

PLANNING COMMISSION AGENDA

CHAIRPERSON:
Marvin Hansen



VICE CHAIRPERSON:
Adam Peck

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

MONDAY, MARCH 14, 2022
VISALIA COUNCIL CHAMBERS
LOCATED AT 707 W. ACEQUIA AVENUE, VISALIA, CA
MEETING TIME: 7:00 PM

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

The Commission requests that a five (5) minute time limit be observed for Citizen Comments. You will be notified when your five minutes have expired.
4. CHANGES OR COMMENTS TO THE AGENDA –
5. CONSENT CALENDAR - All items under the consent calendar are to be considered routine and will be enacted by one motion. For any discussion of an item on the consent calendar, it will be removed at the request of the Commission and made a part of the regular agenda.
 - No items on the Consent Calendar
6. PUBLIC HEARING – Josh Dan, Associate Planner
Conditional Use Permit No. 2021-29: A request by Bottom Line Developers to develop a 0.95-acre site with an approximately 4,400 sq. ft. automated carwash with associated vacuums in the C-N (Neighborhood Commercial) Zone. The site is located at 1804 N. Dinuba Blvd., on the east side of Dinuba Blvd. across from and north of Prospect Avenue. (APN: 091-171-018). An Initial Study has been prepared for this project, consistent with the California Environmental Quality Act (CEQA), which disclosed that environmental impacts are determined to be not significant with mitigation, and that Mitigated Negative Declaration No. 2022-05 shall be adopted.

7. PUBLIC HEARING – Cristobal Carrillo, Associate Planner

- a. **Conditional Use Permit No. 2022-04:** A request by Clifford Neiman to establish a surgery center on a parcel within the C-MU (Mixed Use Commercial) Zone. The project site is located at 111 East Noble Avenue, on the southwest corner of East Noble Avenue and South Church Street (APN: 097-051-012). The project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301, Categorical Exemption No. 2022-07.
- b. **Variance No. 2022-01:** A request by Clifford Neiman for a variance to fence height standards for the placement of a six-foot-tall fence in the front yard setback of a parcel within the C-MU (Mixed Use Commercial) Zone. The project site is located at 111 East Noble Avenue, on the southwest corner of East Noble Avenue and South Church Street (APN: 097-051-012). The project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301, Categorical Exemption No. 2022-07.

8. CITY PLANNER/ PLANNING COMMISSION DISCUSSION –

- a. Planning Commission meeting for March 28th **will not be at the Visalia Convention Center.**
- b. Medical Clinic appeal has been placed on indefinite continuance.
- c. Smoke Shop ZTA scheduled for the March 21st Council meeting.

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

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

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

APPEAL PROCEDURE

THE LAST DAY TO FILE AN APPEAL IS THURSDAY, MARCH 24, 2022, BEFORE 5 PM

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

THE NEXT REGULAR MEETING WILL BE HELD ON MONDAY, MARCH 28, 2022



REPORT TO CITY OF VISALIA PLANNING COMMISSION

HEARING DATE: March 14, 2022

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

SUBJECT: Conditional Use Permit No. 2021-29: A request by Bottom Line Developers to develop a 0.95-acre site with an approximately 4,400 sq. ft. mechanical carwash with associated vacuums in the C-N (Neighborhood Commercial) Zone. The site is located at 1804 N. Dinuba Blvd. (APN: 091-171-018).

STAFF RECOMMENDATION

Staff recommends approval of Conditional Use Permit No. 2021-29, as conditioned, based on the findings and conditions in Resolution No. 2021-29. Staff's recommendation is based upon the conclusion that the project is consistent with the Zoning Ordinance and the General Plan.

RECOMMENDED MOTION

I move to approve Conditional Use Permit No. 2021-29 based on the findings and conditions in Resolution No. 2021-29.

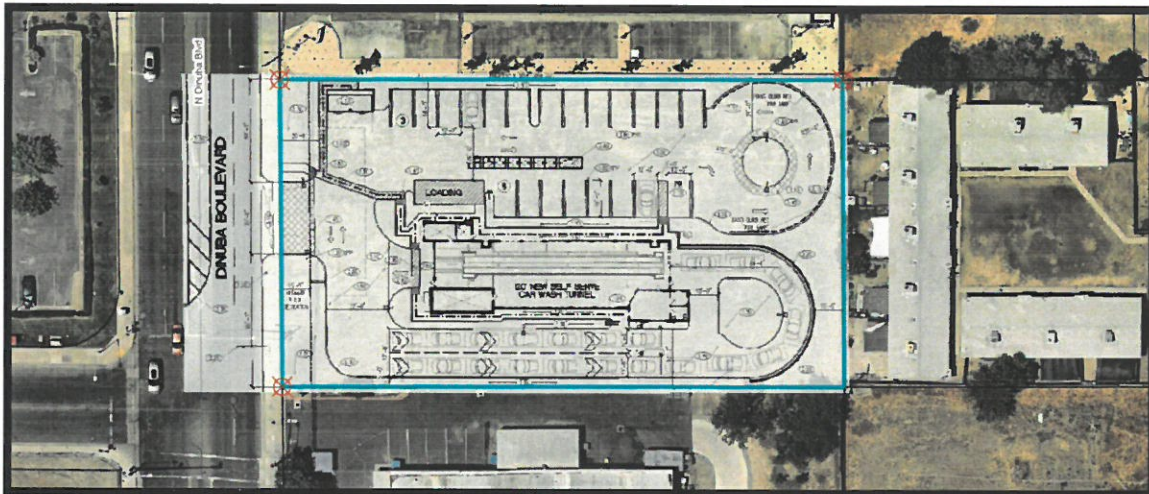
PROJECT DESCRIPTION

The applicant is requesting to develop a vacant 0.95-acre parcel with a 4,400 square foot automated carwash on North Dinuba Boulevard just east of the West Prospect Avenue Intersection (see Exhibit "A"). Visalia Municipal Code (VMC) Table 17.25.030 ("Zoning Matrix"), Line A21 lists automated car washes as conditionally permitted in the C-N zone. The proposed carwash consists of a drive-thru tunnel design measuring 120 feet in length. The carwash tunnel is oriented in an east-west direction with vehicles entering the carwash tunnel along the east end of the building and exiting the tunnel at the west end (see Exhibit "A"). Vehicles entering the site from Dinuba Boulevard circulate the site in a counterclockwise manner to enter the two-lane vehicle staging area located along the south side of the carwash tunnel as depicted on Exhibit "A". The two-lane vehicle queue lanes provide for enough area to approximately accommodate 21 vehicles. The site will also provide 21 parking stalls to the north of the building, with each stall including a vacuum apparatus. The vacuum equipment will be located within the carwash building.

The architectural elevations depict the building materials to be incorporated onto the exterior façade of the carwash building (see Exhibit "B"). The primary building material will be stucco but will also include decorative stone and a tile roof. The building will not have an indoor waiting lobby area but will provide an office and break room for the on-site manager and staff employees. Per the attached operational statement, the applicant indicates that there will be 15-20 employees in varying shifts with approximately 3-4 employees at any given time (see Exhibit "C").

The hours of operation for the carwash are from 7:00 a.m. to 9:00 p.m. seven days a week, which are identified per the applicant’s operational statement (see Exhibit “C”). Carwash activities are proposed to not occur between the hours of 9:00 p.m. through 7:00 a.m. due to the mitigation measures identified in noise analysis and included in the environmental document prepared for this project. This is discussed in detail under the Acoustical Analysis section of the staff report below.

The proposal will abut other commercial uses to the north and south and multi-family residential uses to the east. It also proposes to alter existing vehicular drive approaches along Dinuba Boulevard consistent with Caltrans requirements. Improvements to the site and the proposed car wash’s interaction with existing neighboring uses are further explained in the respective evaluation sections later in the report.



BACKGROUND INFORMATION

General Plan Land Use Designation:	Neighborhood Commercial
Zoning:	C-N (Neighborhood Commercial)
Surrounding Zoning and Land Use:	<p>North: C-N (Neighborhood Commercial), Dental Offices</p> <p>South: C-N (Neighborhood Commercial), Bethlehem Center</p> <p>East: R-1-5 (Single Family Residential 5,000 sq. ft. min.), Existing non-conforming 11-unit multi-family dev.</p> <p>West: C-MU (Commercial Mixed Use), Parking Lot – Dinuba Blvd. Fairway Shopping Center</p>
Environmental Review:	Initial Study / Mitigated Negative Declaration No. 2022-05
Special Districts:	N/A
Site Plan:	Site Plan Review: 2021-088

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

There are no related projects.

PROJECT EVALUATION

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

Land Use Compatibility

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

Acoustical Analysis

An Acoustical Analysis was prepared for the proposed project, addressing the proposed commercial, automated car wash use [Acoustical Analysis, Xpress Car Wash North Dinuba Boulevard, prepared by WJV Acoustics, Inc., September 29, 2021 (Revised December 14, 2021, and February 1, 2022)]. The purpose of the study was to determine if noise levels associated with the project will comply with the City's applicable noise level standards, particularly upon the existing multi-family residential uses to the east. The acoustical analysis is intended to determine project-related noise levels for all aspects of the proposed project.

Noise measurements were obtained by the noise consultant (WJV Acoustics, Inc.) at the project site. A site inspection and ambient noise monitoring were conducted on September 27th and 28th, 2021, 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. 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 south.

WJVA collected 15-minute ambient noise level measurements near the existing residential land uses adjacent the project site to the east. Three individual noise measurements were collected at the ambient noise measurement 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 and the project vicinity and ambient noise monitoring site locations are provided as Figure 2 of the acoustical analysis (Exhibit "F").

From the ambient noise level measurements, which are identified in Table IV of the acoustical analysis, it can be determined that existing ambient (without project) noise levels at monitoring sites were in the range of approximately 58 to 60 dB Leq with maximum noise levels in the range of 71 to 77 dB. 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. The noise levels described in Table IV shall be applied as the noise standards, for which the proposed project may not exceed. Please note, 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"*.

The acoustical analysis concludes noise levels associated with the proposed carwash operations would be expected to exceed the City's exterior noise level standards by up to 8 dB (L25 and L50 statistical metrics). In order to mitigate the carwash-related noise levels to a less-than-significant impact at nearby residential land uses, a sound wall would need to be constructed along the outside of the vehicle access lane, as depicted in Exhibit "A" and Figure 1 of the acoustical analysis (Exhibit "F"). The minimum required height of the sound wall along the carwash tunnel entrance was calculated using a sound wall insertion loss model. The model calculates the insertion loss (noise reduction) of a wall of a given height based on the effective height of the noise source, height of the receiver, distance from the receiver to the wall, and distance from the noise source to the wall.

Based on the modeling information, it was determined that a sound wall with a minimum height of 11-feet above ground elevation would mitigate project related noise levels to the applicable (adjusted based upon existing ambient noise levels) noise level standards at the existing residential land uses east of the proposed tunnel entrance. The sound wall should be continuous along the vehicle access drive and connect to the north side of the tunnel entrance (see Exhibit "A" and Figure 1 in Exhibit "F").

Please note, the site will be required to construct a 7-foot-tall block wall along the east property line that is shared with the multi-family residential property to the east, as required by the Zoning Ordinance wall standards between commercial and residential sites. However, staff informed the applicant that an 11-foot sound wall along the east property line would not be supported. Based on this information, the inclusion of the 11-foot sound wall will be located outside of the required 15-foot rear yard setback for this site. The sound wall height, as proposed, is consistent with building/wall heights due to the sound wall being located within the buildable lot area, which allows buildings or structures to be up to 50-feet in height.

The sound wall would reduce project-related noise levels to below applicable City of Visalia daytime standards and nighttime standards, when adjusted for existing ambient noise levels (as provided above in Table IV of the acoustical analysis). The determination of compliance with City of Visalia noise level standards is determined based upon the proposed hours of operation (7:00 a.m. to 9:00 p.m.) and the ambient noise level measurements conducted within this time window (Table IV of the acoustical analysis). If the car wash were to operate outside of the proposed hours of 7:00 a.m. to 9:00 p.m., compliance with the City's noise standards cannot be confirmed by the findings of this analysis.

As a result of the information provided in the acoustical analysis, staff prepared and noticed Mitigated Negative Declaration No. 2022-05, which includes the following mitigation measures for the project:

1. A sound wall with a minimum height of eleven (11) feet above project-side grade is constructed along the outside lane of the vehicle access drive, as indicated in the analysis's Figure 1. The extent and location of the required sound wall is provided on Figure 1. Suitable construction materials are concrete blocks, masonry, or stucco on both sides of a wood or steel stud wall.
2. Hours of project operation shall be limited to the proposed hours of 7:00 a.m. to 9:00 p.m. The findings of the noise analysis do not provide any determination of project compliance outside of these hours.

Staff has included Condition No. 3 requiring that the project incorporate mitigation measures consistent with the acoustical analysis and limit hours to between 7:00 am and 9:00 pm as expressed in the operational statement (attached as Exhibit "C"). Any changes to the hours of operation would require the applicant to produce another noise study demonstrating compliance with the Noise Ordinance and will require the filing of an amendment to the CUP to modify the hours of operation.

Furthermore, staff has included Condition No. 4, for the Planning Commission's consideration. This condition requires that the sound wall be constructed out of either concrete blocks or masonry rather than a wood or steel stud wall with stucco, and that vines be planted along the wall boundary in the landscaping areas. Staff's recommendation for concrete block or masonry is based on previous sound walls approved using these materials due to their ability to attenuate noise based on the construction material. In addition, the requirement to plant vines along the exterior sound wall boundary will create a "vegetation wall" that will reduce the block wall appearance from the residential properties to the east, similar to the vines that are planted along block walls for residential subdivisions.

Operations

The applicant has provided an operational statement (see Exhibit "C") which states that the facility is proposed to operate between the hours of 7:00 a.m. to 9:00 p.m. It also details that the site is expected to employ between 15-20 persons in varying shifts with approximately three to four employees per shift.

In addition, to address staff's concern related to the area between the 7-foot block wall along the east property line and the 11-foot sound wall prescribed in the noise analysis, the applicant has proposed incorporating various measures to deter individuals from loitering in this 15-foot "hidden" isolated area. Per the applicant's Supplemental Operational Statement (see Exhibit "D"), there are seven items that are noted to prevent and deter individuals from using this area. These measures include:

1. Continue the proposed [seven-foot] rear masonry wall to the south boundary to connect to the existing chain link fence used by the adjacent thrift store.;
2. Place decorative tubular steel rods directly on top of the southern masonry wall segment that compliments the existing barbed wire used by the thrift store.
3. Place medium-sized gravel on the entire isolated area as a deterrent.
4. Provide an aggressive planting of roses, vines, and shrubbery that minimizes vagrancy.
5. Provide tenants on the east and south with 24-hour responsible person contact information.
6. Provide a low-profile motion-sensor lighting system that notifies staff of entry into the isolated area.
7. Implement an employee maintenance program that requires staff members (two minimum), to inspect the site for trash at regular intervals (9 am, 3 pm, 7 pm), and/or times that do not conflict with peak wash times.

Based on the information provided, staff supports the inclusion of item numbers 4, 5, 6, and 7 as project conditions to deter loitering in this “hidden” area. Regarding item numbers 1, 2, and 3, staff does not consider these items to be necessary or substantially contributory toward the intended purpose or the desired aesthetic feel on the site and between sites. Therefore, staff recommends the Planning Commission adopt Condition No. 6 which implements items 4, 5, 6, and 7 as conditions of the project. Staff will not be requiring items 1, 2 and 3 as conditions of approval, though the applicant can still choose to implement these measures provided that they comply with City standards.

Public Frontage Improvements

The site is located along North Dinuba Boulevard, a Caltrans-managed right of way. Currently, there are three drive approaches along the frontage to the site. The applicant has shown on their site plan (Exhibit “A”) the following changes: replacement of the three drive approaches with a singular 31-foot-wide drive approach, new sidewalk and curbing to Caltrans standards, removal of the south bound left turn lane, and a 20-foot+ front yard landscaping area. All work within the Caltrans right of way will require encroachment permits issued by the state agency and compliance with their standards.

It should be mentioned that in recent years Caltrans has requested frontage dedications in the form of Irrevocable Offer of Dedications (IODs) typically measuring 15-feet. Caltrans has informed the City that they no longer request IODs but may require through the improvement process (or at whatever time Caltrans decides to widen Dinuba Blvd.) that the applicant dedicate a portion of their frontage. The site plan (Exhibit “A”) shows a 15-foot segment across the frontage indicating how the property’s frontage may change should Caltrans take the full 15-feet for future improvements to North Dinuba Boulevard, consistent with the Caltrans letter revision (see Exhibit “G”).

Parking

The automated carwash service offers 21 parking stalls with vacuums. Based on the nature of the use and the Zoning Ordinance’s lack of a specific parking schedule for automated carwash facilities, staff has relied on the site plan, operational statement, and other details provided by the applicant to make the determination that the provided parking is sufficient to fulfill the need for the use. Staff has included Condition No. 10 for the Planning Commission’s consideration requiring that 4 of the 21 vacuum stalls be striped and/or signed for “Employee Parking Only”. This ensures that sufficient on-site employee parking is provided at all times during the daily operation of the carwash facility.

Environmental Review

An Initial Study and Mitigated Negative Declaration were prepared for the proposed project. Initial Study and Mitigated Negative Declaration No. 2022-05 disclosed that environmental impacts are determined to be not significant with the inclusion of measures to mitigate noise related impacts. Staff concludes that Initial Study and Mitigated Negative Declaration No. 2022-05 adequately analyzes and addresses the proposed project and finds that, with mitigation, environmental impacts will be at a less than significant level.

RECOMMENDED FINDINGS

1. That the proposed Conditional Use Permit is consistent with the intent, objectives, and policies of the General Plan and Zoning Ordinance.
2. That the proposed conditional use permit is consistent with the policies and intent of the General Plan and Zoning Ordinance. Specifically, the project is consistent with the required findings of Zoning Ordinance Section 17.38.110:

- a. The proposed location of the conditional use permit is in accordance with the objectives of the Zoning Ordinance and the purposes of the zone in which the site is located. The project site has adequate ingress and egress and parking for the proposed carwash use. The Zoning Map, adopted on April 6, 2017, designates the site as Neighborhood Commercial (C-N), allows for automatic carwashes as a use conditionally-allowed with a conditional use permit. Carwash facilities are considered compatible uses in commercial areas where potential impacts can be addressed through the CUP process. The site is located along Dinuba Boulevard, a designated state highway (State Route 63). The proposed project is consistent with the development pattern along this state route corridor, subject to the Mitigation Measures identified for this project and subject to the project conditions required of this project.
 - b. The proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity. Mitigation Measures and conditions of the project are included in the project to reduce impacts of the project to levels that are *less than significant*. The hours of operation for the carwash are restricted as identified in the attached Operational Statement, mitigation measures and conditions of project approval. In addition, the development of the site will comply with Federal, State and local building code requirements, ADA requirements, and project specific conditions for this CUP.
3. That an Initial Study was prepared for this project, consistent with the California Environmental Quality Act, which disclosed that environmental impacts are determined to be not significant, and that Mitigated Negative Declaration No. 2022-05 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. 2021-088.
2. That the site be developed in substantial compliance with the site plan in Exhibit "A", building elevations in Exhibit "B", and operational statements in Exhibits "C" & "D".
3. That the mitigation measures found within the Mitigation Monitoring Plan for Mitigated Negative Declaration No. 2022-05 are hereby incorporated as conditions of Conditional Use Permit No. 2021-29 as follows:
 - a. A sound wall with a minimum height of eleven (11) feet above project-side grade is constructed along the outside lane of the vehicle access drive, as indicated in the analysis's Figure 1. The extent and location of the required sound wall is provided on Figure 1.
 - b. Hours of project operation shall be limited to the proposed hours of 7:00 a.m. to 9:00 p.m. The findings of the noise analysis do not provide any determination of project compliance outside of these hours. Any changes to the hours of operation would require the applicant to produce another noise study demonstrating compliance with the Noise Ordinance and will require the filing of an amendment to the CUP to modify the hours of operation.
4. That the sound wall shall be constructed out of either concrete block or masonry and vines shall be planted along the sound wall boundary in the landscaping areas to create a "vegetation wall". The use of wood or steel stud wall with stucco is prohibited.

5. Prior to operating the carwash the applicant/developer shall verify that the carwash equipment does not exceed Community Noise levels as identified in the attached acoustical analysis [Acoustical Analysis, Xpress Car Wash North Dinuba Boulevard, prepared by WJV Acoustics, Inc., September 29, 2021 (Revised December 14, 2021, and February 1, 2022)]. The applicant/developer shall have their acoustical noise consultant conduct noise measurements for the carwash prior to operating. The noise measurement shall be submitted and verified by Community Development staff prior to operation of the carwash. Failure to meet the noise requirements as specified in the acoustical analysis shall result in non-operation of the carwash until noise levels are met.
6. That the following approaches for deterring loitering activity in the area between the sound wall and rear property wall as detailed in the Supplemental Operational Statement in Exhibit "D" shall be incorporated as conditions of project approval as follows:
 - a. Provide an aggressive planting of roses, vines, and shrubbery that minimizes vagrancy.
 - b. Provide tenants on the east and south with 24-hour responsible person contact information.
 - c. Provide a low-profile motion-sensor lighting system that notifies staff of entry into the isolated area.
 - d. Implement an employee maintenance program that requires staff members (two minimum), to inspect the site for trash at regular intervals (9:00 a.m., 3:00 p.m., 7:00 p.m.),
 - e. and/or times that do not conflict with peak wash times.
7. That the applicant shall comply with Caltrans's requirements regarding frontage improvements to the site as detailed in Exhibit "G".
8. That the noise emitted from the carwash shall meet the City of Visalia's community noise standards specified in Visalia Municipal Code Chapter 8.36.
9. That any outdoor public address system (PA system) be prohibited on-site.
10. That four (4) of the 21 vacuum stalls be striped and/or signed for "Employee Parking Only".
11. That landscape and irrigation plans be submitted with the building permit, designed by a professional landscape architect. Landscape and irrigation plans shall comply with the State Water Efficient Landscape Ordinance by submittal of Landscape Documentation Packages and Certificates of Compliance certified by a California licensed landscape architect with sections signed by appropriately licensed or certified persons as required by ordinance.
12. Prior to occupancy and/or operation of the carwash, the applicant/developer shall conduct, with Community Development staff verification, that the on-site lighting installed shall not exceed 0.5 lumens at the property lines for this development.
13. That all other federal, state and city codes, ordinances and laws be met.

APPEAL INFORMATION

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

Attachments:

- Related Plans and Policies
- Resolution No. 2021-29
- Exhibit "A" – Site Plan
- Exhibit "B" – Building Elevations
- Exhibit "C" – Operational Statement
- Exhibit "D" – Supplemental Operational Statement
- Exhibit "E" – Landscaping Plan
- Exhibit "F" – Acoustical Analysis
- Exhibit "G" – Caltrans Letter
- Initial Study and Mitigated Negative Declaration No. 2022-05
- Site Plan Review Comments
- General Plan Land Use Map
- Zoning Map
- Aerial Photo
- Location Map

Related Plans & Policies
Conditional Use Permits
(Chapter 17.38)

17.38.010 Purposes and powers

In certain zones conditional uses are permitted subject to the granting of a conditional use permit. Because of their unusual characteristics, conditional uses require special consideration so that they may be located properly with respect to the objectives of the zoning ordinance and with respect to their effects on surrounding properties. In order to achieve these purposes and thus give the zone use regulations the flexibility necessary to achieve the objectives of this title, the planning commission is empowered to grant or deny applications for conditional use permits and to impose reasonable conditions upon the granting of such permits. (Prior code § 7525)

17.38.020 Application procedures

- A. Application for a conditional use permit shall be made to the planning commission on a form prescribed by the commission which shall include the following data:
1. Name and address of the applicant;
 2. Statement that the applicant is the owner of the property or is the authorized agent of the owner;
 3. Address and legal description of the property;
 4. The application shall be accompanied by such sketches or drawings as may be necessary by the planning division to clearly show the applicant's proposal;
 5. The purposes of the conditional use permit and the general description of the use proposed;
 6. Additional information as required by the historic preservation advisory committee.
- B. The application shall be accompanied by a fee set by resolution of the city council sufficient to cover the cost of handling the application. (Prior code § 7526)

17.38.030 Lapse of conditional use permit

A conditional use permit shall lapse and shall become void twenty-four (24) months after the date on which it became effective, unless the conditions of the permit allowed a shorter or greater time limit, or unless prior to the expiration of twenty-four (24) months a building permit is issued by the city and construction is commenced and diligently pursued toward completion on the site which was the subject of the permit. A permit may be renewed for an additional period of one year; provided, that prior to the expiration of twenty-four (24) months from the date the permit originally became effective, an application for renewal is filed with the planning commission. The commission may grant or deny an application for renewal of a conditional use permit. In the case of a planned residential development, the recording of a final map and improvements thereto shall be deemed the same as a building permit in relation to this section. (Ord. 2001-13 § 4 (part), 2001: prior code § 7527)

17.38.040 Revocation

Upon violation of any applicable provision of this title, or, if granted subject to a condition or conditions, upon failure to comply with the condition or conditions, a conditional use permit shall be suspended automatically. The planning commission shall hold a public hearing within sixty (60) days, in accordance with the procedure prescribed in Section 17.38.080, and if not satisfied that the regulation, general provision or condition is being complied with, may revoke the permit or take such action as may be necessary to insure compliance with the regulation, general provision or condition. Appeals of the decision of the planning commission may be made to the city council as provided in Section 17.38.120. (Prior code § 7528)

17.38.050 New application

Following the denial of a conditional use permit application or the revocation of a conditional use permit, no application for a conditional use permit for the same or substantially the same conditional use on the same or substantially the same site shall be filed within one year from the date of denial or revocation of the permit unless such denial was a denial without prejudice by the planning commission or city council. (Prior code § 7530)

17.38.060 Conditional use permit to run with the land

A conditional use permit granted pursuant to the provisions of this chapter shall run with the land and shall continue to be valid upon a change of ownership of the site or structure which was the subject of the permit application subject to the provisions of Section 17.38.065. (Prior code § 7531)

17.38.065 Abandonment of conditional use permit

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

17.38.070 Temporary uses or structures

- A. Conditional use permits for temporary uses or structures may be processed as administrative matters by the city planner and/or planning division staff. However, the city planner may, at his/her discretion, refer such application to the planning commission for consideration.
- B. The city planner and/or planning division staff is authorized to review applications and to issue such temporary permits, subject to the following conditions:
 1. Conditional use permits granted pursuant to this section shall be for a fixed period not to exceed thirty (30) days for each temporary use not occupying a structure, including promotional enterprises, or six months for all other uses or structures.
 2. Ingress and egress shall be limited to that designated by the planning division. Appropriate directional signing, barricades, fences or landscaping shall be provided where required. A security officer may be required for promotional events.
 3. Off-street parking facilities shall be provided on the site of each temporary use as prescribed in Section 17.34.020.
 4. Upon termination of the temporary permit, or abandonment of the site, the applicant shall remove all materials and equipment and restore the premises to their original condition.
 5. Opening and closing times for promotional enterprises shall coincide with the hours of operation of the sponsoring commercial establishment. Reasonable time limits for other uses may be set by the city planner and planning division staff.
 6. Applicants for a temporary conditional use permit shall have all applicable licenses and permits prior to issuance of a conditional use permit.
 7. Signing for temporary uses shall be subject to the approval of the city planner.
 8. Notwithstanding underlying zoning, temporary conditional use permits may be granted for fruit and vegetable stands on properties primarily within undeveloped agricultural areas. In reviewing applications for such stands, issues of traffic safety and land use compatibility shall be evaluated and mitigation measures and conditions may be imposed to ensure that the stands are built and are operated consistent with appropriate construction standards, vehicular access and off-street parking. All fruits and vegetables sold at such stands shall be grown by the owner/operator or purchased by said party directly from a grower/farmer.
- C. The applicant may appeal an administrative decision to the planning commission. (Ord. 9605 § 30 (part), 1996: prior code § 7532)

17.38.080 Public hearing--Notice

- A. The planning commission shall hold at least one public hearing on each application for a conditional use permit.
- B. Notice of the public hearing shall be given not less than ten days nor more than thirty (30) days prior to the date of the hearing by mailing a notice of the time and place of the hearing to property owners within three hundred (300) feet of the boundaries of the area occupied or to be occupied by the use which is the subject of the hearing, and by publication in a newspaper of general circulation within the city. (Prior code § 7533)

17.38.090 Investigation and report

The planning staff shall make an investigation of the application and shall prepare a report thereon which shall be submitted to the planning commission. (Prior code § 7534)

17.38.100 Public hearing--Procedure

At the public hearing the planning commission shall review the application and the statement and drawing submitted therewith and shall receive pertinent evidence concerning the proposed use and the proposed conditions under which it would be operated or maintained, particularly with respect to the findings prescribed in Section 17.38.110. The planning commission may continue a public hearing from time to time as it deems necessary. (Prior code § 7535)

17.38.110 Action by planning commission

- A. The planning commission may grant an application for a conditional use permit as requested or in modified form, if, on the basis of the application and the evidence submitted, the commission makes the following findings:
 - 1. That the proposed location of the conditional use is in accordance with the objectives of the zoning ordinance and the purposes of the zone in which the site is located;
 - 2. That the proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity.
- B. A conditional use permit may be revocable, may be granted for a limited time period, or may be granted subject to such conditions as the commission may prescribe. The commission may grant conditional approval for a permit subject to the effective date of a change of zone or other ordinance amendment.
- C. The commission may deny an application for a conditional use permit. (Prior code § 7536)

17.38.120 Appeal to city council

The decision of the City planning commission on a conditional use permit shall be subject to the appeal provisions of Section 17.02.145. (Prior code § 7537) (Ord. 2006-18 § 6, 2007)

17.38.130 Effective date of conditional use permit

A conditional use permit shall become effective immediately when granted or affirmed by the council, or upon the sixth working day following the granting of the conditional use permit by the planning commission if no appeal has been filed. (Prior code § 7539)

RESOLUTION NO. 2021-29

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING CONDITIONAL USE PERMIT NO. 2021-29, A REQUEST BY BOTTOM LINE DEVELOPERS TO DEVELOP A 0.95-ACRE SITE WITH AN APPROXIMATELY 4,400 SQ. FT. MECHANICAL CARWASH WITH ASSOCIATED VACUUMS IN THE C-N (NEIGHBORHOOD COMMERCIAL) ZONE. THE SITE IS LOCATED AT 1804 NORTH DINUBA BOULEVARD (APN: 091-171-018)

WHEREAS, Conditional Use Permit No. 2021-29, is a request by Bottom Line Developers to develop a 0.95-acre site with an approximately 4,400 sq. ft. mechanical carwash with associated vacuums in the C-N (Neighborhood Commercial) Zone. The site is located at 1804 North Dinuba Boulevard (APN: 091-171-018); and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice did hold a public hearing before said Commission on March 14, 2022; 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 circulated which disclosed that no significant environmental impacts would result from this project with the incorporation of mitigation measures. The Mitigated Negative Declaration (MND) prepared for the project contains noise Mitigation Measures incorporated into the project based upon an acoustical analysis. The mitigation contained in the project shall effectively reduce the environmental impact of noise to a level that is less than significant while the project site is in operation subject to the mitigations contained in the Mitigation Monitoring Program included in the MND, and that the Environmental Impact Report prepared for the City of Visalia General Plan, certified by Resolution No. 2014-37, adopted on October 14, 2014, was used for the adoption of the General Plan Land Use Designation of the subject site; and

NOW, THEREFORE, BE IT RESOLVED that Mitigated Negative Declaration No. 2022-05 was prepared consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines.

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

1. That the proposed Conditional Use Permit is consistent with the intent, objectives, and policies of the General Plan and Zoning Ordinance.
2. That the proposed conditional use permit is consistent with the policies and intent of the General Plan and Zoning Ordinance. Specifically, the project is consistent with the required findings of Zoning Ordinance Section 17.38.110:

- a. The proposed location of the conditional use permit is in accordance with the objectives of the Zoning Ordinance and the purposes of the zone in which the site is located. The project site has adequate ingress and egress and parking for the proposed carwash use. The Zoning Map, adopted on April 6, 2017, designates the site as Neighborhood Commercial (C-N), allows for automatic carwashes as a use conditionally-allowed with a conditional use permit. Carwash facilities are considered compatible uses in commercial areas where potential impacts can be addressed through the CUP process. The site is located along Dinuba Boulevard, a designated state highway (State Route 63). The proposed project is consistent with the development pattern along this state route corridor, subject to the Mitigation Measures identified for this project and subject to the project conditions required of this project.
 - b. The proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity. Mitigation Measures and conditions of the project are included in the project to reduce impacts of the project to levels that are *less than significant*. The hours of operation for the carwash are restricted as identified in the attached Operational Statement, mitigation measures and conditions of project approval. In addition, the development of the site will comply with Federal, State and local building code requirements, ADA requirements, and project specific conditions for this CUP.
3. That an Initial Study was prepared for this project, consistent with the California Environmental Quality Act, which disclosed that environmental impacts are determined to be not significant, and that Mitigated Negative Declaration No. 2022-05 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. 2021-088.
2. That the site be developed in substantial compliance with the site plan in Exhibit "A", building elevations in Exhibit "B", and operational statements in Exhibits "C" & "D".
3. That the mitigation measures found within the Mitigation Monitoring Plan for Mitigated Negative Declaration No. 2022-05 are hereby incorporated as conditions of Conditional Use Permit No. 2021-29 as follows:
 - a. A sound wall with a minimum height of eleven (11) feet above project-side grade is constructed along the outside lane of the vehicle access drive, as indicated in the analysis's Figure 1. The extent and location of the required sound wall is provided on Figure 1.
 - b. Hours of project operation shall be limited to the proposed hours of 7:00 a.m. to 9:00 p.m. The findings of the noise analysis do not provide any determination of project compliance outside of these hours. Any changes to the hours of operation would require the applicant to produce another noise study demonstrating compliance with the Noise Ordinance and will require the filing of an amendment to the CUP to modify the hours of operation.

4. That the sound wall shall be constructed out of either concrete block or masonry and vines shall be planted along the sound wall boundary in the landscaping areas to create a "vegetation wall". The use of wood or steel stud wall with stucco is prohibited.
5. Prior to operating the carwash the applicant/developer shall verify that the carwash equipment does not exceed Community Noise levels as identified in the attached acoustical analysis [Acoustical Analysis, Xpress Car Wash North Dinuba Boulevard, prepared by WJV Acoustics, Inc., September 29, 2021 (Revised December 14, 2021, and February 1, 2022)]. The applicant/developer shall have their acoustical noise consultant conduct noise measurements for the carwash prior to operating. The noise measurement shall be submitted and verified by Community Development staff prior to operation of the carwash. Failure to meet the noise requirements as specified in the acoustical analysis shall result in non-operation of the carwash until noise levels are met.
6. That the following approaches for deterring loitering activity in the area between the sound wall and rear property wall as detailed in the Supplemental Operational Statement in Exhibit "D" shall be incorporated as conditions of project approval as follows:
 - a. Provide an aggressive planting of roses, vines, and shrubbery that minimizes vagrancy.
 - b. Provide tenants on the east and south with 24-hour responsible person contact information.
 - c. Provide a low-profile motion-sensor lighting system that notifies staff of entry into the isolated area.
 - d. Implement an employee maintenance program that requires staff members (two minimum), to inspect the site for trash at regular intervals (9:00 a.m., 3:00 p.m., 7:00 p.m.), and/or times that do not conflict with peak wash times.
7. That the applicant shall comply with Caltrans's requirements regarding frontage improvements to the site as detailed in Exhibit "G".
8. That the noise emitted from the carwash shall meet the City of Visalia's community noise standards specified in Visalia Municipal Code Chapter 8.36.
9. That any outdoor public address system (PA system) be prohibited on-site.
10. That four (4) of the 21 vacuum stalls be striped and/or signed for "Employee Parking Only".
11. That landscape and irrigation plans be submitted with the building permit, designed by a professional landscape architect. Landscape and irrigation plans shall comply with the State Water Efficient Landscape Ordinance by submittal of Landscape Documentation Packages and Certificates of Compliance certified by a California licensed landscape architect with sections signed by appropriately licensed or certified persons as required by ordinance.
12. Prior to occupancy and/or operation of the carwash, the applicant/developer shall conduct, with Community Development staff verification, that the on-site lighting installed shall not exceed 0.5 lumens at the property lines for this development.
13. That all other federal, state and city codes, ordinances and laws be met.

Exhibit "C"

OPERATIONAL STATEMENT

August 31, 2021

APPLICANT: Moe Assad (proposed new owner)
PROPERTY OWNER: Hemray and Sandeep Dhaliwal
REPRESENTATIVE: **Bottom-Line Development Group**
PROJECT LOCATION: 1744 N. Dinuba Avenue

REQUEST

The applicant is requesting the development of a drive-through carwash facility on property located at 1744 N. Dinuba Avenue.

SITE LAYOUT

The Project site is located on an approximate 1-acre parcel that is situated directly on the east side of Dinuba Avenue between two developed commercial parcels and a largescale commercial development directly across Dinuba Avenue. The proposed mechanical carwash facility has an overall building area of approximately 4,400 s.f. that is inclusive of a 120-foot-long washing tunnel and various storage and staff areas. The site also includes self-service vehicle vacuum areas with associated parking. The Project is accessible from a required extra-width single approach from Dinuba Avenue.

PARKING

Development of the site will provide 21-plus parking stalls. The majority of stalls will be attached to vacuum stations and a minimum of 4 stalls will be utilized for employee parking.

HOURS OF OPERATIONS

The facility will operate Monday through Sunday from 7am to 9pm.

EMPLOYEES

It is estimated that the facility would require up to 15-20 employees in varying shifts with approximately 3-4 employees at any given time.

LIGHTING

Parking-lot and exterior lighting will be provided as necessary for public safety purposes and will meet the Lighting Standards provided by the City of Visalia. Lighting fixtures will be architecturally integrated with the character of the main structure and surrounding area. Site lighting will also be appropriately shielded including cut-off lenses that avoid light spillage and glare onto any existing commercial/residential properties and the public right-of-way. Overall, development of the site and any required on-site lighting will comply with City of Visalia Municipal Code.

NOISE ABATEMENT

The drive-through carwash facility is expected to generate noise from its operations. The primary sources of noise generated would likely be from the washing and drying systems of the facility. Additional noise sources can be attributed to the vacuum system and ambient music for the entertainment of guests while in the vacuum area. Although noise generation is inevitable from a facility such as this, with its location and proximity of the facility to residential development, the expected noise levels would not be negatively impactful to the public. The Project site is located within commercially designated property with development that is compatible with the proposed facility. Additionally, the facility is directly adjacent to Dinuba Avenue, which is identified as a primary source of existing noise in the City's General Plan. The City's general plan also identifies noise-sensitive land uses including residential uses, schools, commercial, etc. which are not adversely affected by the Project. Moreover, the site will be designed in accordance to the City's development standards inclusive of building setbacks and landscaping to provide additional barriers/ separation.

The Project is located on the east side of Dinuba and is bound by commercially developed properties on three sides. The Project is generally located in the center of a greater commercial corridor that runs from Houston Avenue on the south, to Ferguson Avenue on the north. The nearest residential property, a multiple-family development, is located to the east (rear) of the property. The proposed separation distance of the carwash to the multiple-family development will be approximately 80-feet from the nearest structure walls. Additionally, a minimum of a 7-foot masonry wall will be incorporated into the Project to further mitigate any potential noise concerns on the east boundary. Lastly, the building's orientation was carefully considered so that the wash system's air blowers would orient away from the east (residential), further minimizing any potential noise concerns from area residences. Lastly, mechanical carwashes create a decibel noise rating of 78.5 and 78.5 respectively, at a distance of 40 feet. The proposed additional distance proposed from the rear and the over 100-foot setback from Dinuba Avenue, further minimizes and negates any noise concerns. Aggregately, these factors are significant in considering the project exempt from any potential noise studies and analysis. Based on these factors, the Project would not cause substantial noise impacts, therefore exempting the Project subject to CEQA Code Section 15332.

TRAFFIC

Carwash facilities experience the most traffic on Saturdays and peak periods can vary between 10:00 AM to 1:00 PM and 3:00 PM to 5:00 PM, respectively. Generally, service demand rates at these specific carwash facilities are 20 percent higher on Saturdays than on a typical weekday. Peak hour demand rate on Saturday is generally 20% higher than on weekdays. Based on a peak rate number of 14.2 peak trips per 1,000 sf gross floor area (4,400 sf. building), anticipated peak trips will not exceed 62 vehicle peak hour demand rate and is anticipated to generally occur between 3:00 and 4:15 pm. Trip generation rates for the proposed project was gathered through analysis of the 10th Edition Trip Generation Manual published by the Institute of Transportation Engineers (ITE). Subsequently, the project includes site improvements to the one-acre commercial parcel that upon full buildout, the carwash is anticipated to be used by 300-400 vehicles per day.

The carwash design includes two (2) pay aisles and a combined total storage (que) capacity of 16 vehicles, provides adequate storage capacity that exceeds typical queuing demand during the busiest day of week. With a storage capacity for 16 vehicles, the potential impacts to the public street or pedestrian walkways would be minimized if not eliminated.

Lastly, the area has existing bus stops that provide an additional means of transportation for staff and employees. The two immediate transit stops are at 365 feet to the west, and an additional stop along Dinuba Avenue approximately 950 feet to the north.

CONCLUSION

Thank you for your recent comments on the proposed project. We have addressed all concerns and comments and are feel we are now ready for final review and consideration of a use permit for approval of the proposed use.

Exhibit "D"

SUPPLEMENTAL OPERATIONAL STATEMENT

Please accept this document as additional supporting measures for the proposed car wash on Dinuba Avenue, in the City of Visalia. This supporting document has been prepared to address concerns expressed at the Use Permit stage of the Project, which were unseen with the initial Site Plan Review Approval.

Rear Yard Setback and Wall Structure

In addition to City Planning staff approval of the Site Plan Review (SPR), the car wash use requires Planning Commission consideration and action for formal approval. The Project was distributed for additional comments from interested agencies. During the review process, a determination was made that since the commercially classified property was adjacent to multiple-family on the east, the Project would require a sound wall to address potential sound impacts. We the applicant, agree with the need to protect neighboring properties and in doing so, proposed placement of an 11-foot wall structure at a distance of 15-feet from the rear property line. This proposed structure will provide adequate protection however, it presented another issue at the southeast corner of the project site. Placement of an 11-foot wall around the vehicle drive-aisle creates an isolated area directly behind the wall that may have the potential to create an inviting area for transients and an area of concern regarding trash accumulation.

Concessions

We take great pride in our projects and understand the need to be a good neighbor to not only the City, but to residents directly affected by projects. Our intent is to create a Project that considers its responsibility to the community and in doing so, with Planning Commission approval we are proposing to modify and enhance this isolated area to the satisfaction of staff and the Commission.

Please consider any of following concessions proposed to eliminate concerns the Planning Department, Code Enforcement, and the adjacent thrift store may have as follows:

1. Continue the proposed rear masonry wall to the south boundary to connect to the existing chain link fence used by the adjacent thrift store;
2. Place decorative tubular steel rods directly on top of the southern masonry wall segment that compliments the existing barbed wire used by the thrift store;
3. Place medium-sized gravel on the entire isolated area as a deterrent;
4. Provide an aggressive planting of roses, vines, and shrubbery that minimizes vagrancy;
5. Provide tenants on the east and south with 24-hour responsible person contact information;
6. Provide a low-profile motion-sensor lighting system that notifies staff of entry into the isolated area; and
7. Implement an employee maintenance program that requires staff members (two minimum), to inspect the site for trash at regular intervals (9 am, 3 pm, 7 pm), and/or times that do not conflict with peak wash times.

Please accept specific, or all concessions above as part of our willingness to be proactive with our investment in your community in addressing potential concerns experienced throughout the State. Our operators take pride of ownership in our facilities and certainly want to be integral part of the community as we anticipate our use will provide a compatible commercial use that completes this remaining infill site on the east side of Dinuba Avenue.

Exhibit "E"

IRRIGATION CONCEPT: DRIP IRRIGATION WITH BRINLE HYDROZONE

PLANTING NOTES:

A. PLANTING SHALL BE AS SHOWN WITH LEVEL BOTTOMS. THE WIDTH THREE THE DIAMETER OF EACH PLANT POT SHALL BE BACKFILLED WITH THE FOLLOWING PREPARED SOIL MIX:
 1. 50% PERCENTUM
 2. 40% PERCENTUM
 3. 10% PERCENTUM
 4. 5% PERCENTUM

B. PLANTING SHALL BE AS SHOWN WITH BRINLE HYDROZONE. THE BRINLE HYDROZONE SHALL BE AS FOLLOWS:
 1. 1/2" DIAMETER
 2. 10' SPACING
 3. 10' DEPTH
 4. 10' SPACING
 5. 10' SPACING

LARGER PLANT MATERIALS WILL BE DRINK ONE (1) INLET PER 1/2" DIAMETER OF TRUNK CORDER.

C. ALL PLANTING SHALL BE AS SHOWN WITH BRINLE HYDROZONE. THE BRINLE HYDROZONE SHALL BE AS FOLLOWS:
 1. 1/2" DIAMETER
 2. 10' SPACING
 3. 10' DEPTH
 4. 10' SPACING
 5. 10' SPACING

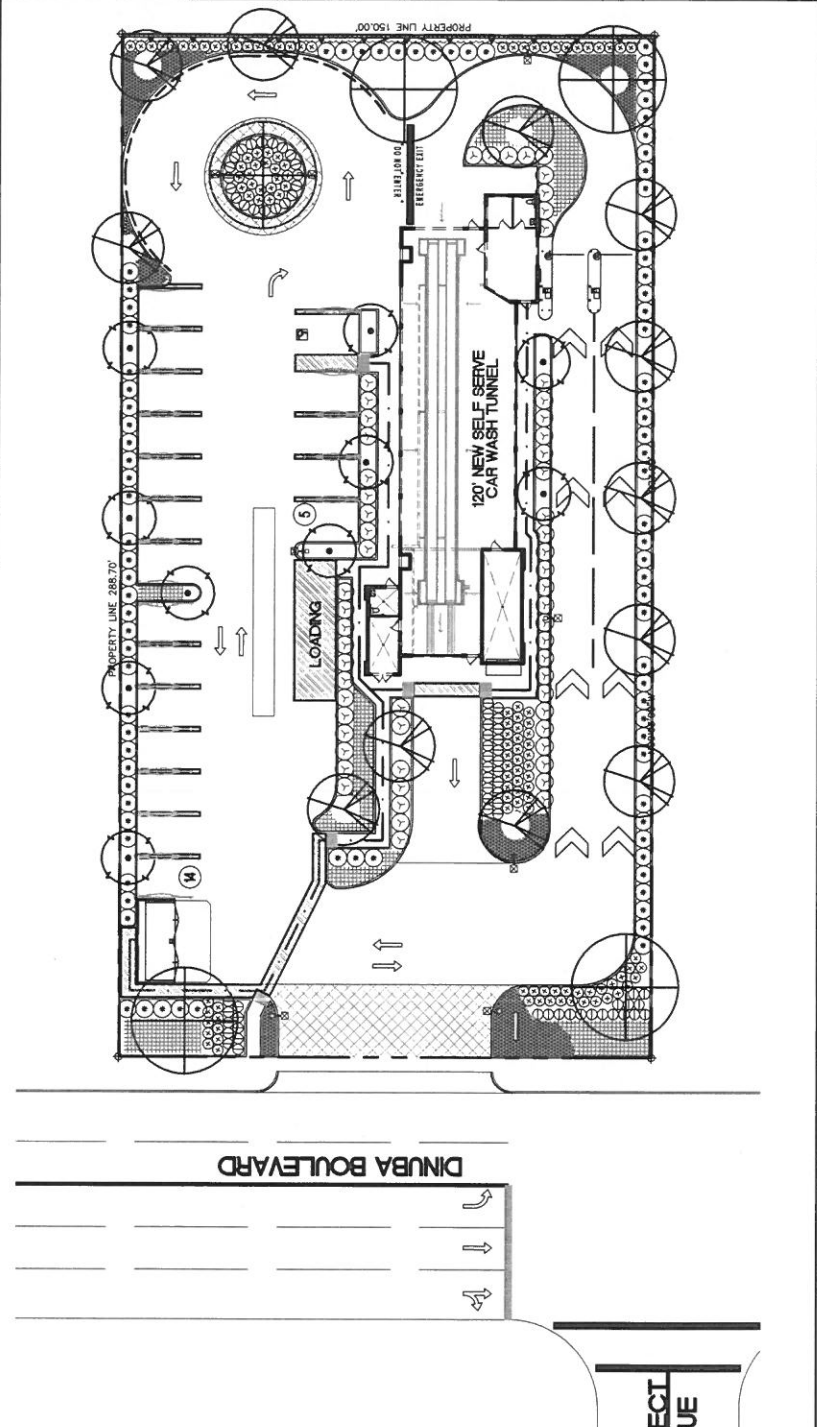
NOTE:
 1. BRINLE HYDROZONE SHALL BE AS SHOWN WITH BRINLE HYDROZONE. THE BRINLE HYDROZONE SHALL BE AS FOLLOWS:
 2. 1/2" DIAMETER
 3. 10' SPACING
 4. 10' DEPTH
 5. 10' SPACING

ALL SHRUBS AND ORNAMENTALS ARE TO BE SET 1" DEPTH SHOWN IN THIS PLAN. SOME SAMPLES TO BE SET RESPECTIVE TO APPROVAL. MAKE TO INSTALLATION.

SYMBOL	BOTANICAL NAME	PLANT LEGEND	COMMENTS	WALL/DOOR	SIZE	HEIGHT	WATER SPACING
	CEDRUS OCCIDENTALIS	WESTERN REDWOOD	LOW	24" BOX	10'-18"	20' 0"	
	LABURNUM NITIDUM "SANTAVONA" (SHADE TREE)	SWEET BAY	LOW	24" BOX	12'-40"	12'-40"	40' 0"
	PARthenocissus vitacea (CROCODON PALM)	SHOUBHAN PALM VORSE	LOW	24" BOX	20'	20'	20' 0"
HYDROZONE							
	CEDRUS OCCIDENTALIS	WESTERN REDWOOD	LOW	5 GALLON	3'-8"	3'-8"	5' 0"
	HESPERALOE PARVIFLORA	RED YUCCA	LOW	5 GALLON	3'-4"	3'-4"	5' 0"
	ARGEMONE MEXICANA (4' SPACED)	KANGAROO RED PAW	LOW	5 GALLON	3'-2"	3'-2"	3' 0"
	FESTUCA ARUNDINACEA (SPREADER OF BUSH)	FESCUE	LOW	5 GALLON	14"	10"	3' 0"
GROUND COVER							
	ACHILLEA MILLEFOLIUM	YARROW	LOW	1 GALLON	6"	18"	3' 0"
	ORNITHOGALUM FLOS-REGIUM	ROSE ICEPLANT	LOW	1 GALLON	6"	5'	5' 0"
	NARCISSUS TAZETTA	CAT'S CLAW	LOW	5 GALLON			10' 0"

CONSTRUCTION NOTES

- 1.00 NEW 8" CONCRETE CURB
- 1.10 NEW AREA LIGHT
- 1.20 NEW LANDSCAPING WITH AUTOMATIC IRRIGATION
- 1.30 NEW 4" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS NOTED IN SOILS REPORT IF AVAILABLE
- 1.40 NEW 4" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS NOTED IN SOILS REPORT IF AVAILABLE
- 1.50 NEW 4" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS NOTED IN SOILS REPORT IF AVAILABLE
- 1.60 NEW 4" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS NOTED IN SOILS REPORT IF AVAILABLE
- 1.70 NEW 4" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS NOTED IN SOILS REPORT IF AVAILABLE
- 1.80 NEW 4" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS NOTED IN SOILS REPORT IF AVAILABLE
- 1.90 NEW 4" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS NOTED IN SOILS REPORT IF AVAILABLE
- 2.00 NEW 4" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS NOTED IN SOILS REPORT IF AVAILABLE
- 2.10 NEW 4" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS NOTED IN SOILS REPORT IF AVAILABLE
- 2.20 NEW 4" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS NOTED IN SOILS REPORT IF AVAILABLE
- 2.30 NEW 4" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS NOTED IN SOILS REPORT IF AVAILABLE
- 2.40 NEW 4" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS NOTED IN SOILS REPORT IF AVAILABLE
- 2.50 NEW 4" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS NOTED IN SOILS REPORT IF AVAILABLE
- 2.60 NEW 4" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS NOTED IN SOILS REPORT IF AVAILABLE
- 2.70 NEW 4" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS NOTED IN SOILS REPORT IF AVAILABLE
- 2.80 NEW 4" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS NOTED IN SOILS REPORT IF AVAILABLE
- 2.90 NEW 4" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS NOTED IN SOILS REPORT IF AVAILABLE
- 3.00 NEW 4" CONCRETE DRIVE SLAB WITH 2" BARS @ 18" O.C. OR AS NOTED IN SOILS REPORT IF AVAILABLE



REVISIONS

NO.	DATE	DESCRIPTION

CDC Design, Inc.
 2255 El Prado Avenue, Suite 202, Torrance, CA 90503
 Phone: (310) 305-1111
 Fax: (310) 305-1112
 Website: www.cdcgroup.com

Xpress Car Wash

CONCEPTUAL LANDSCAPING

PROJECT: 1744 N. DINUBA BOULEVARD
 VISALIA, CA. 93291

DATE: 04/21/21
SCALE: 1/8"=1'-0"
DESIGNED BY: F. COHEN
PROJECT NUMBER: 2107D
TYPE: LANDSCAPING
SHEET: L.11

SITE DATA INFORMATION

PROJECT: 1744 N. DINUBA BOULEVARD
OWNER: Xpress Car Wash
DATE: 04/21/21
SCALE: 1/8"=1'-0"
DESIGNED BY: F. COHEN
PROJECT NUMBER: 2107D
TYPE: LANDSCAPING
SHEET: L.11

SO. FT.	ASCE	ROAD
4.0	4.0	4.0
4.0	4.0	4.0
4.0	4.0	4.0
4.0	4.0	4.0

VICINITY MAP

Exhibit "F"

ACOUSTICAL ANALYSIS

**XPRESS CAR WASH
1744 NORTH DINUBA BOULEVARD
VISALIA, CALIFORNIA**

WJVA Project No. 21-52

PREPARED FOR

**BOTTOM LINE DEVELOPERS, BUILDERS & ADVISORS
P.O. BOX 1095
CLOVIS, CALIFORNIA 93613**

PREPARED BY

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



wjv acoustics

**SEPTEMBER 29, 2021
(REVISED DECEMBER 14, 2021)
(REVISED FEBRUARY 1, 2022)**

INTRODUCTION

The project is a proposed car wash facility to be located along at 1744 N. Dinuba Boulevard (SR 63). Existing residential land uses (sensitive receivers) are located adjacent the project site, to the east. According the project applicant, the car wash would operate daily between the hours of 7:00 a.m. to 9:00 p.m.

This report is based upon the project site plan prepared by CJC Design, Inc. dated April 21, 2021, noise measurements obtained by WJV Acoustics, Inc. (WJVA) at the project site, reference noise measurements obtained by WJVA 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 1744 N. Dinuba Boulevard. A site inspection and ambient noise monitoring were conducted on September 27 & 28, 2021, 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. 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 south.

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 near the existing residential land uses adjacent the project site to the east. Three (3) individual noise measurements were collected at the ambient noise measurement 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 XPRESS CAR WASH, 1744 N. DINUBA BOULEVARD SEPTEMBER 27 & 28, 2021							
Site	Time	A-Weighted Decibels, dBA					
		L _{eq}	L ₅₀	L ₂₅	L ₈	L ₂	L _{max}
ST-1	7:50 a.m.	60.1	56.7	59.2	63.0	67.2	77.4
ST-1	1:15 a.m.	57.6	56.5	57.5	61.2	66.0	71.4
ST-1	8:35 p.m.	59.4	57.1	58.9	61.9	66.3	75.8

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 58 to 60 dB L_{eq} with maximum noise levels in the range of 71 to 77 dB. 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. The noise levels described in Table IV shall be applied as the noise standards, for which the proposed project may not exceed.

PROJECT RELATED NOISE LEVELS

The project is a proposed car wash facility to be located along the east side of N. Dinuba Boulevard (SR 63), in Visalia. Existing residential land uses (sensitive receivers) are located adjacent to the project site to the east, approximately 70 feet (center of backyard) from the car wash tunnel entrance. The proposed hours of operation for the car wash are between 7:00 a.m. and 9:00 p.m., daily.

EXTERIOR NOISE LEVELS

Car Wash Tunnel:

The proposed Xpress Car Wash would be operated as a Surf-Thru Express Car Wash. According to the project applicant the proposed car wash would utilize the same car wash equipment as the two existing Surf-Thru Car Wash locations in Visalia. The proposed car wash would utilize MacNeil RS -301 High Side Washer, MacNeil RS-400 Low Side Washer with MacNeil brush systems. The proposed car wash would also utilize a Motor City Wash Works Air One Dryer system. According to the project applicant, this equipment is the same that is currently in use at the Surf-Thru Express Car Wash site located at 1208 S. Mooney Boulevard, in Visalia.

In order to assess potential project-related noise levels at the proposed car wash project site, WJVA staff conducted reference noise level measurements at the Mooney Boulevard Surf Thru Express car wash location on September 27, 2021. Noise level measurements were conducted at both the entrance and exit sides of the car wash tunnel. The dryer (blower) portion of the operation represents the loudest equipment, which is located at the tunnel exit. Therefore, noise levels at the exit side of the tunnel are louder than those at the entrance side of the tunnel. The measured noise levels provided below in Table V describe the project-related noise levels at a distance of fifty (50) feet directly facing both the tunnel entrance and the tunnel exit.

TABLE V						
SUMMARY OF CAR-WASH TUNNEL NOISE LEVELS AT A DISTANCE OF 50 FEET MEASURED AT 1208 S. MOONEY BLVD, SURF THRU EXPRESS CAR WASH SEPTEMBER 27, 2021						
Site	A-Weighted Decibels, Dba, 50'					
	L _{eq}	L ₅₀	L ₂₅	L ₈	L ₂	L _{max}
Tunnel Entrance	71	71	72	72	73	75
Tunnel Exit	79	79	80	80	81	82

Source: WJV Acoustics, Inc.

The car wash tunnel will be oriented in an east/west alignment direction, where the tunnel walls will provide varying levels of acoustical shielding to locations to the north and south, but would provide no acoustic shielding to the residential land uses directly east of the tunnel entrance.

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.

The exterior noise level standards are applied to the outdoor activity areas (backyards) of residential land uses. As proposed, the tunnel entrance would be located approximately 105 feet from the closest residential backyard. This setback distance represents the distance from the tunnel entrance to the approximate mid-point of the backyard, used for noise modeling purposes. Table VI provides the calculated project-related noise levels at the residential backyards located adjacent to the project site to the east. Table VI also provides the applicable noise level standards (as adjusted to represent existing ambient noise levels).

TABLE VI CALCULATED PROJECT-RELATED NOISE LEVELS & NOISE STANDARD COMPLIANCE XPRESS CAR WASH, VISALIA						
Site	A-Weighted Decibels, Dba, 50'					
	L _{eq}	L ₅₀	L ₂₅	L ₈	L ₂	L _{max}
Exterior Noise Levels at Residences	65	65	66	66	67	69
Applicable Noise Level Standard	58	57	58	61	66	71
Complies With Standard? (Yes/No)	No	No	No	No	No	Yes

Source: WJV Acoustics, Inc.

Reference to Table VI indicates that without mitigation, the project would be expected to exceed the City's exterior noise level standards by up to 8 dB (L₅₀ and L₂₅ statistical categories). This 8 dB exceedance represents the largest categorical/statistical exceedance of the City of Visalia noise level standards (adjusted for existing ambient noise levels, as provided on Table IV) and must therefore be the basis of mitigation measures to be incorporated into project design.

Vacuums:

The project would include a vacuum station area with approximately twenty vacuum stalls. The project would utilize Vacutech Model: FT-DD-T330HP4 (30HP T3 Turbine Vacuum Producer with Exhaust Silencer) vacuum units at the site. Noise level data provided by the manufacturer (provided as Appendix C) indicates that the noise levels associated with the vacuum units would be expected to be approximately 60 dB at a distance of 5 feet from the turbine. The closest proposed vacuum unit to existing residential land uses is located at a setback distance of approximately 90 feet. Taking into account the standard rate of attenuation with increased distance from a point source (-6 dB/doubling of distance), noise levels associated with the

vacuum units would not exceed 35 dB at the closest residential land uses. Such noise levels do not exceed applicable noise level standards or existing ambient noise levels. Mitigation is not required for vacuum noise.

Exterior Noise Mitigation:

As described above, noise levels associated with the proposed car wash operations would be expected to exceed the City’s exterior noise level standards by up to 8 dB (L₂₅ and L₅₀ statistical metrics). Appropriate mitigation measures must therefore be incorporated into project design.

In order to mitigate car wash noise levels at the existing residential land uses located adjacent to the project site to the east, a sound wall would need to be constructed along the outside of the vehicle access lane, as indicated on Figure 1. The minimum required height of the sound wall along the car wash tunnel entrance was calculated using a sound wall insertion loss model. The model calculates the insertion loss (noise reduction) of a wall of a given height based on the effective height of the noise source, height of the receiver, distance from the receiver to the wall, and distance from the noise source to the wall.

Based upon the above-described project-related noise levels and insertion loss model, it was determined that a sound wall with a minimum height of eleven (11) feet above ground elevation would mitigate project related noise levels to the applicable (adjusted based upon existing ambient noise levels) noise level standards at the existing residential land uses east of the proposed tunnel entrance. The sound wall should be continuous along the vehicle access drive and connect to the north side of the tunnel entrance, as shown in red on Figure 1.

The sound wall would reduce project-related noise levels to below applicable City of Visalia daytime standards and nighttime standards, when adjusted for existing ambient noise levels (as provided above in Table IV). It should be noted, the determination of compliance with City of Visalia noise level standards is determined based upon the proposed hours of operation (7:00 a.m. to 9:00 p.m.) and the ambient noise level measurements conducted within this time window (Table IV). The findings of this analysis should not be interpreted to imply that the project would comply with 24-hour operations (or any hours whatsoever outside of the stated proposed hours). If the car wash were to operate outside of the proposed hours of 7:00 a.m. to 9:00 p.m., compliance with the City’s noise standards cannot be confirmed by the findings of this analysis.

INTERIOR NOISE LEVELS

A specific analysis of interior noise levels was not performed. However, it may be assumed that typical residential construction will reduce exterior noise levels by a minimum of 20 dB if windows and doors are closed. With the above-described 11-foot sound wall in place, project-related exterior noise levels would not be expected to exceed any City of Visalia noise level standards and would not exceed existing (without project) ambient noise levels at all nearby noise-sensitive receptor locations (residential land uses east of the project site). Therefore, the project would not exceed any applicable City of Visalia interior noise level standards.

CONCLUSIONS AND RECOMMENDATIONS

The proposed car wash project will comply with all City of Visalia exterior and interior noise level requirements provided the following mitigation measure is included in project design:

- A sound wall with a minimum height of eleven (11) feet above project-side grade is constructed along the outside lane of the vehicle access drive, as indicated on Figure 1. The extent and location of the required sound wall is provided on Figure 1. Suitable construction materials include concrete blocks, masonry or stucco on both sides of a wood or steel stud wall.
- Hours of project operation must be limited to the proposed hours of 7:00 a.m. to 9:00 p.m. The findings of this analysis do not provide any determination of project compliance outside of these hours.

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 LOCATION



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 (L₉₀, L₅₀, L₁₀, etc.). For example, L₁₀ 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:

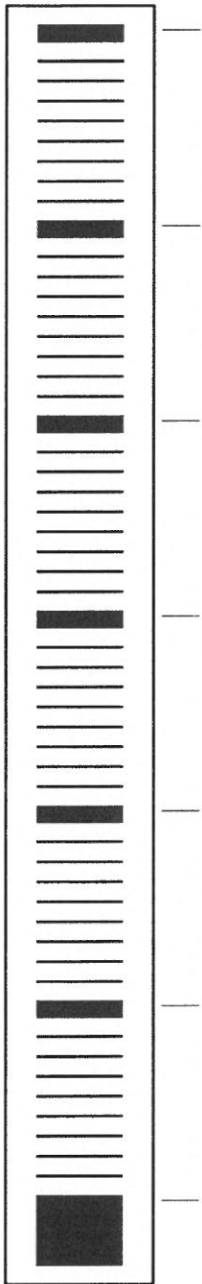
The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective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

MANUFACTURER VACUUM NOISE DATA



February 10th, 2016

Re: Vacutech Sound Study Projections for Bella Terra Car Wash in Huntington Beach, CA

To: Chase Russell – Owner of Bella Terra Car Wash 16061 Beach Blvd. Huntington Beach, CA

The chart below shows a cumulative average of that data taken from express car washes of this type and size. It is presented in an incremental form based on the worst case scenario of the vacuum hoses being off the hook, so to speak. Based on the collective average of the 45' reading to the 85' reading and is presented in the chart below:

Vacutech Noise Study Projections	
Average of all 19 hoses off and in use	
Average @ 45'	52.3 db
Average @ 55'	54.6 db
Average @ 65'	52.1 db
Average @ 75'	49.2 db
Average @ 85'	49.0 db

SOUND LEVEL METER USED: SIMPSON MODEL #40003 – MSHA APPROVED. MEETS OSHA AND WALSH-HEALY REQUIREMENTS FOR NOISE CONTROL. CONFORMS TO ANSI S1.4 1983, IEC 651 SPECS FOR METER TYPE.

NOTE: Typical outside vacuum system with 1.5" x 15' vacuum nozzles (4" wide by 3/4" opening) in use with customer vacuuming.



VACUTECH

SOUND LEVEL METER READINGS

MODEL: FT-DD-T330HP4 (30HP T3 TURBINE VACUUM PRODUCER with EXHAUST SILENCER)

READING A: 60 dB(A), 5' FROM TURBINE @ 45° ANGLE - NO BACKGROUND NOISE OR OUTSIDE INTERFERENCE.

READING B: 56 dB(A), 10' FROM TURBINE @ 45° ANGLE - NO BACKGROUND NOISE OR OUTSIDE INTERFERENCE.

READING C: 51 dB(A), 15' FROM TURBINE @ 45° ANGLE - NO BACKGROUND NOISE OR OUTSIDE INTERFERENCE.

NOTE: THESE READINGS WERE TAKEN OUTSIDE OF 8'x10'x8' CINDER BLOCK ENCLOSURE WITH CONCRETE SLAB AND WOOD JOIST ROOF.

SOUND LEVEL METER USED:

SIMPSON MODEL #40003 – MSHA APPROVED.
MEETS OSHA & WALSH-HEALY REQUIREMENTS FOR NOISE CONTROL.
CONFORMS TO ANSI S1.4-1983, IEC 651 SPECS FOR METER TYPE.

Vacutech
1350 Hi-Tech Drive, Sheridan WY, 82801
PHONE: (800) 917-9444 FAX: (303) 675-1988
EMAIL: info@vacutechllc
WEB SITE: vacutechllc.com

Exhibit "G"

From: orlandor@bottom-line.com
To: [Josh Dan](mailto:Josh.Dan@visalia.city)
Subject: FW: Visalia Car Wash on Dinuba Blvd - Updated Site Plan (4-14-2021)
Date: Tuesday, March 8, 2022 9:29:20 AM
Attachments: REVISED (12-14-2021) per Caltrans comments C.1.1 Site Plan-C.1.1.pdf

Here you go.....

From: Deel, David@DOT <david.deel@dot.ca.gov>
Sent: Monday, December 27, 2021 11:27 AM
To: orlandor@bottom-line.com; 'Josh Dan' <Josh.Dan@visalia.city>
Cc: Mendibles, Lorena@DOT <lorena.mendibles@dot.ca.gov>; Lau, Scott@DOT <Scott.Lau@dot.ca.gov>
Subject: RE: Visalia Car Wash on Dinuba Blvd - Updated Site Plan (4-14-2021)

Josh and Orlando –

I was notified that my TE is out until Friday, so I went ahead and reviewed the site plan.

Revisions indicated in my December 1, 2021 email appear to be addressed.

Specific "details" will be reviewed during the encroachment permit for the driveway and street improvements. There might be minor revisions required. For example, I noted that design note 3.35 is not shown on the plan.

Please note, the sidewalk was not indicated on the site plan. Caltrans will require a minimum 6 foot sidewalk (preferred 10 foot).

Please note, that Caltrans will rescind and not require 'dedication of right of way' as indicated in my June 23, 2021 letter, comments #16 and #17, as noted below for 15 feet of R/W **and** as indicated on the site plan.

~~16. According to the Caltrans Transportation Concept Report (TCR), segment 6 of SR 63 in the vicinity of the proposed project is currently constructed as a 4 lane conventional highway and ultimately planned to be a 6 lane facility within a total of 110 feet of right-of-way (55 feet from the centerline). Caltrans right-of-way maps shows this segment of SR 63 existing at 80 feet with 40 feet from the centerline on the east side of SR 63.~~

~~17. A Right-of-Way (ROW) Dedication in Fee Title to Caltrans for 15 feet of right-of-way is needed to accommodate the ultimate configuration of SR 63. Dedications required by the Lead Agency need to be shown on a revised site plan and forwarded for our review. Right-of-way dedicated to the State due to the proposed project or work proposed in the State right-of-way, will need to be dedicated and conveyed to the State (in a form approved by the State) before an encroachment permit is issued~~

for any work in the State right-of-way. A summary of the requirements for right-of-way dedications is enclosed.

However, Caltrans requests that the City condition this 15 feet either as a highway preservation area or be taken in IOD by the local agency, and that no permanent structures be constructed within this area. Recently our IOD process has been changed and Caltrans no longer holds Irrevocable Offer of Dedications (IOD) in fee title.

Therefore, Caltrans is now requesting the IOD be taken in fee by the Local Agency and not the State. The 15-foot dedication shall be kept open, clear, and free from buildings, structures, and utilities of any kind. This area can be used for the driveway access, landscaping and parking. The landowner understands that any improvements, upon, over, and across said real property shall be removed at landowner's expense when the State accepts title.

Caltrans acknowledges and thanks the landowner, as already shown on the site plan, that the monument sign has been located outside of the preservation area.

Please contact me if there are other issues/questions.

Respectfully,

DAVID DEEL | CALTRANS D6 | Office: 559.981.1041



From: orlandor@bottom-line.com <orlandor@bottom-line.com>

Sent: Wednesday, December 15, 2021 8:27 AM

To: 'Josh Dan' <Josh.Dan@visalia.city>; Deel, David@DOT <david.deel@dot.ca.gov>

Cc: orlandor@bottom-line.com

Subject: Visalia Car Wash on Dinuba Blvd - Updated Site Plan (4-14-2021)

Good morning Josh.

I hope you are doing well this Wednesday. Per your request I have attached the revised Site Plan inclusive of Caltran's comments on the island layout. I have included David for confirmation. Also, please be advised that we need to discuss the sound wall mitigation issue this morning in order to keep this project moving forward. I have a solution that I have already presented to the sound consultant that will address the wall height issue. Please call me at your earliest convenience. I will also reach out to you in a bit since we are definitely anticipating meeting the January 23 PC date.

Sincerely,

Orlando Ramirez | Development & Entitlement

Bottom Line

Developers, Builders, & Advisors

Po Box 1095

Clovis, CA 93613

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

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

Project Title: Conditional Use Permit No. 2021-29

Project Description: A request by Bottom Line Developers to develop a 0.95-acre site with an approximately 4,400 sq. ft. mechanical carwash with associated vacuums in the C-N (Neighborhood Commercial) Zone. An adjustment to drive approaches is proposed and a 15-ft dedication of frontage may be required per Caltrans comments.

Project Location: The site is located at 1804 N. Dinuba Blvd., on the east side of Dinuba Blvd. across from and north of Prospect Avenue. (APN: 091-171-018).

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

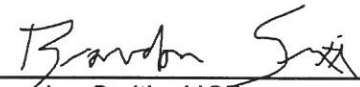
Time and Place of Public Hearing: A public hearing will be held before the Planning Commission on Monday, March 14, 2022, at 7:00 p.m. in the City Hall Council Chambers located at 707 W. Acequia Avenue, Visalia, California.

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

Reasons for Mitigated Negative Declaration: Initial Study No. 2022-05 has identified environmental impact(s) that may occur because of the project; however, with the implementation of mitigation measures identified, impact(s) will be reduced to a level that is less than significant. Copies of the initial study and other documents relating to the subject project may be examined by interested parties at the Planning Division in City Hall East, at 315 East Acequia Avenue, Visalia, CA, and on the City website at https://www.visalia.city/depts/community_development/planning/ceqa_environmental_review.asp.

Comments on this proposed Mitigated Negative Declaration will be accepted from February 11, 2022, to March 14, 2022.

Date: 02/10/2022

Signed: 

Brandon Smith, AtCP
Environmental Coordinator
City of Visalia

MITIGATED NEGATIVE DECLARATION

Project Title: Conditional Use Permit No. 2021-29

Project Description: A request by Bottom Line Developers to develop a 0.95-acre site with an approximately 4,400 sq. ft. automated carwash with associated vacuums in the C-N (Neighborhood Commercial) Zone. An adjustment to drive approaches is proposed and a 15-ft dedication of frontage may be required per Caltrans comments.

Project Location: The site is located at 1804 N. Dinuba Blvd., on the east side of Dinuba Blvd. across from and north of Prospect Avenue. (APN: 091-171-018).

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

Attachments:

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

DECLARATION OF NO SIGNIFICANT EFFECT:

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

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

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

APPROVED

Brandon Smith, AICP
Environmental Coordinator

By: 

Date Approved: 02/10/2022

Review Period: 30 days

INITIAL STUDY

I. GENERAL

A. Description of the Project: Conditional Use Permit No. 2021-29: A request by Bottom Line Developers to develop a 0.95-acre site with an approximately 4,400 sq. ft. automated carwash with associated vacuums in the C-N (Neighborhood Commercial) Zone. An adjustment to drive approaches is proposed and a 15-ft dedication of frontage may be required per Caltrans comments. The site is located at 1804 N. Dinuba Blvd., on the east side of Dinuba Blvd. across from and north of Prospect Avenue. (APN: 091-171-018).

B. Identification of the Environmental Setting: The property originally had two commercial buildings fronting N. Dinuba Blvd. that were demolished sometime between 2006 and 2008, leaving the site in its current vacant state. There is an existing four-lane street adjacent to the west of the site (N. Dinuba Blvd.), designated as State Route 63. The Visalia Circulation Element designates Dinuba Blvd. as a Minor Arterial roadway.

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

	<u>General Plan</u>	<u>Zoning</u>	<u>Existing uses</u>
North:	Neighborhood Commercial	Neighborhood Commercial	Dental offices.
South:	Neighborhood Commercial	Neighborhood Commercial	Bethlehem Center (thrift store and food pantry).
East:	Residential Low Density	R-1-5 (Single-family Residential, 5,000 sq. ft. minimum lot size)	Multi-Family Residential (11-units, single story).
West:	Commercial Mixed-Use	Mixed-Use Commercial	N. Dinuba Blvd., developed plaza (Tulare County Offices).

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 Neighborhood Commercial and the Zoning Map designates the site as C-N (Neighborhood Commercial) which is consistent with the Land Use Element of the General Plan, and consistent with the standards for commercial zones development pursuant to the Visalia Municipal Code Title 17 (Zoning Ordinance) Chapter 17.18.

II. ENVIRONMENTAL IMPACTS

No significant adverse environmental impacts have been identified for this project that cannot be mitigated to a *less than significant impact*. The City of Visalia Land Use Element and Zoning Ordinance contain policies and regulations that are designed to mitigate impacts to a level of non-significance.

III. MITIGATION MEASURES

The following mitigation measures, which are listed below, will reduce potential environmental impacts related to Noise Impacts to a less than significant level as shown below:

Noise – An Acoustical Analysis was prepared for the proposed project [ref.: Acoustical Analysis, Xpress Car Wash. WJV Acoustics, September 29, 2021 (Revised February 1, 2022)]. The purpose of the study is to determine if noise levels associated with the proposed car wash will comply with the City's applicable noise level standards upon the existing multi-family residential uses to the east. The analysis concluded that noise levels associated with the proposed car wash operations would be expected to exceed the City's exterior noise level standards by up to 8 dB. To ensure that community noise standards are met, the project shall construct a sound wall located east of the carwash, but outside of the 15-ft setback adjacent to the easterly property line. The acoustical analysis has concluded that the placement of the wall will allow for the carwash to comply with City's Noise Element and Ordinance during business hours.

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

- 1) A sound wall with a minimum height of eleven (11) feet above project-side grade is constructed along the outside lane of the vehicle access drive, as indicated on Figure 1. The extent and location of the required sound wall is provided on Figure 1. Suitable construction materials include concrete blocks, masonry or stucco on both sides of a wood or steel stud wall.
- 2) Hours of project operation must be limited to the proposed hours of 7:00 a.m. to 9:00 p.m. The findings of this analysis do not provide any determination of the project compliance outside of these hours.

Staff has incorporated these recommendations as required mitigation measures. Therefore, to ensure that noise requirements are met for the proposed project, the project shall be developed and shall operate in substantial compliance with the Mitigation Measures 1.1 and 1.2. These mitigation measures are included in Section IV below as part of this Initial Study.

The City of Visalia Zoning Ordinance also contains guidelines, criteria, and requirements for the mitigation of potential impacts related to light/glare, visibility screening, noise, and traffic/parking to eliminate and/or reduce potential impacts to a level of non-significance.

IV. MITIGATION MONITORING PROGRAM

<u>Mitigation Measure</u>	<u>Responsible Party</u>	<u>Timeline</u>
Noise Impact Mitigation Measure 1.1: A sound wall located along the outside lane of the vehicle access drive shall be a minimum height of eleven (11) feet, as indicated on Figure 1.	Project Applicant	The sound wall shall be constructed with the development of the car wash and shall be completed prior to operation.
Noise Impact Mitigation Measure 1.2: The use be limited to the operating hours of 7:00 a.m. to 9:00 p.m., as detailed within the operational statement and analyzed in the Noise Study.	Project Applicant	The limitation shall apply during the occupation of the car wash business on the site.

V. PROJECT COMPATIBILITY WITH EXISTING ZONES AND PLANS

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

VI. SUPPORTING DOCUMENTATION

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

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

- Visalia City Council Resolution No. 2014-37 (Certifying the EIR for the Visalia General Plan Update), passed and adopted October 14, 2014.
- Visalia Municipal Code, including Title 17 (Zoning Ordinance).
- California Environmental Quality Act Guidelines.
- City of Visalia, California, Climate Action Plan, Draft Final. Strategic Energy Innovations, December 2013.
- Visalia City Council Resolution No. 2014-36 (Certifying the Visalia Climate Action Plan), passed and adopted October 14, 2014.
- City of Visalia Storm Water Master Plan. Boyle Engineering Corporation, September 1994.
- City of Visalia Sanitary Sewer Master Plan. City of Visalia, 1994.
- Tulare County Important Farmland 2014 Map. California Department of Conservation, 2014.
- Acoustical Analysis, Xpress Car Wash. WJV Acoustics, September 29, 2021 (Revised February 1, 2022)

VII. 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. 2021-29		
NAME OF PROPONENT:	Orlando Ramirez, Bottom Line Developers, Builders, and Advisors	NAME OF AGENT:	Orlando Ramirez, Bottom Line Developers, Builders, and Advisors
Address of Proponent:	P.O. Box 1095 Clovis, CA 93613	Address of Agent:	P.O. Box 1095 Clovis, CA 93613
Telephone Number:	559-999-1963	Telephone Number:	559-999-1963
Date of Review	February 08, 2022	Lead Agency:	City of Visalia

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

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

I. AESTHETICS

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

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

II. AGRICULTURAL RESOURCES

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

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

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

III. AIR QUALITY

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

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

IV. BIOLOGICAL RESOURCES

Would the project:

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

- 1 e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- 1 f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

V. CULTURAL RESOURCES

Would the project:

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

VI. ENERGY

Would the project:

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

VII. GEOLOGY AND SOILS

Would the project:

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

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

- 2 a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

- 2 b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

X. HYDROLOGY AND WATER QUALITY

Would the project:

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

XI. LAND USE AND PLANNING

Would the project:

- 1 a) Physically divide an established community?

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

XII. MINERAL RESOURCES

Would the project:

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

XIII. NOISE

Would the project result in:

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

XIV. POPULATION AND HOUSING

Would the project:

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

XV. PUBLIC SERVICES

Would the project:

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

XVI. RECREATION

Would the project:

- 1 a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

- 1 b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

XVII. TRANSPORTATION / TRAFFIC

Would the project:

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

XVIII. TRIBAL CULTURAL RESOURCES

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

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

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

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

XX. WILDFIRE

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

- 1 a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

- 1 b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
- 1 c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
- 1 d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

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

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

Revised 2019

Authority: Public Resources Code sections 21083 and 21083.09

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

DISCUSSION OF ENVIRONMENTAL EVALUATION

I. AESTHETICS

- a. The proposed project is new commercial construction which will meet City standards for setbacks, landscaping and height restrictions.

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

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

A conceptual photometric plan for the proposed development has been provided, demonstrating the lighting fixtures installed throughout and directed toward the interior of the site. The on-site lighting for the carwash facility is directed and focused so as to avoid direct illumination spilling beyond the site boundaries into the adjacent residential uses, as required under Section 17.30.015.H of the Zoning Ordinance. The conceptual photometric plan demonstrate that lighting for the proposed uses along the respective property lines primarily do not exceed 0.5 lumens. A condition will be included with the Conditional Use Permit requiring compliance with the 0.5 lumen standard at property line, in particular to the south where scattered residential uses are located.

II. AGRICULTURAL RESOURCES

- a. The project is located on property that is identified as Urban and Built Up Land 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.

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

III. AIR QUALITY

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

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

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

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

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

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

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

IV. **BIOLOGICAL RESOURCES**

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

In addition, staff had conducted an on-site visit to the site in January 2022 to observe biological conditions and did not observe any evidence or symptoms that would suggest the presence of a sensitive, candidate, or special species.

City-wide biological resources were evaluated in the Visalia General Plan Update Environmental Impact Report (EIR). The EIR concluded that certain special-status species or their habitats may be directly or indirectly affected by future development within the General Plan

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

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

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

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

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

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

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

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

V. **CULTURAL RESOURCES**

- a. There are no known historical resources located within the project area. If some potentially historical or cultural resource is unearthed during development all work should

cease until a qualified professional archaeologist can evaluate the finding and make necessary mitigation recommendations.

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

VI. ENERGY

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

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

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

VII. GEOLOGY AND SOILS

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

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

VIII. GREENHOUSE GAS EMISSIONS

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

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

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

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

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

IX. HAZARDS AND HAZARDOUS MATERIALS

- a. No hazardous materials are anticipated with the project.
- b. Construction activities associated with development of the project may include maintenance of on-site construction equipment which could lead to minor fuel and oil spills. The use and handling of any hazardous materials during construction activities would occur in accordance with

applicable federal, state, regional, and local laws. Therefore, impacts are considered to be less than significant.

- c. There is one school located within 0.45 miles of the project site. The school is located 2,347-feet southwest of the project site (Houston Elementary School). Notwithstanding, there is no reasonably foreseeable condition or incident involving the project that could affect the site.
- d. The project area does not include any sites listed as hazardous materials sites pursuant to Government Code Section 65692.5.
- e. The Airport Master Plans adopted by City of Visalia and County of Tulare show the project area is located outside of any Airport Zones. There are no restrictions for the proposed project related to Airport Zone requirements.

The project area is not located within two miles of a public airport.

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

X. HYDROLOGY AND WATER QUALITY

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

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

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

The Visalia General Plan contains multiple 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 0.95-acre site and on land designated for commercial development. The project site is surrounded by urban development and is bordered by the N. Dinuba Blvd. roadway to the west.
- 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 neighborhood commercial development pursuant to the Visalia Municipal Code Title 17 (Zoning Ordinance) Chapter 17.18.

The project as a whole does not conflict with any land use plan, policy or regulation of the City of Visalia. The site contains a General Plan Land Use Designation of Neighborhood Commercial and a Zoning Designation of C-N (Neighborhood 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, Xpress Car Wash North Dinuba Boulevard, prepared by WJV Acoustics, Inc., September 29, 2021 (Revised February 1, 2022)]. The purpose of the study was to determine if noise levels associated with the project will comply with the City's

applicable noise level standards, particularly upon the existing multi-family residential uses to the east. The acoustical analysis is intended to determine project-related noise levels for all aspects of the proposed project.

The analysis concluded that noise levels associated with the proposed car wash operations would be expected to exceed the City's exterior noise level standards by up to 8 dB. To ensure that community noise standards are met, the project shall construct a sound wall located east of the carwash, but outside of the 15-ft setback required from the easterly property line. The acoustical analysis has concluded that the placement of the wall will allow for the carwash to comply with City's Noise Element and Ordinance during business hours.

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

- 1) A sound wall with a minimum height of eleven (11) feet above project-side grade shall be constructed along the outside lane of the vehicle access drive, as indicated on Figure 1. The extent and location of the required sound wall is provided on Figure 1. Suitable construction materials include concrete blocks, masonry or stucco on both sides of a wood or steel stud wall.
- 2) Hours of project operation must be limited to the proposed hours of 7:00 a.m. to 9:00 p.m. The findings of this analysis do not provide any determination of the project compliance outside of these hours.

Staff has incorporated these recommendations as required mitigation measures. Therefore, to ensure that noise requirements are met for the proposed project, the project shall be developed and shall operate in substantial compliance with the Mitigation Measures 1.1 and 1.2. These mitigation measures are included as part of this Initial Study.

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

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

XIV. POPULATION AND HOUSING

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

XV. PUBLIC SERVICES

- a.
 - i. Current fire protection facilities are located at the Visalia Station 54, located approximately 0.28-mile north 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 84% or less average VMT per trip distance, or 16% below the regional average. In the subject site's TAZ, the current average trip distance experienced is 6.45 miles, which falls below the average county-wide trip distance of 11.9 miles and the 16% 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 received correspondence from the Santa Rosa Rancheria Tachi-Yokut Tribe requesting monitors on site for all round disturbance, which has been forwarded to the applicant.

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

XIX. UTILITIES AND SERVICE SYSTEMS

- a. The project will be connecting to existing City sanitary sewer lines, consistent with the City Sewer Master Plan. The Visalia wastewater treatment plant has a current rated capacity of 22 million gallons per day, but currently treats an average daily maximum month flow of 12.5 million gallons per day. With the completed project, the plant has more than sufficient capacity to accommodate impacts associated with the proposed project. The proposed

project will therefore not cause significant environmental impacts.

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

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

XX. WILDFIRE

- a. The project is located on a site that is adjacent on multiple sides by existing development. The site will be further served by multiple points of access. In the event of an emergency response, coordination would be made with the City's Engineering, Police, and Fire Divisions to ensure that adequate access to and from the site is maintained.
- b. The project area is relatively flat and the underlying soil is not known to be unstable. Therefore, the site is not in a location that is likely to exacerbate wildfire risks.

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

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

DETERMINATION OF REQUIRED ENVIRONMENTAL DOCUMENT

On the basis of this initial evaluation:

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



Brandon Smith, AICP
Environmental Coordinator

February 10, 2022
Date

Conditional Use Permit No. 2021-29

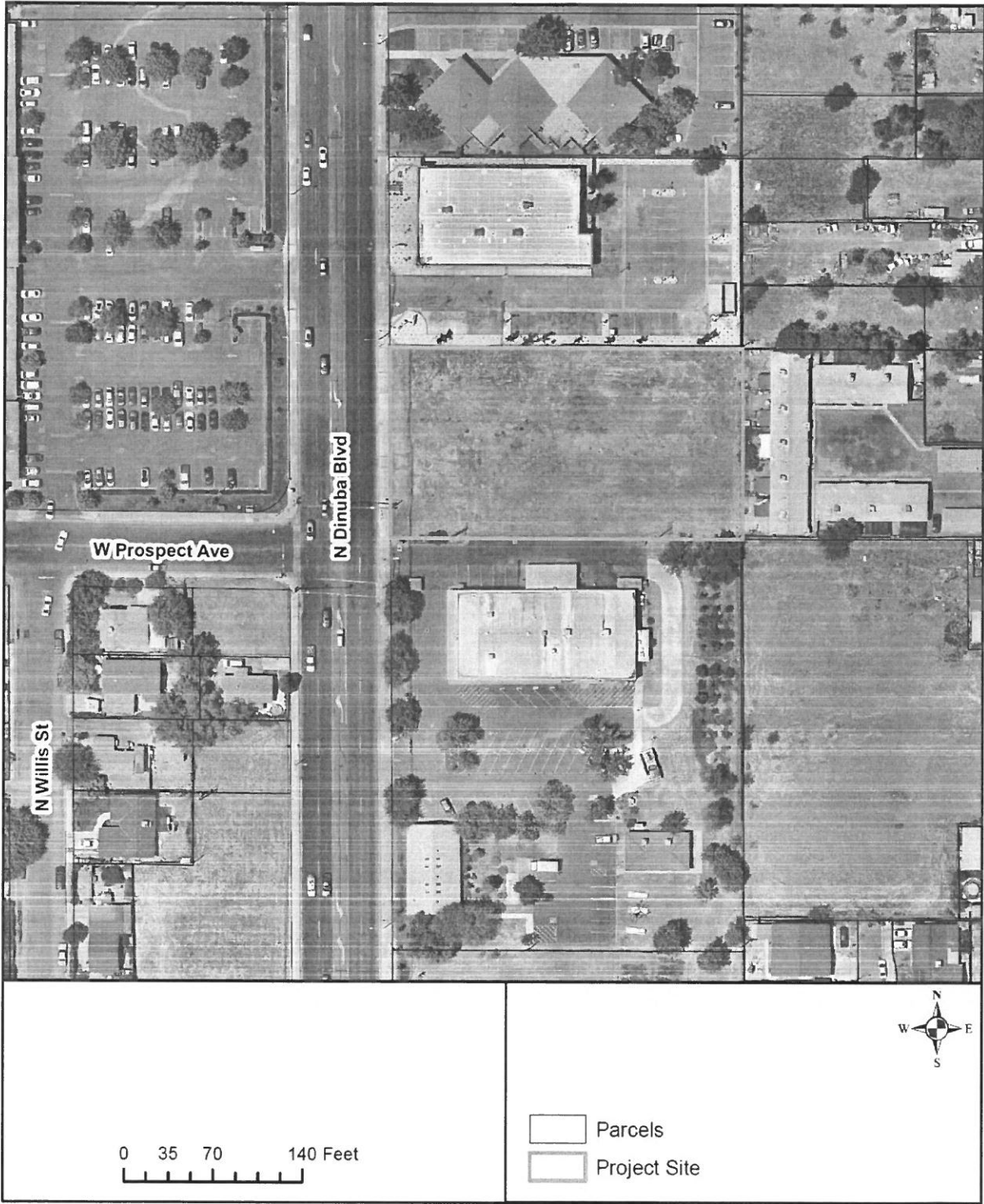
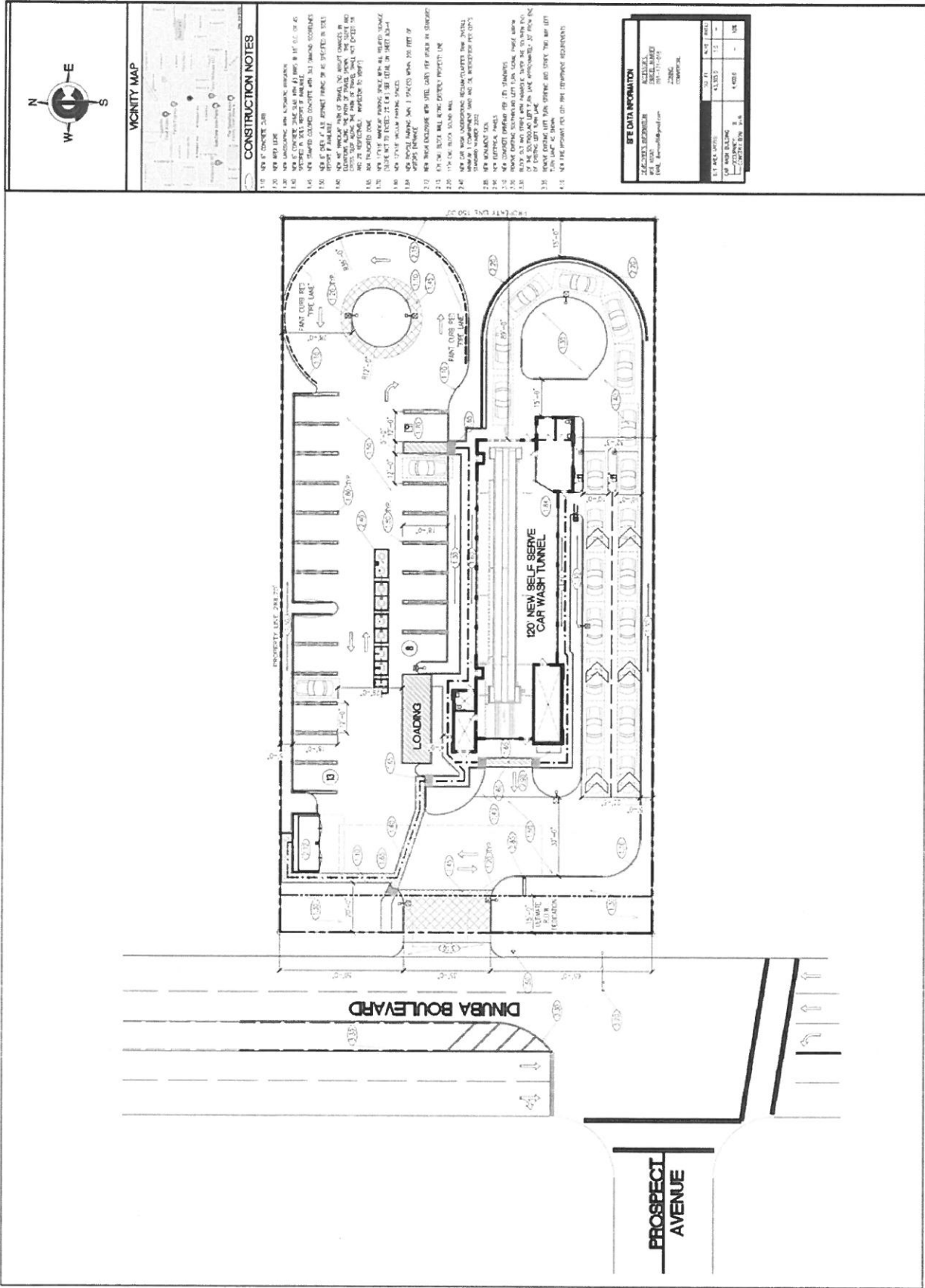


Figure No. 1





September 20, 2021

Site Plan Review No. 21-088-B:

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

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

This is your Site Plan Review Permit; your Site Plan Review became effective **September 8, 2021**. A site plan review permit shall lapse and become null and void one year following the date of approval unless, prior to the expiration of one year, a building permit is issued by the building official and construction is commenced and diligently pursued toward completion.

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

Respectfully,

A handwritten signature in blue ink, appearing to read "Paul Bernal", is written over a light blue circular stamp.

Paul Bernal
City Planner
315 E. Acequia Ave.
Visalia, CA 93291

Attachment(s):

- Site Plan Review Comments



MEETING DATE September 8, 2021
 SITE PLAN NO. 2021-088 - B
 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:

<input type="checkbox"/> CITY COUNCIL	<input type="checkbox"/> REDEVELOPMENT
<input checked="" type="checkbox"/> PLANNING COMMISSION	<input type="checkbox"/> PARK/RECREATION
<input checked="" type="checkbox"/> CUP	
<input type="checkbox"/> HISTORIC PRESERVATION	<input type="checkbox"/> OTHER -
 - ADDITIONAL COMMENTS:**

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

SITE PLAN REVIEW COMMENTS

Josh Dan, Planning Division (559) 713-4003

Date: September 8, 2021

SITE PLAN NO: 2021-088 - B
PROJECT TITLE: Visalia Car-Wash
DESCRIPTION: Proposed Development of a 1 Acre Commercial Site for use as a Car-Wash (C-N)
APPLICANT: Bottom Line LLC
PROP. OWNER: Dhaliwal Hemraj S. & Sandeep K.
LOCATION: 1804 N. Dinuba Blvd.
APN: 091-171-018
GENERAL PLAN: Commercial Neighborhood
ZONING: C-N – Neighborhood Commercial

Planning Division Recommendation:

- Revise and Proceed
 Resubmit

Project Requirements

- Conditional Use Permit
- Noise Study
- Photometric Plan
- Initial Study / Mitigated Negative Declaration
- Building Permit
- Additional Information as Needed

PROJECT SPECIFIC INFORMATION: September 8, 2021

1. VMC Table 17.25.030, lines A20 and A21 list automated and self-service Car Washing as conditionally permitted in the Neighborhood Commercial (C-N) zone.
2. The Conditional Use Permit submittal requires detailed exhibits of the following:
 - a. Site Plan
 - b. Building Elevations
 - c. Floor Plans, and Landscaping Plans shall be submitted with the Conditional Use Permit submittal.
3. A Photometric Plan shall be submitted with the Conditional Use Permit application, verifying that lighting shall not exceed 0.5 lumens at property line, in particular along the eastern property line next to residential uses.
4. A Noise Study shall be submitted with the Conditional Use Permit application.
5. Note that an Initial Study/Mitigated Negative Declaration will be conducted as part of the Conditional Use Permit request.
6. A seven foot tall block wall shall be required along the eastern property boundary.
7. A five-foot landscaping setback shall be placed along the eastern property boundary.
8. The applicant shall comply with all requirements of Caltrans. Note that the Conditional Use Permit application shall not be deemed complete until all correspondence from Caltrans regarding the project has been received.
9. The monument sign shall be a minimum five feet from the property line.
10. Lighted signage facing east towards residential areas shall be prohibited.
11. All buildings shall comply with the 50 foot height limitation of the C-N Zone.
12. Meet all other codes and ordinances of the Visalia Municipal Code.

PROJECT SPECIFIC INFORMATION: May 26, 2021

13. A Conditional Use Permit shall be required.
14. A Site Plan, Building Elevations, Floor Plans, and Landscaping Plans shall be submitted with the Conditional Use Permit submittal.
15. A Photometric Plan shall be submitted with the Conditional Use Permit application, verifying that lighting shall not exceed 0.5 lumens at property line, in particular along the eastern property line next to residential uses.
16. A Noise Study shall be submitted with the Conditional Use Permit application.
17. Note that an Initial Study/Mitigated Negative Declaration will be conducted as part of the Conditional Use Permit request.
18. A seven foot tall block wall shall be required along the eastern property boundary.
19. A five-foot landscaping setback shall be placed along the eastern property boundary.
20. The applicant shall comply with all requirements of Caltrans. Note that the Conditional Use Permit application shall not be deemed complete until all correspondence from Caltrans regarding the project has been received.
21. The monument sign shall be a minimum five feet from the property line.
22. Lighted signage facing east towards residential areas shall be prohibited.
23. All buildings shall comply with the 50 foot height limitation of the C-N Zone.
24. Meet all other codes and ordinances of the Visalia Municipal Code.

Note:

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

Sections of the Municipal Code to review:

17.18 Commercial Zones

17.18.060 Development standards in the C-N zone.

17.34 Off-street parking and loading facilities

17.34.020(G) ...the same number of off-street parking spaces shall be provided as are required for the most similar specified use.

17.36 Fences Walls and Hedges

17.36.050 Commercial and Mixed-use zones.

17.30 Development Standards

17.30.015.H. Lighting

Be advised a photometric plan may be required demonstrating that no more than 0.5 lumens be exceeded at any property line, (in cases where the adjacent residential unit is very close to the property line, 0.5 lumens may not be acceptable).

8.36 Noise

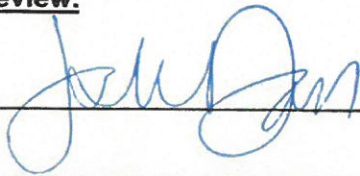
8.36.040 Exterior noise standards – Fixed noise sources.

Landscaping:

1. The City has adopted the State Water Efficient Landscape Ordinance. The ordinance applies to projects installing 2,500 square feet or more of landscaping. It requires that landscaping and irrigation plans be certified by a qualified entity

(i.e., Landscape Architect) as meeting the State water conservation requirements. The City's implementation of this new State law will be accomplished by self-certification of the final landscape and irrigation plans by a California licensed landscape architect or other qualified entity with sections signed by appropriately licensed or certified persons as required by the ordinance.

NOTE: 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"/>		713-

ITEM NO: 2	DATE: SEPTEMBER 8, 2021
SITE PLAN NO.:	21-088 RESUBMITTAL
PROJECT TITLE:	VISALIA CAR-WASH
DESCRIPTION:	PROPOSED DEVELOPMENT OF A 1 ACRE COMMERCIAL SITE FOR USE AS A CAR-WASH (CN)
APPLICANT:	BOTTOM LINE LLC
PROP OWNER:	DHALIWAL HEMRAJ S & SANDEEP K
LOCATION:	1804 N DINUBA BLVD
APN:	091-171-018

SITE PLAN REVIEW COMMENTS

- REQUIREMENTS (indicated by checked boxes)
- Install curb return with ramp, with _____ radius;
- Install curb; gutter **DINUBA BLVD, COMPLY WITH CALTRANS STDS**
- Drive approach size: Use radius return; **COMPLY WITH CALTRANS STDS**
- Sidewalk: _____ width; _____ parkway width at **COMPLY WITH CALTRANS STDS**
- 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 ALL WORK AND ACCESS ON DINUBA BLVD.**
- 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.
- 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.
- 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 carwash will incur development impact fees. Project is subject to recent City development fee increase, effective 8/21/2021, since previous Site Plan Review application. Refer to page 3 for applicable fees and summary.*
2. *All work along Dinuba frontage is subject to Caltrans requirements. Refer to Caltrans comments and revise accordingly.*
3. *Consolidation to one drive approach is acceptable however the proposed 60-foot approach far exceeds City commercial stds. Ultimate design will be confirmed by Caltrans.*
4. *Per City records, there are existing sewer laterals for new project to connect to. City std connection fees apply.*
5. *Onsite parking area and design to comply with City parking lot standards.*
6. *New development to comply with current accessibility standards onsite and in public right-of-way.*
7. *Comply with MWELo regulations for all landscaping and irrigation.*
8. *All required backflow or fire apparatus to be installed on private property.*
9. *A building permit is required, standard plan check and inspection fees apply.*

SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: **21-088 RESUBMITTAL**

Date: **9/8/2021**

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:**8/21/2021**)
(Project type for fee rates:**RETAIL**)

Existing uses may qualify for credits on Development Impact Fees. **1 SFD + 2,500SF SERV COMM + 50% DEVELOPED PARCEL + INFILL**

FEE ITEM	FEE RATE
<input checked="" type="checkbox"/> Groundwater Overdraft Mitigation Fee	\$1,366/AC X 0.5
<input checked="" type="checkbox"/> Transportation Impact Fee	\$15,391/1KSF X 4.4 X INFILL(0.75) = \$50,790 CREDIT: \$6235 + (\$2150 X 2.5) = (\$11,610)
<input checked="" type="checkbox"/> Trunk Line Capacity Fee	\$20,349/EACH X 1 TREATMENT PLANT FEE: \$22,158/EACH X 1
<input checked="" type="checkbox"/> Sewer Front Foot Fee	\$46/LF X 150 (DINUBA)
<input checked="" type="checkbox"/> Storm Drain Acq/Dev Fee	\$7,297/AC X 0.5
<input type="checkbox"/> Park Acq/Dev Fee	
<input type="checkbox"/> Northeast Specific Plan Fees	
<input checked="" type="checkbox"/> Waterways Acquisition Fee	\$5,357/AC X 0.5
<input checked="" type="checkbox"/> Public Safety Impact Fee: Police	\$9,154/AC X 0.5
<input checked="" type="checkbox"/> Public Safety Impact Fee: Fire	\$2,002/AC X 0.5
<input checked="" type="checkbox"/> Public Facility Impact Fee	\$586/1KSF X 4.4
<input type="checkbox"/> Parking In-Lieu	

Reimbursement:

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



Adrian Rubalcaba

City of Visalia
Building: Site Plan
Review Comments

SFR21088
VISALIA CAR-WASH
1804 N DUNLAP BLVD.

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

- A building permit will be required. *For information call (559) 713-4444*
- Submit 1 digital set of professionally prepared plans and 1 set of calculations. (Small Tenant Improvements)
- Submit 1 digital set of plans prepared by an architect or engineer. Must comply with 2016 California Building Cod Sec. 2308 for conventional light-frame construction or submit 1 digital set of engineered calculations.
- Indicate abandoned wells, septic systems and excavations on construction plans.
- You are responsible to ensure compliance with the following checked items:**
- Meet State and Federal requirements for accessibility for persons with disabilities.
- A path of travel, parking and common area must comply with requirements for access for persons with disabilities.
- All accessible units required to be adaptable for persons with disabilities.
- Maintain sound transmission control between units minimum of 50 STC.
- Maintain fire-resistive requirements at property lines.
- A demolition permit & deposit is required. *For information call (559) 713-4444*
- Obtain required permits from San Joaquin Valley Air Pollution Board. *For information call (661) 392-5500*
- Plans must be approved by the Tulare County Health Department. *For information call (559) 624-8011*
- Project is located in flood zone _____ * Hazardous materials report.
- Arrange for an on-site inspection. (Fee for inspection \$157.00) *For information call (559) 713-4444*
- School Development fees. Commercial \$0.66 per square foot & Self-Storage \$.23 per sf. Residential.
- 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: LANDSCAPING SHALL MEET THE MVELO
REQUIREMENTS.

VAL. GARCIA 09/07/21
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	September 8, 2021
Item #	2
Site Plan #	21088
APN:	091171018

- 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.
- **Special comments:** Provide on site fire hydrant as proposed as alternative for turn-around.

Corbin Reed
Fire Marshal



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

Date: 9-7-21
 Item: 7
 Site Plan: 21-088
 Name: Agent McEwen

SITE PLAN REVIEW COMMENTS

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

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

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

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

- Access Controlled / Restricted etc.:

- Lighting Concerns:
Exterior Lighting
- Traffic Concerns:

- Surveillance Issues:
Exterior video surveillance
- Line of Sight Issues:
Low shrubs to help w/ transient issues
- Other Concerns:

SITE PLAN REVIEW COMMENTS

CITY OF VISALIA TRAFFIC SAFETY DIVISION

September 8, 2021

ITEM NO: 2 Continue one week
SITE PLAN NO: SPR21088
PROJECT TITLE: Visalia Car-Wash
DESCRIPTION: Proposed Development of a 1 Acre Commercial Site for use as a Car-Wash (C-N)
APPLICANT: Bottom Line LLC
OWNER: DHALIWAL HEMRAJ S & SANDEEP K
APN: 091171018
LOCATION: 1804 N DINUBA BLVD

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 number of trips project is expected to generate in the peak hour. 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:

- Dinubal Blvd is SR63 and falls under Caltrans jurisdiction. Refer to Caltrans for requirements of site driveway, proximity to signalized intersection, drive approach, etc.

Leslie Blair

Leslie Blair

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

21088

September 8, 2021

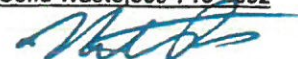
- No comments.
- See comments below
- Revisions required prior to submitting final plans. See comments below.
- Resubmittal required. See comments below.
- Customer responsible for all cardboard and other bulky recyclables to be broken down before disposing of in recycle containers
- ALL refuse enclosures 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 The R3/R4 (city standard) double enclosure looks good, set for STAB load services. This site will be required to include trash, recycle, and organic collection services, per State of California's mandatory recycling laws (AB-341 & AB-1826). Enclosure gates are required and must open 180 degrees and clear all curbing. Customer to confirm the eastern enclosure gate will swing open 180 degrees and not interfere with parking space #14 as proposed. Cain bolts shall be included to secure gates when open. The customer is encouraged to contact Nathan Garza with City of Visalia Solid Waste Division at 559-713-4532 to schedule a waste assessment when ready to have bins assigned.

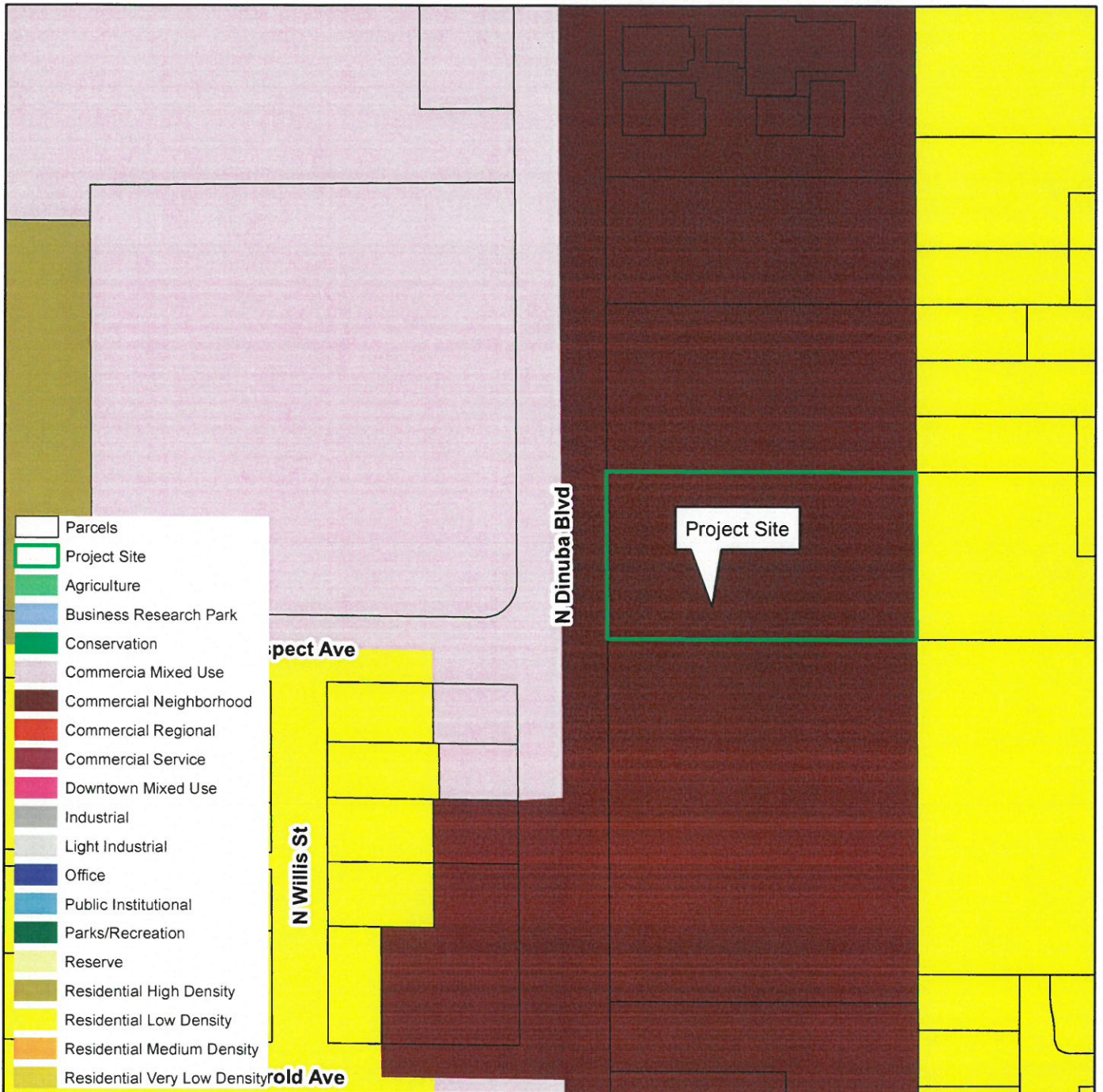
Jason Serpa, Solid Waste Manager, 559-713-4533
Edward Zuniga, Solid Waste Supervisor, 559-713-4338

Nathan Garza, Solid Waste, 559-713-4532



Conditional Use Permit No. 2021-29

The project site is located at
1804 N. Dinuba Blvd.
(APN: 091-171-018).



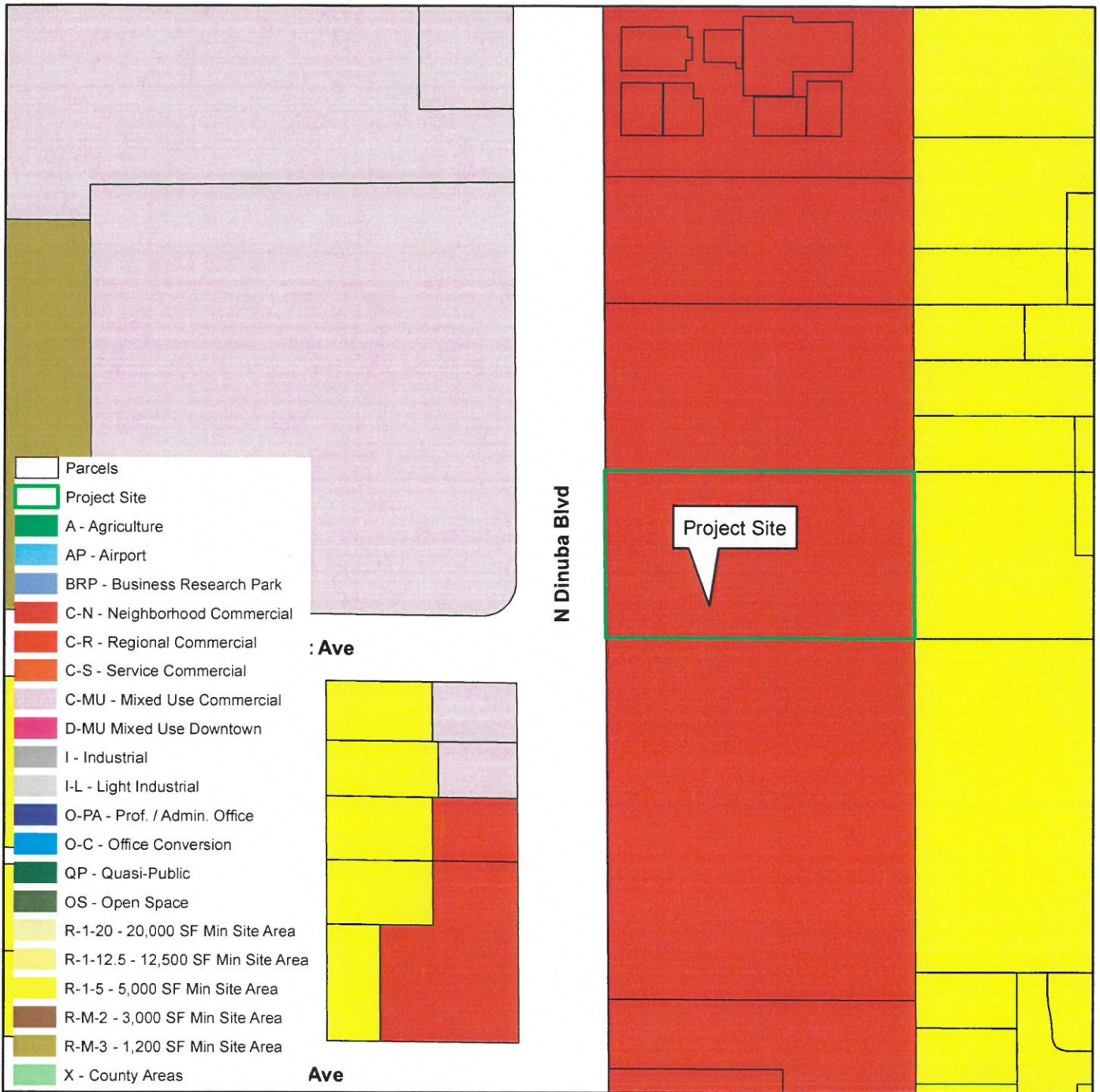
General Plan Land Use Map

0 45 90 180 Feet

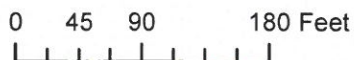


Conditional Use Permit No. 2021-29

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Zoning Map

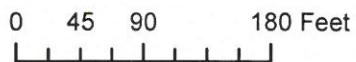


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2021 Aerial



-  Parcels
-  Project Site



Conditional Use Permit No. 2021-29

The project site is located at
1804 N. Dinuba Blvd.
(APN: 091-171-018).

