, design guidelines and capital improvements program in a single package that is tailored to the Plan area. The Plan is intended to provide for orderly and systematic development of the South Packwood Creek area in a manner consistent with the policies of the City of Visalia General Plan and the characteristics and limitations of the land and setting. All subsequent development projects within the Specific Plan area must be consistent with the goals, policies and development standards set forth in this Specific Plan.

1.2 THE SPECIFIC PLAN AREA

The South Packwood Creek Specific Plan includes six parcels, totaling approximately 130 acres located within the southern, central part of the city, south of Packwood Creek and both east and west of Mooney Boulevard. Mooney Boulevard, along which lies the City of Visalia's predominant retail trade district, runs north/south approximately through the center of the Plan area.

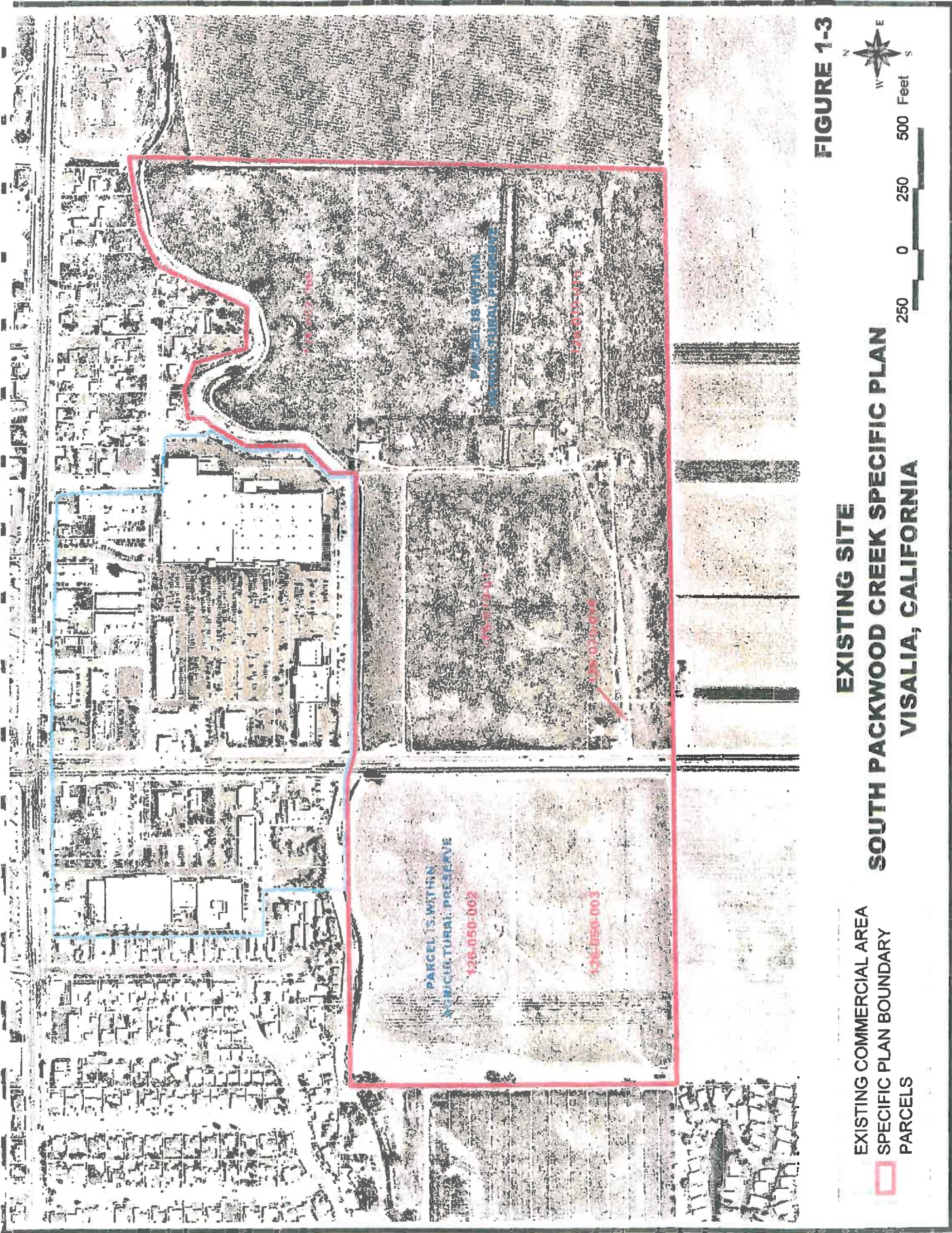


FIGURE 1-3



**EXISTING SITE
SOUTH PACKWOOD CREEK SPECIFIC PLAN
VISALIA, CALIFORNIA**

EXISTING COMMERCIAL AREA
 SPECIFIC PLAN BOUNDARY
 PARCELS

The boundary and existing character of the Plan area is shown in Figure 1-3, Existing Site. Packwood Creek generally runs in an east/west direction across the northern boundary of the Plan area. Packwood Creek is now a highly modified channel that carries flood flows and irrigation waters, and receives urban storm water discharges.

Lands within the Plan area have historically been used for agricultural purposes. Parcels west of Mooney Boulevard are currently used for the production of row crops. Lands to the east are fallow, and include two existing rural residences and miscellaneous associated agricultural structures. All existing structures will be removed as development occurs.

1.2.1 City Boundaries

Figure 1-4, Planning Area Boundaries, illustrates various city planning boundaries relevant to the Specific Plan area, including the city limit line, Urban Growth Boundary, and 98,700 Urban Development Boundary.

Four parcels within the Specific Plan area (approximately 68.2 acres) are currently located within Visalia's city limits. These lands, located immediately east and west of Mooney Boulevard, were annexed to the City in the 1960's as part of an aggressive annexation strategy to ensure that future development would be to City standards with adequate infrastructure and urban services. The remaining two parcels (61.8 acres) are located within the unincorporated area of Tulare County and must be annexed to the City of Visalia prior to urban development.

The Specific Plan area is located entirely within the City's Urban Growth Boundary (UGB). This boundary represents the area in which growth shall be permitted to occur through the year 2020. The General Plan land use map reflects three growth phasing lines, or Urban Development Boundaries (UDBs), within the UGB. Each phasing line is associated with a specific population level and buildout. As illustrated in Figure 1-4, the area contained within the inner UDB is linked to a buildout population of 98,700 (approximately the year 2000) and is eligible for immediate development. Only one parcel within the Specific Plan area is located within the 98,700 UDB. A General Plan Amendment to expand the 98,700 UDB to include the remaining five parcels is proposed concurrent with adoption of this Specific Plan.

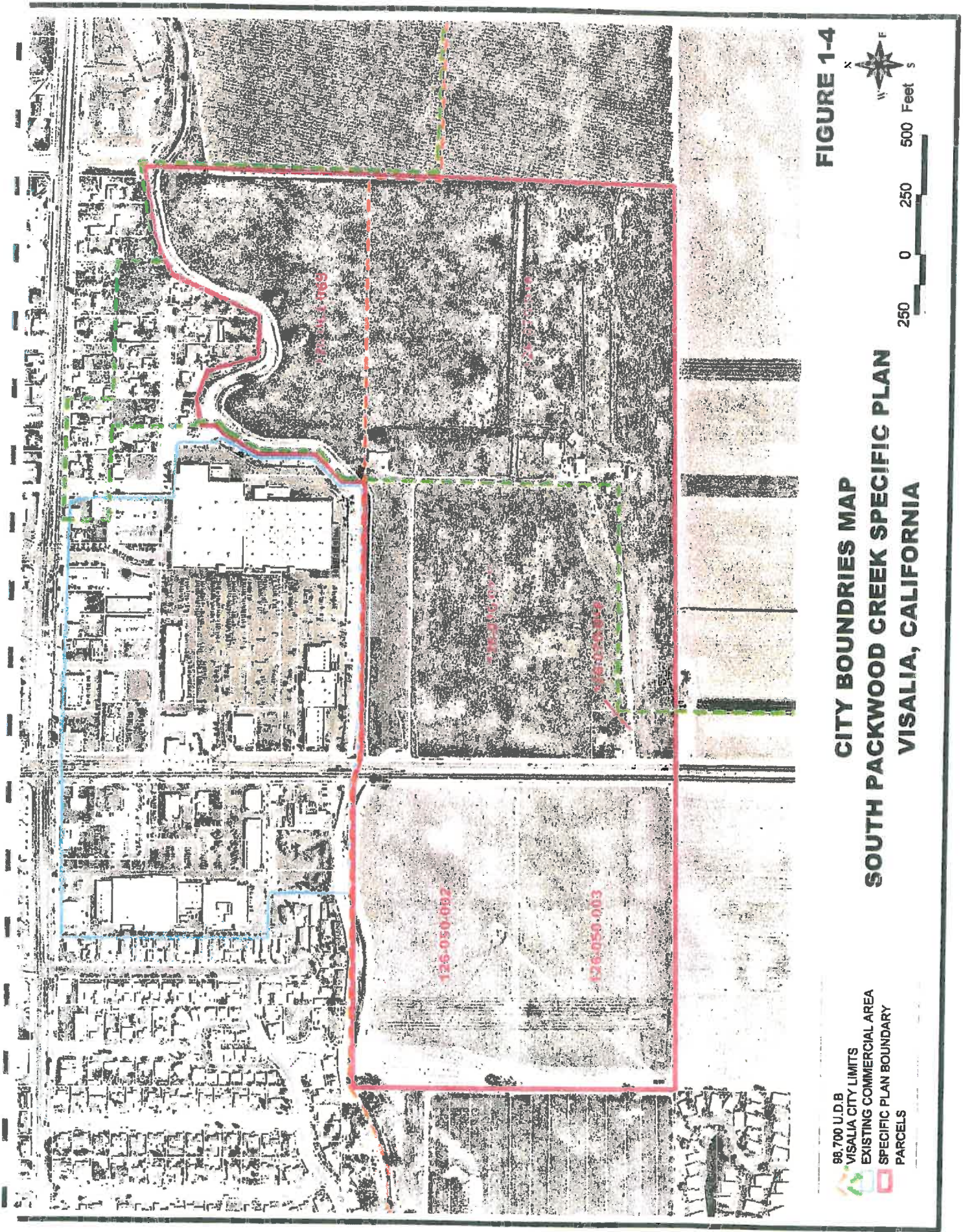


FIGURE 1-4

**CITY BOUNDARIES MAP
SOUTH PACKWOOD CREEK SPECIFIC PLAN
VISALIA, CALIFORNIA**

98,700 U.D.B
VISALIA CITY LIMITS
EXISTING COMMERCIAL AREA
SPECIFIC PLAN BOUNDARY
PARCELS

In addition, two parcels within the Plan area (approximately 62 acres) are currently within agricultural preserves and under Williamson Act contracts. These contracts were not protested by the City of Visalia when they were executed. Williamson Act contracts must be canceled prior to development. Contract cancellation will occur in phases, with approximately 28 acres to be removed from Williamson Act status over the near-term (all of APN# 126-050-002 and eight acres of APN# 126-070-016). This will require a cooperative process between the City of Visalia, County of Tulare, State of California and the property owners.

Table 1-1 provides summary information for each parcel within the Plan area.

Specific Plan Area
Parcel Information
Table 1-1

APN #	OWNERSHIP	GROSS ACREAGE	CURRENT USE	WITHIN CITY LIMITS	WITHIN ** UDB 98,700	WILLIAMSON ACT
126-050-002	Sprague	20.12 ac	Agriculture (row crops)	Yes	No	Yes
126-050-003	Kasbergen	19.17 ac	Agriculture (row crops)	Yes	No	No
126-062-069	Freitas	19.50 ac*	Vacant	No	Yes	No
126-070-016	Freitas	42.32 ac*	Vacant; two Residences	No	No	Yes
126-070-017	Freitas	27.27 ac*	Vacant	Yes	No	No
126-070-018	Freitas	1.62 ac*	Vacant	Yes	No	No

Total 130.00 acres

*

Acreages are approximate based on APN maps

**

A General Plan Amendment to include all of the Specific Plan area within the 98,700 UDB is being processed concurrent with the adoption of this Specific Plan.

1.3 SPECIFIC PLAN SETTING

Packwood Creek currently forms the southern boundary of existing regional commercial development along Mooney Boulevard. This Specific Plan provides for the extension of regional commercial uses along the Mooney Boulevard corridor south of Packwood Creek.

1.3.1 Surrounding Land Uses

Existing land uses surrounding the Plan area include the following:

North: Lands north of the Plan area and south of Caldwell Avenue include a large area of existing retail uses, designated Regional Commercial (CR) in the City's General Plan. The area includes a total of approximately 55 acres, and 44 parcels, ranging in size from less than 1/4 acre to over ten acres. Single- and multiple-family residential uses are located northwest of the project area. A smaller less developed area designated as Regional Commercial Reserve is located northeast of the project area along James Street and Divisadero Street.

A large anchor tenant located in the existing shopping center immediately north of Packwood Creek and east of Mooney may potentially be relocating to the Specific Plan area, leaving the existing 90,000 square foot commercial building available for lease or redevelopment. Planning for required infrastructure and traffic improvements associated with the Specific Plan project assume that this existing building will be fully occupied within a 2 to 4 year time frame.

South: Lands to the south of the plan area include agricultural fields which are designated Regional Retail Reserve in the City's General Plan. These lands are anticipated to eventually provide sites for additional regional commercial development. An existing mobile home park is located at the Plan area's southwest corner.

East: Lands east of the Specific Plan area are currently vacant or in agricultural use, and include the *Caldwell 51 Specific Plan*, adopted in 1990. Future land uses anticipated include regional commercial, professional office, and low and medium density

residential. The *Caldwell 51 Specific Plan* also includes plans for the extension of Cameron Avenue (east/west) and an extension of Stonebrook Street (north/south) at the South Packwood Creek Specific Plan's eastern boundary.

West: Lands immediately west of the Plan area and south of Packwood Creek are currently used for agricultural production and are designated as a conservation area in the City's General Plan. In addition, a number of significant tree groupings are located along the creek corridor to the west.

1.3.2 Existing Infrastructure and Public Services Setting

The following provides a brief discussion of existing roadways and infrastructure currently serving the Specific Plan area. A more detailed description of existing and proposed circulation, water, sewer and storm drainage improvements is provided in Sections 2.3 and 2.4.

Circulation: Major roadways currently serving the project area include Mooney Boulevard (State Route 63) and Caldwell Avenue (Avenue 280). Mooney Boulevard is a north/south roadway connecting the City of Visalia to the City of Tulare to the south. This roadway is classified as a major arterial between Main Street and Avenue 272, and is a divided four-lane facility adjacent to the site.

Caldwell Avenue is a two- to four-lane east/west arterial roadway providing for circulation from State Route 99 eastward through the urban area. This facility extends from Kings County in the west to Exeter in the east.

Water: Water supply to the plan area and surrounding vicinity is provided by the California Water Service Company. The existing water supply system in the project vicinity includes an existing 8" water main located on the east side of Mooney Boulevard, and another 8" main in Caldwell Avenue.

Sewer: The existing sanitary sewer system within the project area consists of a 14" sewer main that runs north along the east side of Mooney Boulevard starting at Midvalley Avenue and

eventually tying into a 27" trunk line in Caldwell Avenue. The Caldwell line flows westerly to Akers Avenue, northerly to Walnut Avenue, and westerly under State Highway 99 to the City's sewer treatment plant.

Storm Drainage: Because of the undeveloped nature of the site, the area is not currently served by any improved storm drainage facilities. Natural storm runoff is currently either absorbed or evaporated on-site.

1.4 PROJECT PLANNING BACKGROUND

The Specific Plan area is currently designated Regional Center Reserve in the City's General Plan (Figure 1-5, General Plan Land Uses). These areas are so designated for the purposes of maintaining Visalia's status as a regional retail trade center, and to ensure the availability of an adequate supply of land for future regional commercial development. A General Plan Amendment is being processed concurrently to change the designation to Regional Center.

Mooney Boulevard has been the primary regional retail location in Tulare and Kings Counties since the 1950's. When it began to develop, much of the land along Mooney Boulevard was not within the city limits, so the City began an aggressive annexation program in the 1960's to obtain control over how the corridor would develop. By 1967, the city limits along Mooney Boulevard had reached Avenue 264 (Midvalley Avenue). In the early 1970's, preferences for a more managed-growth approach emerged at both the City and County levels. Policy changes by Tulare County that placed greater emphasis on protection of agricultural land kept unincorporated areas from developing. Recognizing the value of in filling existing commercial areas, Visalia agreed to limit new commercial development along Mooney Boulevard to the area north of Packwood Creek. The area south of Packwood Creek was rezoned for agricultural use.

In 1987, the Mooney Boulevard Redevelopment District was adopted in order to reinforce regional commercial policies along Mooney Boulevard between State Highway 198 and Packwood Creek. The District policies address circulation concerns, development depth, conversion of under-utilized properties and buildings, and phasing out non-regional uses. Since the

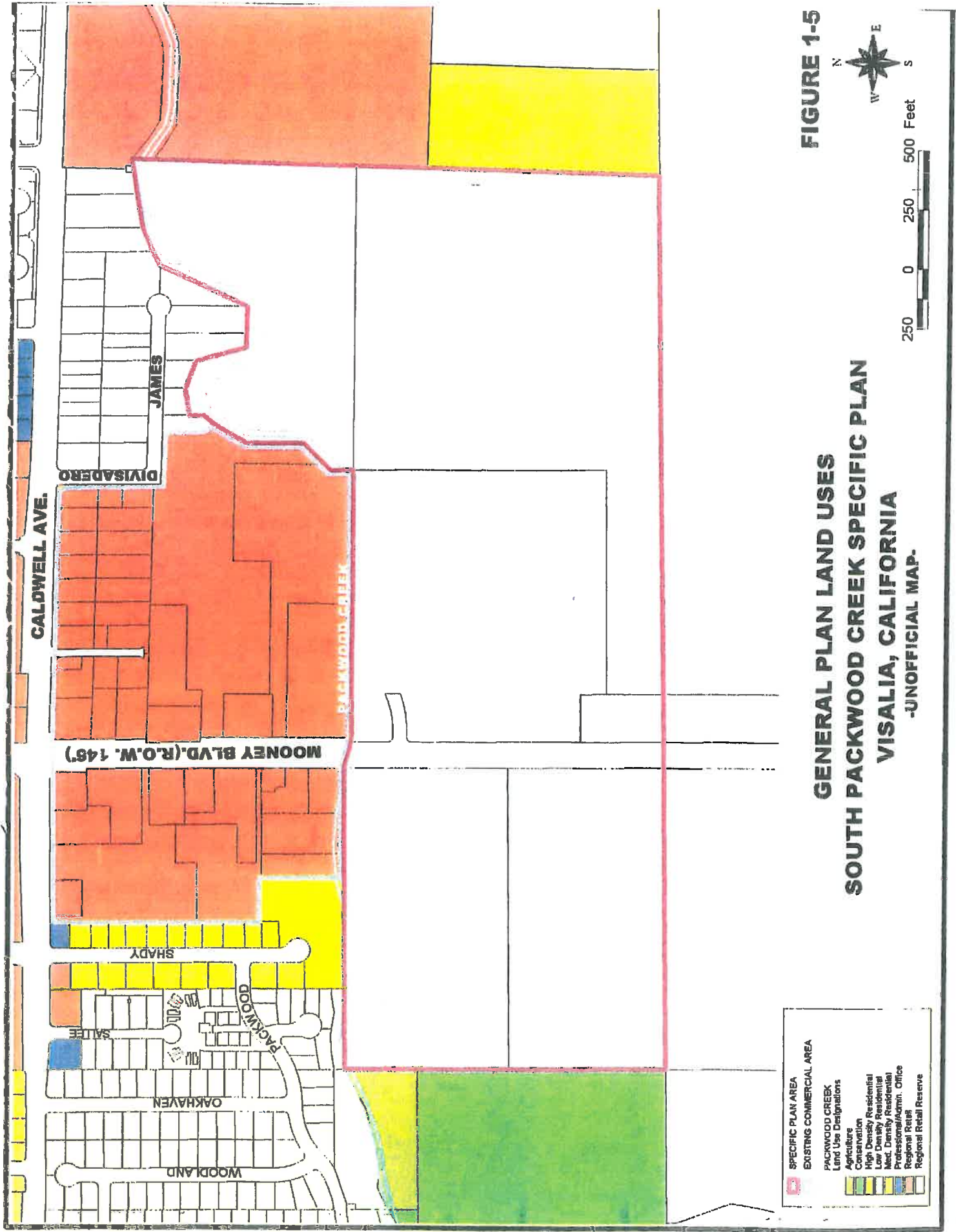


FIGURE 1-5

**GENERAL PLAN LAND USES
SOUTH PACKWOOD CREEK SPECIFIC PLAN
VISALIA, CALIFORNIA
-UNOFFICIAL MAP-**

SPECIFIC PLAN AREA

EXISTING COMMERCIAL AREA

PACKWOOD CREEK

Land Use Designations

- Agriculture
- Commercial Residential
- High Density Residential
- Low Density Residential
- Med. Density Residential
- Professional/Adm. Office
- Regional Retail
- Regional Retail Reserve



Mooney Boulevard Redevelopment District does not extend south of Packwood Creek, the Specific Plan area is located outside of the District boundaries.

General Plan updates in 1976 and 1991 continued to hold the line of commercial development at Packwood Creek. However, the 1991 General Plan update stated criteria that would need to be met to allow the area south of Packwood Creek to be redesignated for development. Those criteria, and the project's conformance with them, are discussed in Section 2.2.

1.5 RELATIONSHIP BETWEEN THE GENERAL PLAN AND SPECIFIC PLAN

A Specific Plan functions as a general plan implementation document that can serve as a bridge between the general plan and development projects. The content of specific plans is prescribed by State statute, which mandates that a specific plan shall include certain statements, programs, descriptions and diagrams, and that it shall be prepared, adopted and amended in the same manner as a general plan. The specific plan must be consistent with the local adopted general plan. The statute further states that all subdivisions and development, all public works projects, and all zoning regulations, must be consistent with the specific plan.

The City General Plan covers a range of topics including land use, transportation, housing, and open space and conservation. The South Packwood Creek Specific Plan provides planning policy that implements the City General Plan's policies applicable to this area, and contains design guidelines and standards addressing a full range of development issues. In addition, the Specific Plan includes an implementation program specifying a capital improvements program, financing measures, project phasing and required subsequent entitlement actions.

2. DEVELOPMENT DESCRIPTION, GOALS AND POLICEIS

2.1 PROJECT SUMMARY

Build out of the Specific Plan area will ultimately include development of regional commercial uses, circulation and supporting infrastructure, and six parcels totaling approximately 130 acres. Figure 2-1, Proposed Land Use Plan, illustrates proposed land uses and circulation for the Plan area. Land uses and roads shown are intended to be consistent with the City's General Plan, and are largely limited to regional commercial development and road alignments shown in the Circulation Element of the General Plan.

Development of the Plan area will be conducted in at least two phases. The first phase will consist of development of a regional retail center on four parcels (approximately 76 acres) fronting on Mooney Boulevard. Construction of Phase I is anticipated to be completed within the next five years (2001-2006). Project specific site plans have been prepared for the Phase I regional retail center and are illustrated in Figure 2-3A through D. All entitlements needed for the ultimate construction of the phase I regional retail center are sought in conjunction with, or will be sought immediately following, approval of this Specific Plan.

Phase II of the project consists of future regional retail development of the remaining two parcels (approximately 54 acres). Plans for these parcels are more general in nature, and include the identification of proposed land uses and major circulation and infrastructure requirements. More detailed plans will be prepared for these areas by individual land owners once they are ready to develop their properties. Phase II is anticipated to be completed over a five to twenty year period (2006-2020). Phase II is not required to be constructed at on time.

**PROPOSED LAND
USE PLAN
SOUTH
PACKWOOD CREEK
SPECIFIC PLAN
VISALIA, CA**

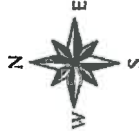
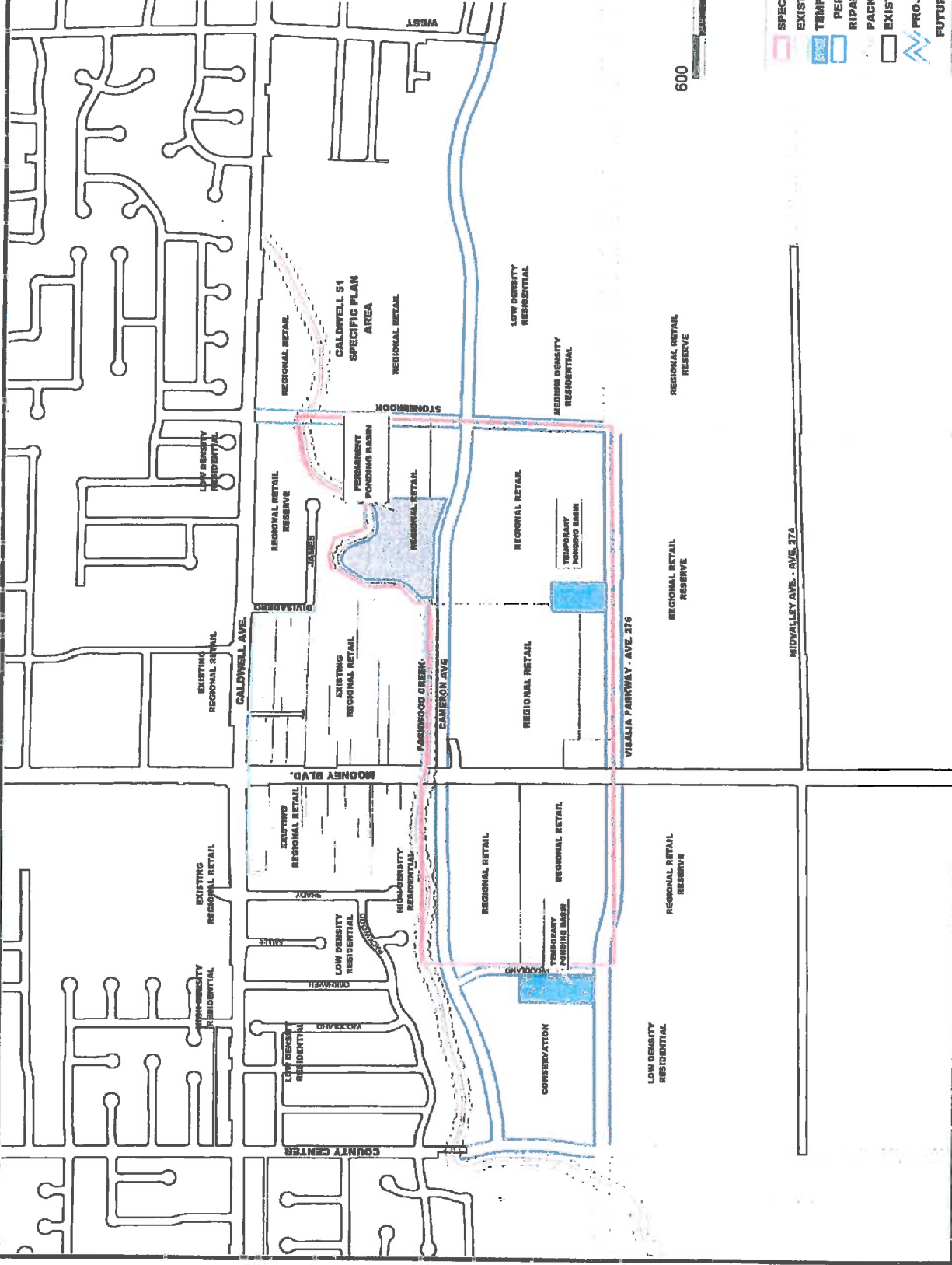


FIGURE 2-1



- SPECIFIC PLAN AREA
- EXISTING COMMERCIAL AREA
- TEMPORARY STORM DRAINAGE
- PERMANENT STORM DRAINAGE
- RIPARIAN CORRIDOR
- PACKWOOD CREEK
- EXISTING ROADWAYS
- PROJECT ROADWAYS
- FUTURE ROADWAYS

For planning purposes, the Specific Plan has been divided into five planning areas (Figure 2-2, Planning Areas and Proposed Phasing). The regional retail center proposed as Phase I includes areas A, B and C. Phase II includes areas D and E.

Table 2-1 identifies proposed and estimated potential development intensities for each planning area. An estimated maximum total of approximately one million square feet of regional retail space is anticipated project-wide. Phase I will include approximately 678,000 square feet (including the proposed garden centers). Phase II will include an estimated 400,000 square feet.

Summary of Development Intensities By Planning Area
Table 2-1

PLANNING AREA	PHASE	APN# (s)	OWNER	GROSS LAND AREA	NET LAND AREA	LAND USE	PROPOSED OR POTENTIAL DEVELOPMENT YIELD
A	I	126-070-017,	Freitas	37.06 acres	28.50 acres	Regional retail (home improvement) and 12 additional smaller retail users.	344,508 sq. ft. (311,658 sq. ft. bldg; 32,850 sq. ft. garden center)
		126-070-018 and a portion of 126-070-016					
B	I	126-050-003	Kasbergen	19.17 acres	16.37 acres	Regional retail (discount commercial warehouse), 2 smaller retail users and a gas station.	161,363 sq. ft.
C	I	126-050-002	Sprague	20.12 acres	14.27 acres	Regional retail and 3 smaller retail users.	172,500 sq. ft. (161,100 sq. ft. bldg; 11,400 sq. ft. garden center)
Phase I Subtotal				76.35 acres	59.14 acres		678,371 sq. ft.
D	II	126-070-016	Freitas	28.87 acres	26.85 acres	Regional Commercial	292,397 sq. ft.**
E	II	126-062-069 and a portion of 126-070-016	Freitas	24.78 acres	9.75 acres*	Regional Commercial w/9.0 acre pond	106,178 sq. ft.**
Phase II Subtotal				53.65 acres	36.60 acres		398,575 sq. ft.**
Total Phase I and II				130.00 acres	95.74 acres		1,076,946 sq. ft.

* Based on rough estimate of net land area. Figures need to be verified. Excludes roads and drainage areas.

** Estimate assumes 25% of net land area = building yield

**PLANNING AREAS
AND PROPOSED
PHASING
SOUTH
PACKWOOD CREEK
SPECIFIC PLAN
VISALIA, CA**

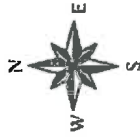
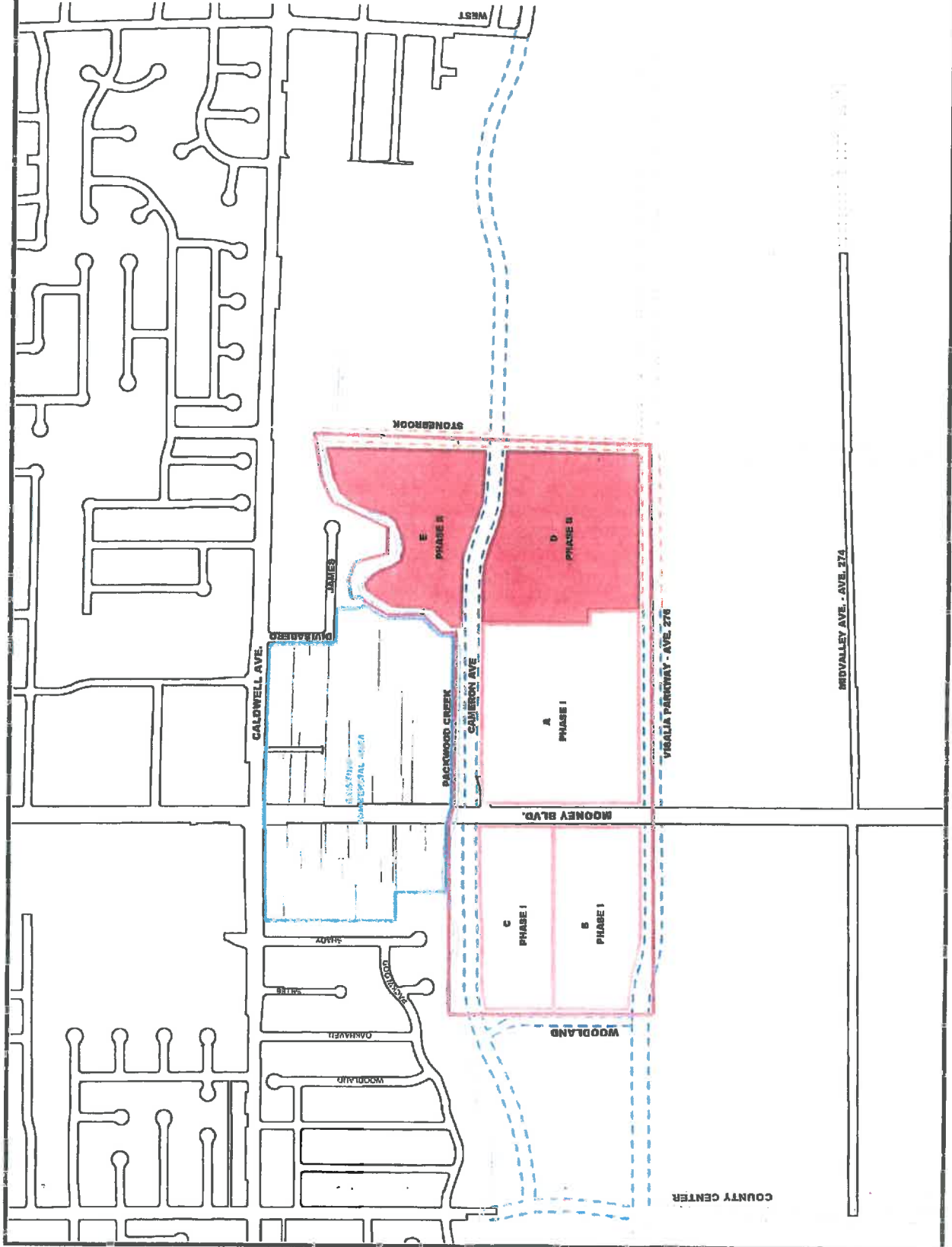


FIGURE 2-2

200 0 200 400 Feet

- PHASE I 0-5 YRS
- PHASE II 5-20 YRS
- SPECIFIC PLAN AREA
- EXISTING COMMERCIAL AREA
- PACKWOOD CREEK
- EXISTING ROADWAYS
- PHASE I PROJECT ROADS
- PHASE II PROJECT ROADS
- FUTURE ROADWAYS



Regional Retail Center (Phase I - Planning Areas A, B and C)

As noted previously, Phase I of this Specific Plan consists of a regional retail center proposed for Planning Areas A, B and C (approximately 76 acres). Phase I includes a total of approximately 678,000 square feet of retail area (including garden centers) located both west and east of Mooney Boulevard. Figures 2-3A, B and C provide preliminary site plans and data for Planning Areas A, B and C respectively. Figure 2-3D provides a composite plan illustrating all three Phase I planning areas. The final site plans will be approved by conditional use permit.

Planning Area A (Figure 2-3A), on the east side of Mooney, proposes a home improvement store as the primary tenant (approximately 135,000 square feet). Twelve additional smaller users (6,500 to 30,000 square feet) are also proposed.

Planning Area B (Figure 2-3B), on the west side of Mooney Boulevard, includes a discount commercial warehouse as the proposed primary tenant (approximately 148,000 square feet), a gasoline service station, and two smaller building pads.

Planning Area C (Figure 2-3C), west of Mooney Boulevard, proposes a regional retail tenant (approximately 142,600 square feet) and three smaller pads near Mooney Boulevard (4,500 to 9,000 square feet). Table 2-2 below provides a summary of the Phase I regional retail center.

Phase I : Regional Retail Uses
Within Planning Areas A, B and C
Table 2-2

	PLANNING AREA A	PLANNING AREA B	PLANNING AREA C	TOTAL
Gross Land Area	37.06 acres	19.17 acres	20.12 acres	76.35 acres
Future Streets/Channel	6.03 acres	2.80 acres	5.85 acres	14.68 acres
Temporary Detention Ponds	2.53 acres	Off-site	Off-site	2.53 acres
Net Land Area	28.50 acres	16.37 acres	14.27 acres	59.14 acres
Building Area	344,508 s.f.*	161,363 s.f.	172,500 s.f.*	678,371 s.f.*
Parking	1,470 stalls	792 stalls	863 stalls	3,125 stalls

* Includes the garden centers.

SUMMARY

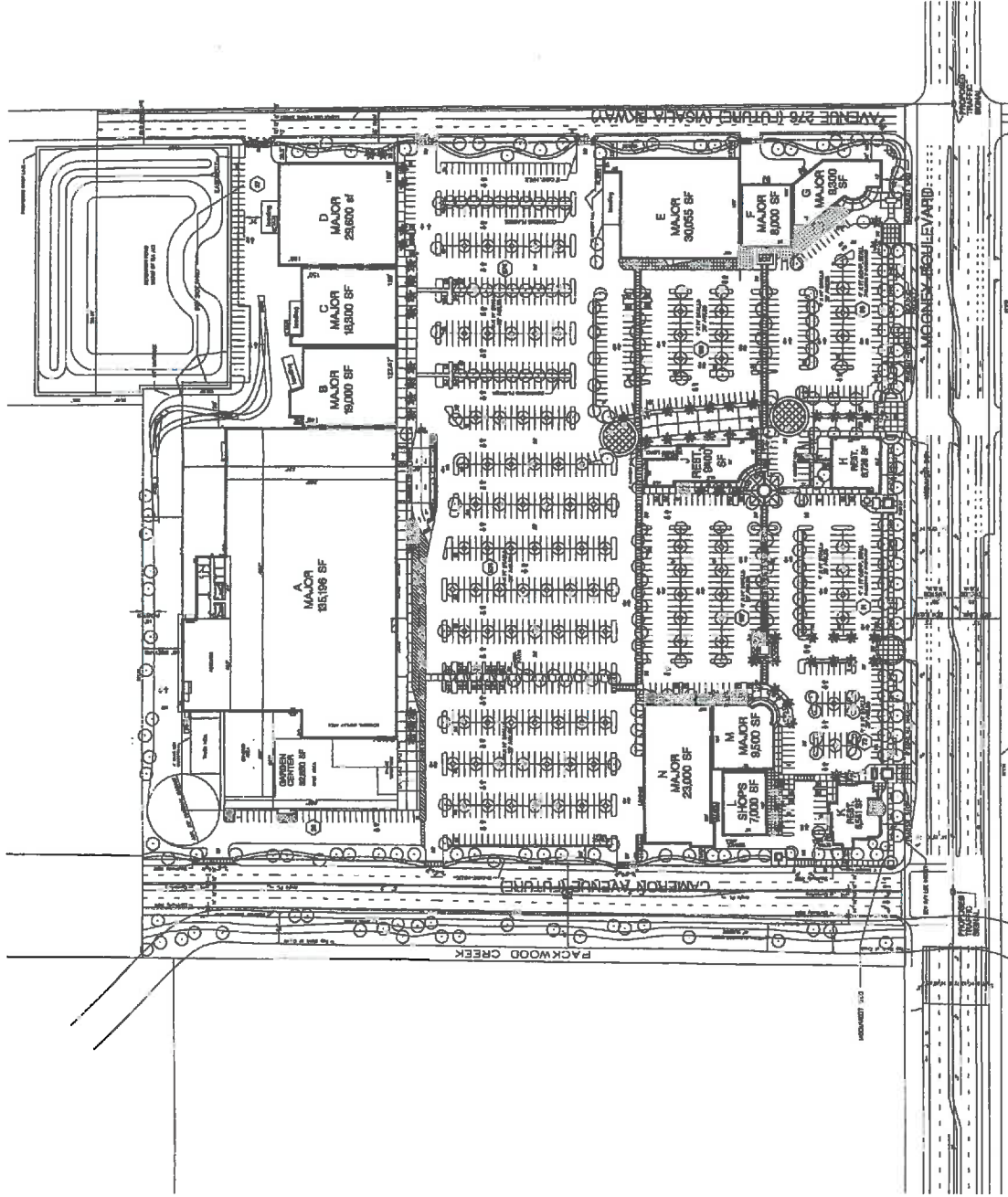
- GROSS LAND AREA • 1,614,394 SF± (37.06 AC±)
- STREET/CHANNEL DED. • 262,867 SF± (6.03 AC±)
- RETENTION DEDICATION • 110,207 SF± (2.53 AC±)
- NET LAND AREA • 1,241,320 SF± (28.50 AC±)
- BUILDING AREA • 344,508 SF
- GARDEN CENTER • 32680 SF (Included)
- LAND/BUILDING RATIO • 2.987/1 (25.1%)
- PARKING REQUIRED • 1407 STALLS (Garden Center Excluded)
- SHOPPING CENTER • 1395 STALLS (1 STALL/225 SF)
- GARDEN CENTER • 22 STALLS (1 STALL/600 SF)
- PARKING PROVIDED • 1470 STALLS
- PARKING RATIO • 4.71/1000 (Garden Center Excluded)

BUILDING	SQ. FT.	BUILDING	SQ. FT.
MAJOR A	135,136 SF	PAD H	6,726 SF
MAJOR B	19,000 SF	PAD J	9,400 SF
MAJOR C	18,300 SF	PAD K	6,581 SF
MAJOR D	23,600 SF	SHOPS L	7,000 SF
MAJOR E	30,655 SF	MAJOR M	8,500 SF
MAJOR F	8,000 SF	MAJOR N	23,000 SF
MAJOR G	8,300 SF		

VICINITY MAP



Phase I Planning Area A Site Plan Figure 2-3A



SCALE: 1" = 80'-0"
 0 30' 60' 120' 180' 300'

THIS PLAN HAS BEEN PREPARED WITH A PRELIMINARY SURVEY AND SHOULD NOT BE USED AS A BASIS FOR CONSTRUCTION WITHOUT A FINAL SURVEY AND BOUNDARY SURVEY ABOUT THE PROPERTY CORNER.

SITE PLAN



Perkowitz+Ruth Architects
 Architecture/Planning/Store Design
 111 E. Green Street, 11th Floor, Long Beach, CA 90802 Tel: (562) 595-1000 Fax: (562) 595-1001

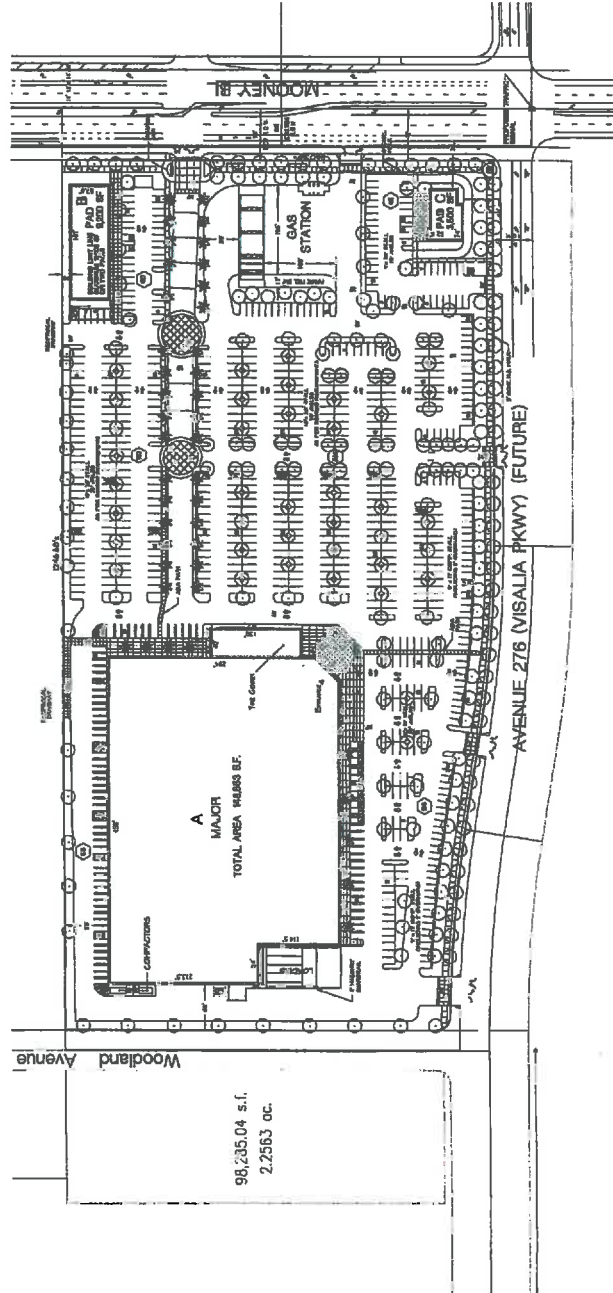
EAST-SHOWS

SUMMARY

- GROSS LAND AREA • 835,045 SF± (18.17 AC±)
- FUTURE STREET DED. • 121,988 SF± (2.80 AC±)
- NET LAND AREA • 713,057 SF± (16.37 AC±)
- BUILDING AREA • 161,363 SF
- LAND/BUILDING RATIO • 3.41/1 (22.6%)
- PARKING REQUIRED • 717 STALLS
(1 STALL/225 SF)
- PARKING PROVIDED • 792 STALLS
- PARKING RATIO • 4.91/1000

BUILDING	SQ. FT.
MAJOR A	161,363 SF
PAD B	9,200 SF
PAD C	3,500 SF

VICINITY MAP



95,235.04 s.f.
2.2563 ac.

Phase I Planning Area B Site Plan Figure 2-3B

10/22/01 MS
95-178



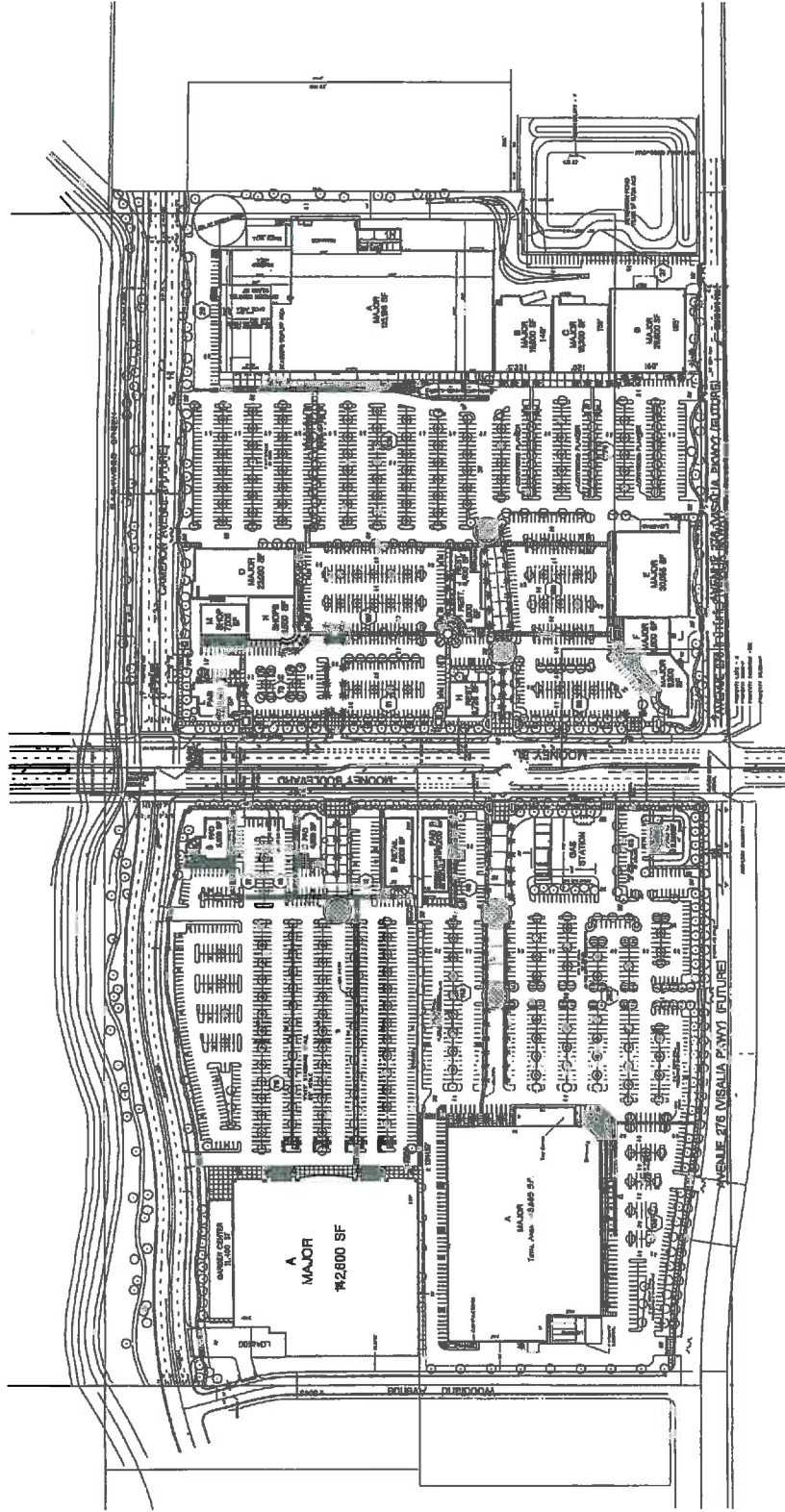
SCALE: 1" = 60'-0"



THIS PLAN HAS BEEN PREPARED WITH A PRELIMINARY SURVEY AND FIELD DATA. THE USER SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY OF THE DATA AND FOR DETERMINING THE IMPACT OF THE PLAN ON THE SURROUNDING AREA.

SITE PLAN

Perkowitz+Ruth Architects
Architectural Planning / Store Design
111 S. Ocean Blvd., Ste. 1000, Long Beach, CA 90802 Tel: (562) 592-1111 Fax: (562) 592-1112



Phase I
Planning Areas
A, B and C
Site Plan
Figure 2-3D

07/25/21 US
99-778

Perkowitz+Ruth Architects
Architecture/Planning/Store Design
31 E. Oak Blvd., 7th Floor, Santa Ana, CA 92701
Tel: (949) 420-0820



THE PLAN AND ASSOCIATED DIMENSIONS, AREA, VOLUME, DISTANCE, AND SURVEY DATA ARE FOR INFORMATION ONLY. THE SURVEY DATA MAY VARY Slightly FROM THE AS-BUILT DATA. THE SURVEY DATA MAY VARY Slightly FROM THE ASSUMED DATA.



VISALIA, CA

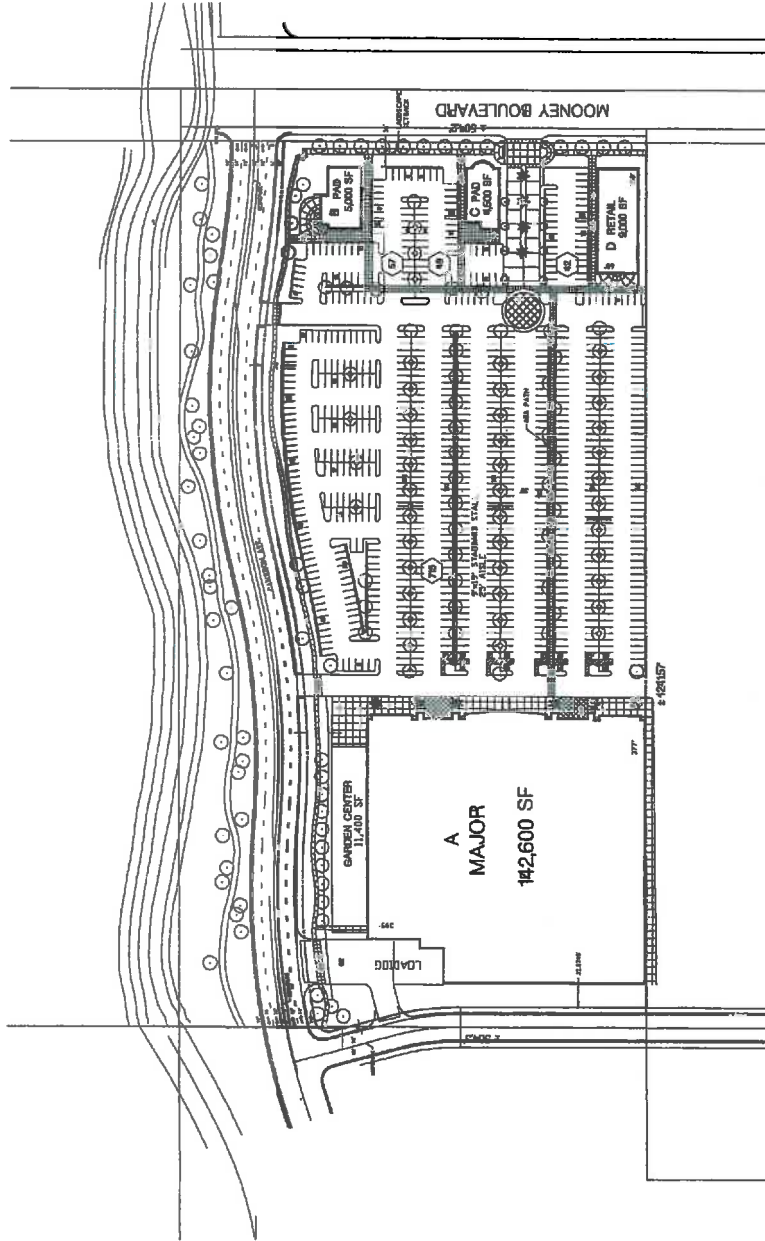
SITE PLAN

SUMMARY

- GROSS LAND AREA • 876,427 SF± (20.12 AC±)
- STREET/CHANNEL DEED • 284,876 SF± (6.55 AC±)
- NET LAND AREA • 621,551 SF± (14.27 AC±)
- BUILDING AREA • 172,500 SF
- GARDEN CENTER • 14,000 SF (Included)
- LAND/BUILDING RATIO • 2.85/1 (25.9%)
- PARKING REQUIRED • 724 STALLS (Main Center Excluded)
- SHOPPING CENTER • 78 STALLS (4 STALL/235 SF)
- GARDEN CENTER • 8 STALLS (8 STALL/500 SF)
- PARKING PROVIDED • 888 STALLS
- PARKING RATIO • 5.36/1,000 (Main Center Excluded)

BUILDING	SQ. FT.
MAJOR A	142,600 SF
PAD B	5,000 SF
PAD C	4,500 SF
RETAIL D	9,000 SF

VICINITY MAP



Phase I
Planning Area C
Site Plan
Figure 2-3C

30/24/01 MS
06/78
NORWEST-72W6

Perkowitz+Ruth Architects
Architecture/Planning/Store Design
11 E. Green Bay, 2nd Floor, Long Beach, CA 90801 Tel: (562) 430-1100 Fax: (562) 430-1101



SCALE: 1" = 80'-0"
THIS PLAN AND ANY INFORMATION HEREON IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE A CONTRACT. ANY INFORMATION HEREON IS SUBJECT TO CHANGE WITHOUT NOTICE. PERKOWITZ+RUTH ARCHITECTS ASSUMES NO LIABILITY FOR ANY ERRORS OR OMISSIONS. THE USER OF THIS PLAN ASSUMES ALL LIABILITY FOR ANY ERRORS OR OMISSIONS. ANY INFORMATION HEREON IS SUBJECT TO CHANGE WITHOUT NOTICE.

SITE PLAN

2.2 LAND USE

The City of Visalia General Plan provides goals and objectives pertaining to future regional commercial development within the city. The General Plan policies below form the basis for preparation of this Specific Plan.

- *Maintain Visalia's role as the regional commercial and industrial center for Tulare, Kings and southern Fresno counties. (Land Use Element Objective 3.1A)*
- *Enhance the City's sales tax revenues by maintaining and improving Visalia's retail base to serve the needs of local residents and encourage shoppers from outside the community. (Land Use Element Objective 3.1C)*
- *Promote comprehensively planned, concentric commercial areas to meet the needs of Visalia residents and its market area. (Land Use Element Objective 3.5 C)*

The City's General Plan establishes conditions to be met prior to allowing commercial "reserve" areas to be re-zoned for commercial use as follows (*Land Use Element Implementation Program 3.5.4*):

- 1) *Property is necessary to meet the needs of the shopping public.*
- 2) *Property is adequately served or will be adequately served by public facilities including streets, sewerage, police and fire protection, water supply, and other facilities.*
- 3) *Properties located within the previous boundary are developed or do not provide the likelihood of being developed in a time-frame appropriate to meet the needs of the community.*
- 4) *Properties are determined to provide a significant social and economic benefit to the community.*

The City's General Plan further specifies that "future regional level commercial uses shall be master planned to provide for compatibility with surrounding uses, and encourages design concepts which enhance pedestrian access to and within these developments to reduce traffic-related conflicts" (*Land Use Element Implementation Program 3.5.15*).

The Visalia General Plan also includes policies specifically addressing future development within the Specific Plan area, south of Packwood Creek. The following cites these General Plan policies, followed by a statement demonstrating how this Specific Plan is consistent with each policy.

Visalia General Plan Land Use Element Implementing Policy 3.5.10:

New regional commercial areas shall be designated south of the Packwood Creek alignment at Mooney to Midvalley. These areas shall be designated as Regional Retail Reserve and zoned for Agriculture prior to their inclusion in the Urban Development Boundary. It shall be the policy of the City of Visalia that these areas not be permitted to be further subdivided or be parcelized from their existing acreage to an extent that would jeopardize their use as regional retail. A specific plan for their development shall be approved prior to redesignation in accordance with the findings of this policy. These areas may be redesignated for regional retail upon the following findings:

- 1) *Mooney Boulevard Redevelopment Project area reaches 80% of total leasable area development capacity (an additional 500,000 sq. ft.) or after the year 2000.*

The South Packwood Creek Specific Plan fulfills this requirement. Development of Phase I (Planning Areas A, B and C) will not commence until the year 2001 at the earliest.

- 2) *The proposed uses and tenants would substantially further the community's goals of providing high-level regional goods and services.*

A market study was prepared by Economic Research Associates (ERA) in July, 2001, for the proposed new regional commercial uses. The study concludes that the project "will help sustain Visalia's dominance in the regional retail market..." It further states that projected demand growth is sufficiently strong to accommodate an estimated 1,016,000 square feet of retail development by the year 2010. Even though the goods and services to be proposed as part of the project are located in various other areas in Visalia, they are insufficient to meet the current and projected demands over the next 10 year period. The study concludes that the project will strengthen the Mooney Boulevard corridor as a regional shopping destination by providing it with a strong southern anchor. The magnitude of this development increases the likelihood of Visalia attracting new major retailers that are not already present into the city.

- 3) *There are sufficient public facilities (roadway, sewer capacity, etc.) to accommodate proposed development.*

One of the primary purposes of this Specific Plan is to ensure that sufficient public facilities are available accommodate the proposed development. Sections 2.3, Circulation, and 2.4, Infrastructure, provide discussions of project area circulation, water, sewer and storm drainage, and other planned public facilities necessary to service project development. In addition, Section 4, Implementation, provides a discussion of infrastructure phasing and financing.

- 4) *A South Caldwell Specific Plan (1/2 mile south of Caldwell between Akers to Santa Fe) has been prepared and adopted.*

Due to the extensive size and diversity of existing and planned uses within the South Caldwell Specific Plan area, master planning for this area has taken place in segments. Two previously prepared and adopted specific plans are located within the South Caldwell area:

- *The Demaree/Caldwell Specific Plan, adopted in December, 1997, addresses the development of commercial, office and residential uses on 66 acres located south of Caldwell Avenue, and approximately one mile west of the South Packwood Creek Specific Plan area.*
- *The Caldwell 51 Specific Plan, adopted in 1990, is located south of Caldwell Avenue and immediately east of the South Packwood Creek Specific Plan area, and includes 55 acres of land committed almost exclusively to agricultural use. The plan includes retail, professional office, and low and medium density residential uses.*

The South Packwood Creek Specific Plan, which covers 130 acres total, provides master land use and infrastructure planning for an additional portion of the South Caldwell planning area.

- 5) *A market study is prepared which demonstrates the need for such facilities.*

As discussed above, a market study has been prepared for the proposed

project. The report concludes that projected demand growth is sufficiently strong to accommodate development of 1,016,000 square feet of regional commercial retail space by the year 2010. The report further found that development of the proposed shopping centers will not bring about a significant long-term deterioration in the viability of Visalia's existing commercial areas. Given the growth occurring in Visalia and surrounding areas, the proposed project would allow the City to continue to function as a dominant regional retail trade center.

In addition, the market study evaluates the impact of the proposed project on the existing retail providers. The study shows that during the project's first two years of operation, retail sales within Visalia (excluding that accounted for by the proposed project) will decrease by one to two percent per year. This projected impact can be accounted for by the possible relocation of existing major retailers into the new center. However, this limited decline is anticipated to rebound within three to four years, to exceed pre-project levels. The competitive impact of the project is short to medium term rather than long term.

Downtown Visalia and the Visalia Mall are not expected to experience any significant impact. The benefit of additional patronage attracted by the proposed project is anticipated to offset its competitive impact on these districts.

2.3 CIRCULATION

The circulation system within and surrounding the South Packwood Creek Specific Plan provides for a range of transportation options for safe and efficient movement of people and goods throughout the Plan area. Project development plans incorporate public streets, parking areas, loading/delivery access, bicycle and pedestrian paths, and transit stops. A traffic and circulation study was prepared for the project by ATE and Associates, and is included within the *South Packwood Creek Specific Plan and Phase I Regional Retail Development Draft EIR Technical Appendices*.

2.3.1 Existing Street Network

The City of Visalia's street network generally consists of a grid system of east/west and north/south arterials and collectors. East/west streets are generally referred to as Avenues, north/south streets as Streets, and curvilinear streets as Drives. Arterial spacing is generally at one-mile intervals, collectors at one-half mile.

The project area is currently served by a circulation system comprised of regional highways, arterials and collector streets, as illustrated in Figure 2-4, Roadway Network. Arterial roadways are generally intended to provide the majority of the City's traffic carrying capacity, and to provide connections to the freeway system, collector streets and access to major travel generators. They are typically designed with four travel lanes for through traffic and two parking/transit/right turn lanes. An arterial may be undivided or can be divided with a median with single or dual left turn lane at intersections.

Collectors are intended to provide connectivity between local streets and arterial street system, and to provide access to adjacent land uses. Typically, collectors are designed with two to four lanes for through traffic, two parking/transit lanes and/or a median for left turn access and on-street bike lanes.

The following is a description of existing major roadways currently serving the site.

Mooney Boulevard (State Route 63) is a north/south roadway connecting the City of Visalia to the City of Tulare to the south. This roadway is classified as a major arterial between Main Street and Avenue 272, and is a divided 4-lane roadway adjacent to the site.

ROADWAY NETWORK SOUTH
PACKWOOD CREEK SPECIFIC PLAN
VISALIA, CA

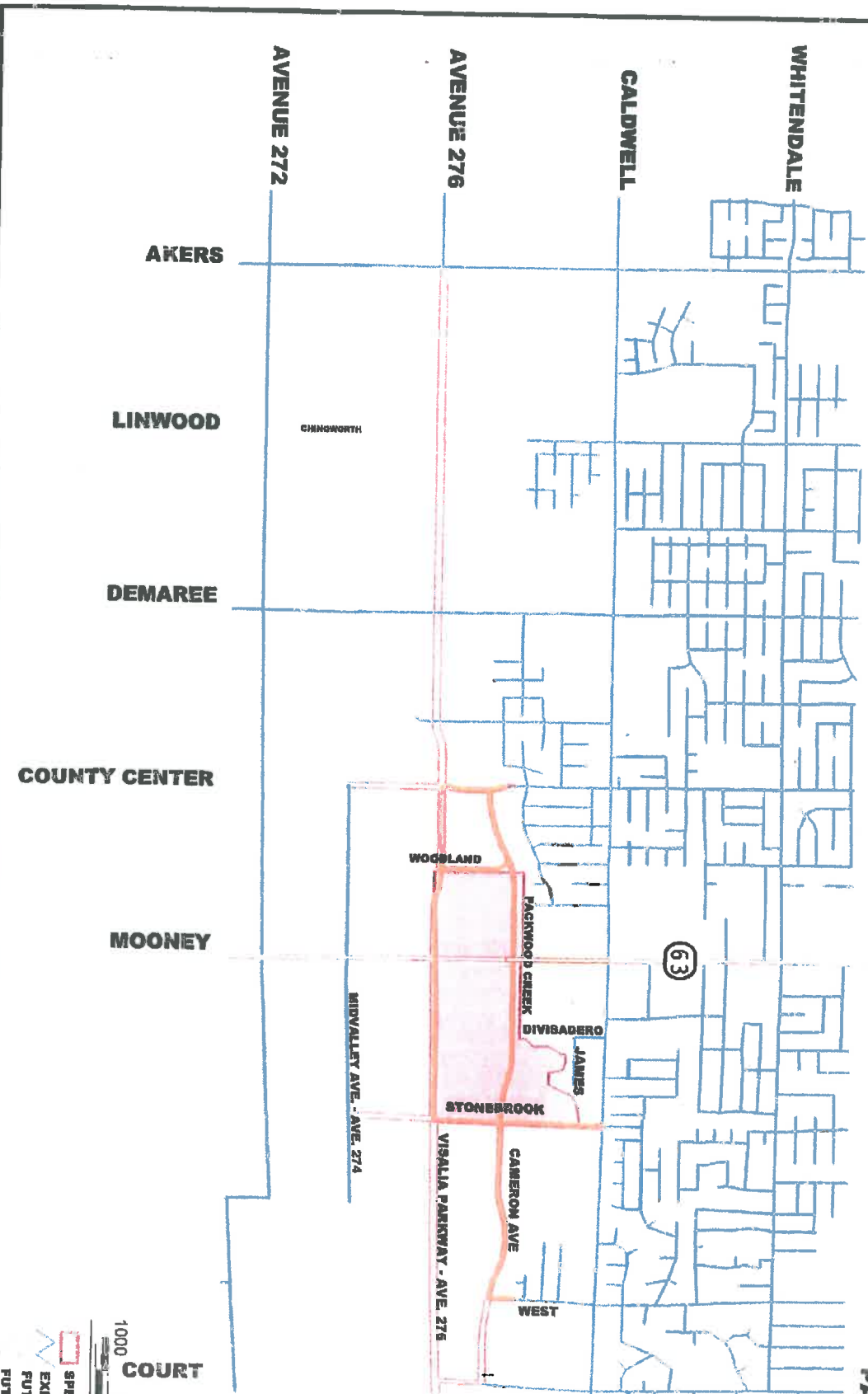


FIGURE 2-4



COURT

1000 0 1000 2000 Feet

- SPECIFIC PLAN AREA
- EXISTING ROADWAYS
- FUTURE ROADWAYS
- FUTURE PROJECT ROADWAYS

Caldwell Avenue (Avenue 280) is a 2- to 4-lane east/west arterial roadway providing for circulation from State Route 99 eastward through the urban area. This roadway extends from Kings County in the west to Exeter in the east.

2.3.2 Proposed Future Streets and Roadway Improvements

Future streets proposed to serve the Plan area are illustrated in Figure 2-5, Circulation Plan. These streets, and their ultimate configurations, are described briefly below. In addition, Table 2-3 summarizes road improvements required for Phase I and Phase II construction.

Mooney Boulevard is shown as a 6-lane arterial in the City's Circulation Element Update with a 110' right-of-way. Phase I traffic volumes would be accommodated by the existing 4-lane roadway. Phase I development will be required to widen Mooney Boulevard to 6-lanes and stripe the section with 4 lanes (with wide outside lanes that could be used for right turns). Southbound left-turn lanes will be provided at Cameron Avenue, the main project entrance at and Avenue 276 (Visalia Parkway). A northbound left-turn lane should also be provided at the main project driveway, at Cameron Avenue and at Avenue 276. Figure 2-6 illustrates the proposed cross-section for Mooney Boulevard, which includes four travel lanes and center median within a 146' right-of-way.

It should be noted that Caltrans is currently working on a separate project that would widen Mooney Boulevard between Highway 198 and the north side of Packwood Creek to six lanes. The estimated date of completion is 2006.

The bridge crossing at Packwood Creek will ultimately need to be widened or modified to allow 6 travel lanes and a southbound left-turn lane. The culvert head walls will need to be moved back to accommodate the additional lanes. The existing 4-lanes over the creek are adequate for Phase I traffic, however, the median will need to be modified to provide 230 feet of storage for a southbound left-turn lane. Phase II will require an additional southbound turn lane. Figure 2-7 provides a plan view of Mooney Boulevard circulation improvements proposed for Phase I and Phase II of the project.

**CIRCULATION
PLAN
SOUTH
PACKWOOD CREEK
SPECIFIC PLAN
VISALIA, CA**

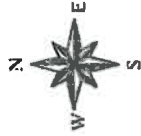


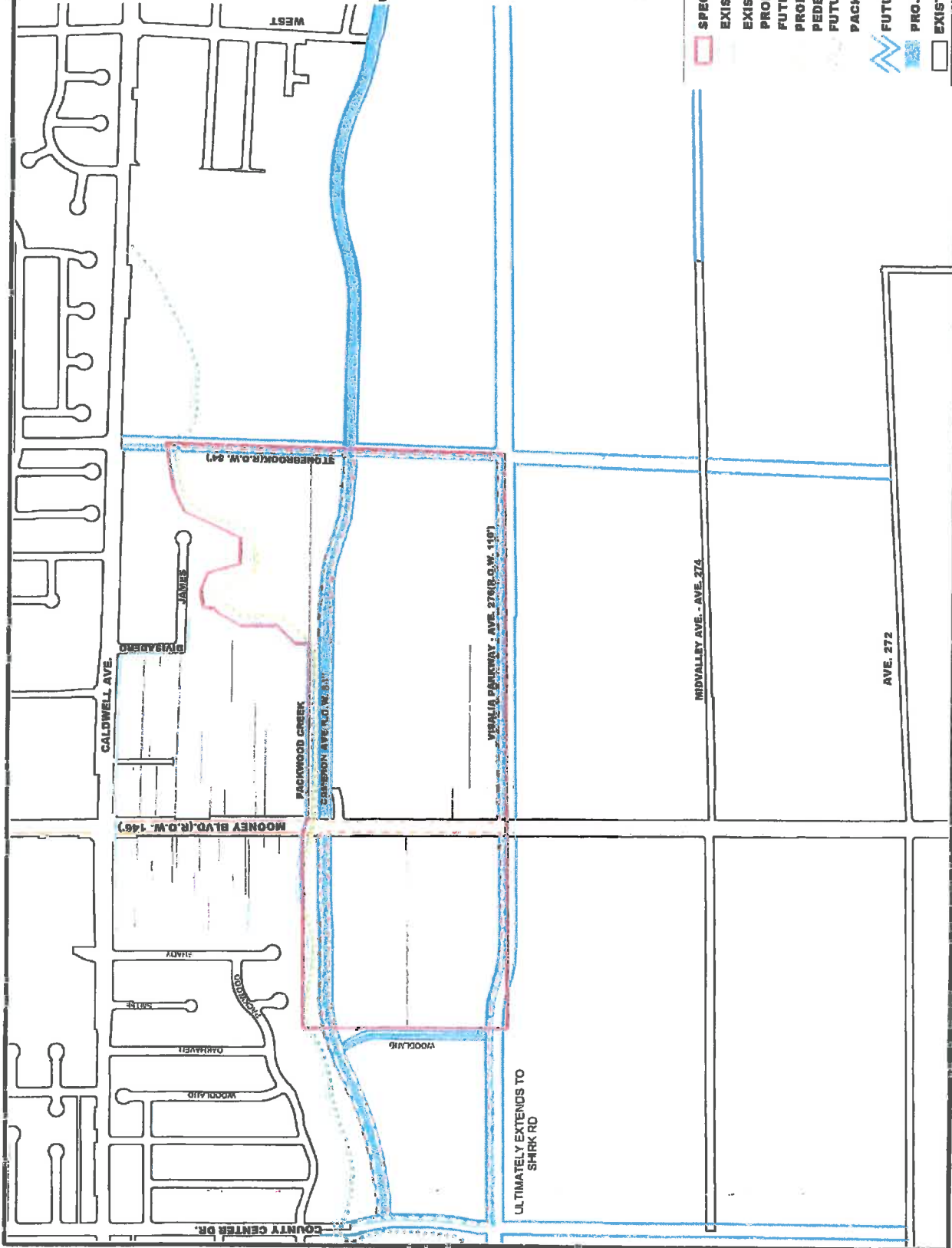
FIGURE 2-5

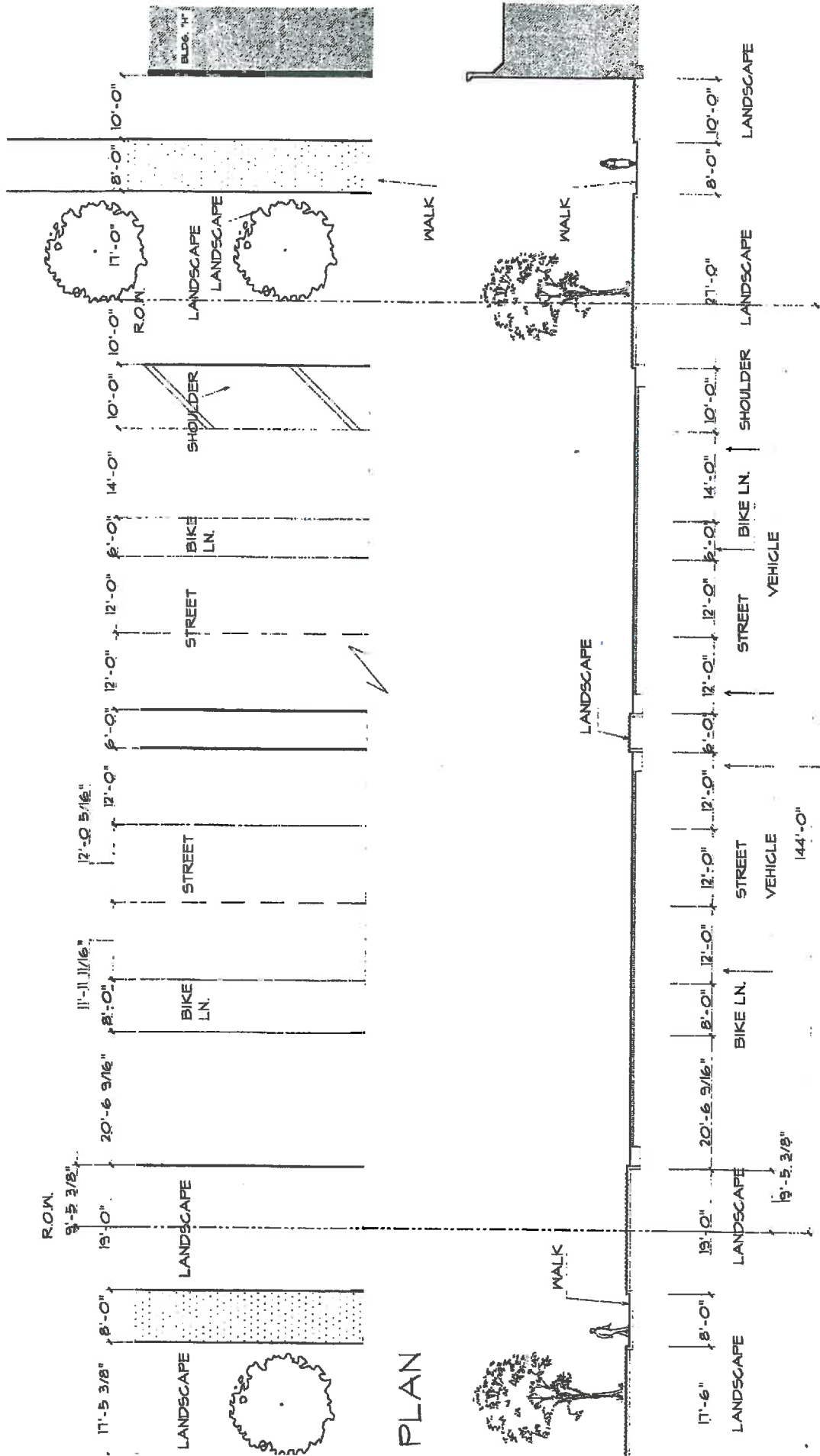
ULTIMATELY EXTENDS TO COURT ST

ULTIMATELY EXTENDS TO McCAULIFF ST

300 0 300 600 Feet

- SPECIFIC PLAN AREA
- EXISTING COMMERCIAL AREA
- EXISTING CITY BIKEWAYS
- PROPOSED PROJECT BIKEWAYS
- FUTURE BIKEWAYS
- PROPOSED PROJECT BICYCLE/PEDESTRIAN TRAIL
- FUTURE BICYCLE/PEDESTRIAN TRAIL
- PACKWOOD CREEK
- FUTURE ROADWAYS
- PROJECT ROADWAYS
- EXISTING ROADWAYS

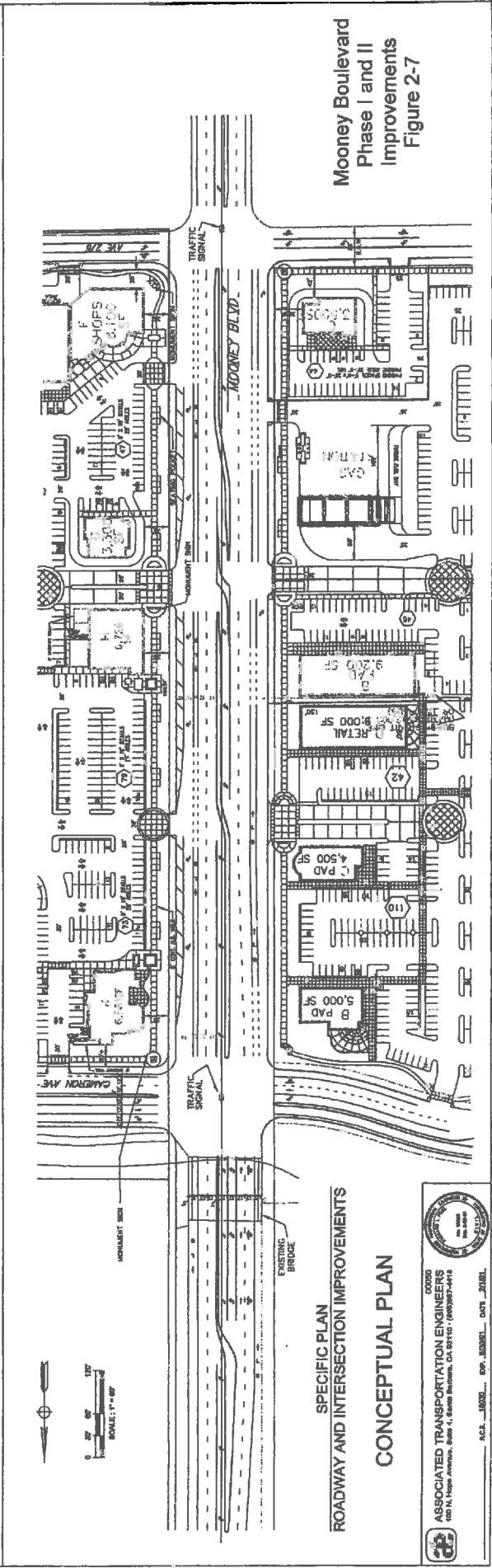
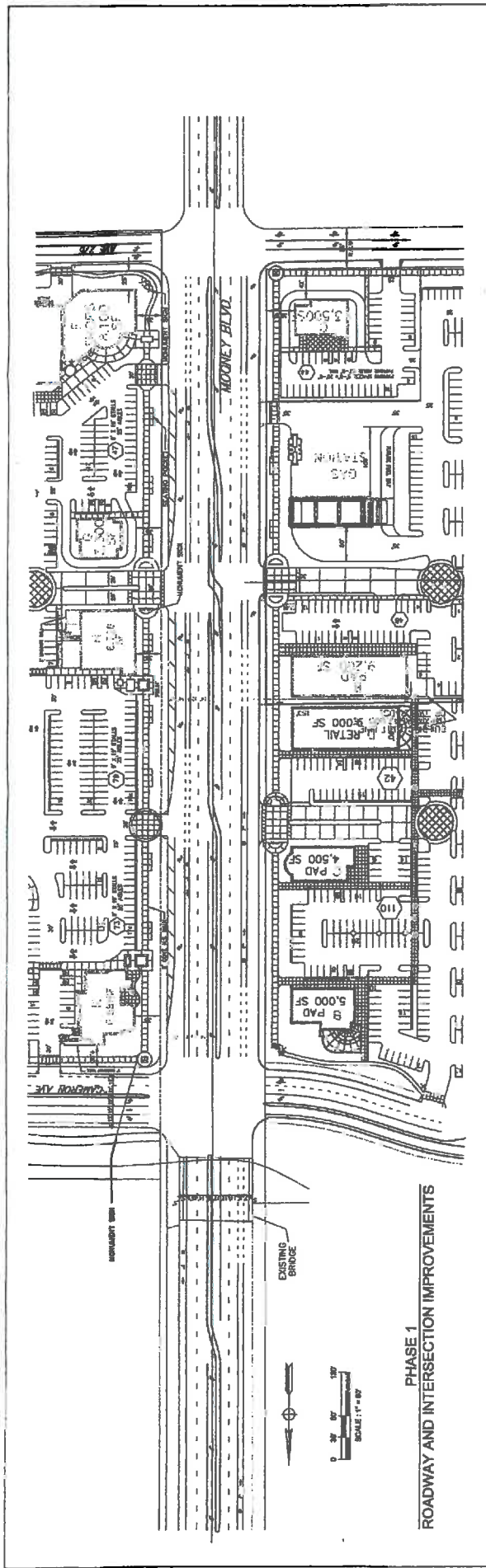




Mooney Boulevard
 Cross-Section
 Figure 2-6

PLAN

SECTION



Mooney Boulevard
Phase I and II
Improvements
Figure 2-7

ASSOCIATED TRANSPORTATION ENGINEERS
100 N. Hope Avenue, Suite 111, San Jose, California 95128 (408) 291-1000

DATE: 11/20/00
BY: [Signature]

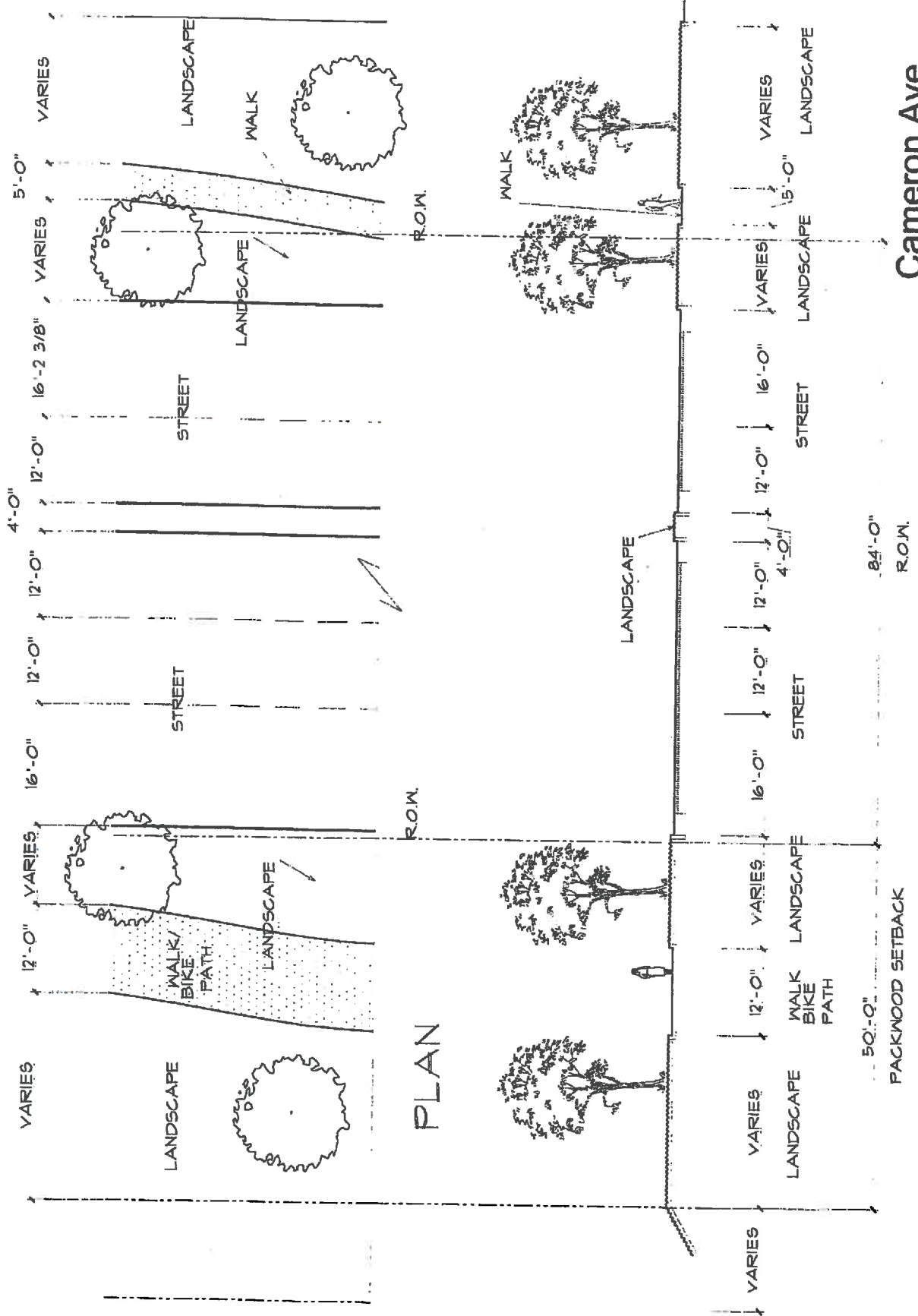
Cameron Avenue is a proposed east-west collector roadway that will ultimately extend from County Center Drive to Court Street. The purpose of this roadway is to provide traffic relief to the Caldwell corridor, particularly at its intersection with Mooney Boulevard. It will also serve as primary access to the Specific Plan area and the Caldwell 51 Specific Plan land uses. Cameron Avenue is shown as a 2-lane collector roadway in the City's Circulation Element Update, with an 84' right-of-way.

Phase I of the project will include the construction of an eastern extension of Cameron Avenue from Mooney Boulevard to West Street and a western extension from Mooney Boulevard to County Center, as well as the construction of County Center north, bridging Packwood Creek, to meet with the existing road.

Portions of Cameron Avenue adjacent to Packwood Creek, shown in cross-section in Figure 2-8, have extensive landscape areas on the creek side of the road which incorporate a minimum 10' wide bicycle/pedestrian path. Two travel lanes are warranted under project build-out conditions (year 2020).

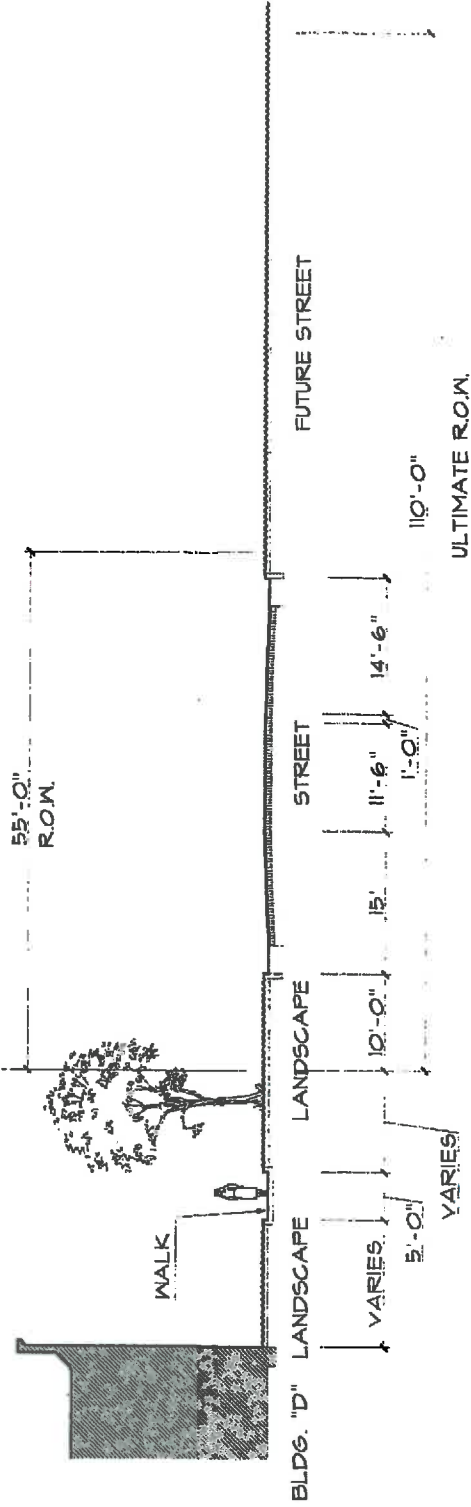
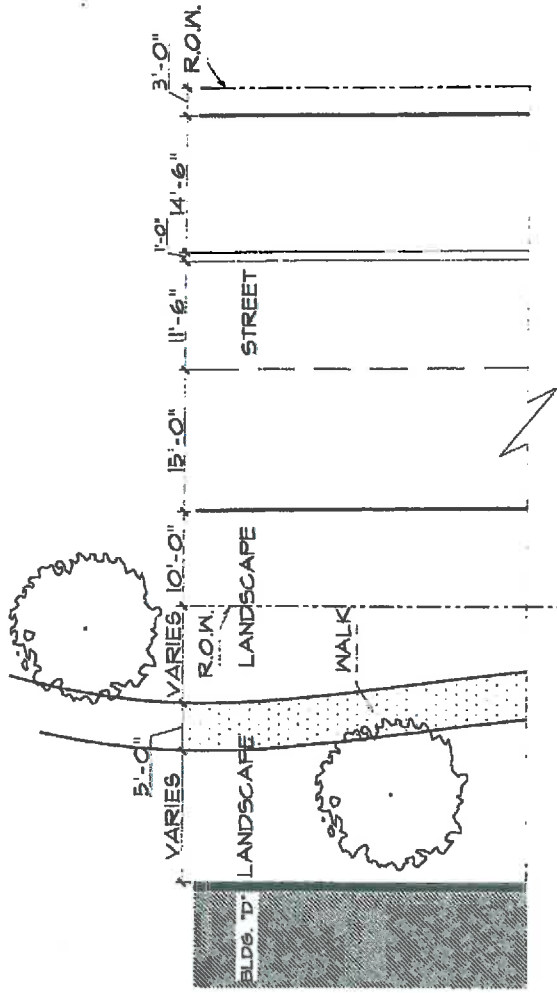
As illustrated in Figure 2-7, Cameron Avenue's intersection with Mooney Boulevard will require additional turn lanes in both directions. A traffic signal will be installed at this intersection at the time of Phase IA development.

Avenue 276 (Visalia Parkway) is a proposed east-west arterial roadway within a 110' right-of-way that will eventually extend from Shirk Road to McAuliff Street. This roadway, illustrated in cross-section in Figure 2-9, would serve as primary access to the Specific Plan area from the south. Avenue 276 is shown as a 4-lane divided arterial in the City's Circulation Element Update. However, year 2020 volumes forecasted indicate that a 2-lane arterial will be adequate. As part of the project, half-street improvements, including two-lanes, bike paths on both sides of the street, and a sidewalk on the north side of the street, will be constructed along the project frontage at the time that adjacent commercial development takes place. Phase I also includes the further western extension of Avenue 276 to County Center, and the northern extension of County Center to the existing road. The other half of the street would be constructed when adjacent lands to the south are developed.



Cameron Ave
Cross-Section
(Planning Area A Frontage)
Figure 2-8

SECTION



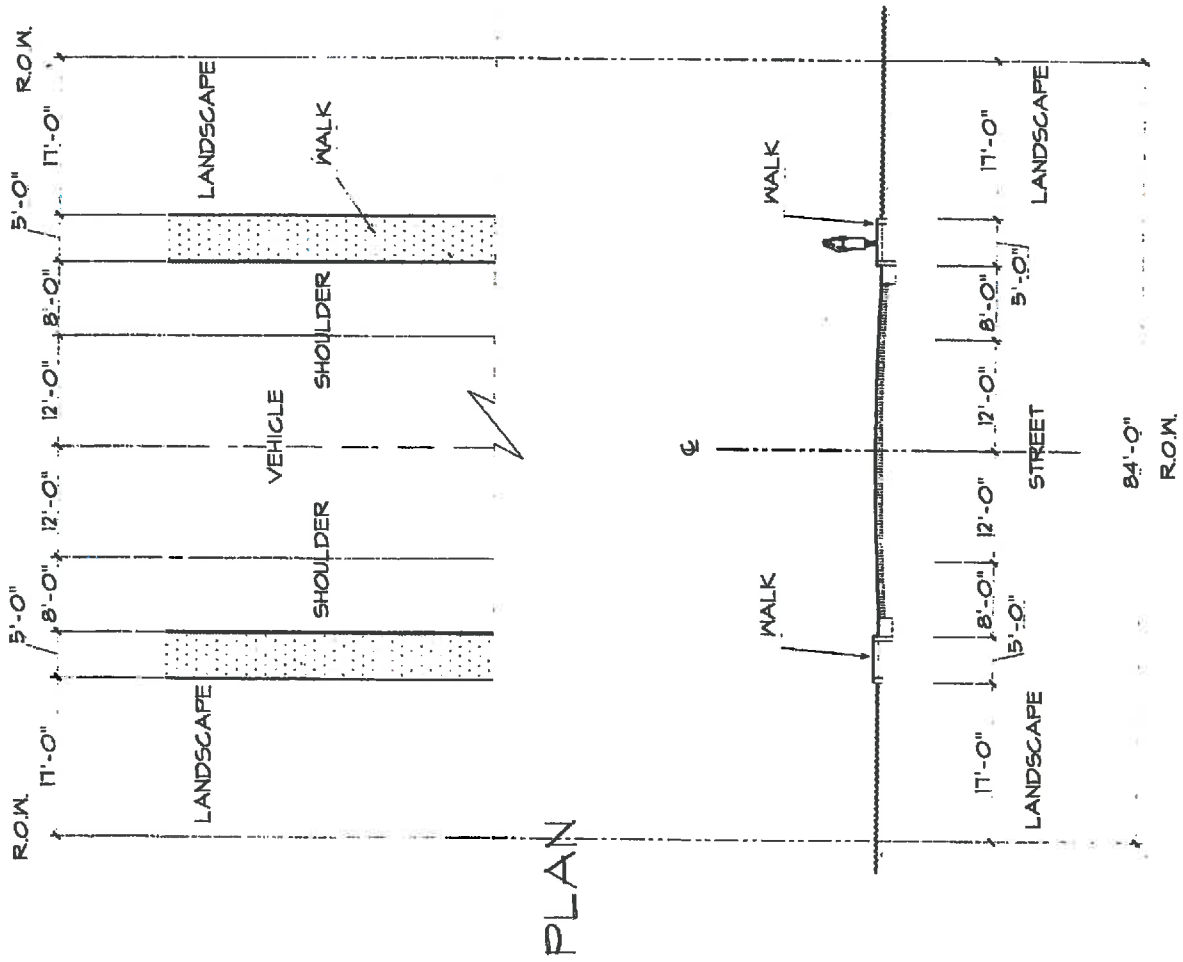
Avenue 276
 (Visalia Parkway)
 Cross-Section
 Figure 2-9

Phase I traffic volumes forecasted indicate a need for a left-turn lane and a shared through/right lane on the eastbound and westbound approaches at Mooney Boulevard. The intersection of Avenue 276 and Mooney Boulevard will be controlled via a signal to be installed in conjunction with the development of Planning Areas B or C.

Woodland Avenue is a 2-lane local roadway in the City's Circulation Element Update with a 60-foot right of way extending from Cameron Avenue to Avenue 276. The western portion of Phase I is located adjacent to Woodland Avenue. Phase I of the project would include the construction of Woodland Avenue from Avenue 276 north to Cameron Avenue with two travel lanes, curb and gutter.

Stonebrook Street is a proposed north-south collector roadway that will ultimately extend from Caldwell Avenue to Avenue 272. This roadway, illustrated in cross-section in Figure 2-10, would provide direct access to Phase II development and to the Caldwell 51 Specific Plan area. Although Stonebrook Street is proposed as a 4-lane collector within an 84' right-of-way in the City's Circulation Element Update, build-out volumes indicate that a 2-lane collector will be sufficient to accommodate anticipated traffic volumes.

Phase II of the project will include construction of Stonebrook Street from Avenue 276 (Visalia Parkway) north to Caldwell Avenue, including a bridge over Packwood Creek.



Stonebrook Street
Cross-Section
Figure 2-10

SECTION

Road Segments To Be Improved By Phase*
Table 2-3

	Phase IA	Phase IA + B	Phase IA + C	Phase IA + B + C	Phase II (Planning Areas D and E)
Mooney Boulevard	<ul style="list-style-type: none"> Widen Mooney Boulevard along Area A. frontage to 6-lanes and stripe the section with 4 lanes. Install new southbound left-turn lanes at the main project entrance and Avenue 276 (Visalia Parkway). Install signal at intersection with Cameron Avenue. Construct transit facilities as required by the Transit Authority Modify or widen the Packwood Creek bridge to provide 230 feet of storage for the southbound left-turn lane. 	<p>All improvements noted in Phase IA plus the following:</p> <ul style="list-style-type: none"> Widen Mooney Boulevard along Area B frontage to 6-lanes and stripe the section with 4 lanes. Install signal at intersection with Avenue 276 (Visalia Parkway). 	<p>All improvements noted in Phase IA plus the following:</p> <ul style="list-style-type: none"> Widen Mooney Boulevard along Area C frontage to 6-lanes and stripe the section with 4 lanes. Install signal at intersection with Avenue 276 (Visalia Parkway). Modify or widen Packwood Creek bridge to provide a second southbound left-turn lane at Cameron Avenue. 	<ul style="list-style-type: none"> All improvements noted in Phase IA, Phase IA+B and Phase IA+C 	<ul style="list-style-type: none"> No improvements required
Cameron Avenue	<ul style="list-style-type: none"> Construct a full-width collector from Mooney Blvd. to the east side of Area A Construct a 2-lane collector within a minimum 84' r.o.w. from the east side of Area A to West Street. Dedicate additional r.o.w. at Mooney intersection and construct additional turn lanes as required. 	<ul style="list-style-type: none"> No improvements required 	<ul style="list-style-type: none"> Construct a full width collector from Mooney Blvd to the west side of Area C Construct a 2-lane collector from west side of Area C to existing County Center Street, including a bridge over Packwood Creek. ** 	<ul style="list-style-type: none"> All improvements noted in Phase IA, Phase IA+B and Phase IA+C 	<ul style="list-style-type: none"> Widen to ultimate width along Area D and E frontage
Avenue 276 (Visalia Parkway)	<ul style="list-style-type: none"> Construct a 2-lane arterial within a 55' half r.o.w. along Area A frontage. Provide an irrevocable offer of dedication of a 55' half r.o.w. along Area D frontage. 	<ul style="list-style-type: none"> Construct a 2-lane arterial within a 55' half r.o.w. from Mooney Boulevard west to County Center, and construct a 2-lane collector north to existing County Center Street, including a bridge over Packwood Creek. ** 	<ul style="list-style-type: none"> Provide an irrevocable offer of dedication varying from a 55' half r.o.w. to a 120' full r.o.w. along Area B frontage. 	<ul style="list-style-type: none"> All improvements noted in Phase IA, Phase IA+B and Phase IA+C 	<ul style="list-style-type: none"> Construct a 2-lane arterial within a 55' half r.o.w. along Area D frontage.
Woodland	<ul style="list-style-type: none"> No improvements required. 	<ul style="list-style-type: none"> Construct a 2-lane local road with curb and gutter along Area B frontage. ** 	<ul style="list-style-type: none"> Construct a 2-lane local road with curb and gutter along Area C frontage. ** 	<ul style="list-style-type: none"> All improvements noted in Phase IA, Phase IA+B and Phase IA+C. 	<ul style="list-style-type: none"> None required
Stonebrook Street	<ul style="list-style-type: none"> Provide an irrevocable offer of dedication of a 42' half r.o.w. along Area D and E frontage. 	<ul style="list-style-type: none"> No improvements required. 	<ul style="list-style-type: none"> No improvements required. 	<ul style="list-style-type: none"> No improvements required. 	<ul style="list-style-type: none"> Construction of a 2-lane collector from Avenue 276 north to Caldwell Avenue, including a bridge over Packwood Creek

* This table does not identify parties responsible for the dedication or purchase of necessary rights-of-way, or parties responsible for the construction of road improvements. That information is provided in the project Memorandum of Understanding. This table does not prohibit the City from constructing improvements ahead of schedule if deemed necessary.

** Based upon r.o.w. being available outside of Specific Plan area. **

2.3.3 Site Access

Efficient access to the Phase I development (Planning Areas A, B and C) will be provided through the construction of frontage improvements on Mooney Boulevard, the eastern and western extension of Cameron Avenue, and Avenue 276 (Visalia Parkway). Several right-turn only driveways are provided along Mooney Boulevard to access the Phase I development. Restricted access is proposed at the project's main entrance via a median break about 480 feet north of Avenue 276. This is consistent with City policies that state that driveway access to major activity centers should be located no closer than 200 feet to the adjacent intersection of arterial or collector streets. Each driveway provided along Mooney Boulevard will be designed to meet Caltrans standards for state highway driveways.

Cross access between Planning Areas B and C is provided as shown on the project site plan (Figure 2-3D).

Projected traffic volumes indicate the need for traffic signal control at Mooney Boulevard's intersections with Cameron Avenue and Avenue 276 (Visalia Parkway).

Site plans have not yet been developed for Phase II of the Specific Plan (Planning Areas D and E). Planning Area D will be accessed via the eastern extension of Cameron Avenue and Avenue 276 (Visalia Parkway) as well as by Stonebrook Street. Planning Area E will be accessed by Cameron Avenue and Stonebrook Street. These frontage improvements will be installed at the time that adjacent planning areas are developed, although narrower pavement with shoulders may be installed earlier to provide connectivity to the city street network.

Since site plans are not available for Phase II development, the specific locations for driveways and proposed median breaks are unknown at this time. All future roadway access locations will be required to be consistent with the policies and standards outlined within this Specific Plan and the City's Circulation Element.

2.3.4 Parking Areas

Approximately 40% of the gross area of regional commercial sites is devoted to parking areas and internal access. Therefore parking constitutes a major land use within the Plan area. Phase I of the project (Planning Areas A, B and C)

includes a total of 3,125 parking spaces. The current City Zoning Ordinance requires 1 space per 200 square feet for shopping centers. However the City is in the process of proposing a revised requirement of 1 space per 225 spaces. In addition, a parking demand analysis prepared as part of the project traffic study indicated that the project parking provided would exceed the peak weekday parking demand. Given the parking ratios provided below in Table 2-4, parking provided for Phase I of the project exceeds parking required.

Phase I Development (Planning Areas A, B and C)
 Parking Facilities
 Table 2-4

PLANNING AREA	PARKING REQUIRED	PARKING PROVIDED	ACREAGE
A	1,407 stalls Shopping Center @ 1 stall/225 sf = 1,385 stalls Garden Center @ 1 stall/1,500 sf = 22 stalls	1,470 stalls	13.9 acres
B	717 stalls Shopping Center @ 1 stall/225 sf	792 stalls	8.4 acres
C	724 stalls Shopping Center @ 1 stall/225 sf = 716 stalls Garden Center @ 1 stall/1,500 sf = 8 stalls	863 stalls	9.2 acres
Total	2,848 stalls	3,125 stalls	31.5 acres

Construction of Phase II commercial development (Planning Areas D and E) will include an estimated additional 1,700 parking spaces.

2.3.5 Bicycle and Pedestrian Facilities

Visalia's bikeway system currently consists of over 80 miles of Class I, II, and III facilities serving recreational, commuter, and student cyclists. In January, 1993, the City adopted a citywide Bikeway Plan. Bicycle and pedestrian facilities located in the vicinity of the site are currently limited to Class II bike paths. The project proposes to install pedestrian and bike path improvements, consistent with the City's Bikeway Plan.

In the immediate project area, Mooney Boulevard, Cameron Avenue, Avenue 276 (Visalia Parkway) and Stonebrook Street are all designated bikeways. To facilitate the completion of missing links on the bikeway system, the project will construct the appropriate bicycle facilities along the project's frontages. The project will also provide a dedicated bicycle/pedestrian path along Packwood Creek, completing the link that runs adjacent to the project.

Along Mooney Boulevard, Cameron Avenue, Avenue 276 and Stonebrook Street, sidewalks will be constructed as part of the frontage improvements. On-site pedestrian walkways will be provided throughout each commercial center.

2.3.6 Public Transit

Public transit in the City of Visalia is provided by Visalia City Coach. Visalia City Coach operates fixed route service along Mooney Boulevard servicing this major retail commercial corridor in Visalia. Fixed route service is planned for Cameron Avenue and Stonebrook Street.

In coordination with Visalia City Coach, the project will include the construction of appropriate transit facilities such as bus turnouts and bus stop amenities along Mooney Boulevard. Phase I of the project proposes the installation of two bus stops located on the east side of Mooney Boulevard, one north of, and one south of, the project entrance. A third bus stop is proposed on the west side of Mooney Boulevard, south of the main project entrance. Additional transit facilities may be needed as the Visalia transit system is expanded to provide service along Cameron Avenue and Avenue 276.

2.4 INFRASTRUCTURE

This section of the Specific Plan provides a description of existing infrastructure serving the Plan area, and an analysis and proposed layout for new or extended facilities needed to service future Specific Plan development. Information provided is based on a draft infrastructure analysis prepared by Lars Andersen and Associates, consulting engineers, which is included within the *South Packwood Creek Specific Plan and Phase I Regional Retail Development Draft EIR Technical Appendices*. Water service, storm drainage, wastewater disposal, natural gas, electricity and communication services are discussed individually below.

2.4.1 Water System

The Specific Plan area is within the service area of the California Water Service Company (CWSC) which provides domestic water service to the City of Visalia and many other areas throughout the State of California. CWSC water in Visalia is pumped from 76 wells located throughout the city. The existing water supply system within the project vicinity includes an existing 8" water main located on the east side of Mooney Boulevard, and another 8" main in Caldwell Avenue (Figure 2-11, Water Supply System).

Estimated Water Demand

For the purposes of estimating the interior water demand for commercial uses within the project area, an estimated demand of 0.10 gallon per square foot of commercial area per day was assumed. For exterior use it is anticipated that irrigation conservation measures will be utilized using water conserving fixtures and practices, including water efficient landscaping. The exterior water demand for the project area is based on the following:

$$\text{MAWB} = (\text{ETO})(0.8)(\text{LA})(0.62)$$

Where MAWB = Maximum allowable water budget expressed in gallons per year.

ETO = Evapotranspiration rate for Visalia of 50.3 in/year

0.8 = Allowable percentage of water budgeted for landscape per year.

LA = Landscape area requiring irrigation in square feet.

0.62 = Conversion factor to calculate MAWB in gal/year.

**WATER SUPPLY
SYSTEM
SOUTH
PACKWOOD CREEK
SPECIFIC PLAN
VISALIA, CA**

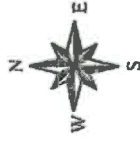
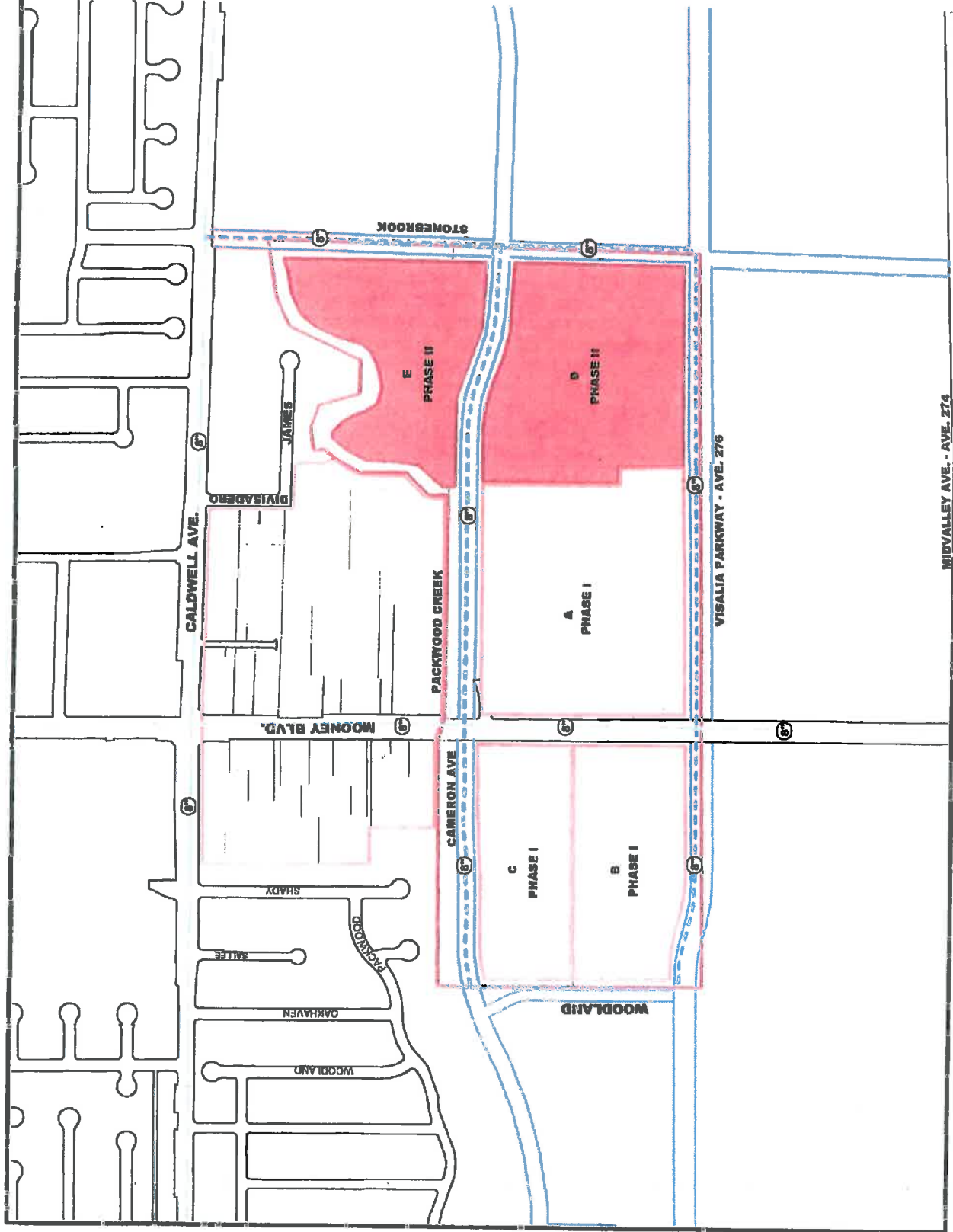


FIGURE 2-11



280 0 200 400 Feet

- EXISTING 8" WATER MAIN
- PHASE I FUTURE WATER MAIN
- PHASE II FUTURE WATER MAIN
- SPECIFIC PLAN AREA
- EXISTING COMMERCIAL AREA
- PACKWOOD CREEK
- EXISTING ROADWAYS
- FUTURE ROADWAYS

Based on the site plans prepared for Planning Areas A, B and C, approximately 18 percent of the net developable area will be devoted to landscaping. Water demand for the Specific Plan area can be estimated as follows:

Water Demand
Table 2-5

Planning Area	Net Land Area	Building Area (25%)	Domestic Water Demand	Landscape Area (18%)	Irrigation Demand
A	28.50 ac	344,508 ft ²	23.9 gal/min	223,463 ft ²	10.6 gal/min
B	16.37 ac	161,363 ft ²	11.2 gal/min	128,354 ft ²	6.1 gal/min
C	14.27 ac	172,500 ft ²	12.0 gal/min	111,888 ft ²	5.3 gal/min
D	26.85 ac	292,397 ft ²	20.3 gal/min	226,520 ft ²	10.8 gal/min
E	9.75 ac	106,178 ft ²	7.4 gal/min	76,448 ft ²	3.6 gal/min

Therefore, the total estimated water demand is:

INTERIOR	EXTERIOR	TOTAL
74.8 gal/min	36.4 gal/min	111.2 gal/min

The irrigation water demand is anticipated to be approximately 20% higher during the first 5 years until landscaping is well established. The total estimated water demand for the first five years is:

INTERIOR	EXTERIOR	TOTAL
74.8 gal/min	43.7 gal/min	118.5 gal/min

Proposed Water System

It is anticipated that Phase I development (Planning Areas A, B and C) would connect to the existing 8" water main located in Mooney Boulevard. Water service to Phase II development (Planning Areas D and E) would be provided with water service through the construction of 8" or 12" water mains in Cameron Avenue, Avenue 276 (Visalia Parkway), and Stonebrook Street. The proposed water system is illustrated in Figure 2-11. The final design for the water system will be at the discretion of the California Water Service Company.

A series of looped water mains would run across the individual project sites to provide fire protection. Based on the proposed system, and the calculations for the proposed plan, water usage and fire flow demand can be adequately met.

2.4.2 Wastewater Disposal System

The existing sanitary sewer system within the project area (Figure 2-12, Wastewater Disposal System) consists of a 14" sewer main that runs along the east side of Mooney Boulevard from Midvalley Avenue to approximately 900' south of Caldwell Avenue. There the line leaves Mooney Boulevard to the east and increases to a 16" line. This line turns four times and eventually ties into a 27" trunk line in Caldwell Avenue. The Caldwell line flows westerly to a 36" trunk line in Akers Avenue, northerly to Walnut Avenue, and westerly under State Highway 99 to the City's sewer treatment plant.

The treatment plant utilizes a number of processes to remove solids or suspended solids, and the remaining effluent is disinfected with chlorine and discharged to Mill Creek for agricultural use at the City-owned 900 acre walnut orchard, or to percolation-evaporation ponds.

The current flow of the treatment plant is 12 million gallons per day (mgd). The current capacity of the plant is 16.6 mgd with expansion to 20.7 mgd expected by June 2003. The treatment plant has adequate capacity to service the Specific Plan area.

With the exception of Planning Area C, the Specific Plan area will ultimately be served by the proposed Avenue 276 trunk line. It is anticipated that this will proceed in phases as follows per the City's five year capital improvements plan:

2000 - 2001:	Akers Road (Caldwell Avenue to Avenue 276) 36" trunk, ½ mile in length
2001 - 2002:	Avenue 276 (Akers Road to Demaree Street) 33" trunk, 1 mile length
2002 - 2003:	Avenue 276 (Demaree Street to Mooney Boulevard) 33" trunk, 1 mile length

The wastewater trunk line construction fund shows a deficit in future funds starting with the year 2001-2002. The City is currently investigating federal grants as an option to meet the required funding.

**SANITARY
SEWER SYSTEM
SOUTH
PACKWOOD CREEK
SPECIFIC PLAN
VISALIA, CA**

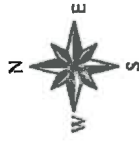
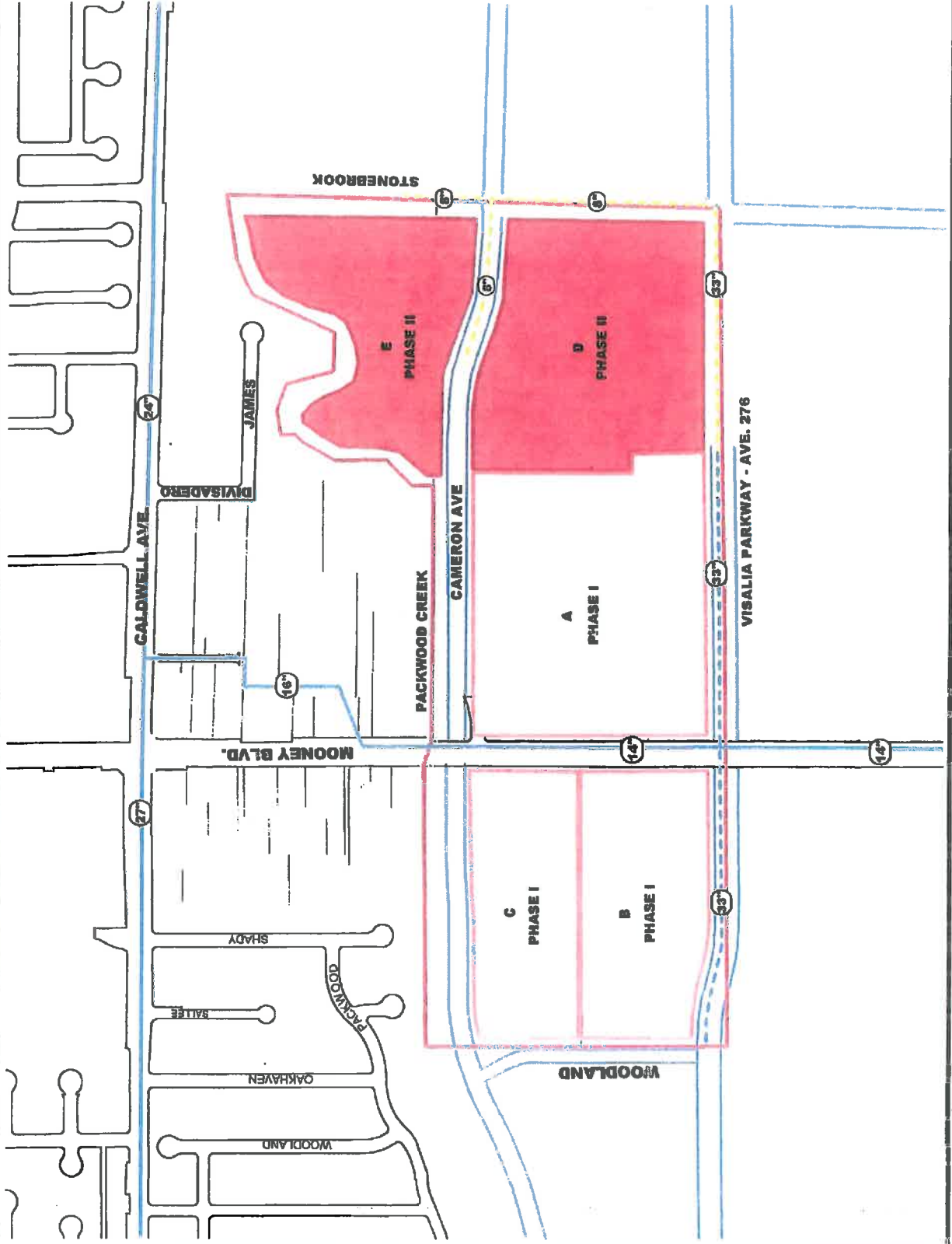


FIGURE 2-12



200 0 200 400 Feet

- EXISTING SEWER MAINS
- PROPOSED SEWER MAINS
- PHASE I
- PHASE II
- WATER MAIN SIZE (INCHES)
- SPECIFIC PLAN AREA
- EXISTING COMMERCIAL AREA
- PACKWOOD CREEK
- EXISTING ROADWAYS
- FUTURE ROADWAYS

Proposed Wastewater System

As described above, ultimately the wastewater system proposed to service the Specific Plan area (with the exception of Planning Area C) will be provided by the future Avenue 276 (Visalia Parkway) trunk line. Since the trunk line is not anticipated to extend to the project area until 2003 at the earliest, Planning Areas A and B will be serviced through a temporary connection to the existing 14" main located in Mooney Boulevard. A 33" dry line will be installed in Avenue 276, and two 8" dry lines will be installed from Planning Areas A and B to the Avenue 276 dry line so that flow can be diverted to it when it is functional.

Planning Area C, which also fronts on Mooney Boulevard, will take service off the existing 14" Mooney line on a permanent basis.

Phase II (Planning Areas D and E) is proposed to be serviced directly by the Avenue 276 (Visalia Parkway) trunk main. The timing of development within these areas would therefore be linked to the construction of the Avenue 276 trunk main.

Estimated Sewer Demand

For the purposes of determining the project's sewer demand, an estimated wastewater generation rate of 0.1 gallons/square foot of building area was assumed. Table 2-6 provides a summary of total sewer demand.

Sewer Demand
Table 2-6

Planning Area	Net Land Area	Building Area (25%)	Sewer Demand (0.1 gal/day x ft ²)
A	28.50 ac	344,508 ft ²	34,450 gal/day = 0.0530 ft ³ /sec
B	16.37 ac	161,363 ft ²	16,136 gal/day = 0.0250 ft ³ /sec
C	14.27 ac	172,500 ft ²	17,250 gal/day = 0.0265 ft ³ /sec
D	2.89 ac	292,397 ft ²	29,240 gal/day = 0.0486 ft ³ /sec
E	9.75 ac	106,178 ft ²	10,618 gal/day = 0.0164 ft ³ /sec

The estimated interim sewer demand on the Mooney Boulevard line resulting from the construction of the proposed Phase I Planning Areas A, B and C is as follows:

$$\text{Planning Areas A, B and C} = 0.0530 + 0.0250 + 0.0265 \text{ ft}^3/\text{sec} = 0.1045 \text{ ft}^3/\text{sec}$$

For the purposes of this plan, this number is multiplied by a peaking factor of three to ensure that a conservative figure is derived:

$$3 \times 0.1045 \text{ ft}^3/\text{sec} = 0.3135 \text{ ft}^3/\text{sec}$$

In order to determine capacity within portions of the existing sewer system which will provide service to the Plan area, flow monitoring was conducted at three locations. The first two locations, both in Caldwell Avenue, showed considerable capacity available. The third site, located in Mooney Boulevard approximately 100 feet south of the proposed project, indicated that there is approximately 5" of silt at the bottom of this 14" line, limiting its maximum capacity. The maximum flow was at a depth of 10.8 inches, a velocity of 0.8 ft/sec and a flow of 0.254 MGD or 0.39 ft³/sec.

When the existing flow at this location is added to the anticipated wastewater flow from Phase I (Planning Areas A, B and C), the total flow is:

$$0.390 \text{ ft}^3/\text{sec} + 0.3135 \text{ ft}^3/\text{sec} = 0.7035 \text{ ft}^3/\text{sec}$$

The theoretical maximum capacity of the Mooney Boulevard line, when clean, is 1.02 ft³/sec and would be adequate to service these planning areas if it is kept clean. After a careful review of the flow monitoring table, it can be concluded that higher flow volumes resulting from the proposed developments will create some self cleansing, and cleanup of the 14" Mooney line is not required for the development of Planning Areas A, B and C.

Two other locations within the 14" Mooney Boulevard line have been evaluated, and were found to have similar silt build-up. The first location was just north of Packwood Creek, where there was approximately an 8" silt build-up. The second location was on Mooney Boulevard at Midvalley, where there was a 7" silt build-up. It is possible that these lines were constructed very flat because grade was not available. The maximum existing velocity is at 0.8 ft/sec., whereas it should be at 2 ft/sec. for self cleansing. Consequently, continued regular maintenance by the City is recommended until project generated wastewater can be diverted to a functional line in Avenue 276 (Visalia Parkway).

As noted above, Phase II (Planning Areas D and E) is proposed to be serviced directly by the Avenue 276 trunk main as soon as it is functional. No interim wastewater disposal service is currently proposed. Planning Area D would drain directly to the Avenue 276 trunk line. As illustrated in Figure 2-12, Planning Area E would drain to an 8" or 10" sewer main to be located in Stonebrook Street, depending on how much of the area east of Stonebrook would drain into it. In addition, an 8" main would need to be installed in Cameron if the storm drainage basin site was developed for regional retail uses.

2.4.3 Storm Drainage

Strategies for providing storm drainage facilities to the project area vary, depending on the location and timing of development. Two options for providing storm drainage services are discussed below.

Option 1 would be to implement the system shown in the City of Visalia Storm Water Master Plan and Management Program which indicates storm drain laterals to be constructed to Cameron Creek. This would involve the construction of a storm drainage line in Mooney Boulevard extending south approximately 0.8 miles, and the acquisition of additional right-of-way. A line would similarly need to be constructed in Stonebrook Street, and the right-of-way acquired. These pipelines would discharge into a detention basin prior to draining into Cameron Creek. Therefore, construction of the storm drainage system as shown in the Master Plan, for the purposes of servicing the Specific Plan area, would be technically feasible if the City is able to acquire the necessary land. However, the Master Plan indicates that these facilities are currently not planned for construction until sometime between the years 2010 and 2020, well beyond the time frame for Phase I Specific Plan development.

It should be noted that the Master Plan also indicates that there is additional capacity in Packwood Creek so that a metered flow (10%) could drain to Packwood Creek from the Specific Plan area without exceeding that creek corridor's capacity.

Option 2 would involve the construction of a permanent drainage pond near the northeast corner of the Specific Plan area. A 9.0 acre detention facility would be located within the Specific Plan area adjacent to Packwood Creek (Planning Area E), to be purchased by the City. The pond would be capable of servicing

a 115.9 acre area east of Mooney Boulevard, which could include Phase I Planning Area A, as well as Phase II Planning Areas D and E.

Its service area could also extend beyond the Specific Plan boundaries to include 23.5 acres of the neighboring Caldwell 51 Specific Plan area. The pond would have a metered flow to Packwood Creek. An extensive storm drain system would be installed in Avenue 276, Stonebrook Street and Cameron Avenue to convey storm water to the pond.

Since the timing for construction of the permanent ponding basin is unknown at this time, a temporary retention pond is proposed to provide interim storm drainage service for Planning Area A. As illustrated in Figure 2-13, Storm Drain System, the pond would take drainage from Mooney Boulevard, Cameron Avenue and Avenue 276. Drainage would be conducted to the pond via an extensive storm drain piping system, to be designed based on a 10-year, 10-day storm event with a total rainfall of 4.17 inches. Dry lines would be constructed to the permanent ponding site, and made operational once the permanent ponding basin is usable.

A temporary retention pond would also be provided off-site to service Planning Areas B and C. This pond would take drainage from Mooney Boulevard, Cameron Avenue, Woodland Avenue and Avenue 276 (Visalia Parkway). By installing a storm drain line to Packwood Creek, the pond could be converted to a detention pond. This detention pond/drainage system would be based on a 10-year, 1-day storm event with a total rainfall of 2.09 inches. A future permanent regional drainage pond to serve this and other nearby areas will likely be constructed by the City west of the Specific Plan area. It should be noted that the location and configuration of proposed drainage ponds are preliminary, and may be subject to change as development plans are refined.

**STORM DRAINAGE
SYSTEM
SOUTH
PACKWOOD CREEK
SPECIFIC PLAN
VISALIA, CA**

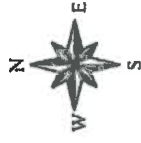
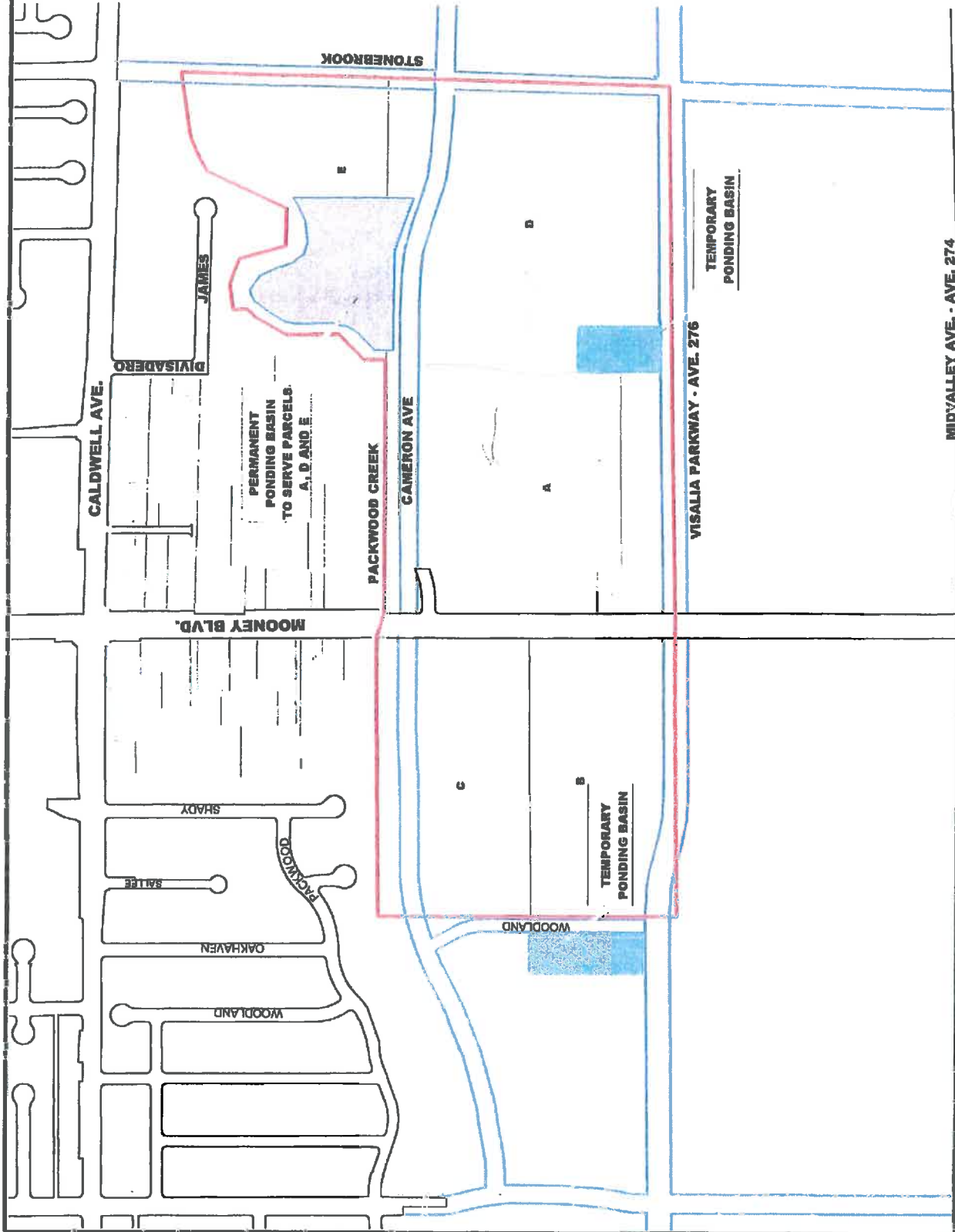


FIGURE 2-13



2.4.4 Electricity, Natural Gas and Communications

Electricity

Electricity is to be provided to the Specific Plan area by Southern California Edison (SCE). SCE currently has a 12kV underground trunk line on the west side of Mooney Boulevard which is available to serve the Specific Plan area. SCE is ready to install electrical distribution facilities for the proposed projects in accordance with the then applicable tariff schedules of SCE on file with, and approved by, the Public Utilities Commission, State of California, and subject to the receipt of such permits or other authorizations from public agencies as may be required for such installations. This is subject to such changes, modifications, and amendments which the Public Utilities Commission may from time to time direct in the exercise of its jurisdiction.

Natural Gas

Natural Gas is to be provided to the Specific Plan area by Southern California Gas Company. Gas service to the project can be provided from existing 4" and 8" medium pressure main lines located on the east side of Mooney Boulevard. Service would be in accordance with Southern California Gas Company's policies and extension rules on file with the California Public Utilities Commission at the time contractual arrangements are made. The company states that the availability of natural gas service is based upon conditions of gas supply and regulatory agencies.

Telephone

Telephone service is to be provided to the Specific Plan Area by Pacific Bell. Underground communication facilities exist on the west side of Mooney Boulevard. Pacific Bell plans to place buried cable and wire in a joint trench with other utilities to provide the developments with telephone service.

2.5 PUBLIC SERVICES

2.5.1 Police Protection Service

Law enforcement services for the Specific Plan area would be provided by the Visalia Police Department. The police force currently includes 113 sworn officers and 35 non-sworn personnel. Currently, 40 officers are assigned to patrol, with 5 to 8 officers on duty per shift to cover 6 beats. All patrol units are dispatched from police headquarters at 303 South Johnson Street, near Willow Street, in the downtown area. Average response times are 3 to 4 minutes for emergency calls, which represents a satisfactory level of service.

In general, development within the Specific Plan area is not expected to degrade overall response times or result in the need for increased personnel, equipment, or facilities. The Police Department will be involved in design review for the project, particularly to ensure adequacy of emergency access, landscaping and lighting plans from a crime prevention perspective.

2.5.2 Fire Protection Service

Fire protection for the Specific Plan area is provided by the City of Visalia Fire Department. The Department has four fire stations and a staff of 60. The nearest fire station is located approximately one mile from the Specific Plan area at 2224 West Monte Vista Avenue, near the intersection of Mooney Boulevard and Whitendale Avenue. The other three stations are located at Willow and Johnson in the Downtown area, at Dinuba and Ferguson in north Visalia, and at the Visalia Municipal Airport. Response times from the four stations are usually within the response time goal of four to six minutes to any location throughout the City. The response time to the Specific Plan area from the first responding station at Monte Vista is estimated to be four minutes; well within the City's response time goal. The City has mutual aid agreements with the Tulare County Fire Department and California Department of Forestry (CDF), who would respond to a call from the Specific Plan area upon request.

Development under the Specific Plan would increase overall demand for fire services, although the fire risk associated with regional retail development is very low. The City of Visalia requires commercial buildings over 5,000 sq ft to be sprinklered which reduces the potential for major fires. Therefore, development under the Specific Plan is expected to be accommodated without degradation to

City-wide fire services, and without generating the need for additional fire personnel, equipment, or facilities. The Fire Department would review the development plans for Phase I and subsequent development under the Specific Plan, and would require the installation of fire hydrants at specific locations.

Recent flow tests conducted by the California Water Service Company on the existing Mooney Boulevard water main indicated that the current water system provides sufficient volume and pressure for fire suppression for Phase I development. Additional water mains to be constructed in conjunction with future development under the Specific Plan would be designed to provide minimum fire flows throughout the Specific Plan area.

2.5.3 Solid Waste Disposal

Solid waste collection and disposal service to the Specific Plan area would be provided by the City of Visalia. Solid waste generated by the Specific Plan development would be disposed of at two regional landfills operated by Tulare County. These are the Visalia Refuse Disposal Site located on Road 80 approximately 10 miles northwest of Visalia, and the Woodville Refuse Disposal Site located 10 miles south of Exeter. The Visalia Disposal Site, which currently has a remaining life of about 3 to 4 years, is undergoing an expansion program which would extend its life at least 40 years. The Woodville Disposal Site, which currently has a remaining life of approximately 10 years, is developing an expansion program to give it another 35 years of life, although regulatory requirements related to wildlife habitat protection could reduce that to 15 years.

The City of Visalia also provides full residential curbside recycling collection as well as limited recycling collection from commercial users. (Some large commercial users bale their own cardboard on-site for pick-up by private contractors). The recycling materials are delivered to Sunset Waste for processing, and the green waste is delivered to Tulare County Biomass for composting. In 1999, the City had achieved solid waste reduction of 32 percent from the 1990 levels.

Based on the average City-wide solid waste generation rate of 10.5 tons/acre/year for commercial uses (based on last available figure from 1990), the Specific Plan area is expected to generate 1,365 tons of solid waste per year. It is expected that much of this material would consist of cardboard which would be baled on-site and collected by private contractors for recycling and reuse. Site plans for

individual development projects will be required to accommodate solid waste facilities as needed.

The development of the Specific Plan area would likely result in the need for the City-owned solid waste collection service to expand its staff and equipment incrementally. However, since this is a fee-based service, no adverse funding impacts would result. The regional landfills serving the Specific Plan area have sufficient capacity to serve the Specific Plan development for the foreseeable future, although the additional solid waste generated by the development would reduce the remaining life of the existing landfills incrementally.

2.6 GOALS AND POLICIES

The following goals and policies are intended to be consistent with, and implement, relevant goals and policies within the City's General Plan. Implementation of these goals and policies is further defined in Section 3, Zoning and Design Standards, and Section 4, Implementation

2.6.1 Land Use Policies

Goal A: Land uses within the project area shall be sited and designed to be compatible with surrounding existing and future uses *(Consistent with Land Use Element Implementation Program 3.5.15)*.

A1) Project roadways and open space areas (Packwood Creek or storm detention facilities) shall serve as buffers between new commercial uses and adjacent existing and future uses.

A2) Buildings/lighting shall be sited to ensure that noise, glare, and other potential nuisances or impacts on neighboring uses shall be minimized.

A3) Project circulation shall be designed to ensure that traffic generated by commercial center(s) will not significantly impact existing residential neighborhoods.

Goal B: Mooney Boulevard from Packwood Creek south to Mooney Grove Park is a designated scenic corridor. The project will constitute the southern gateway to the City. *(Consistent with Land Use Element Implementation Program 1.1.11)*.

B1) Development within the project area shall meet the City's Design District A standards, which are intended to provide enhanced landscape parkways along Mooney Boulevard, and ensure aesthetic continuity.

B2) High quality design, materials, and landscaping shall be used throughout the project area.

- B3) Native trees shall be incorporated into street and site landscaping designs where appropriate to preserve Visalia's character. *(Consistent with Land Use Element Implementing Policy 2.2.6. See Section 3.2 for additional landscape design standards)* 2.1.16

Goal C: Packwood Creek shall be preserved and enhanced for the purposes of flood protection, irrigation water conveyance, riparian habitat, open space, and passive recreation. *(Consistent with Conservation, Open Space, Recreation and Parks Element Objective 1.2B).*

- C1) Maintain a 50 foot riparian habitat development setback from the discernible top of the bank (i.e. inside hinge point) for both sides of the Packwood Creek corridor; provided that where riparian trees are located within 100 feet of the discernible top of the bank, the setback shall be wide enough to include five feet outside the drip line of such trees. *(Consistent with Conservation, Open Space, Recreation and Parks Element Policy Amendment 3, Feb. 13, 1997).*
- C2) Development shall not be allowed within Packwood Creek riparian habitat development setbacks. Maintenance and emergency access roads, trails and bike paths are permitted within setback areas. *(Consistent with Conservation, Open Space, Recreation and Parks Element Implementation Program 1.2.4).*
- C3) In order to enhance views and public access to Packwood Creek, public uses rather than private uses shall be sited adjacent to the creek wherever feasible. These uses may include open space and/or circulation elements such as single-loaded, loop or cul-de-sac streets to promote access, security and separation from urban development. *(Consistent with Conservation, Open Space, Recreation and Parks Element Implementation Program 1.2.6)*
- C4) For development projects located adjacent to Packwood Creek, landscape/habitat restoration plans addressing the restoration and enhancement of creek setback areas, shall be prepared prior to the approval of individual development projects. *(Consistent with Conservation, Open Space, Recreation and Parks Element Policy Amendment 3, Feb. 13, 1997).*

2.6.2 Traffic and Circulation Policies

Goal D: A coordinated transportation plan integrating vehicular, bicycle and pedestrian facilities and mass transit (*Consistent with Draft Circulation Element Update Policy 1.1.2*).

- D1) Arterial and collector street improvements shall be provided according to City design standards (*Consistent with Draft Circulation Element Update Objective 2.1*).
- D2) Level of Service D shall be the minimum acceptable level of service at which arterial streets and collector streets should operate during peak hours. All new arterials and collectors should operate at this level of service or better for a period of at least 20 years following construction of planned improvements (*Consistent with Circulation Element Update Policy 1.1.3*).
- D3) Developments shall dedicate necessary rights-of-way where development is proposed adjacent to Mooney Boulevard, Cameron Avenue, Stonebrook Street and Avenue 276 (Visalia Parkway) (*Consistent with Draft Circulation Element Update Policy 5.1.3.C*).
- D4) Developments shall provide all necessary grading, installation of curbs, gutters, sidewalks, and parkway planting (*Draft Circulation Element Update Policy 5.1.3.d*).
- D5) Developments shall make necessary off-site improvements if the location and traffic generation of a proposed development will result in congestion on major streets or failure to meet LOS D during peak periods or if it creates safety hazards. Such improvements may be eligible for credit or reimbursement from traffic impact fees. In some cases, the development may be required to wait until financing for required offsite improvements is available. In other cases, where development would result in unavoidable impacts, appropriate findings of overriding consideration would be required to allow temporary undesirable levels of service (*Draft Circulation Element Update Policy 5.1.4*).

- D6) Make one of the following findings when considering proposed developments: (*Draft Circulation Element Update Policy 5.4.2*).
- a) That the transportation system segments, intersections, and interchanges impacted by a proposed development will operate above the minimum level of service specified in the Circulation Element with other approved plus proposed project-added traffic, or that there will not be a new degradation of the resulting level of service. Where proposed projects are not contiguous with existing development within the City, traffic/circulation analyses shall address the cumulative impacts of the project plus all intervening undeveloped areas.
 - b) That the project criteria for inclusion in the five-year CIP will be based on providing sufficient capacity on the transportation system segments, intersections, and interchanges impacted by the proposed development so that the system will operate at or above the minimum level of service specified in the Circulation Element with other approved plus proposed project-added traffic.

Site Access Policies

Goal E: Ensure safe and efficient access to new commercial shopping areas.

- E1) Promote traffic safety by requiring that ingress and egress to shopping centers be carefully designed. Left turn movements into and out of commercial areas shall be minimized and consolidated wherever possible. Left turn movements into commercial areas from divided arterials shall be justified by demonstrating substantial reduction in U-turns at arterial roadways or demonstrating other traffic and circulation benefits (*Draft Circulation Element Update Policy 5.1.10*).

- E2) Driveway access to major activity centers should be located no closer than 200 feet to the adjacent intersection of collector or arterial streets.
- E3) Driveways provided along Mooney Boulevard shall be designed to meet Caltrans standards for state highway driveways.

Parking Area Policies

Goal F: To enhance the scenic character of project parking areas.

- F1) A minimum of ten percent of the area devoted to parking shall be landscaped and continuously maintained. (Additional parking lot landscaping design standards are included in Section 3.2 of this Specific Plan.)
- F2) For projects fronting on Mooney Boulevard, a minimum 35-foot wide landscape parkway shall be provided on both sides of Mooney Boulevard to screen and soften views of parking areas.
- F3) Landscape screening such as a 3' high solid hedge shall be installed where parking areas or drive-thru lanes and landscape setbacks meet.

Bicycle Policies

Goal G: Ensure that adequate bicycle facilities are provided to promote safe, efficient bicycle travel to the proposed project.

- G1) In accordance with the City's adopted Bikeway Plan, Mooney Boulevard, Cameron Avenue, Visalia Parkway (Avenue 276) and Stonebrook Street shall all include Class II bike lanes, or shall provide an alternative route. Class II bikeways shall be constructed to the following standards (*consistent with Conservation, Open Space, Recreation and Parks Element, page 68*):
 - a. Class II bikeways shall be marked as a separate lane within the street right-of-way.

- b. The width of the lane shall be at least 5 feet
- c. Bikeway should be marked by signs and by bike lane markers painted on the pavement.

G2) In accordance with the *City's Open Space and Conservation Element (Figure 8)*, a Class I bike/pedestrian path shall be incorporated into the riparian setback area adjacent to Packwood Creek.

Class I bike/pedestrian paths shall be constructed to the following minimum standards (*consistent with Conservation, Open Space, Recreation and Parks Element, page 68*):

- a. The bike/pedestrian path shall be separated from the street.
- b. A pedestrian path may be combined with the bikeway. Different paving materials shall be used to distinguish the bikeway (asphalt paving) from pedestrian path (decomposed granite, compacted earth, etc.) The paved width for the path should be a minimum of 6 feet.

G3) Due to the expanded right-of-way requirements and heavy east bound traffic volumes anticipated at the Mooney Boulevard/Cameron intersection, bikers traveling on Cameron Avenue along Planning Area B A frontage shall be redirected to the parallel off-street bike path in the riparian setback area located immediately north of Cameron Avenue for this segment of travel.

G4) Short-term bicycle parking and long-term bicycle storage facilities, such as bicycle racks, stocks and rental bicycle lockers, shall be incorporated into proposed commercial developments (*Draft Circulation Element Update Policy 2.2.3.a*).

Public Transit Policies

Goal H: Ensure that adequate facilities for mass transit are incorporated into the design and management of future commercial uses (*Consistent with Draft Circulation Element Objective 2.1*).

- H1) Based on adopted transit policies, new development within the project area shall include transit facilities, including bus turn-outs, and bus stop amenities such as lighted shelters, benches, telephones, and route information signs, as deemed necessary by the local transit authority. *(Draft Circulation Element Update Policy 2.1.2)*
- H2) Project developers shall work with the local transit authority to determine the preferred location(s) and design of transit facilities.

2.6.3 Infrastructure Policies

Goal I: Ensure that adequate infrastructure, including water, sewer and storm drainage facilities, as well as electricity, natural gas and communications, are in provided at the time of project development. *(Consistent with Land Use Element Objectives 5.1 A and B)*

- I1) The development and extension of infrastructure to proposed developments within the Specific Plan area shall be constructed and phased as described within this Specific Plan, and/or according to adopted sewer and storm drainage master plans. *(Consistent with Land Use Element Implementing Policy 5.1.1)*
- I2) The City shall use credit toward developer fees, reimbursement agreements or other financing techniques to reimburse developments for any over-sizing cost which may be required. *(Consistent with Land Use Element Implementing Policy 5.1.5)*

2.6.4 Public Services Policies

Goal J: Ensure that adequate public services are available to service the project, and that suitable facilities for solid waste management are provided on-site.

- J1) Enclosures for trash containers and commercial recycling bins shall be provided as specified by the City Solid Waste

Department. Such enclosures shall be screened from view from adjacent structures and roadways and shall be provided with solid gates.

2.6.5 Build-out Phasing

Goal K: Ensure that commercial development within the Specific Plan Area does not adversely affect the viability of the existing Mooney Boulevard commercial corridor, downtown commercial core area, and other commercial areas of the City.

K1) Development of each subarea (i.e. Area A, Area B, etc.) shall require approval of a conditional use permit for a planned commercial development.

3. PROJECT ZONING AND DESIGN STANDARDS

3.1 PROJECT ZONING

Parcels within the Specific Plan area are to be zoned Planned Regional Retail Commercial (P-C-R). Zoning will be further modified by the City's Design District A modifying zone. All projects within the Specific Plan area will conform to the requirements and development standards contained within Chapters 17.18, Planned Commercial Zones, 17.30 Article 4, Design Districts, and 17.30.160, Design District A development standards. The intent and general requirements of each is described below. Standards for off-street loading and parking per Chapter 17.34 of the City's Zoning Ordinance, and signage (Chapter 17.48 of the City's Zoning Ordinance), are incorporated by reference.

3.1.1 Planned Regional Commercial Zone

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

In a P-C-R zone, all businesses, services and processes shall be conducted entirely within a completely enclosed structure, except for off-street parking and loading areas, gasoline service stations, outdoor dining areas, nurseries, garden shops, Christmas tree sales lots, bus depots and transit stations, electric distribution substation, and recycling facilities. In addition, seasonal sales, "sidewalk" sales, or other limited term outdoor sales may be conducted outdoors with City approval.

A planned development permit must be obtained for development in all planned commercial zones, subject to the requirements and procedures in Chapter 17.28 of the City's Zoning Ordinance. Those requirements are incorporated by reference, and are excerpted and included in Appendix A-2.

3.1.2 Permitted Uses

Chapter 17.18.050 of the City's Zoning Ordinance specifies permitted, conditionally permitted, and temporary conditional uses allowed within Planned Regional Commercial zones. All uses proposed within the Specific Plan area shall be in conformance with this Chapter of the Ordinance. A summary of permitted uses, as excerpted from the City's Zoning Ordinance, is provided in Appendix A-3.

3.2 DESIGN STANDARDS

3.2.1 Design Districts: District A Modifying Zone

Zoning Ordinance Chapter 17.30, Article 4, Design Districts, identifies a number of Design District Modifying Zones (A through K) which establish special standards required in specific areas. In doing so, the City recognizes that special circumstances unique to a particular area require special development standards not included under normal zoning standards. The modifying zone standards are in addition to normal zone requirements.

Development standards contained in Chapter 17.30, Article 4, Design Districts, shall be applied to the Specific Plan area, and are incorporated herein by reference. This Chapter and Article contain extensive landscaping requirements and standards for all Design Districts, as well as some additional standards for parking, loading areas, screening and storage areas, curb cuts, and lighting.

In addition, District A standards shall be applied to all projects within the Specific Plan area. The purpose of District A development standards is to provide enhanced landscaped setback areas and to ensure aesthetic continuity along major roadways from which these retail areas take access.

The following Design District A development standards shall apply to all property located in the Specific Plan area:

- A) Building height: fifty (50) feet.
- B) Required yards:
 - 1. Front: thirty-five (35) feet minimum;
 - 2. Side: zero;
 - 3. Street side on corner lot: twenty-five (25) feet minimum;
 - 4. Side yards abutting an R-A, R-1, or R-M district: fifteen (15) feet minimum;
 - 5. Rear: zero;
 - 6. Rear yards abutting an R-A, R-1, or R-M district: fifteen (15) feet minimum;
- C) Parking as prescribed in Chapter 17.34
- D) Site area: five acre minimum (Note: parcels that are a part of a planned commercial development, such as the proposed Phase I development, are all considered together as one "site.")
- E) Landscaping:
 - 1. Front: thirty-five (35) feet minimum;
 - 2. Street side on corner lot; twenty-five (25) feet;
 - 3. Side: five feet (except where a building is on sided property lines);
 - 4. Rear: five feet minimum.

The setback requirements shall be modified on the following road segments:

- F) The average front yard building setback for Cameron Avenue shall be 25 feet, with a minimum setback of 15 feet (proposed only at the Planning Area C garden center).
- G) The average front yard building setback along Visalia Parkway shall be 30 feet, with a minimum setback of 25 feet.

3.2.2 Phase I Design Theme

The site plan for Phase I development has been designed to reflect a "village" theme, with hardscape and landscape elements used to reinforce this. Shops, restaurants and some larger tenants have been grouped to share a common

promenade. The promenade has been defined by creating a continuous tree covered front sidewalk with adjoining head-in parking on a defined "street" look.

The promenade links focal plazas and architectural features and has been detailed to encourage pedestrian use while also providing "front door" parking much as the traditional American downtown would. In areas where there are no buildings, intermediate tree covered seating areas are provided (Figure 3-1, right). In addition, restaurants have been positioned to allow outdoor dining areas adjacent to the promenade.

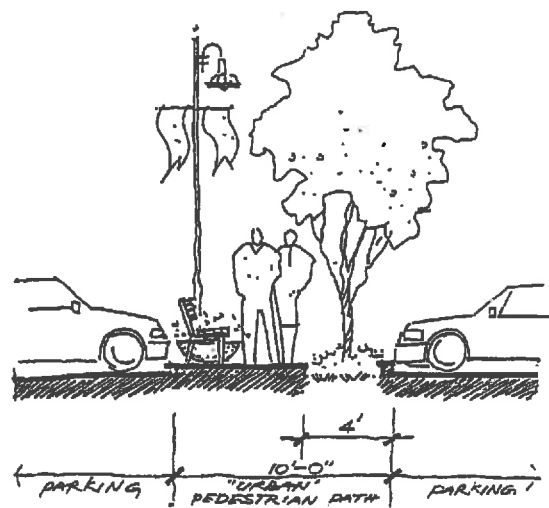


Figure 3-1: Pedestrian Promenade

The promenade will be hardscaped to define "town blocks" by creating intersections and corners with accented paving. Also, the entrance driveway has been given a more formal "boulevard" look.

The Mooney Boulevard sidewalk has been designed in the same theme with a straightened walk, pulled back into the landscape setback, which is heavily treed and provided with shaded seating areas (Figure 3-2).

The village theme will be further reinforced with pedestrian scale lighting, appropriate plant selections, accented paving, an abundance of benches, fabric awnings and colorful banners.

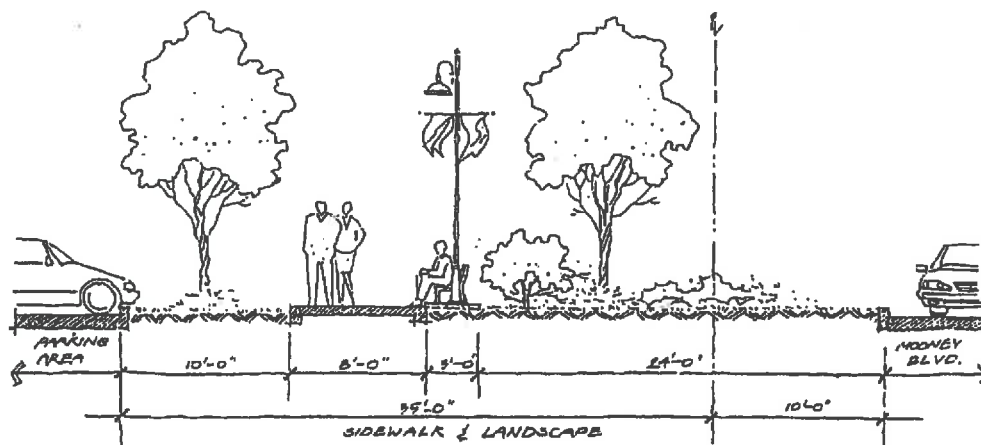


Figure 3-2: Mooney Boulevard Sidewalk

3.2.3 Off-Street Parking and Loading Facilities

Off-street parking and off-street loading facilities shall be provided within the Specific Plan area as prescribed in Chapter 17.34 of the City's Zoning Ordinance.

The current City Zoning Ordinance contains an overall requirement of 1 parking stall per 200 square feet for shopping centers. However, the City is in the process of adjusting this requirement to 1 stall per 225 square feet. It is assumed, for the purposes of this Specific Plan, that the revised requirement of 1 stall per 225 shall govern.

Since the Specific Plan area will be providing a high concentration of commercial uses in one general location, use of alternative or creative methods of providing for the parking demand are encouraged. A trip reduction program developed for the South Packwood Creek Specific Plan could include measures designed to provide transportation information, assistance, and incentives to employees and patrons. The purpose of these measures is to reduce the number of vehicles driven to the site by increasing the average vehicle ridership (AVR) or vehicle/employee ratio. The following measures could potentially be implemented by the project when developing a trip reduction program:

Ridesharing

- Carpooling/vanpooling for carpools and vanpools
- Preferential parking for carpools and vanpools
- Financial subsidies or rewards to carpool/vanpool/buspool passengers and drivers
- Employer-provided vehicles for carpools and/or vanpools
- Employer-sponsored vanpools
- Carpool/vanpool/buspool operating subsidies, e.g. insurance, fuel maintenance, etc.

Transit

- Work site transit ticket sales
- Financial subsidies/rewards to transit users
- Transit route maps and schedules on-site
- Shuttle to transit line (employer or subsidized)

Bicycle and Pedestrian

- Financial subsidies to bicycle or pedestrian commuters including the purchase of equipment for commute purposes
- Bicycle lockers or other secure, weather-protected bicycle parking facilities
- Bicycle access to building interiors
- Bicycle and/or walking route information
- On-site bicycle registration
- Employee shower facilities and clothes lockers
- Financial subsidies/rewards for walking and other non-motorized transportation modes

On-site Facilities/Services

- Site modification that would encourage walking, transit, carpool, vanpool, and bicycle use.
- Guaranteed return trip program
- Providing child day care at/near work site
- Refueling/recharging facilities for clean vehicles used for employee/customer trips

Promotional and Marketing Activities

- Rideshare marketing campaigns
- On-site transportation fair to promote commute alternatives
- Participation in California Rideshare Week

Other

- Membership in a Transportation Management Association that provides services and incentives
- Establishment of employee committee to help design, develop, and monitor the trip reduction program
- Assistance to employees in locating their home residence closer to the work site and/or along transit routes
- Assistance in the development of housing close to the work site, along transit routes, or in an employer sponsored housing development to facilitate carpool/vanpool/formation or shuttle service.

- Trip reduction measures to reduce non-employee vehicle trips to work site, e.g. home delivery, shopping via the internet, etc..

3.2.4 Signs

Signs within the Specific Plan area shall generally conform to the City's Sign Ordinance, Chapter 17.48 of the City's Zoning Ordinance (included in Appendix A-2). The following standards shall be used as a Sign Program for the Specific Plan area. Signs shall endeavor to be internally consistent and to provide aesthetic continuity within each planning area. Except for center identification signs, internal or external illumination may be used.

A) MONUMENT SIGNS

One double-sided, internally illuminated monument sign shall be allowed along each arterial or collector street frontage in each planning area. This would result in a maximum of seven monument signs in Phase I and four monument signs in Phase II.

Monument signs along Mooney Boulevard shall be a maximum size of 100 sq.ft. with sign faces of 50 sq.ft.

All other monument signs shall be a maximum size of 70 sq.ft. with sign faces of 35 sq.ft.

B) COMMERCIAL CENTER IDENTIFICATION SIGNS

A total of four commercial center identification signs may be located within the Specific Plan area. They would be located on the northwest and northeast corners of Mooney Blvd. and Avenue 276 and on the southwest and southeast corners of Mooney Blvd. and Cameron Avenue.

Center identification signs shall be of a similar design theme, with a single row of individual letters that are a maximum 2 feet high on a decorative wall which does not exceed 4 feet in height.

Signage shall be limited to identification of the commercial center, not individual tenants.

Center identification signs shall be externally illuminated. The illumination shall be designed and maintained with screening so that the light source is not directly visible from the public right of way.

C) BUILDING SIGNS (MAJOR BOX STORES)

Primary Building Sign

One primary building sign shall be allowed per occupancy on the primary building frontage.

Users may choose which building frontage is their primary building frontage. The other frontages shall be secondary building frontages.

The primary building sign shall be a maximum size of 2 sq.ft. for each foot of primary building frontage to a maximum size of 150 sq.ft.

Secondary Building Signs

One secondary building sign shall be allowed on each secondary building frontage and over any public secondary entrances on the primary building frontage.

Secondary building signs shall be a maximum of 25% of the allowed primary building sign, OR as an option, users may take the total square footage of allowed primary building frontage signage and divide that square footage among signs on any of the frontages.

D) BUILDING SIGNS (PAD, ROW and IN-LINE STORES)

Same standards as Sign Ordinance.

3.2.5 Landscaping

Commercial Centers

Landscaping within commercial parking areas shall generally conform to the City's Off-Street Parking and Loading Facilities Landscape Requirements, Chapter 17.34.040 of the City's Zoning Ordinance (included in Appendix A-2). These ordinance requirements include the following:

- A) Not less than 10% of parking areas comprising 20 or more spaces shall be landscaped and continuously maintained.

- B) The Zoning Ordinance specifies that not more than 10 consecutive parking stalls shall be allowed without an approved landscaped tree well of 80 square feet or more.

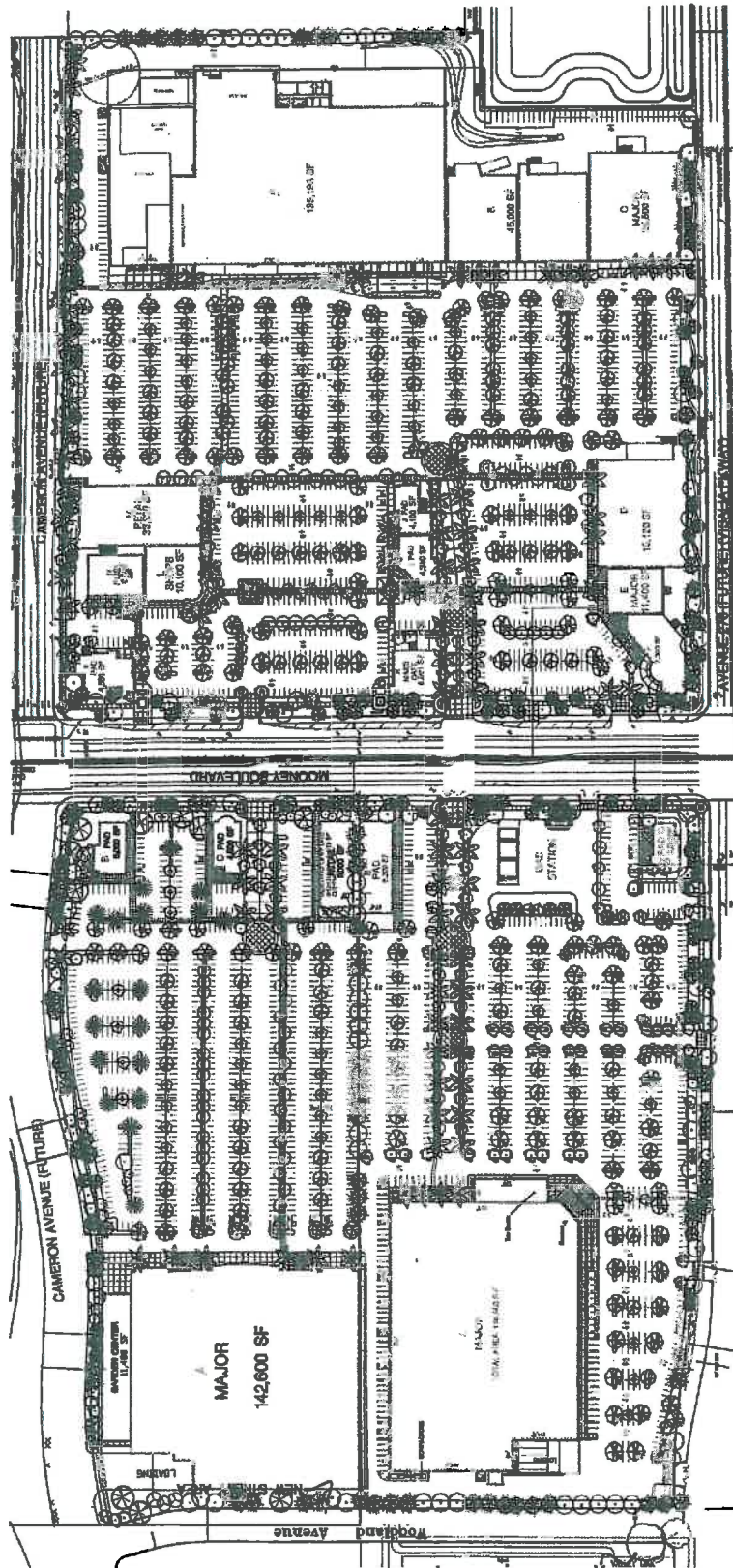
This Specific Plan shall allow flexibility in tree well configurations and sizing, as long as alternate parking lot landscape configurations provide an equivalent or better design in terms of the number and configuration of trees, and are approved by the City. An alternate tree well configuration proposed for some Phase I commercial parking areas is illustrated in Figure 3-4.

- C) A planting list shall be provided prior to issuance of a grading or building permit. Planting list shall give the botanical and common names of the plants to be used, the sizes to be planted, quantity of each, and the spacing to ensure a balanced design.

A landscape plan shall be prepared for each planning area, and shall be reviewed and approved by the City through the design review process. Landscape plans shall endeavor to be internally consistent and to provide aesthetic continuity within each planning area.

A conceptual landscape plan has been prepared for Phase I development (Planning Areas A, B and C) and is illustrated in Figure 3-3. Landscape design guidelines incorporated into the landscape plan for Phase I development include the following:

- 1) Major entry drives shall be enhanced with palms and flowering accent trees.
- 2) The central pedestrian walkway shall be highlighted by one species of large, flowering evergreen trees.
- 3) Pedestrian plazas shall include plantings of evergreen and deciduous trees to provide shade throughout the year.
- 4) Trees shall be liberally installed in commercial parking areas. For retailers that provide large hand held trucks for customer service, such as home improvement centers and ware house stores, alternative parking lot landscaping configurations shall be



Planting Legend

SYMBOL	ABBREVIATION	BOTANICAL NAME	COMMON NAME
○	ACA	Acacia baileyana	Bailey Acacia
○	AES	Aesculus californica	Red Horsechestnut
○	ARB	Arbutus menziesii	Strawberry Tree
○	CER	Cercis occidentalis	Western Redbud
○	CNI	Cinnamomum camphora	Camphor Tree
○	CEI	Callerya parviflora	Australian Willow
○	LAG	Lagotis linearis	Cherokee Creeper Myrtle
○	LIO	Ligustrum lucidum	Sweet Bay
○	LIO	Ligustrum lucidum	Sweet Bay
○	MAJ	Malvaceae	Majestic Beauty
○	OLE	Olea europaea	Swan Hill Olive
○	PIN	Pinus caroliniana	Conary Island Pine
○	PLA	Platanus racemosa	Chinese Platanus
○	PLA	Platanus racemosa	California Sycamore
○	OLE	Olea europaea	Valley Oak
○	WAS	Washingtonia filifera	Hybrid Fan Palm

SUGGESTED SHRUB PALETTE

Celastrus scandens	n.c.n.
Excelsiora rubra	n.c.n.
Heliconia sparganthera	Blue Dot Grass
Hydrangea	Hybrid Daylily
Ipomoea	Texas Privet
Leptocarpus	Creeping Mahonia
Philadelphus	Chamela
Rosa	Red Fountain Grass
Syringa	n.c.n.
Yucca	India Hawthorn
	Sugar Bush
	Flamingo-flowering Godeberry
	Lucky Bones Rose
	Shiny Azyena

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**Conceptual Landscape Plan
 for Phase I Planning Areas
 Figure 3-3**

SCALE: 1" = 200'-0"

THIS PLAN HAS BEEN PREPARED WITH A PRELIMINARY

allowed in order to facilitate parking field maneuverability. These users shall provide tree wells configured in 6' x 6' diamonds (minimum 36 square feet) at a ratio of one tree well for every four consecutive spaces, as illustrated in Figure 3-4. The net effect is the dual benefit of an increased number of trees within these parking areas, as well and enhanced vehicle access. Tree well shall have 6" curbs to contain landscaping.

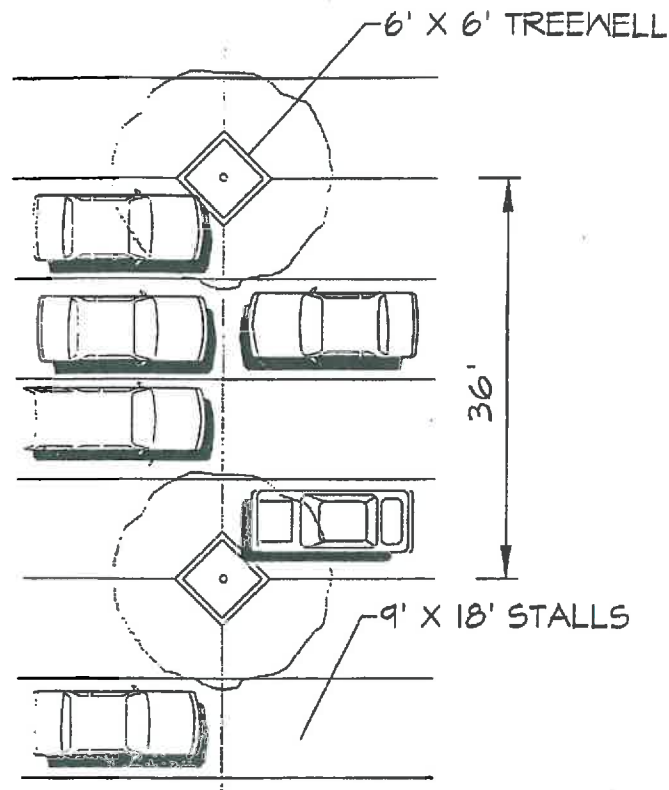


Figure 3-4: Alternate Parking Area
Tree Well Configuration

- 5) Parking lot tree species shall be a minimum 15 gallon, and shall be selected to be suitable for the region's climate and minimize irrigation requirements.

- 6) Trees planted along street fronts shall be planted at a minimum spacing of one tree per 20 lineal foot and will be distributed in small groupings to allow for views into the site.
- 7) Trees planted along side yards shall be planted at a minimum spacing of one tree per 30 lineal foot.
- 8) Living groundcover shall be planted at a maximum of 12" on center.
- 9) Turf shall be planted on a maximum of 40 percent of the total landscape area. Only low water-use varieties shall be used.

Packwood Creek

Packwood Creek constitutes the northern boundary of Planning Areas A, C and E. As discussed previously in this Plan, a minimum 50' riparian habitat development setback is required from the top of the creek bank. The setback area shall be landscaped as prescribed below and shall be installed by the developers of Planning Areas A, C and E at the time of development of each respective planning area.

Detailed landscaping plans shall be submitted and approved by the City for the Packwood Creek setback area adjacent to these planning areas prior to construction. The following Packwood Creek landscape design guidelines shall apply:

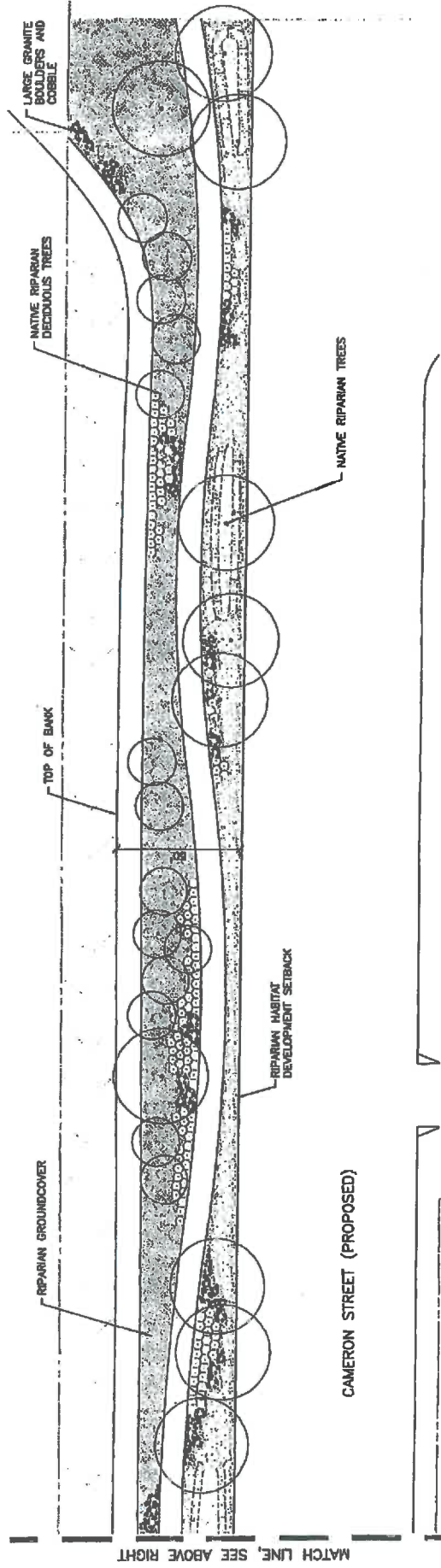
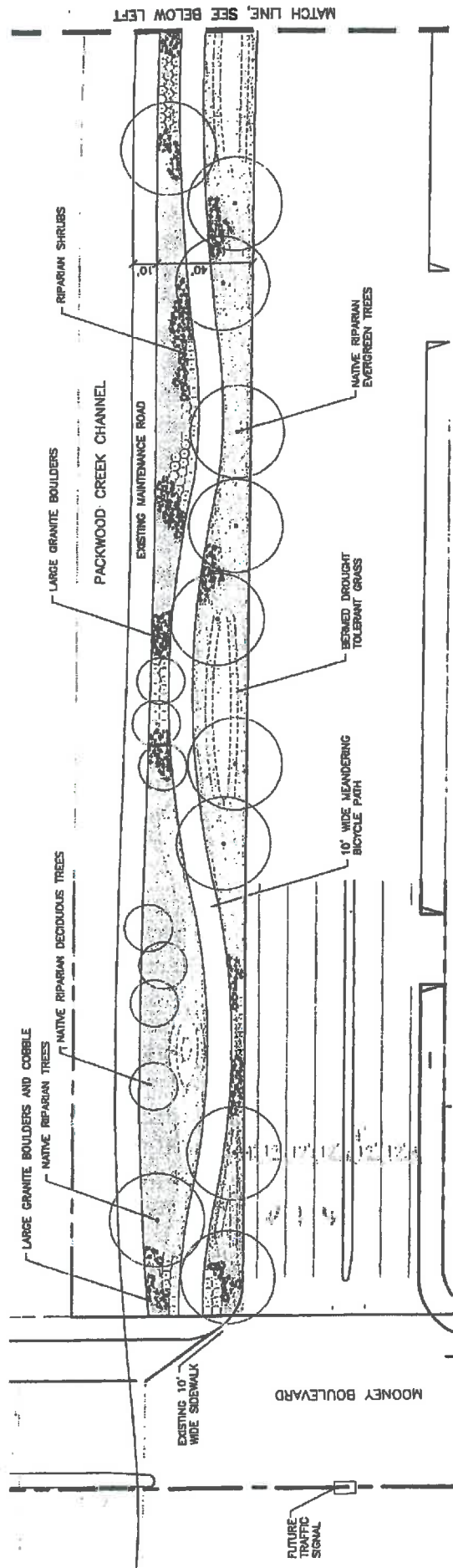
- 1) Setback areas shall include the construction of a minimum 10' wide meandering bicycle/pedestrian path. Different paving materials shall be used to distinguish the bikeway (asphalt paving) from pedestrian path (decomposed granite, compacted earth, etc.) Paved width for the path should be a minimum of 6 feet.
- 2) Packwood Creek setback areas shall include a maintenance road adjacent to the edge of the creek.

- 3) Small groupings of native riparian trees shall be used to accent the south creek bank.
- 4) Large native riparian trees shall be distributed along the corridor to provide shaded areas adjacent to the bicycle/pedestrian path.
- 5) A combination of large boulders and cobble shall be integrated with massed riparian shrub plantings.
- 6) Areas directly adjacent to the existing maintenance road shall be planted with riparian groundcover and shall be broken up by compositions of shrubs and boulders.
- 7) Bermed native grasses shall border the right-of-way along Cameron Street.

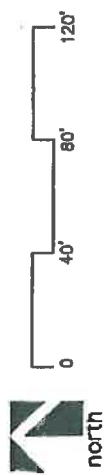
A preliminary landscape plan has been prepared for the Packwood Creek setback area located adjacent to Planning Areas A and C, and are illustrated in Figures 3-5A and B.

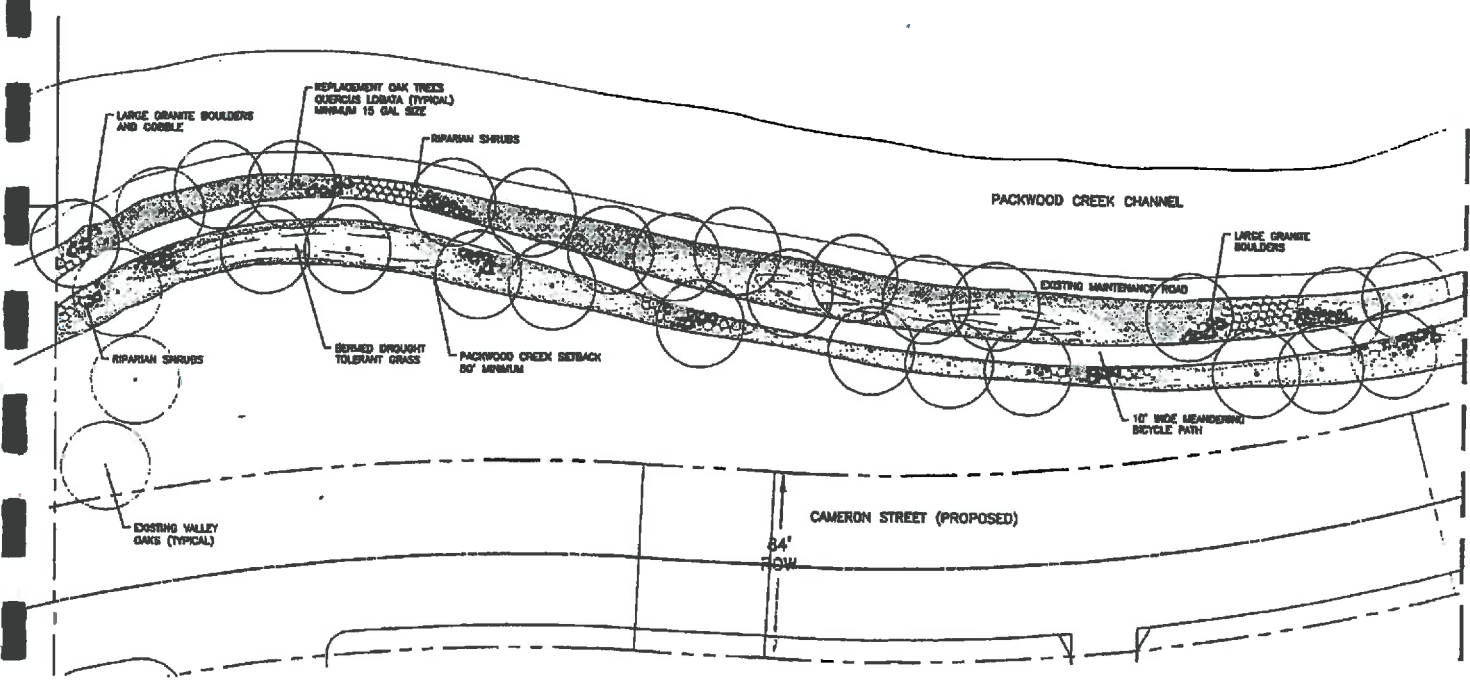
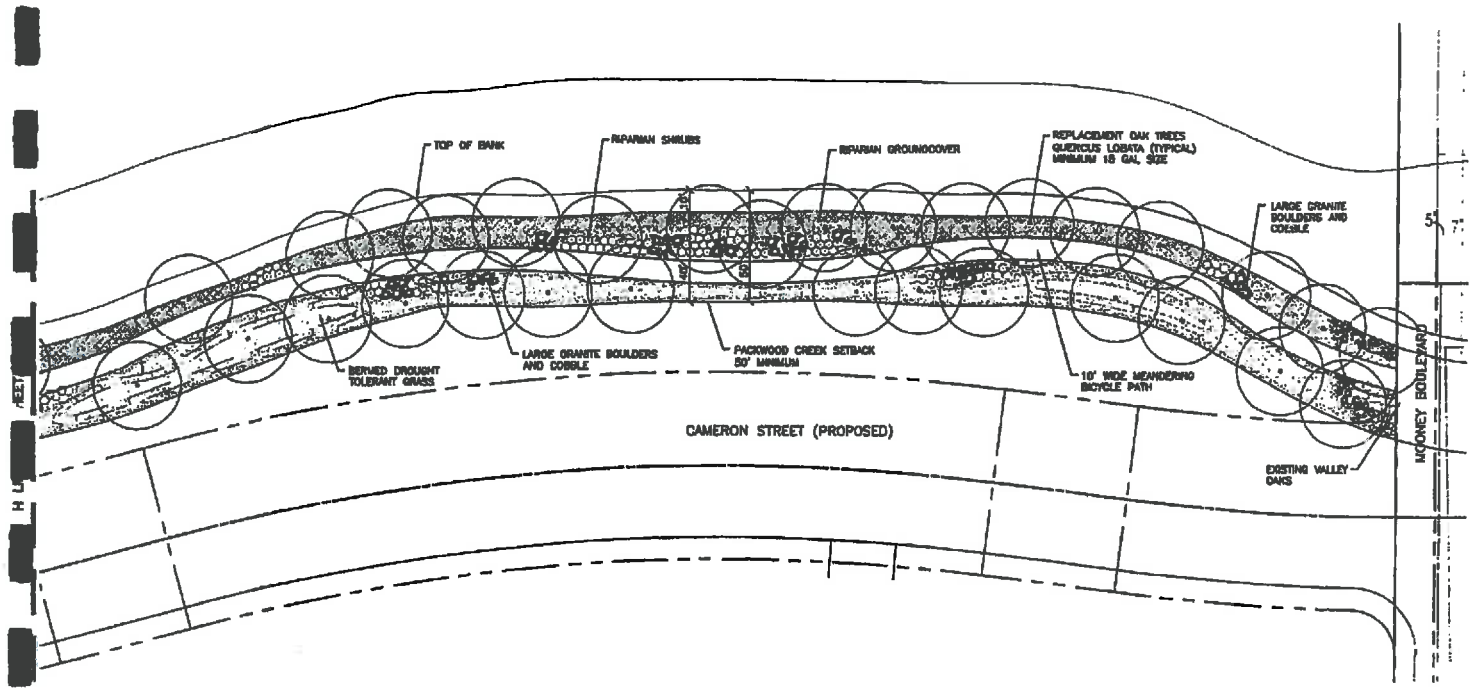
Drainage Ponds

Ponding basins shall be designed and landscaped such that they are compatible with adjacent uses, and provide the project with aesthetic amenities. Ponding basins shall be contoured and landscaped with a variety of trees and shrubs including Valley Oaks and California Sycamores to provide visual screening from adjacent uses and roads. Detailed landscaping plans for ponding basins shall be submitted and approved by the City prior to construction. Figure 3-6 illustrates a typical preliminary landscape plan for the ponding basin located west of Woodland Avenue, serving Planning Areas B and C.



Conceptual Landscaping Plan
for Packwood Creek
Planning Area A Frontage
Figure 3-5A





SHEET 1

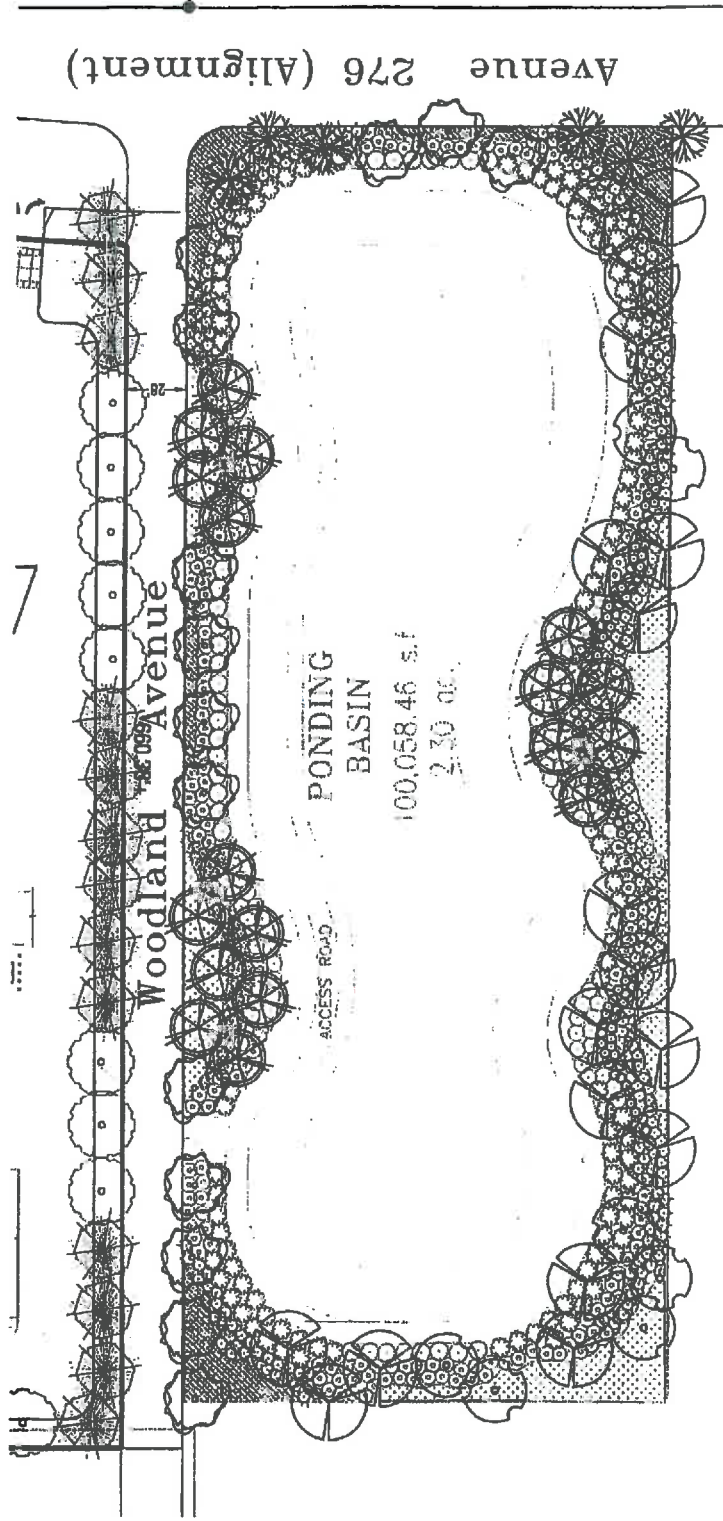


north



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Conceptual Landscaping Plan
 for Packwood Creek
 Planning Area C Frontage
 Figure 3-5B



Planting Legend

SYMBOL	ABBREVIATION	BOTANICAL NAME	COMMON NAME
(circle with dot)	QUC	Quercus laevis	Valley Oak
(circle with cross)	COM	Comptonia treana	Compton Tree
(circle with horizontal lines)	CAF	California Sycamore	California Sycamore
(circle with vertical lines)	AMC	American Sweet Gum	American Sweet Gum
(circle with diagonal lines)	CEM	Century Laurel Pine	Century Laurel Pine
(circle with wavy lines)	SGC	Sugar Gum	Sugar Gum
(circle with horizontal dashes)	TWP	Terry White	Terry White
(circle with vertical dashes)	BOG	Bleed Oak	Bleed Oak
(circle with diagonal dashes)	LYO	Leymus	Leymus Grass
(circle with horizontal dashes)	DRD	Dragon Dragon	Dragon Dragon
(circle with vertical dashes)	FUC	Fuchsia	Fuchsia
(circle with diagonal dashes)	PLA	Platanus	Platanus
(circle with wavy dashes)	SHG	Shorea	Shorea
(circle with vertical dashes)	RED	Red Oak	Red Oak
(circle with horizontal dashes)	BLU	Blue Ficus	Blue Ficus
(circle with vertical dashes)	SGR	Sagittaria	Sagittaria



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**Conceptual Ponding Basin
 Landscape Plan
 Figure 3-6**

4. IMPLEMENTATION

California Planning and Zoning law requires that a specific plan identify a program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out the plan. This implementation plan includes a discussion of review and permitting procedures, project phasing, financing mechanisms to fund planned improvements, relationship of the Specific Plan EIR to subsequent discretionary projects, and Specific Plan administration.

4.1 REVIEW AND PERMITTING

Successful implementation requires co-operative action by the project sponsors, City staff and others. Implementation concludes with the construction of public improvements and commercial buildings. Precursor steps or “milestones” will be to take place prior to construction. The following provides an overview of the review and permitting procedures involved in Plan implementation:

- 1) Approval of the South Packwood Creek Specific Plan.
- 2) General Plan Amendment: The subject property is currently general planned Regional Reserve. The general plan amendment would modify the 98,700 Urban Development Boundary to include the entire Specific Plan area, and change the project area from reserve to active Regional Commercial Retail.
- 3) Annexation of approximately 62 acres of the Specific Plan area (Planning Areas D and E, and a portion of A) to the city. Rezoning to Planned Regional Retail Commercial with a Design District “A” overlay. This requires action by the Local Agency Formation Commission (LAFCO) of Tulare County, and a petition for annexation from the City to LAFCO.

Annexation is proposed in phases, with annexation of approximately eight acres (eastern and southernmost portions of Planning Area A) to

proceed concurrent with approval of this Specific Plan. This 8 acre annexation is necessary to allow construction of the Phase I regional center east of Mooney Boulevard. The remaining unincorporated area (approximately 54 acres) shall be annexed prior to development of those parcels.

An application for annexation of the Phase I annexation area has been submitted to the County of Tulare. The environmental impact report which has been prepared to cover this Specific Plan also covers the proposed Phase I annexation and all future annexations within the Specific Plan area. Annexation approval may proceed pending certification of that EIR.

The annexation process in the City of Visalia is governed by State and local laws. Once the annexation request has been reviewed by the City of Visalia and approved, the City will formally forward their request to the Local Agency Formation Commission (LAFCO) for its consideration and approval. The annexation process will include the following steps:

- Approval of rezoning/annexation request by the City Planning Commission and City Council
 - Preparation of LAFCO application
 - Preparation of Tax Exchange Agreement between City and County
 - LAFCO public hearing
 - Protest period and City Council meeting to determine if an election is needed
 - LAFCO sets date for transfer of jurisdiction, services, etc.
- 4) Agricultural Preserve contract cancellation. Approximately 62 acres of the Specific Plan area (Planning Areas C, D, and portions of A and E) are currently under Williamson Act Agricultural Preserve status. The Williamson Act allows counties and cities to establish agricultural preserves and to assess agricultural and open-space land on the basis of its agricultural, rather than market, value. Owners of qualified land located in an agricultural preserve contract with the county or city to continue agricultural or compatible activities for a period of at least ten years. The state annually reimburses the local agency for a portion of its resultant tax losses.

A Williamson Act contract automatically renews itself each year. Termination of the contract may be accomplished when landowner or local government file a "Notice of Non-renewal." The notice halts the yearly contract renewal, resulting in its expiration at the end of ten years. Alternatively, a local government may immediately cancel a contract after making certain findings. Cancellation also requires the owner's payment of penalty fees.

Agricultural Preserve contract cancellation is currently proposed for approximately 8 acres consisting of and the eastern and southernmost portions of Planning Area A. A Notice of Cancellation has been filed with the County of Tulare by the owner of Planning Area A (Freitas). Cancellation of this 8 acre area is necessary to allow construction of Phase IA development east of Mooney Boulevard. The remaining area under agricultural preservation contract (approximately 54.3 acres) shall be removed from preservation status prior to development.

This Williamson Act contract is administered by the City, which would have to approve this cancellation.

Under Government Code section 51282, the City or County would have to make the following findings prior to cancellation of Williamson Act contracts in effect in their respective jurisdictions:

"(a) The land owner may petition the board or council for cancellation of any contract as to all or any part of the subject land. The board or council may grant tentative approval for cancellation of a contract only if it makes one of the following findings:

- (1) That the cancellation is consistent with the purposes of this chapter; or
- (2) That the cancellation is in the public interest.
 - (b) For purposes of this paragraph (1) of subdivision (a) cancellation of a contract shall be consistent with the purposes of this chapter only if the board or council makes all of the following findings:

- 1) That the cancellation is for land on which a notice of non-renewal has been served pursuant to Section 51245.

- 2) That cancellation is not likely to result in the removal of adjacent lands from agricultural use.
- 3) That cancellation is for an alternative use which is consistent with the applicable provisions of the city or county general plan.
- 4) That cancellation will not result in discontinuous patterns of urban development.
- 5) That there is no proximate non-contracted land which is both available and suitable for the use to which it is proposed the contracted land be put, or, that development of the contracted land would provide more contiguous patterns of urban development than development of proximate non contracted land.

(c) For purposes of paragraph (2) of subdivision (a) cancellation of a contract shall be in the public interest only if the council or board makes the following findings: (1) that the other public concerns substantially outweigh the objectives of this chapter; and (2) that there is no proximate non-contracted land which is both available and suitable for the use to which it is proposed the contracted land be put, or, that development of the contracted land would provide more contiguous patterns of urban development than development of proximate non-contracted land."

- 5) Rezoning of approximately 68 acres from Agriculture to Planned Regional Commercial (P-CR) Zone. The 68 acres makes up the portion of the Specific Plan area that is currently within the city limits, and includes most of Planning Area A, and all of area B and C.
- 6) Conditional Use Permit review and approval, where applicable.
- 7) Planned Development Permit review and approval.
- 8) Tentative Subdivision Map approval and, for some planning areas, a Lot Line Adjustment.

- 9) Environmental Review. All applications for annexation, Specific Plan approval, general plan amendment, rezoning, and subdivision require environmental review under CEQA as "projects."
- 10) Issuance of grading and building permits.

Since conditions vary for each planning area within the Specific Plan, Table 4-1 has been included to identify needed entitlement actions for individual planning areas. Table 4-1 assumes approval of this Specific Plan/General Plan Amendment, and certification of the project EIR.

Discretionary Entitlement Actions Required For Each Planning Area Following Approval of the Specific Plan/General Plan Amendment and Certification of EIR

Table 4-1

ENTITLEMENT ACTION	PLANNING AREA				
	PHASE I (0-5 YEARS)			PHASE II (5-20 YEARS)	
	A	B	C	D	E
Annexation	Yes	No	No	Yes	Yes
Ag. Preserve Cancellation	Yes	No	Yes	Yes	Yes*
Re-zoning from Ag. to P-C-R	Yes	Yes	Yes	Yes**	Yes**
Conditional Use Permit Review/Approval	Yes	Yes	Maybe	Maybe	Maybe
Planned Development Review	Yes	Yes	Yes	Yes	Yes
Tentative Subdivision Map	Yes	Yes	Yes	Yes	Yes
Lot Line Adjustment	Yes	No	No	Yes	Yes
Further Environmental Review	No	No	No	Maybe	Maybe

* Ag preserve cancellation would be required for a small portion of Planning Area E along its southern boundary

** Would be accomplished by pre-zoning concurrent with the annexation process.

Concurrent processing of all approvals necessary for construction of the Phase IA regional center is proposed in conjunction with Specific Plan approval.

Once a specific plan has been adopted, no local public works project, tentative subdivision map or zoning ordinance can be undertaken for the plan area that is in conflict with the adopted specific plan. Zoning Ordinances may not be adopted or amended unless they are consistent with applicable specific plans.

4.2 DEVELOPMENT PHASING

As described previously, development of the Specific Plan area will be conducted in at least two phases. The first phase consists of development of a regional retail center on Planning Areas A, B and C (approximately 76 acres) fronting on Mooney Boulevard. Construction of Phase I is anticipated to be completed within a 5 year time frame. Phase IA, located on the east side of Mooney Boulevard, is proposed for immediate development, and is expected to be completed in 2002.

Project specific site plans have been prepared for Phase I are illustrated in Figure 2-3A through D. All entitlements needed for the ultimate construction of the Phase IA regional retail center (Planning Area A) are sought in conjunction with approval of this Specific Plan.

Future development (Phase II) includes regional retail development of the remaining two Planning Areas (D and E, approximately 54 acres) and an extension of the roadways and infrastructure needed to service future development. Plans for these parcels are more general in nature, and include the identification of proposed land uses and major circulation and infrastructure requirements. More detailed plans will be prepared for these areas by individual land owners once they are ready to develop their properties. Phase II has an anticipated build-out period of 5 to 20 years (2020).

4.3 CIRCULATION AND INFRASTRUCTURE PHASING AND FINANCING

Policies within the City of Visalia General Plan Land Use Element direct that infrastructure extended to a development contain any supplemental size, capacity, number of length "oversizing" that is identified in adopted master plans and general plan elements. These policies also direct that the financing of such oversizing be through reimbursement agreements, assessment districts, user fees, developer impact fees, and/or special taxes.

Table 2-3 summarized the proposed phasing of circulation improvements. Water, sewer and storm drainage facilities, as described in Section 2.4, will generally be installed concurrent with the construction of project roadways. The Packwood Creek landscape corridor shall similarly be constructed concurrent with the construction of adjacent segments of Cameron Avenue.

Project related infrastructure will generally be funded by a combination of developer funded public improvements and either credit toward development fees or City contributions toward "over-sized" infrastructure. The Developer and the City are negotiating a Memorandum of Understanding (MOU) identifying in detail the estimated costs of each public improvement, and the parties responsible for funding each improvement. The following summarize major on-site infrastructure improvements proposed by phase.

On-Site Infrastructure Improvements for Phase I Planning Areas A, B and C

Sanitary Sewer:

- ▶ Connect to the existing 14" sanitary sewer line located in Mooney Boulevard
- ▶ Install on-site dry lines to connect to the future Avenue 276 sewer line.
- ▶ Install a 33" dry line in Avenue 276 along Area A and B frontage, which will eventually connect to the sewer plant.

Water Service:

- ▶ Connect to the existing 8" water main in Mooney Boulevard.
- ▶ Install 8" water mains along Avenue 276 and Cameron Avenue frontages.

Storm Drainage:

- ▶ For area A, install a 2.53 acre retention basin.
- ▶ For areas B and C, install a 2.25 acre retention basin.

Packwood Creek Riparian Area:

- ▶ Install landscaping per landscape restoration plan including installation of a minimum 10' wide bike/pedestrian trail.

**On-Site Infrastructure Improvements for Phase II
Planning Areas D and E**

Sanitary Sewer:

- ▶ Install 33" sewer line in Avenue 276 along Area D frontage.
- ▶ Install 8" or 10" sewer mains along the Cameron and Stonebrook Street frontages.

Water Service:

- ▶ Install new 8" or 12" water mains along Avenue 276, Stonebrook and Cameron frontages.

Storm Drainage:

- ▶ Install a shared detention facility in a portion of Area E to be shared by Areas A, D, E, and an additional area outside the Specific Plan boundaries) to discharge in Packwood Creek.

Packwood Creek Riparian Area:

- ▶ Install landscaping per Packwood Creek Landscape Plan along Area E frontage.

4.3.1 Financing Mechanisms

This section sets forth the financing mechanisms and use of funds for the financing of public facilities and services for the South Packwood Creek Specific Plan. The general uses of the funds are as follows:

- To pay the cost of the infrastructure needed to serve the area, except where funding from other sources has been provided;
- Fund the cost of mitigating projected adverse impacts on the City's existing infrastructure, as identified in the project's environmental impact report;

Reimburse landowners who are required to dedicate an amount of property in excess of the benefits that property receives, or to provide up-front financing of improvements benefitting property that develops later;

- Provide its fair share of cost to provide necessary services to the area, such as school, fire and police service, in accordance with AB 1600.

Potential financing mechanisms are briefly described below:

Private Financing

The Developer may provide private financing to construct all required improvements, in phases, pursuant to bonded subdivision improvement agreements.

Impact Fees/In-Kind Improvements

Impact fees may be adopted by the City Council and levied against new development at the permit stage to offset the costs of a wide variety of public facilities and infrastructure improvements. Passage of AB 1600 refined conditions for the imposition of impact fees, which have long been permitted under California law. Benefits must have a clear relationship to actual cost imposed by new development and cannot be used to upgrade services to existing development. In some cases, dedications may serve in-lieu of payment of money.

Grants

There are a number of grant programs administered through State agencies which are designed to stimulate economic development within smaller cities and rural counties. The Community Development Block Grant (CDBG) program, administered through the State Housing and Community Development Department, provides eligible jurisdictions with funding commitments for project specific business and development loans or for public infrastructure grants. CDBG funds can be used in a variety of ways to fill gaps in project financing, including construction loans, land acquisition loans, loans for privately owned on-site improvements and grants for publicly owned off-site improvements.

Another potential source of grant money is the Economic Development Administration (EDA) public infrastructure grant. A primary EDA goal is to encourage economic development through public/private sector partnerships. Through this grant program, the local jurisdiction would sponsor a request for public infrastructure funding, with the requirement of a private sector matching fund. The program is competitive. Applications are judged based on the extent of the private sector involvement, as well as identified economic needs and jobs created.

Special Assessment District (1991, 1913, 1915 ACT):

California law provides procedures to levy assessments against benefitting properties and issue tax exempt bonds to finance public facilities and infrastructure improvements. The assessments are fixed dollar amounts and may be prepaid. Only improvements with property-specific benefits (e.g. roads, water and sewer improvements) may be financed with this financial mechanism.

Mello-Roos Community Facilities Districts:

The Mello-Roos Community Facilities Act of 1982 allows for the creation of special district authorized to levy a special tax and issue tax exempt bonds to finance public facilities and services. A Community Facilities District (CFD) may be initiated by the legislative body or by property owner petition, and must be approved by a 2/3 majority of either property owners or registered voters (assuming more than 12 registered voters live in the area). This type of levy will create a tax lien against the property. Taxes are collected annually with property taxes, and may be prepaid if prepayment provisions are specified in the tax formula. It is not required that the tax be apportioned on the basis of benefit. Because of this, Mello-Roos levies may be used to fund improvements of general benefit, such as police and fire, parks and libraries.

Development Agreement Exactions

Development agreements between public agencies and developers provide developers with assurance that land use regulations for a project will not be changed in the future, and specify the commitments of both the

public and private sector parties to financing, impact mitigation, phasing and other elements of the development program. They represent a flexible means to establish by consent an agreement to participate in a particular funding program.

Landscaping and Lighting Exactions

Installation, maintenance and servicing of landscaping and lighting can be provided for through manual assessments on benefitting properties under a Landscaping and Lighting District (LLD). LLDs may also provide for construction and maintenance of associated features, including gutters, curbs, walls, sidewalks or paving and irrigation or drainage facilities. In addition, they may be used to fund and maintain parks above the normal park standards maintained by general fund revenues.

Dedications and Exactions

Under the Subdivision Map Act and City-imposed policies, developers may be required to dedicate right-of-way, park and school sites, and other public facilities to support new development. Some dedications may be borne by individual property owners, others may be funded by the project as a whole through developer financing, assessments or a CFD, or by the City. Dedications of improvements may serve as "in-kind" fees for projected service impact fees.

Construction and Conveyance Tax

Levied at the building permit stage of development, City-imposed construction and conveyance tax is intended to offset the cumulative demand for public facilities from new development. Proceeds are allocated within districts, based upon need. It is unclear how much or if any of these funds will be made available for South Packwood Creek-related improvements.

4.3.2 Preliminary Financing Strategy

As described previously, the proposed method of funding Phase I project related infrastructure will be a combination of developer funded public improvements

and either credit toward development fees or City contributions toward "oversized" infrastructure.

The measures by which each public improvement will be financed, and the parties responsible for completing each improvement, will be identified in detail within the project conditions of approval, and/or through the Memorandum of Understanding negotiated between the Developer and the City.

4.4 RELATIONSHIP OF THE SPECIFIC PLAN EIR TO SUBSEQUENT DISCRETIONARY PROJECTS

Adoption of a specific plan is a project subject to California Quality Act (CEQA) guidelines. An Environmental Impact Report (EIR) addressing the potential impacts of this Specific Plan has been prepared and must be certified prior to Specific Plan approval. The EIR covers project specific impacts and mitigations associated with the Phase I regional commercial development. In addition, it will function as a master EIR for future (Phase II) projects proposed under this Specific Plan.

Future projects which are consistent with this Specific Plan could be approved without further environmental clearance if project setting and regulatory conditions have not changed substantially since certification of the EIR. Subsequent projects which differ substantially from the Specific Plan or which may result in potentially significant impacts not addressed in the original EIR would require subsequent environmental review. Such environmental clearance could take the form of an EIR Addendum, and EIR Supplement, or a Negative Declaration, depending on the circumstances.

4.5 SPECIFIC PLAN ADMINISTRATION

4.5.1 Specific Plan Adoption

The South Packwood Creek Specific Plan shall be adopted by resolution. A separate request for approval of a zone change for Phase I Planning Areas A B and C, from Agriculture to Planned Regional Retail Commercial (P-C-R), is sought concurrent with Specific Plan approval.

4.5.2 Specific Plan Amendments

Specific Plans must be prepared, adopted and amended in the same manner as general plans, and they may be amended as often as necessary. However, no specific plan may be amended unless the proposed amendment is consistent with the general plan.

Minor amendments that are consistent with the goals and objectives of this Specific Plan can be allowed at the discretion of the Community Development Director. Minor amendments may or may not be subject to public hearings depending on the magnitude of the proposed modifications and subject to the discretion of the Community Development Director.

For major amendments to this Specific Plan, the Planning Commission and City Council must hold at least one public hearing each to consider the proposal prior to making the final decision. At least 10 days prior to each of these hearings, public notice of the time and place of the hearing must be given in the manner prescribed by state law. As a project which would affect the "permitted uses or intensity of uses of real property," expanded notice to property owners must also be given.

Unless it is determined that an amendment will have no environmental impact, an amendment to the Specific Plan is subject to CEQA. Minor adjustments may be processed with no additional environmental review, or a negative declaration. Major amendments to this Specific Plan may require an addendum or supplement to the Specific Plan EIR.

4.5.3 Specific Plan Cost Recovery Fees

The City may impose a charge on persons seeking approvals required to be consistent with an adopted specific plan or may require a deposit equal to the estimated cost of preparing a specific plan for adoption, amendment, or repeal. The costs for preparation of this Specific Plan have been born primarily by the applicant for Phase I development. Whether or not specific plan recovery fees will be imposed on future (Phase II) development applications will remain at the discretion of the City.

Appendix A-1

Bibliography

Bibliography

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Appendix A-2
Relevant City Zoning Ordinance Provisions

City of Visalia Zoning Ordinance
Chapter 17.18, Planned Commercial Zones

Chapter 17.18

PLANNED COMMERCIAL ZONES

Sections:

- 17.18.010 Purposes.
- 17.18.020 Required conditions.
- 17.18.030 Planned development permit required.
- 17.18.040 Off-street parking and loading facilities.
- 17.18.050 List of uses as permitted (P), conditional (C), and temporary conditional (T).

17.18.010 Purposes.

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

1. Provide appropriate areas for various types of retail stores, offices, service establishments and wholesale businesses to be concentrated for the convenience of the public; and to be located and grouped on sites that are in logical proximity to the respective geographical areas and respective categories of patrons which they serve in a manner consistent with the general plan;
2. Maintain the central business district (CBD - Conyer Street to Tipton and Murray Street to Mineral King Avenue including the Court-Locust corridor to the Lincoln Oval area) as Visalia's traditional, medical, professional, retail, government and cultural center;
3. Maintain Visalia's role as the regional commercial center for Tulare, Kings and southern Fresno counties;
4. Maintain and improve Visalia's retail base to serve the needs of local residents and encourage shoppers from outside the community;
5. Accommodate a variety of commercial activities to encourage new and existing business that will employ residents of the city and those of adjacent communities;
6. Maintain Visalia's role as the regional retail center for Tulare and Kings Counties and ensure

the continued viability of the existing commercial areas;

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

8. Ensure compatibility with adjacent land uses.

B. The purpose of the individual commercial land use zones are as follows:

1. **Planned Convenience Commercial Zone—(P-C-C).** The purpose and intent of the planned convenience commercial zone district is to provide for the continued use, expansion and new development of commercial areas with personal and convenience goods and services that are generally needed on a daily basis for immediate residential areas. These areas, generally of three acres or less, are to be master planned and designed of a scale, building mass and landscaping consistent with the surrounding residential buildings and integrated into the neighborhood for easy pedestrian and vehicle access. Site lighting, delivery areas, and signing are to be designed so as not to intrude into adjacent residential properties.

2. **Planned Neighborhood Commercial Zone—(P-C-NC).** The purpose and intent of the planned neighborhood commercial zone district is to provide sites within residential areas that are of sufficient size to support a grocery store and drug store as major anchors, with supporting retail/commercial uses and services for residents of adjacent neighborhoods. New centers, generally up to ten acres, are to be designed with an emphasis on access and circulation to the neighborhoods and emphasis on compatibility with the surrounding neighborhood regarding noise, lighting, scale and building mass, privacy, signage and parking.

3. **Planned Shopping/Office Zone—(P-C-SO).** The purpose and intent of the planned shopping/office zone district is to provide areas for a wide range of neighborhood and community level retail commercial and office uses. This district is intended to provide for the transition from service and heavy commercial uses where they exist in this district to retail and office and to provide areas for neighbor-

hood goods and services where shopping centers may not be available.

4. **Planned Community Commercial Zone—(P-C-CM).** The purpose and intent of the planned community commercial zone district is to provide for continued use, expansion and new development of community-scale shopping centers with a range of commercial goods/services and garden offices. Community centers are to be developed and implemented by a specific plan and are intended to exclude regional and CBD-scale uses and to integrate adjacent multi-family and public/institutional uses. General guidelines for development of community centers would be twenty (20) to thirty (30) acres of community-level retail and ancillary facilities and up to ten acres of garden offices, along with adjacent supporting facilities of up to twenty (20) acres of multi-family residential and a minimum of twenty (20) to thirty (30) acres for institutional facilities. Precise distribution of uses would be determined at the time of development of a specific plan for the center.

5. **Planned Central Business District Retail Zone—(P-C-DT).** The purpose and intent of the planned central business district retail zone district is to promote the continued vitality of the core of the community by providing for the continuing commercial development of the downtown and maintaining and enhancing its historic character. The zone is designed to accommodate a wide mix of land uses ranging from commercial and office to residential and public spaces, both active and passive. The zone is intended to be compatible with and support adjacent residential uses, along with meeting the needs of the city and region as the urban center of the city; to provide for neighborhood, local, and regional commercial and office needs; to accommodate the changing needs of transportation and integrate new modes of transportation and related facilities; and to maintain and enhance the historic character of the city through the application of architectural design features which complement the existing historic core of the city.

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

7. **Planned Highway Commercial Zone—(P-C-H).** The purpose and intent of the planned highway commercial zone district is to provide goods and services to the traveling public. The uses permitted in this district are those intended to cater to the passing through the community, rather than destination points for city residents.

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

17.18.020 Required conditions.

A. In a P-C-C, P-C-N, P-C-CM, P-C-DT, P-C-SO and P-C-R zone all businesses, services and processes shall be conducted entirely within a completely enclosed structure, except for off-street parking and loading areas, gasoline service station outdoor dining areas, nurseries, garden shops, Christmas tree sales lots, bus depots and transit stations, electric distribution substation, and recycling facilities;

B. In a P-C-C or P-C-N zone all products produced on the site of any of the permitted uses shall be sold primarily at retail on the site where produced;

C. In a P-C-C or P-C-N zone all new construction in existing P-C-C or P-C-N zones not a part of a previously approved planned development shall conform with development standards determined by the site plan review committee. (Prior code § 7319)

17.18.030 Planned development permit required.

A planned development permit must be obtained for all development in all P-(C) zones, subject to the requirements and procedures in Chapter 17.28. (Prior code § 7322)

City of Visalia Zoning Ordinance
Chapter 17.30, Article 4, Design Districts

City of Visalia Zoning Ordinance
Chapter 17.30, Article 4
Design Districts
Design District A

Article 4. Design Districts

17.30.120 Purpose of design districts.

A. Although zoning primarily regulates the type and location of various uses, it also regulates the physical design standards for many uses. While it is the intent of the zoning ordinance to locate various uses to conform with the general plan, the physical design needs of various areas do not necessarily conform with the location needs. In order to apply design standards with multi-use areas, designed districts have been established (see design district map). The use of design districts will allow the uniform application of design standards within an area regardless of the zoning designation.

B. The main purpose of the development standards is to obtain harmonious relationship of various uses, buildings, structures, lot sizes and open spaces while still maintaining the economic viability of a parcel of property.

C. The following development standards shall be applied to all properties which require a planned development permit under this title and shall be incorporated into the plans which are submitted to the site plan review committee for approval as outlined within the planned development permit. The planning commission may grant variances or exceptions to the rules due to special circumstances existing on the property or if designs meet the intent of this ordinance in respect to water conservation and community design standards. Landscape plans may be approved by the city planner or his/her designee that demonstrate the objectives of this title with regard

to water conservation have been met through use of other technology (such as subterranean irrigation) than that stipulated in this title. Circumstances such as: size and shape of the property, topography and location of the property, existing developments and land uses surrounding the property, and other unique features, should be considered within the site design. (Ord. 9605 § 30 (part), 1996: prior code § 7461)

Article 5. Adoption of Districts by Map

17.30.130 Development standards.

A. Site Area. The minimum parcel size for each design district varies according to the development standards. However, this section shall not preclude parcels of less than the required minimum which exist at the time of adoption of this proposal, from securing planned development and building permits. Parcels of less than the required minimum size may be created upon approval of an acceptable master plan by the site plan review committee.

B. Setback. The minimum building setbacks in each planned district shall be conformed to the requirements set forth in the district development standards. However, the site plan review committee may grant an exception to the required standards based on the uniqueness of the property or the specific design needs of the project. The average setback and landscaping under such exception shall be equal to the required standard.

C. Landscaping. The city will review and approve all landscaping for developments approved or reviewed through the planned development permit process in order to maintain high quality developments in Visalia. If landscaping is required as a result of request for building permit, the landscape and irrigation plans shall be submitted as a part of the building plans. The minimum landscaping areas in each planned district shall conform to the requirements set forth in design district development standards and also the following standards:

1. General.

a. All areas within a required setback to contain living ground covering or a combination of living and nonliving ground coverings (nonliving to be a

maximum of twenty (20) percent). All plants within required setbacks to be of species suited to valley conditions, using Sunset Western Garden Book Zones 8 and 9 as a guide. The use of low water-using varieties, grouped by similar water usage is strongly recommended.

b. Islands of a minimum area of eighty square feet shall be established at a maximum separation of ten continuous parking stalls. The islands shall be landscaped with ground covers and with a minimum of one fifteen (15) gallon tree planted in each island. Actual numbers of trees will be based on size of project as determined by the planning division.

c. All landscaping as required within section shall be reviewed by the planning department as to the type, density of planting and size of plants intended for use. All landscaped areas shall be permanently maintained by the property owner.

d. All landscaped areas shall be surrounded with six-inch high concrete curbing, unless waived by the site plan review committee.

e. All landscaping on public property and parks shall conform to standards adopted by the park and recreation commission.

f. Exceptions to landscaping requirements may be granted by the historic preservation advisory board for sites located within an historic district or for sites listed on the local register.

2. Trees.

a. Spacing of trees to be variable depending on type and eventual size, but that there be a general minimum standard of one fifteen (15) gallon tree for each twenty feet of frontage of a required landscaped setback, exclusive of vehicular site lines.

b. Trees to be used in parking lots to be of a type that will form a full head on a single trunk, i.e., Chinese Elm, Chinese Pistache, Golden Rain, Valley Oak or other approved species.

3. Shrubs.

a. At least seventy-five (75) percent of shrubs planted to be of five-gallon minimum size. One-gallon plants may be used if planted with approved low water-using varieties.

b. Shrubs within a required setback to be spaced in such a way so that at maturity the plants will

provide eighty (80) percent coverage. This is typically achieved by a plant spacing of five gallon plants per one hundred (100) square feet.

4. Mounding.

a. Mounding or low growing shrubs are required along street frontages. Mounded slopes are not to exceed a 1:7 slope and shrubs to be planted must be low-growing varieties with a mature height of four feet or less. Steeper slopes may be allowed if irrigated by drip systems.

b. Mounding shall not be required for landscape areas which are ten feet, or less, in width.

c. Mounds to be compacted prior to planting to prevent excessive settlement. To reduce runoff, till in one inch of forest humus into the top six inches of soil and cover the entire surface of mound with an additional two inches of humus.

d. Black plastic not to be used under wood chips on mounds, or slopes in general.

e. Turf on mounds requires slope rates of 1:10 or less. Mounds with groundcovers require slope rates of 1:5 or less.

5. Ground Covers.

a. Definition. "Living ground cover" means low-growing plants or shrubs that after being planted will grow together to form a solid cover in one year or less, excluding turf. To achieve desired coverage, low growing, groundcover plants taken from flats shall be planted a maximum of twelve (12) inches on center. Low-growing, shrub type ground covers in one gallon cans shall be planted a maximum of two feet on center. Spacing may be increased to three feet on center for fast growing plants as approved by the planning division.

In areas susceptible to foot traffic, the use of long-lived low-growing shrubs and groundcovers, such as Dwarf Coyote Bush, Lantana and Junipers are preferred. Other groundcovers that do not last as long, such as Baby Tears, Gazania, African Daisy, and annual or perennial flowers must be limited to fifteen (15) percent of the total living groundcover area.

b. Definition. "Nonliving ground cover" means forest humus or walk-on bark, rock, and other simi-

lar materials. Use shall require permission of the planning/public service department.

c. All soil surfaces are to be covered by plant materials or nonliving groundcovers as defined in subsection (C)(5)(b) of this section. At least two inches of nonliving materials shall be applied to all planting areas except turf.

6. Parking Lots.

a. Planter required every other row to a width determined by the site plan review committee.

b. Such planters to contain approved trees on twenty (20) foot centers.

c. Shrubs and trees to be arranged in such a way as to avoid damage from the front of parked cars extending into the planter areas.

7. Turf.

a. Turf shall be limited to forty (40) percent of the total landscape area, and the use of low water-using varieties, such as warm season grasses and Tall Fescue is required. Public parks, golf courses, cemeteries, schools, properties within a historic district, and residential office conversions are to be reviewed for exemptions on a project by project basis.

b. No turf will be allowed:

i. In traffic medians;

ii. Parkways or planting areas narrower than nine feet;

iii. Storm drainage ponds with slopes in excess of 1:6;

iv. On mounds or slopes exceeding 1:10.

Exceptions to turf in parkways may be granted by the planning division in cases where pedestrian access is necessary across parkways.

8. Irrigation Plans.

a. Irrigation plans are required to be submitted along with landscape plans. Irrigation plans must show an irrigation conformance calculation with a ten percent safety margin. If the landscape is required as the result of a request for building permit, the landscape and irrigation plans shall be submitted as a part of the building plans.

b. Water efficient systems (drip, minispray, bubbler type, etc., shall be used whenever feasible.

c. All irrigation systems shall be equipped with an automatic controller capable of dual or multiple programming. Controllers must have multiple cycle capabilities and a flexible calendar program.

d. Separate valves shall be installed based on water use of planting and exposures on irrigation systems with seven or more valves. Turf areas should be on a separate valve from nonturf areas on all irrigation systems regardless of size.

e. Sprinkler heads must have matched precipitation rates within each control valve.

f. Sprinkler head spacing shall be designed for head-to-head coverage and placed at a maximum of fifty (50) percent of the diameter of throw.

g. Overhead sprays shall not throw water onto hardscaped or other non-planted, or bare ground areas, including sidewalks between landscaped areas.

h. A minimum of four inch pop-up sprinklers are required in turf areas, and areas adjacent to walkways and curbs. All sprinklers must be designed and installed to clear all plant material at maturity and obstacles in its throw zone.

i. Serviceable check valves or separate valves according to water zones are required where elevation differential may cause low head drainage.

j. Drip or bubbler irrigation systems are required on all trees and shrubs regardless if planted alone, in groundcover or turf areas.

k. Automatic rain shut-off devices shall be required on all irrigation systems with seven or more valves.

D. Parking. Parking requirements shall conform to Chapter 17.34 "off-street parking and loading facilities."

E. Loading. All loading facilities required as part of a proposed use shall be screened from view from both the parking areas and the public right-of-way.

F. Screening and Storage. The following shall apply to all developments:

1. Where practical, all roof mounted air conditioners, roof vents, etc. should be screened from view from ground level. Such screening must be of a style and material such that it is an integral part of the building architecture. This would not apply to multiple family development.

2. Where commercial or industrial site adjoins an R-A, R-1 or R-M district, a concrete block or masonry wall to a height recommended by the site plan review committee shall be located on the property line except in a required front yard, or the street side of a corner lot and suitably maintained. This requirement may be waived if an alternative landscaped buffer is provided as approved by the planning commission as an exception.

3. A use not conducted entirely within a completely enclosed structure, on a site across a street or alley from an R-A, R-1, or R-M district shall be screened by a concrete block or masonry wall to a height to be determined by the site plan review committee, if the site plan committee finds said use to be unsightly.

4. Open storage of materials and equipment, except commercial vehicles and used car sales lots, shall be permitted only within an area surrounded and screened by a concrete block or masonry wall to a height to be determined by the site plan review committee; provided, that no materials or equipment shall be stored to a height greater than that of the wall or fence.

5. In a P-C-C, P-C-N, P-C-CM, P-C-SO, P-C-DT, P-C-R, P-C-H, P-PA, P-OC, P-OG, and P-BRP district all businesses, services and processes shall be conducted entirely within a completely enclosed structure, except for off-street parking and loading areas, gasoline service stations, outdoor dining areas, nurseries, garden shops, bus depots and transit stations and electric distribution substations.

6. Where commercial or office uses are so situated abutting property zoned for single-family residential use, the second story of the structure to be occupied such commercial or office uses shall be so designed, or windows screened, to limit visibility onto the residential property.

G. Curb Cuts. Curb-cuts for proposed developments shall be limited to the extent that access is provided to the site with a minimum of ingress and egress points so as to protect the safe traffic flow of Visalia's major arterial streets.

H. Lighting. No on-site lighting shall directly or indirectly illuminate adjacent properties or the public

street which provides access. The lights and standard to be used shall be approved by the site plan review committee.

I. Auto Traffic Easements. When deemed necessary for the traffic safety of the community, the site plan review committee shall have the right to require as a condition of granting a planned development permit, that a parcel provide an easement for purposes of vehicular traffic. (Prior code § 7463)

17.30.140 Development in conformance with officially adopted master plans and specific plans.

Where the city council has adopted an official master plan, as specified by general plan policies, or adopts a specific plan pursuant to Sections 12.04.010 et. seq. of the Visalia Municipal Code, the specific development requirements of the master plan or specific plan shall be applied as a condition to the granting of a planned development permit for subdivision approval for a project or a project area which is encumbered by the master plan or a specific plan. (Prior code § 7464)

17.30.150 District development standards.

Design standards shall specifically apply to the design districts as outlined on the officially adopted design district map. (Prior code § 7465)

17.30.160 Development standards—Design district A.

The following development standards shall apply to property located in district A. See Chapter 17.24 for additional BRP zone design standards:

- A. Building height: fifty (50) feet.
- B. Required yards:
 1. Front: thirty-five (35) feet minimum;
 2. Side: zero;
 3. Street side on corner lot: twenty-five (25) feet minimum;
 4. Side yards abutting an R-A, R-1 or R-M district: fifteen (15) feet minimum;
 5. Rear: zero;
 6. Rear yards abutting an R-A, R-1 or R-M district: fifteen (15) feet minimum.

C. Parking as prescribed in Chapter 17.34.

D. Site area: five acre minimum.

E. Landscaping:

1. Front: thirty-five (35) feet minimum;

2. Street side on corner lot: twenty-five (25) feet;

3. Side: five feet (except where a building is on sided property lines);

4. Rear: five feet minimum. (Prior code § 7466)

City of Visalia Zoning Ordinance
Chapter 17.34, Off-Street Loading and Parking

Chapter 17.34

OFF-STREET PARKING AND LOADING FACILITIES

Sections:

- 17.34.010 Purpose.
- 17.34.020 Schedule of off-street parking space requirements.
- 17.34.030 Standards for off-street parking facilities.
- 17.34.040 Landscape requirement.
- 17.34.050 Shared parking.
- 17.34.060 Location of off-street parking facilities.
- 17.34.070 Off-street loading facilities required.
- 17.34.080 Standards for off-street loading facilities.
- 17.34.090 Existing uses.
- 17.34.100 Reduction of off-street parking and loading facilities.
- 17.34.110 Off-street parking and loading facilities to serve one use.

17.34.010 Purpose.

A. In order to prevent traffic congestion and shortage of curb spaces, off-street parking facilities shall be provided incidental to any new building or structure and major alterations and enlargements of existing uses. Off-street parking spaces or areas required by this chapter shall be in proportion to the need for such facilities created by the particular type of land use. Off-street parking facilities shall also be laid out in such a manner that the facilities will protect the public safety and insulate surrounding land uses from their impact.

B. For the purposes of tabulating the number of off-street parking spaces, the term "floor area" means the gross floor area of a building and its accessory buildings on the same site measured from the outside wall. All applications shall be accompanied by a detailed tabulation of the gross floor area as herein defined and a calculation of the required

number of off-street spaces as specified in Section 17.34.020. (Prior code § 7495)

17.34.020 Schedule of off-street parking space requirements.

A. Residential.

1. Single-family dwelling: two parking spaces (one covered) per unit;

2. Multi-family dwelling: 1.5 parking spaces per dwelling unit for all multi-family developments with the following exceptions:

a. One parking space per dwelling unit for senior citizen housing developments. Senior citizen means a person of fifty-five (55) years of age or older. Senior citizen housing development shall be defined as a multi-family project wherein the units are made available solely to senior citizens,

b. Planning Commission shall have the authority to require an additional .25 parking spaces per dwelling unit for guest parking spaces under the following circumstances:

i. Should on-street parking not be available to provide a minimum of .25 spaces per unit;

ii. Within developments which include more than fifty (50) percent of the units as three or four bedroom units.

c. In cases where multi-family developments do not require planning commission review, the site plan review committee shall have similar authority as described above.

3. Boarding houses, private clubs providing sleeping accommodations: one covered parking space for each bedroom or one parking space for each one hundred fifty (150) square feet of sleeping area, whichever is greater.

4. Motels, hotels. One parking space for each guest room.

Further, there shall be one parking space for each two employees per shift regularly employed by the motel, or any independent business located within the motel structure. If the motel provides an area for the consumption of food or beverages or provides meeting or assembly halls the following requirements must be met.

Number of Motel Rooms Parking Requirements

- 3-10 One parking space for each 100 square feet of area used for the consumption of food or beverages and one parking space for each 35 square feet of meeting or assembly hall space.
- 11-40 One parking space for every 200 square feet of area used for the consumption of food or beverages and one parking space for each 70 square feet of meeting hall or assembly hall space.
- 41-75 One parking space for each 300 square feet of area designated for the consumption of food or beverages and one parking space for each 150 square feet of meeting or assembly hall space.
- 76 or more One parking space for each 400 square feet of area set aside for the consumption of food or beverages and one parking space for each 300 square feet of meeting or assembly hall area.

5. Planned unit developments, condominiums: one covered parking space plus one uncovered guest parking space for each dwelling unit.

B. Medical Offices, Clinics, Hospitals and Other Facilities.

- 1. Dental and medical clinics and offices: one parking space for each two hundred (200) square feet of floor area, or four parking spaces for each doctor, whichever is greater.
- 2. Major medical facilities, hospitals: one parking space for each two hundred fifty (250) square feet of floor area.

3. Sanitariums and charitable and religious institutions providing sleeping accommodations: one parking space for each three beds.

4. Group care facilities: one parking space for each three beds.

C. Educational Facilities.

- 1. Kindergarten and nursery schools: one parking space for each employee plus one parking space for each ten children.
- 2. Elementary and junior high schools: two parking spaces for each classroom.
- 3. High schools: one parking space for each employee plus seven parking spaces for each classroom.
- 4. Colleges; business and professional schools and colleges; trade schools: one parking space for each employee plus ten parking spaces for each classroom.

D. Places of Public Assembly.

1. For auditoriums, community centers, theaters, churches, libraries, museums, stadiums, clubs and funeral chapels: one parking space for every four permanent seats in the principal assembly area or room, or one parking space for every thirty (30) square feet of floor area, whichever is greater.

E. Recreational Facilities.

- 1. Bowling alleys: four parking spaces for each alley, plus one parking space for each one hundred (100) feet of floor area used for restaurant and/or cocktail lounge.
- 2. Billiard and/or pool parlors: two parking spaces for each table.
- 3. Skating rinks: one parking space for each employee, plus one parking space for each one hundred (100) square feet of floor area.

4. Dance halls: one parking space for each thirty-five (35) square feet of dance floor area, plus one parking space for each five fixed seats or for each thirty-five (35) square feet of seating area where there are no fixed seats.

5. Gymnasiums: one parking space for each five hundred (500) square feet of floor area.

F. Commercial Facilities.

1. Banks: one parking space for each two hundred fifty (250) square feet of floor area plus five

tandem lane spaces for each outdoor teller or teller station.

2. Savings and loan and other financial institutions: One parking space for each two hundred fifty (250) square feet of floor area.

3. General retail stores, except as otherwise specified: one parking space for each three hundred (300) square feet of floor area.

4. Offices, including all public and professional offices, except as otherwise specified: one parking space for each two hundred fifty (250) square feet of floor area, with a minimum of four parking spaces.

5. Commercial service establishments, repair shops, wholesale establishments and retail stores which handle only bulky merchandise such as furniture, household appliances, motor vehicles, farm implements and machinery: one parking space for each five hundred (500) square feet of floor area.

6. Automobile dealerships: one parking space for each two employees during the time of maximum employment, plus one parking space for each two thousand (2,000) square feet of lot and building area used for the display or storage of automobiles.

7. Self-service laundries and dry cleaners: one parking space for each three washing machines.

8. Automobile repair shops: one parking space for four hundred (400) square feet of floor area.

9. Barber shops, beauty salons: two parking spaces for each barber or beautician, with a minimum of four spaces.

10. Restaurants, cafes, soda fountains and similar establishments: one parking space for each one hundred (100) square feet of floor area.

11. Manufacturing plants and other industrial uses: one parking space for each employee during the shift of maximum employment, plus one parking space for each vehicle used in conjunction with the use.

12. Retail food market: one parking space for each five hundred (500) square feet of floor area.

13. Nurseries, retail: one parking space for each one thousand five hundred (1,500) square feet of site area, plus one loading space for each acre of site area.

14. Shopping centers (major): one parking space for each two hundred (200) square feet of floor area.

15. Open uses, commercial and industrial uses conducted primarily outside of buildings: one parking space for each employee on the maximum shift plus additional parking spaces prescribed by the planning department.

16. Transportation terminal facilities: one parking space for each two employees plus additional parking spaces prescribed by the city planner.

17. Storage and warehouses: one parking space for each one thousand (1,000) square feet of floor area.

G. For a use not specified in this section, the same number of off-street parking spaces shall be provided as are required for the most similar specified use. (Ord. 9605 § 30 (part), 1996: prior code § 7496)

17.34.030 Standards for off-street parking facilities.

All off-street parking facilities shall conform with the following standards:

A. All parking areas shall have adequate ingress and egress to a street or alley.

B. Entrances and exits to parking lots and other parking facilities shall be provided at locations approved by the site plan review committee.

C. The parking area, aisles and access drives shall be surfaced with an asphalt concrete surfacing of two inch minimum thickness on a four inch untreated rock base. The subgrade shall be compacted to a minimum relative compaction of ninety (90) percent. The minimum slope of asphalt paved surface in the direction of drainage shall be twelve (12) inches per one hundred (100) feet and the minimum slope of concrete gutters shall be three inches per one hundred (100) feet.

D. The four inch untreated rock base may be modified on basis of an "R" value test of the existing soil. The test to be made with a traffic index of 5.0.

E. On major developments service roads shall be designed to carry the traffic loads anticipated.

F. No parking areas shall be located within a required front setback or within a street side setback of a corner lot.

G. Each parking space shall conform to standards as specified by the city traffic engineer. Open spaces shall be plainly marked by striping.

H. Parking spaces for the physically handicapped person shall be provided in all commercial, quasi-public, industrial, and professional and administrative office districts. Each handicap parking space shall be nineteen (19) feet in length and fourteen (14) feet in width including a five-foot ramp area which must be cross hatched with white paint so as to identify it as a walkway. When two handicapped spaces are required, each space shall be nineteen (19) feet in length, but may be nine feet in width separated by a five-foot common ramp area. Each handicapped parking space shall be clearly identified as set forth in the California Vehicle Code, Section 22511.8(a). One stall for the physically handicapped shall be provided for each fifty (50) parking spaces, or fraction thereof, and shall be located as near as practical to any public entrance on a development as approved by the site plan review committee. Said parking spaces for the handicapped shall be properly painted, stenciled, and/or signed and maintained in a reasonable manner.

I. Parking spaces for "compact automobile" will be permitted providing that each parking space is not less than fifteen (15) feet in length and seven and one-half feet in width, exclusive of aisles and access drives. Number of compact parking spaces shall not exceed thirty (30) percent of the total required parking spaces of an establishment. Any compact parking shall be approved by the site plan review committee.

J. If the parking area is illuminated, lighting shall be deflected away from abutting residential sites so as to cause no annoying glare.

K. In all P(C), P-PA, P-OC, P-OG, or P-BRP districts where a site adjoins or is directly across the street from an R-A, R-1, or R-M zone, a concrete block or masonry wall not less than six feet in height shall be located on the property line except

City of Visalia Zoning Ordinance
Chapter 17.48, Signs

Chapter 17.48

SIGNS

Sections:

17.48.010	Title—Purposes.
17.48.020	Definitions.
17.48.030	Procedures.
17.48.040	General provisions.
17.48.050	Prohibited signs.
17.48.060	Exemptions.
17.48.070	Sign regulations for zones.
17.48.080	Sign regulations for design districts.
17.48.090	Political, campaign or nonprofit organization signs.
17.48.100	Nonconforming signs.
17.48.110	Variance and exceptions.

17.48.010 Title—Purposes.

A. The title of the ordinance codified in this chapter shall be the "Sign Ordinance" of the city of Visalia.

B. The purpose of the regulations and provisions of the sign ordinance is to provide standards for the size placement, construction and installation of signs. (Prior code § 7610)

17.48.020 Definitions.

As used in this chapter, the following terms are defined in this section:

"A sign" means a portable sign with advertising messages mounted on two surfaces with two edges connected and the other two edges spread so that the two faces read from different directions.

"Advertising message" means a display on a sign face by either written or graphic form which calls attention to products, events, services or a business.

"Animated sign" means a sign with action or motion, whether by flashing lights, color changes, wind, rotation, movement of any parts of the sign or letters or parts of the sign structure, or other motion.

"Banner" means any cloth, bunting, plastic, paper, or similar material attached to, or appended on or

from any structure, staff, pole, line, or framing upon which there is an advertising message.

"Billboard" means a nonaccessory sign.

"Building sign" means any sign which is fastened, attached, painted upon, connected or supported in whole or in part by a building or wall.

"Commercial site" means a single detached commercial building or a commercial shopping center.

"Commercial use" means all uses which are identified within Title 17 of the Visalia Municipal Code, excepting those which are listed in Chapters 17.08, 17.10, 17.12 and 17.16.

Design District. See Chapter 17.30 of the Visalia Municipal Code.

"Directional" or "informational signs" means signs giving only information and direction to the viewer and containing no advertising message.

"Exterior wall" means all walls of a structure which can be viewed from the exterior of the structure but not through openings in any other wall.

"Externally illuminated sign" means a sign which has light cast on its surface from an artificial exterior source installed for the purpose of illuminating the sign.

"Freestanding sign" means a sign standing directly upon the ground or having one or more supports standing directly upon the ground and being detached from any building or structure.

"Frontage occupancy" means a single lineal dimension measured horizontally along the front of a building which defines the limits of a particular occupancy at that location and which has direct pedestrian access through an exterior wall which is visible from the public right-of-way.

"Height of sign" means the vertical distance from the uppermost point used in measuring the area of a sign to the level of the upper surface of the nearest curb of a street or alley (other than a structurally elevated roadway).

"Highway commercial use" means uses which are intended to provide goods and services to the traveling public, as listed in Section 17.18.050.

"Internally illuminated sign" means any sign whose illumination originates from within the struc-

ture of the sign and the source of which is not visible from the exterior of the sign.

"Legally erected sign" means any sign installed in compliance with all ordinances and laws which were in effect at the time of the installation.

"Nonaccessory sign" means a sign that directs attention to a business, profession, product, commodity or service that is not manufactured, conducted or offered on the site on which the sign is located.

"Open air uses" means a use where merchandise or products are displayed or dispensed in the usual course of business from an open lot and not within an enclosed structure.

"Parapet wall" means an exterior wall which extends vertically above the roof line.

"Roof line" means the highest point of a parapet wall or the main roof structure or a highest point of a parapet wall other than such architectural features as cupolas, pylons, projections or minor raised portions of the roof.

"Pedestrian access" means a doorway which has been designed for the primary use of the patrons or customers of that commercial use.

"Pedestrian oriented signs" means a sign which is specifically located and designed to be viewed from a pedestrian right-of-way.

"Political sign" means a sign advertising a candidate for political office, a political party or a measure scheduled for an election.

"Portable sign" means a sign which is capable of being carried or moved by manual or mechanical means from one location to another and which is not affixed to the ground, a structure, or a vehicle. Portable signs also include blimps and balloons which may or may not contain an advertising message.

"Reader board" means a sign indicating the name, address and type of business of the businesses within a building.

"Setback area" means the open space area defined in the Visalia Municipal Code in Title 17 under the term yard, and where applicable, includes the definitions of yard, rear, yard, front; and yard, side; as defined in said title.

"Shopping center" means a group of two or more commercial uses planned and designed to function as an integral unit on a single parcel of contiguous parcels and which utilize common off-street parking and access, landscaping, loading facilities and points of ingress and egress.

"Sign" means any words or symbols used for visual communication including its structure and component parts intended to be used to attract attention to an activity.

"Sign area" means the geometric area of a sign including all elements such as board or frames, perforated or a solid background, ornamental embellishments, arrows or other sign media. For the purposes of a freestanding sign the structural elements necessary to support the sign are included in the sign area.

"Sign copy" means any words, letters, numbers, figures, designs, or other symbolic representations incorporated into a sign face and/or its structure with the purpose of attracting attention to the subject matter.

"Sign face" means the panel surface of a sign which carries the advertising or identification message.

"Sign structure" means any structure which supports or is capable of supporting any sign. A sign structure may or may not be an integral part of a building. For the purpose of a freestanding sign, the sign structure shall include the aggregate area of the sign including the sign copy and all structural elements of the sign.

"Site" means the length of a site along the street or other principal public thoroughfare, but not including such a length along an alley, watercourse, railroad or freeway.

"Structural alteration" means any change to the sign structure.

"Subdivision" or "multiple housing entrance sign" means a sign identifying the name of a subdivision or multiple housing project and consisting of letters or symbols attached to a wall or a fence or freestanding sign located within the boundaries of a recorded and developed subdivision or multiple housing project.

"Temporary subdivision sign" means a sign erected and maintained within the boundaries of a recorded subdivision and indicating the name of the subdivision, the name of the contractor and/or subdivider, the name of the owner and/or agent, and giving information regarding directions, price or terms concerning the sale or lease of parcels within the subdivision.

"Theater" means an enclosed building used in the usual course of business for the purpose of showing moving pictures, performing stage plays and concerts or offering lectures for the benefit of the general public and in which the audience is seated in seating facilities permanently affixed to the floor of the building.

"Wall mounted" means affixed in a parallel manner, but not painted upon, the exterior wall of a building and facing the nearest public right-of-way. (Prior code § 7611)

17.48.030 Procedures.

A. Permit Required. Except as otherwise noted within this chapter, it is unlawful for any person to erect, relocate, or alter electrically or structurally, any sign in the city without first obtaining a valid sign permit or building permit, if required. No permit is required for the following signs:

1. Window lettering covering no more than ten percent of the aggregate window area on a single wall and stating the name, business type, hours and address of business only;
2. Exempted sign in Section 17.48.060;
3. Temporary subdivision signs subject to the provisions of Section 17.48.080(F);
4. Signs as regulated in Sections 17.48.070(A)(1), (2) and (3), 17.48.070(B)(1), and 17.48.090.

B. Application for Sign Permit.

1. Application for sign permits shall be made upon forms provided by the city.
2. The application shall be filed at the building department of the city. In addition to the completed application form, the applicant shall provide any additional information requested by the building

department and/or the historic preservation advisory board.

C. Upon filing the application, every applicant shall pay to the city an application fee and before the issuance of a sign permit, a sign permit fee, in accordance with fee schedules adopted from time to time by resolution of the city council.

D. Review of Sign Application and Issuance of Permit

1. Should the building department determine after review of the application and supporting information that the proposed sign does not comply with the provisions of this chapter, the applicant shall be promptly notified of this finding.

2. If the proposed sign is to be located within a shopping center, the provisions of Section 17.48.040(N) must be complied with before the building department can process a sign permit application.

3. Upon a finding by the building department that the proposed sign is in total compliance with the provisions of this chapter and all applicable city building and electrical codes, the building inspector shall issue a sign permit. If a sign permit application is in total compliance with the provisions of this chapter at the time it is first submitted, it shall be the responsibility of the building inspector to issue a building permit to the applicant within fifteen (15) consecutive business days from the date of application.

4. Every sign erected in the city shall be subject to inspection by the building department for compliance with applicable city codes and ordinances. (Prior code § 7612)

17.48.040 General provisions.

A. All signs shall be fabricated, constructed, erected or installed and maintained in such a manner as will comply with all ordinances of the city and the approved permit.

B. The lowest part of any sign extending from the alley property line over any alley in the city shall not be less than fourteen (14) feet above the alley grade directly below, and such sign shall not extend more than six inches into the right-of-way.

C. No signs shall project more than eighteen (18) inches over public right-of-way other than an alley with the exception of pedestrian oriented signs.

1. Exceptions to the requirements of limiting a projecting sign may be granted by the planning department where cases of hardship exist for structures existing prior to the effective date of this chapter, or where a hardship is created by existing development not conforming with current development standards.

2. Signs may be placed on canopies, architectural features of a building, awnings and other building appendages (regardless of projection over public right-of-way) upon review and approval of the planning department, as part of the sign permit process. The proposed sign shall be subject to review and approval, conditional approval or denial by the planning department.

D. Illuminated Signs. Lighting for externally illuminated signs shall be so arranged and maintained so that the light source is not directly visible from a public right-of-way or adjacent property. Internally illuminated signs shall be designed with an opaque, semi-opaque, or matte finish background on the sign face.

E. Billboards and other nonaccessory signs may only be permitted through the conditional use permit process in the P-C-R, P-C-SO, P-C-DT, P-C-S, and P-C-H zones. No billboards shall be allowed within four hundred feet of the Highway 198 and Highway 63 frontage.

F. No portion of a building sign shall exceed the height of the roof line or parapet wall upon which it is mounted. The horizontal dimension of a building sign shall not exceed eighty (80) percent of the surface upon which it is mounted.

G. Directional and/or information signs bearing no advertising message and located on the site may be erected when necessary to facilitate circulation within the site, facilitate egress and ingress or facilitate a public need, such as identification of rest rooms, public telephones, walkways and similar features and facilities.

H. Time and temperature devices, located on private property and bearing no advertising message

shall be approved only through the conditional use permit procedure. Sign area used for the device shall be deducted from the permitted sign area for the occupancy. No additional sign area will be granted for the time and temperature device.

I. Signing for public and quasi-public uses of an education or religious type, public and private charitable institutions and public uses of an administrative, recreational, public service or cultural type approved through the conditional use permit procedure shall be approved as part of the conditional use permit. In the case of existing uses specified above, signing shall be reviewed and approved by the planning department. Appeals of the planning department decision shall be made to the planning commission and city council in the manner set forth in Section 17.28.050 and Section 17.28.060 of the Visalia Municipal Code.

J. Each commercial use which has direct pedestrian access through an exterior building wall which is visible from public right-of-way, shall be allowed at least sixteen square feet of building sign area, regardless of building occupancy frontage. Commercial uses having a sole access from the interior of any building or from an enclosed lobby or court shall not be allowed the minimum building wall sign area referred to in this section.

K. Signs in the form of banners shall be allowed to be displayed a maximum total of thirty (30) days during a calendar year.

L. Any sign (except those which are specifically identified within Section 17.48.100) which was legally erected prior to the effective date of this chapter and which does not meet the requirements and standards of this chapter can remain subject to the provisions of Section 17.48.040. Existing businesses may make structural alterations to their existing nonconforming sign if they do not increase the nonconformance.

M. If a commercial use vacates its premises due to the cessation of its operation or relocation, all signs on the premises which do not conform to the provisions of this chapter shall be removed within thirty (30) days from notification by the city planner.

N. 1. Design criteria for signs to be located within a shopping center or a mall type development shall be approved by the planning department before any individual sign permit application for the development is processed by the building department. Such review is to insure that signs located within a shopping center be designed to be harmonious and of compatible design.

2. The planning commission may approve sign programs, sign size, placement and design which do not strictly comply with sign ordinance requirements when deemed necessary due to building design, site layout, site design and other similar circumstances, consistent with the intent of the sign ordinance.

O. Signs located in the interior of any building or within an enclosed lobby or court of any building or group of buildings and which are not visible from any public right-of-way shall not be subject to the size or location criteria within this chapter. However, signs which require electrical connections or engineered supports shall be required to obtain a sign permit.

P. Variances and exceptions may be granted to the provisions of this chapter, as provided in Section 17.48.110.

Q. Signs which do not conform to the provisions of this chapter and are erected after its effective date and signs erected after the effective date of this chapter without obtaining the permit required thereby are declared to be unlawful and a public nuisance. All signs declared to be unlawful by this section and all persons erecting or maintaining them shall be subject to the terms of Sections 17.46.010 to 17.46.060 of the Visalia Municipal Code and all amendments thereof. The zoning compliance inspector shall forthwith take all necessary actions or proceedings for the abatement, removal and enjoinder pursuant of said sections of the Visalia Municipal Code. The remedies provided for in this section are cumulative and nonexclusive.

R. All commercial uses selling or dispensing gasoline existing on the effective date of this chapter of the Visalia Municipal Code may have one non-illuminated freestanding sign in addition to those signs located at the site of the commercial use on

the effective date of this chapter. The additional sign may not exceed a height of six feet or exceed a total sign area of thirty-five (35) square feet per face. The sign may be located within the required building setback areas, upon approval by the planning department.

S. Murals which contain no advertising copy and which do not function as an advertisement are subject to review and approval by the city council. (Ord. 9605 § 30 (part), 1996: prior code § 7613)

17.48.050 Prohibited signs.

The following signs shall be prohibited in the city:

A. Signs so located as to prevent free ingress and egress from any door, window or fire escape;

B. Signs erected at or near the intersections of public and/or private rights-of-way in such a manner as to create a safety hazard by obstructing clear view of pedestrian and vehicular traffic. Signs which by color, wording, design, location or illumination resemble or conflict with any traffic control device;

C. Nonconforming signs and sign structures associated with an activity, business, product or service which has not been sold, produced, provided or conducted on the premises for a period of thirty (30) days;

D. All animated signs except public service signs, such as time and temperature units and barber poles;

E. Revolving signs, except barber poles;

F. Signs containing statement, words or characters of an obscene, indecent or immoral character such as will offend public morals or decency;

G. Signs emitting sound;

H. Portable signs, and "A" signs;

I. Murals which contain advertising copy or which function as an advertisement. (Prior code § 7614)

17.48.060 Exemptions.

The provisions and regulations of this chapter shall not apply to the following signs, nor shall the area of such signs be included in the computation of sign copy allowed for any site or use; nor shall

any permit be required for the erections of such signs:

A. Traffic or other signs of governmental agencies, signs required by law or contract with a governmental agency, railroad crossing signs, legal notices, and such temporary, emergency or non-advertising signs as may be authorized by the city council;

B. Signs of public utility companies indicating danger or which serve as an aid to public safety or which show the location of underground facilities or of public telephones;

C. House numbers, "no trespassing," "no parking," and other warning signs located on the site to which the sign is appurtenant and not exceed four square feet in area;

D. Decorations to celebrate nationally recognized holidays and local celebrations;

E. For newly constructed commercial, industrial and professional office uses, two nonilluminated signs pertaining to the sale, lease, rental or display of a structure or land is permitted per site to a maximum area of thirty-two (32) square feet per face each. (Prior code § 7615)

17.48.070 Sign regulations for zones.

The following sign standards are designated by zones and shall apply to every existing zone and future new zoning classification hereafter created in the city. The zones are as designated by the zoning ordinance and the official zoning map of the city:

A. Agricultural Zone (No permit required).

1. Signs, not exceeding thirty-two (32) square feet in area, identifying the sale of products raised on the premises is permitted. Such signs shall not exceed six feet in overall height;

2. One nameplate, not exceeding two square feet in area, containing the name and address of the occupant, is permitted for each residence;

3. Two signs pertaining to the sale, lease, rental or display of a structure or land. The signs may have two faces. Each face shall not exceed an area of four square feet and shall not exceed a height of six feet above the surface of the ground.

B. Residential Zones (R-A, R-1, and R-M) (No permit required).

1. One nameplate, not exceeding two square feet in area, containing the name and address of occupant, is permitted for each residence;

2. Two signs pertaining to the sale, lease, rental or display of a structure or land is permitted. These signs may have two faces. Each face shall not exceed an area of four square feet and shall not exceed a height of six feet above the surface of the ground;

3. One externally illuminated permanent subdivision or multiple housing entrance sign shall be limited to one square foot of sign area per dwelling units, but not to exceed twenty (20) square feet. Such signs shall be wall mounted or freestanding with a maximum height of six feet;

4. Signs identifying neighborhood commercial centers are permitted as provided within Section 17.48.070(C)(2).

C. Signing in P-C-C and P-C-N Zones (Permit required). Buildings signs are permitted for each commercial use, as follows:

1. Two square feet of sign area is permitted for each foot of linear occupancy frontage to a maximum of fifty (50) square feet;

2. Users may choose which exterior side of the building will be used for the purpose of calculating the permitted sign area. The building signs, however, shall be mounted on the side of the building used to calculate the permitted sign area.

3. Additional signs of a maximum twenty-five (25) percent of the sign area as calculated in Section 17.48.070(C)(1) shall be allowed for each remaining exterior wall; provided, that the sign for any given wall does not exceed two square feet per linear foot of the wall length;

4. Pedestrian Oriented Sign. One double faced sign not exceeding an area of three square feet per face nor a height of twelve (12) feet;

5. The sign area as calculated for the occupancy frontage may be used on the occupancy frontage or may be divided between the occupancy frontage and any other exterior walls; provided, that the total sign area does not exceed that as calculated for the occupancy frontage or that the sign area on any exterior

wall does not exceed two square feet per one foot of linear occupancy frontage;

6. Each building may display a reader board of a maximum area of twenty (20) square feet indicating the name, address and type of business of the businesses within the building. If the reader board is located on a part of the building qualifying as an occupancy frontage for which sign area may be calculated, the sign area used for the reader board shall be deducted from the total permitted for that occupancy;

7. Reader boards shall be designed as one with each copy panel consisting of similar materials and design. Permits for reader boards shall not be issued without consent of the property owner.

D. Signing in P-PA and P-OG Zones (Except Design District G). One square foot of sign area is permitted for each two feet of linear occupancy frontage to a maximum of thirty (30) square feet. Sign may be freestanding or wall mounted, or a combination of both. If freestanding, the sign shall not exceed a height of six feet. Each office building is permitted twelve (12) square feet of sign area, regardless of occupancy frontage.

E. Signing in Airport Zone (Permit required). Signs may be located in the airport zone upon approval of the planning department. Specific requirements for signs in this zone shall be determined by the planning department based upon building design, site layout, site design, and consistent with the intent of the sign ordinance. (Prior code § 7616)

17.48.080 Sign regulations for design districts.

A. The following regulations apply to uses in design districts A, B, C, D, E, and F with the exception of those zones specifically identified in Section 17.48.070. The signs within the downtown retail design district are subject to the provisions of Chapter 17.58.

1. Signs Permitted.

a. Building signs as specified in Section 17.48.070(A)(2);

b. One pedestrian oriented sign per occupancy;

c. One freestanding sign per commercial site.

2. Building Signs.

a. Permitted Sign Area. Two square feet of sign area is permitted for each foot of linear occupancy frontage to a maximum area of one hundred fifty (150) square feet. A building sign may not exceed the height of the roof line or parapet wall upon which it is mounted. Building signs may not exceed eighty (80) percent of the surface upon which it is mounted.

b. Users may choose which exterior side of the building will be used for the purpose of calculating the permitted sign area. The building signs, however, shall be mounted on the building used to calculate the permitted sign area.

c. Additional signs of a maximum twenty-five (25) percent of the sign area as calculated in Section 17.48.080(A)(2)(b) shall be allowed for each remaining exterior wall provided that the sign area for any given wall does not exceed two square feet per linear foot of the wall length.

d. Commercial buildings which occupy the entire depth of a city block shall be eligible to apply for signing on each of the street exposures.

e. Commercial buildings which have alley access shall be eligible to apply for signing on both the street and the alley frontages.

f. Building signs shall be mounted flush against or be oriented parallel to the wall of the structure on which it is located. No part of the sign shall extend more than eighteen inches (18) from the surface of the structure except in those cases as specified in Section 17.48.040(C).

g. Signs may be mounted on a mansard or angled roof. The sign shall not, however, extend higher than the peak of the roof.

h. The sign area as calculated for the occupancy frontage may be used on the occupancy frontage or may be divided between the occupancy frontage and any other exterior walls; provided, that the total sign area does not exceed that as calculated for the occupancy frontage or that the sign area on any exterior wall does not exceed two square feet per one foot of linear occupancy frontage.

i. Each building of shopping center may display a reader board of a maximum area of twenty (20)

square feet indicating the name, address and type of business or the businesses within the building. If the reader board is located on a part of the building qualifying as an occupancy frontage for which sign area may be calculated, the sign area used for the reader board shall be deducted from the total permitted for that occupancy.

j. Reader boards shall be designed as one sign with each copy panel consisting of similar materials and design. Permits for reader boards shall not be issued without consent of the property owner.

3. Freestanding Sign.

a. Each commercial site, excluding highway commercial uses along Highway 198 and Highway 99 is permitted one double-faced freestanding sign, not exceeding an area of thirty-five (35) square feet of sign copy per face. The total area of the aggregate surface of the sign face and the sign structure, as viewed from one side, may not exceed seventy square feet. The freestanding sign shall not exceed a height of ten feet.

b. The total area of the sign faces of a multi-sided freestanding sign shall not exceed seventy (70) square feet, and the total area of the aggregate surface of the sign faces and the sign structure shall not exceed one hundred forty (140) square feet.

c. Freestanding signs may be located within the required setback areas without the required variance procedure as long as all parts of the freestanding sign are located more than five feet from the front property line and public or private right-of-way line, except in design districts E and D in which signs may be located up to the property line upon approval of the planning department.

d. A freestanding sign shall be set back a minimum of twenty (20) feet from any interior side property line. Encroachment into the twenty (20) foot setback may be approved by the planning department where the location of existing improvements presents a functional hardship to compliance with the required setback.

e. Highway commercial uses along Highway 198 and Highway 99 are permitted one double-faced freestanding sign per commercial site not exceeding

a sign area of seventy (70) square feet per face or a height of twenty (20) feet.

f. Freestanding signs ten feet or less in height shall be mounted on a base, the width of which is not less than fifty (50) percent of the width of the widest part of the sign.

4. Pedestrian Oriented Signs. Each occupancy is permitted one double-faced pedestrian oriented sign which does not exceed three square feet per face nor a height of twelve (12) feet.

B. Signing in District H.

1. Number of Signs Permitted.

a. One building sign per occupancy;

b. One freestanding sign per commercial site;

c. Site identification signs as approved by the planning department.

2. Building Sign.

a. Permitted Sign Area. One square foot of sign area is permitted for each foot of linear occupancy frontage to a maximum of one hundred (100) square feet.

b. Users may choose which exterior side of the building will be used for the purpose of calculating the permitted sign area. The building signs, however, shall be mounted on the side of the building used to calculate the permitted sign area.

c. Additional signs of a maximum twenty-five percent of the sign area as calculated in Section 17.48.080(B)(2)(b) shall be allowed for each remaining exterior wall, provided that the sign area for any given wall does not exceed two square feet per linear foot of the wall length.

d. Building signs shall be mounted flush against or be oriented parallel to the wall of the structure on which it is located. No part of the sign shall extend more than eighteen inches from the surface of the structure.

e. The sign area as calculated for the occupancy frontage may be used on the occupancy frontage or may be divided between the occupancy frontage and any other exterior walls; provided, that the total sign area does not exceed that as calculated for the occupancy frontage or that the sign area on any exterior wall does not exceed two square feet per one foot of linear occupancy frontage.

3. Freestanding Sign.

a. Each commercial site is permitted one double faced freestanding sign not exceeding an area of thirty-five (35) square feet per face or a height of six feet.

b. Freestanding signs may be located within the required setback areas without the required variance procedure as long as all parts of the freestanding sign are located more than five feet from the front property line and public or private right-of-way, except in design districts E and D in which signs may be located up to the property line upon approval of the Planning Department.

c. A freestanding sign shall be set back a minimum of twenty (20) feet from any interior side of property line. Encroachment into the twenty (20) foot setback may be approved by the planning department where the location of existing improvements presents a functional hardship to compliance with the required setback.

d. Freestanding signs ten feet or less in height shall be mounted on a base, the width of which is not less than fifty (50) percent of the width of the widest part of the sign.

4. Site Identification Signs. The planning department may permit site identification signs to facilitate freight delivery, etc. The size of the signs and copy will be reviewed by the planning department.

C. Signing in District G. Signing in this district shall be approved by the city council of the city.

D. Signing for Open Air Uses.

1. Building Sign. One-half square foot of building sign area is permitted per each linear foot of site frontage to a maximum of one hundred fifty (150) square feet.

2. Freestanding Sign.

a. A freestanding sign shall be set back a minimum of twenty (20) feet from any interior side property line. Encroachment into the twenty (20) foot setback may be approved by the planning department where the location of existing improvements presents a functional hardship to compliance with the required setback.

b. Each commercial site, excluding highway commercial uses along Highway 198 and Highway 99 is permitted one double-faced freestanding sign, not exceeding an area of thirty-five (35) square feet of sign copy per face. The total area of the aggregate surface of the sign face and the sign structure, as viewed from one side, may not exceed seventy square feet. The freestanding sign shall not exceed a height of ten feet.

c. The total area of the sign faces of a multi-sided freestanding sign shall not exceed seventy (70) square feet, provided that the total area of the aggregate surface of the sign faces and the sign structure shall not exceed one hundred forty (140) square feet.

d. Additional nonilluminated sign copy may be mounted on (flush on the surface of) the sign structure; provided, that the total area of all sign faces, as viewed from one side, does not exceed sixty-five (65) square feet.

e. Freestanding signs may be located within the required setback areas without the required variance procedure as long as all parts of the freestanding sign are located more than five feet from the front property line and public or private right-of-way, except in design districts E and D in which signs may be located up to the property line upon approval of the planning department.

f. Freestanding signs shall be mounted on a base, the width of which is not less than fifty (50) percent of the width of the widest part of the sign.

E. Signing for Theaters.

1. Building Signs. One square foot of sign area is permitted per each foot of linear occupancy frontage to a maximum of one hundred fifty (150) square feet.

2. Freestanding Sign. Each theater is permitted one double-faced freestanding sign not exceeding an area of one hundred fifty (150) square feet per face not a height of twenty (20) feet. Freestanding signs ten feet or less in height shall be mounted on a base, the width of which is not less than fifty (50) percent of the width of the widest part of the sign.

F. Temporary Subdivision Signs (no permit required).

1. Subdivision which offers a minimum of ten parcels for sale may erect a maximum of two temporary subdivision signs.

2. The temporary subdivision signs shall be non-illuminated, shall not exceed an area of thirty-two (32) square feet per sign or a height of eight feet.

3. The temporary subdivision signs may be erected and maintained within a subdivision until all parcels within the subdivision are sold.

4. The signs shall be no closer than three hundred (300) feet from each other.

G. Signing in the Downtown Retail Design District. Signing in the downtown retail design district shall be approved by the downtown design review board, according to the criteria specified pursuant to Section 17.58.080.

H. Signing for Design District I. Signs in design district I shall be consistent with Section 17.48.070(D).

I. Signing for Design District K. Signs in design district K shall be consistent with Section 17.48.070 (C). (Prior code § 7617)

Appendix A-3
Table of Permitted Uses for
Planned Regional Retail Commercial
(P-C-R) Zone

Planned Regional Commercial Zone
Permitted Uses
(Excerpted from the City Zoning Ordinance at
the time of Specific Plan Adoption)

USE	Permitted	Conditional	Temporary
AGRICULTURAL - FARMING			
Farmers Market			X
AUTOMOTIVE			
Automotive Supplies, Parts & Accessories	X		
Tire Sales & Service (excluding major repairs) located within primary permitted use on-site	X		
BANKS & FINANCIAL INSTITUTIONS			
Stand alone Automatic Teller (ATM)	X		
Branch Office w/o drive-up	X		
Branch Office with drive-up		X	
BARBERS, HAIRSTYLISTS, TANNING CENTERS & COSMETICIANS			
Stand alone	X		
Located with Primary use on-site	X		
Tattooist located within above Use		X	
BUS DEPOTS			
Public & Private Transfer Point		X	
CHRISTMAS TREE SALES LOTS/ OTHER SEASONAL COMMERCIAL USES/SPECIAL EVENTS			
Christmas Tree sales lots / other seasonal commercial uses / special events			X
CLOTHING/ COSTUME RENTAL			
Clothing/ Costume Rental	X		

USE	Permitted	Conditional	Temporary
COMMUNICATIONS			
Radio and TV broadcasting w/antenna off-site	X		
DAYCARE, LICENSED			
Adult Daycare: six or fewer	X		
Adult Daycare: 7 - 12	X		
Adult Daycare: 13 or more		X	
Child Daycare: six or fewer	X		
Child Daycare: 7 - 12	X		
Child Daycare: 13 or more		X	
Licensed Daycare in conjunction w/Primary Use	X		
EATING & DRINKING ESTABLISHMENTS			
Bars/Taverns:			
within 300 feet of any residence/public use		X	
not within 300 feet of any residence/public use	X		
micro breweries/restaurant - brewing, limited	X		
Cafeterias	X		
Pizza/Sandwich Shops:			
serving wine/beer	X		
no alcohol	X		
Fast Food without Drive Thru	X		
Fast Food with Drive Thru		X	
Ice Cream Shop	X		
Night Clubs/Discotheques		X	
SIT-DOWN RESTAURANT/CAFÉ:			
-with or without full bar using less than 25% of public area	X		
-full bar using greater than 25% of public area		X	
FLORIST	X		

USE	Permitted	Conditional	Temporary
FUEL STORAGE			
Propane/Butane (max 2000 gals)	X		
Propane/Butane within 50 ' of Residential (max 2000 gals)		X	
Propane/Butane - above ground tanks w/in 100' of residential		X	
Propane/Butane - above ground tanks more than 100' from residential	X		
GALLERIES-ART/PHOTOGRAPHY/CRAFTS			
Galleries - Art/Photography/Crafts	X		
HOME BUSINESSES			
Home Businesses	X		
LAUNDRY/DRY CLEANERS:			
Pick-up point	X		
MANUFACTURING/ASSEMBLING			
Printing & Publishing Industry: desktop, blueprint, photocopy	X		
MEDICAL FACILITIES/SERVICES			
Medical equipment/supplies: (oxygen, prosthetics, walkers, etc)	X		
Opticians - dispensing	X		
MUSEUMS			
Museums : (special interest/historical - private/public)		X	
OFFICES			
General Business/Professional: less than 6,000 sq ft	X		
General Business/Professional: more than 6,000 sq ft		X	
Medical (i.e. Physical therapists, physicians, surgeons, psychologists, dentists, orthodontists, Optometrists, chiropractors, etc)		X	
Temporary Trailers (construction)			X
PARKING FACILITIES FOR OFF-SITE USES		X	

USE	Permitted	Conditional	Temporary
PHOTOCOPY SERVICES/DESKTOP PUBLISHING			
with printing press	X		
without printing press	X		
PHOTOGRAPHY/PHOTO SERVICES			
Commercial Photographers/Studios	X		
Photography Labs w/ Retail on site	X		
Photography Retail - Drop off/Pick-up	X		
PLANNED UNIT DEVELOPMENT			
Planned Unit Development (Subject to Chapter 17.26)		X	
PUBLIC COMMUNITY SERVICES			
Fire Stations		X	
Police Stations & Substations	X		
Post Office Substation	X		
RECREATION FACILITIES			
Athletic & Health Clubs		X	
Bowling Alleys		X	
Circus, Carnivals, Fairs & Festivals			X
Pool Halls/Billiard Parlors		X	
Video Machines/Coin Operated Games: 1-4 machines	X		
Video Machines/Coin Operated Games: 5 or more machines		X	
Other Recreational Facilities		X	
RECYCLING FACILITIES			
Small Collection	X		

USE	Permitted	Conditional	Temporary
Reverse Vending Machines	X		
Temporary Facilities, i.e. recycling of Christmas trees			X
RESIDENTIAL			
Residential Units; new or expansion which may or may not be associated w/ commercial activity		X	
Household Pets	X		
RETAIL			
General Merchandise - less/equal to 60,000 sq ft	X		
General Merchandise - greater than 60,000 sq ft	X		
General Merchandise - floor and wall coverings	X		
Hardware stores	X		
Paint Stores	X		
Home Improvement	X		
Department Stores/Discount Stores	X		
Wine Tasting		X	
Appliances - small	X		
Appliances - large	X		
Furniture & Furnishings - new	X		
Gun Shops w/in primary use	X		
Gun Shops - stand alone	X		
Magazine/Newspaper Sales - indoor	X		
Magazine/Newspaper Sales - outdoor		X	
Outlet Stores - apparel	X		
Pet Stores	X		
Pool/Spa Supplies & Equipment	X		
Secondhand Store/Thrift Shop - up to 2,000 sq ft	X		
Secondhand Store/Thrift Shop - greater than 2000 sq ft	X		

USE	Permitted	Conditional	Temporary
SCHOOLS, PUBLIC AND PRIVATE			
After hours Academic Education Facilities (after 6:00 p.m.)		X	
SERVICE, COMMERCIAL			
Locksmiths	X		
Shoe Repair Shops	X		
Tailor, Dressmaking & Alterations	X		
SERVICE STATIONS			
Gasoline Service Station w/o major auto repair		X	
TELEGRAPH OFFICES			
Telegraph office	X		
THEATERS			
Auditoriums		X	
Movie		X	
Live Performance		X	
UTILITIES			
Electrical Distribution Substations		X	
Elevated Pressure Tanks		X	
Gas Regulator Stations		X	
Public Service Pumping Stations		X	
WAREHOUSING/STORAGE			
not to exceed 20% of gross floor area of permitted use	X		
in excess of 20% of gross		X	
OTHER			
Other uses similar in nature and intensity as determined by the City Planner	X		
Other uses similar in nature and intensity determined by the City Planner, subject to granting a Conditional Use Permit		X	