

PLANNING COMMISSION AGENDA

CHAIRPERSON:

Chris Gomez



VICE CHAIRPERSON:

Marvin Hansen

COMMISSIONERS: Mary Beatie, Chris Gomez, Marvin Hansen, Sarrah Peariso, Adam Peck

MONDAY, MARCH 8, 2021

VISALIA CONVENTION CENTER

LOCATED AT 303 E. ACEQUIA AVE. VISALIA, CA

MEETING TIME: 7:00 PM

Citizens may appear at the Planning Commission meeting in person and will be asked to maintain appropriate, physical distancing from others and wear a mask or face shield pursuant to the Governor's Executive Orders and public health guidance during the COVID-19 situation.

1. CALL TO ORDER –
2. THE PLEDGE OF ALLEGIANCE –
3. CITIZEN'S COMMENTS – This is the time for citizens to comment on subject matters that are not on the agenda but are within the jurisdiction of the Visalia Planning Commission. You may provide comments to the Planning Commission at this time, but the Planning Commission may only legally discuss those items already on tonight's agenda.

The Commission requests that a five (5) minute time limit be observed for Citizen Comments. You will be notified when your five minutes have expired.
4. CHANGES OR COMMENTS TO THE AGENDA –
5. CONSENT CALENDAR - All items under the consent calendar are to be considered routine and will be enacted by one motion. For any discussion of an item on the consent calendar, it will be removed at the request of the Commission and made a part of the regular agenda.
 - No Items on Consent Calendar
6. PUBLIC HEARING – Josh Dan, Associate Planner
Conditional Use Permit No. 2021-02: A request by Goodguys Tire and Auto Repair to construct a new, 6,924 square foot stand-alone tire, oil change, and light auto repair business on a 0.8-acre parcel in the C-R (Regional Commercial) zone. The site is located on the southside of West Cameron Avenue within the South Packwood Grove Shopping Center (APN: 000-013-611). The project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15332, Categorical Exemption No. 2021-07.

7. PUBLIC HEARING – Josh Dan, Associate Planner
Conditional Use Permit No. 2021-03: A request by Corvina Partners, LLC. to construct four duplexes, totaling eight units on a 0.5-acre parcel in the C-MU (Commercial Mixed-Use) zone, which is part of the overall master-planned Shannon Village East Market Place. The site is located at the southeast corner of North Mooney Boulevard and East Corvina Avenue (APN: 000-013-842). The project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15332 (b), Categorical Exemption No. 2021-04.

8. PUBLIC HEARING – Brandon Smith, Sr. Planner
Conditional Use Permit No. 2021-04: A request by Omni Land Development LLC to allow an amendment to Conditional Use Permit No. 2018-03, which adopted a master-planned commercial development on 5.88-acres in the Commercial Mixed Use (C-MU) zone, wherein the amendment would change the operating hours of the car wash within the approved master-planned development. The project site is located on the northeast corner of North Dinuba Boulevard (State Route 63) and West Shannon Parkway (APN: 079-071-029). The project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15305, Categorical Exemption No. 2021-03.

9. CITY PLANNER/ PLANNING COMMISSION DISCUSSION –
 - a. Joint City Council and Planning Commission set for March 17, 2021.
 - b. Next Planning Commission Meeting is Monday, March 22, 2021.
 - c. Update on Conditional Use Permit No. 2020-05

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

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

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

APPEAL PROCEDURE

THE LAST DAY TO FILE AN APPEAL IS THURSDAY, MARCH 18, 2021 BEFORE 5 PM

According to the City of Visalia Zoning Ordinance Section 17.02.145 and Subdivision Ordinance Section 16.04.040, an appeal to the City Council may be submitted within ten days following the date of a decision by the Planning Commission. An appeal form with applicable fees shall be filed with the City Clerk at 220 N. Santa Fe, Visalia, CA 93291. The appeal shall specify errors or abuses of discretion by the Planning Commission, or decisions not supported by the evidence in the record. The appeal form can be found on the city's website www.visalia.city or from the City Clerk.

THE NEXT REGULAR MEETING WILL BE HELD ON MONDAY, MARCH 22, 2021



REPORT TO CITY OF VISALIA PLANNING COMMISSION

HEARING DATE: March 8, 2021

PROJECT PLANNER: Brandon Smith, Senior Planner
Phone No.: (559) 713-4636
E-mail: brandon.smith@visalia.city

SUBJECT: **Conditional Use Permit No. 2021-04:** A request by Omni Land Development LLC to allow an amendment to Conditional Use Permit No. 2018-03, which adopted a master-planned commercial development on 5.88-acres in the Commercial Mixed Use (C-MU) zone, wherein the amendment would change the operating hours of the car wash within the approved master-planned development. The project site is located on the northeast corner of North Dinuba Boulevard (State Route 63) and West Shannon Parkway (APN: 079-071-029).

STAFF RECOMMENDATION

Staff recommends approval of Resolution No. 2021-07 for Conditional Use Permit No. 2021-04, as conditioned, based on the project's consistency with the policies of the City's General Plan and Zoning Ordinance.

RECOMMENDED MOTION

I move to approve Conditional Use Permit No. 2021-04, as conditioned, based on the findings and conditions in Resolution No. 2021-07.

PROJECT DESCRIPTION

Conditional Use Permit No. 2021-04 is a request to extend the evening operating hours associated with a permitted and unbuilt stand-alone car wash from 7:00 p.m. to 9:00 p.m. (see Exhibit "A"). The permitted operating hours for the car wash were set by the adoption of Condition No. 7 of Conditional Use Permit No. 2018-03, which sets the operating times of the car wash and vacuums between the hours of 6:00 a.m. and 7:00 p.m. The operating times are further based on the operations and management plan filed with the master-planned development, which states the hours of operation would be 8:00 a.m. to 6:00 p.m. A revised operations and management plan has been provided by the applicant (see Exhibit "B").

The extended operating hours are supported by the commercial development's original noise assessment (Visalia Center Phase I Draft Environmental Noise Assessment, Charles M. Salter Associates, Inc., June 28, 2019; see Exhibit "C"). The noise assessment concluded that the estimated operational noise from the car wash and vacuums met the City of Visalia Noise Ordinance daytime and nighttime noise limits without any additional mitigation.

The car wash is one land use included in an approved 5.88-acre commercial center located on the northeast corner of Dinuba Boulevard and Shannon Parkway, approved by Conditional Use Permit No. 2018-03 (see Exhibit "A"). The initial phase of the commercial center included a gasoline service station with convenience store and quick-serve restaurant (Circle K and 76), restaurant with drive-thru lane (Jack in the Box), and car wash. Building permits have been applied for each of these uses and have been issued for the service station / convenience store and restaurant. No physical changes are being proposed with this project.

BACKGROUND INFORMATION

General Plan Land Use Designation:	Commercial Mixed Use
Zoning:	C-MU (Commercial Mixed Use)
Surrounding Zoning and Land Use:	North: C-MU / Vacant land, conceptual retail development per approved commercial center South: C-MU / Shannon Parkway, community shopping center (Orchard Walk) consisting of large and small-scale commercial buildings East: C-MU / Vacant land, conceptual office development per approved commercial center West: C-MU / Vacant land, planned restaurant with drive-thru lane
Environmental Document	Categorical Exemption No. 2021-03
Site Plan:	Site Plan Review No. 2019-165

Related Plans and Policies

Please see attached summary of related plans and policies.

RELATED PROJECTS

On November 12, 2019, the Planning Commission approved Tentative Parcel Map No. 2018-01, a request to subdivide a 5.88-acre undeveloped parcel into five parcels to facilitate commercial development, together with Conditional Use Permit No. 2018-03, a request to allow a master-planned commercial development consisting of approximately 56,395 sq. ft. of commercial and office uses, on the subject site.

PROJECT EVALUATION

Staff supports the requested conditional use permit amendment to extend the car wash operating hours from 7:00 p.m. to 9:00 p.m. based on the original Noise Assessment that contained no mitigation requirements or restrictions on the operating times. In addition, the project is consistent with the General Plan and the Zoning Ordinance, as well as the community noise standards specified in the Noise Ordinance (Chapter 8.36) of the Visalia Municipal Code.

Staff has found that there have been no changes in the surrounding environment that would cause concern to extend the operating hours.

Land Use Compatibility

The project site and surrounding area is identified as Commercial Mixed Use (C-MU) land use designation and zoning district. The car wash is part of a unified commercial development with shared access points containing other retail and service-oriented uses. The car wash, together with other uses in the commercial development (i.e., drive-thru lane, gas station, convenience store) are conditionally allowed in the C-MU zone.

A noise analysis was prepared for the car wash and other components of the commercial development in 2019 (see Exhibit "C") based on the development's proximity to existing and future residential land uses. Existing residential land uses in the vicinity consist of two single-family residences located 300 feet to the northwest of the project site. The planned convenience store building and 7-foot tall block wall improvement on the commercial center's north boundary would act as noise shielding features to the residences. Existing residential land uses in the

vicinity also consist of a single-family residential subdivision, located 600 feet to the southeast and surrounded by a 7-foot tall perimeter block wall. Future residential land uses in the vicinity consist of single-family residential 600 feet to the north and multi-family residential 600 feet to the east. (Refer to attached aerial map for a depiction of surrounding land uses.)

Noise Analysis

The noise analysis, which specified that the car wash would operate between 5:00 a.m. and 12:00 a.m. (midnight), concluded that daytime and nighttime community noise standards will be met assuming that the operational information contained in the analysis were met. This information included construction of the planned convenience store to the north for which a building permit has been issued to begin construction, block wall enclosure around the vacuum producer, manufacturer specifications for the drying blowers and vacuums, and anticipated number of vehicle cycles per day, including 15 to 20 vehicles during peak hours and no more than 9 vehicles per hour during nighttime hours. Construction subject to these specifications are included as a condition of approval.

The noise analysis indicates that Community Noise Standards will be met during daytime and nighttime hours and that the car wash will result in a less-than-significant noise impact. The analysis states that no mitigation is required for the car wash or any of the other various commercial components of the project.

Staff is therefore supportive of the change in operating hours to the car wash based on the conclusions from the original noise study. The proposed operating hours would be consistent with certain other car washes located in the City limits where community noise standards are able to be met, which was the applicant's primary objective for filing the request.

Environmental Review

The requested action is considered categorically exempt under Section 15305 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA). (Categorical Exemption No. 2021-03). The project fits the criteria of a Class 5 categorical exemption, wherein the project is a minor alteration in land use limitations that does not result in any changes to land use or density.

RECOMMENDED FINDINGS

1. That the proposed project will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
2. That the proposed conditional use permit is consistent with the policies and intent of the General Plan and Zoning Ordinance. Specifically, the project is consistent with the required findings of Zoning Ordinance Section 17.38.110:
 - a. The proposed location of the conditional use permit is in accordance with the objectives of the Zoning Ordinance and the purposes of the zone in which the site is located.
 - b. The proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
3. That the project is considered categorically exempt under Section 15305 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA) (Categorical Exemption No. 2021-03).

RECOMMENDED CONDITIONS OF APPROVAL

1. That the hours of operation for the car wash and vacuums shall not extend beyond the hours of 6:00 a.m. to 9:00 p.m., and that Community Noise Standards be met during these times.
2. That the car wash and vacuums shall be constructed and installed in accordance with the specifications and operational information contained under the corresponding heading in the Noise Assessment attached as Exhibit "C".
3. That all conditions of Conditional Use Permit No. 2018-03 shall remain applicable, except for the hours of operation as revised by this Conditional Use Permit.
4. That all other Federal, State, Regional, and City codes and ordinances be met.

APPEAL INFORMATION

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

Attachments:

- Related Plans and Policies
- Resolution No. 2021-07
- Exhibit "A" – Site Plan
- Exhibit "B" – Revised Operations and Management Plan
- Exhibit "C" – Noise Assessment
- General Plan Land Use Map
- Zoning Map
- Aerial Photo
- Vicinity Map

Related Plans & Policies

General Plan Land Use Element

Commercial Mixed Use Land Use Classification: This new designation allows for either horizontal or vertical mixed use development, and permits commercial, service, office, and residential uses. Any combination of these uses, including a single use, is permitted. This designation is found both at key activity nodes and along corridors, including locations currently designated Shopping/Office Commercial or Community Center. [taken from the Visalia General Plan, Page 2-24]

Objectives:

N-O-1: Strive to achieve an acceptable noise environment for present and future residents of Visalia.

N-O-3: Protect noise sensitive land uses such as schools, hospitals, and senior care facilities from encroachment of and exposure to excessive levels of noise.

Policies:

N-P-4: Where new development of industrial, commercial or other noise generating land uses (including roadways, railroads, and airports) may result in noise levels that exceed the noise level exposure criteria established by Tables 8-2 and 8-3, require a noise study to determine impacts, and require developers to mitigate these impacts in conformance with Tables 8-2 and 8-3 as a condition of permit approval through appropriate means.

Zoning Ordinance

Chapter 17.38: Conditional Use Permits

17.38.010 Purposes and powers.

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

17.38.020 Application procedures.

A. Application for a conditional use permit shall be made to the planning commission on a form prescribed by the commission which shall include the following data:

1. Name and address of the applicant;
2. Statement that the applicant is the owner of the property or is the authorized agent of the owner;
3. Address and legal description of the property;
4. The application shall be accompanied by such sketches or drawings as may be necessary by the planning division to clearly show the applicant's proposal;
5. The purposes of the conditional use permit and the general description of the use proposed;
6. Additional information as required by the historic preservation advisory committee.
7. Additional technical studies or reports, as required by the Site Plan Review Committee.
8. A traffic study or analysis prepared by a certified traffic engineer, as required by the Site Plan Review Committee or Traffic Engineer, that identifies traffic service levels of surrounding arterials, collectors, access roads, and regionally significant roadways impacted by the project

and any required improvements to be included as a condition or mitigation measure of the project in order to maintain the required services levels identified in the General Plan Circulation Element.

B. The application shall be accompanied by a fee set by resolution of the city council sufficient to cover the cost of handling the application.

17.38.030 Lapse of conditional use permit.

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

17.38.040 Revocation.

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

17.38.050 New application.

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

17.38.060 Conditional use permit to run with the land.

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

17.38.065 Abandonment of conditional use permit.

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

17.38.080 Public hearing--Notice.

A. The planning commission shall hold at least one public hearing on each application for a conditional use permit.

B. Notice of the public hearing shall be given not less than ten days nor more than thirty (30) days prior to the date of the hearing by mailing a notice of the time and place of the hearing to property owners within three hundred (300) feet of the boundaries of the area occupied or to be occupied by the use that is the subject of the hearing, and by publication in a newspaper of general circulation within the city.

17.38.090 Investigation and report.

The planning staff shall make an investigation of the application and shall prepare a report

thereon that shall be submitted to the planning commission. The report can recommend modifications to the application as a condition of approval.

17.38.100 Public hearing--Procedure.

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

17.38.110 Action by planning commission.

A. The planning commission may grant an application for a conditional use permit as requested or in modified form, if, on the basis of the application and the evidence submitted, the commission makes the following findings:

1. That the proposed location of the conditional use is in accordance with the objectives of the zoning ordinance and the purposes of the zone in which the site is located;
2. That the proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity.

B. A conditional use permit may be revocable, may be granted for a limited time period, or may be granted subject to such conditions as the commission may prescribe. The commission may grant conditional approval for a permit subject to the effective date of a change of zone or other ordinance amendment.

C. The commission may deny an application for a conditional use permit.

17.38.120 Appeal to city council.

The decision of the City planning commission on a conditional use permit shall be subject to the appeal provisions of section 17.02.145.

17.38.130 Effective date of conditional use permit.

A conditional use permit shall become effective immediately when granted or affirmed by the council, or ten days following the granting of the conditional use permit by the planning commission if no appeal has been filed.

RESOLUTION NO. 2021-07

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING CONDITIONAL USE PERMIT NO. 2021-04: A REQUEST BY OMNI LAND DEVELOPMENT LLC TO ALLOW AN AMENDMENT TO CONDITIONAL USE PERMIT NO. 2018-03, WHICH ADOPTED A MASTER-PLANNED COMMERCIAL DEVELOPMENT ON 5.88-ACRES IN THE COMMERCIAL MIXED USE (C-MU) ZONE, WHEREIN THE AMENDMENT WOULD CHANGE THE OPERATING HOURS OF THE CAR WASH WITHIN THE APPROVED MASTER-PLANNED DEVELOPMENT. THE PROJECT SITE IS LOCATED ON THE NORTHEAST CORNER OF NORTH DINUBA BOULEVARD (STATE ROUTE 63) AND WEST SHANNON PARKWAY (APN: 079-071-029).

WHEREAS, Conditional Use Permit No. 2021-04 is a request by Omni Land Development LLC to allow an amendment to Conditional Use Permit No. 2018-03, which adopted a master-planned commercial development on 5.88-acres in the Commercial Mixed Use (C-MU) zone, wherein the amendment would change the operating hours of the car wash within the approved development. The project site is located on the northeast corner of North Dinuba Boulevard (State Route 63) and West Shannon Parkway (APN: 079-071-029); and,

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice, did hold a public hearing before said Commission on March 8, 2021; and,

WHEREAS, the Planning Commission of the City of Visalia finds the Conditional Use Permit No. 2021-04, as conditioned, to be in accordance with Chapter 17.38 of the Zoning Ordinance of the City of Visalia, based on the evidence contained in the staff report and testimony presented at the public hearing; and,

WHEREAS, the project is considered Categorically Exempt under Section 15305 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA) (Categorical Exemption No. 2021-03).

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

1. That the proposed project will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
2. That the proposed conditional use permit is consistent with the policies and intent of the General Plan and Zoning Ordinance. Specifically, the project is consistent with the required findings of Zoning Ordinance Section 17.38.110:
 - a. The proposed location of the conditional use permit is in accordance with the objectives of the Zoning Ordinance and the purposes of the zone in which the site is located.
 - b. The proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.

3. That the project is considered categorically exempt under Section 15305 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA) (Categorical Exemption No. 2021-03).

BE IT FURTHER RESOLVED that the Planning Commission hereby approves Conditional Use Permit No. 2021-04 on the real property hereinabove described in accordance with the terms of this resolution under the provisions of Section 17.38.110 of the Ordinance Code of the City of Visalia, subject to the following conditions:

1. That the hours of operation for the car wash and vacuums shall not extend beyond the hours of 6:00 a.m. to 9:00 p.m., and that Community Noise Standards be met during these times.
2. That the car wash and vacuums shall be constructed and installed in accordance with the specifications and operational information contained under the corresponding heading in the Noise Assessment attached as Exhibit "C".
3. That all conditions of Conditional Use Permit No. 2018-03 shall remain applicable, except for the hours of operation as revised by this Conditional Use Permit.
4. That all other Federal, State, Regional, and City codes and ordinances be met.

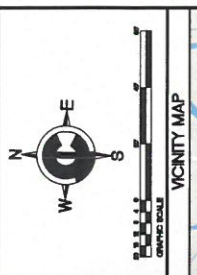
Revisions

NO.	DATE	DESCRIPTION
1	07/19/17	REVISION PER PLANNING
2	07/19/17	REVISION PER PLANNING
3	07/19/17	REVISION PER PLANNING
4	07/19/17	REVISION PER PLANNING
5	07/19/17	REVISION PER PLANNING
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30	07/19/17	REVISION PER PLANNING

CJC Design, Inc.
2280 Le Patis Avenue, Suite 202, Irvine, CA 92614
Tel: (949) 453-3333
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Visalia Center

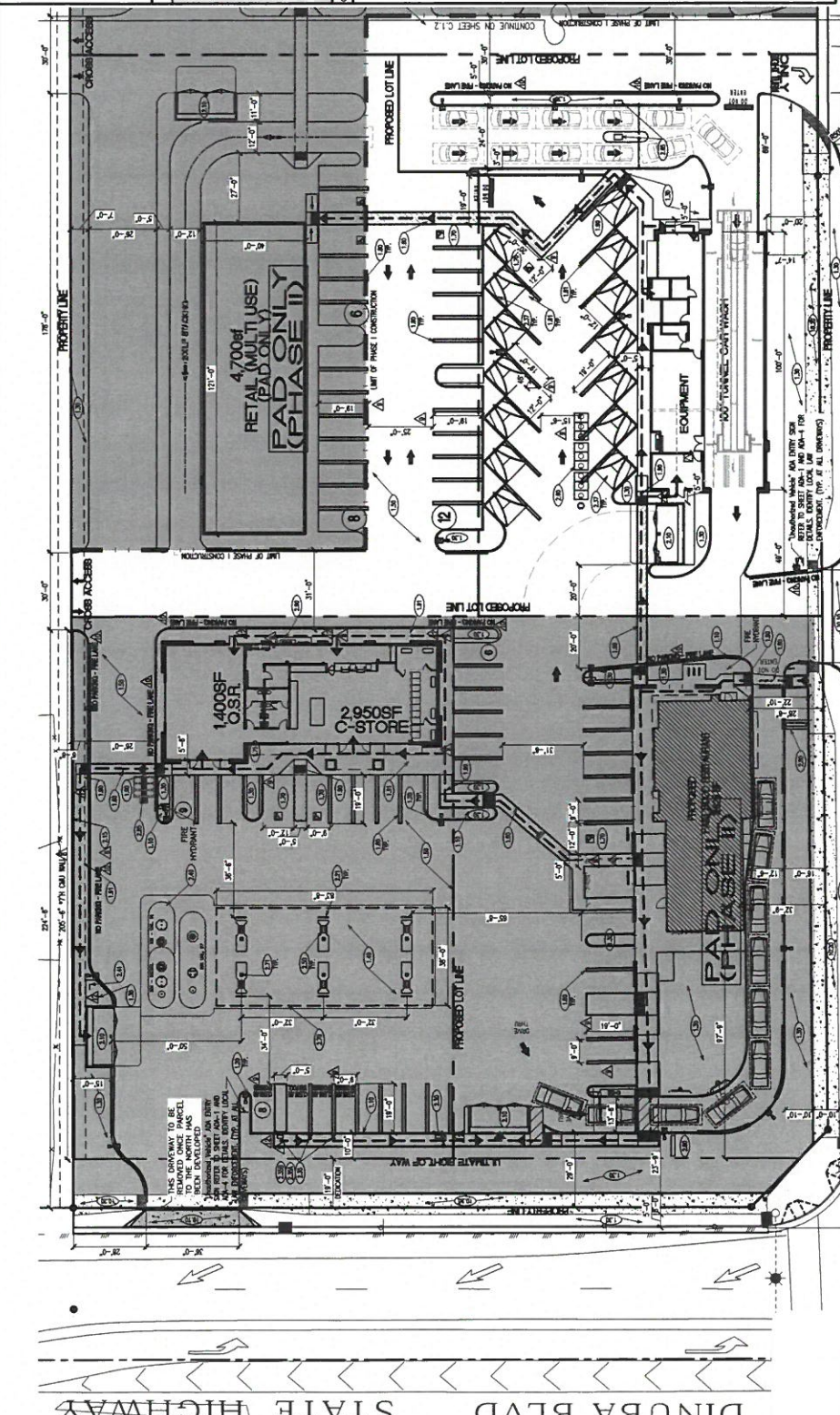
SITE PLAN
NE COR SHANNON PKWY • DINUBA BL
CITY OF VISALIA, CA 93291
PROJECT: VISALIA CENTER
DATE: 07/19/17
SCALE: AS SHOWN
DRAWN BY: F. COHEN
CHECKED BY: F. COHEN
PROJECT NUMBER: 17071
SHEET: C11
V.C.



- CONSTRUCTION NOTES**
- 1.10 8" CONCRETE CURB
 - 1.20 LANDSCAPE WITH AUTOMATIC IRRIGATION
 - 1.30 CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS SPECIFIED IN SOils REPORT F ANNEAL.
 - 1.40 ACCESSIBLE WALK OF TRAIL, 0-5% SLOPE, 24" MAX. SLOPE. SLOPE SHALL BE NO GREATER, WHEVER GREATER THAN 1" ALONG WITH OF "WALK".
 - 1.50 RECYCLE PAVING (M.I.) PER CA GREEN CODE
 - 1.60 8" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS SPECIFIED IN SOils REPORT F ANNEAL.
 - 1.70 ACCESSIBLE WALK OF TRAIL, 0-5% SLOPE, 24" MAX. SLOPE. SLOPE SHALL BE NO GREATER, WHEVER GREATER THAN 1" ALONG WITH OF "WALK".
 - 1.80 RECYCLE PAVING (M.I.) PER CA GREEN CODE
 - 1.90 8" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS SPECIFIED IN SOils REPORT F ANNEAL.
 - 1.100 8" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS SPECIFIED IN SOils REPORT F ANNEAL.
 - 1.110 8" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS SPECIFIED IN SOils REPORT F ANNEAL.
 - 1.120 8" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS SPECIFIED IN SOils REPORT F ANNEAL.
 - 1.130 8" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS SPECIFIED IN SOils REPORT F ANNEAL.
 - 1.140 8" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS SPECIFIED IN SOils REPORT F ANNEAL.
 - 1.150 8" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS SPECIFIED IN SOils REPORT F ANNEAL.
 - 1.160 8" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS SPECIFIED IN SOils REPORT F ANNEAL.
 - 1.170 8" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS SPECIFIED IN SOils REPORT F ANNEAL.
 - 1.180 8" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS SPECIFIED IN SOils REPORT F ANNEAL.
 - 1.190 8" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS SPECIFIED IN SOils REPORT F ANNEAL.
 - 1.200 8" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS SPECIFIED IN SOils REPORT F ANNEAL.
 - 1.210 8" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS SPECIFIED IN SOils REPORT F ANNEAL.
 - 1.220 8" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS SPECIFIED IN SOils REPORT F ANNEAL.
 - 1.230 8" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS SPECIFIED IN SOils REPORT F ANNEAL.
 - 1.240 8" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS SPECIFIED IN SOils REPORT F ANNEAL.
 - 1.250 8" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS SPECIFIED IN SOils REPORT F ANNEAL.
 - 1.260 8" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS SPECIFIED IN SOils REPORT F ANNEAL.
 - 1.270 8" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS SPECIFIED IN SOils REPORT F ANNEAL.
 - 1.280 8" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS SPECIFIED IN SOils REPORT F ANNEAL.
 - 1.290 8" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS SPECIFIED IN SOils REPORT F ANNEAL.
 - 1.300 8" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS SPECIFIED IN SOils REPORT F ANNEAL.

SITE DATA INFORMATION

DESCRIPTION	QUANTITY	UNIT	REMARKS
PHASE I CONSTRUCTION AREA	115,000.0	SQ. FT.	PHASE I
PHASE II CONSTRUCTION AREA	2,400.0	SQ. FT.	PHASE II
PHASE III CONSTRUCTION AREA	1,400.0	SQ. FT.	PHASE III
PHASE IV CONSTRUCTION AREA	3,100.0	SQ. FT.	PHASE IV
PHASE V CONSTRUCTION AREA	2,625.0	SQ. FT.	PHASE V
PHASE VI CONSTRUCTION AREA	4,000.0	SQ. FT.	PHASE VI
PHASE VII CONSTRUCTION AREA	4,000.0	SQ. FT.	PHASE VII
PHASE VIII CONSTRUCTION AREA	4,000.0	SQ. FT.	PHASE VIII
PHASE IX CONSTRUCTION AREA	4,000.0	SQ. FT.	PHASE IX
PHASE X CONSTRUCTION AREA	4,000.0	SQ. FT.	PHASE X
PHASE XI CONSTRUCTION AREA	4,000.0	SQ. FT.	PHASE XI
PHASE XII CONSTRUCTION AREA	4,000.0	SQ. FT.	PHASE XII
PHASE XIII CONSTRUCTION AREA	4,000.0	SQ. FT.	PHASE XIII
PHASE XIV CONSTRUCTION AREA	4,000.0	SQ. FT.	PHASE XIV
PHASE XV CONSTRUCTION AREA	4,000.0	SQ. FT.	PHASE XV
PHASE XVI CONSTRUCTION AREA	4,000.0	SQ. FT.	PHASE XVI
PHASE XVII CONSTRUCTION AREA	4,000.0	SQ. FT.	PHASE XVII
PHASE XVIII CONSTRUCTION AREA	4,000.0	SQ. FT.	PHASE XVIII
PHASE XIX CONSTRUCTION AREA	4,000.0	SQ. FT.	PHASE XIX
PHASE XX CONSTRUCTION AREA	4,000.0	SQ. FT.	PHASE XX



DESCRIPTION

THIS DRIVEWAY TO BE CONSTRUCTED TO THE NORTH SIDE OF THE DRIVEWAY TO BE DEVELOPED AND SHALL BE 10' WIDE AND 10' DEEP. THE DRIVEWAY SHALL BE CONSTRUCTED TO THE NORTH SIDE OF THE DRIVEWAY TO BE DEVELOPED AND SHALL BE 10' WIDE AND 10' DEEP.

REVIEWED
DATE: 04-14-2009
INTERWEST CONSULTING GROUP

NOTES:

- 1. ALL MEASUREMENTS FROM THE EXISTING TOPOGRAPHY SHALL BE TAKEN FROM THE CORNER OF THE LOT AND UNDER A SEPARATE PLAT BEARING THE DATE OF THIS PLAN AND UNDER A SEPARATE PLAT BEARING THE DATE OF THIS PLAN.
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- 29. SEE MECHANICAL EQUIPMENT IN THE MECHANICAL ROOM AND MAINTAIN A CLEARANCE OF 10' FROM THE EQUIPMENT.
- 30. SEE MECHANICAL EQUIPMENT IN THE MECHANICAL ROOM AND MAINTAIN A CLEARANCE OF 10' FROM THE EQUIPMENT.

Exhibit "A"

**Dinuba Highway and Shannon Pkwy Commercial Center
Operations and Management Plan**

Intent and Scope

This Management Plan is intended to provide an initial description of the various uses and operational characteristics within the approximate 5.9-acre commercial center, located on the northwest corner of the Shannon Pkwy and Dinuba Highway intersection. Although tenants have been preliminarily identified for the project, this Management Plan may be revised after project entitlement based on finalization of tenants and subsequent requirements. A revised Management Plan shall be subject to review and of approval by the Planning Director.

Uses

Generally, the site will support the 5 commercial uses identified: A) Convenience Store with 8-pump Gas Station and QSR, B) Fast Food Restaurant with Drive-Thru, C) Express Car Wash, D) Retail Building with Drive Thru, and E) Medical Offices. All development regulations for this zone are applicable. Any deviation from the types of uses proposed will require a revision to the specific Conditional Use Permit, or a new Conditional Use Permit as determined by the Planning Director.

The commercial center includes three parcels. The proposed uses include:

Parcel	Size	Use
Parcel A	31,014.9 sqft	24-hour Convenience Store with 8-pump Gas Station and QSR
Parcel B	30,253.2 sqft	24-hour Fast Food Restaurant with Drive-Thru
Parcel C	30,199.8 sqft	Express Car Wash
Parcel D	39,920.7 sqft	Retail Building with Drive-Thru
Parcel E	2.89 Net Acres	Medical Offices

Although created at the same time, each parcel may be under separate ownership. For this reason, it is important to define operational functions for the entire center.

Hours of Operation

Occupants' public hours of operation may vary; however, all three uses have the option for 24-hour operations as set forth below:

Use	Hours (may vary)
Gas Station & C-store	24 hours
Fast Food	24 hours
Retail	To be determined

Exhibit "B"

Car Wash	7am to 9pm.
Retail Anchor	To be determined
Fuel Delivery Quiet Hours	12am to 6am

Employees

The projected number of employees for each identified use are set forth below. These figures are estimates only and subject to change based on tenant needs. Fluctuations in the number of employees from those set forth below are not subject to a revised Management Plan or the review and approval of the Planning Director.

Use	Number of Employees
Gas Station & C-Store	15 Approximately
Car Wash	13-16 Approximately

Employee Parking

Employee parking shall be directed to perimeter areas in an effort to preserve, as much as possible, parking options closest to the business entrances for clients.

Carwash

A state-of-the-art roll over or similar non-obtrusive car wash system will be built and operated at the site. All buzzers and loud speakers have also been deleted from the car wash plan, and only visual and/or digital prompts will be used. To mitigate sound from vehicles waiting in line at the car wash, we propose to post signs, such as 20x30 Styrofoam backed signs noting – Quite Please – Please Be Kind To Our Neighbors Be Considerate of Noise Levels – Please Reduce Music Sound Levels – Your Neighbors Appreciate Your Keeping Your Engine Noise to Minimum, or similar “be considerate” signs.

The proposed car wash system is a well liked device within the industry, regularly used in designs such as the proposed, which requires little maintenance ensuring little down time inconvenience to patrons.

Security

On-site security will be the responsibility of the property owners. It is not anticipated that exclusive, on-site security personnel will be necessary, given the site size, nature of uses, and development intensity. However, such measures will be taken by individual property owners to the extent necessary to address specific problems as they occur. Additionally, parking lot lighting and the high visibility of the site will reduce the likelihood of security problems. Signage prohibiting loitering will be placed in conspicuous locations to further deter potential problems.

Further, we employ an array of digital video cameras that run and record 24 hours a day – 7 days per week – 365 days per year. We can rerun any period of time for any given day. That will hold recordings for 30 days.

Additionally, we will install a camera at the rear of the facility adjacent to the car wash bay for added security and, the queue for the car wash will be chained off during non-operable hours and, the “garage doors” will remain in the “down” position also during non-operational hours for said car wash.

Lighting

Parking-lot and exterior wall lighting shall be as necessary for public safety purposes. These lights will be necessary during all “nighttime” hours of operation. Exterior Lighting shall be on a timer and seasonally adjusted to insure adequate lighting for public safety purposes throughout the year. Loading shall take place in front of the convent store.

Lighting for business signs shall remain on during each tenant’s hours of operation, up to and including 24-hour operations. If a tenant’s operations are not 24-hour, lighting for that tenants business signs shall be turned off at close of business with the exception of required security lighting.

Noise Abatement

Noise levels for the commercial center are not expected to exceed typical decibels, therefore no management action other than the noise abatement items noted above and the restricted hours for deliveries (no fuel deliveries between midnight and 6am) have been proposed at this time. In the event that a particular use or activity becomes a nuisance, appropriate measures to control volume will be taken at the discretion of the Planning Director through a revised Operations and Management Plan.

Storage and Display

Outdoor storage or display of merchandise or material, as well as parking lot sales, are prohibited throughout the project.

Signage

Sign permits are required for all signage and are subject to the Comprehensive Sign Program for the Center. No temporary or portable signs shall be permitted after 30 days from the date occupancy begins.

Access

The site has been designed to enhance access to circulation within the center. There will be one access point along Dinuba 63 and two access points along Shannon parkway.

Deliveries

Delivery of fuel, as noted above, shall be limited to the hours prior to midnight and after 6 am. All delivery trucks shall turn off their engines during loading and unloading activities and will not utilize horns to announce their arrival. Signs listing delivery procedures shall be posted at the loading bay of each building.

Landscaping and Site Maintenance

Maintenance of on-site landscaping, fences, walls and landscaping in the adjoining public parkways will be the responsibility of the property owners. The maintenance program, as will be described in the CC&R's for the property, includes normal care and irrigation of the landscaping; repair and replacement of plant materials; irrigation systems as necessary; and general cleanup of landscaped and open areas, parking lots, walkways, walls and fences.

Trash Abatement: Property owners shall be responsible for trash abatement on the site, and shall keep the site free of litter, trash and other nuisances.

Street Sweeping: During the summer (dry) months, the parking lots and drives shall be swept on a regular basis to prevent buildup of deposited materials.

Graffiti Removal: Any graffiti placed on the subject property shall be removed by the center management or its designated representative within 24 hours of occurrence. Any new paint used to cover graffiti shall match the existing.

Bus Stop: Facilities including benches and shelters shall be maintained by the property owners.

Visalia Center Phase I

Visalia, California

Draft Environmental Noise Assessment

28 June 2019

Prepared for:

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Salter Project Number: 18-0566

Exhibit "C"



Charles M. **Salter**
ASSOCIATES, INC.

INTRODUCTION

This report summarizes our environmental noise assessment for the Visalia Center Phase I project located in the northeast corner of the intersection of North Dinuba Boulevard and Shannon Parkway in Visalia, California. The project is applying for a conditional use permit for a gas station, convenience store, car wash with vacuum stations, and fast food restaurant. The intent of this assessment is to quantify the noise environment, and noise levels from the proposed operations, and compare them with applicable City and State standards. Readers less familiar with the fundamental concepts of environmental acoustics should refer to Appendix A, attached. Following is a summary of our findings:

1. Estimated noise from car wash and vacuum station activity is consistent with the City's goals as outlined in the General Plan and Municipal Code.
2. Rooftop mechanical equipment should be selected and designed to meet the 45 dB(A) noise limit at the nearest adjacent residences.
3. Estimated project-generated traffic noise associated with the project is expected to increase environmental noise (DNL) in the community by 1 dB, which is less than significant.
4. Incorporating exterior windows and doors with sound insulation ratings of approximately STC 28 will reduce estimated traffic noise to the CALGreen criterion of $L_{eq}(h)$ 50 dB indoors. If the convenience store and deli will be leased as individual and separate spaces, then the CALGreen code will require an STC 40 separation wall.

SITE AND PROJECT DESCRIPTION

The 6.09-acre site, currently an orchard, is surrounded by two residences to the north, the Riverway Sports Park to the west, commercial buildings including a Target store and Vallarta Supermarket to the south, and currently agricultural land to the east (see Figure 1, attached). We understand a future multi-family development is planned for the land to the east, beyond the Visalia Center Phase II project which will consist of one retail and three 2-story medical buildings. These residences will be approximately 500 feet and farther from the site. The nearest adjacent residences are located approximately 50 feet and farther to the north.

The gas station will be open 24-hours per day with eight fueling stations. The commercial building will be divided into a 3,300 square foot convenience store and a 2,000 square foot deli. Hours for the fast food restaurant are not yet known. The car wash will include a 100-foot tunnel with twelve 15-horsepower dryers. There will be fourteen vacuum stations powered by a 60-horsepower vacuum "producer" located in an enclosed equipment room at the end of the car wash tunnel. The site will also include surface parking and landscaped areas. Access to the project will be provided via driveways along both North Dinuba Boulevard and Shannon Parkway.

ACOUSTICAL CRITERIA

Visalia General Plan

The Safety and Noise chapter of the Visalia General Plan has adopted the following guidelines for perceived changes in noise exposure:

- Except under special conditions, a change in sound level of 1 dB cannot be perceived;
- A 3 dB change is considered a just noticeable difference;
- A 5 dB change is required before any noticeable change in community response would be expected. A 5 dB increase is often considered a significant impact;
- A 10 dB increase is subjectively heard as an approximate doubling in loudness and almost always

causes an adverse community response.

Table 8-3 of the General Plan identifies the outdoor noise level goals for noise-sensitive land uses including residences. For reference, the City of Visalia does not consider commercial uses to be noise-sensitive. In summary, it identifies DNL 65 dB as the outdoor noise level goal for residences.

Table 8-4 of the General Plan provides limits for stationary noise sources as follows:

	Daytime (7:00 AM to 10:00 PM)	Nighttime (10:00 PM to 7:00 AM)
Hourly Equivalent Sound Level (Leq(h))	50 dB	45 dB
Maximum Sound Level (Lmax)	70 dB	65 dB

* As determined at the property line of the receiving noise-sensitive use

Policy N-P-4 of the General Plan states the following: *Where new development of industrial, commercial or other noise generating land uses (including roadways, railroads, and airports) may result in noise levels that exceed the noise level exposure criteria established by Tables 8-2 and 8-3, require a noise study to determine impacts, and require developers to mitigate these impacts in conformance with Tables 8-2 and 8-3 as a condition of permit approval through appropriate means. Noise mitigation may include but are not limited to:*

- *Screen and control noise source, such as parking and loading facilities, outdoor activities, and mechanical equipment;*
- *Increase setbacks for noise sources from adjacent dwellings;*
- *Retain fences, walls, and landscaping that serve as noise buffers;*
- *Use soundproofing materials and double-glazed windows;*
- *Use open space, building orientation and design, landscaping and running water to mask sounds; and*
- *Control hours of operation, including deliveries and trash pickup, to minimize noise impacts.*

Visalia Municipal Code

Section 8.36.040 of the Visalia Municipal Code includes exterior noise standards which are based on the cumulative duration of noise as follows:

- A. *It is unlawful for any person at any location within the city to create any noise, or to allow the creation of any noise, on property owned, leased, occupied or otherwise controlled by such person which causes the exterior noise level, when measured at the property line of any affected noise sensitive land use, to exceed any of the categorical noise level standards as set forth in the following table:*

Noise Level Standards¹

Category	Cumulative Number of minutes in any one-hour time period	Evening and Daytime (dB) 6:00 AM to 7:00 PM	Nighttime (dB) 7:00 PM to 6:00 AM
1	30	50	45
2	15	55	50
3	5	60	55
4	1	65	60
5	0	70	65

- B. *In the event the measured ambient noise level without the alleged offensive source in operation exceeds an applicable noise level standard in any category above, the applicable standard or standards shall be adjusted so as to equal the ambient noise level.*
- C. *Each of the noise level standards specified above shall be reduced by five dB for pure tone noises,*

¹ We understand the City of Visalia does not consider the commercial use planned for the site to the south to be noise-sensitive.

noises consisting primarily of speech or music, or for recurring impulsive noises.

California Green Building Standards Code (CALGreen)

The acoustic requirements set forth in CALGreen code Section 5.507.4 are summarized as follows:²

- 5.507.4.1 & 2 – Exterior Noise Transmission (alternative prescriptive and performance methods)
 - Applies to buildings exposed to exterior average hourly levels of Leq-1hr 65 dB or higher
 - Prescriptive Method – Exterior wall and roof-ceiling assemblies shall have a composite STC³ of 45 with minimum STC 40 windows
 - Performance Method – Exterior wall and roof-ceiling assemblies shall reduce average hourly levels to Leq-1hr 50 dB in occupied areas during any hour of operation
- 5.507.4.3 – Interior Sound Transmission – Walls separating commercial tenant spaces from other tenant and common or public space must have STC ratings of 40 or higher

EXISTING NOISE ENVIRONMENT

To quantify existing noise levels at the site, two monitors continuously measured noise levels for a multi-day period between 25 and 28 September 2018. In addition, one 20-minute “spot” measurement was conducted, and the data was compared with the corresponding time period of the multi-day monitors to estimate noise levels at the location. The monitors were located along North Dinuba Boulevard and Shannon Parkway, and the noise environment was dominated by roadway traffic. Table 1, below, summarizes the existing measured noise levels in terms of Day/Night Average Sound Level (DNL), and highest hourly average sound levels (Leq(h)) during daytime hours. Figure 1, attached, shows the approximate measurement locations.

Table 1: Existing Noise Environment

Site	Location	Date/Time	DNL	Leq(h)
L1	North Dinuba Boulevard Monitor Approx. 80' from roadway center	25 to 28 September 2018	72 dB	74 dB
L2	Shannon Parkway Monitor Approx. 75' from roadway centerline		63 dB	65 dB
S1	North Dinuba Boulevard Spot Approx. 105' from roadway centerline	25 September 2018 6:00 – 6:20 pm	70 dB	72 dB

ANALYSIS AND RECOMMENDATIONS

This assessment analyses noise from vehicular traffic associated with the project, including at the fast food drive through, rooftop mechanical equipment, and noise from the planned car wash and vacuums, based on the noise standards outlined in the Visalia General Plan, Municipal Code, and CALGreen as summarized above.

Project Generated Traffic

The Traffic Impact Analysis created for this project by A&M Consulting Engineers on 19 December 2018 contains existing and forecasted traffic volumes for roadways affected by the project. In summary, PM peak hour traffic volumes for North Dinuba Boulevard are estimated to increase by 19-percent, and PM peak hour traffic volumes for Shannon Parkway are expected to increase by 26-percent in the timeframe

² Part 11: 2016 California Green Building Standards Code, Nonresidential Mandatory Measures, Section 5.507.4.

³ STC (Sound Transmission Class) – A single-number rating defined in ASTM E90 that quantifies the airborne sound insulating performance of a partition under laboratory conditions. Increasing STC ratings correspond to improved airborne sound insulation.

of the project. This corresponds with approximately a 1-decibel increase in environmental noise levels (DNL), which is defined as imperceptible and therefore is less than significant.

Gasoline delivery trucks will enter and exit the site via Shannon Parkway and fill underground tanks in the northern portion of the site. Trucks are expected to travel within approximately 50 feet of adjacent residences to the north. Measurement data from other projects suggest that truck noise may be on the order of 70 to 75 dB(A) at this distance, and maximum levels from air brake releases will be louder. Note that these will not meet the stationary noise level limits outlined in the Municipal Code and General Plan.

Rooftop Mechanical Equipment

This analysis anticipates the convenience store and deli building, and the fast food restaurant, will each include a rooftop air handling unit and exhaust fans(s). The buildings will be located approximately 40 and 225 feet from the residential property line to the north, respectively. For reference, the planned residences to the east are over 700 feet from these sources. Assuming all equipment will operate simultaneously during the day or night, the allowable noise level is 45 dB at the residential property line.

Mechanical equipment will need to be selected and located to meet the 45 dB property line noise limit. Calculations should take into account equipment height and shielding parapet walls and will need to be determined during the design phase when equipment is selected. If needed, noise reduction options may include equipment selection, location, localized barriers, and/or equipment enclosures.

Car Wash and Vacuums

As indicated above, a car wash is planned for the southern portion of the site at a distance of approximately 225 feet from the residential property line to the north (see Figure 1, attached). The vacuums will consist of fourteen vacuum stations with claw and crevis attachment tools powered by a central 60 horsepower Vacutech T4 producer. The producer will be located in an equipment closure on the western end of the car wash tunnel equipment building at over 300 feet from the nearest residences to the north. As shown in Figure 1, the vehicle stations will be 280 feet and farther from the nearest residence to the north. For reference, the car wash tunnel, vacuum stations, and vacuum producer will all be located over 500 feet from the planned residences to the east. Operational information and assumptions for noise generation, used in this analysis, are summarized as follows:

- The planned convenience store and deli building will block the line-of-sight between the car wash tunnel, vacuum producer, and vacuum stations, and residences to the north
- The car wash tunnel will include twelve Macneil Tech 15 HP drying blowers, which will dominate noise from car wash activities
- Manufacturer-provided data is as follows⁴:
 - The blowers will generate 85 dB(A) at a distance of 10 feet from the tunnel exit (noise levels at the entrance will be lower)
 - The vacuum producer enclosure will have CMU block walls with a shed roof and solid metal doors; this unit, with the enclosure, will generate 69 dB(A) at a distance of 10 feet
 - Noise from the claw and crevis vacuum tools will be 76 and 79 dB(A) at 10 feet, respectively
- The planned hours of operation for the car wash and vacuums will be daily from 5:00 AM to 12:00 AM (midnight)
- The car wash will serve 80 to 100 vehicle cycles per day, with 15 to 20 vehicles during peak hours

⁴ The manufacturer will be responsible for confirming that building and enclosure design limits noise generation to the levels provided.

- (this analysis assumes no more than 9 vehicles per hour during nighttime hours)
- Car wash blowers will operate for 90 seconds per vehicle cycle; therefore, they will operate a maximum of 27 cumulative minutes per hour during peak hours
 - Up to seven claw and crevis tools may be used simultaneously for a cumulative total of 30 minutes during a peak hour (this analysis assumes no more than two claw and crevis tools will operate simultaneously for a cumulative total of 10 minutes during nighttime hours)

Table 2, below, compares estimated noise levels from the car wash and vacuums with the General Plan goals and Municipal Code criteria outlined above. The receiver is understood to be a person standing at-grade at the location of nearest adjacent residential house to the north. Nighttime hours are considered to be between 7:00 PM and 6:00 AM, consistent with the Municipal Code.

Table 2: Estimated Car Wash and Vacuum Operational Noise at Nearest Residences

	Car Wash (Day / Night)	Vacuums (Day / Night)	Cumulative
Instantaneous Noise Level			
Estimated Level	49 dB (A)	49 / 44 dB(A)	52 / 50 dB(A)
Municipal Code Limit (day / night)	55 / 50 dB		
Meets City Goal	Yes		
Highest Hourly Equivalent Sound Level (Leq(h))			
Cumulative Duration (minutes)	30 / 14	30 / 10	
Estimated Level	46 / 43 dB(A)	47 / 40 dB(A)	49 / 45 dB(A)
General Plan Goal (day / night)	50 / 45 dB		
Meets City Goal	Yes		

As shown in Table 2 above, estimated operational noise from the car wash and vacuums meets the City's instantaneous and hourly noise levels criteria. The corresponding estimated day/night average sound level at the nearest residence is DNL 51 dB(A), which is within the City's DNL 65 dB(A) goal and would increase environmental noise by less than 1 dB(A) which is considered imperceptible and therefore less than significant.

Fast Food Restaurant

The fast food restaurant will include an ordering speaker located approximately 265 feet from the residential property line to the north. We have not received noise data for this speaker. Data provided for other projects has been in the range of 70 to 72 dB(A) at a reference distance of 4 feet. Adjusting for the distance to the residences to the north, corresponding levels would be on the order of 34 to 36 dB(A), which are well within the City's allowable limits for both daytime and nighttime operation. Therefore, this assessment does not identify that noise reduction measures will be needed.

CALGreen

Estimated hourly average traffic noise levels at the planned fast food restaurant, and convenience store and deli, are approximately 73 to 70 dB(A), respectively. Estimates suggest that using an insulated glazing unit with a sound insulation rating of STC 28 or higher will reduce traffic noise to the CALGreen criterion of $L_{eq}(h)$ 50 dB indoors. If the convenience store and deli will be leased as individual and separate spaces, then the CALGreen code will require an STC 40 separation wall. This could be achieved with a single stud assembly with batt insulation in stud cavities, one-layer of gypsum board on one side and two-layers on the other.

APPENDIX A

Fundamental Concepts of Environmental Noise

This section provides background information to aid in understanding the technical aspects of this report.

Three dimensions of environmental noise are important in determining subjective response. These are:

- The intensity or level of the sound
- The frequency spectrum of the sound
- The time-varying character of the sound

Airborne sound is a rapid fluctuation of air pressure above and below atmospheric pressure. Sound levels are usually measured and expressed in decibels (dB), with 0 dB corresponding roughly to the threshold of hearing.

The "frequency" of a sound refers to the number of complete pressure fluctuations per second in the sound. The unit of measurement is the cycle per second (cps) or hertz (Hz). Most of the sounds, which we hear in the environment, do not consist of a single frequency, but of a broad band of frequencies, differing in level. The name of the frequency and level content of a sound is its sound spectrum. A sound spectrum for engineering purposes is typically described in terms of octave bands, which separate the audible frequency range (for human beings, from about 20 to 20,000 Hz) into ten segments.

Many rating methods have been devised to permit comparisons of sounds having quite different spectra. Surprisingly, the simplest method correlates with human response practically as well as the more complex methods. This method consists of evaluating all of the frequencies of a sound in accordance with a weighting that progressively de-emphasizes the importance of frequency components below 1000 Hz and above 5000 Hz. This frequency weighting reflects the fact that human hearing is less sensitive at low frequencies and at extreme high frequencies relative to the mid-range.

The weighting system described above is called "A-weighting", and the level so measured is called the "A-weighted sound level" or "A-weighted noise level." The unit of A-weighted sound level is sometimes abbreviated "dBA." In practice, the sound level is conveniently measured using a sound level meter that includes an electrical filter corresponding to the A-weighting characteristic. All noise levels included in this report are A-weighted. All U.S. and international standard sound level meters include such a filter. Typical sound levels found in the environment and in industry are shown in Figure A1.

Although a single sound level value may adequately describe environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise is a conglomeration of distant noise sources, which results in a relatively steady background noise having no identifiable source. These distant sources may include traffic, wind in trees, industrial activities, etc. and are relatively constant from moment to moment. As natural forces change or as human activity follows its daily cycle, the sound level may vary slowly from hour to hour. Superimposed on this slowly varying background is a succession of identifiable noisy events of brief duration. These may include nearby activities such as single vehicle pass-bys, aircraft flyovers, etc. which cause the environmental noise level to vary from instant to instant.

To describe the time-varying character of environmental noise, statistical noise descriptors were developed. "L10" is the A-weighted sound level equaled or exceeded during 10 percent of a stated time period. The L10 is considered a good measure of the maximum sound levels caused by discrete noise events. "L50" is the A-weighted sound level that is equaled or exceeded 50 percent of a stated time

period; it represents the median sound level. The "L90" is the A-weighted sound level equaled or exceeded during 90 percent of a stated time period and is used to describe the background noise.

As it is often cumbersome to quantify the noise environment with a set of statistical descriptors, a single number called the average sound level or " L_{eq} " is now widely used. The term " L_{eq} " originated from the concept of a so-called equivalent sound level which contains the same acoustical energy as a varying sound level during the same time period. In simple but accurate technical language, the L_{eq} is the average A-weighted sound level in a stated time period. The L_{eq} is particularly useful in describing the subjective change in an environment where the source of noise remains the same but there is change in the level of activity. Widening roads and/or increasing traffic are examples of this kind of situation.

In determining the daily measure of environmental noise, it is important to account for the different response of people to daytime and nighttime noise. During the nighttime, exterior background noise levels are generally lower than in the daytime; however, most household noise also decreases at night, thus exterior noise intrusions again become noticeable. Further, most people trying to sleep at night are more sensitive to noise. To account for human sensitivity to nighttime noise levels, a special descriptor was developed. The descriptor is called the DNL or L_{dn} (Day-Night Average Sound Level), which represents the 24-hour average sound level with a penalty for noise occurring at night. The L_{dn} computation divides the 24-hour day into two periods: daytime (7:00 am to 10:00 pm); and nighttime (10:00 pm to 7:00 am). The nighttime sound levels are assigned a 10 dB penalty prior to averaging with daytime hourly sound levels.

For highway noise environments, the average noise level during the peak hour traffic volume is approximately equal to the DNL.

The effects of noise on people can be listed in three general categories:

- Subjective effects of annoyance, nuisance, dissatisfaction
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as startle, hearing loss

The sound levels associated with environmental noise usually produce effects only in the first two categories. Unfortunately, there has never been a completely predictable measure for the subjective effects of noise nor of the corresponding reactions of annoyance and dissatisfaction. This is primarily because of the wide variation in individual thresholds of annoyance and habituation to noise over time.

Thus, an important factor in assessing a person's subjective reaction is to compare the new noise environment to the existing noise environment. In general, the more a new noise exceeds the existing, the less acceptable the new noise will be judged.

With regard to increases in noise level, knowledge of the following relationships will be helpful in understanding the quantitative sections of this report:

Except in carefully controlled laboratory experiments, a change of only 1 dB in sound level cannot be perceived. Outside of the laboratory, a 3 dB change is considered a just-noticeable difference. A change in level of at least 5 dB is required before any noticeable change in community response would be expected. A 10 dB change is subjectively heard as approximately a doubling in loudness, and would almost certainly cause an adverse community response.

A-WEIGHTED
SOUND PRESSURE LEVEL,
IN DECIBELS

	140	}	THRESHOLD OF PAIN
	130		
CIVIL DEFENSE SIREN (100') JET TAKEOFF (200')	120		
RIVETING MACHINE	110		ROCK MUSIC BAND
DIESEL BUS (15')	100		PILED RIVER (50') AMBULANCE SIREN (100')
BAY AREA RAPID TRANSIT TRAIN PASSBY (10')	90		BOILER ROOM
OFF HIGHWAY VEHICLE (50') PNEUMATIC DRILL (50')	80		PRINTING PRESS PLANT GARBAGE DISPOSAL IN THE HOME
SF MUNI LIGHT-RAIL VEHICLE (35') FREIGHT CARS (100')	70		INSIDE SPORTS CAR, 50 MPH
VACUUM CLEANER (10') SPEECH (1')	60		DATA PROCESSING CENTER DEPARTMENT STORE
LARGE TRANSFORMER (200') AVERAGE RESIDENCE	50		PRIVATE BUSINESS OFFICE LIGHT TRAFFIC (100')
	40		TYPICAL MINIMUM NIGHTTIME LEVELS—RESIDENTIAL AREAS
	30		
SOFT WHISPER (5')	20		
RUSTLING LEAVES	10	}	RECORDING STUDIO
THRESHOLD OF HEARING	0		MOSQUITO (3')

(100') = DISTANCE IN FEET
BETWEEN SOURCE
AND LISTENER

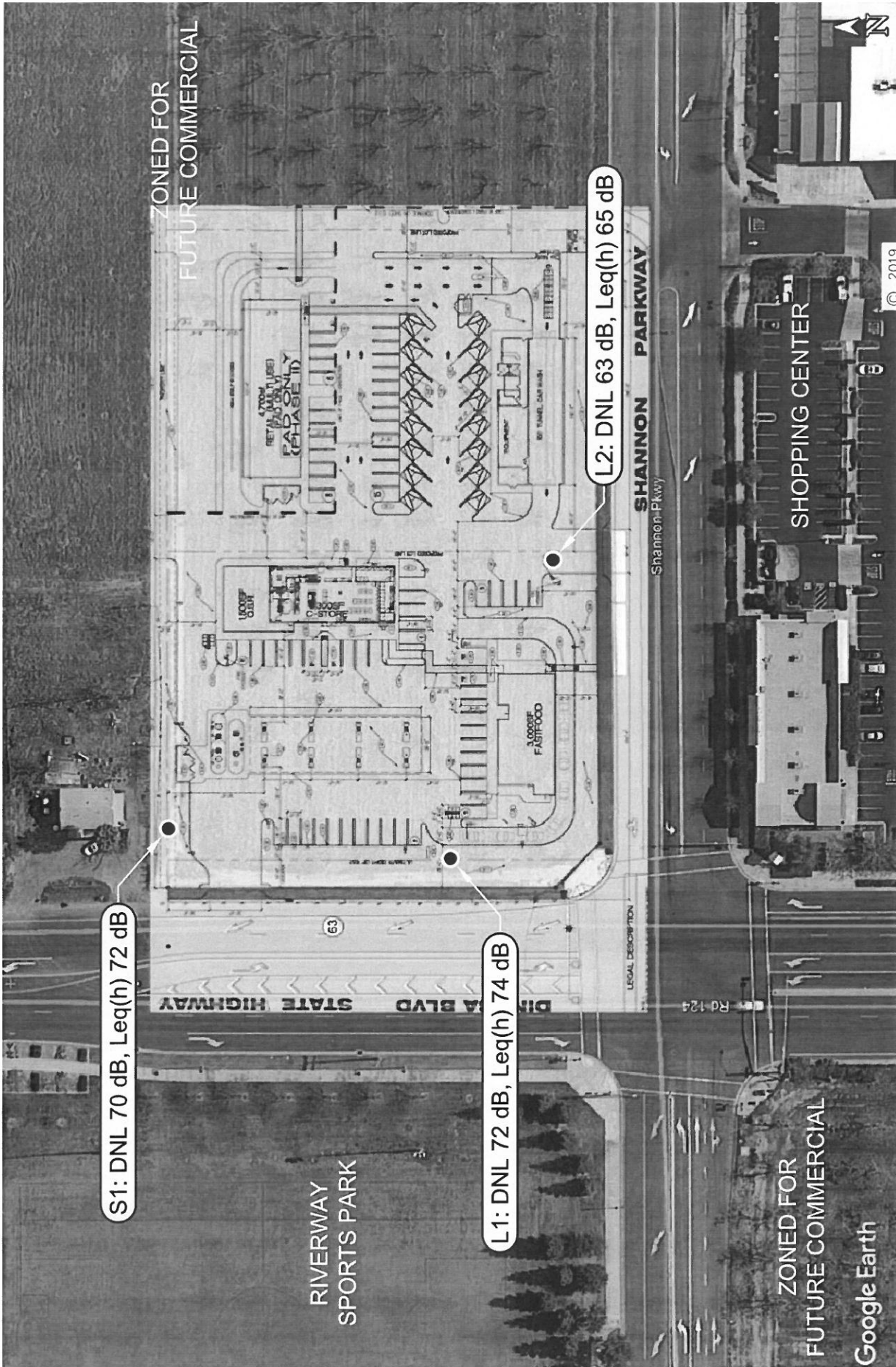
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TYPICAL SOUND LEVELS
MEASURED IN THE
ENVIRONMENT AND INDUSTRY

FIGURE A1

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11.25.03



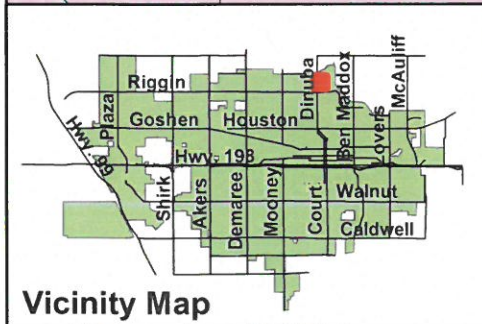
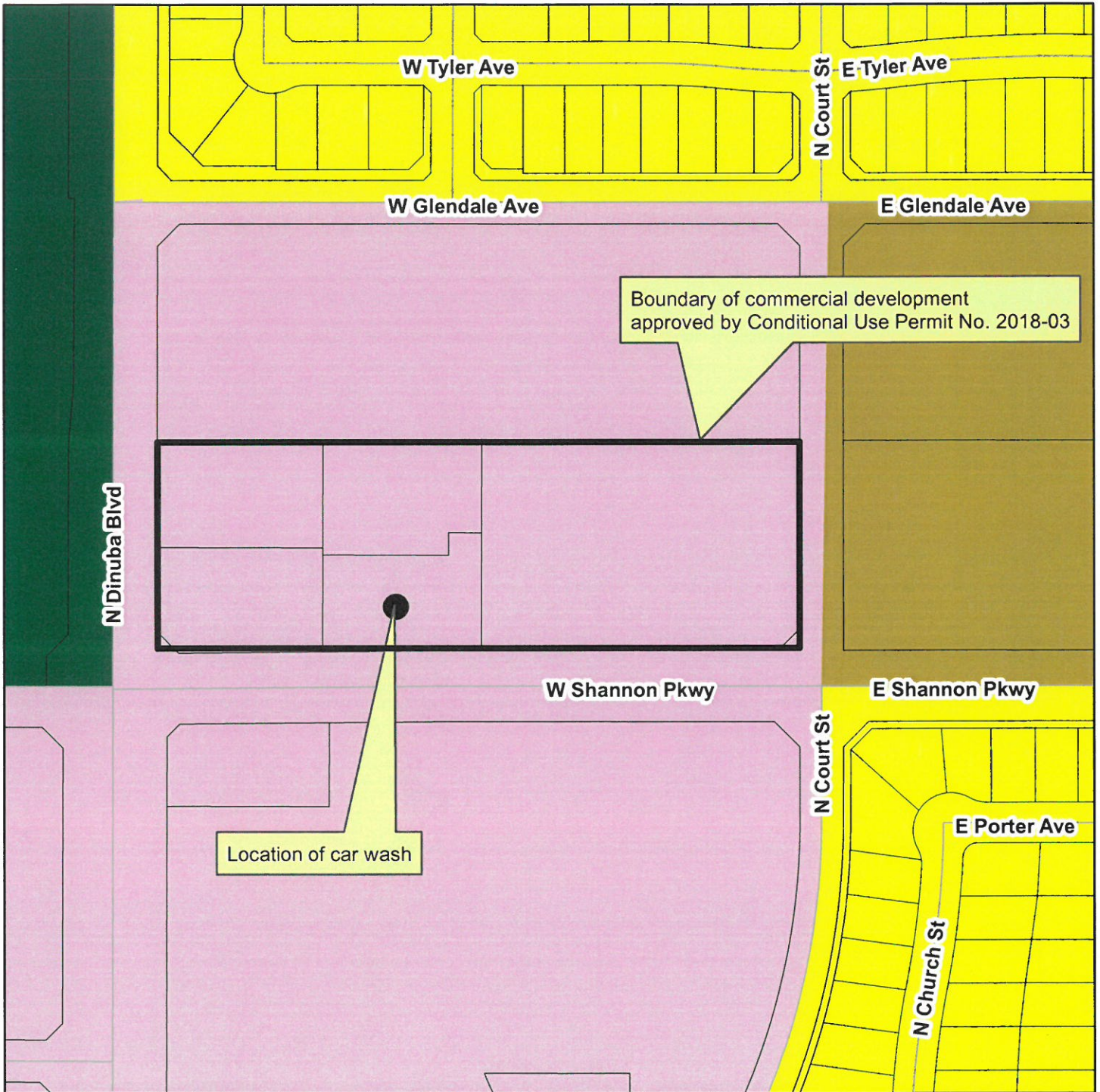
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FIGURE 1
VISALIA CENTER GAS STATION AND CAR WASH
SITE PLAN SHOWING MEASUREMENT LOCATIONS
AND MEASURED NOISE LEVELS

Salter #
 18-0566
 WRS/JMR
 06.28.19

Conditional Use Permit No. 2021-04

The project site is located on the northeast corner of Dinuba Boulevard (State Route 63) and Shannon Parkway. (APN: 079-071-029)



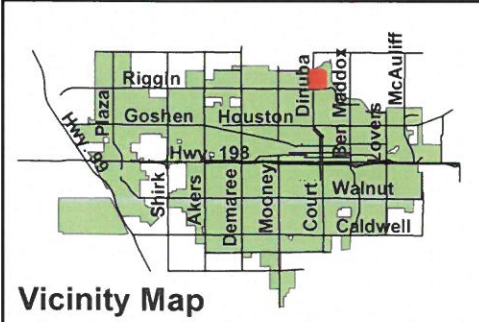
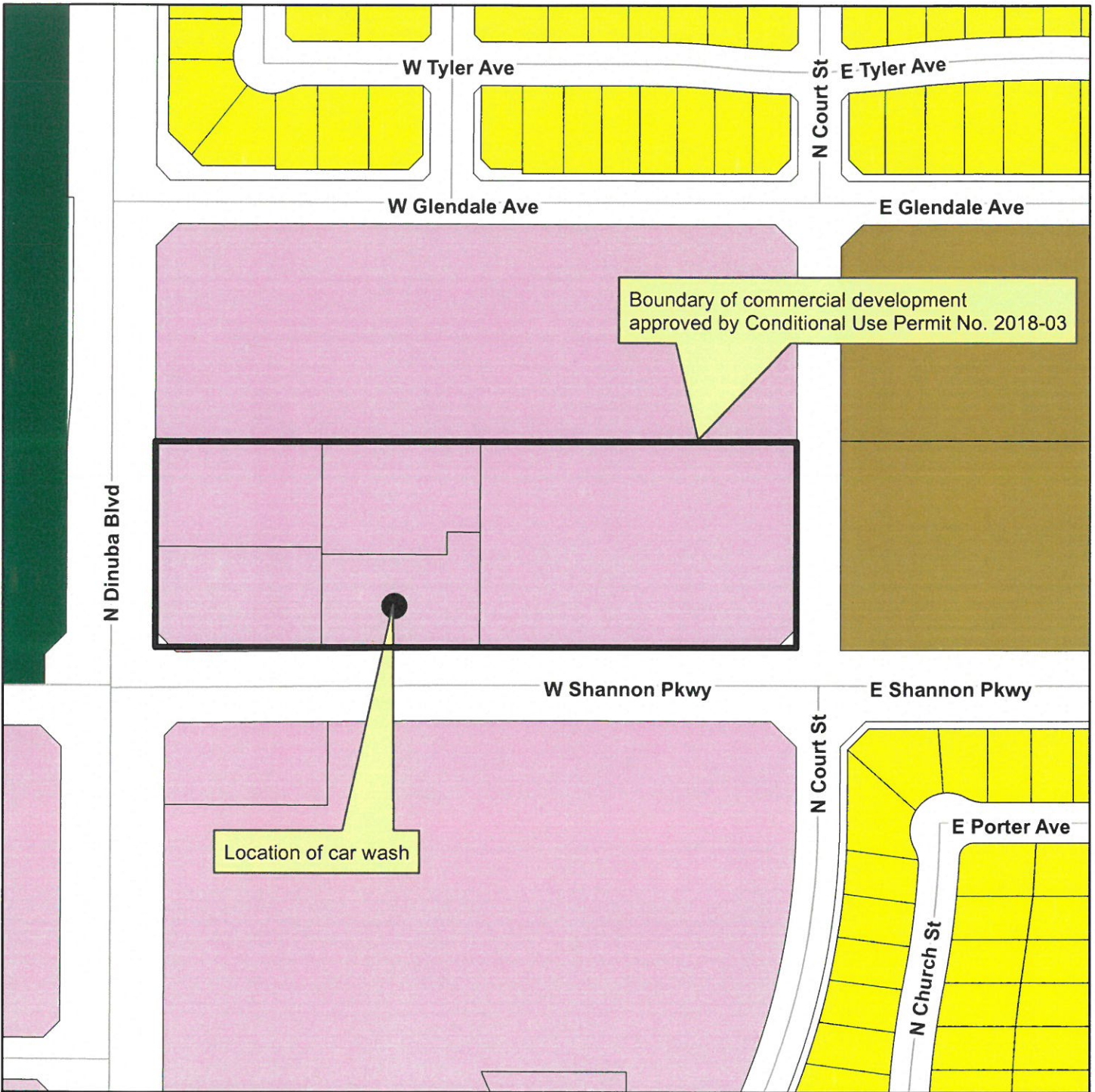
General Plan Land Use Map



- Commercial Mixed Use
- Parks/Recreation
- Residential High Density
- Residential Low Density

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The project site is located on the northeast corner of Dinuba Boulevard (State Route 63) and Shannon Parkway. (APN: 079-071-029)



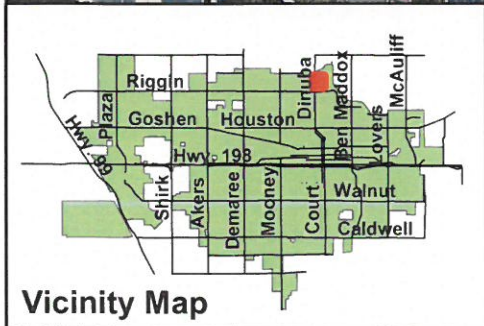
Zoning Map



- C-MU - Mixed Use Commercial
- QP - Quasi-Public
- R-1-5 - Single-family Residential
- R-M-3 - Multi-family Residential

Conditional Use Permit No. 2021-04

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Aerial Photo

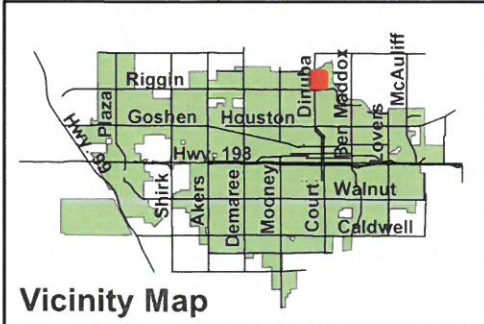
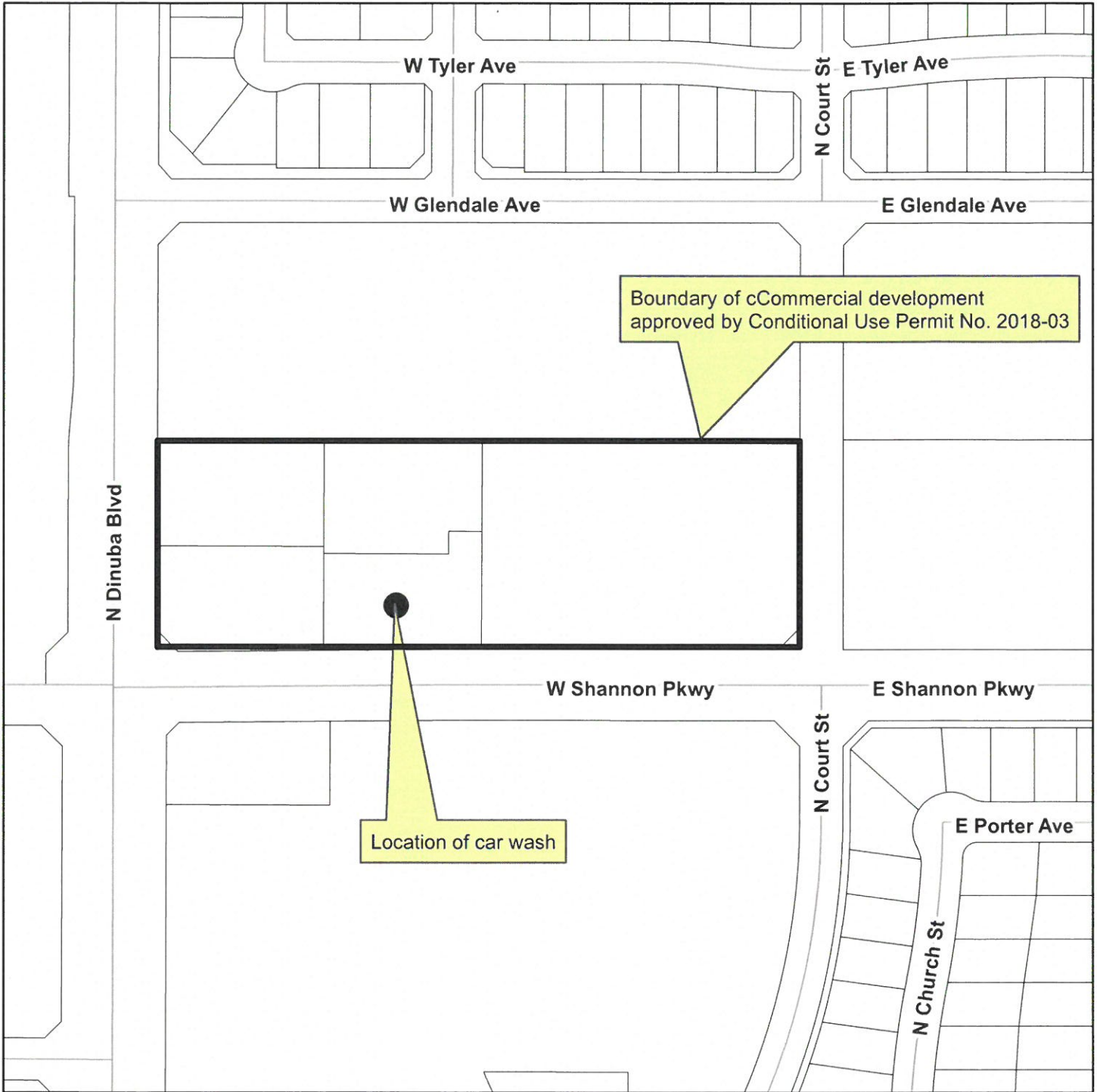
Photo Taken March 2020

0 50 100 200 300 Feet

- WATERWAYS
- RAILROADS
- CITY LIMITS
- PARCELS

Conditional Use Permit No. 2021-04

The project site is located on the northeast corner of Dinuba Boulevard (State Route 63) and Shannon Parkway. (APN: 079-071-029)



Location Map

