

Project Description

2.1 Project Location and Surrounding Land Use

The proposed Project is located on approximately 507-acres in the northern area of the City of Visalia, California and is generally bound by W. Riggan Avenue to the south, N. Akers Street to the east, N. Shirk Road to the west and Avenue 320 (W. Kibler Avenue) to the north. The site is comprised of two parcels: APN 077-100-088 and APN 077-100-105. APN 077-100-088 consists of approximately 478 acres and is within an unincorporated area of Tulare County while APN 077-100-105 consists of approximately 29.3 acres and is within the City limits of Visalia. The entire site is within the Urban Growth Boundary (UGB) and Sphere of Influence (SOI) of the City of Visalia and the site has historically been used for agricultural purposes. However, the site has been designated by the City’s General Plan for residential, commercial, public/institutional and park/recreation uses. Refer to Figure 2-1: Regional Location Map, Figure 2-2: City Boundary Map, Figure 2-3: Existing Land Use Designations, and Figure 2-4: Aerial Site Vicinity Map.

The proposed Project site is located in a developing area of the City of Visalia. Currently, Ridgeview Middle School is located adjacent to and west of Akers Street and would abut the proposed Project site. In addition, the City is currently planning a new high school that will be constructed adjacent to and west of Ridgeview Middle School and would be surrounded by the proposed Project to the north, west and south. Land uses of adjacent parcels surrounding the Project site are as follows:

Surrounding Land Uses

Location	Existing Land Use
North	Dairy Farm / Agriculture
South	Residential / Church / Water Storage Tank
West	Dairy Farm / Agriculture
East	Agriculture

**Figure 2-1
Regional Location Map**

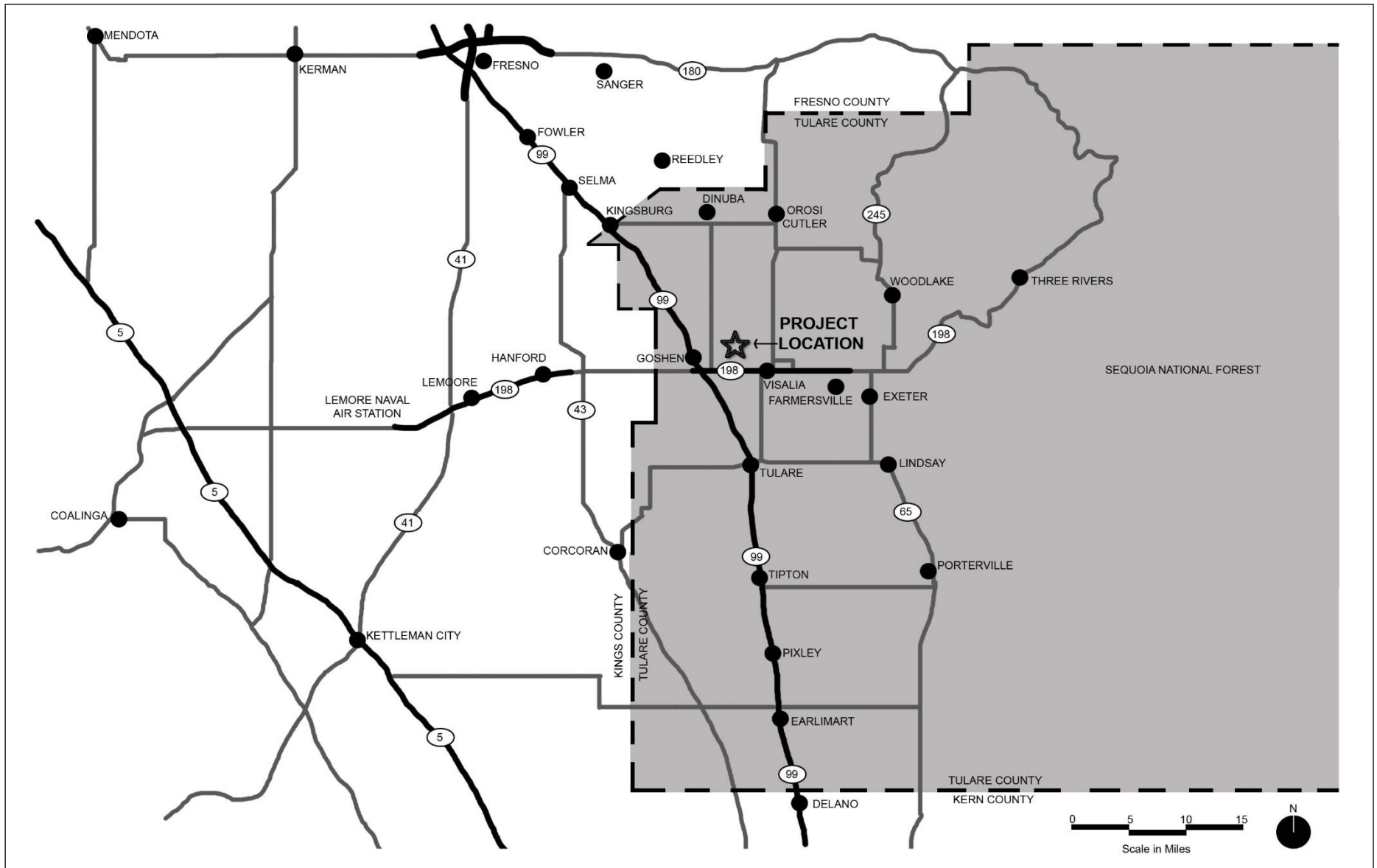


Figure 2-2
City Boundary Map

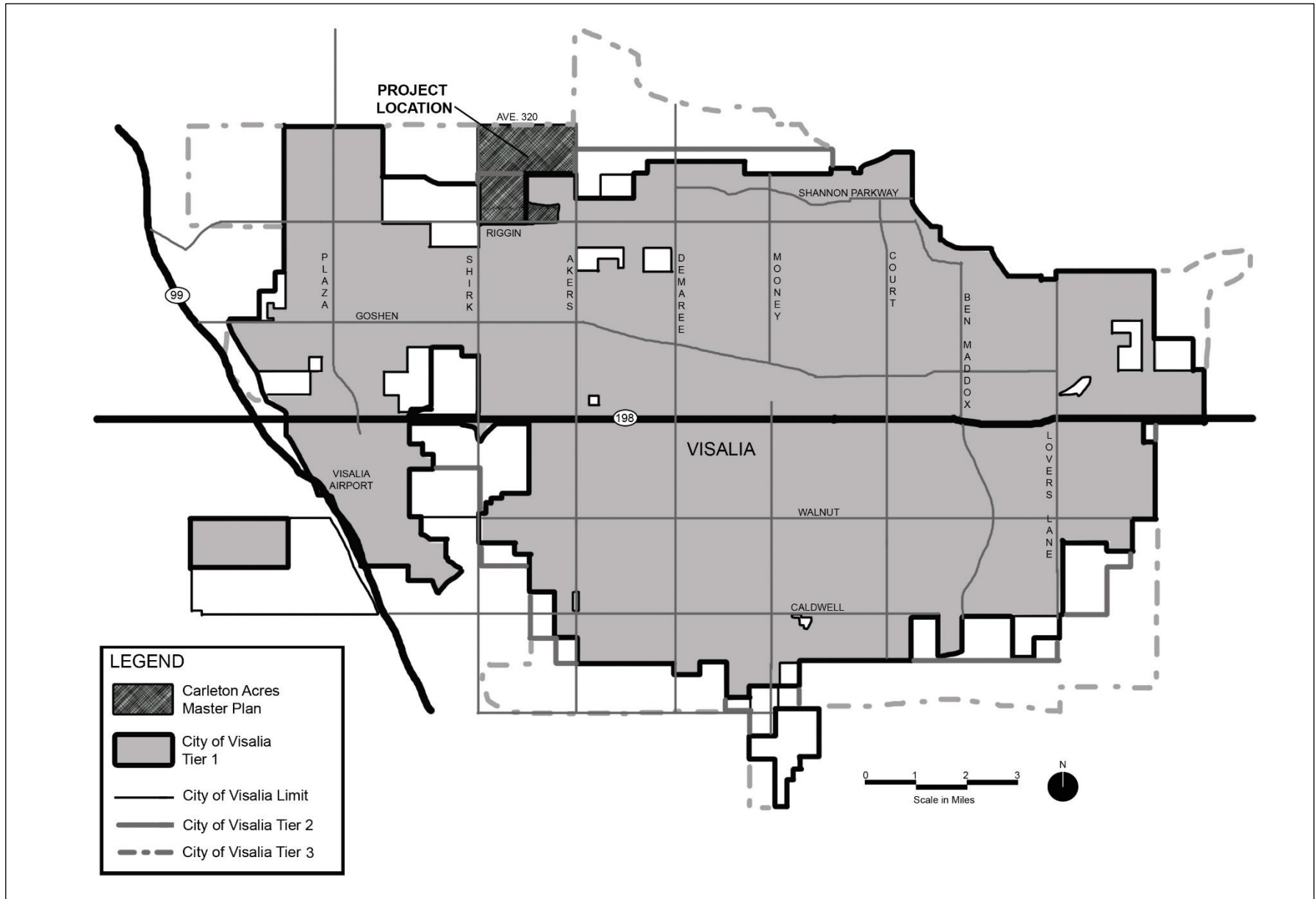
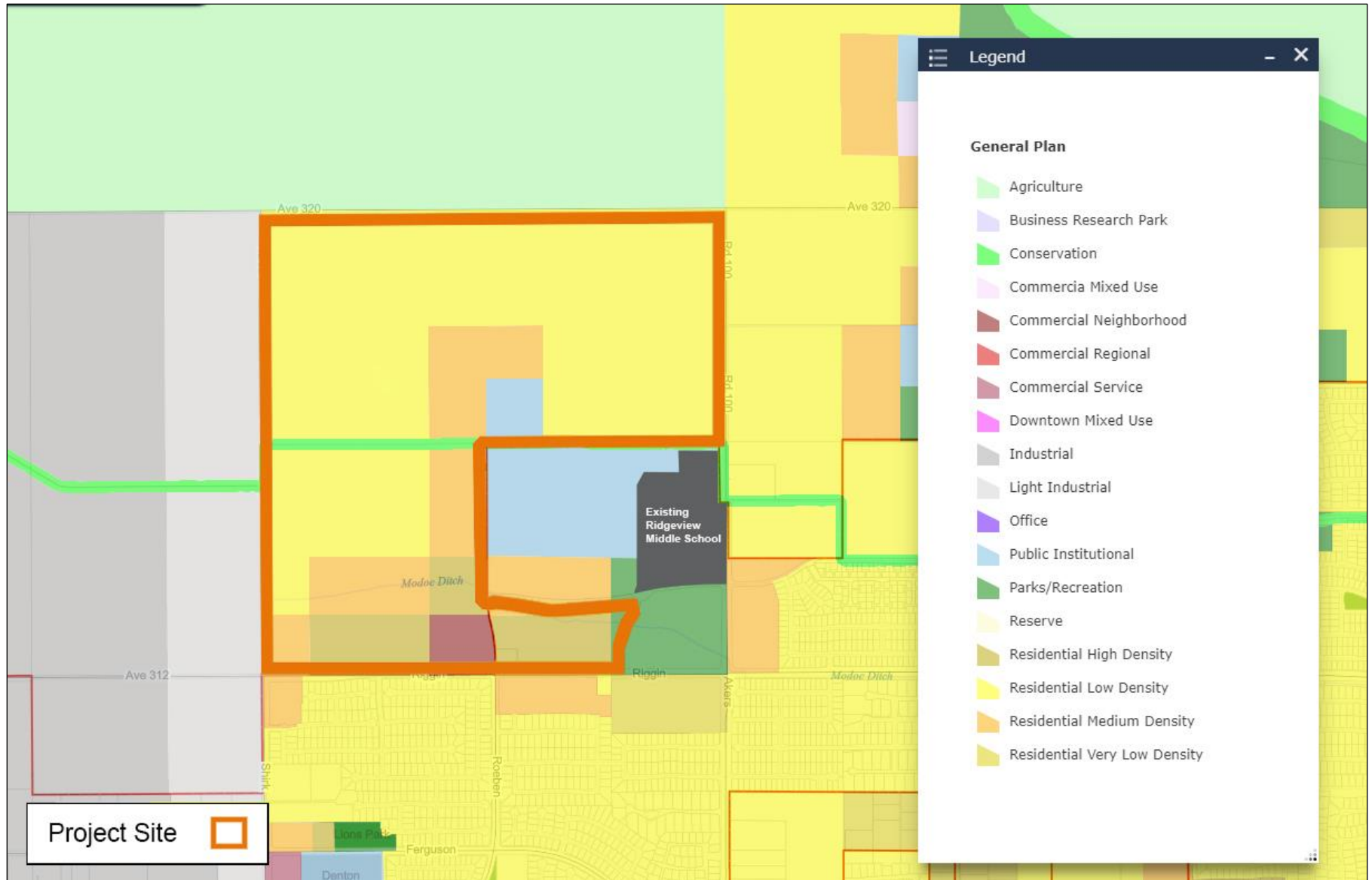


Figure 2-3
Existing General Plan Land Use Map



**Figure 2-4
Aerial Site Vicinity**



2.2 Project Description

The Project Applicant is proposing a Specific Plan to develop approximately 507-acres of land into a mixed-use development. The Project will feature a variety of uses including single-family residential, multi-family housing, commercial, educational, and parks/trails facilities. The proposed Project components are described below. Refer also to Table 2-1: Summary of Proposed Land Uses and Figure 2-5: Site Layout Plan.

Residential

The proposal features several different types of housing for a total of up to 3,368 residential units at buildout which is broken down as follows:

- Low Density Residential: Up to 1,698 units
- Medium Density Residential: 758 units
- High Density Residential: 912 units

It should be noted that the number of proposed units for low density residential portion of the development may be lower than 1,698 units depending on final configuration of the lots. In addition, the 13.0 acres currently shown in Figure 2-5 for a new elementary school could potentially be converted to low density residential. Therefore, for purposes of providing the maximum number of potential residential units, a total of 65 units was added to the total for both phases (13.0 acres X 5.0 units per acre = 65 units).

Commercial

The proposed Project includes up to 14.7 acres of commercial development in two locations within the Project (for a total of approximately 100,000 square feet of gross leasable commercial area). The maximum size for a single or anchor tenant shall be 40,000 square feet within the Neighborhood Commercial zone. Uses are anticipated to serve the surrounding neighborhood and community. The first commercial area consists of up to 6.4 acres of Neighborhood Commercial at the intersection of Riggin Avenue and Shirk Road. Anticipated uses at this location may include development such as a gas station, drug store, retail, restaurants (including drive-throughs), and similar uses. The second consists of up to 8.3 acres of Commercial Mixed-Use at the center of the development. Anticipated uses at this location may include development such as retail, services and restaurants. The commercial facilities are located to provide efficient accessibility to residents of the Project and the surrounding areas.

Other Project Components

Other proposed uses include approximately 13.0 acres for a potential site for a future elementary school, 16.7 acres for a drainage basin, and approximately 18.7 acres of parks/trails/recreational facilities. Various other infrastructure improvements (water, stormwater and wastewater infrastructure, roadway improvements, and related improvements) will be required by the Project. Refer to the descriptions of these components later in this Chapter.

The Project is proposed to be built out in two phases as identified in Table 2-1 and as shown in Figure 2-5. Refer to the subsection titled *Visalia Urban Growth Boundary Tiers and Project Phasing* for a description of proposed Project phasing.

**Table 2-1
Summary of Proposed Land Uses**

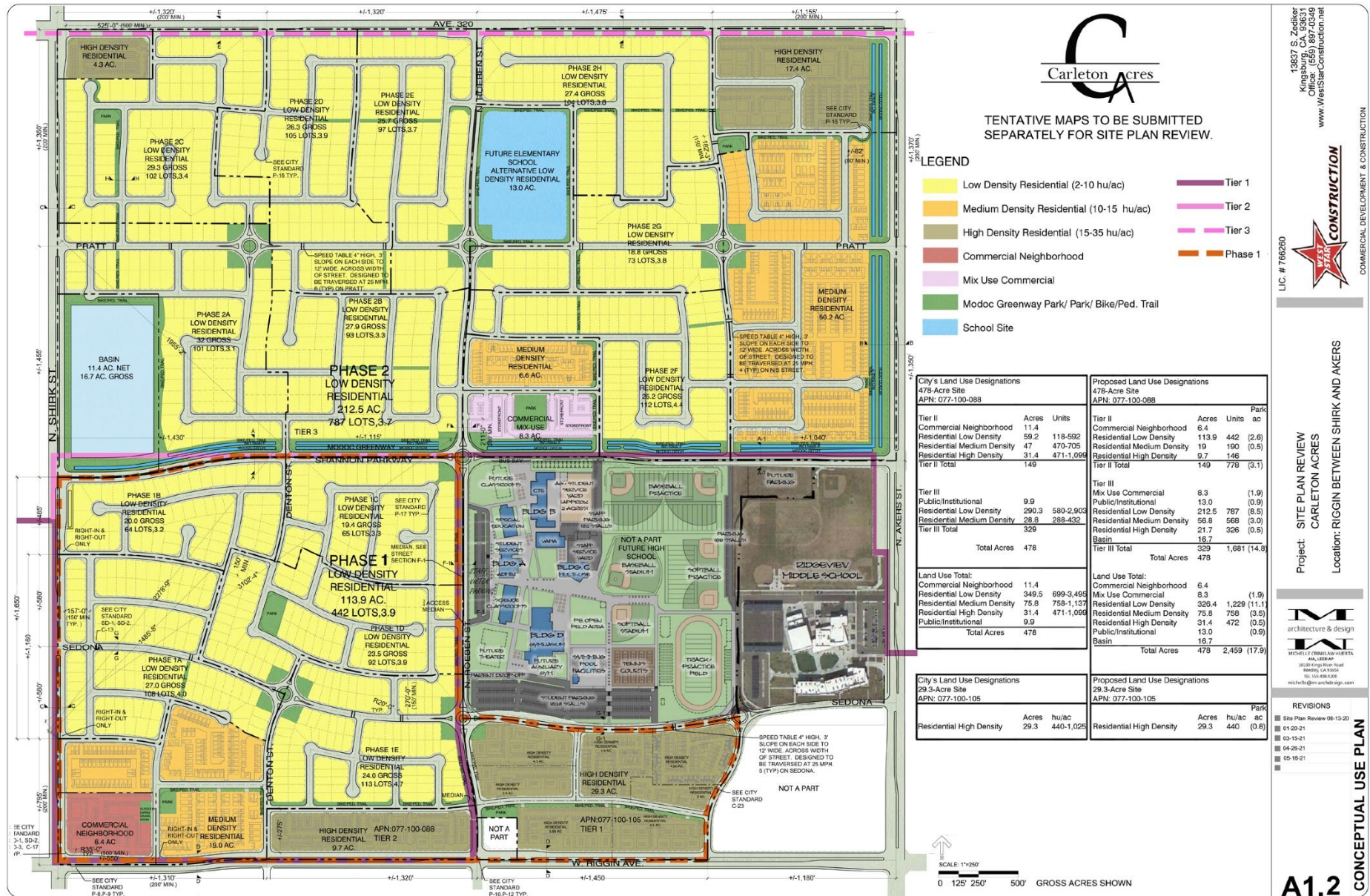
Phase 1	Total Acreage	Park / Rec Acreage*	Number of Units	Proposed Density
High Density Residential (APN: 077-100-088)	9.7	0	146	~15 units/acre
High Density Residential (APN: 077-100-105)	29.3	0.8	440	~15 units/acre
Medium Density Residential	19.0	0.5	190	~10 units/acre
Low Density Residential	113.9	2.6	570**	~5 units/acre
Commercial Neighborhood	6.4	-	N/A	-
Phase 1 Total:	178.3	3.9	1,346	
<hr/>				
Phase 2	Total Acreage		Number of Units	
High Density Residential	21.7	0.5	326	~ 15 units/acre
Medium Density Residential	56.8	3.0	568	~10 units/acre
Low Density Residential	212.5	8.5	1,078**	~5 units/acre
Mixed Use Commercial	8.3	1.9	N/A	-
Basin	16.7	-	N/A	-
Public/Institutional (or LDR)***	13.0	0.9	N/A (or 50)	~5 units/acre***
Phase 2 Total:	329	14.8	2,022***	
<hr/>				
Total for Both Phases:	507.3	18.7*	3,368***	

* Park / Recreation acreage is included within each land use designation’s “total acreage”.

** The number of proposed units for low density residential portion of the development may be lower than 1,698 units depending on final configuration of the lots.

*** Includes 50 units of low density residential in place of the 13.0 acre elementary school.

Figure 2-5
Site Layout Plan



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WEST STAR CONSTRUCTION

COMMERCIAL DEVELOPMENT & CONSTRUCTION

Project: SITE PLAN REVIEW
CARLETON ACRES

Location: RIGGIN BETWEEN SHIRK AND AKERS

ARCHITECTURE & DESIGN

REVISIONS

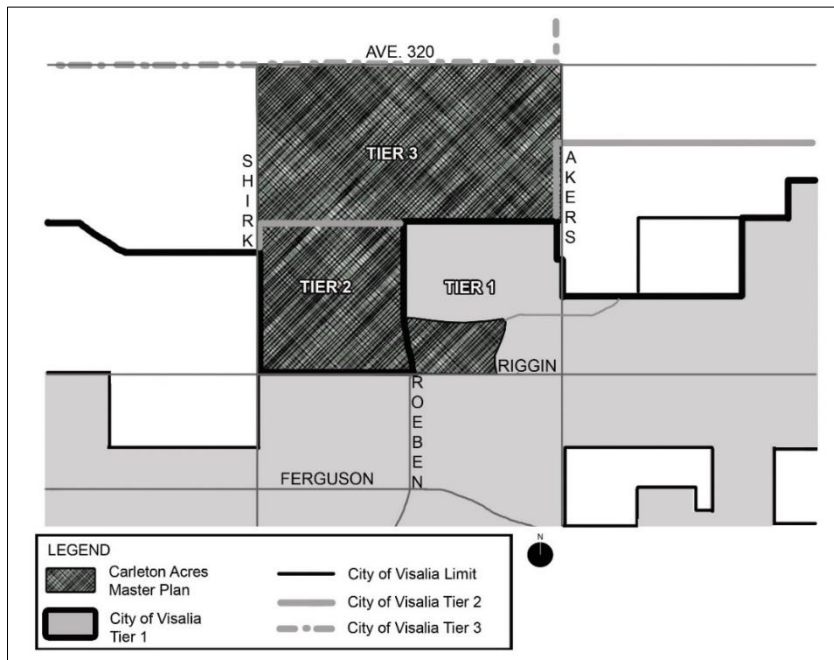
- Site Plan Review 08-13-20
- 02-29-21
- 02-19-21
- 04-29-21
- 05-19-21

A1.2 CONCEPTUAL USE PLAN

Visalia Urban Growth Boundary Tiers and Project Phasing

The City of Visalia’s General Plan includes a three-tier system to account for future growth (Tier 1, Tier 2 and Tier 3). Thresholds were set on residential permits, commercial square-footage, industrial square-footage and regional square-footage. Tier 1 currently allows development to occur within the Tier 1 boundary, while Tiers 2 and 3 can be developed after certain thresholds are met during/after buildout of Tier 1. Under the City of Visalia’s General Plan Policy LU-P-22, an approved specific-planned site can be annexed before development is permitted in Tier 2 or Tier 3. Annexations are reviewed within the context of the regulations and polices in the Cortese-Knox-Hertzberg Local Governments Reorganization Act of 2000 and the Tulare County Local Agency Formation Commission Policy and Procedure Manual regarding development and inventory of existing vacant land designed for urban uses in the City limits. The City of Visalia’s General Plan Policy LU-P-22 allows the City Council to approve master-planned developments for sites under single ownership or unified control, which may include developable land within multiple Tiers. A Development Agreement will be prepared, which is a separate document that details the overall development, density, phasing, infrastructure needs and financing, as well as outlines the responsibilities of each party. The Development Agreement and the Master Plan have a consistent vision with Visalia’s General Plan and the City’s interest in growth through phasing. Figure 2-6 below identifies the City’s Tier boundaries relative to the Project site.

**Figure 2-6
City of Visalia Tier Boundaries**



The Project is proposed to be built out in two phases as identified in Table 2-1 and as shown in Figure 2-5. Although the exact timing of construction and buildout will be determined by market conditions, the Project Applicant and the City, it is anticipated that the Project would be built out over a 15-year period with approximately 100 low-density residential units per year on average with the remaining buildout to be determined by demand. The Project is proposed to be generally built out in two phases as follows:

Phase 1

Phase 1 includes all of APN 077-100-105 (29.3 acres) and a portion of APN 077-100-088 (150 acres). For APN 077-100-105, the site is within the Tier 1 boundary and is currently designated by the City's General Plan for High Density Residential. The Project intends to retain this land use designation and to develop the site as follows:

- 29.3 acres of High Density Residential (440 units)

For APN 077-100-088, Phase 1 development only includes the southern portion of the parcel (approximately 150 acres) and is included in the Tier 2 boundary. This portion is proposed to be developed with a variety of uses as follows:

- 9.7 acres of High Density Residential (146 units)
- 19.0 acres of Medium Density Residential (190 units)
- 113.9 acres of Low Density Residential (up to 570 units)
- 6.4 acres of Commercial Neighborhood

For APN: 077-100-088, the Low Density Residential portion will be built first.

Phase 2

Phase 2 includes the northern 329 acres of APN 077-100-088 and is within the Tier 3 boundary. This portion is proposed to be developed with a variety of uses as follows:

- 21.7 acres of High Density Residential (326 units)
- 56.8 acres of Medium Density Residential (568 units)
- 212.5 acres of Low Density Residential (up to 1,078 units)
- 8.3 acres of Mixed Use Commercial
- 16.7 acres of Basin
- 13.0 acres of Public/Institutional

It is anticipated that Phase 2 would begin construction once the low density residential of Phase 1 is at 60% completion. This will be included in the Development Agreement.

Site Circulation and Access

The overall layout of the proposed Project is block form, with shortened roadway lengths and cul-de-sacs in order provide limited thru-traffic and to create a walkable urban environment. The site has been designed with 13 points of ingress and egress. Additional access points will be provided for the commercial uses that are proposed to occur at the southwest corner of the site and for the high-density residential development at the northwest corner of the site. The following is a summary of roadway improvements that will be required:

Arterials

W. Riggin Avenue, N. Shirk Road (Road 92), N. Akers Street (Road 100), and Avenue 320 are classified as arterial roads in the City's Circulation Element with a right-of-way of 110 feet. The arterials in the Plan Area will include two through-lanes of traffic in each direction, as well as a left-turn channelization when needed. When applicable, road right-of-way may be required for improvements at intersections to allow for right turn movements. Four arterials border the proposed Project with two existing lanes. When project is fully developed Riggin will have four lanes. N. Shirk Road, N. Akers Street and Avenue 320 shall have two lanes. Widening of W. Riggin Avenue, N. Shirk Road and N. Akers Street will be necessary with right-of-way dedications.

Collectors

Shannon Parkway and N. Roeben Street are designated as collectors and serve to connect arterial and local roadways within the Plan Area. Shannon Parkway and N. Roeben Street will feature two lanes of traffic (single lane in each direction) within an 84-foot right-of-way.

Local Streets

The remaining streets within the Plan Area, including Sedona Street, are classified as local and will be developed to residential street standards. Most local streets within the Plan Area will have a right of way width of 60 feet. A combination of speed tables and roundabouts will be used as traffic calming devices.

The Project will be responsible for construction of internal roadways as well as for potential improvements to surrounding roadways to accommodate the Project. The Project also includes improvements and landscaping along the frontage roads and within the site itself.

Infrastructure

The Project will require connection to various City-operated utility and infrastructure systems. These include City-provided services such as sewer/wastewater, water and stormwater facilities. Non-City-provided infrastructure includes natural gas (to be provided by Southern California Gas Company) and electrical services (to be provided by Southern California Edison). The Project will be responsible for construction of connection points to the City's existing infrastructure. Proposed infrastructure improvements for sewer/wastewater, water and stormwater facilities are described below.

Sewer/Wastewater

Sewer/wastewater generated in Carleton Acres will be treated by the City's Water Conservation Plant. The Project proposes to install and extend all City master planned sewer lines to the extent determined by the City Engineer per development phasing plans. The system supporting the proposed development will tie in with the existing sewer system along North Akers Street and Sedona Avenue. A minimum 8" sanitary sewer main and appurtenances will be extended from N. Roeben Street, N. Akers Street, N. Shirk Road, Shannon Parkway, and Sedona Avenue. A 36" sanitary sewer line is proposed along Avenue 320, and a 42" sanitary sewer line is proposed along Shirk Road. The extension of sewer mains shall comply with the standards established in the City's sewer and storm master plan.

Water

Potable water is anticipated to be supplied to the Project by Cal Water. The Project will require the extension of pipelines to accommodate future growth, including the installation of 12" mains to connect to the Project Area. A 12" main on Akers Street will be extended north of the Ridgeview Middle School. A 12" main will be extended from Shirk Road to the intersection of Riggin Avenue. A 12" main located on Riggin Avenue will also be extended from Shirk Road to Roeben Street. A planned completion of a main on Riggin Avenue to Akers Street will also serve the Project Area. Major streets around the property will require a 12" main, and interior streets will require an 8" main. Fire hydrants will be located every 600 feet of linear residential and 500 feet of linear commercial.

Stormwater

The stormwater drainage system for the Project will be designed in compliance with City standards to ensure adequate facilities to serve the Project. The Project will discharge stormwater runoff through a proposed storm drain system that drains into a proposed drainage basin onsite.

A site survey was conducted to identify the appropriate location of the drainage basin based on site slopes and other factors. The basin is proposed to be integrated into the western edge of the Project Area at the northeast corner of Shirk Road and Shannon Parkway. The proposed basin location is in the lowest elevation of the Project site and is in the natural drainage/low area of the development. This allows for natural stormwater runoff. The basin is approximately 16.7 gross acres, 11.4 net acres, with a capacity of 97.8 acre/feet. The 97.8 acre/feet of capacity is in excess of the 87.2 acre/feet of storage capacity that would be required by the Project. Half of the basin is proposed to be completed for Phase 1. In addition to serving the proposed development, the basin will be designed to accommodate storm drainage for the existing Ridgeview Middle School, the proposed High School, future elementary school, and the City Park at the intersection of Akers Street and Riggin Avenue. A bioswale will be used to collect storm water from developments adjacent to the existing Modoc Ditch. The bioswale shall be connected to the proposed basin. The location of the bioswale adjacent to the bike path trail will enhance the landscape space.

Proposed infrastructure improvements are identified below, by phase.

Phase 1

1. Extension of 42" sewer trunk line along Shirk from the Shirk and Riggin intersection. The sewer truck line is to extend north to Phase 2.
2. Extension of 12" water line from the Shirk and Riggin intersection. The water line is to extend north to Phase 2.
3. A minimum 8" sanitary sewer main and appurtenances shall be extended from North Roeben Street, Shannon Parkway, and Sedona Avenue.
4. Extension of 12" water line along Shannon Parkway from Shirk to Roeben.
5. Installation of storm drainage facility. Partial completion of proposed storm basin located within Phase 2.
6. Installation of improvements along Shirk frontage to Phase 2. Including: 6' tall block wall, 7' wide side sidewalk, 5' wide planter, curb/gutter, 6' wide bike lane, (2) 12' travel lanes and half median (13' wide).
7. Installation of improvements along Riggin from Shirk to where improvements already in place near Akers. Including 6' tall block wall at residential, 7' wide side sidewalk, 5' wide planter, curb/gutter, 6' wide bike lane, (2) 12' travel lanes and 26' wide median

8. Installation of improvements along Sedona at existing roundabout to Shirk. Including: 5' wide sidewalk, 5' wide planter, curb/gutter, 8' wide parking, (2) 12' wide travel lanes, 8' wide parking, curb/gutter, 5' wide planter, 5' wide sidewalk.
9. Installation of improvements along Shannon Parkway from Roeben to Shirk. Including: 6' tall block wall, 6' wide sidewalk, 9' wide planter, curb/gutter, 8' wide parking, 12' wide travel lane, 12' wide median and 12' wide travel lane.
10. Installation of improvements along Roeben from Riggan to Shannon Parkway. Including: 6' tall block wall, 5' wide planter, 6' wide sidewalk, 6' wide bike trail, 5' wide planter, curb/gutter, 8' wide parking, 12' wide travel lane, 12' wide median, 12' wide travel lane and 5' wide bike lane.

Phase 2

1. Extension of 42" sewer trunk line along Shirk to Ave 320.
2. Extension of 36" sewer trunk line along Ave 320 from Shirk to Akers.
3. A minimum 8" sanitary sewer main and appurtenances shall be extended from North Roeben Street and North Akers Street.
4. Extension of 12" water line along Shirk to Ave 320. Ave 320 between Shirk & Akers. And Akers from Shannon Parkway to Ave 320.
5. Completion of proposed storm basin located within Phase 2.
6. Installation of improvements along Roeben from Shannon Parkway to Ave. 320. Including: 6' tall block wall, 6' wide sidewalk, 5' wide planter, curb/gutter, 8' wide parking, 5' wide bike lane, 12' wide travel lane, 12' wide median, 12' wide travel lane, 5' wide bike lane, 8' wide parking, curb/gutter, 5' wide planter, 6' wide sidewalk, and 6' tall block wall.
7. Installation of improvements along Shirk to Ave. 320. Including: 6' tall block wall, 7' wide side sidewalk, 5' wide planter, curb/gutter, 6' wide bike lane, (2) 12' travel lanes and half median (13' wide).
8. Installation of improvements along Shannon Parkway from Roeben to Akers. Including: 12' wide travel lane, 12' wide median, 12' wide travel lane, 8' wide parking, 7' wide planter, 10' wide ditch access & decomposed granite walking path, existing 19' wide Modoc Ditch, 12' wide ditch & police access, 18' wide bioswale, 12' wide class 1 bike trail, and 6' wide planter.
9. Installation of improvements along Akers to Ave. 320. Including: 6' wide planter, 12' wide class 1 bike trail, 18' wide bioswale, +/-26.5' wide ditch & police access, existing 19' wide Modoc Ditch, +/-34.5' wide ditch access, 7' wide sidewalk, 5' wide planter, curb/gutter, 6' wide bike lane, (2) 12' travel lanes and half median (13' wide).
10. Installation of improvements on Ave. 320 from Akers to Shirk. Including: 6' tall block wall, 7' wide side sidewalk, 5' wide planter, curb/gutter, 6' wide bike lane, (2) 12' travel lanes and half median (13' wide).
11. Complete the installation of improvements along Shannon Parkway from Roeben to Shirk. Including: 8' wide parking, curb/gutter, 7' wide planter, 10' wide ditch access &

decomposed granite walking path, existing 19' wide Modoc Ditch, 12' wide ditch & police access, 18' wide bioswale, 12' wide class 1 bike trail, and 6' wide landscaping.

Parks, Trails and Open Space

The Project will provide a variety of public recreational facilities, including trails within the development that will be accessible by the public. A Landscaping and Lighting Act Assessment District shall be formed, prior to recordation of the final map. The purpose is for the maintenance of the landscaping, fences and/or walls along the public street frontages and open space areas of the subdivision. The Landscape and Lighting Act Assessment District shall include the operational and maintenance cost for the street lights within the subdivision and along streets abutting the subdivision. The Landscape and Lighting Act District shall include the provisions for the City to collect payment from the subdivider to cover the estimated cost to operate and maintain the improvements of the District prior to assessments occurring on the property tax roll.

Refer to Figure 2-7 for the general location of the proposed recreational facilities, which are described as follows:

Modoc Greenway: Modoc Ditch is an existing site feature along the northern portion of Akers and runs east/west through the center of the site. A trail will be installed along the existing Modoc Ditch. The trail will be located north of Shannon Avenue and the existing Modoc Ditch. Modoc Greenway will be installed along Akers Street, immediately west of the roadway and the existing Modoc Ditch. The Greenway will include a Class 1 bike trail with landscaping on either side and tree clusters will provide shade for the users. The Modoc Greenway will connect to the nearby basin trail. The trail will provide a route for residents to access school sites, the commercial area at the center of the development, and neighborhoods throughout Carleton Acres.

Trails: The network of trails proposed by the Project will provide convenient walking and biking options for residents to connect throughout Carleton Acres. Modoc Greenway is the main east/west and north/south trail facility within the development and will serve as a connection point for other smaller trails. As described above, Modoc Greenway will be a Class 1 bike trail with landscaping on either side. Other trails throughout Carleton Acres will be 22' wide (6' walking & 6' bike lane with 5' landscaping on each side). These trails are as follows:

- Trail to connect the proposed high school to the future elementary school site (north & south) within the development.
- Trail to connect the future elementary school to Modoc Greenway to the east.

- Trail along Roeben to connect the center commercial area and proposed high school, to the medium and high density residential along Riggin and to the commercial center at the northeast corner of Riggin and Shirk.
- Around the basin, a trail will connect Modoc Greenway to the high-density development in the northwest corner of the site.

Parks: The commercial area near the center of the site will include a 1-acre park at the center of the commercial development. This will be the focus of outdoor activities and public events. A portion of the commercial area at the southwest corner will also include an outdoor space that connects to a neighborhood trail. Parks within residential neighborhoods will range from 0.5 to 1 acre in size. Parks may be within a neighborhood or be located along the Modoc Greenway. Each park may include an open grass space, playground, picnic area, barbecue grills, seating, and drinking fountain. Shade trees will be provided and, where possible, drought-tolerant/native species will be encouraged. Parks will be located and designed to provide social activities within the development.

2.3 Project Objectives

In accordance with CEQA Guidelines Section 15124(b), the following are the City of Visalia's Project objectives:

- To provide an economically feasible mixed-use development in a growing area of the City of Visalia that satisfies the City of Visalia's policies, regulations and expectations as defined in the City's General Plan, Zoning Ordinance and other applicable plans, documents, and programs adopted by the City.
- To provide a variety of housing opportunities with a range of densities, styles, sizes and values that will be designed to satisfy existing and future demand for quality housing in the area.
- To provide a residential development that assists the City in meeting its General Plan and Housing Element requirements and objectives.
- To provide conveniently-located commercial development to serve north Visalia residents and the Carleton Acres development in a growing area of the City of Visalia.
- To provide a sense of community and walkability within the development through the use of street patterns, parks/open space areas, landscaping and other project amenities.

**Figure 2-7
Parks/Recreational Facilities Plan**



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COMMERCIAL DEVELOPMENT & CONSTRUCTION

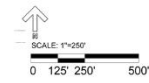
Project: SITE PLAN REVIEW
CARLETON ACRES
Location: RIGGIN BETWEEN SHIRK AND AKERS

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REVISIONS

- Site Plan Review 06-13-20
- 01-20-21
- 03-15-21
- 04-26-21
- 05-18-21

A1.3 PARK LANDSCAPE PLAN



2.4 Required Approvals

City of Visalia

The City of Visalia will be the Lead Agency for the proposed Project, pursuant to the California Environmental Quality Act (CEQA). The Project will require the following approvals from the City of Visalia:

Specific Plan

- Certification of the Project EIR
- Approval of the Final Specific Plan and Amendments, if necessary
- Approval of a Master Tentative Tract Map
- Approval of a Development Agreement
- Approval of a General Plan Amendment
- Approval of Zone Changes

Individual Projects Within the Specific Plan

- Approval of a Lot Line Adjustment to reflect the various stages of the Project
- Approval of Tentative Tract Maps
- Amendments to the Specific Plan, if necessary
- Development Design Review
- Issuance of Grading / Building Permits
- Major and Minor Modifications

Other Public Agencies Approval and Consultation

The Project will require various permits and/or entitlements from regulatory agencies. Consultation may be required and the City of Visalia will integrate CEQA review with these related environmental review requirements. These may include, but not be limited to the following:

- Tulare County LAFCO (annexation)
- San Joaquin Valley Air Pollution Control District – approval of construction and/or operational air quality permits
- Storm Water Pollution Prevention Plan
- Regional Water Quality Control Board

