

PLANNING COMMISSION AGENDA

CHAIRPERSON:

Marvin Hansen



VICE CHAIRPERSON:

Adam Peck

COMMISSIONERS: Mary Beatie, Chris Gomez, Chris Tavarez, Adam Peck, Marvin Hansen

MONDAY, AUGUST 9, 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 the consent calendar
6. PUBLIC HEARING – Josh Dan, Associate Planner *Continued Item from 07/26/2021*
Variance No. 2021-02: A request to allow the placement of an eight-foot tall, electrified fence along the full perimeter of a rental facility yard in the Industrial Zone. The project site is located at 1220 North Century Street (APNs: 081-100-021, 081-100-022, & 081-100-024). The project is Categorical Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15311, Categorical Exemption No. 2021-29.

7. PUBLIC HEARING – Josh Dan, Associate Planner
Conditional Use Permit No. 2021-17: A request by Tommy's Carwash to develop an automated carwash on a 1.28-acre site within the Orchard Walk Specific Plan Area in the C-MU (Commercial Mixed Use) zone. The project is located on the northwest corner of North Dinuba Blvd. and West Riggan Ave, 205 feet north of Riggan Avenue (APN: 078-120-050). An Initial Study was prepared for this project, consistent with the California Environmental Quality Act (CEQA), which disclosed that environmental impacts are determined to be not significant, and that Negative Declaration No. 2021-25 be adopted.
8. CITY PLANNER / PLANNING COMMISSION DISCUSSION –
 - a. General Plan Amendment No. 2021-01 amending Land Use Policy LU-P-34 approved by City Council at their August 2, 2021, meeting
 - b. County Island Annexation for Akers / Ferguson approved by LAFCO
 - c. Moving back to Council Chambers in September
 - d. Next Planning Commission Meeting is Monday, August 23, 2021

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 Ave. Visalia, CA 93291, during normal business hours.

APPEAL PROCEDURE

THE LAST DAY TO FILE AN APPEAL IS THURSDAY, AUGUST 19, 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 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 www.visalia.city or from the City Clerk.

THE NEXT REGULAR MEETING WILL BE HELD ON MONDAY, AUGUST 23, 2021



REPORT TO CITY OF VISALIA PLANNING COMMISSION

HEARING DATE: August 9, 2021

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

SUBJECT: Conditional Use Permit 2021-17: A request by Tommy's Carwash to develop an automated carwash on a 1.28-acre site within the Orchard Walk Specific Plan Area in the C-MU (Commercial Mixed Use) zone. The project is located on the northwest corner of North Dinuba Blvd. and West Riggan Avenue, 205 feet north of Riggan Avenue. (APN: 078-120-050)

STAFF RECOMMENDATION

Staff recommends approval of Conditional Use Permit No. 2021-17, as conditioned, based on the findings and conditions in Resolution No. 2021-28. Staff's recommendation is based upon the conclusion that the project is consistent with the Orchard Walk Specific Plan, the General Plan, and the Zoning Ordinance.

RECOMMENDED MOTION

I move to approve Conditional Use Permit No. 2021-17 based on the findings and conditions in Resolution No. 2021-28.

PROJECT DESCRIPTION

The applicant is requesting to develop a 1.28-acre parcel (Parcel "A" of previously approved Tentative Parcel Map No. 2020-06; see Exhibit "E") with a 5,215 sq. sf. Tommy's automated carwash. The proposed carwash consists of a drive-thru tunnel design in which vehicles would approach a three-aisle queue capable of stacking 24 vehicles and includes 21 vacuum bays north of the building (see site plan in Exhibit "A"). The proposed car wash development differs from the development plan associated with previously approved Conditional Use Permit No. 2020-25, which showed a retail building with drive-thru, oriented along N. Dinuba Blvd. (see Exhibit "F").

The project is located on the developing western component of the Orchard Walk Specific Plan's commercial development, west of Dinuba Blvd., and is specifically located north of the In-N-Out drive-thru restaurant. The Specific Plan is comprised of two large commercial components located on the east and west sides of Dinuba Blvd. north of Riggan Ave. The initial commercial development was built on the east side of Dinuba Blvd. Both commercial components include out-pad buildings that are required to comply with the master site plan placement, size, and architectural theme approved with the Specific Plan.

In 2019 the property owner, Donahue Schriber, received approval of an entitlement to establish three fast food drive-thru uses with various, undisclosed retail users west of Dinuba Blvd. (CUP No. 2019-36), and later an entitlement to subdivide two parcels creating four new parcels west of Dinuba Blvd. (TPM No. 2020-06). The tentative parcel map is in the Final Map process.

A Conditional Use Permit is required for the use as Table 17.25.030, Line A20 lists automated car washes as conditionally approved within the C-MU zone. Additionally, the carwash is subject to the Orchard Walk Specific Plan's rustic, bucolic architectural requirements for tenant buildings. Staff has reviewed the applicant's building elevations (see Exhibit "B") and finds that

the elevations can be supported as the development complies with the minimum architectural requirements of the Orchard Walk Specific Plan.

BACKGROUND INFORMATION

General Plan Land Use Designation:	Commercial Mixed Use
Zoning:	C-MU (Mixed Use Commercial)
Surrounding Zoning and Land Use:	North: C-MU (Commercial Mixed Use), Orchard Walk Specific Plan, Vacant South: C-MU (Commercial Mixed Use), Orchard Walk Specific Plan, New In-N-Out East: C-MU (Commercial Mixed Use), N. Dinuba Blvd., McDonalds, Orchard Walk Specific Plan West: C-MU (Commercial Mixed Use), Orchard Walk Specific Plan, Vacant
Environmental Review:	Initial Study / Negative Declaration No. 2021-25
Special Districts:	Orchard Walk Specific Plan
Site Plan:	Site Plan Review: 2020-149

RELATED PLANS AND POLICIES

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

RELATED PROJECTS

The subject site is part of a larger shopping center (i.e. Orchard Walk commercial center) containing a Target store and other major tenants as the main anchors and added retail space and related out-pads for retail and food services. The development plan for the shopping center was approved under the Orchard Walk Specific Plan, which was reviewed by the Planning Commission on May 29, 2007 and adopted by the City Council on June 18, 2007.

Two Conditional Use Permits on the May 29, 2007 Planning Commission agenda were approved for the development of the first phase of each of the commercial centers with a Home Depot home improvement store and a Target retail store as the anchor tenants (CUPs 2007-13 and 2007-14, respectively). However, the Home Depot project was never developed.

Two other Conditional Use Permits No. 2007-58 and 2007-59 on the December 10, 2007 Planning Commission agenda were approved for fast-food restaurants with drive-thru lanes, located in the Orchard Walk East development area.

Conditional Use Permit 2019-36: A request by Donahue Schriber Realty Group to develop three pad sites with fast food dining, retail shops, on-site parking and drive-thru lanes across 3.72 acres of the Orchard Walk West development area. The site is located at the northwest corner of North Dinuba Blvd and West Riggan Ave.

Tentative Parcel Map No. 2020-06: A request by Donahue Schriber Realty Group to subdivide two parcels into four parcels within the Orchard Walk Specific Plan area.

Conditional Use Permit No. 2020-25: A request by Donahue Schriber Realty Group to facilitate Tentative Parcel Map No. 2020-06 by creating two lots with no public street access, and parcels with less than the minimum five (5) acre size requirement in the C-MU (Commercial Mixed-Use) Zone District.

PROJECT EVALUATION

Staff recommends approval of the requested Conditional Use Permit based on project consistency with the Orchard Walk Specific Plan, the General Plan and the Zoning Ordinance.

Consistency with Adopted Plans

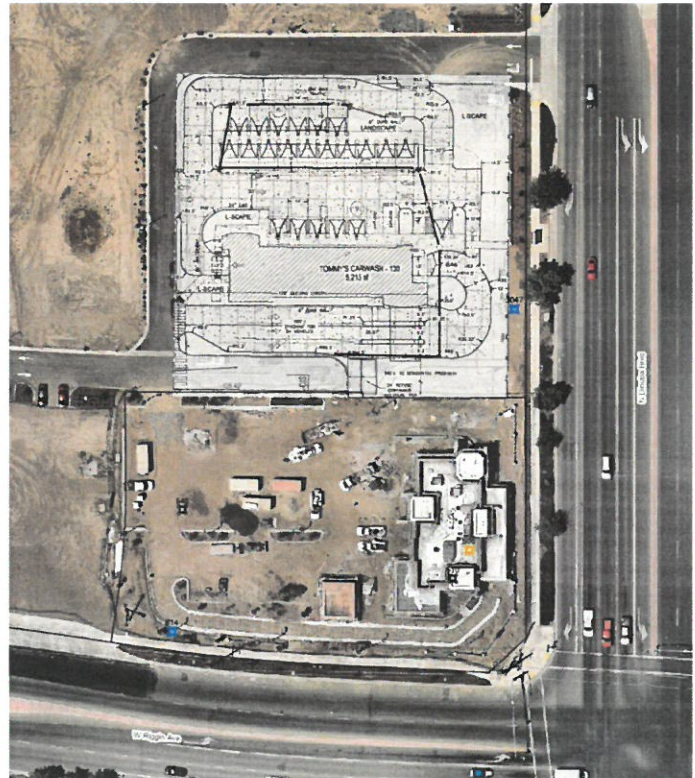
The project is consistent with the Orchard Walk Specific Plan, the City's General Plan, and Zoning Ordinance. The Specific Plan provides a number of policies regarding the development of this area, covering issues that include streets, pedestrian pathways, infrastructure, aesthetics, setbacks, and parking. Staff has reviewed the policies in the Specific Plan and finds that the proposed site configuration and elevations are consistent with the applicable policies in the Specific Plan.

For the building elevations, the applicant has added the use of various materials and color tones that are consistent with the thematic nature of the specific plan. Through review and conversation with staff the applicant has demonstrated sufficient compliance with Specific Plan Sections 3.9 (Elements of Project Design), 3.9.4 (Architecture), and Figure 3.9-1 (Colors and Materials). This was accomplished by demonstrating a corporate product model which integrates the following features that are consistent with the Architecture Policies and Standards:

- a roof line which does not run continuous for more than 150 feet and is further interrupted with parapet towers hiding equipment from view;
- use of river rock material for portions of building façade;
- use of free-standing wood trellis; and
- incorporation of a consistent color (specifically "Parchment" from the Colors and Materials palette) for a majority of exterior stucco (as seen in Exhibit "B").

Access and Circulation

The site will be situated north of the future In-N-Out site (currently under construction). An extension of the existing interior drive aisle, which provides access to the future In-N-Out site, borders the project site on two sides (west and north) and aligns with an existing major commercial approach currently providing the development area access at N. Dinuba Blvd. The carwash will have two entrance points from the interior drive aisle on its west boundary and provide egress only to the drive aisle at the north. Directional signage will lead customers toward the queue where the interior lane will split into three with stacking for 24 vehicles. There is an optional bypass / exit lane which may be used by drivers that have changed their minds. Staff was agreeable to this and added Condition No. 3 ensuring the interior drive aisles are completed prior to site being finalized.



Public Frontage Improvements

Frontage improvements along N. Dinuba Blvd. have already been installed and addressed by the property owner. This included construction of sidewalks, planting of street trees, streetlights, curb returns, and a bus turn-out just west of the Dinuba/Riggin intersection.

Operations and Noise

The Site Plan Review Committee concluded that the queuing lanes will provide adequate stacking area and the traffic will not obstruct any other drive-aisles on-site or the public street. Any significant changes to the configuration will require a subsequent amendment to the Conditional Use Permit. Significant changes include, but are not limited to, an increase in the number of drive-thru lanes, relocating the lanes to be adjacent to public right-of-way, or the reduction of the vehicle stacking areas.

The applicant has provided information for the carwash operations (Exhibit "G") and a noise study (Exhibit "H"). The carwash service is described to be fully automated, requiring a couple employees on site at any given time, and operating between the hours of 7AM to 9PM, as clarified by the operator in an email to staff.

Sensitive land uses (residential subdivisions) are located approximately 500 ft. to the south, across Riggin Ave. Commercial uses border the site to the south (future In-N-Out) and east (across Dinuba Blvd.). The Tommy's Carwash site plan (see Exhibit "A") depicts the vacuum stalls on the north side of the proposed building, and the end of the carwash tube (housing blowers) are located on the west side of the project site.

The Acoustical Analysis prepared for the proposed project addresses the automated car wash use (Acoustical Analysis, Tommy's Car Wash North Dinuba Boulevard, prepared by WJV Acoustics, Inc., November 20, 2020). Using the noise level data described in the noise study, and accounting for the acoustic shielding provided by both the tunnel walls and the existing sound wall along the south side of Riggin Avenue, WJVA calculated expected car wash noise levels at the closest noise-sensitive receiver locations (residences) to the proposed car wash facility. The expected car wash noise levels at the three modeled receiver locations were calculated to a maximum registration of 49 dB. Therefore, the emitted noise data in relation to ambient noise collected will not exceed any applicable noise level standards and does not require mitigation.

Parking

The automated carwash service offers 21 parking stalls with vacuums, two spaces for employee use, and one handicap accessible space for a total of 24 parking spaces. Based on the nature of the use and lack of a specific parking calculation for automated carwash facilities, staff has relied on the site plan, operational statement, and other details provided by the applicant to make the determination that the provided parking is sufficient to fulfill the need for the use.

Environmental Review

An Initial Study and Negative Declaration were prepared for the proposed project. Initial Study and Negative Declaration No. 2021-25 disclosed that environmental impacts are determined to be not significant. Staff concludes that Initial Study and Negative Declaration No. 2021-25 adequately analyzes and addresses the proposed project and finds that environmental impacts will be at a less than significant level.

RECOMMENDED FINDINGS

1. That the site is located within The Orchard Walk Specific Plan, and is consistent with the goals and policies of The Orchard Walk Specific Plan.
2. That the proposed Conditional Use Permit is consistent with the intent, objectives, and policies of the General Plan and Zoning Ordinance.
3. That the proposed location of the Conditional Use Permit is compatible with adjacent land uses.
4. That the proposed Conditional Use Permit is not detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
5. That an Initial Study was prepared for this project, consistent with the California Environmental Quality Act, which disclosed that environmental impacts are determined to be not significant, and that Negative Declaration No. 2021-25 is hereby adopted.

RECOMMENDED CONDITIONS OF APPROVAL

1. That the project be developed in substantial compliance with the comments from the approved Site Plan Review No. 2020-149.
2. That the site be developed in substantial compliance with the site plan in Exhibit "A", building elevations in Exhibit "B", and landscaping plan in Exhibit "C".
3. That interior drive aisles, access points, and pedestrian connectivity paths required by the development proposal be installed to minimum full width by the property owner or applicant and inspected for compliance with the specific plan and City Standards prior to finalization and issuance of certificate of occupancy.
4. That the applicant is responsible for replanting any dead vegetation, including street trees along Dinuba Blvd.
5. That the operation be conducted in substantial compliance with the operation statement in Exhibit "G".
6. That the noise emitted from the carwash shall meet all community noise standards.
7. That all signs shall require a separate building permit.
8. That all other federal, state and city codes, ordinances and laws be met.

APPEAL INFORMATION

According to the City of Visalia Subdivision Ordinance Section 16.28.080, 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 North Santa Fe St., Visalia, CA. The appeal shall specify errors or abuses of discretion by the Planning Commission, or decisions not supported by the evidence in the record. The appeal form can be found on the City's website www.visalia.city or from the City Clerk.

Attachments:

- Related Plans and Policies
- Resolution
- Exhibit "A" – Site Plan
- Exhibit "B" – Building Elevations
- Exhibit "C" – Floor Plan
- Exhibit "D" – Landscaping Plan
- Exhibit "E" – Site Plan – Previously approved TPM No. 2020-06 and CUP No. 2020-25
- Exhibit "F" – Site Plan – Previously approved CUP No. 2019-36 (In-N-Out)
- Exhibit "G" – Operational Statement
- Exhibit "H" – Acoustical Analysis
- Initial Study and Negative Declaration
- Site Plan Review Comments
- General Plan Land Use Map
- Zoning Map
- Aerial Photo
- Location Map

Related Plans and Policies

Chapter 17.18: PLANNED COMMERCIAL ZONES

17.19.10 Purpose and intent.

- A. The several types of mixed zones included in this chapter are designed to achieve the following:
 - 1. Encourage a wide mix of commercial, service, office, and residential land uses in horizontal or vertical mixed use development projects, or on adjacent lots, at key activity nodes and along corridors.
 - 2. Maintain Visalia's downtown Conyer Street to Tipton and Murray Street to Mineral King Avenue including the Court-Locust corridor to the Lincoln Oval area) as the traditional, medical, professional, retail, government and cultural center;
 - 3. Provide zone districts that encourage and maintain vibrant, walkable environments.
- B. The purposes of the individual mixed use zones are as follows:
 - 1. Mixed Use Commercial Zone—(C-MU). The purpose and intent of the mixed use commercial zone district is to allow for either horizontal or vertical mixed use development, and permit commercial, service, office, and residential uses at both at key activity nodes and along corridors. Any combination of these uses, including a single use, is permitted.
 - 2. Mixed Use Downtown Zone—(D-MU). The purpose and intent of the mixed use downtown zone district is to promote the continued vitality of the core of the community by providing for the continuing commercial development of the downtown and maintaining and enhancing its historic character. The zone is designed to accommodate a wide mix of land uses ranging from commercial and office to residential and public spaces, both active and passive. The zone is intended to be compatible with and support adjacent residential uses, along with meeting the needs of the city and region as the urban center of the city; to provide for neighborhood, local, and regional commercial and office needs; to accommodate the changing needs of transportation and integrate new modes of transportation and related facilities; and to maintain and enhance the historic character of the city through the application of architectural design features that complement the existing historic core of the city. (Ord. 2017-01 (part), 2017)

17.32.162 Drive-thru lanes performance standards.

- A. Purpose and Intent. It is the purpose of this section to specify performance standards applicable to uses that seek to incorporate a drive-thru lane in association with a specified use. This section does not apply to carwashes and lube and oil changing stations.
- B. Performance standards:
 - 1. Separation from residences. The drive-thru lane shall be no less than two hundred fifty (250) feet from the nearest residence or residentially zoned property.
 - 2. Stacking. The drive-thru lane shall contain no less than ten (10) vehicle stacking, measured from pickup window to the designated entrance to the drive-thru lane. There shall be no less than three vehicle spaces distance from the order menu/speaker (or like device) to the designated entrance to the order window.
 - 3. Circulation. No portion of the drive-thru lane shall obstruct any drive aisles or required on-site parking. The drive-thru shall not take ingress or egress from a local residential road.
 - 4. Noise. No component or aspect of the drive-thru lane or its operation shall generate noise levels in excess of 60 dB between the hours of 7:00 p.m. and 6:00 a.m. daily.
 - 5. Screening. The entire drive-thru lane shall be screened from adjacent street and residential view to a height of three feet. Screening devices shall be a combination of berming, hedge and landscape materials, and solid walls as approved by the City Planner.
 - 6. Menu boards and signage. Shall be oriented or screened to avoid direct visibility from adjacent public streets. (Ord. 2017-01 (part), 2017; Ord. 2014-07 § 3, 2014)

RESOLUTION NO. 2021-28

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING CONDITIONAL USE PERMIT NO. 2021-17, A REQUEST BY TOMMY'S CARWASH TO DEVELOP AN AUTOMATED CARWASH ON A 1.28-ACRE SITE WITHIN THE ORCHARD WALK SPECIFIC PLAN AREA IN THE C-MU (COMMERCIAL MIXED USE) ZONE. THE PROJECT IS LOCATED ON THE NORTHWEST CORNER OF NORTH DINUBA BLVD. AND WEST RIGGIN AVENUE, 205 FEET NORTH OF RIGGIN AVENUE. (APN: 078-120-050)

WHEREAS, Conditional Use Permit No. 2021-17, is a request by Tommy's Carwash to develop an automated carwash on a 1.28-acre site within the Orchard Walk Specific Plan Area in the C-MU (Commercial Mixed Use) zone. The project is located on the northwest corner of North Dinuba Blvd. and West Riggins Avenue, 205 feet north of Riggins Avenue. (APN: 078-120-050); and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice did hold a public hearing before said Commission on August 9, 2021; and

WHEREAS, the Planning Commission of the City of Visalia finds the Conditional Use Permit to be in accordance with Chapter 17.38.110 of the Zoning Ordinance of the City of Visalia based on the evidence contained in the staff report and testimony presented at the public hearing; and

WHEREAS, an Initial Study was prepared, and adopted which disclosed that no significant environmental impacts would result from this project.

NOW, THEREFORE, BE IT RESOLVED that Negative Declaration No. 2021-25 was prepared consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines.

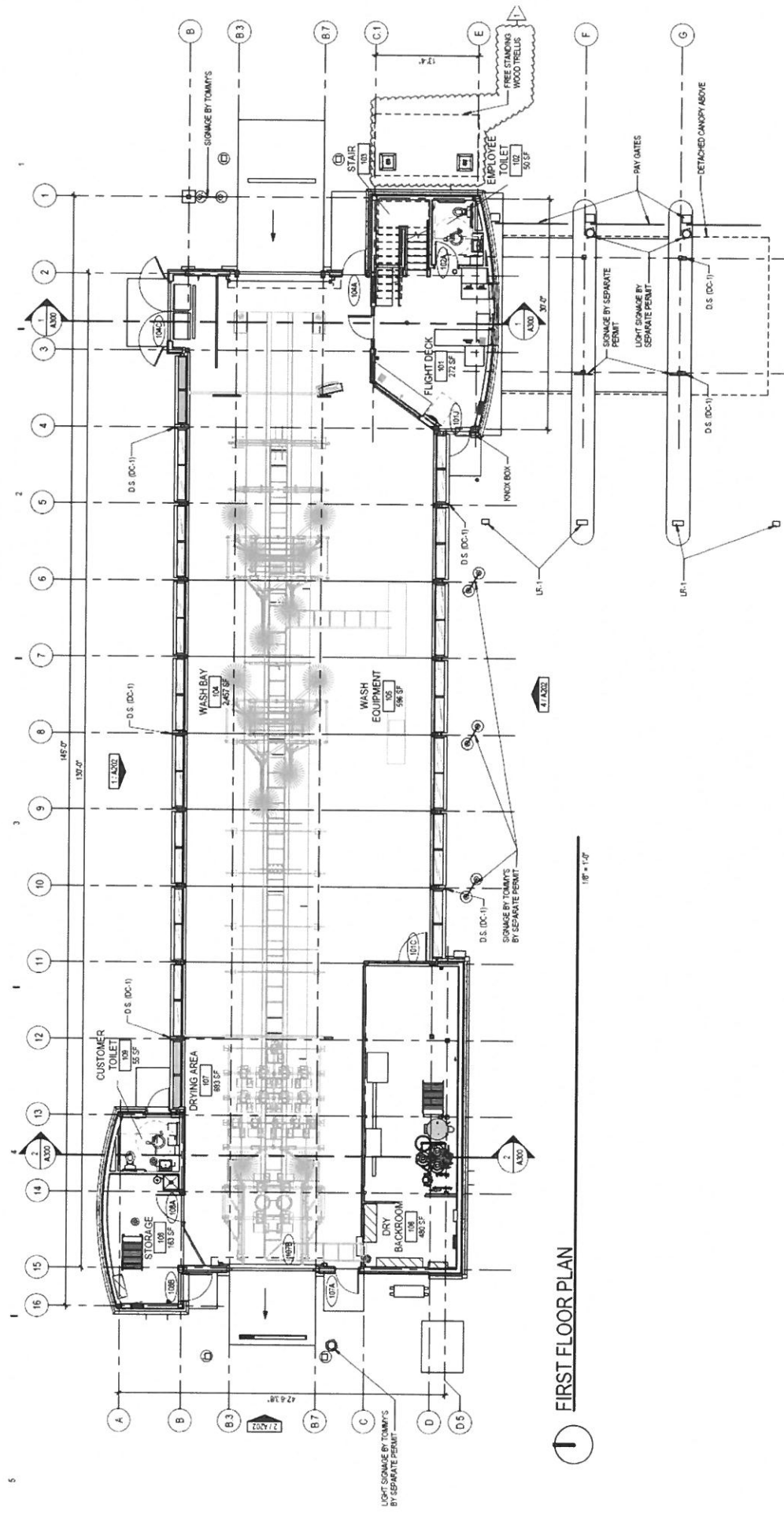
NOW, THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission of the City of Visalia makes the following specific findings based on the evidence presented:

1. That the site is located within The Orchard Walk Specific Plan, and is consistent with the goals and policies of The Orchard Walk Specific Plan.
2. That the proposed Conditional Use Permit is consistent with the intent, objectives, and policies of the General Plan and Zoning Ordinance.
3. That the proposed location of the Conditional Use Permit is compatible with adjacent land uses.
4. That the proposed Conditional Use Permit is not detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
5. That an Initial Study was prepared for this project, consistent with the California Environmental Quality Act, which disclosed that environmental impacts are determined to be not significant, and that Negative Declaration No. 2021-25 is hereby adopted.

BE IT FURTHER RESOLVED that the Planning Commission hereby approves the Conditional Use Permit on the real property here described in accordance with the terms of this resolution under the provisions of Section 17.38.110 of the Ordinance Code of the City of Visalia, subject to the following conditions:

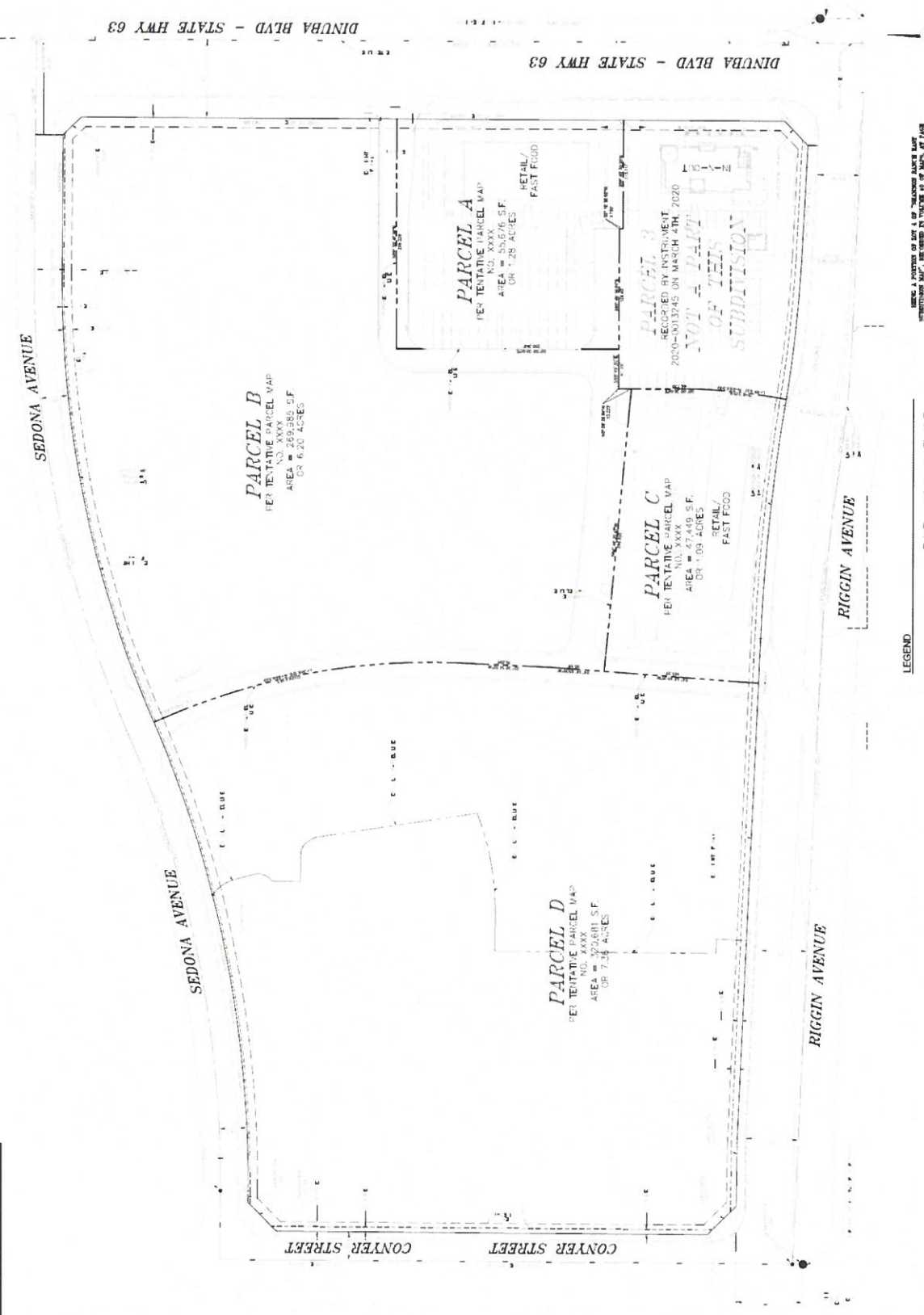
1. That the project be developed in substantial compliance with the comments from the approved Site Plan Review No. 2020-149.
2. That the site be developed in substantial compliance with the site plan in Exhibit "A", building elevations in Exhibit "B", and landscaping plan in Exhibit "C".
3. That interior drive aisles, access points, and pedestrian connectivity paths required by the development proposal be installed to minimum full width by the property owner or applicant and inspected for compliance with the specific plan and City Standards prior to finalization and issuance of certificate of occupancy.
4. That the applicant is responsible for replanting any dead vegetation, including street trees along Dinuba Blvd.
5. That the operation be conducted in substantial compliance with the operation statement in Exhibit "G".
6. That the noise emitted from the carwash shall meet all community noise standards.
7. That all signs shall require a separate building permit.
8. That all other federal, state and city codes, ordinances and laws be met.

EXHIBIT "C"



1 FIRST FLOOR PLAN

EXHIBIT "E"



USING A PORTION OF SET 4 OF "MILLERS PALMS MAP" (RECORDS IN VOLUME 46 OF MAPS, 27 PAGE 20) AND SET 5 OF "MILLERS PALMS MAP" (RECORDS IN VOLUME 46 OF MAPS, 27 PAGE 20) AS PART OF THE "MILLERS PALMS SUBDIVISION" (RECORDS IN VOLUME 46 OF MAPS, 27 PAGE 20) IN THE CITY OF MARYSVILLE, WASHINGTON, 2008.



LEGEND
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DONAHUE SCHIBER
 REGISTERED PROFESSIONAL ENGINEER
 LICENSE NO. 10111
 PHONE: 714.441.1100

FOR REVIEW ONLY
 10/10/2020

ORCHARD WALK WEST - PHASE ONE
 TENTATIVE PARCEL MAP
 PER MAP NO. XXXX
 NW CORNER - RIGGIN AVE & DINUBA BLVD.
 VISALIA, CA 93291

RECORDS	601,13934.00
DATE	10/10/2020
BY	AT
TENTATIVE PARCEL MAP	

EXHIBIT "G"



*Cross Engineering Services,
LLC*

Cross Engineering Services (CES)
203 W. Main Street Ste. F3.
Lexington SC 29072
(801) 391-2391

September 23, 2020

Josh Dan
Associate Planner
Community Development Department
707 W. Acequia Ave.
Visalia, CA 93291

Subject: Tommy's Carwash
NW Corner of Riggin Avenue and Dinuba Boulevard

Dear Mr. Dan,

We are working with Salim Development to develop a fully automated Tommy's Carwash with 5,215 sf building footprint at the NW corner of Riggin Avenue and Dinuba Blvd. The site is 1.25 acres of undeveloped property and is part of the Orchard Walk Master development approximately 10 acres. Access to the site shall be provided off Dinuba Blvd approximately 456 feet north of Riggin Avenue. The site can also be accessed off Riggin Avenue West of the In N Out Burger site approximately 290 feet west of Dinuba Blvd.

Carwash drivethru provides 3 lanes for sufficient vehicle stacking accessed at the southwest corner of the property. There will be 23 vac stalls provided which can be accessed from the west driveway access. Egress is provided also at the west driveway access as well as north of the site where an egress only is provided 90 feet west of Dinuba Blvd. The building is set back 58 feet from Dinuba Blvd. We also provide 12' of landscape setback along Dinuba Blvd.

Utilities shall be pulled from Dinuba Blvd. The Master Developer shall extend utilities from public right of way to the site for our connection and extension to the building.

Hours of Operation shall be from 7 am to 8 pm.

Please don't hesitate to contact me.

Sincerely,
Cross Engineering Services, LLC

A handwritten signature in cursive script that reads 'Joseph W. Cross'.

Joseph W. Cross, PE
President

EXHIBIT "G"

RE: Visalia - A200 Building Elevations



jcross@cespros.net
To Josh Dan

Retention Policy 45 Day Retention (45 days)

You replied to this message on 08/05/2021 10:13 AM.

Reply Reply All Forward

Thu 08/05/2021 10:01 AM

Expires 09/19/2021

Josh – also I confirmed with the operator that the hours of operation will be from 7am-9pm.

Thank you for bringing that to my attention.

Joseph W. Cross, P.E.



Cross Engineering Services, L.L.C.
JCross@CESPros.net
801-391-2391 / 803-236-7123
www.CESPros.net

ACOUSTICAL ANALYSIS

**TOMMY'S CAR WASH
NORTH DINUBA BOULEVARD
VISALIA, CALIFORNIA**

WJVA Project No. 20-045

PREPARED FOR

**CROSS ENGINEERING SERVICES, LLC
203 WEST MAIN STREET, SUITE F3
LEXINGTON, SC 29072**

PREPARED BY

**WJV ACOUSTICS, INC.
VISALIA, CALIFORNIA**



wjv acoustics

NOVEMBER 20, 2020

INTRODUCTION

The project is a proposed car wash facility to be located along the west side of North Dinuba Boulevard (SR 63), approximately 500 feet north of East Riggin Avenue. Existing residential land uses (sensitive receivers) are located south of the project site and existing retail/commercial land uses are located east of the project site. The proposed car wash facility (Tommy's Car Wash) would be constructed as part of the Orchard Walk West retail/commercial development.

This report is based upon the project site plan dated November 17, 2020, noise measurements obtained by WJV Acoustics, Inc. (WJVA) at the project site, reference noise measurements obtained at an existing car wash facility and information provided to WJVA by the project applicant concerning the proposed equipment and hours of operation of the car wash. Revisions to the site plan or other project-related information available to WJVA at the time the analysis was prepared may require a reevaluation of the findings and/or recommendations of the report. The Project Site Plan is provided as Figure 1.

Appendix A provides definitions of the acoustical terminology used in this report. Unless otherwise stated, all sound levels reported in this analysis are A-weighted sound pressure levels in decibels (dB). A-weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear. Most community noise standards utilize A-weighted sound levels, as they correlate well with public reaction to noise. Appendix B provides typical A-weighted sound levels for common noise sources.

CRITERIA FOR ACCEPTABLE NOISE EXPOSURE

The City of Visalia Noise Element of the General Plan (noise element) establishes noise level criteria in terms of the Day-Night Average Level (L_{dn}) metric, for transportation noise sources. The L_{dn} is the time-weighted energy average noise level for a 24-hour day, with a 10 dB penalty added to noise levels occurring during the nighttime hours (10:00 p.m.-7:00 a.m.). The L_{dn} represents cumulative exposure to noise over an extended period of time and is therefore calculated based upon *annual average* conditions.

The exterior noise level standard of the noise element is 65 dB L_{dn} for outdoor activity areas of residential uses. Outdoor activity areas generally include backyards of single-family residences and individual patios or decks and common outdoor activity areas of multi-family developments. The intent of the exterior noise level requirement is to provide an acceptable noise environment for outdoor activities and recreation.

The noise element also requires that interior noise levels attributable to exterior noise sources not exceed 45 dB L_{dn} . The intent of the interior noise level standard is to provide an acceptable noise environment for indoor communication and sleep.

Additionally, the noise element establishes hourly acoustical performance standards for non-transportation (stationary) noise sources. The standards are set in terms of the L_{eq} (hourly equivalent) and L_{max} (maximum) noise levels. The standards, provided in Table I, are made more restrictive during the nighttime hours of 10:00 p.m. to 7:00 a.m.

TABLE I			
NON-TRANSPORTATION NOISE LEVEL STANDARDS, dBA			
CITY OF VISALIA			
Daytime (7 a.m.-10 p.m.)		Nighttime (10 p.m.-7 a.m.)	
L_{eq}	L_{max}	L_{eq}	L_{max}
50	70	45	65

Source: City of Visalia Noise Element of General Plan

Section 8.36 of the City’s Municipal Code (noise ordinance) applies to noise sources that are not pre-empted from local control by existing state or federal regulations. Commercial activities are not pre-empted noise sources and are therefore subject to the provisions of the noise ordinance.

The noise ordinance addresses the statistical distribution of noise over time and allows for progressively shorter periods of exposure to levels of increasing loudness. Table II summarizes the exterior noise level standards of the ordinance. Note that the ordinance is to be applied during any one-hour time period of the day, and that the standards are 5 dB more restrictive between the hours of 7:00 p.m. and 6:00 a.m.

TABLE II			
EXTERIOR NOISE LEVEL STANDARDS, dBA CITY OF VISALIA NOISE ORDINANCE			
Category	Cumulative # Min/Hr. (L _n)	Daytime (6am-7pm)	Nighttime (7pm-6am)
1	30 (L ₅₀)	50	45
2	15 (L ₂₅)	55	50
3	5 (L _{8.3})	60	55
4	1 (L _{1.7})	65	60
5	0 (L _{max})	70	65

Note: L_n is an abbreviation for the percentage of time that a certain noise level is exceeded during a specified time period (in this case, one hour). For example, an L₅₀ value of 50 dBA may not be exceeded during the hours of 6 am-7pm.

Source: City of Visalia Municipal Code

The City's noise ordinance also establishes interior residential noise level standards that would apply to the project. The interior noise level standards are established in allowable exceedance limits over differing amounts of time, within residential land uses. Similar to the applicable exterior standards, the interior standards become 5 dB more restrictive during nighttime hours. The applicable interior noise level standards are provided in Table III.

TABLE III			
INTERIOR NOISE LEVEL STANDARDS, dBA CITY OF VISALIA NOISE ORDINANCE			
Category	Cumulative # Min/Hr.	Daytime (6am-7pm)	Nighttime (7pm-6am)
1	5	45	35
2	1	50	40
3	0	55	45

Source: City of Visalia Municipal Code

The City's noise ordinance also states *"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"*.

PROJECT SITE NOISE EXPOSURE

The project site is currently an undeveloped lot located at the northeast corner of Dinuba Boulevard (SR 63) and Riffin Avenue. A site inspection and ambient noise monitoring were conducted on August 21st and 22nd, 2019, to evaluate the acoustical characteristics of the site and quantify existing ambient noise levels within the project area. The existing ambient noise environment is dominated by traffic noise associated with vehicles traveling on Dinuba Boulevard and Riffin Avenue. Additional sources of noise observed during the site inspection included noise associated with residential noise sources (HVAC, landscaping equipment, barking dogs) and retail/commercial activities to the west.

Ambient noise monitoring equipment consisted of a Larson-Davis Laboratories Model LDL 820 sound level analyzer equipped with a Bruel & Kjaer (B&K) Type 4176 ½" microphone. The monitor was calibrated with a B&K Type 4230 acoustical calibrator to ensure the accuracy of the measurements. The equipment complies with applicable specifications of the American National Standards Institute (ANSI) for Type 1 (precision) sound level meters.

WJVA collected 15-minute ambient noise level measurements at three (3) locations near the closest existing residential land uses to the proposed car wash facility. The noise monitoring sites were selected as they represent the closest off-site noise-sensitive receptors (residential land uses) to the proposed project site. Three (3) individual noise measurements were collected at each site to document existing (without project) ambient noise levels during morning, midday and evening conditions. The findings of the noise measurements are provided in Table IV. The project vicinity and ambient noise monitoring site locations are provided as Figure 2.

TABLE IV

SUMMARY OF SHORT-TERM AMBIENT NOISE MEASUREMENT DATA
ORCHARD WALK WEST, RIGGIN AVENUE & DINUBA BOULEVARD
AUGUST 21 & 22, 2019

Site	Time	A-Weighted Decibels, dBA					
		L _{eq}	L ₅₀	L ₂₅	L ₈	L ₂	L _{max}
ST-1	7:40 a.m.	69.9	67.3	70.4	74.3	76.4	81.7
ST-1	11:45 a.m.	68.4	67.2	70.2	72.7	75.9	84.1
ST-1	7:20 p.m.	67.6	66.4	68.9	71.2	75.0	79.0
ST-2	8:00 a.m.	70.6	67.7	71.8	75.3	77.6	81.2
ST-2	12:05 p.m.	71.1	69.2	72.0	74.3	76.6	83.7
ST-2	7:40 p.m.	68.9	68.4	70.5	73.1	74.2	77.4
ST-3	8:20 a.m.	71.6	69.8	73.3	76.0	77.9	79.8
ST-3	12:25 p.m.	72.3	71.4	73.3	75.5	78.2	85.4
ST-3	8:00 p.m.	67.4	66.9	72.7	74.8	76.6	79.1

Source: WJV Acoustics, Inc.

From Table IV it can be determined that existing ambient (without project) noise levels at monitoring site ST-1 were in the range of approximately 68 to 70 dB L_{eq} with maximum noise levels in the range of 79 to 84 dB. Existing ambient noise levels at monitoring site ST-2 were in the range of approximately 69 to 71 dB L_{eq} with maximum noise levels in the range of approximately 77 to 84 dB. Existing ambient noise levels at monitoring site ST-3 were in the range of approximately 69 to 72 dB L_{eq} with maximum noise levels in the range of approximately 79 to 85 dB. Noise associated with vehicle traffic along Riggins Avenue (as well as Dinuba Boulevard at site ST-1) was the dominant noise source at all ambient noise monitoring sites during the measurement periods.

The noise levels described in Table IV exceed the City's exterior noise level standards for stationary noise sources in all statistical categories during each of the noise measurement periods. Such existing ambient noise levels would warrant an adjustment (increase) in the noise level standards described above.

PROJECT RELATED NOISE LEVELS

The project is a proposed car wash facility to be located along the west side of North Dinuba Boulevard (SR 63), approximately 500 feet north of East Riggan Avenue, in Visalia. Existing residential land uses (sensitive receivers) are located south of the project site and existing retail/commercial land uses are located east of the project site. The proposed car wash facility would be constructed as part of the Orchard Walk West commercial/retail development. The proposed hours of operation for the car wash are between 7:00 a.m. and 8:00 p.m., daily.

EXTERIOR NOISE LEVELS

Car Wash Tunnel: In order to assess potential noise levels for the car wash project, WJVA reviewed a noise study prepared by ABD Engineering and Design (June 30, 2020), provided by the project applicant. The noise study conducted reference noise level measurements at an existing Tommy's Car Wash facility in Michigan. Tommy's Car Wash locations utilize Tommy Car Wash Systems equipment at all of their franchised locations. According to the project applicant, the car wash equipment at the reference facility measured for the ABD Engineering noise study was the same that would be utilized at the proposed Orchard Walk West car wash facility. The ABD Engineering noise study is provided at the end of this report, as Appendix C.

Noise levels associated with the car wash were measured to be approximately 95 dB at the tunnel exit and approximately 86 dB at the tunnel entry. The dryer blowers (located near the tunnel exit) represent the loudest component of the car wash facility. Noise levels at a distance of 80 feet from the tunnel exit and entrance were measured to be approximately 79 dB and 70 dB, respectively. These noise levels represent those measured directly in front of both the entrance and the exit tunnel, where no acoustical shielding is provided by the tunnel walls.

The car wash tunnel is oriented in an east/west alignment direction, where the tunnel walls will provide a significant amount of acoustical shielding to the existing homes to the south. WJVA has conducted numerous noise level measurements at various angles and distances from car wash tunnels. Generally speaking, at a 45-degree angle from a car wash tunnel entrance/exit, noise levels are approximately 6-8 dB below noise levels measured directly in line with the tunnel, at the same distance. Additionally, at a 90-degree angle, WJVA has observed noise levels to be approximately 10-15 dB below noise levels measured directly in line with the tunnel, at the same distance. The variation in acoustic shielding is a product of the variation of distance between the tunnel entrance/exit and the location of the noise-producing equipment (blowers) inside the tunnel. Reference to Figure 2 of the ABD Engineering noise study (provided as Appendix C) indicates that noise levels at a 90-degree angle below the tunnel exit were approximately 12-15 dB lower than at the equal distance setback directly inline with the tunnel exit. These values are comparable to that which WJVA has measured on numerous occasions.

WJVA calculated the expected car wash noise levels at three (3) individual locations that represent the locations of the closest off-site sensitive receivers to the proposed car wash facility. It should be noted, there is an existing 6-foot sound wall along the south side of Riggan Avenue, at these closest residential land uses to the project site. A noise model was used to determine the insertion loss (noise level reduction) provided by the existing sound walls. The model calculates sound wall insertion loss based upon the distance from the source to the wall, the distance from wall to the receptor, and the relative heights of the sources and receptors. Based upon the various distances to the modeled locations, it was determined that the existing sound walls would provide noise level reductions in the range of 5-6 dB within the backyards of the closest residential land uses.

Using the noise level data described in the ABD Engineering noise study, and accounting for the acoustic shielding provided by both the tunnel walls and the existing sound wall along Riggan Avenue, WJVA calculated expected car wash noise levels at the closest noise-sensitive receiver locations (residences) to the proposed car wash facility. The expected car wash noise levels at the three modeled receiver locations were calculated to be as follows:

- R-1: 49 dB
- R-2: 49 dB
- R-3: 40 dB

The noise levels described above represent the noise levels that would be expected to occur at the modeled receiver locations when the car wash facility is operating continuously. These noise levels represent a worst-case assessment and should be compared to the City's 50 dB L_{eq} daytime standard provided in the General Plan and City's 50 dB L_{50} daytime standard provided in the Municipal Code. It should be noted that the General Plan describes daytime hours as 7:00 a.m. to 10:00 p.m. while the Municipal Code describes daytime hours as 6:00 a.m. to 7:00 p.m. The proposed hours of project operation are between 7:00 a.m. and 8:00 p.m., daily.

The Municipal Code standard becomes 5 dB more restrictive between the hour of 7:00 p.m. to 8:00 p.m., resulting in an applicable standard of 45 dB L_{50} . While the noise levels described above exceed 45 dB at receiver location R-1 and R-2, it is important to note that existing (without project) noise levels at these locations were in the range of 66-68 dB L_{50} within the 7:00 to 8:00 p.m. hour.

The Municipal Code states *"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"*. Project related noise levels would not exceed existing ambient noise levels during the 7:00 p.m. to 8:00 p.m. hour, and therefore would not exceed any applicable noise level standards at nearby noise-sensitive receiver locations (residential land uses). Additional mitigation is therefore not required.

Vacuums: The project would include a vacuum station area with approximately twenty vacuum stalls. The above-described ABD Engineering noise study (provided as appendix C) provides noise level measurements conducted while all vacuum units were in use. Vacuum-related noise levels were measured to be approximately 72 dB at a distance of eighty feet from the vacuum station. The vacuum stalls will be located at the north side of the car wash tunnel, and the tunnel structure itself will provide acoustical shielding of vacuum-related noise at the residential land uses south of the project. Vacuum noise levels would be below those associated with the car wash tunnel, and therefore would not result in an exceedance of any applicable noise level standards at nearby noise-sensitive receiver locations. Additional mitigation is therefore not required.

INTERIOR NOISE LEVELS

A specific analysis of interior noise levels was not performed. However, it may be assumed that residential construction methods complying with current building code requirements will reduce exterior noise levels by a minimum of 25 dB if windows and doors are closed. Project-related exterior noise levels would not be expected to exceed any City of Visalia noise level standards and would be well below existing (without project) ambient noise levels at all nearby noise-sensitive receiver locations. Therefore, the project would not exceed any applicable City of Visalia interior noise level standards.

CONCLUSIONS AND RECOMMENDATIONS

Project-related noise levels would not be expected to exceed any applicable City of Visalia exterior or interior noise level standards. Additionally, project-related noise levels would be below existing (without project) ambient noise levels at all nearby noise-sensitive receiver locations. Further mitigation is therefore not required.

The conclusions and recommendations of this acoustical analysis are based upon the best information known to WJV Acoustics Inc. (WJVA) at the time the analysis was prepared concerning the proposed site plan, project equipment and proposed hours of operation. Any significant changes in these factors will require a reevaluation of the findings of this report. Additionally, any significant future changes in car wash equipment, noise regulations or other factors beyond WJVA's control may result in long-term noise results different from those described by this analysis.

Respectfully submitted,



Walter J. Van Groningen
President

WJV:wjv

FIGURE 2: PROJECT SITE VICINITY AND NOISE MONITORING SITE LOCATIONS



APPENDIX A

ACOUSTICAL TERMINOLOGY

AMBIENT NOISE LEVEL:	The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.
CNEL:	Community Noise Equivalent Level. The average equivalent sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.
DECIBEL, dB:	A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).
DNL/L_{dn}:	Day/Night Average Sound Level. The average equivalent sound level during a 24-hour day, obtained after addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.
L_{eq}:	Equivalent Sound Level. The sound level containing the same total energy as a time varying signal over a given sample period. L _{eq} is typically computed over 1, 8 and 24-hour sample periods.
NOTE:	The CNEL and DNL represent daily levels of noise exposure averaged on an annual basis, while L _{eq} represents the average noise exposure for a shorter time period, typically one hour.
L_{max}:	The maximum noise level recorded during a noise event.
L_n:	The sound level exceeded "n" percent of the time during a sample interval (L ₉₀ , L ₅₀ , L ₁₀ , etc.). For example, L ₁₀ equals the level exceeded 10 percent of the time.

A-2

ACOUSTICAL TERMINOLOGY

**NOISE EXPOSURE
CONTOURS:**

Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and DNL contours are frequently utilized to describe community exposure to noise.

**NOISE LEVEL
REDUCTION (NLR):**

The noise reduction between indoor and outdoor environments or between two rooms that is the numerical difference, in decibels, of the average sound pressure levels in those areas or rooms. A measurement of noise level reduction combines the effect of the transmission loss performance of the structure plus the effect of acoustic absorption present in the receiving room.

SEL or SENEL:

Sound Exposure Level or Single Event Noise Exposure Level. The level of noise accumulated during a single noise event, such as an aircraft overflight, with reference to a duration of one second. More specifically, it is the time-integrated A-weighted squared sound pressure for a stated time interval or event, based on a reference pressure of 20 micropascals and a reference duration of one second.

SOUND LEVEL:

The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

**SOUND TRANSMISSION
CLASS (STC):**

The single-number rating of sound transmission loss for a construction element (window, door, etc.) over a frequency range where speech intelligibility largely occurs.

APPENDIX B
EXAMPLES OF SOUND LEVELS

NOISE SOURCE	SOUND LEVEL	SUBJECTIVE DESCRIPTION
AMPLIFIED ROCK 'N ROLL ▶	120 dB	DEAFENING
JET TAKEOFF @ 200 FT ▶		
	100 dB	VERY LOUD
BUSY URBAN STREET ▶		
	80 dB	LOUD
FREEWAY TRAFFIC @ 50 FT ▶		
	60 dB	MODERATE
CONVERSATION @ 6 FT ▶		
TYPICAL OFFICE INTERIOR ▶		FAINT
SOFT RADIO MUSIC ▶	40 dB	
RESIDENTIAL INTERIOR ▶		VERY FAINT
WHISPER @ 6 FT ▶	20 dB	
HUMAN BREATHING ▶	0 dB	

APPENDIX C

**ABD ENGINEERING & DESIGN NOISE STUDY
TOMMY CAR WASH SYSTEMS, HUNDSONVILLE, MI**



ABD Engineering & Design

Architectural Acoustics • AV Design • Noise & Vibration

June 30, 2020

Introduction

ABD Engineering & Design, Inc., (ABD) was retained by Tommy Car Wash to complete a noise study of the new facility at 4665 32nd Ave, Hudsonville, MI 49426. Both long term and short term sound level measurements were collected at the site to capture noise levels generated by the Car Wash. Long term measurements were initiated on June 17, 2020 at 7:00 AM and were concluded on June 18, 2020 at 11:00 AM. Short term measurements were conducted on the morning of June 17. The following report details relevant acoustical concepts, and the results of our acoustical measurements.


Acoustical Terminology and Concepts

When dealing with sound, there is the physical quantity which is expressed as sound level and the perceived level which is expressed as loudness. Sound level is measured in units called decibels (abbreviated dB). Decibels are power ratios and are logarithmic quantities. Audible sound occurs over a wide frequency range, from approximately 20 Hertz (Hz) to 20,000 Hz. Human hearing does not respond equally to sounds at different frequencies (or pitch). Lower frequency sounds that are equally as “loud” have a much higher decibel level than high frequency sounds. To accommodate this variation in frequency sensitivity of human hearing, a frequency weighting can be applied to sound level measurements. When the weighting is applied, the resulting sound level measurements are said to be “A-weighted” and the decibel level is abbreviated dBA.

While the decibel or A-weighted decibel are the basic units used for noise measurement, other indices are also used. One common index, the equivalent sound level, abbreviated as Leq, is commonly used to indicate the average sound level over a period of time. Leq represents the steady level of sound which would contain the same amount of sound energy as does the actual time varying sound level. Although it is an average, it is strongly influenced by the loudest events occurring during the time period because these loudest events contain most of the sound energy.

Listed in Table 1 are some commonly encountered noises, their A-weighted level, and associated subjective evaluations:

Table 1: Noise Source Comparison

Subjective Evaluation	A-weighted Decibels		Examples
Deafening	140 dBA		Near Jet Engine
	130 dBA		Threshold of Pain
	120 dBA		Threshold of Feeling – Hard Rock Band
Very Loud	100 dBA		Loud Auto Horn (at 10 ft)
	90 dBA		OSHA 8 Hour Noise Exposure Limit
Loud	80 dBA		Shouting at 1m (3 ft)
	70 dBA		Busy Office
Moderate	60 dBA		Conversational Speech at 1m (3 ft)
	50 dBA		Average Office
Faint	40 dBA		Soft Radio Music in Apartment
	30 dBA		Average Residence without Stereo Playing
Very Faint	20 dBA		Average Whisper
	10 dBA	Human Breathing	
Threshold of Hearing	0 dBA	Threshold of Audibility	

Adapted from *Concepts in Architectural Acoustics* by M. David Egan (1972) and *Architectural Acoustics: Principles and Design* by M. Mehta, J. Johnson, and J. Rocafort (1999)

Instrumentation

One (1) Larson-Davis Laboratories Model 831 sound level meter was used for all short term measurements reported here. The Model 831 sound level meter was equipped with a Larson-Davis Laboratories model 377B20 microphone and Larson-Davis Laboratories Model PRM831 preamplifier. This meter conforms to the ANSI Standard Specifications for Sound Level Meters S1.4-1983 (R2006), Type 1 (Precision), and the IEC Standard 61672-1 Ed. 1.0 (2002-05), Sound-Level Meters, Class 1. The instrument was calibrated and is traceable to The National

Institute of Standards. Evidence of traceability is on file at the Larson Davis Corporate Headquarters. The meter calibration was field verified before and after the measurement session.

Four Soft-dB, Piccolo Model sound level meters were used for A-weighted measurements for the 24-hour noise study. These meters conform to ANSI Standard Specifications for Sound Level Meters S1.4-1983 (R2006), Type 2, and the IEC Standard 61672-1 Ed. 1.0 (2002-05), Sound Level Meters Class 2. The instruments were calibrated and are traceable to the National Institute of Standards. Evidence of traceability is on file at the Soft-dB Corporate Headquarters. The meters were field verified before and after the measurement session.

Atmospheric Conditions

ABD completes noise measurements within atmospheric limits specified in ANSI S12.9 *Quantities and Procedures for Description and Measurement of Environmental Sound* and S12.18 *Outdoor Measurement of Sound Pressure Level* for environmental noise measurements. Data measured during higher wind speeds risk reliability contamination due to wind noise on the microphone, and repeatability limitations due to the directionality of the receiver relative to the noise source.

The environmental conditions, as measured at the Gerald R. Ford International Airport, in Grand Rapids MI on June 17-18, 2020 were within the range of the specified limits and are summarized in Table 2.

Table 2: Environmental conditions during testing over June 17 & 18, 2020

Time	Average Temperature (F)	Average Relative Humidity	Nominal Wind Direction	Average Wind Speed (MPH)	Precipitation (in.)
June 17-18, 2020	72°	58 %	E	3.8 mph	0.0 in

Environmental data provided by www.wunderground.com, from the Gerald R. Ford International Airport Weather Station

Noise Measurements

Noise measurements were completed at a variety of interior and exterior positions, as shown in Figure 1. The measurement locations indicated by the red squares are where the long-term measurements were taken. The locations indicated by the blue circles (and the blue gradations) are the suggested measurement locations by Tommy Car Wash and represent the short-term measurements taken while on site.

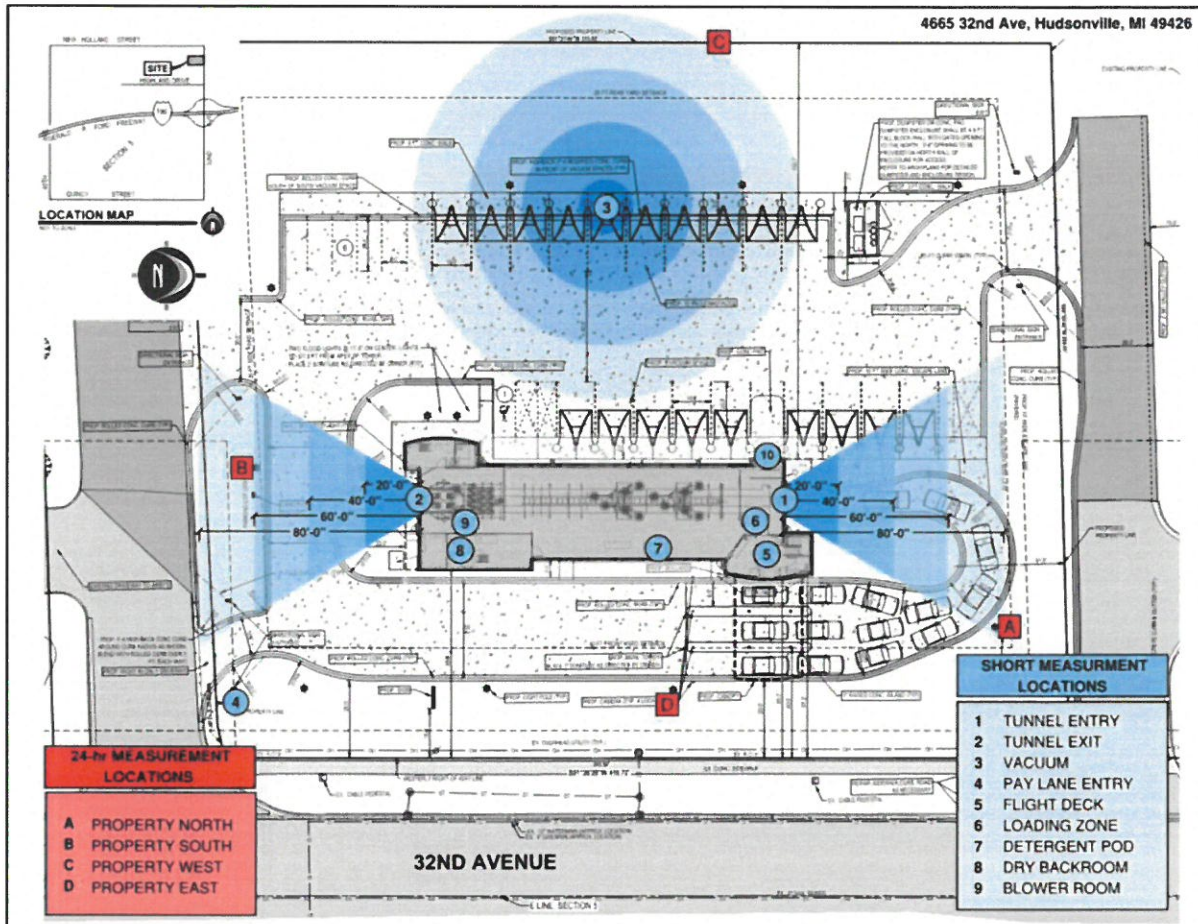


Figure 1: Site Plan with Measurement Locations

Short-Term Measurements

A description of each measurement location is provided for clarity. The short-term measurements (1-10) were taken with the Larson Davis Model 831 hand-held meter.

- 1) Tunnel Entry: This position is the vehicular entry location to the car-wash structure. Measurements were also taken at the vehicle entry to the building and at 20', 40' and 60' from the entrance towards the north of the building. All measurements were in-line with the vehicle path as it moves through the car-wash process.
- 2) Tunnel Exit: This position is the vehicular exit location to the car-wash structure. Measurements were also taken at the vehicle's exit location at distances of 20', 40', 60', and 80' from the exit towards the south of the building. All measurements were in-line with the vehicle path as it exits the car-wash process.
- 3) Vacuum: This position is intended to capture the operational noise of a single vacuum unit for which Vacuum #12 was selected. It was observed that on this unit with both hose nozzles stowed, there was a significant whistling noise being generated by the air-flow

leakage at the storage pocket. Since typical use would involve using at least one of the hoses, one hose was removed from its pocket and placed on the ground during measurements.

Measurements were also taken relative to this vacuum station at distances of 20', 40', 60', and 80' to the west of the vacuum bay. These measurements of vacuum operational noise at these distances to the west were completed with all vacuum units within this bay operating simultaneously. This was in order to capture the loudest operating condition.

- 4) Pay Lane Entry: This location is the vehicle entry point to the property, for users who proceed through the car wash process.
- 5) Flight Deck: This location was to capture the noise within the enclosed office area where employees interact with customers through the drive-through window.
- 6) Loading Zone: This is the position where vehicles are transitioned onto the conveyer system for shuttling the car through the car-wash mechanism.
- 7) Detergent Pod: This position is located behind the bank of car-wash detergent chemical storage and delivery tanks.
- 8) Dry Backroom: This position is located within a separate closed room behind the blower bay of the car-wash facility. Chemical pumping equipment was observed within this room.
- 9) Blower Room: This space is the area where the air-blowers are used to dry the vehicles after being washed and rinsed, it is near the vehicular exit of the car-wash structure.
- 10) Mat Washer: This position is the location of two separate, self-service car mat-washer machines. Three measurements were taken at this position with one (1) of the mat washers on and operating, but no floor mat was being conveyed into the machine. The specific measurement locations are as follows: 3 ft. in front of door with the door closed, 6' in front of the door with the door closed, and 3' in front of the door with the door open.

It should be noted that noise measurements on the interior of the car wash were collected at these various locations, and during multiple operating conditions for the car wash. This was done to provide a general understanding of the noise generated within the car wash, as requested by Tommy Car Wash. It should be understood that the noise measurements that were collected are strictly informational. To understand regulations for OSHA's allowable noise exposure, please refer to the OSHA standard. For compliance to this standard, noise dosimetry testing should be performed on individual employees that spend significant amounts of time in high noise areas that are identified in the following results. Listed in Table 3 are the results of these short-term measurements. Reported here are the loudest measured levels at each measurement location over the various operating conditions evaluated.

Table 3: Short-term Measurement Results

Short-term Measurement Locations	Measured Sound Pressure Level dB(A)¹
(1) Tunnel Entry	86
(2) Tunnel Exit	95
(3) Vacuum	90
(4) Pay Lane Entry	67
(5) Flight Deck	66
(6) Loading Zone	91
(7) Detergent Pod	93
(8) Dry Backroom	92
(9) Blower Room	104
(10) Mat Washer	86

Utilizing the short-term measurement results, we have projected how noise generated by Tommy Car Wash will propagate over the property; these results are shown in Figure 2. Please note that our measurements at distances away from the vacuum include the noise levels with all vacuums in operation (worst case scenario). This “all-vacuums on” condition was projected onto the entire property for the sound map. It should be noted that noise contribution from the vacuums dominated the noise levels at the entrance, so the results shown at the entrance on the sound map exceed the short term measurements taken in these locations with no vacuum in operation.

¹ Reported values are for the loudest operating condition captured during the measurement session.

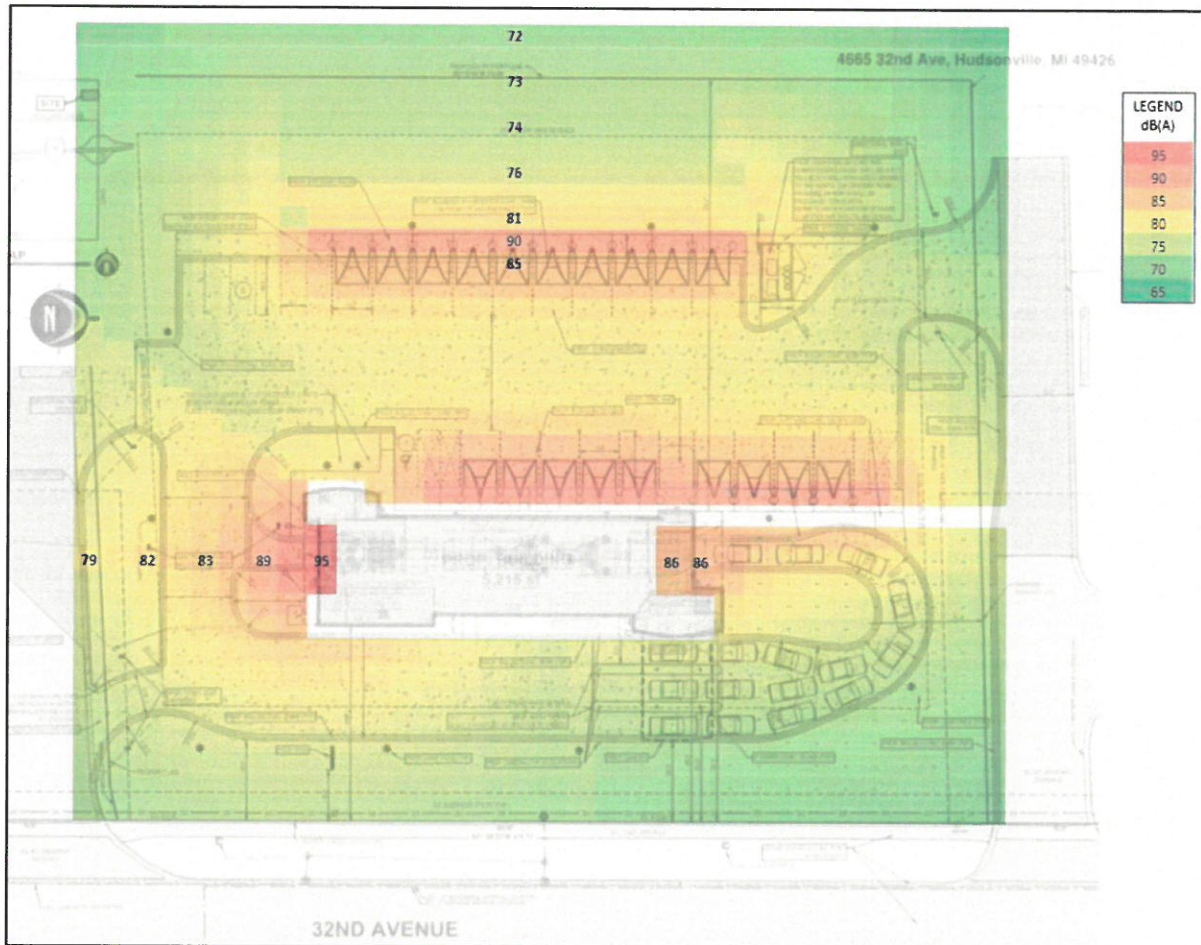


Figure 2: Sound Map of Tommy's Car Wash Property

Long-Term Measurements

The long-term measurements (A-D) were taken with the Soft-dB Piccolo meters and located at the perimeter of the property as shown in Figure 1. Locations A, B, and D were approximately 9' above the ground. Location C was 5' above the ground.

All meters were set to run with a 1-second sampling interval and using exponential (slow) detector integration methods. The time-history results of these long-term measurements over the time interval are shown in Figure 3.

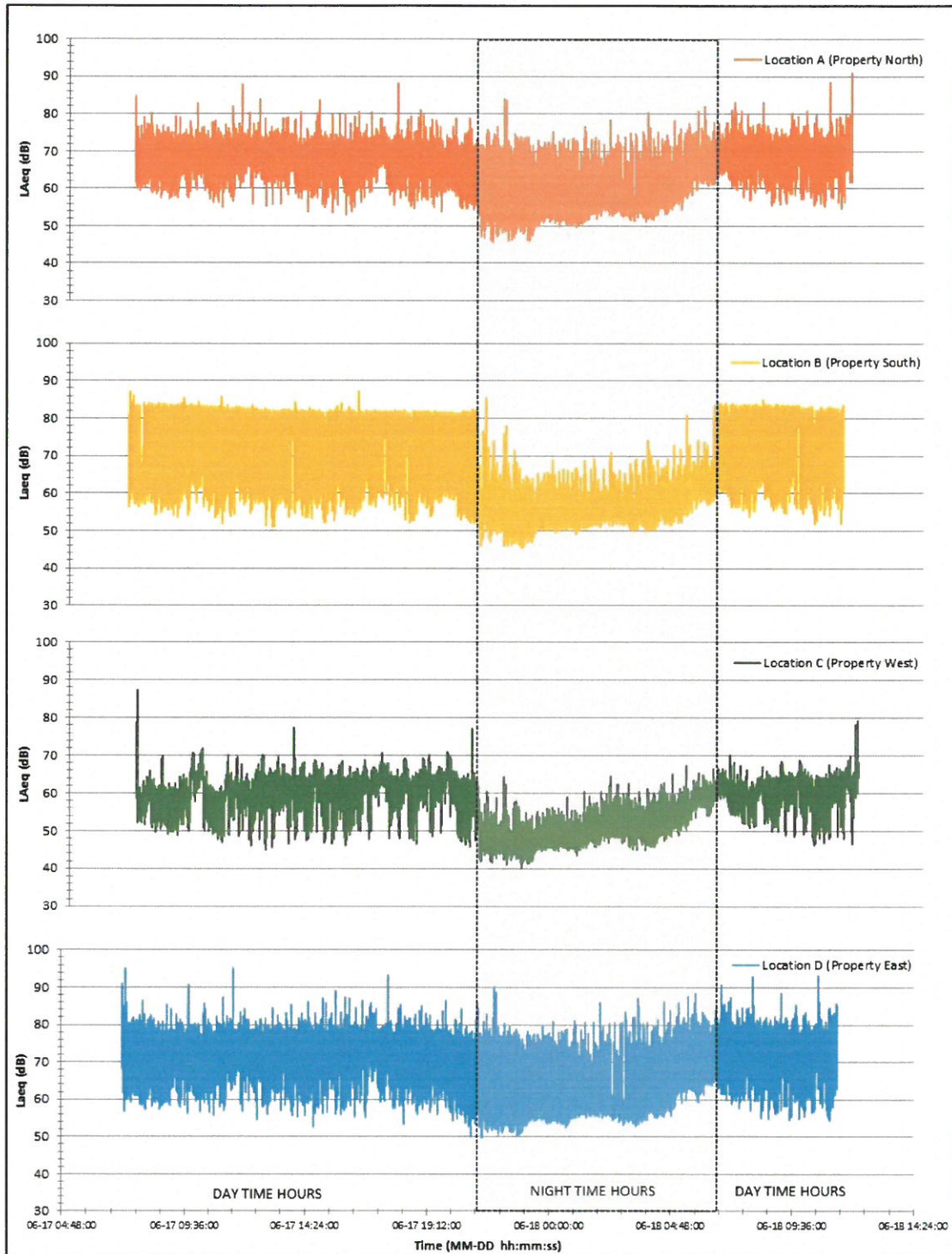


Figure 3: Time-History Results of Long-Term Measurements

NOISE STUDY

JUNE 2020



Measurement Location A and D, on the street side of the property, show no clear transition between the car wash operational noise and the nighttime noise collected at this position. Consistent with observations made at site, the noise at these locations is dominated by general traffic noise. Also note that at both Location A and D, there are a significant number of short-term peaks in these time histories. Again, based on observations made on site, these peaks are likely due to motorcycles passing by, and trucks traversing pot-holes producing a series of “bangs & clanks” as the vehicle navigated the uneven road surface.

Noise data at Location B and C clearly show a distinction between the day-time (operational hours) and night-time noise levels. Location B in particular, has the loudest consistent noise levels due to the dryers at the exit..

If you have any questions, please call.

Sincerely,

ABD ENGINEERING & DESIGN, INC.

Per:

A handwritten signature in black ink that reads "Peter C. Laux".

Peter C. Laux, PhD

Chief Scientist and Senior Consultant

A handwritten signature in black ink that reads "Quincey Smail".

Quincey Smail

Acoustical Consultant

cc: Marci Boks – ABD Engineering & Design

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

**NOTICE OF A PROPOSED
NEGATIVE DECLARATION**

Project Title: Conditional Use Permit No. 2021-17

Project Description: Conditional Use Permit No. 2021-17: A request by Tommy's Carwash to develop automated carwash on a 1.28 acre site within the Orchard Walk Specific Plan Area in the C-MU (Commercial Mixed Use) zone.

Project Location: The project is located on the northwest corner of North Dinuba Blvd. and West Riggan Ave. (APN: 078-120-050)

Contact Person: Josh Dan, Associate Planner
Email: josh.dan@visalia.city

Phone: 559-713-4003


Time and Place of Public Hearing: A public hearing will be held before the Planning Commission on August 9, 2021, at 7:00 p.m. in the Visalia Convention Center located at 303 E. Acequia Avenue, Visalia, California.

Pursuant to City Ordinance No. 2388, the Environmental Coordinator of the City of Visalia has reviewed the proposed project described herein and has found that the project will not result in any significant effect upon the environment because of the reasons listed below:

Reasons for Negative Declaration: Initial Study No. 2021-25 has not identified any significant, adverse environmental impact(s) that may occur because of the project. Copies of the initial study and other documents relating to the subject project may be examined by interested parties at the Planning Division in City Hall East, at 315 East Acequia Avenue, Visalia, CA.

Comments on this proposed Negative Declaration will be accepted from July 15, 2021, to August 4, 2021.

Date: 7/14/21

Signed: 
Brandon Smith, AICP
Environmental Coordinator
City of Visalia



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The proposed car wash will be specific to Parcel A of Tentative Parcel Map No. 2020-06. Parcel A will measure 1.28 acres and will include the development of a automated car wash and self-serve vacuum available parking stalls. The project will also include construction of on-site improvements pertaining to installation of access drives, parking lots, landscaping, utilities, curbs, gutters, and sidewalks.

Project Location: The project site is located at the northwest corner of N. Dinuba Blvd. and W. Riggin Ave., 500 feet north of Riggin Ave., situated within the City of Visalia, County of Tulare, State of California. (APN: 078-120-050).

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

Attachments:

Initial Study	(X)
Environmental Checklist	(X)
Maps	(X)
Mitigation Measures	()
Traffic Impact Study	()

DECLARATION OF NO SIGNIFICANT EFFECT:

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

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

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

APPROVED

Brandon Smith, AICP
Environmental Coordinator

By:  _____

Date Approved: 7/14/21

Review Period: 21 days

INITIAL STUDY

I. GENERAL

A. Description of the Project: Conditional Use Permit No. 2021-17: A request by Tommy's Carwash to develop an automated carwash on a 1.28 acre site within the Orchard Walk Specific Plan Area in the C-MU (Commercial Mixed Use) zone. The project is located on the northwest corner of North Dinuba Blvd. and West Riggan Ave., 500 feet north of Riggan Ave. (APN: 078-120-050).

The proposed car wash will be specific to Parcel A of Tentative Parcel Map No. 2020-06. Parcel B will measure 1.28 acres and will include the development of a automated car wash and self-serve vacuum available parking stalls. The project will also include construction of on-site improvements pertaining to installation of access drives, parking lots, landscaping, noise restricting block walls, utilities, curbs, gutters, and sidewalks.

B. Identification of the Environmental Setting: The site is currently vacant and was previously graded for a previous development which never materialized. There are existing four-lane streets adjacent to the south and east sides of the site. The Visalia Circulation Element designates Dinuba Blvd. and Riggan Avenue both as Minor Arterial roadways.

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

	General Plan	Zoning	Existing uses
North:	Commercial Mixed-Use	Mixed-Use Commercial	W. Sedona Ave., vacant, graded former orchard.
South:	Commercial Mixed-Use	Mixed-Use Commercial	New development of drive-thru fast-food pad site.
East:	Commercial Mixed-Use	Mixed-Use Commercial	N. Dinuba Blvd., developed shopping plaza Orchard Walk Specific Plan Area (East).
West:	Commercial Mixed-Use	Mixed-Use Commercial	Vacant, graded remainder of Orchard Walk Specific Plan Area (West).

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

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

II. ENVIRONMENTAL IMPACTS

No significant adverse environmental impacts have been identified for this project. The City of Visalia Land Use Element and Zoning Ordinance contain policies and regulations that are designed to mitigate impacts to a level of non-significance.

III. MITIGATION MEASURES

There are no mitigation measures for this project. The City of Visalia Zoning Ordinance contains guidelines, criteria, and requirements for the mitigation of potential impacts related to light/glare, visibility screening, noise, and traffic/parking to eliminate and/or reduce potential impacts to a level of non-significance.

An acoustical Analysis was prepared for the project and concluded that project-related noise levels based on project equipment and proposed hours of operation would not be expected to exceed any applicable City of Visalia exterior or interior noise level standards. Additionally, project-related noise levels would be below existing (without project) ambient noise levels at all nearby noise-sensitive receiver locations.

IV. PROJECT COMPATIBILITY WITH EXISTING ZONES AND PLANS

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

V. SUPPORTING DOCUMENTATION

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

- Visalia General Plan Update. Dyett & Bhatia, October 2014.
- Visalia City Council Resolution No. 2014-38 (Certifying the Visalia General Plan Update), passed and adopted October 14, 2014.
- Visalia General Plan Update Final Environmental Impact Report (SCH No. 2010041078). Dyett & Bhatia, June 2014.
- Visalia General Plan Update Draft Environmental Impact Report (SCH No. 2010041078). Dyett & Bhatia, March 2014.
- Visalia City Council Resolution No. 2014-37 (Certifying the EIR for the Visalia General Plan Update), passed and adopted October 14, 2014.
- Visalia Municipal Code, including Title 17 (Zoning Ordinance).
- California Environmental Quality Act Guidelines.
- City of Visalia, California, Climate Action Plan, Draft Final. Strategic Energy Innovations, December 2013.
- Visalia City Council Resolution No. 2014-36 (Certifying the Visalia Climate Action Plan), passed and adopted October 14, 2014.
- City of Visalia Storm Water Master Plan. Boyle Engineering Corporation, September 1994.
- City of Visalia Sanitary Sewer Master Plan. City of Visalia, 1994.
- Tulare County Important Farmland 2014 Map. California Department of Conservation, 2014.

VI. NAME OF PERSON WHO PREPARED INITIAL STUDY

Josh Dan
Associate Planner



Brandon Smith
Environmental Coordinator

**INITIAL STUDY
ENVIRONMENTAL CHECKLIST**

Name of Proposal	Conditional Use Permit No. 2021-17		
NAME OF PROPONENT:	Joseph Cross, Cross Engineering Services	NAME OF AGENT:	Joseph Cross, Cross Engineering Services
Address of Proponent:	203 W. Main St. Ste. F3 Lexington, SC 29072	Address of Agent:	203 W. Main St. Ste. F3 Lexington, SC 29072
Telephone Number:	801-391-2391	Telephone Number:	801-391-2391
Date of Review	July 14, 2021	Lead Agency:	City of Visalia

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

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

I. AESTHETICS

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

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

II. AGRICULTURAL RESOURCES

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

- 1 a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use?
- 1 b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- 1 c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?
- 1 d) Result in the loss of forest land or conversion of forest land to non-forest use?

- 1 e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use?

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- 2 a) Conflict with or obstruct implementation of the applicable air quality plan?
- 2 b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standard?
- 2 c) Expose sensitive receptors to substantial pollutant concentrations?
- 1 d) Result in other emissions, such as those leading to odors adversely affecting a substantial number of people?

IV. BIOLOGICAL RESOURCES

Would the project:

- 2 a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- 1 b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- 1 c) Have a substantial adverse effect on federally protected wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
- 2 d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
- 1 e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

- 1 f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

V. CULTURAL RESOURCES

Would the project:

- 1 a) Cause a substantial adverse change in the significance of a historical resource pursuant to Public Resources Code Section 15064.5?
- 1 b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Public Resources Code Section 15064.5?
- 1 c) Disturb any human remains, including those interred outside of formal cemeteries?

VI. ENERGY

Would the project:

- 2 a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
- 2 b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

VII. GEOLOGY AND SOILS

Would the project:

- a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - 1 i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
 - 1 ii) Strong seismic ground shaking?
 - 1 iii) Seismic-related ground failure, including liquefaction?
 - 1 iv) Landslides?
- 1 b) Result in substantial soil erosion or loss of topsoil?
- 1 c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?
- 1 d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?
- 1 e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?
- 1 f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

- 2 a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- 2 b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

- 1 a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- 1 b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- 1 c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- 1 d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
- 1 e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?
- 1 f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- 1 g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

X. HYDROLOGY AND WATER QUALITY

Would the project:

- 2 a) Violate any water quality standards of waste discharge requirements or otherwise substantially degrade surface or groundwater quality?
- 2 b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?
- 2 c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - 2 i) result in substantial erosion or siltation on- or off-site;
 - 2 ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; or
 - 2 iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
- 2 d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?
- 2 e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

XI. LAND USE AND PLANNING

Would the project:

- 1 a) Physically divide an established community?
- 1 b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

XII. MINERAL RESOURCES

Would the project:

- 1 a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- 1 b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

XIII. NOISE

Would the project result in:

- 2 a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- 1 b) Generation of excessive groundborne vibration or groundborne noise levels?
- 1 c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

XIV. POPULATION AND HOUSING

Would the project:

- 1 a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- 1 b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

XV. PUBLIC SERVICES

Would the project:

- 1 a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
 - 1 i) Fire protection?
 - 1 ii) Police protection?
 - 1 iii) Schools?
 - 1 iv) Parks?
 - 1 v) Other public facilities?

XVI. RECREATION

Would the project:

- 1 a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- 1 b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

XVII. TRANSPORTATION / TRAFFIC

Would the project:

- 1 a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- 2 b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
- 1 c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- 1 d) Result in inadequate emergency access?

XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- 1 a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
- 1 b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

- 2 a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?
- 2 b) Have sufficient water supplies available to service the project and reasonable foreseeable future development during normal, dry, and multiple dry years?
- 1 c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- 1 d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
- 1 e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- 1 a) Substantially impair an adopted emergency response plan or emergency evacuation plan?
- 1 b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
- 1 c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate

fire risk or that may result in temporary or ongoing impacts to the environment?

- 1 d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

- 2 a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?
- 2 b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?
- 2 c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; *Sundstrom v. County of Mendocino*, (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors*, (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

Revised 2019

Authority: Public Resources Code sections 21083 and 21083.09

Reference: Public Resources Code sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3/ 21084.2 and 21084.3

DISCUSSION OF ENVIRONMENTAL EVALUATION

I. AESTHETICS

- a. The proposed project is new commercial construction which will meet City standards for setbacks, landscaping and height restrictions. Additionally, the project will comply with the established architectural requirements of the Orchard Walk Specific Plan.

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

- b. There are no scenic resources on the site.
- c. The proposed project includes commercial development that will be aesthetically consistent with surrounding development and with policies in the General Plan and the Orchard Walk Specific Plan. Furthermore, the City has development standards related to landscaping and other amenities that will ensure that the visual character of the area is enhanced and not degraded. Thus, the project would not substantially degrade the existing visual character of the site and its surroundings.
- d. The project will create new sources of light that are typical of commercial development. The City has development standards that require that light be directed and/or shielded so it does not fall upon adjacent properties. Additionally, the project will adhere to established lighting schedule detailed in the Orchard Walk Specific Plan.

II. AGRICULTURAL RESOURCES

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

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

The project will be consistent with Policy LU-P-34. The conversion of the site from an agricultural use to urban development does not require mitigation to offset the loss of prime farmland as stated in Policy LU-P-34. The policy states; "the mitigation program shall specifically allow exemptions for conversion of agricultural lands in Tier I."

Because there is still a significant impact to loss of agricultural resources after conversion of properties within the General Plan Planning Area to non-agricultural uses, a Statement of Overriding Considerations was previously adopted with the Visalia General Plan Update EIR.

- b. The project site is not zoned for agricultural use. All agricultural related uses have ceased on the property. The project is bordered by urban development or non-producing vacant land on all sides. There are no known Williamson Act contracts on any properties within the project area.
- c. There is no forest or timber land currently located on the site.
- d. There is no forest or timber land currently located on the site.
- e. The project will not involve any changes that would promote or result in the conversion of farmland to non-agriculture use. The subject property is currently designated for an urban rather than agricultural land use. Properties that are vacant may develop in a way that is consistent with their zoning and land use designated at any time. The adopted Visalia General Plan's implementation of a three-tier growth boundary system further assists in protecting open space around the City fringe to ensure that premature conversion of farmland to non-agricultural uses does not occur.

III. AIR QUALITY

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

accommodating a certain amount of growth to occur within the Planning Area.

The project is required to adhere to requirements administered by the SJVAPCD to reduce emissions to a level of compliance consistent with the District's grading regulations. Compliance with the SJVAPCD's rules and regulations will reduce potential impacts associated with air quality standard violations to a less than significant level.

In addition, development of the project will be subject to the SJVAPCD Indirect Source Review (Rule 9510) procedures that became effective on March 1, 2006. The Applicant will be required to obtain permits demonstrating compliance with Rule 9510, or payment of mitigation fees to the SJVAPCD.

- c. Tulare County is designated non-attainment for certain federal ozone and state ozone levels. The project will result in a net increase of criteria pollutants. This site was evaluated in the Visalia General Plan Update EIR for conversion into urban development. Development under the General Plan will result in increases of construction and operation-related criteria pollutant impacts, which are considered significant and unavoidable. General Plan policies identified under Impacts 3.3-1, 3.3-2, and 3.3-3 serve as the mitigation which assists in reducing the severity of the impact to the extent possible while still achieving the General Plan's goals of accommodating a certain amount of growth to occur within the Planning Area.

The project is required to adhere to requirements administered by the SJVAPCD to reduce emissions to a level of compliance consistent with the District's grading regulations. Compliance with the SJVAPCD's rules and regulations will reduce potential impacts associated with air quality standard violations to a less than significant level.

In addition, development of the project will be subject to the SJVAPCD Indirect Source Review (Rule 9510) procedures that became effective on March 1, 2006. The Applicant will be required to obtain permits demonstrating compliance with Rule 9510, or payment of mitigation fees to the SJVAPCD.

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

IV. BIOLOGICAL RESOURCES

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

In addition, staff had conducted an on-site visit to the site in July 2021 to observe biological conditions and did not observe any evidence or symptoms that would suggest the presence of a sensitive, candidate, or special species.

City-wide biological resources were evaluated in the Visalia General Plan Update Environmental Impact Report (EIR). The EIR concluded that certain special-status

species or their habitats may be directly or indirectly affected by future development within the General Plan Planning Area. This may be through the removal of or disturbance to habitat. Such effects would be considered significant. However, the General Plan contains multiple polices, identified under Impact 3.8-1 of the EIR, that together work to reduce the potential for impacts on special-status species likely to occur in the Planning Area. With implementation of these policies, impacts on special-status species will be less than significant.

- b. The project is not located within or adjacent to an identified sensitive riparian habitat or other natural community.

City-wide biological resources were evaluated in the Visalia General Plan Update Environmental Impact Report (EIR). The EIR concluded that certain sensitive natural communities may be directly or indirectly affected by future development within the General Plan Planning Area, particularly valley oak woodlands and valley oak riparian woodlands. Such effects would be considered significant. However, the General Plan contains multiple polices, identified under Impact 3.8-2 of the EIR, that together work to reduce the potential for impacts on woodlands located within in the Planning Area. With implementation of these policies, impacts on woodlands will be less than significant.

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

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

- d. City-wide biological resources were evaluated in the Visalia General Plan Update Environmental Impact Report (EIR). The EIR concluded that the movement of wildlife species may be directly or indirectly affected by future development within the General Plan Planning. Such effects would be considered significant. However, the General Plan contains multiple polices, identified under Impact 3.8-4 of the EIR, that together work to reduce the potential for impacts on wildlife movement corridors located within in the Planning Area. With implementation of these policies, impacts on wildlife movement corridors will be less than significant.

- e. The project will not conflict with any local policies or ordinances protecting biological resources. The City has a municipal ordinance in place to protect valley oak trees; however no oak trees exist on the site.

- f. There are no local or regional habitat conservation plans for the area.

V. CULTURAL RESOURCES

- a. There are no known historical resources located within the project area. If some potentially historical or cultural resource is unearthed during development all work should cease until a qualified professional archaeologist can evaluate the finding and make necessary mitigation recommendations.
- b. There are no known archaeological resources located within the project area. If some archaeological resource is unearthed during development all work should cease until a qualified professional archaeologist can evaluate the finding and make necessary mitigation recommendations.
- c. There are no known human remains buried in the project vicinity. If human remains are unearthed during development all work should cease until the proper authorities are notified and a qualified professional archaeologist can evaluate the finding and make any necessary mitigation recommendations. In the event that potentially significant cultural resources are discovered during ground disturbing activities associated with project preparation, construction, or completion, work shall halt in that area until a qualified Native American tribal observer, archeologist, or paleontologist can assess the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with Tulare County Museum, Coroner, and other appropriate agencies and interested parties.

VI. ENERGY

- a. Development of the site will require the use of energy supply and infrastructure. However, the use of energy will be typical of that associated with commercial development associated with the underlying zoning. Furthermore, the use is not considered the type of use or intensity that would result in wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation. The project will be required to comply with California Building Code Title 24 standards for energy efficiency.

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

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

VII. GEOLOGY AND SOILS

- a. The State Geologist has not issued an Alquist-Priolo Earthquake Fault Map for Tulare County. The project area is not located on or near any known earthquake fault lines. Therefore, the project will not expose people or structures to potential substantial adverse impacts involving earthquakes.
- b. The development of this site will require movement of topsoil. Existing City Engineering Division standards require that a grading and drainage plan be submitted for review to the City to ensure that off- and on-site improvements will be designed to meet City standards.
- c. The project area is relatively flat and the underlying soil is not known to be unstable. Soils in the Visalia area have

few limitations with regard to development. Due to low clay content and limited topographic relief, soils in the Visalia area have low expansion characteristics.

- d. Due to low clay content, soils in the Visalia area have an expansion index of 0-20, which is defined as very low potential expansion.
- e. The project does not involve the use of septic tanks or alternative waste water disposal systems since sanitary sewer lines are used for the disposal of waste water at this location.
- f. There are no known unique paleontological resources or geologic features located within the project area. In the event that potentially significant cultural resources are discovered during ground disturbing activities associated with project preparation, construction, or completion, work shall halt in that area until a qualified Native American tribal observer, archeologist, or paleontologist can assess the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with Tulare County Museum, Coroner, and other appropriate agencies and interested parties.

VIII. GREENHOUSE GAS EMISSIONS

- a. The project is expected to generate Greenhouse Gas (GHG) emissions in the short-term as a result of the construction of commercial development and long-term as a result of day-to-day operation of the proposed business.

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

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

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

The proposed project will not impede the State's ability to meet the GHG emission reduction targets under AB 32 and SB 32. Current and probable future state and local GHG reduction measures will continue to reduce the project's contribution to climate change. As a result, the project will not contribute significantly, either individually or cumulatively, to GHG emissions.

IX. HAZARDS AND HAZARDOUS MATERIALS

- a. No hazardous materials are anticipated with the project.

- b. Construction activities associated with development of the project may include maintenance of on-site construction equipment which could lead to minor fuel and oil spills. The use and handling of any hazardous materials during construction activities would occur in accordance with applicable federal, state, regional, and local laws. Therefore, impacts are considered to be less than significant.
- c. There is one school located within 0.37 miles of the project site. The school is located 1,963-feet southwest of the project site (Global Learning Charter School). Notwithstanding, there is no reasonably foreseeable condition or incident involving the project that could affect the site.
- d. The project area does not include any sites listed as hazardous materials sites pursuant to Government Code Section 65692.5.
- e. The City of Visalia and County of Tulare adopted Airport Master Plans show the project area is located outside of any Airport Zones. There are no restrictions for the proposed project related to Airport Zone requirements.

The project area is not located within two miles of a public airport.
- f. The project will not interfere with the implementation of any adopted emergency response plan or evacuation plan.
- g. There are no wild lands within or near the project area.

X. HYDROLOGY AND WATER QUALITY

- a. Development projects associated with buildout under the Visalia General Plan are subject to regulations which serve to ensure that such projects do not violate water quality standards of waste discharge requirements. These regulations include the Federal Clean Water Act (CWA), the National Pollutant Discharge Elimination System (NPDES) permit program. State regulations include the State Water Resources Control Board (SWRCB) and more specifically the Central Valley Regional Water Quality Control Board (RWQCB), of which the project site area falls within the jurisdiction of.

Adherence to these regulations results in projects incorporating measures that reduce pollutants. The project will be required to adhere to municipal waste water requirements set by the Central Valley RWQCB and any permits issued by the agency.

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

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

- b. The project area overlies the southern portion of the San Joaquin unit of the Central Valley groundwater aquifer. The project will result in an increase of impervious surfaces on the project site, which might affect the amount of precipitation that is recharged to the aquifer. However, as the City of Visalia is already largely developed and

covered by impervious surfaces, the increase of impervious surfaces through this project will be small by comparison. The project therefore might affect the amount of precipitation that is recharged to the aquifer. The City of Visalia's water conservation measures and explorations for surface water use over groundwater extraction will assist in offsetting the loss in groundwater recharge.

c.

- i. The development of this site will require movement of topsoil. Existing City Engineering Division standards require that a grading and drainage plan be submitted for review to the City to ensure that off- and on-site improvements will be designed to meet City standards.

- ii. Development of the site will create additional impervious surfaces. However, connection of the site to storm water drainage facilities that already exist in adjacent roadways will reduce any potential impacts to a less than significant level.

Polices identified under Impact 3.6-2 of the EIR will reduce any potential impacts to a less than significant level. With implementation of these policies and the existing City standards, impacts to groundwater supplies will be less than significant.

- iii. Development of the site will create additional impervious surfaces. However, connection of the site to storm water drainage facilities that already exist in adjacent roadways will reduce any potential impacts to a less than significant level.

Polices identified under Impact 3.6-2 of the EIR will reduce any potential impacts to a less than significant level. With implementation of these policies and the existing City standards, impacts to groundwater supplies will be less than significant.

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

- d. The project area is located sufficiently inland and distant from bodies of water, and outside potentially hazardous areas for seiches and tsunamis. The site is also relatively flat, which will contribute to the lack of impacts by mudflow occurrence. Therefore, there will be no impact related to these hazards.
- e. Development of the site has the potential to affect drainage patterns in the short term due to erosion and sedimentation during construction activities and in the long term through the expansion of impervious surfaces. Impaired storm water runoff may then be intercepted and directed to a storm drain or water body, unless allowed to stand in a detention area. The City's existing standards may require the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the SWRCB's General Construction Permit process, which would address erosion control measures.

The Visalia General Plan contains multiple polices, identified under Impact 3.6-1 of the EIR, that together work to reduce the potential for erosion. With implementation of these policies and the existing City standards, impacts to erosion will be less than significant.

XI. LAND USE AND PLANNING

- a. The project will not physically divide an established community. The proposed project is to be developed on a 1.28-acre site and on land designated for commercial development. The project site is surrounded by urban development and is bordered by two roadways.
- b. The project site is within the City of Visalia's Tier I Urban Development Boundary as implemented by the City General Plan. Development of lands in Tier I may occur at any time.

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

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

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

The Visalia General Plan contains multiple polices, identified under Impact 3.1-2 of the EIR, that together work to reduce the potential for impacts to the development of land as designated by the General Plan. With implementation of these policies and the existing City standards, impacts to land use development consistent with the General Plan will be less than significant.

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

XII. MINERAL RESOURCES

- a. No mineral areas of regional or statewide importance exist within the Visalia area.
- b. There are no mineral resource recovery sites delineated in the Visalia area.

XIII. NOISE

- a. The project will result in noise generation typical of urban development. The Visalia Noise Element and City Ordinance contain criterion for acceptable noise levels inside and outside residential living spaces. This standard is 65 dB DNL for outdoor activity areas associated with residences and 45 dB DNL for indoor areas.

An Acoustical Analysis was prepared for the proposed project, addressing the proposed commercial, automated car wash use (Acoustical Analysis, Tommy's Car Wash North Dinuba Boulevard, prepared by WJV Acoustics, Inc.,

November 20, 2020). The purpose of the study was to determine if noise levels associated with the project will comply with the City's applicable noise level standards. The acoustical analysis is intended to determine project-related noise levels for all aspects of the proposed project.

This report was based upon the project site plan dated November 17, 2020, noise measurements obtained by WJV Acoustics, Inc. (WJVA) at the project site, reference noise measurements obtained at an existing car wash facility and information provided to WJVA by the project applicant concerning the proposed equipment and hours of operation of the car wash.

The report states that noise levels from an existing Tommy's Car Wash obtained through a previous study (ABD Engineering and Design, June 30, 2020)) were used to compare and ambient noise levels registered at various stations addressed in the study throughout the site area and at nearest sensitive residential land uses. Modeled receiver locations represent areas where noise levels would be expected to occur at the when the car wash facility is operating continuously. Those noise levels represented a worst-case assessment and were compared to the City's 50 dB Leq daytime standard provided in the General Plan and City's 50 dB L50 daytime standard provided in the Municipal Code.

Using the noise level data described in the ABD Engineering noise study, and accounting for the acoustic shielding provided by both the tunnel walls and the existing sound wall along Riggan Avenue, WJVA calculated expected car wash noise levels at the closest noise-sensitive receiver locations (residences) to the proposed car wash facility. The expected car wash noise levels at the three modeled receiver locations were calculated to a maximum registration of 49 dB. Therefore, the emitted noise data in relation to ambient noise collected proved to not exceed any applicable noise level standards and would not require mitigation.

Additionally, the study states that vacuum-related noise levels were measured to be approximately 72 dB at a distance of eighty feet from the vacuum station. The vacuum stalls will be located at the north side of the car wash tunnel, and the tunnel structure itself will provide acoustical shielding of vacuum-related noise at the residential land uses south of the project. Vacuum noise levels would be below those associated with the car wash tunnel, and therefore would not result in an exceedance of any applicable noise level standards at nearby noise-sensitive receiver locations. Additional mitigation would therefore not be required.

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

- b. Ground-borne vibration or ground-borne noise levels may occur as part of construction activities associated with the project. Construction activities will be temporary and will not expose persons to such vibration or noise levels for an extended period of time; thus the impacts will be less than significant. There are no existing uses near the project

area that create ground-borne vibration or ground-borne noise levels.

- c. The project area is located in excess of two miles from a public airport. The project will not expose people residing or working in the project area to excessive noise levels resulting from aircraft operations.

XIV. POPULATION AND HOUSING

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

XV. PUBLIC SERVICES

- a.
 - i. Current fire protection facilities are located at the Visalia Station 54, located approximately one half-mile south of the property, and can adequately serve the site without a need for alteration. Impact fees will be paid to mitigate the project's proportionate impact on these facilities.
 - ii. Current police protection facilities can adequately serve the site without a need for alteration. Impact fees will be paid to mitigate the project's proportionate impact on these facilities.
 - iii. The project will not generate new students for which existing schools in the area may accommodate.
 - iv. Current park facilities can adequately serve the site without a need for alteration. Impact fees will be paid to mitigate the project's proportionate impact on these facilities.
 - v. Other public facilities can adequately serve the site without a need for alteration.

XVI. RECREATION

- a. The proposed project does not include recreational facilities or require the construction or expansion of recreational facilities within the area that might have an adverse physical effect on the environment. The project will not increase the use of existing neighborhood and regional parks as no residential uses are proposed.
- b. The proposed project does not include recreational facilities or require the construction or expansion of recreational facilities within the area that might have an adverse physical effect on the environment.

XVII. TRANSPORTATION AND TRAFFIC

- a. Development and operation of the project is not anticipated to conflict with applicable plans, ordinances, or policies establishing measures of effectiveness of the City's circulation system. The project will result in an increase in traffic levels on arterial and collector roadways, although the City of Visalia's Circulation Element has been prepared to address this increase in traffic.
- b. Development of the site will result in increased traffic in the area, but will not cause a substantial increase in traffic on the city's existing circulation pattern.

The City of Visalia, in determining the significance of transportation impacts for land use projects, recognizes

the State Office of Planning Research (OPR) recommended threshold as the basis for what constitutes a significant or less than significant transportation impact. The State OPR Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018 ("Technical Advisory") has recommended a 15% reduction target based on its statement that "achieving a 15% lower per capita or per trip distance Vehicle Miles Travelled (VMT) than existing development is both generally achievable and is supported by evidence that connects this level of reduction to the State's emissions goals. The Technical Advisory further states that lead agencies may screen out VMT impacts using maps created with VMT data from a traffic demand model.

For the metric measuring VMT per trip distance, a map of the City of Visalia, produced by Tulare County Association of Governments (TCAG), provides areas with 85% or less average VMT per trip distance, or 15% below the regional average. In the subject site's TAZ, the current average trip distance experienced is 7.27 miles, which falls below the average county-wide trip distance of 11.48 miles and the 15% target reduction of 9.76 miles. Based on this determination, it is presumed that the project will have a less than significant transportation impact.

- c. There are no planned geometric designs associated with the project that are considered hazardous.
- d. The project will not result in inadequate emergency access.

XVIII. TRIBAL CULTURAL RESOURCES

The proposed project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe.

- a. The site is not listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).
- b. The site has been determined to not be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

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

Further, the EIR (SCH 2010041078) for the 2014 General Plan update included a thorough review of sacred lands files through the California Native American Heritage Commission. The sacred lands file did not contain any known cultural resources information for the Visalia Planning Area.

XIX. UTILITIES AND SERVICE SYSTEMS

- a. The project will be connecting to existing City sanitary sewer lines, consistent with the City Sewer Master Plan. The Visalia wastewater treatment plant has a current rated

capacity of 22 million gallons per day, but currently treats an average daily maximum month flow of 12.5 million gallons per day. With the completed project, the plant has more than sufficient capacity to accommodate impacts associated with the proposed project. The proposed project will therefore not cause significant environmental impacts.

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

- b. The project will not result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- c. The City has determined that there is adequate capacity existing to serve the site's projected wastewater treatment demands at the City wastewater treatment plant.
- d. Current solid waste disposal facilities can adequately serve the site without a need for alteration.
- e. The project will be able to meet the applicable regulations for solid waste. Removal of debris from construction will be subject to the City's waste disposal requirements.

XX. WILDFIRE

- a. The project is located on a site that is adjacent on multiple sides by existing development. The site will be further served by multiple points of access. In the event of an emergency response, coordination would be made with the City's Engineering, Police, and Fire Divisions to ensure that adequate access to and from the site is maintained.

- b. The project area is relatively flat and the underlying soil is not known to be unstable. Therefore, the site is not in a location that is likely to exacerbate wildfire risks.
- c. The project is located on a site that is adjacent on multiple sides by existing development. New project development will require the installation and maintenance of associated infrastructure extending from adjacent off-site locations to the project site; however the infrastructure would be typical of commercial development and would be developed to the standards of the underlying responsible agencies.

The project area is relatively flat and the underlying soil is not known to be unstable. Therefore, the site is not in a location that would expose persons or structures to significant risks of flooding or landslides.

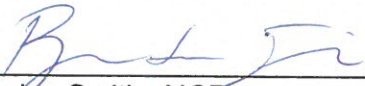
XXI. MANDATORY FINDINGS OF SIGNIFICANCE

- a. The project will not affect the habitat of a fish or wildlife species or a plant or animal community. This site was evaluated in the Program EIR (SCH No. 2010041078) for the City of Visalia's General Plan Update for conversion to urban use. The City adopted mitigation measures for conversion to urban development. Where effects were still determined to be significant a statement of overriding considerations was made.
- b. This site was evaluated in the Program EIR (SCH No. 2010041078) for the City of Visalia General Plan Update for the area's conversion to urban use. The City adopted mitigation measures for conversion to urban development. Where effects were still determined to be significant a statement of overriding considerations was made.
- c. This site was evaluated in the Program EIR (SCH No. 2010041078) for the City of Visalia General Plan Update for conversion to urban use. The City adopted mitigation measures for conversion to urban development. Where effects were still determined to be significant a statement of overriding considerations was made.

DETERMINATION OF REQUIRED ENVIRONMENTAL DOCUMENT

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment. **A NEGATIVE DECLARATION WILL BE PREPARED.**
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on the attached sheet have been added to the project. **A MITIGATED NEGATIVE DECLARATION WILL BE PREPARED.**
- I find the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that as a result of the proposed project no new effects could occur, or new mitigation measures would be required that have not been addressed within the scope of the Program Environmental Impact Report (SCH No. 2010041078). The Environmental Impact Report prepared for the City of Visalia General Plan was certified by Resolution No. 2014-37 adopted on October 14, 2014. **THE PROGRAM ENVIRONMENTAL IMPACT REPORT WILL BE UTILIZED.**



Brandon Smith, AICP
Environmental Coordinator

July 15, 2021
Date

Conditional Use Permit No. 2021-17





MEETING DATE March 10, 2021
SITE PLAN NO. 20-149
PARCEL MAP NO.
SUBDIVISION
LOT LINE ADJUSTMENT NO.

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

- RESUBMIT** Major changes to your plans are required. Prior to accepting construction drawings for building permit, your project must return to the Site Plan Review Committee for review of the revised plans.
- During site plan design/policy concerns were identified, schedule a meeting with
- Planning Engineering prior to resubmittal plans for Site Plan Review.
- Solid Waste Parks and Recreation Fire Dept.

- REVISE AND PROCEED** (see below)
- A revised plan addressing the Committee comments and revisions must be submitted for Off-Agenda Review and approval prior to submitting for building permits or discretionary actions.
- Submit plans for a building permit between the hours of 9:00 a.m. and 4:00 p.m., Monday through Friday.
- Your plans must be reviewed by:
- CITY COUNCIL REDEVELOPMENT
- PLANNING COMMISSION PARK/RECREATION
- CONDITIONAL USE PERMIT
- HISTORIC PRESERVATION OTHER -TCUP

ADDITIONAL COMMENTS:

If you have any questions or comments, please call Adrian Bubalcaba at (559) 713-4271
Site Plan Review Committee

SITE PLAN REVIEW COMMENTS

Cristobal Carrillo, Planning Division (559) 713-4443

Date: March 10, 2021

SITE PLAN NO: 2020-149 - C

PROJECT TITLE: - Tommy's Car Wash

DESCRIPTION: This Development shall include a 5,200 sf carwash building with 25 parking stalls, including vacuum stalls, employee stalls, and handicap stalls.

APPLICANT: Joseph Cross

PROP. OWNER: Donald Schriber Realty Group LP

LOCATION TITLE: NW Corner Intersection Riggan Ave & Dinuba Blvd.

APN TITLE: 000-013-376

GENERAL PLAN: Commercial Mixed Use

ZONING: C-MU – Commercial Mixed Use

Planning Division Recommendation:

- Revise and Proceed
 Resubmit

Rule 9510 – This project is subject to the Rule 9510 requirements of the [San Joaquin Valley Air Pollution Control District](#) – see District website for information.

Project Requirements

- Compliance with the Orchard Walk Specific Plan
- Conditional Use Permit
- Noise Study
- Additional Information as Needed

PROJECT SPECIFIC INFORMATION: March 10, 2021

1. Demonstrate general conformance with the Orchard Walk Specific Plan, including but not limited to architectural theme, landscaping, pedestrian connectivity, trellises, stamped concrete designs, etc. Compliance with the Orchard Walk Specific Plan shall be demonstrated with the Conditional Use Permit submittal. At present staff does not believe that the requirements of the Orchard Walk Specific Plan have been met. Elements of the Specific Plan that should be reflected in the design of the building, or aspects of the proposal that do not comply are as follows:

A. Orchard Walk Specific Plan Items to Be Incorporated:

- i. Canvas awnings and/or metal canopies;
- ii. Corrugated metal roofing;
- iii. Cement plaster exteriors;
- iv. Attached or freestanding metal/wood trellises, in particular along Dinuba Blvd.
- v. Cultured river rock on pillars;
- vi. Three-foot-tall wood split-rail fencing along Dinuba Blvd., made of rough-hewn Douglas Fir stained a light grey/green color. May contain cultured Honey Country Ledge stone pilasters.
- vii. Inclusion of pedestrian amenities such as benches, tables, and enhanced paving linking the site to other areas of the shopping center (See page 3-24 of the Orchard Walk Specific Plan).
- viii. Shopping center color and material palette (See page 3-28 of the Orchard Walk Specific Plan).
- ix. For landscaping, use of plants listed in page 3-21 and 3-22 of the Orchard Walk Specific Plan.
- x. Compliance with the Orchard Walk West Signage Program (See Orchard Walk Specific Plan, Appendix B).

B. Proposal Elements Not in Compliance with Orchard Walk Specific Plan:

- i. Bright red and gray colorations;
- ii. Use of fiber cement panels;
- iii. Use of aluminum materials, emphasis on bright silver;
- iv. Use of fieldstone and precast stone instead of cultured river rocks.
- v. Lack of decorative fencing and/or trellises;
- vi. Use of Marina Arbutus and all proposed shrubs and vines on the submittal. None of these plants are listed on the approved list of plants within the Specific Plan.

C. Elements of Proposal in Compliance with Orchard Walk Specific Plan:

- i. Raised towers.
- ii. Use of Coast Live Oak and Chinese Pistache Trees.

2. A Conditional Use Permit (CUP) shall be required for the proposed carwash use.
3. A Noise study shall be required with the CUP submittal.
4. A detailed floor plan, landscape plan, and detailed operational statement shall be provided with the CUP submittal.
5. The landscape plan shall verify that a minimum 6% of the parking lot (if there are no more than 20 parking stalls) or 10% of the parking lot (if there are more than 20 parking stalls) shall be landscaped. The landscape plan shall also show the type, height, and location of any fencing/screening.
6. A Queuing Analysis shall be provided with the CUP submittal. The analysis shall provide traffic count information, information on customer turnaround, and verification that parking areas and drive aisles will not be impacted by queuing vehicles.
7. Staff recommends that the building be reoriented to place dryer blowers nearest Dinuba Blvd. away from future commercial uses to the site.
8. Conditions shall be applied requiring offsite improvement of drive aisles necessary to allow for access to the project site.
9. Parking and buildings along Dinuba Blvd. shall be consistent with the Orchard Walk Specific Plan: 12 feet (Landscaping 12 feet minimum).
10. The trash enclosure shall be relocated along the drive aisle per the requirements of the Solid Waste Division.
11. Meet all other codes, ordinances, and the Orchard Walk Specific Plan.

PROJECT SPECIFIC INFORMATION: November 25, 2020

1. Provide detailed operational statement describing number of staff, any retail component, business hours throughout the week, and any other pertinent information describing the use on the site.
2. Site layout does not match the previously submitted TPM and staff is requesting that the applicant describe how development between sites will be completed and by who (by owner?)
3. Demonstrate general conformance with Orchard Walk Specific Plan, including but not limited to architectural theme, landscaping, pedestrian connectivity, trellises, stamped concrete designs, etc.
4. A Conditional Use Permit shall be required for the proposed carwash use.
5. Noise study shall be required.
6. Address Traffic Engineer's concerns with trip generation as the use was not described in the previous analysis.
7. Staff would still recommend that the building be reoriented to place dryer blowers nearest Dinuba Blvd. away from future commercial uses to the site.
8. Provide dimensional detail to ensure that the proposed drive-thru meets the drive-thru performance standards (VMC 17.32.162).
9. There appears to be an inconsistency between exhibits regarding employee parking.
10. Parking and buildings along Dinuba Blvd. shall be consistent with the Orchard Walk Specific Plan: 12 feet (Landscaping 12 feet minimum).

11. Meet all other codes, ordinances, and the Orchard Walk Specific Plan.

PROJECT SPECIFIC INFORMATION: September 2, 2020

1. Demonstrate general conformance with Orchard Walk Specific Plan, including but not limited to architectural theme, landscaping, pedestrian connectivity, trellises, stamped concrete designs, etc.
2. A Conditional Use Permit shall be required for the proposed carwash use.
3. Noise study shall be required.
4. Provide detailed operational statement describing number of staff, any retail component, business hours throughout the week, and any other pertinent information describing the use on the site.
5. Staff would recommend that the building be reoriented to place dryer blowers nearest Dinuba Blvd. away from future commercial uses to the site.
6. Provide dimensional detail to ensure that the proposed drive-thru meets the drive-thru performance standards (VMC 17.32.162).
7. All parking on site seems to be for vacuum use; show where employee parking would be provided.
8. Parking and buildings along Dinuba Blvd. shall be consistent with the Orchard Walk Specific Plan: 12 feet (Landscaping 12 feet minimum).
9. Meet all other codes, ordinances, and the Orchard Walk Specific Plan.

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

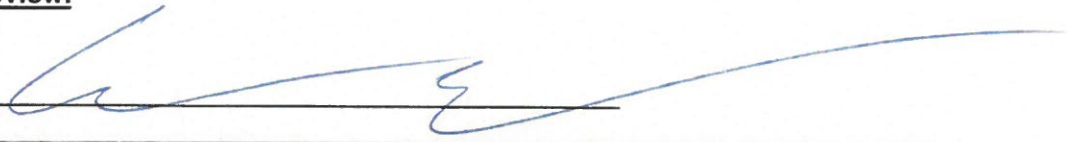
The following development standards shall apply to property located in the C-MU zone and located outside the Downtown Area, which is defined as the area that is south of Murray Avenue, west of Ben Maddox Way, north of Mineral King Avenue, and east of Conyer Street:

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

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

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

Signature _____



**BUILDING/DEVELOPMENT PLAN
REQUIREMENTS
ENGINEERING DIVISION**

<input checked="" type="checkbox"/>	Adrian Rubalcaba	713-4271
<input type="checkbox"/>	Lupe Garcia	713-4197

ITEM NO: 1 DATE: MARCH 10, 2021	
SITE PLAN NO.:	20-149 2 ND RESUBMITTAL
PROJECT TITLE:	TOMMY'S CAR WASH
DESCRIPTION:	THIS DEVELOPMENT SHALL INCLUDE A 5200 CARWASH BUILDING WITH 25 PARKING STALLS, INCLUDING VACUUM STALL, EMPLOYEE STALLS, AND HANDICAP STALLS (CMU)
APPLICANT:	JOSEPH CROSS
PROP OWNER:	DONALD SCHRIBER REALTY GROUP LP
LOCATION:	NW CORNER DINUBA BLVD & RIGGIN AVE
APN:	000-013-376

SITE PLAN REVIEW COMMENTS

- REQUIREMENTS (indicated by checked boxes)
- Install curb return with ramp, with _____ radius;
- Install curb; gutter **ONSITE PER SITE DESIGN**
- Drive approach size: Use radius return;
- Sidewalk: **4' MIN** width; parkway width at **ONSITE ACCESSIBLE PATHS**
- Repair and/or replace any sidewalk across the public street frontage(s) of the subject site that has become uneven, cracked or damaged and may constitute a tripping hazard.
- Replace any curb and gutter across the public street frontage(s) of the subject site that has become uneven and has created areas where water can stand.
- Right-of-way dedication required. A title report is required for verification of ownership.
- Deed required prior to issuing building permit;
- City Encroachment Permit Required. FOR ANY WORK IN THE PUBLIC RIGHT-OF-WAY**
Insurance certificate with general & auto liability (\$1 million each) and workers compensation (\$1 million), valid business license, and appropriate contractor's license must be on file with the City, and valid Underground Service Alert # provided prior to issuing the permit. Contact Encroachment Tech. at 713-4414.
- CalTrans Encroachment Permit required. CalTrans comments required prior to issuing building permit. Contacts: David Deel (Planning) 488-4088; **FOR ANY WORK IN DINUBA BLVD RIGHT-OF-WAY**
- Landscape & Lighting District/Home Owners Association required prior to approval of Final Map. Landscape & Lighting District will maintain common area landscaping, street lights, street trees and local streets as applicable. Submit completed Landscape and Lighting District application and filing fee a min. of 75 days before approval of Final Map.
- Landscape & irrigation improvement plans to be submitted for each phase. Landscape plans will need to comply with the City's street tree ordinance. The locations of street trees near intersections will need to comply with Plate SD-1 of the City improvement standards. A street tree and landscape master plan for all phases of the subdivision will need to be submitted with the initial phase to assist City staff in the formation of the landscape and lighting assessment district.
- Grading & Drainage plan required. If the project is phased, then a master plan is required for the entire project area that shall include pipe network sizing and grades and street grades. Prepared by registered civil engineer or project architect. All elevations shall be based on the City's benchmark network. Storm run-off from the project shall be handled as follows: a) directed to the City's existing storm drainage system; b) directed to a permanent on-site basin; or c) directed to a temporary on-site basin is required until a connection with adequate capacity is available to the City's storm drainage system. On-site basin: _____ : _____ maximum side slopes, perimeter fencing required, provide access ramp to bottom for maintenance. **DIRECT & CONNECT TO ONSITE SD INFRASTRUCTURE**
- Grading permit is required for clearing and earthwork performed prior to issuance of the building permit.
- Show finish elevations. (Minimum slopes: A.C. pavement = 1%, Concrete pavement = 0.25%. Curb & Gutter = 0.20%, V-gutter = 0.25%)
- Show adjacent property grade elevations. A retaining wall will be required for grade differences greater than 0.5 feet at the property line.
- All public streets within the project limits and across the project frontage shall be improved to their full width, subject to available right of way, in accordance with City policies, standards and specifications.

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

Additional Comments:

- 1. Proposed car wash facility will incur development impact fees associated with building square footage and site acreage. Refer to page 3 for applicable fees and estimate.***
- 2. There is an underlying master development plan for the site that will provide main access points and utility infrastructure - project shall connect to provided utilities onsite and match grade / utilize access roads.***
- 3. Master plan includes onsite pedestrian connectivity - project to adhere to and install any accessible paths of travel interconnecting onsite parcels and connections to City sidewalk, this may require modifications to site layout. Coordinate at design stage.***
- 4. Comply with City parking lot standards.***
- 5. Per Public Works Dept., information regarding the pretreatment devices as well as estimated volume of water discharged is required.***
- 6. Project permit approval will be contingent upon completion of phase 1 of underlying master plan.***
- 7. A building permit is required, standard plan check and inspection fees will apply.***
- 8. A tentative map is required for parceling as shown.***
- 9. Show turning movements work at the exist only location on north of site.***

SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: **20-149 2nd RESUBMITTAL**

Date: **3/10/2021**

**Summary of applicable Development Impact Fees to be collected at the time of building permit:
(Preliminary estimate only! Final fees will be based on the development fee schedule in effect at the time of building permit issuance.)**

(Fee Schedule Date:**9/1/2020**)

(Project type for fee rates:**AUTO CAR WASH / RETAIL**)

Existing uses may qualify for credits on Development Impact Fees.

<u>FEE ITEM</u>	<u>FEE RATE</u>
<input type="checkbox"/> Groundwater Overdraft Mitigation Fee	
<input checked="" type="checkbox"/> Transportation Impact Fee	\$17,174/1KSF X 5.2 = \$89,305
<input type="checkbox"/> Trunk Line Capacity Fee	\$20,349/EACH X 1
	TREATMENT PLANT FEE:
	\$22,158/EACH X 1
<input type="checkbox"/> Sewer Front Foot Fee	
<input type="checkbox"/> Storm Drain Acq/Dev Fee	
<input type="checkbox"/> Park Acq/Dev Fee	
<input type="checkbox"/> Northeast Specific Plan Fees	
<input type="checkbox"/> Waterways Acquisition Fee	
<input type="checkbox"/> Public Safety Impact Fee: Police	
<input type="checkbox"/> Public Safety Impact Fee: Fire	
<input checked="" type="checkbox"/> Public Facility Impact Fee	\$577/1KSF X 5.2 = \$3,000
<input type="checkbox"/> Parking In-Lieu	

Reimbursement:

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



Adrian Rubalcaba

SPR20149

City of Visalia

Building: Site Plan

Review Comments

Tommy's Car Wash

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

- A building permit will be required. *For information call (559) 713-4444*
- Submit 1 digital set of professionally prepared plans and 1 set of calculations. (Small Tenant Improvements)
- Submit 1 digital set of plans prepared by an architect or engineer. Must comply with ²⁰¹⁹2016 California Building Cod Sec. 2308 for conventional light-frame construction or submit 1 digital set of engineered calculations.
- Indicate abandoned wells, septic systems and excavations on construction plans.
- You are responsible to ensure compliance with the following checked items:**
- Meet State and Federal requirements for accessibility for persons with disabilities.
- A path of travel, parking and common area must comply with requirements for access for persons with disabilities.
- All accessible units required to be adaptable for persons with disabilities.
- Maintain sound transmission control between units minimum of 50 STC.
- Maintain fire-resistive requirements at property lines.
- A demolition permit & deposit is required. *For information call (559) 713-4444*
- Obtain required permits from San Joaquin Valley Air Pollution Board. *For information call (661) 392-5500*
- Plans must be approved by the Tulare County Health Department. *For information call (559) 624-8011*
- Project is located in flood zone _____ * Hazardous materials report.
- Arrange for an on-site inspection. (Fee for inspection \$157.00) *For information call (559) 713-4444*
- School Development fees. Commercial \$0.61 per square foot. Residential \$4.16 per square foot.
- Park Development fee \$ _____, per unit collected with building permits.
- Additional address may be required for each structure located on the site. *For information call (559) 713-4320*
- Acceptable as submitted
- No comments at this time

Additional comments: See Previous Comments



Signature



Site Plan Comments

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

Date	March 10, 2021
Item #	1
Site Plan #	20149 Resubmit
APN:	000-013-376

- The Site Plan Review comments are issued as **general overview** of your project. With further details, additional requirements will be enforced at the Plan Review stage. Please refer to the 2019 California Fire Code (CFC), 2019 California Building Codes (CBC) and City of Visalia Municipal Codes.
- This item is a **resubmittal**. Please see comments from previous submittals.

Corbin Reed
Fire Marshal



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

Date: 3-9-21
 Item: 1 Resub
 Site Plan: 20-149
 Name: Agent McEwen

SITE PLAN REVIEW COMMENTS

- No Comment at this time same as past comments.
- Request opportunity to comment or make recommendations as to safety issues as plans are developed.
- Public Safety Impact Fee:
 Ordinance No. 2001-11 Chapter 16.48 of Title 16 of the Visalia Municipal Code
 Effective date - August 17, 2001

 Impact fees shall be imposed by the City pursuant to this Ordinance as a condition of or in conjunction with the approval of a development project. "New Development or Development Project" means any new building, structure or improvement of any parcels of land, upon which no like building, structure of improvement previously existed. *Refer to Engineering Site Plan comments for fee estimation.
- Not enough information provided. Please provide additional information pertaining to:

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

- Access Controlled / Restricted etc.:

- Lighting Concerns:

- Traffic Concerns:

- Surveillance Issues:

- Line of Sight Issues:

- Other Concerns:

SITE PLAN REVIEW COMMENTS

CITY OF VISALIA TRAFFIC SAFETY DIVISION

March 10, 2021

ITEM NO: 1 Resubmit
SITE PLAN NO: SPR20149
PROJECT TITLE: Tommy's Car Wash
DESCRIPTION: This Development Shall Include a 5200 sf Car-wash Building with 25 Parking Stalls, Including Vacuum Stalls, Employee Stalls and Handicap Stalls. (C-MU)
APPLICANT: Joseph Cross
OWNER: DONALD SCHRIBER REALTY GROUP LP
APN: 000013376
LOCATION: NW Corner of Dinuba Blvd and Riggins Ave

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

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

Additional Comments:

- Noted – Additional traffic information previously requested has been submitted. Change inland use from shopping center to carwash does not generate additional trips.
- Provide additional information as to traffic queue for drive thru. How will it affect circulation to the site and other uses? How will they address and prevent from happening?

Leslie Blair

Leslie Blair



SITE PLAN REVIEW DATE: 03.10.21

WASTEWATER COLLECTIONS AND PRETREATMENT DIVISION (QUALITY ASSURANCE)
SITE PLAN REVIEW COMMENTS

SITE PLAN REVIEW NO: 20149 ITEM # 1

PROJECT NAME: Tommy's Car Wash

THE PROJECT IS SUBJECT TO THE FOLLOWING REQUIREMENTS FROM WASTEWATER PRETREATMENT DIVISION (QUALITY ASSURANCE):

SUBMISSION OF WASTEWATER DISCHARGE PERMIT APPLICATION/QUESTIONNAIRE/OTHER REGULATORY FORMS

- Commercial Discharge Permit
FORM REQUIRED
FORM REQUIRED
FORM REQUIRED

INSTALLATION OF SAND AND GREASE INTERCEPTOR

INSTALLATION GREASE INTERCEPTOR

OTHER

SITE PLAN REVIEWED-NO COMMENTS

CONTACT THE WASTEWATER PRETREATMENT DIVISION (QUALITY ASSURANCE) AT (559) 713-4529 OR JESSICA.SANDOVAL@VISALIA.CITY, IF YOU HAVE ANY QUESTIONS.

COMMENTS:

FORMS CAN BE FOUND @
https://www.visalia.city/depts/public_works/wastewater/commercial_industrial_pretreatment_program.asp
Please provide commercial discharge permit and pretreatment devices. Send to Jessica Sandoval

DATE REVIEWED: 03.09.21

Handwritten signature

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

20149

March 10, 2021

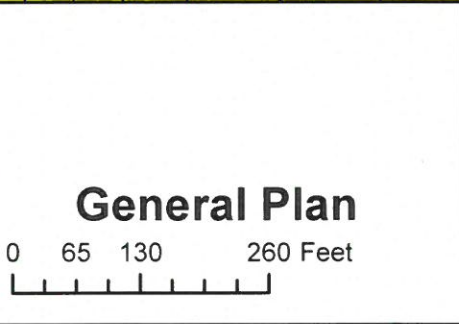
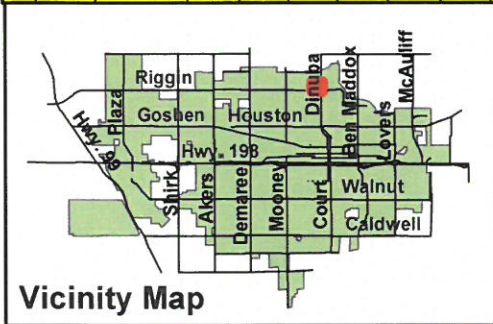
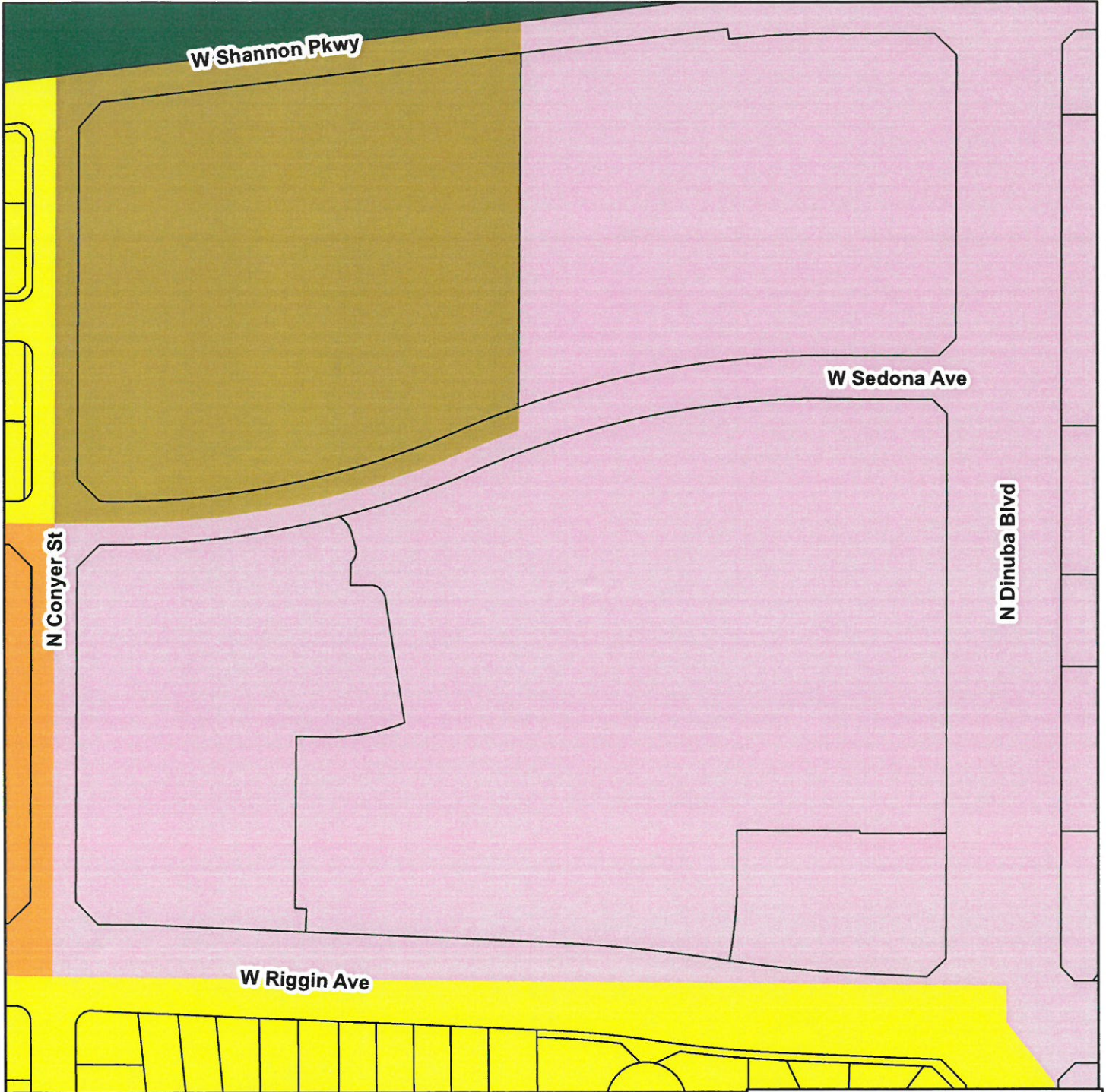
- No comments.
- See comments below
- Revisions required prior to submitting final plans. See comments below.
- Resubmittal required. See comments below.
- Customer responsible for all cardboard and other bulky recyclables to be broken down before disposing of in recycle containers
- ALL refuse enclosures must be R-3 OR R-4
- Customer must provide combination or keys for access to locked gates/bins
- Type of refuse service not indicated.
- Location of bin enclosure not acceptable. See comments below.
- Bin enclosure not to city standards double.
- Inadequate number of bins to provide sufficient service. See comments below.
- Drive approach too narrow for refuse trucks access. See comments below.
- Area not adequate for allowing refuse truck turning radius of : Commercial 50 ft. outside 36 ft. inside; Residential 35 ft. outside, 20 ft. inside.
- Paved areas should be engineered to withstand a 55,000 lb. refuse truck.
- Bin enclosure gates are required
- Hammerhead turnaround must be built per city standards.
- Cul - de - sac must be built per city standards.
- Bin enclosures are for city refuse containers only. Grease drums or any other items are not allowed to be stored inside bin enclosures.
- Area in front of refuse enclosure must be marked off indicating no parking
- Enclosure will have to be designed and located for a STAB service (DIRECT ACCESS) with no less than 38' clear space in front of the bin, included the front concrete pad.
- Customer will be required to roll container out to curb for service.
- Must be a concrete slab in front of enclosure as per city standards, the width of the enclosure by ten(10) feet, minimum of six(6) inches in depth.
- Roll off compactor's must have a clearance of 3 feet from any wall on both sides and there must be a minimum of 53 feet clearance in front of the compactor to allow the truck enough room to provide service.
- City ordinance 8.28.120-130 (effective 07/19/18) requires contractor to contract with City for removal of construction debris unless transported in equipment owned by contractor or unless contracting with a franchise permittee for removal of debris utilizing roll-off boxes.
- Comment** Solid Waste recommends the Customer relocate the proposed enclosure along main drive aisle facing south/west to allow for STABB load services and too avoid large solid waste trucks from having to traverse through the vehicle vacuum stall area. The new enclosure location will house a City Standard R-3 or R4 enclosure arranged for stab load services, with no less than 38' clear space in front of bin, including the front concrete pad. Enclosure gates must open 180 degrees, clear all curbing, and include Cain bolts. Customer to contact Solid Waste Department at 559-713-4532 to schedule a waste stream assessment or to discuss new enclosure location.
Jason Serpa, Solid Waste Manager, 559-713-4533
Edward Zuniga, Solid Waste Supervisor, 559-713-4338

Nathan Garza, Solid Waste, 559-713-4532



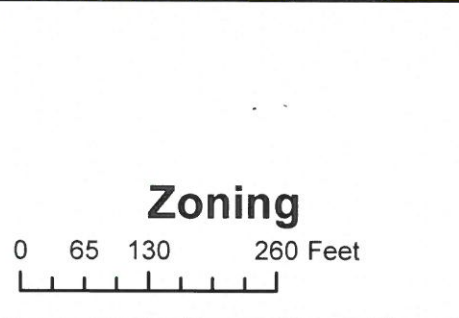
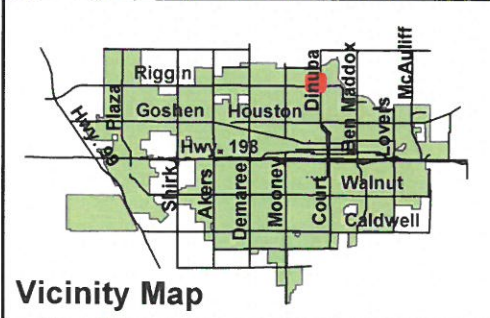
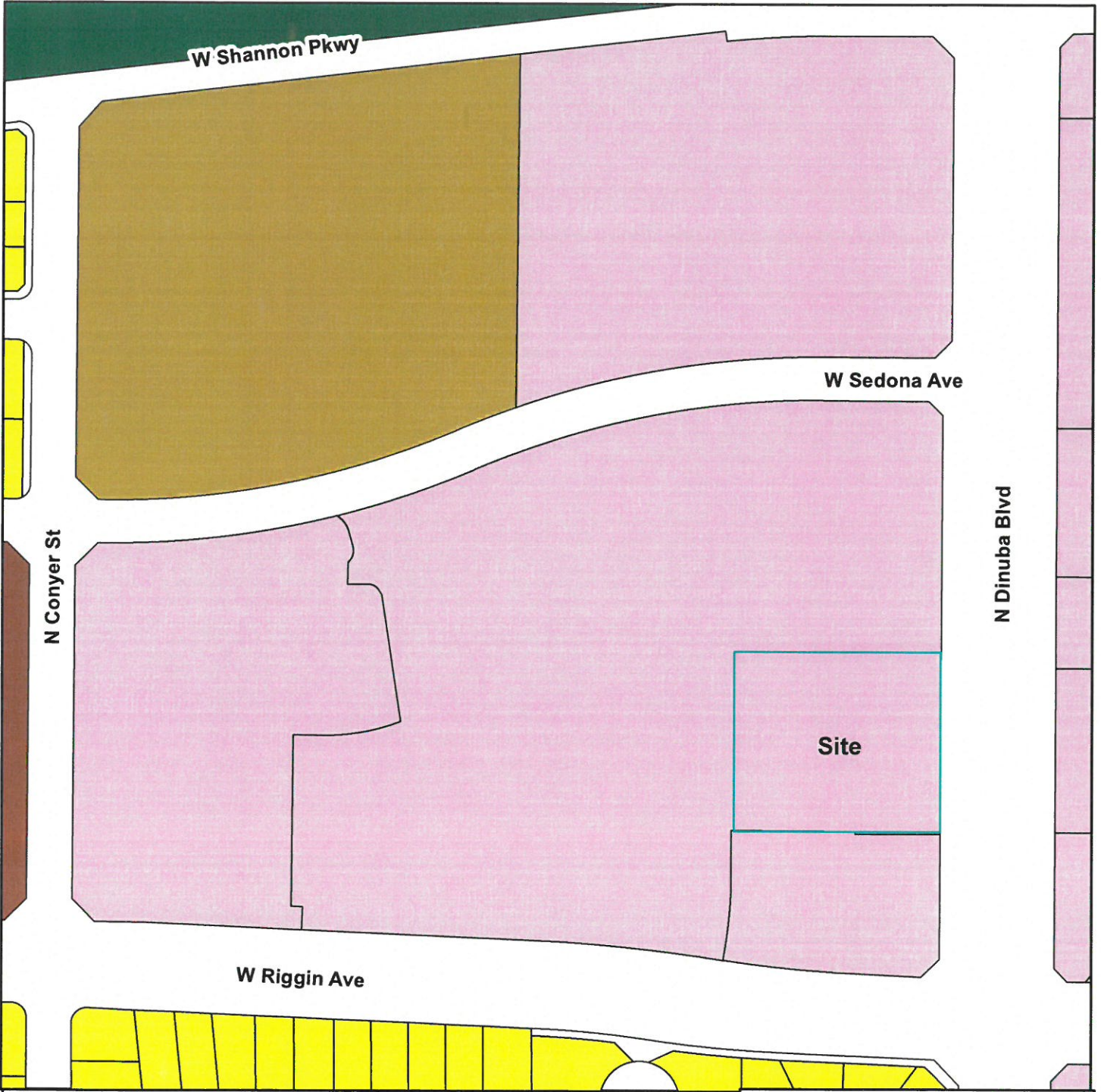
Conditional Use No. 2021-17

The project is located on the northwest corner of
North Dinuba Blvd. and West Riggan Avenue
205 feet north of Riggan Avenue.
(APN: 078-120-050)



Conditional Use No. 2021-17

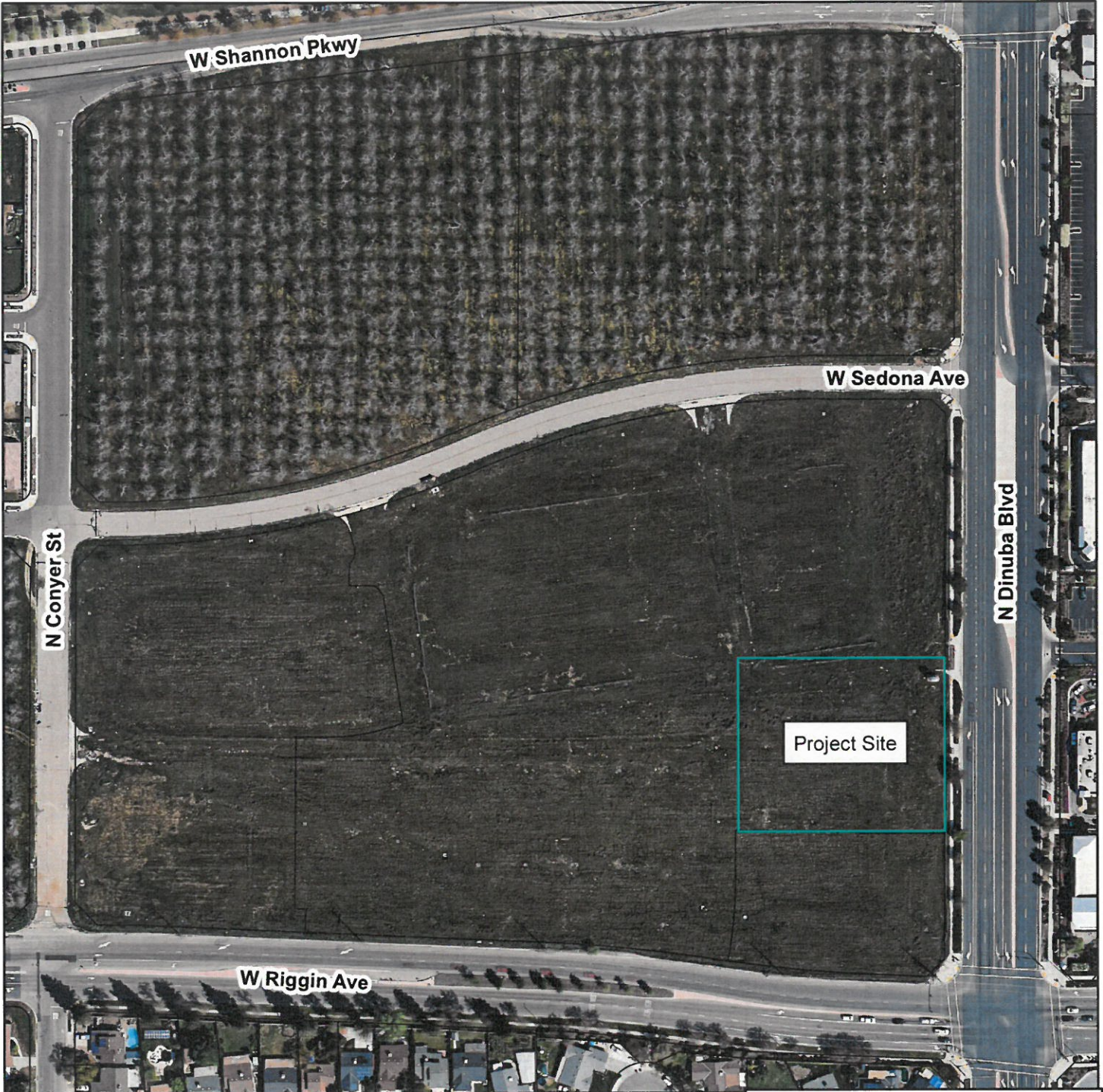
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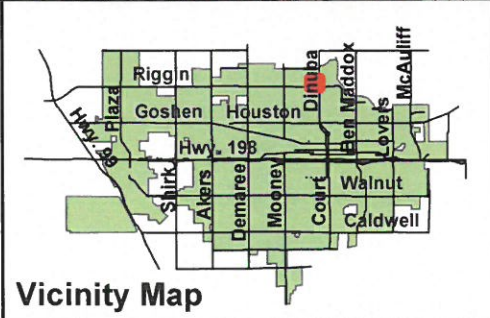
	C-MU - Mixed Use Commercial	
	QP - Quasi-Public	
	R-M-3 - 1,200 SF Min Site Area	
	R-M-2 - 3,000 SF Min Site Area	
	R-1-5 - 5,000 SF Min Site Area	
	Parcels	
	Project Site	

Conditional Use No. 2021-17

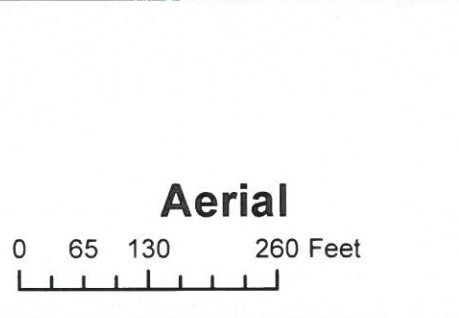
The project is located on the northwest corner of
North Dinuba Blvd. and West Riggan Avenue
205 feet north of Riggan Avenue.
(APN: 078-120-050)



Project Site



Vicinity Map



Parcels

Project Site

Conditional Use No. 2021-17

The project is located on the northwest corner of
North Dinuba Blvd. and West Riggan Avenue
205 feet north of Riggan Avenue.
(APN: 078-120-050)

