



REPORT TO CITY OF VISALIA PLANNING COMMISSION

HEARING DATE: February 9, 2026

PROJECT PLANNER: Colleen A. Moreno, Assistant Planner
Phone: (559) 713-4031
Email: colleen.moreno@visalia.gov

SUBJECT: Conditional Use Permit No. 2025-32: A request to construct a 4,130 square foot building with a drive-thru within 250-feet of residential, within Subarea "A" of the Caldwell 51 Specific Plan. The site is located at the southeast corner of West Caldwell Avenue and South Stonebrook Street in the C-R (Regional Commercial) zone (APN: 122-390-002).

STAFF RECOMMENDATION

Staff recommends approval of Conditional Use Permit No. 2025-32, as conditioned, based upon the findings and conditions in Resolution No. 2025-71. Staff's recommendation is based on the conclusion that the request is consistent with the Visalia General Plan, Specific Plan and Zoning Ordinance.

RECOMMENDED MOTION

I move to approve Conditional Use Permit No. 2025-32, based on the findings and conditions in Resolution No. 2025-71.

PROJECT DESCRIPTION

Conditional Use Permit No. 2025-32 is a request to construct two tenant spaces within a 4,130 square foot building in the Caldwell 51 Specific Plan Subarea "A" (Exhibit "B"). One tenant space is proposed to be a quick-serve restaurant with a drive-thru (Javi's Taco Shack) and the second tenant space use has yet to be determined. The two tenant spaces will be constructed in two phases (Exhibit "B"); Phase 1 will include site improvements, drive-thru lane, parking, landscaping, and a 2,740 square foot tenant space for Javi's Taco Shop. Phase 2 will include the construction of the remainder 1,390 square foot building for the second tenant space.

The building encompassing the two tenant spaces will be located along the west side of the parcel at the southeast corner of West Caldwell Avenue and South Stonebrook Street and will have a total floor area of 4,130 square feet. The drive-thru lane is proposed to be orientated in a north-south orientation (Exhibit "B"). The drive-thru lane queue, as designed, can accommodate up to eleven vehicles. The floor plan (Exhibit "C") of the quick-serve restaurant, Javi's Taco Shack, depicts the interior layout of the restaurant which includes a dining room, kitchen, and drive-thru window located at the south end of the building.

Per the operational statement (Exhibit "A"), Javi's Taco Shack will operate seven days a week with hours being Sunday through Thursday from 6:00 a.m. to 12:00 a.m. and Friday and Saturday from 6:00 a.m. to 2:00 a.m., with predicted peak hours of operation being 11:00 a.m. to 1:00 p.m. and 4:00 p.m. to 7:00 p.m. The number of employees proposed on site per day for Javi's Taco Shack will be sixteen, with three to four employees working per shift with two shifts per day.

BACKGROUND INFORMATION

General Plan Land Use Designation:	Regional Commercial
Zoning:	C-R (Regional Commercial)
Surrounding Zoning and Land Use:	North: R-1-5 (Single-Family Residential, 5,000 square foot minimum site area & Caldwell Avenue / Single-Family Residential Homes and Caldwell Avenue a 4-lane arterial street South: C-R / Various commercial tenant spaces East: C-R & QP (Quasi Public) / Car Wash West: C-MU (Mixed Use Commercial) / Drive thru coffee shop (Human Bean)
Environmental Review:	Categorical Exemption No. 2025-58
Special Districts:	Caldwell 51 Specific Plan
Site Plan Review:	SPR No. 2025-112

RELATED PROJECTS

The Caldwell 51 Specific Plan was adopted in September 1990. It has been amended five times in 1995, 1998, 1999, 2001 and 2002.

Conditional Use Permit No. 2001-50 was part of the Specific Plan Amendment in 2002 (**Specific Plan Amendment No. 2002-02**), which was approved by Planning Commission on April 8, 2002, allowing a full-service car wash in the Caldwell 51 Specific Plan.

PROJECT EVALUATION

Staff recommends approval of the requested conditional use permit, as conditioned, based on the project's consistency with the General Plan Land Use and Zoning Ordinance.

Land Use Compatibility

The Visalia Zoning Matrix identifies quick-service/fast food restaurants as permitted by right in the C-R (Regional Commercial) zone. Similarly, drive-thrus are also considered a permitted use subject to the "Drive-Thru Performance Standards" as stated in Section 17.32.162 of the Zoning Ordinance. A CUP is necessary as the proposed drive-thru does not comply with subsection B(1) of the above reference section, in which the drive-thru is within 250 feet of a residence and residentially zoned property. The proposed drive-thru is approximately 160 feet from the nearest residential dwelling to the north of the project site.

Through the CUP process, potential impacts can be addressed thereby ensuring compatibility between the proposed use and existing surrounding uses. Staff has concluded that the proposed drive-thru and quick-service restaurant will not have a negative impact on surrounding uses given the sufficient on-site parking, the site's proximity to a major street, existing onsite circulation and uses for the Caldwell 51 Specific Plan, and the orderly development of the overall commercial site.

In 2001, an amendment to the Caldwell 51 Specific Plan was approved to allow for one full-service car wash with a service station as a conditional use in Subarea A. This car wash is currently active and is located directly east of the project site. A second drive-thru is located

within Subarea A, approximately 455-feet east of the project site, although this drive-thru restaurant is no longer in business, this site can potentially be occupied utilizing the existing drive-thru. Furthermore, a third drive-thru, the Human Bean (coffee shop) is located directly west of the project site on the west side of South Stonebrook Street. Although this drive-thru is not within the specific plan scope, it is currently active. Incorporation of the proposed drive-thru is not expected to exceed impacts originally expected regarding the surrounding uses.

Drive-Thru Performance Standards

In the C-R zone and in other zoning districts, drive-thru lanes require a conditional use permit unless they can meet the six performance standards specified in Visalia Municipal Code Section 17.32.162**. In general, the performance standards pertain to the following:

1. Separation from residences;
2. Vehicle queue stacking;
3. Circulation;
4. Noise;
5. Screening;
6. Menu boards and signage.

**Refer to the Related Plans and Policies section for the full text of this code section.

The proposed project meets or is able to comply with all of the standards with the exception of the separation from residences for the drive-thru lane (within 250 feet of residential units).

Staff's analysis has determined that the placement of the drive-thru lane, as shown in Exhibit "B", is consistent with similar arrangements on other approved buildings with drive-thru lanes. Staff concludes that the drive-thru lane will not be a detriment to public health, safety, or welfare with respect to traffic on both Caldwell Avenue and the adjacent land uses, which consist of both commercial and residential development. Staff's recommendation to support the project is based on the commercial shopping center design that incorporates design measures that foster adequate vehicle queue stacking for the drive-thru lane, on-site parking, pedestrian connectivity, and on-site circulation to limit potential vehicular conflicts within the commercial shopping center site.

Caldwell 51 Specific Plan

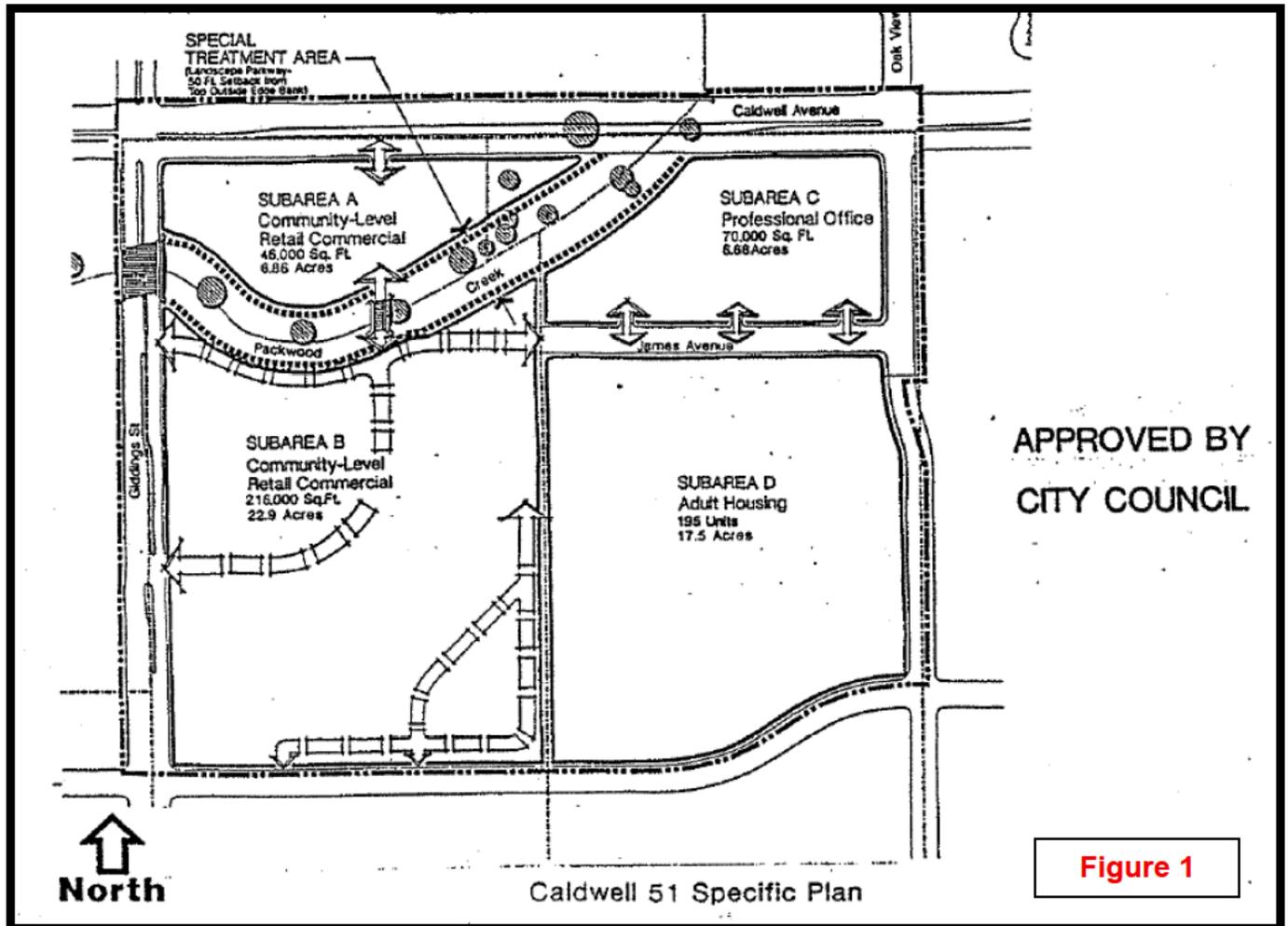
The Caldwell 51 Specific Plan was adopted in September 1990, covering 51 acres of land bounded by Caldwell Avenue, Stonebrook Street, Cameron Avenue and Oakview Street (1/3 mile east of Stonebrook Street). The purpose of the specific plan was to *"establish a policy framework, guidelines, and standards for the long-term evolution and development of land uses and supportive infrastructure and services for the plan area"* (Exhibit "G").

The plan area is divided into four subareas, with this proposed use being proposed in Subarea A, which is the section of the plan that is located north of Packwood Creek (see inset Figure 1 from Caldwell 51 Specific Plan) and encompasses seven parcels (Exhibit "F"). Subarea A and B were planned for retail commercial uses with these areas zoned Regional Commercial (C-R). Subarea C was originally planned for Professional Office space, but later amended to residential use.

Allowed Gross Leasable Commercial Building Area

Design analysis of the specific plan indicated that 46,000 square feet of gross leasable commercial building area, accompanied by required parking, landscaping, on-site circulation,

and other site improvements can be developed on this segment (Subarea A) of the plan area (Exhibit "G").



Within Subarea A, there are seven parcels and only six of the parcels are currently utilized for commercial use (Exhibit "F"). The seventh parcel, located furthest to the east, currently has an existing single-family residence whose square footage does not count towards the total gross leasable commercial building area as permitted in the Specific Plan (Exhibit "G"). The total square footage of the existing commercial buildings located within Subarea A is 25,165 square feet. With the addition of the new proposed building of 4,130 square feet the total commercial building use will be 29,295 square feet (Exhibit "E"). This will allow future commercial development within Subarea A, providing a remainder of 16,705 square feet of leasable commercial space allowed within Subarea A.

Site Improvements

Per the Caldwell 51 Specific Plan, site improvements to Caldwell would be required in conjunction with development of the subarea and would be completed concurrently with the construction of related on-site improvements. Frontage improvements on Caldwell Avenue and Stonebrook Street shall be required. The sidewalk along Caldwell Avenue shall meander in the public right-of-way, rather than abut the back of curb. The distance between the sidewalk and curb shall be landscaped in turf and/or groundcover. This shall match the existing sidewalk that is located along the parcels to the east of the project site along Caldwell Avenue.

Additionally, the applicant will provide frontage improvements along Stonebrook Street which will include sidewalk and landscaping. The sidewalk along Stonebrook will also meander, providing aesthetic cohesion of the site.

Landscape Setbacks

Per the Caldwell 51 Specific Plan, the landscape setback from edge of the right-of-way along Caldwell Avenue was to be forty (40) feet; however, per Specific Plan Amendment No. 2002-02, this setback was amended to comply with the former Design District “A” setback of thirty-five feet. In 2001, Design District A ran along Mooney Boulevard from Noble Avenue to Cameron Avenue and along Caldwell Avenue from Sallee Street to Packwood Creek. The proposed project will comply with the setback and will provide a thirty-five-foot setback along Caldwell Avenue as demonstrated on the site plan (Exhibit “B”).

The Caldwell 51 Specific Plan also required a landscape setback from the edge of right-of-way along Stonebrook Street to be thirty-five (35) feet. This setback was also amended in 2001 to comply with the Design District A standards as well which required a twenty-five (25) foot setback for street side corner lots. Per the site plan (Exhibit “B”) and due to the size of the parcel, and the required right-of-way improvements such as landscaping and a meandering sidewalk, the applicant is seeking a twenty-foot setback. This 20% deviation from the required standard of the Caldwell 51 Specific Plan qualifies for an Administrative Adjustment, should the Planning Commission find that such an application can be approved.

Staff has reviewed the four Administrative Adjustment findings and has determined that all required findings can be made for the proposed project. These findings and staff’s analysis are below.

Administrative Adjustment Findings	Analysis
The city planner shall record the decision in writing and shall recite therein the basis for same. The city planner may approve and/or modify an application in whole or in part, with or without conditions, only if all the following criteria are met:	
A. That there are special circumstances applicable to the property, including size, shape, topography, location or surroundings, creating a practical difficulty or unnecessary hardship;	The existing parcel is located on the corner and per the Caldwell 51 Specific Plan requires a meandering sidewalk which requires a greater sidewalk easement along Stonebrook Avenue. Approval of the administrative adjustment would still allow the stylized sidewalk providing consistency with the Specific Plan. Additionally, the site is zoned C-R (Regional Commercial) and per the current development standards for this zone a ten (10) foot street side corner lot setback is required. Therefore, the deviation still complies with current City setback standards for the zone.
B. That granting of the administrative adjustment is necessary to provide consistency with properties in the same vicinity and land use designation or development standards within which the administrative adjustment is sought;	The site is zoned C-R (Regional Commercial) and per the current development standards for this zone a ten (10) foot street side corner lot setback is required. Therefore, the deviation still complies with current City setback standards for the zone. Granting the administrative adjustment would provide

Administrative Adjustment Findings	Analysis
	consistency with properties in the same vicinity and land use designation or development standards within which the administrative adjustment is sought.
C. That granting the administrative adjustment will not be materially detrimental to the public health, safety, or welfare, or injurious to the property or improvements in such vicinity and land use designation or development standards in which the property is located;	The landscape setback as proposed by the applicant still complies with the current development standards for the zone. Therefore, granting the administrative adjustment would not be materially detrimental to the public health, safety, or welfare, or injurious to the property or improvements in such vicinity and land use designation or development standards in which the property is located.
D. That granting the administrative adjustment will not be inconsistent with the goals and policies of the general plan.	The site is zoned C-R (Regional Commercial) and per the current development standards for this zone a ten (10) foot street side corner lot setback is required. Therefore, the deviation still complies with current City setback standards for the zone. Granting administrative adjustment would allow the property to be developed in a way that is consistent with the goals and objectives of the general plan.

Elevations

The Caldwell 51 Specific Plan also required certain design elements for buildings. Per the specific plan, commercial structures developed in Subarea A shall be limited to a single story or floor. Additionally, the architectural style of all structures, street furnishings, fixtures, and site improvements shall be consistent for Subarea A of the overall plan area. Per the submitted elevations for the site (Exhibit “C”), the proposed building will complement the existing design and colors of the existing buildings, consisting of white stucco façade with a blue metal roof.

Access & Circulation

The site will be accessed via West Caldwell Avenue, a Minor Arterial roadway that has been improved to its ultimate right-of-way width. The point of access at Caldwell Avenue is fully improved with an existing drive approach located on the parcel that will remain. The development of the parcel will require the park strip and the site be landscaped. The site is configured with a shared interior existing private road that provides secondary access as well as providing vehicular movement across the site. Additionally, proposed development will continue points of pedestrian access between parcels. Please note that the City of Visalia currently has a Capital Improvement Project (CIP) that is installing a culvert crossing in Packwood Creek. Once the culvert project is completed, the culvert will facilitate the future connection of Stonebrook Street which will provide a full north/south connection from Caldwell Avenue to Visalia Parkway.

Lighting

Site lighting will be designed so that the lighting elements will not be directly visible by the residential areas located north of the project site (across Caldwell Avenue). Light intensity at the project site will be similar to the existing commercial uses. The applicant has provided a photometric plan (Exhibit "H"); however, staff recommends that building and parking lot lighting should be recessed into the light fixture so that no direct light floods onto the residential area. This is reflected as Condition of Approval No. 4.

Noise

The applicant submitted an acoustical analysis of the project (Exhibit "I"). Per the analysis, *"noise levels associated with the proposed drive-thru restaurant would not be expected to exceed any City of Visalia noise level standards due to the project site's proximity to a major roadway (Caldwell Avenue), and existing commercial uses (car wash, drive-thrus) the existing ambient noise levels in the vicinity are considered to be relatively high"*. Therefore, the project-related noise levels would not be expected to exceed existing ambient noise levels at any sensitive receptors (residential) locations near the project site. The project will still need to comply with the City's Noise Ordinance, and this is included as Condition of Approval No. 5.

Parking

Zoning Ordinance Section 17.34.020.F.10 prescribes parking as one space per 150 square feet of floor area for restaurant uses. Based on this parking requirement, the Javi's Taco Shack restaurant, and potentially the second vacant tenant space, would require 28 parking stalls. Per the site plan (Exhibit "B") thirty-two (32) parking spaces are provided, therefore meeting the required number of spaces onsite.

In addition to this, the project site is located approximately 0.49 miles from a major transit route (i.e., Route 1). Therefore, in accordance with Assembly Bill 2097, which prohibits public agencies from imposing minimum parking requirements on sites that are located within a half-mile radius of a major transit stop, the project site therefore meets the parking provisions per AB 2097.

Environmental Review

The project is Categorically Exempt under Section 15332 (Infill development) of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA), Categorical Exemption No. 2025-58.

RECOMMENDED FINDINGS

1. That the proposed project, as conditioned, will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
2. That the proposed conditional use permit is consistent with the policies and intent of the General Plan, Caldwell 51 Specific Plan, and Zoning Ordinance. Specifically, the project is consistent with the required findings of Zoning Ordinance Section 17.38.110.
3. That the proposed conditional use permit would be compatible with adjacent land uses. The proposed use is compatible subject to compliance with the recommended conditions of project approval of this conditional use permit.
4. That the project is considered Categorically Exempt under Section 15332 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA), Categorical Exemption No. 2025-58.

RECOMMENDED CONDITIONS

1. That the Conditional Use Permit shall be developed consistent with the comments and conditions of Site Plan Review No. 2025-112, incorporated herein by reference.
2. That the use shall be operated in substantial compliance with the site plan, floor plan, and operational statement, in Exhibits “A”, “B”, “C”, “D”, and “E”. Any changes or intensification of the use are subject to review by the City Planner and may subsequently be required to be reviewed by the Planning Commission.
3. That the project comply with all standards contained in the Caldwell 51 Specific Plan, incorporating all subsequently approved amendments, except for the street side yard setback as addressed herein and considered through the approval of an Administrative Adjustment.
4. That no significant direct or indirect light or glare may fall upon adjacent residential uses.
5. That the use would be subject to the City of Visalia Noise Ordinance and that the noise from the drive-thru teller speaker box shall meet all community noise standards as identified in the City’s Noise Ordinance Chapter 8.36
6. That all other federal, state and city laws, codes and ordinances be complied with.

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, California. 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.gov or from the City Clerk.

Attachments:

- Related Plans and Policies
- Resolution No. 2025-71
- Exhibit "A" – Operational Statement
- Exhibit "B" – Site Plan
- Exhibit "C" – Elevations and Floor Plan
- Exhibit "D" – Landscape Plan
- Exhibit "E" – Commercial Square Footage in Subarea A
- Exhibit "F" – Parcels located within Subarea A
- Exhibit "G" – Caldwell 51 Specific Plan & Amendment
- Exhibit "H" – Lighting Study
- Exhibit "I" – Acoustic Analysis
- Exhibit "J" – Traffic Memo
- Site Plan Review Comments No. 2025-112
- General Plan Land Use Map
- Zoning Map
- Aerial Map
- Location Map

NOTICE OF EXEMPTION

City of Visalia
315 E. Acequia Ave.
Visalia, CA 93291

To: County Clerk
County of Tulare
County Civic Center
Visalia, CA 93291-4593

Conditional Use Permit No. 2025-32

PROJECT TITLE

Southeast corner of W Caldwell Ave and S Stonebrook St. (APN: 122-392-002)

PROJECT LOCATION

Visalia

Tulare

PROJECT LOCATION - CITY

COUNTY

A request to construct a drive-thru restaurant and a second restaurant tenant space within the Caldwell Area 51 Specific Plan.

DESCRIPTION - Nature, Purpose, & Beneficiaries of Project

City of Visalia, 315 E. Acequia Avenue, Visalia, CA 93291, colleen.moreno@visalia.gov

NAME OF PUBLIC AGENCY APPROVING PROJECT

BJ Perch, Perch Construction Inc., 7034 Pershing Ave., Suite A Visalia CA 93291

NAME AND ADDRESS OF APPLICANT CARRYING OUT PROJECT

Same as above

NAME AND ADDRESS OF AGENT CARRYING OUT PROJECT

EXEMPT STATUS: (Check one)

- Ministerial - Section 15073
- Emergency Project - Section 15071
- Categorical Exemption - Section 15332
- Statutory Exemptions- State code number:

Infill development project on site of no more than five acres

REASON FOR PROJECT EXEMPTION

Colleen Moreno, Assistant Planner

(559) 713-4031

CONTACT PERSON

AREA CODE/PHONE

January 20, 2026

DATE

Brandon Smith
ENVIRONMENTAL COORDINATOR

RELATED PLANS & POLICIES

Conditional Use Permits

(Section 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)

**Drive-thru lanes performance standards
(VMC 17.32.162)**

A. Purpose and Intent. It is the purpose of this section to specify performance standards applicable to uses that seek to incorporate a drive-thru lane in association with a specified use. This section does not apply to carwashes and lube and oil changing stations.

B. Performance standards:

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

RESOLUTION NO. 2025-71

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING CONDITIONAL USE PERMIT NO. 2025-32, A REQUEST TO CONSTRUCT A 4,130 SQUARE FOOT BUILDING WITH A DRIVE-THRU WITHIN 250-FEET OF RESIDENTIAL WITHIN SUBAREA "A" OF THE CALDWELL 51 SPECIFIC PLAN. THE SITE IS LOCATED AT THE SOUTHEAST CORNER OF WEST CALDWELL AVENUE AND SOUTH STONEBROOK STREET IN THE C-R (REGIONAL COMMERCIAL) ZONE (APN: 122-390-002).

WHEREAS, Conditional Use Permit No. 2025-32 is a request to construct a 4,130 square foot building with a drive-thru within 250-feet of residential within subarea "A" of the Caldwell 51 Specific Plan. The site is located at the southeast corner of West Caldwell Avenue and South Stonebrook Street in the C-R (Regional Commercial) zone (APN: 122-390-002); and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice, did hold a public hearing before said Commission on February 9, 2026; and

WHEREAS, the Planning Commission of the City of Visalia finds the Conditional Use Permit to be in accordance with Section 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, the Planning Commission finds the project to be Categorically Exempt consistent with the California Environmental Quality Act (CEQA) and City of Visalia Environmental Guidelines.

NOW, THEREFORE, BE IT RESOLVED that the project is exempt from further environmental review pursuant to CEQA Section 15332.

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 project, as conditioned, will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
2. That the proposed conditional use permit is consistent with the policies and intent of the General Plan, Caldwell 51 Specific Plan, and Zoning Ordinance. Specifically, the project is consistent with the required findings of Zoning Ordinance Section 17.38.110.
3. That the proposed conditional use permit would be compatible with adjacent land uses. The proposed use is compatible subject to compliance with the recommended conditions of project approval of this conditional use permit.
4. That the project is considered Categorically Exempt under Section 15332 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA), Categorical Exemption No. 2025-58.

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 Conditional Use Permit shall be developed consistent with the comments and conditions of Site Plan Review No. 2025-112, incorporated herein by reference.
2. That the use shall be operated in substantial compliance with the site plan, floor plan, and operational statement, in Exhibits "A", "B", "C", "D", and "E". Any changes or intensification of the use are subject to review by the City Planner and may subsequently be required to be reviewed by the Planning Commission.
3. That the project comply with all standards contained in the Caldwell 51 Specific Plan, incorporating all subsequently approved amendments, except for the street side yard setback as addressed herein and considered through the approval of an Administrative Adjustment.
4. That no significant direct or indirect light or glare may fall upon adjacent residential uses.
5. That the use would be subject to the City of Visalia Noise Ordinance and that the noise from the drive-thru teller speaker box shall meet all community noise standards as identified in the City's Noise Ordinance Chapter 8.36
6. That all other federal, state and city laws, codes and ordinances be complied with.



September 10, 2025

City of Visalia – Planning Division
315 E. Acequia, Ave
Visalia, CA 93291

**Re: Javi's Taco Shack – SEC Stonebrook and Caldwell
Operational Statement**

Greetings please see the operational statement below for the future Javi's Taco for the City of Visalia's review process:

Proposed hours of operation

Sunday - Thursday 6:00am to 12:00am
Friday - Saturday 6:00am to 2:00am

Number of days open

7 days per week

Number of employees per day existing

12 employees

Number of employees per day proposed

16 employees

Truck delivery scheduled and operations

Every Monday and Wednesday between 6:00am and 10:00am

Predicted peak operation hours

11:00am - 1:00pm and 4:00pm - 7:00pm

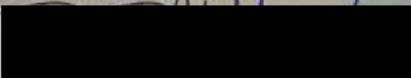
Unique or specific traffic patterns

Drive thru enter thru Caldwell and exit thru Stonebrook
Inside traffic enter thru front door walk up to cashier order and sit at an available table exit signs will be displayed for exit

Special events planned

All holidays and any special booked events

Sincerely,
Javier Maldonado


President / CEO

Call Two Working Days Before You Dig!

CALL BEFORE YOU DIG



1-800-227-2600

811

10-1-25



PRELIMINARY. NOT FOR CONSTRUCTION.

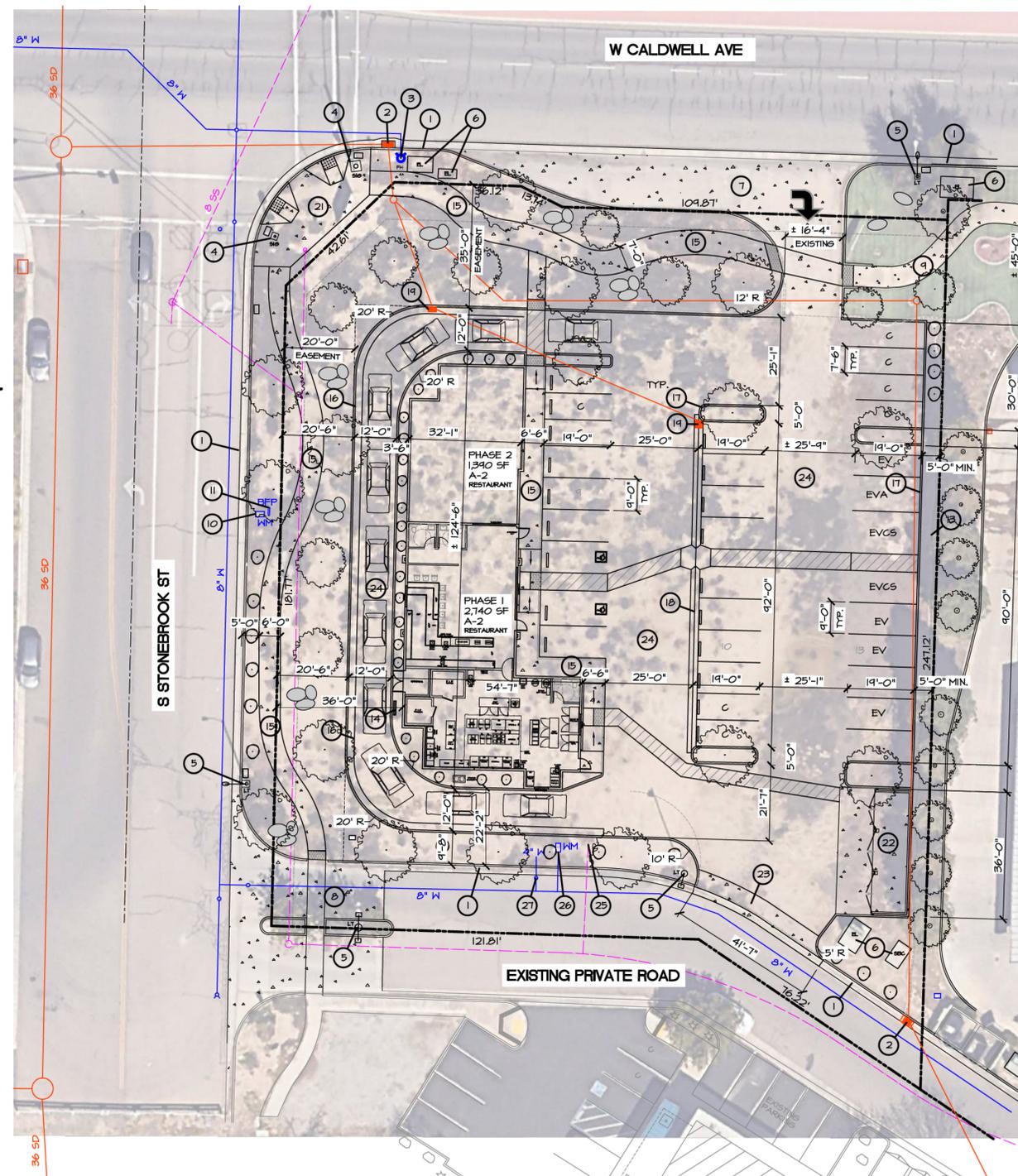
FIRE DEPARTMENT NOTES

- NOTHING IN THESE PLANS OR SPECIFICATIONS SHALL BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THE MOST STRINGENT OF APPLICABLE CODES. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CALIFORNIA BUILDING CODE (CBC), CALIFORNIA FIRE CODE (CFC), AND ALL OTHER FEDERAL, STATE, COUNTY, AND CITY ORDINANCES.
- COMBUSTIBLE OR FLAMMABLE WASTE MATERIAL OR RUBBISH OF ANY KIND SHALL NOT BE PERMITTED ON ANY YARD, VACANT LOT, OR OPEN SPACE. COMBUSTIBLE DEBRIS, RUBBISH, OR WASTE MATERIAL SHALL BE REMOVED AS OFTEN AS PRACTICAL. (CFC 330.4)
- FIRE EXTINGUISHERS - PER CFC 906, PROVIDE PORTABLE FIRE EXTINGUISHERS, CLASS 2A10BC MINIMUM, ONE FOR EACH 3000 SQUARE FEET OR PORTION THEREOF OF FLOOR SPACE AND MAXIMUM TRAVEL DISTANCE FROM ANY POINT IN THE BUILDING TO AN EXTINGUISHER NOT TO EXCEED 75 FEET. WHEN POSSIBLE, THE FIRE EXTINGUISHERS SHOULD BE MOUNTED NEAR EXITS OR IN NORMAL EXIT PATHWAYS. IF NECESSARY, A SIGN SHALL BE POSTED TO CLEARLY INDICATE THE LOCATION OF THE EXTINGUISHER.
- PLANS ARE NOT APPROVED FOR HIGH PILED COMBUSTIBLE STORAGE. STORAGE OF COMBUSTIBLE MATERIALS IN CLOSELY PACKED PILES OR COMBUSTIBLE MATERIALS ON PALLETS, IN RACKS, OR ON SHELVES WHERE THE TOP OF STORAGE IS GREATER THAN 12 FEET IN HEIGHT SHALL NOT BE ALLOWED.
- ADDRESSES - APPROVED NUMBERS OR ADDRESSES SHALL BE PLACED ON ALL NEW AND EXISTING BUILDINGS IN SUCH A POSITION AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY. SAID NUMBERS SHALL BE AT LEAST 6" HIGH AND SHALL BE OF A COLOR TO CONTRAST WITH THEIR BACKGROUND. (CFC 505)
- ALL REQUIRED EXITS SHALL BE CLEAR OF OBSTRUCTIONS FOR THE DURATION OF THE CONSTRUCTION PROJECT.
- DOOR HARDWARE - EGRESS DOORS SHALL BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR ANY SPECIAL KNOWLEDGE OR EFFORT. ALL HARDWARE SHALL COMPLY WITH CHAPTER 10 OF THE CALIFORNIA BUILDING CODE (CBC).
- MEANS OF EGRESS ILLUMINATION - AT ANY TIME THE BUILDING IS OCCUPIED, THE MEANS OF EGRESS SHALL BE ILLUMINATED AT AN INTENSITY OF NOT LESS THAN 1 FOOT-CANDLE AT FLOOR LEVEL.
- EXIT SIGNS - THE PATH OF TRAVEL TO AND WITHIN EXITS IN A BUILDING SHALL BE IDENTIFIED BY EXIT SIGNS, CONFORMING TO THE REQUIREMENTS OF CBC CHAPTER 10. EXIT SIGNS SHALL BE READILY VISIBLE FROM THE DIRECTION OF APPROACH. EXIT SIGNS SHALL BE LOCATED AS NECESSARY TO INDICATE THE DIRECTION OF EGRESS TRAVEL. NO POINT SHALL BE MORE THAN 100 FEET FROM THE NEAREST VISIBLE SIGN.
- AMOUNTS OF FLAMMABLE AND COMBUSTIBLE MATERIAL STORED IN THE BUILDING SHALL NOT EXCEED THE EXEMPT AMOUNTS QUANTIFIED IN CBC 301 AND CFC 510.4.
- WHEN FIRE FACILITIES SUCH AS, BUT NOT LIMITED TO, FIRE HYDRANTS AND ACCESS ROADS ARE TO BE INSTALLED BY THE DEVELOPER, THEY SHALL BE INSTALLED AND MADE SERVICEABLE PRIOR TO AND DURING THE TIME OF CONSTRUCTION. (CFC 901)
- PROVIDE NEW AUTOMATIC FIRE SPRINKLER SYSTEM AT ALL NEW AND/OR REMODELED STRUCTURES AND ADDITIONS. GENERAL CONTRACTOR SHALL INCLUDE IN BID THE PRICE FOR APPROVED PLANS, ENGINEERING, MATERIALS AND INSTALLATION OF NEW FIRE SPRINKLER SYSTEM INCLUDING ANY NEW RISERS AND TIE-IN TO EXISTING FIRE SPRINKLER AND ALARM SYSTEM WHICH MAY BE REQUIRED.
- FIRE SPRINKLER CONTRACTOR SHALL SUBMIT PLANS TO AND OBTAIN PERMIT FROM THE JURISDICTION FIRE DEPARTMENT FOR ALL REQUIRED NEW INSTALLATIONS AND/OR MODIFICATIONS AND ADDITIONS TO EXISTING FIRE SPRINKLER SYSTEM. DESIGNATE ON SPRINKLER SUBMITTAL THE COMMODITY CLASS AND STORAGE HEIGHT.
- ALL WORK SHALL COMPLY WITH NFPA STANDARDS, CBC AND CFC.
- SUBMIT PLANS TO AND OBTAIN PERMITS FROM THE JURISDICTION FIRE DEPARTMENT FOR ALL FIRE ALARM INSTALLATIONS AND/OR MODIFICATIONS.
- A SET OF PLANS SHOWING THE WORK TO BE DONE SHALL ALSO BE FORWARDED TO THE JURISDICTION BUILDING DEPARTMENT FOR REVIEW AND APPROVAL.
- FINAL APPROVAL IS SUBJECT TO ACCEPTANCE AFTER A FIELD INSPECTION.
- A KNOX BOX LOCK SYSTEM IS REQUIRED FOR THE BUILDING. APPLICATION IS AVAILABLE AT THE BUILDING DEPARTMENT. RETURN THE COMPLETED APPLICATION, ALONG WITH YOUR CHECK MADE PAYABLE TO "THE KNOX COMPANY" TO THE BUILDING DEPARTMENT FOR SIGN OFF AND MAILING PRIOR TO FINAL INSPECTION FOR OCCUPANCY. (CFC 902)
- ANY FENCE GATE ACROSS THE ENTRY TO THE PROPERTY SHALL REQUIRE A KNOX BOX FOR FIRE DEPARTMENT ACCESS.

KEYNOTES

SEE CIVIL PLANS FOR ADDITIONAL INFO.

- (E) CURB AND GUTTER TO REMAIN.
- (E) DRAIN INLET TO REMAIN.
- (E) FIRE HYDRANT TO REMAIN.
- (E) TRAFFIC SIGNAL LIGHT TO REMAIN.
- (E) STREET LIGHT TO REMAIN.
- (E) ELECTRICAL EQUIPMENT TO REMAIN.
- (E) R.O.M. TURN LANE AND DRIVE APPROACH TO REMAIN.
- (E) DRIVE APPROACH AND CROSSWALK TO REMAIN.
- (E) SIDEWALK TO REMAIN.
- (E) 2" LANDSCAPE WATER SERVICE AND METER TO REMAIN.
- (E) LANDSCAPE BACKFLOW PREVENTER TO REMAIN.
- NOTE USED.
- (E) LANDSCAPE CURB TO BE REMOVED.
- (N) DRIVE THRU MENU/ORDER BOARD.
- (N) CONCRETE SIDEWALK PER CITY STANDARDS.
- (N) CURB AND GUTTER PER CITY STANDARDS.
- (N) LANDSCAPE CURB PER CITY STANDARDS.
- (N) VEE GUTTER PER CITY STANDARDS.
- (N) DRAINAGE INLET CATCH BASIN.
- NOT USED.
- (N) CONCRETE CURB RETURN RAMP AND SIDEWALK PER CITY STANDARDS.
- (N) TRASH ENCLOSURE AND APRON PER CITY STANDARDS.
- REMOVE (E) CONCRETE CURB AND GUTTER AND INSTALL NEW CONCRETE DRIVE APPROACH.
- (N) AC PAVING.
- (E) 4" SANITARY SEWER STUB TO REMAIN.
- (E) 2" WATER SERVICE AND METER TO REMAIN.
- (E) 4" FIRE SERVICE STUB TO REMAIN.



PROPOSED SITE KEY PLAN

1" = 20'



SITE NOTES

- EXISTING UNDERGROUND UTILITIES, PIPING, CONDUITS, IMPROVEMENTS OR OTHER UNDERGROUND ENCUMBRANCES ARE NOTE SHOWN ON THESE PLANS. NO ATTEMPT HAS BEEN MADE BY COLLINS ENGINEERING TO FIELD LOCATE OR VERIFY SUCH FEATURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD LOCATING AND VERIFYING ALL UNDERGROUND UTILITIES, PIPING, CONDUITS, TANKS, IMPROVEMENTS AND SIMILAR ABOVE GROUND AND UNDERGROUND ENCUMBRANCES AND TAKE ALL NECESSARY PRECAUTIONS AND PREVENTATIVE MEASURES TO INSURE THAT SUCH EXISTING UTILITIES ARE NOT DAMAGED OR DISRUPTED DURING CONSTRUCTION. OWNER AND ENGINEER SHALL BE NOTIFIED OF ANY UTILITIES, PIPING, ETC. THAT IS UNCOVERED PRIOR TO OR DURING CONSTRUCTION WHICH MAY INTERFERE WITH OR BE AFFECTED BY THE PROPOSED CONSTRUCTION SO CONDITIONS AND ALTERNATIVES CAN BE REVIEWED PRIOR TO PROCEEDING WITH CONSTRUCTION.
- ALL PROPERTY LINE DIMENSIONS, LOCATIONS, DETAILS, EASEMENTS, ETC. ARE BASED ON AVAILABLE COUNTY MAP INFORMATION AND SHALL BE VERIFIED AND SURVEYED BY A CALIF. LICENSED LAND SURVEYOR.
- FIELD VERIFY EXISTING CONDITIONS. ALL DIMENSIONS SHALL BE FIELD VERIFIED.

GOVERNING AGENCY AND CODES

CITY OF VISALIA

CALIFORNIA BUILDING STANDARDS CODE (CBC TITLE 24)

- 2022 CALIFORNIA BUILDING CODE
- 2022 CALIFORNIA PLUMBING CODE
- 2022 CALIFORNIA MECHANICAL CODE
- 2022 CALIFORNIA ENERGY CODE
- 2022 CALIFORNIA GREEN BUILDING STANDARDS CODE
- 2022 CALIFORNIA FIRE CODE
- 2022 CALIFORNIA ELECTRICAL CODE
- NFPA 13, 2022 EDITION
- NFPA 24, 2022 EDITION
- ADA ACCESSIBLE GUIDELINES (ADAA&G)

PROJECT INFO

SITE PLAN REVIEW NO.:	25112
OWNER:	STONEBROOK PLAZA, INC. 3334 N. MOONEY BLVD. TULARE, CA 95274 OFFICE: 559-625-4240 DIRECT: 559-804-0354
LOCATION:	SEC W CALDWELL AND S STONEBROOK VISALIA, CA 93277
APN:	122-340-002
SITE AREA:	± 0.93 ACRES
FLOOD ZONE:	X02
ZONING:	CR
USE:	RESTAURANT WITH DRIVE-THRU
OCCUPANCY:	A-2
NUMBER OF STORIES:	1
TYPE OF CONSTRUCTION:	V-B-51 (SPRINKLERED)
OCCUPANT LOAD:	140
FLOOR AREA:	PH1 2,740 SF + PH2 1,340 SF = 4,130 SF
ALLOWABLE FLOOR AREA:	24,000 SF (FOR OCC. A-2, TYPE V-B-51)
F = 343'	
P = 343'	
W = 30'	
IF = (343/343 - 0.25) x 30/30 = 0.75	
A ₂ = 24,000 + 0.75(24,000) = 42,000 SF	
PARKING PROVIDED:	
REGULAR	13 SPACES
COMPACT	9 SPACES
ELECTRIC VEHICLE CAPABLE SPACES (EV)	5 SPACES
ELECTRIC VEHICLE CAPABLE AMBULATORY (EVA)	1 SPACES
ELECTRIC VEHICLE CHARGING STATIONS (EVCS)	2 SPACES
ACCESSIBLE	2 SPACES
	32 SPACES
2,740 SF + 1,340 SF = 4,130 SF	
32 SPACES	
1 SPACE PER 129 SF	

Collins Engineering
Structural & Civil Engineering
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(559) 734-4060
License S-4068

**NEW DRIVE-THRU RESTAURANT FOR:
STONEBROOK PLAZA, INC
W CALDWELL AVE AND S STONEBROOK ST
VISALIA, CA 93277**

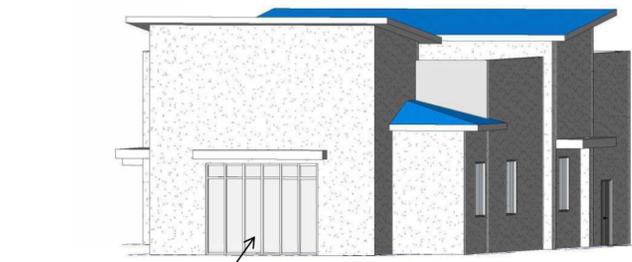
MARK	DATE	DESCRIPTION

DATE: 10/1/25
DRAWN BY: BC
PROJECT NO: 25-1537

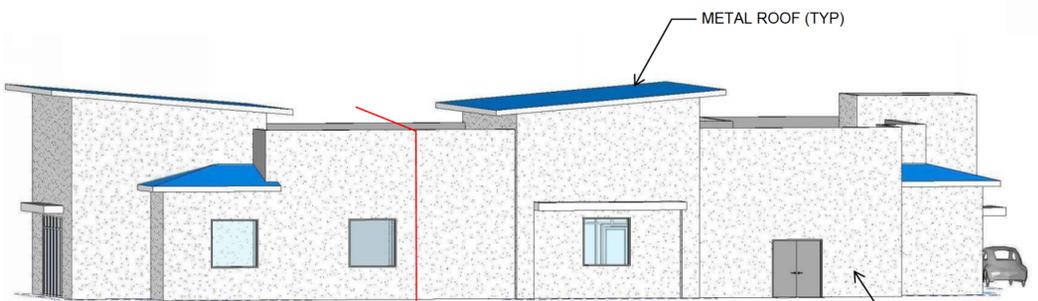
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**SITE KEY PLAN
AND PROJECT
INFO**

SHEET
CUP10
SHEET OF

A B C D E F G H I J K



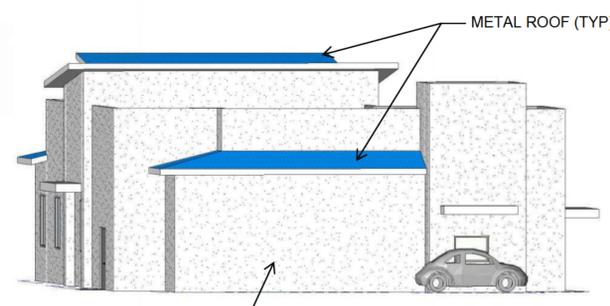
STOREFRONT (TYP.) NORTH



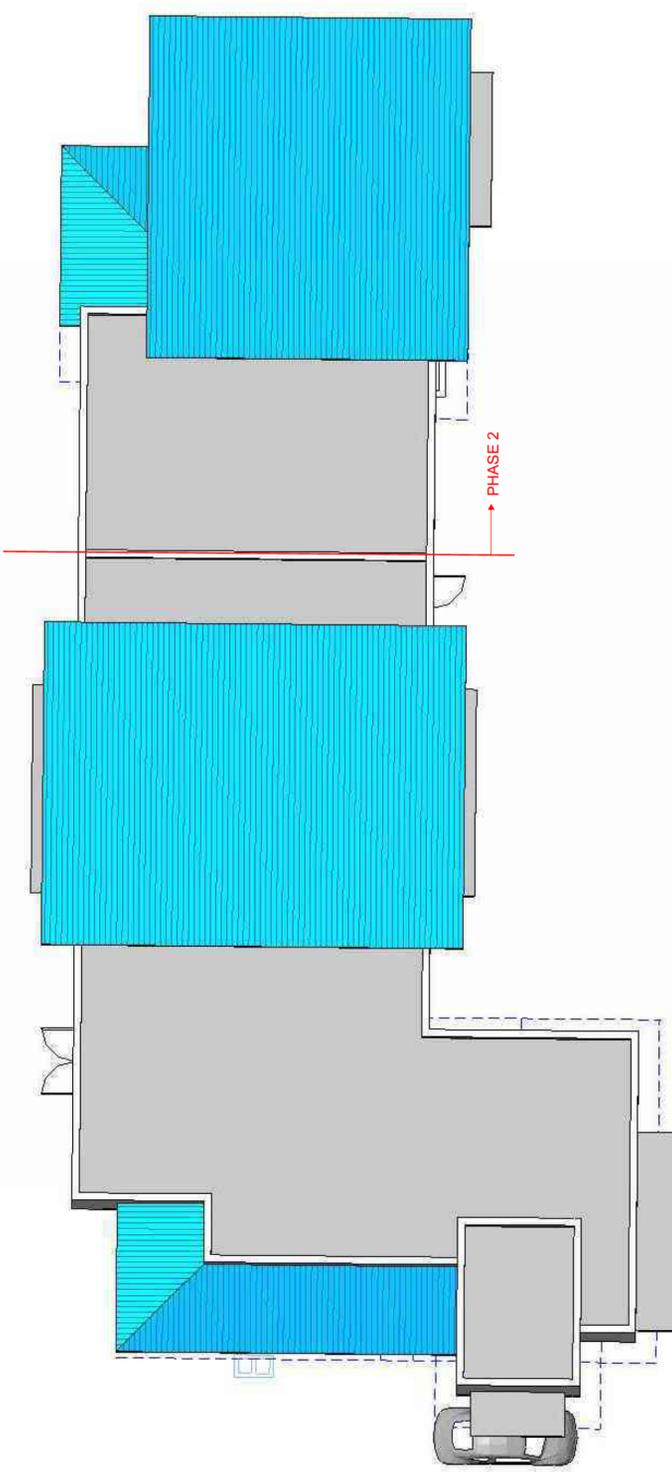
PHASE 2 WEST



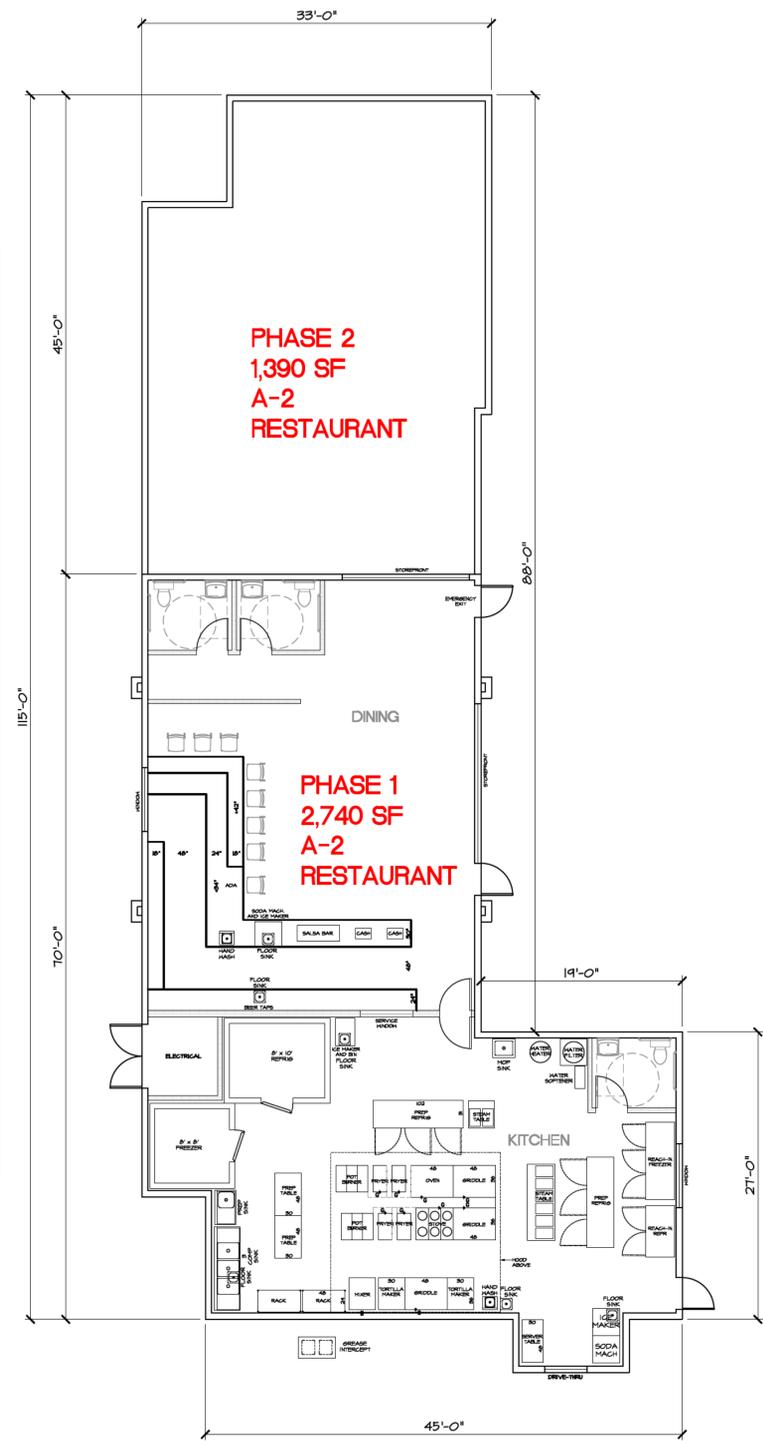
STOREFRONT (TYP.) EAST



STUCCO (TYP.) SOUTH



ROOF NORTH



FLOOR PLAN

1/8" = 1'-0"



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 W CALDWELL AVE AND S STONEBROOK ST
 VISALIA, CA 93277
 CONTRACTOR: BJ PERCH CONSTRUCTION, INC.**

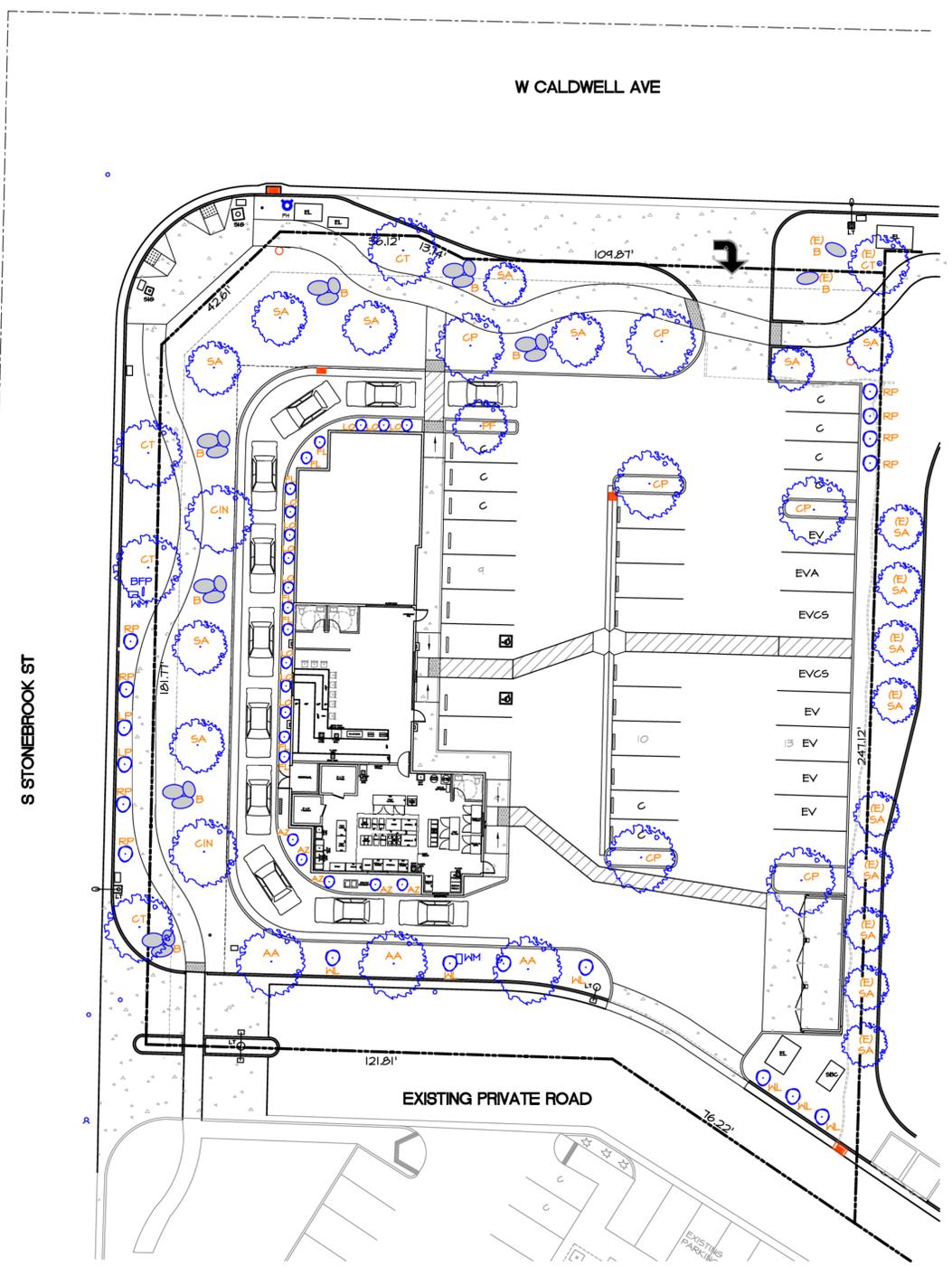
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 DRAWN BY: BC
 PROJECT NO: 25-1537

SHEET TITLE
PLANS AND ELEVATIONS

SHEET
CUP2.0
 SHEET OF

A B C D E F G H J K



CONCEPTUAL LANDSCAPE PLAN
1" = 20'



SHRUB LIST		
AZ	AZALEA FORMOSA (INDIAN HANTHORNE)	5 GAL.
FL	DIETES BICOLOR (FORTNIGHT LILY)	1 GAL.
LO	OLEA EUROPAEA (LITTLE OLLIE OLIVE)	5 GAL.
LP	LAROP PURPLE (INDIAN HANTHORNE)	5 GAL.
RP	RHAPIOLEPIS INDICA (INDIAN HANTHORNE)	5 GAL.
ML	CEANOTHUS CONCHA (WILD LILAC)	5 GAL.
B	BOULDER CLUSTER	36" MIN. DIA.

TREE LIST		
AA	ACER-AUTUMN FANTASY (MAPLE)	15 GAL.
CIN	CINNAMOMUM CAMPHORA (CAMPHOR TREE)	15 GAL.
CP	PISTACIA CHINENSIS (CHINESE PISTACHE)	15 GAL.
CT	SAPIUM SEBIFERUM (CHINESE TALLOW)	15 GAL.
PF	PHOTINA FRASERI (EVERGREEN TREE)	15 GAL.
SA	SEQUOIA-APTOS BLUE (COAST REDWOOD)	15 GAL.

3" BARK MULCH AT ALL BEDS



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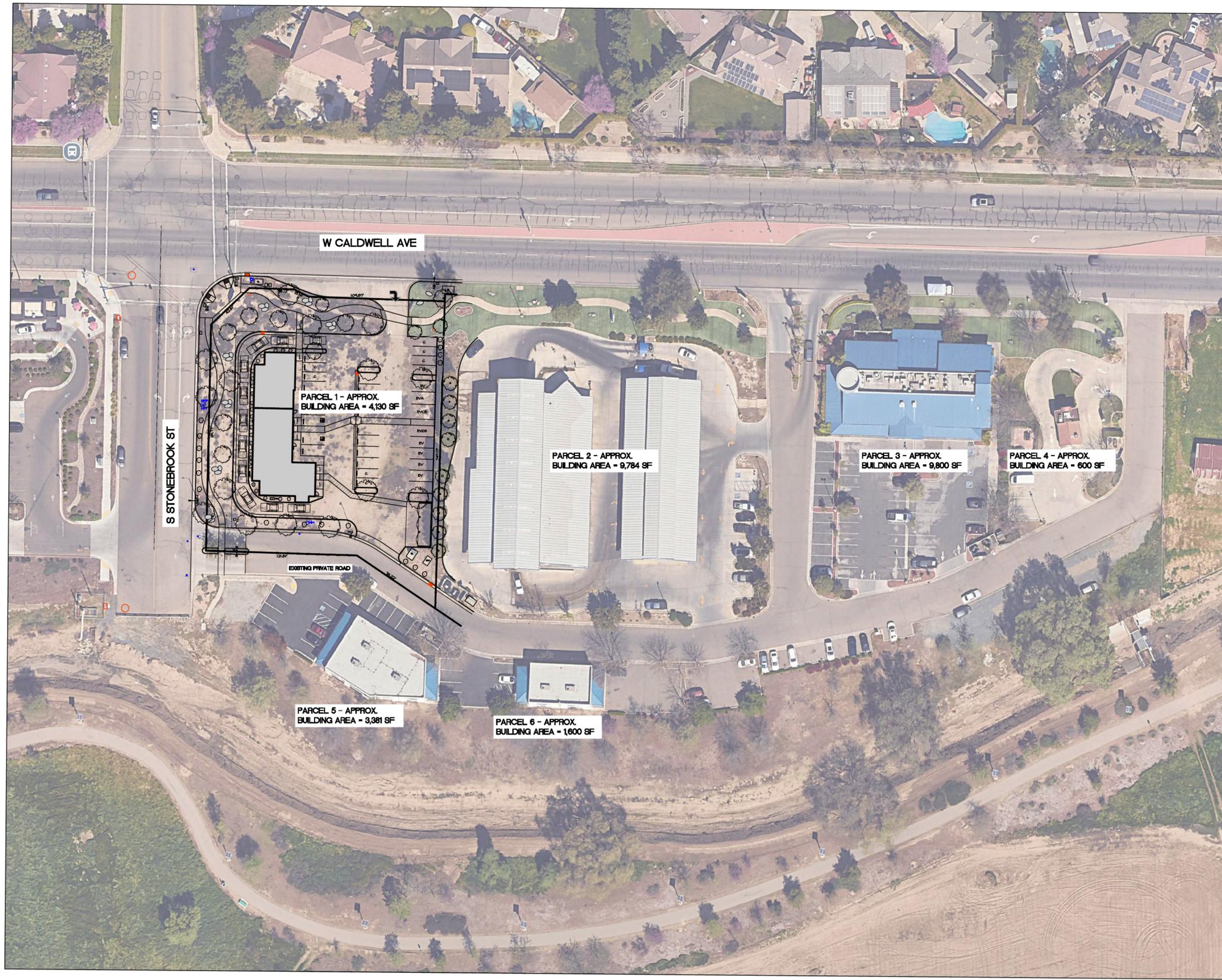
MARK	DATE	DESCRIPTION

DATE: 10/1/25
DRAWN BY: BC
PROJECT NO: 25-1537

SHEET TITLE
CONCEPTUAL LANDSCAPE PLAN

SHEET
CUP3.0
SHEET ___ OF ___

A B C D E F G H I J K



CALDWELL 51 SPECIFIC PLAN - SUBAREA A
APPROX. BUILDING AREA TOTAL = 29,295 SF
 1" = 40'



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 CONTRACTOR: BJ PERCH CONSTRUCTION, INC.**

MARK	DATE	DESCRIPTION

DATE: 10/1/25
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 PROJECT NO: 25-1537

SHEET TITLE
**CALDWELL 51
 BUILDING AREA**

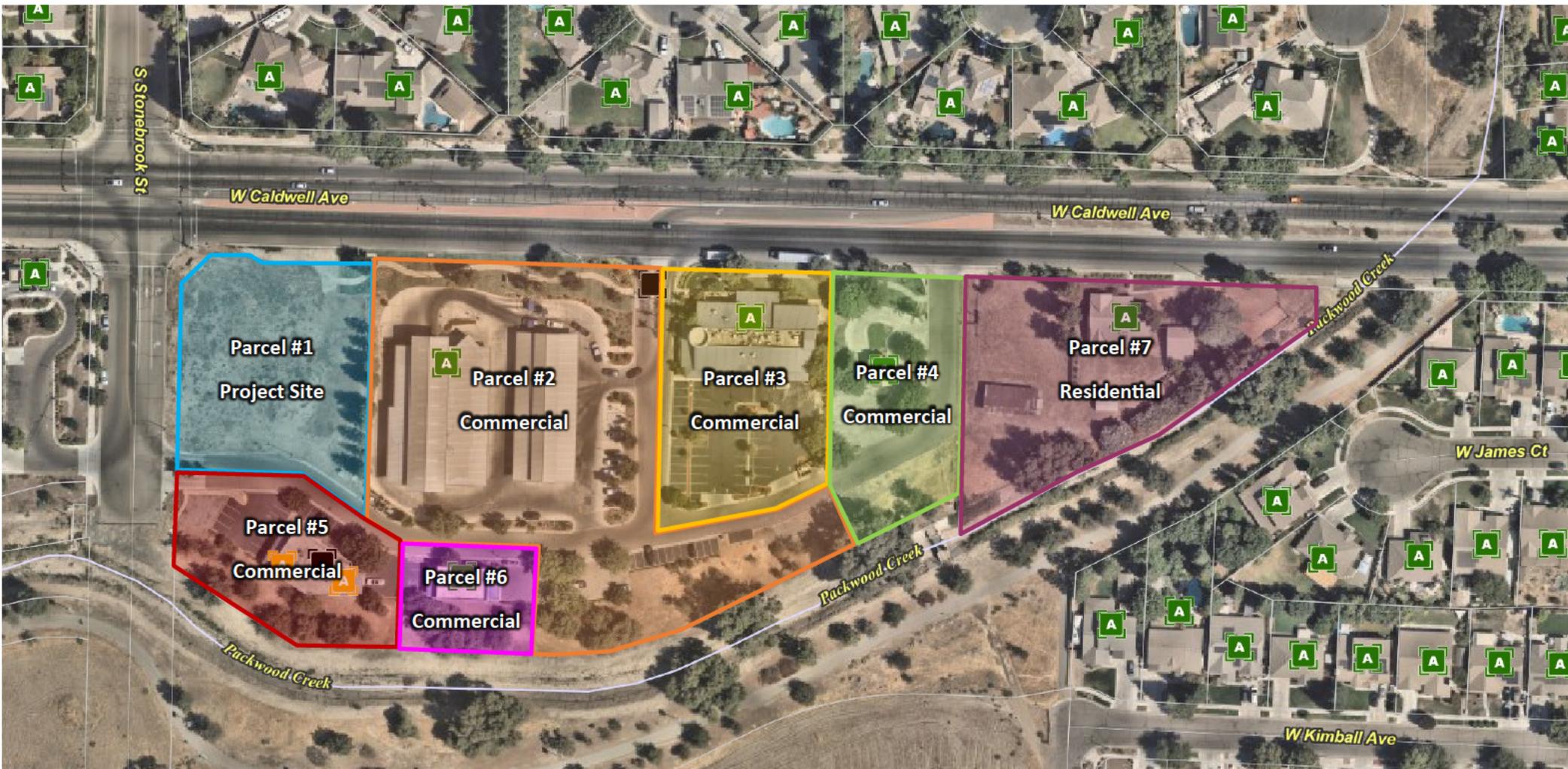
SHEET
CUP4.0
 SHEET OF

1
2
3
4
5
6
7

10-1-25

Caldwell 51 Specific Plan

Parcels located in Subarea A



**CALDWELL 51
SPECIFIC PLAN**

**Prepared for and adopted by:
the City of Visalia**

September, 1990

**by:
QUAD Consultants**

This Document includes amendments made through August 6, 2001..

PREFACE

This report represents the policy document and plan diagram for the *Caldwell 51 Specific Plan*, a land use plan and guidelines for the development of a fifty-five acre site located in the south-central portion of the City of Visalia. One component of a series of community-wide plans and policies shaping the evolution of the City of Visalia, the *Caldwell 51 Specific Plan* is intended to be integrated with the City's General Plan and with underlying zoning and development regulations to preserve and enhance the quality and character of the community. The *Caldwell 51 Specific Plan* is further intended to reflect the values and priorities of the citizens of Visalia as they are applied to the general welfare of the City as a whole.

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PREFACE

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B -- City Analysis of Oak View Alignment in Relationship to Adjacent Properties

PLAN DIAGRAM

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APPENDICES (continued)

- C - Minor Amendment No. 95-01 - Revision of Driveway Approach Locations for Subarea A.
Precise Development Plan for Subarea A.
- D- Specific Plan Amendment No. 98-04 -
Reclassification of Oakview Street to a local
status street
- E- Specific Plan Amendment N. 99-10 - Amendment of
Subarea D changing Senior Housing Designation to
Low Density Residential
- F- Specific Plan Amendment No. 2001-01 ✖ Amendment of
Subarea A to allow full service car wash with
service station. Specifically amended Policy A-2
and Policy SA-6.

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CHAPTER ONE - INTRODUCTION

CHAPTER ONE

INTRODUCTION

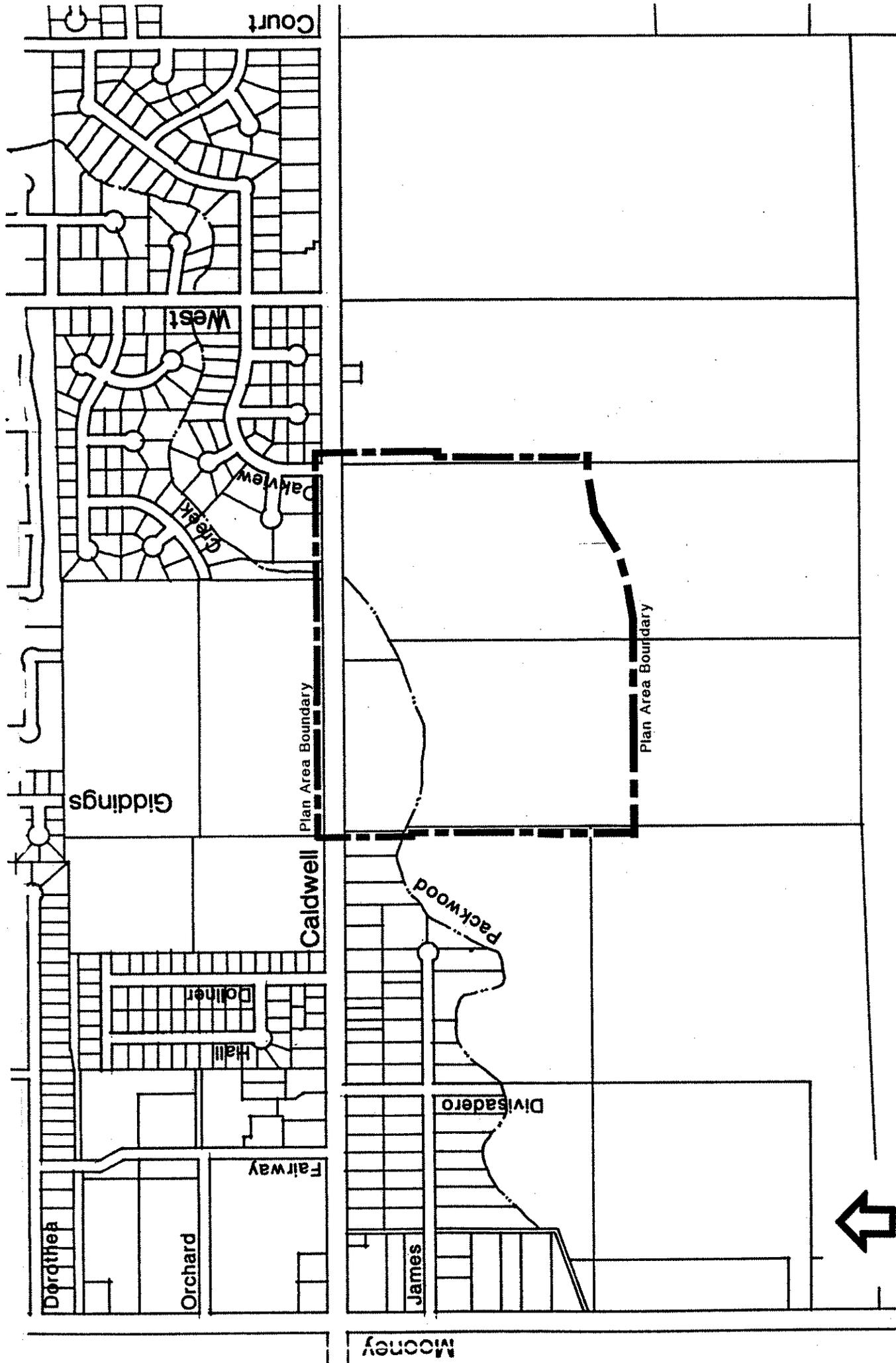
This document and accompanying plan diagram present the *Caldwell 51 Specific Plan*, prepared for and adopted by the City of Visalia to guide the development and land uses and supportive services for a portion of the south-central area of the community. The plan has been formulated on behalf of the City by QUAD Consultants, a professional planning consulting firm with offices in Visalia. The plan reflects a composite of property owner land use proposals, as well as standards and policies derived from other City planning documents and programs.

Purpose and Scope of Plan

The purpose of the *Caldwell 51 Specific Plan* is to establish a policy framework, guidelines and standards for the long-term evolution and development of land uses and supportive infrastructure and services for the plan area. Consisting of a portion of south-central Visalia, the plan area encompassed by the *Caldwell 51 Specific Plan* is currently committed almost exclusively to agricultural use. Caldwell Avenue, a major east-west arterial traffic route through the community, comprises the northerly boundary of the plan area. Mooney Boulevard, along which lies the City of Visalia's predominant retail trade district, runs north and south approximately one half mile west of the plan area, and this proximity substantially influences the potential development and long-term use of the plan area in several key ways. The plan area lies outside the corporate limits of the City of Visalia at the present time, but within the planning area addressed by the City's General Plan. Under current City of Visalia and County of Tulare policies, development of the plan area to any urban uses would be preceded by its annexation to the City of Visalia. Accordingly, preparation and adoption of this specific plan has been undertaken to provide an acceptable set of standards and criteria to be administered by the City governing the long-term development of the plan area.

The geographic extent of the area encompassed by this plan is illustrated by Figure 1, on the following page. In total, the plan area includes about fifty-five acres. Selection of the plan area was based upon the following criteria:

- On November 4, 1985, the City Council of the City of Visalia adopted General Plan amendment 669, designating thirty acres of "Regional Retail Commercial" land use for the plan area; the actual distribution and configuration of this development was deferred to the preparation of this specific plan;
- The distribution of land ownership and parcelization of the plan area creates limits regarding the configuration of the prospective development of the site;
- The existence of Packwood Creek, roughly bisecting the northerly portion of the plan area, represents a design issue influencing, or even determining, characteristics of site development and orientation;
- The current and projected pattern of City streets providing access to and supporting the area is virtually set; the desirability of access at several



Caldwell 51 Specific Plan

Plan Area Boundary

Figure 1



North



key points from this street network necessitates extension of the plan area as far east as the Oak View Avenue alignment;

- During discussions of the project in middle and late 1989, the City Council and Planning Commission expressed a desire that the specific plan include provisions for determining land uses and development standards for the property adjacent to prospective commercial development of the plan area;
- The City staff has preliminarily established that the plan area will represent the easterly extent of commercial land use along the south side of Caldwell Avenue, east of Mooney Boulevard; and;
- In adopting the plan in September, 1990, the City Council added a 1.43-acre residential parcel along Caldwell Avenue to the plan area.

The "planning period", the timeframe the plan is intended to address, is thirty years, to the year 2020. This timeframe is consistent with that being utilized by the City in its current comprehensive update of the *Land Use Element* of the General Plan. At the same time, it is acknowledged that the full development of the plan area is likely to occur within a much shorter timeframe. However, the City has expressed its intent that the *Caldwell 51 Specific Plan* establish standards and policies which will be applicable to the balance of the Caldwell corridor east of Mooney Boulevard, the development of which may extend over the longer timeframe.

Legal Basis for Plan

As provided for in Sections 65450 through 65457 of the *California Government Code*, and described in the *State General Plan Guidelines* promulgated by the State Office of Planning and Research (OPR), a specific plan is a tool for the "systematic implementation" of the general plan of a local jurisdiction. Following the prescribed requirements of the referenced sections of the *Government Code*, a specific plan is to be composed of text and diagrams which:

- Depict the distribution location and extent of land uses within the area covered by the plan;
- Describe the proposed distribution, location, extent, and intensity of major components of public and private infrastructure (e.g. sewage, water, drainage, solid waste disposal, energy, transportation, and related systems and facilities);
- Establish standards and criteria for the progress of development of the plan area and for the conservation, development, and utilization of natural resources, where applicable; and
- Spell out an implementation program to carry out the goals and policies of the plan, including regulations, programs, public works projects, and potential financing strategies and measures.

A specific plan may also include any other subjects which are, in the determination of the local agency, necessary to facilitate implementation and administration of the general plan as it affects the specific plan area.

Specific plans must be consistent with the applicable general plan elements of the adopting jurisdiction. A required component of a specific plan is a statement documenting the precise relationship of the plan to the local agency's general plan.

Specific plans are a comparatively common tool among California communities for implementing general plan policies and programs, particularly in instances where the planning environment is unusually sensitive or where planning issues are more complex. In the City of Visalia, three prior specific plans have been adopted: the *Northeast Area Specific Plan*, governing the long-term development of about 1,700 acres in the northeast quadrant of the community; the *Modoc Specific Plan*, addressing development of just over 300 acres in north-central Visalia (no longer in effect); and the *West Visalia Specific Plan*, encompassing approximately 3,850 acres along the Highway 198 corridor in the westerly extreme of the City. In these specific plans, planning and development policies and standards were prescribed at a significantly greater level of detail than in the City's overall General Plan, and were accompanied by a variety of programs and measures to accomplish their implementation. As reflected by the examples of these prior plans, the specific plan concept is utilized by the City as both a regulatory and a policy approach to local planning issues.

Historical Background

The plan area addressed by the *Caldwell 51 Specific Plan* has been the subject of previous review and planning studies. In 1979, three large parcels along the south side of Caldwell Avenue were purchased by the Manuele family, of Visalia, anticipating the future development potential of the area. At that time, a conceptual planned unit development (PUD) design was prepared for the three parcels, encompassing about 150 acres, and a preliminary review of this concept was conducted by the City. One outcome of the discussions of this early concept plan was concern expressed by the City regarding the improvement of Caldwell Avenue as a major traffic arterial and the potential for redevelopment of the unincorporated, but urbanized, properties to the west, toward Mooney. Since that time, several annexations have taken place in the vicinity of the plan area, notably that of a church site at the terminus of Court Street on the south side of Caldwell. Moreover, along the north side of Caldwell in the vicinity of the plan area, a small amount of acreage has already developed to commercial and professional office uses, and an additional neighborhood commercial center has been approved.

The process of preparing and adopting the *Caldwell 51 Specific Plan* was initiated by the City in November, 1985, when the City Council approved GPA 669. Following a recommendation of the Planning Commission, the Council adopted the referenced General Plan amendment with the stipulation that "the land owners participate in preparing a specific plan" for the area south of Caldwell, between Divisadero and Santa Fe. Consistent with this direction, a partnership including representatives of the Manuele family employed QUAD to initiate discussions with the City regarding the preparation of the required specific plan. Several meetings were conducted with City staff in 1986 which resulted in the preliminary designation of a plan area extending from Mooney Boulevard on the west to Santa Fe on the east, and lying entirely south of Caldwell. Staff took a recommendation to the Planning Commission that the specific plan be started; however, the Commission had reservations pertaining to staff's ability at that time to accommodate review of the plan in its 1986 or 1987 work program. In the several ensuing months, as projects such as the Mooney Boulevard Redevelopment Project and the comprehensive *Land Use Element* update (now known as the "2020 Plan") began to emerge, staff directed QUAD to reduce the geographic scope of the *Caldwell 51 Specific Plan*,

acknowledging that other planning projects of the City would address the balance of the Caldwell corridor.

Through 1987, 1988 and early 1989, staff and the consultants reviewed a variety of alternative development concepts for the plan area. Several of these concepts actually went through the City's Site Plan Review Committee process, with substantial input being received from various City departments regarding aspects of the plan area's development. Versions of the concepts under review also were the subject of City Planning Commission and City Council study session discussions during the latter half of 1989.

As a result of this informal review process, it was determined that the format for the plan diagram included with this specific plan would be somewhat more generalized than the diagrams which had previously comprised the design studies for the plan area. Instead of reflecting building pad footprints and precise parking layouts, it was agreed by staff and the consultants to represent the plan as a combination of development "entitlements", prescribing building types and maximum intensities, for each segment of the plan area. Additionally, comparatively explicit and detailed design standards to be applied to development of the area would be called out in the plan text. This approach, it should be noted, is typical of specific plans throughout many communities in the balance of the State.

Plan Formulation Process

Preparation and adoption of the *Caldwell 51 Specific Plan* has involved a process combining technical analysis and study with a strong commitment to integrating the plan with other policy efforts in progress at the City staff level. The plan effort has paralleled several other City policy planning undertakings, including the concurrent preparation of a comprehensive update to the *Land Use Element*, the initiation and adoption of the *Mooney Boulevard Redevelopment Plan*, and the recent completion of an update to the *Circulation Element* of the City's General Plan.

The plan has evolved through a process of extensive dialogue among staff, the property owners and their representatives, and the City's Planning Commission and Council. The final concepts included among the plan's land use proposals, design and development standards are reflective of the concerns of all of these parties. Actual buildout of the plan area, in accordance with the principles and policies set out in the plan, will conform to the standards of the plan, as well as to those prescribed by the City's underlying General Plan, zoning, and related policies and standards.

Based upon an initial study of the potential effects upon the environmental setting of the plan area and community at-large attributable to the prospective implementation of the plan, the City has determined that no such effects that cannot be mitigated by features incorporated into the plan will be significant. Accordingly, a negative declaration was prepared and adopted to satisfy the requirement that the plan be evaluated under the State and City's guidelines for administering the *California Environmental Quality Act (CEQA)*.

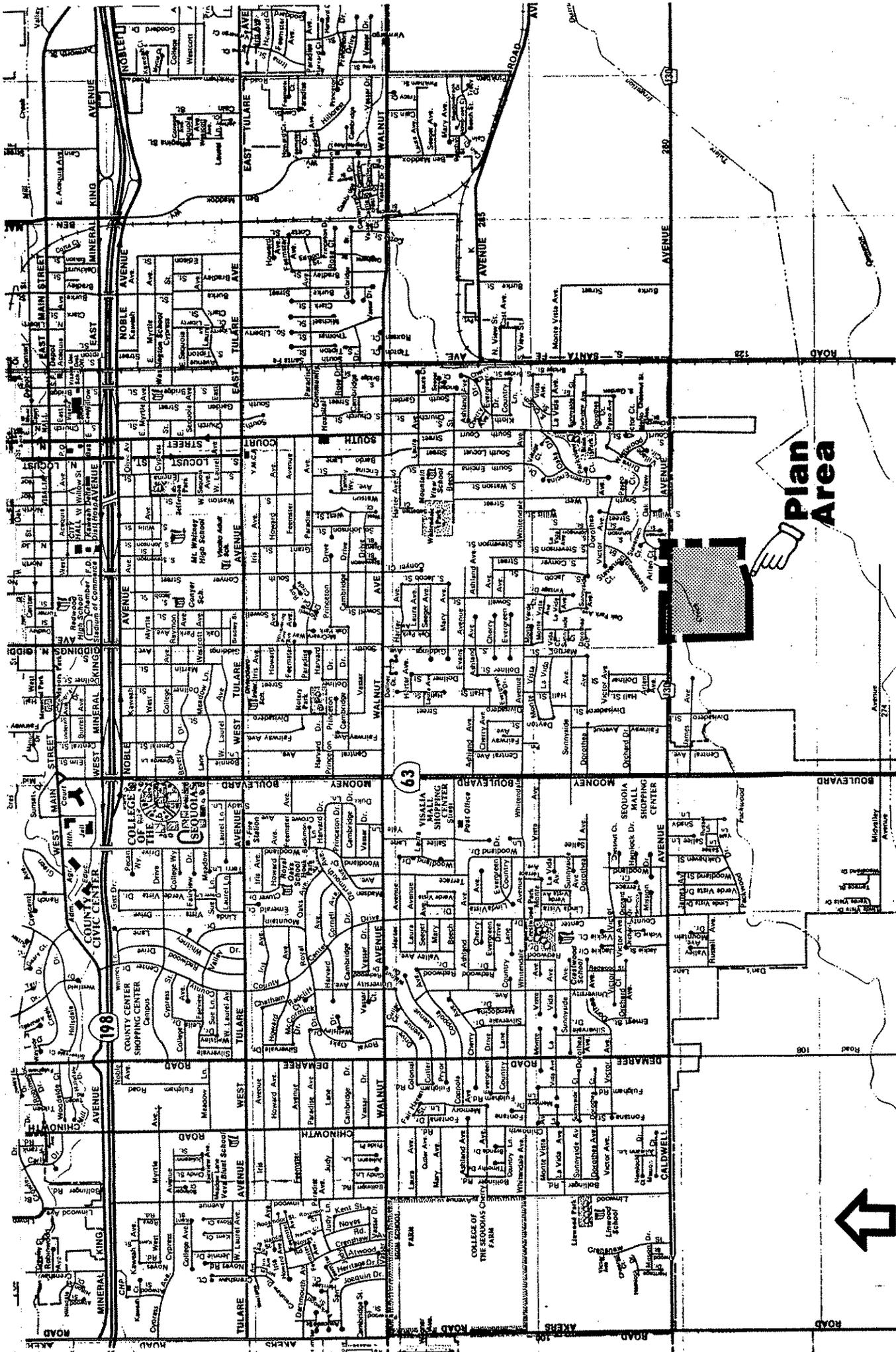
Content and Format of Plan Document

The content and format of this plan document correspond to the requirements of the California Government Code and the *State General Plan Guidelines* for the preparation and adoption of specific plans. Subsequent chapters of this document include a summary description of existing conditions in the plan area; define the goals

and policies determined to be appropriate for application to the plan area and upon which specific planning recommendations set forth in the plan are based; present the recommended land use, circulation, design and infrastructure development plan for the area; prescribe development standards and design guidelines for the various elements of the plan; and set forth potential implementation measures and programs to accomplish the goals and policies of the plan.

Accompanying the plan text is the required plan diagram, which outlines and delineates the distribution and intensity of plan area land uses, major circulation system components, and other important public facilities and infrastructure.

CHAPTER TWO - EXISTING CONDITIONS IN PLAN AREA



Caldwell 51 Specific Plan

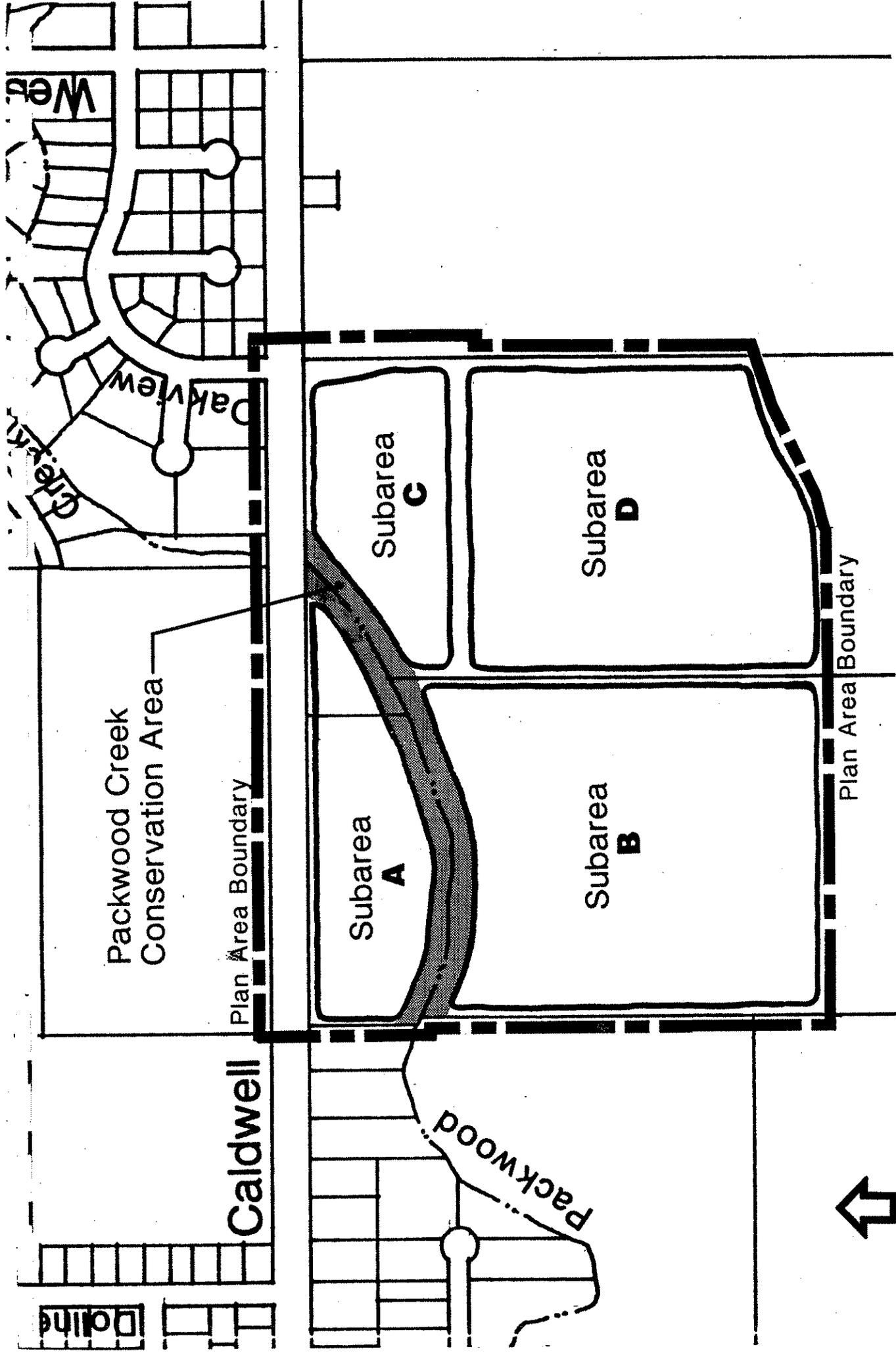
Location Map

Figure 2

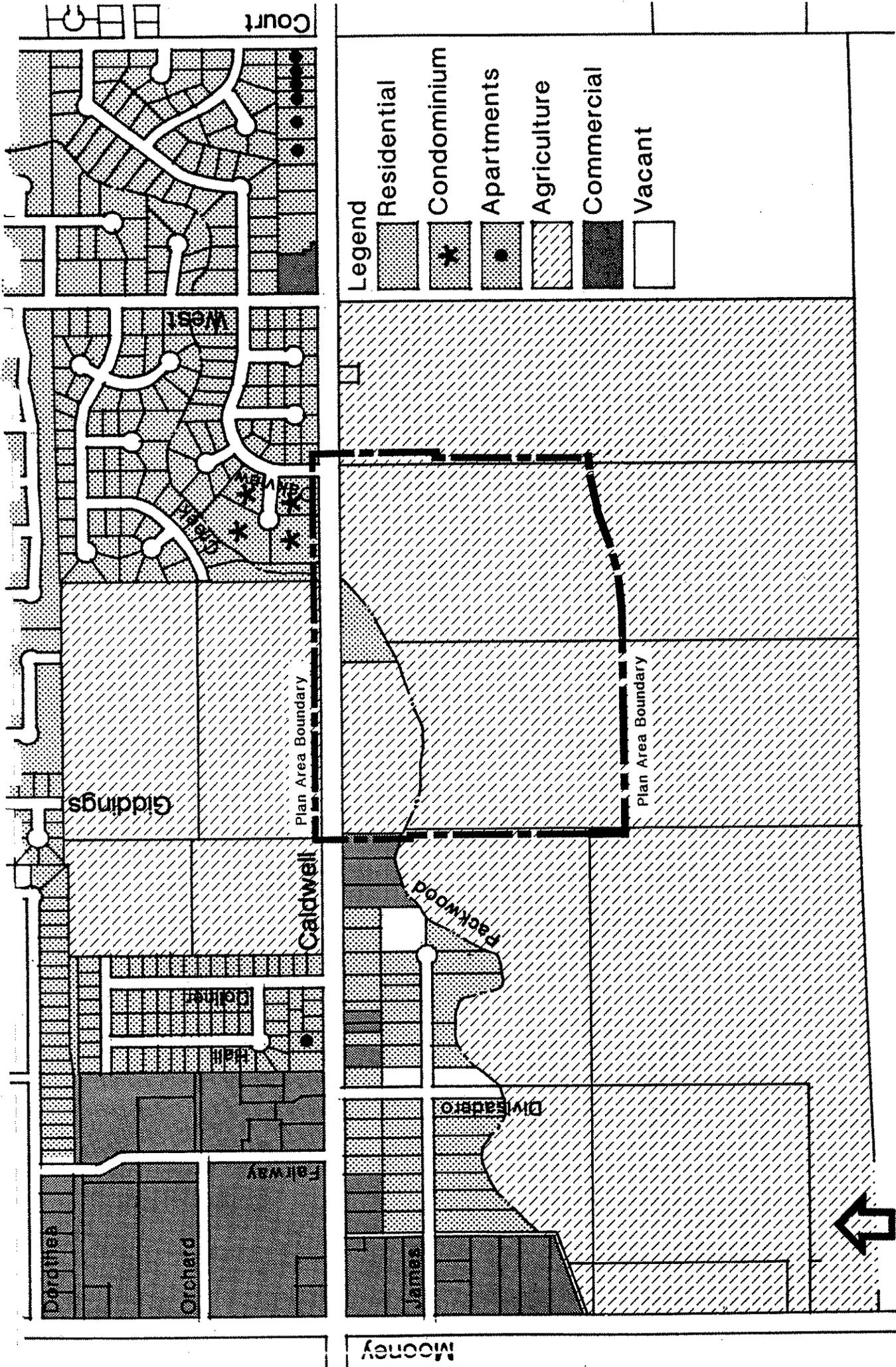


North





Caldwell 51 Specific Plan
Plan Area Subareas



Caldwell 51 Specific Plan
Existing Land Uses

extended alignment of Oak View on the east. The southerly boundary of this subarea conforms to that of Subarea B, approximately 1,500 feet south of Caldwell Avenue.

The plan area also includes the channel of, and appurtenant levees and easements associated with, Packwood Creek. This formerly natural watercourse, now largely controlled and utilized to convey irrigation flows to downstream agricultural users, crosses Caldwell Avenue near the easterly boundary of the plan area, and cuts across the area on a diagonal in a southwesterly direction.

Initially not included within the boundaries of the plan area was the existing single-family residence fronting on Caldwell Avenue and backed by the creek channel. It is anticipated that the ultimate development of the Caldwell corridor will result in the displacement of this residence; consequently, the site has been included in the plan area for the *Caldwell 51 Specific Plan* at this time. As will be discussed later in this document, however, the development plan for *Caldwell 51* allows for both the long-term continuation of the subject residence or for its eventual incorporation into development of the area, as proposed, to commercial and office uses.

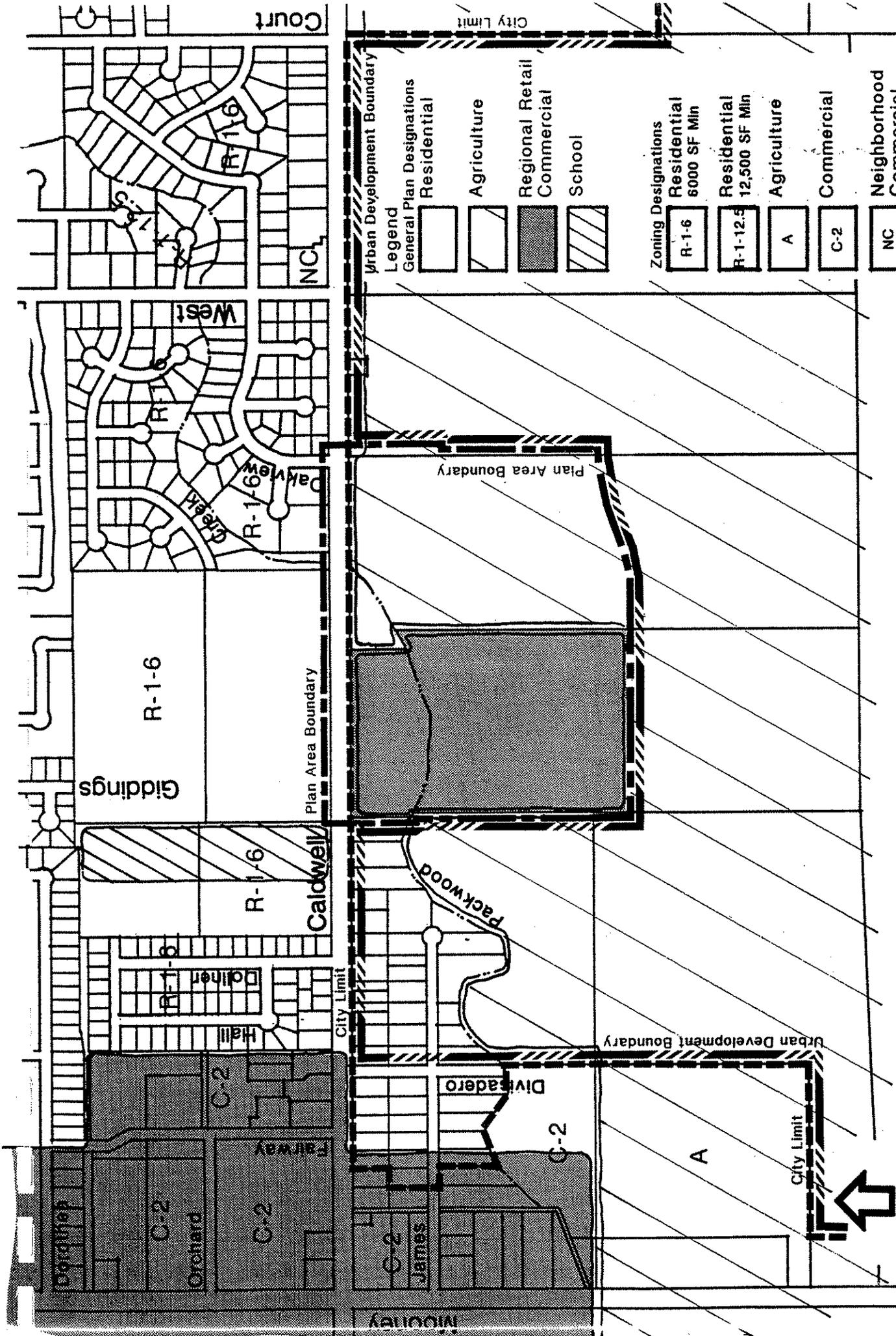
Current Plan Area Land Uses

Figure 4, appearing on the following page, depicts the extent and character of existing land uses in the plan area and surrounding vicinity. As this figure illustrates, the plan area itself is devoted principally to agricultural production at this time. Surrounding uses include a mixture of residential and commercial development to the west and northeast; residential development and agriculture to the northwest and north; residential development to the north; and agriculture to the east and south.

Jurisdiction over land use and development in the plan area is currently shared by the City of Visalia and the County of Tulare. As noted previously, the area now lies entirely outside the corporate limits of the City. Under existing County and City policy, however, the property would be annexed to the City as a condition of any urban uses being allowed to develop on the site. Figure 5 shows the relationship of the plan area to the City's current limits. This figure also depicts current County General Plan and zoning designations applicable to the area. Figure 6 shows existing City General Plan and zoning designations applicable to the plan area; Figure 7 reflects the designations for the area proposed by the updated *2020 Plan*, currently under preparation.

Existing Traffic Circulation System -- Plan Area and Vicinity

The traffic circulation system serving the plan area and surrounding vicinity is illustrated in Figure 8. The principal existing component of this system is Caldwell Avenue, designated as an arterial route and slated to carry very substantial traffic volumes through this portion of Visalia. At present, Caldwell Avenue has an average daily traffic (ADT) volume of approximately 13,000. In other words, about 13,000 motor vehicles per day pass by the plan area on Caldwell, counting traffic in both directions. By the year 2010, it is projected that this stretch of Caldwell Avenue may carry as many as between 22,400 and 23,500 ADT. Currently improved to one travel lane in each direction in this vicinity, Caldwell Avenue is ultimately slated to be expanded to two travel lanes each direction, with a landscaped median and appropriate left turn "pockets", intersection signalization, and related improvements intended to render this street capable of carrying the substantial traffic volumes projected for it.



Legend

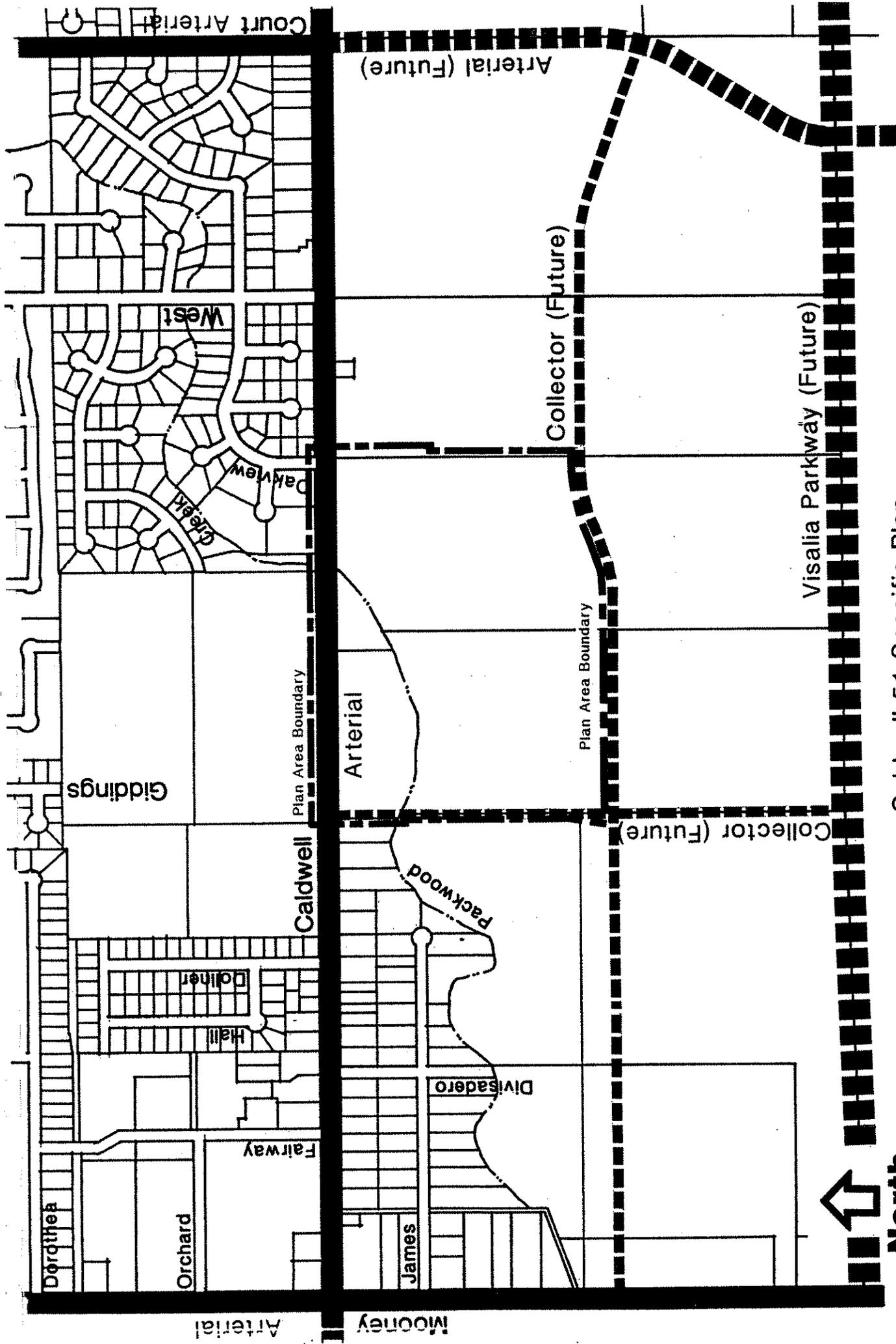
General Plan Designations	Residential
Agriculture	
Regional Retail Commercial	
School	

Zoning Designations

R-1-6	Residential 6000 SF Min
R-1-12.5	Residential 12,500 SF Min
A	Agriculture
C-2	Commercial
NC	Neighborhood Commercial



Caldwell 51 Specific Plan
Existing City General Plan and Zoning Designations



Caldwell 51 Specific Plan

Traffic Circulation System

Title



Figure

The adopted *Circulation Element* of the City's General Plan also designates the extension of the existing Giddings Avenue alignment as a collector street. This alignment, which abuts the westerly boundary of the plan area, would extend south to a yet-undetermined additional collector, along an east-west alignment. Currently, the City plans that this additional collector would correspond to the southerly boundary of the plan area for the *Caldwell 51 Specific Plan*.

Access to the plan area from other parts of the City is derived from existing arterial connections to Caldwell Avenue, specifically Court Street, located approximately a quarter mile east of the plan area's easterly boundary, and Mooney Boulevard, about a half mile west. Other major north-south routes connecting with Caldwell would also be utilized. Giddings Avenue, which currently terminates as a collector street at Whitendale Avenue, a half mile north of the plan area, is not planned at this time to extend through to Caldwell.

Existing Plan Area Infrastructure

Further conditions of existing development in the vicinity of the plan area which influence its long-term land use potential are associated with the extent of current and possible future basic infrastructure systems, including water, sewer, and storm drainage improvements.

Water supply to the plan area and surrounding vicinity is provided by the California Water Service Company. An eight-inch main presently exists in Caldwell Avenue, adjacent to the plan area. A pumping station is located about 1,000 feet east of the plan area boundary. Based upon contacts with officials of the California Water Service Company, the supply of domestic water to the plan area at levels adequate to serve urban development appears to be feasible with minimum improvements to the existing system serving the vicinity.

Sewer service to the plan area is available from the City of Visalia. There is currently a twenty-four-inch trunk sewer main in Caldwell Avenue, adjacent to the site, with adequate capacity to accommodate anticipated flows from plan area development. The City's wastewater treatment and disposal facilities, located west of Highway 99 approximately five miles from the plan area, also have adequate current capacity to accept waste flows from plan-related development.

Because of its undeveloped nature, the plan area is not served by any improved storm drainage facilities at this time. Natural storm runoff is currently either absorbed or evaporated on-site. Subsequent to development, storm drainage improvements will be necessary to handle the increased runoff typically associated with the overcovering of more permeable soils with hardscape surfaces. It is expected that these improvements will be a combination of on-site privately-maintained curbs, gutters, catch basins and conveyances, as well as some City-maintained off-site facilities (e.g. retention basins). The City has adopted a storm drain master plan, which projects that collection, on-site detention, discharge to Packwood Creek, and ultimate disposal in downstream retention basins, will accommodate plan area development-generated storm runoff.

Electrical service to the vicinity of the plan area is provided by the Southern California Edison Company; natural gas service is supplied by the Southern California Gas Company; telephone service is provided by the Pacific Telephone Company, in combination with affiliated or supportive long-distance services. All of these utilities

currently have major lines in Caldwell Avenue and indicate that extension of service to plan-related development would be routine.

Identified Issues of Significance in Determining Plan Approaches

An early step in the process of developing the *Caldwell 51 Specific Plan* was the identification of issues which might potentially be influential or determinant in the establishment of the ultimate nature and content of the plan. A number of meetings with City staff and several study sessions with both the Planning Commission and the City Council were conducted to secure input to the applicants regarding concerns which would potentially affect the planning process. In the following paragraphs of this section, the issues perceived by property owners, the City staff, the Planning Commission, the City Council, and others as being important to shaping the plan are restated. Each issue and/or constraint is listed in the context of the general aspect of the plan area environment or planning process to which it most appropriately applies.

Land Use

- Formulation of the plan is predicated upon the fact of the City Council's designation of the thirty-acre "regional retail commercial" land use in 1985; land use issues associated with the plan at this time are comprised of *intensity* and *design and development standards*, rather than questions of basic use.
- The plan area for the *Caldwell 51 Specific Plan* is presumed to be the easterly extreme of commercial development on the south side of Caldwell Avenue, between Mooney Boulevard and Santa Fe Avenue.
- Development of commercial and office uses in the plan area is to be accomplished in a manner such that potential impacts upon anticipated future residential land uses adjacent to the east and south are minimized.

Circulation

- The plan area will require access from Caldwell Avenue, an extension of Giddings Avenue to the south, and an extension of Oak View Avenue to the south to adequately accommodate proposed urban development.
- Consistent with the City's designation of Caldwell Avenue as an arterial traffic route, driveway access to this street from abutting private properties is to be limited.
- The intersection of Giddings Avenue and Caldwell Avenue is likely to become an impacted intersection at full buildout of the plan area.
- A major traffic-carrying corridor has been identified as desirable south of and parallel to Caldwell Avenue.

Urban Design and Aesthetics

- Packwood Creek has been identified by the City as a natural resource, the protection of which in its "natural" state is a priority. Site design in the plan area must be sensitive to adopted standards for the treatment of natural waterways in the City.

- The landscape and aesthetic treatment of the Caldwell Avenue frontage of the plan area is important as a precedent to standards for development of the remainder of the Caldwell corridor.
- General design standards will be required for all on-site improvements, to ensure attractive development of the plan area.

Administration and Implementation

- The plan area currently lies outside the corporate boundaries of the City of Visalia; annexation of the area will be required to effect plan implementation.
- The Planning Commission and City Council have both expressed their position that processing of the *Caldwell 51 Specific Plan* need not be dependent upon the concurrent processing of the *2020 Plan*. The *Caldwell 51* plan includes no issues upon which the *2020 Plan* is specifically dependent, nor is the completion of the *2020 Plan* necessary to the processing of *Caldwell 51*.

Further discussion of the issues outlined above continued throughout the plan preparation process, helping to determine the land use distribution, circulation plan, infrastructure plan, and design standards ultimately included in the approved specific plan.

CHAPTER THREE - DEVELOPMENT PLAN FOR THE CALDWELL 51 AREA

CHAPTER THREE

DEVELOPMENT PLAN FOR THE CALDWELL 51 AREA

This chapter outlines and describes the elements of the proposed development plan for the *Caldwell 51* area as established by this specific plan. There are five separate elements of this development plan: plan goals; the land use and circulation plan; plan policies; public facilities and services; and project design.

Plan Goals

The *Caldwell 51 Specific Plan* has been developed to facilitate the attainment of the goals and objectives of the General Plan of the City of Visalia. In furtherance of this purpose, specific goals and policies have been formulated which apply to the plan area and are an integral part of the plan.

A *goal* is a "direction-setter". It is an ideal future end, condition or state related to the public health, safety or general welfare, toward which planning or implementation measures are directed. A goal is a general expression of community values and, therefore, is abstract in nature. Consequently, a goal is typically not quantifiable, time-oriented or suggestive of specific actions for its achievement.

A *policy* is a specific statement that guides decision-making. It indicates a clear commitment of the local legislative body. A policy is best stated when it is clear and unambiguous. Policy statements form the foundation of this specific plan in guiding future development patterns and intensities in the plan area.

Policies applicable to the development and use of the plan area are set out in a subsequent section of this chapter, corresponding to each subarea of the overall plan area. The following, more general, statements represent the *goals* of the City of Visalia in preparing, adopting and implementing the *Caldwell 51 Specific Plan*:

1. Establishment of land use and development patterns for the *Caldwell 51* area which are compatible with the capacity of the land and supportive infrastructure to accommodate them and which are sensitive to the environmental setting into which they are introduced.
2. Provision of additional opportunities for the local development of large-scale retail commercial outlets at accessible and appropriate sites.
3. Creation of a single family residential environment, consistent with the landscape theme of this plan and a continuation of the neighborhood to the east.
4. Provision of an opportunity to develop professional offices serving the southerly portion of the community, taking advantage of the plan area's attributes in the form of Caldwell Avenue exposure, undeveloped character and aesthetic design potential afforded by Packwood Creek.
5. Assurance that the quality and character of development to take place in the plan area is equivalent or superior to that of the development which has occurred already in similar areas elsewhere in the community.

6. Provision for an orderly and efficient transition between commercial and residential land uses.
7. Provision for equitable and appropriate economic returns from lands located within the plan area.
8. Establishment and maintenance of balance between the interests of private property ownership and the general benefit and welfare of the community at-large.
9. Establishment of standards for the development of landscaping, street furnishings, setbacks, and quality and character of land uses along the "Caldwell corridor" east of Mooney Boulevard.
10. Preservation and enhancement of the scenic potential of Packwood Creek.
11. Protection of the quality of life enjoyed by residents in the vicinity of the plan area from unreasonable alteration or disruption.
12. Balance between the need to minimize potentially adverse effects upon the community and regional environments associated with economic and population growth and the demand for such growth and its positive impacts upon the public welfare.

Land Use and Circulation Plan

An underlying fundamental issue in the early analysis of land use alternatives and patterns for the plan area was the necessary configuration of the proposed retail commercial site in order for it to be optimally developable for large-scale outlets. Associated with this issue was the concern for access to the site in such a manner that traffic flowed evenly, with minimum disruption to through traffic on Caldwell Avenue, but still affording convenient ingress and egress to the development on-site.

Two further considerations emerged during the formulation process for the plan. One was the appropriate treatment of the Packwood Creek alignment through the site. The City adopted an updated *Recreation, Conservation and Open Space Element* to its General Plan, prescribing that local natural watercourses be preserved and enhanced aesthetically in conjunction with any adjacent development projects. The second was the potential relationship between prospective commercial development in the plan area and potential adjacent residential uses.

It should be reemphasized that the basic question of the type of land use for the plan area was not a focus of the specific plan preparation process. Early in the planning effort, it was generally established and acknowledged that the City Council's approval of GPA 669 in 1985 committed thirty acres of the area to regional retail commercial usage. The additional land use proposals set out in this plan are responsive to direction from the Planning Commission and the City Council to provide in the plan for the transition between this commercial development and the development of adjacent land uses to the east.

The land use and circulation plan for the plan area is attached to this document. A reduced version of this plan diagram appears on the following page (see Figure 9). The plan diagram prescribes permitted land uses for each segment of the overall plan area, reflects permitted development densities and intensities, identifies the anticipated circulation system to support development of the area as provided for by the plan, and delineates other significant features as called for by State planning law. The plan diagram is supplemented by detailed design and development standards, set out in a subsequent section of this document.

Table 3-1, on page 23, summarizes the land uses allowed by the plan for each subarea of the overall plan area. It is the approach of the plan to prescribe development "entitlements" for each subarea, corresponding to the specified land uses and development intensities set out in this document and on the plan diagram. Simply, for each subarea, subject to design and site plan approvals by the City and conformance with other design and development standards adopted and established by the City in addition to this plan, a developer can build the types of uses and the square footages or number of units outlined in the referenced table. The development intensities provided for have been determined on the basis of comparatively thorough design studies, the results of which are a determination that the type and extent of development provided for by the plan can reasonably be built, within the constraints and guidelines of the plan's design and development standards and other City policies and regulations.

Subarea A

Subarea A is designated by the plan for retail commercial development. Subsequent to required right-of-way dedication for Giddings and Caldwell Avenues and to allowance for the landscape treatment of Packwood Creek called for by the City's *Recreation, Conservation and Open Space Element*, a developable area of 6.9 acres would remain in this subarea. Design analysis indicates that 46,000 square feet of gross leasable commercial building area, (approximately 6,000 square feet of which is attributable to the addition of the existing residential parcel to this subarea) accompanied by required parking, landscaping, on-site circulation, and other site improvements can be developed on this segment of the plan area. A single entrance/exit driveway access to Caldwell Avenue would be feasible, with this subarea connected to development in the balance of the plan area by a bridge across Packwood Creek to the south. Ideally, building orientation would be toward Caldwell Avenue, but plan policies also call for restricted treatment of the rear of any building along the creek corridor. It would be possible to develop this subarea separately from the balance of the plan area, completing the connection to the south at such time as Subarea B were developed. Improvements to Caldwell and Giddings Avenues along the frontage of this subarea would be required, and would be completed, at the time development took place on-site.

Subarea B

Development of Subarea B will be comprised of community-level retail commercial uses totalling 216,000 square feet. Lying south of Packwood Creek, access to development in this subarea will be derived from three points along Giddings Avenue, from Caldwell Avenue via a bridge connection with Subarea A, and from a local street extension (James Avenue) westerly from a southerly extension of Oak View Avenue. It is intended that orientation of development in this subarea be toward Giddings, Caldwell and the landscaped Packwood Creek corridor, which would be a major focal point for this subarea. At the same time, plan policies outlined later in this document recognize the importance of protecting prospective adjacent and nearby

Additional drive approach added as per Minor Amendment No. 95-01

SPECIAL TREATMENT AREA
 (Landscape Parkway - 50 Ft. Setback from Top Outside Edge Bank)

SUBAREA C
 Professional Office
 70,000 Sq. Ft.
 6.68 Acres

SUBAREA A
 Community-Level Retail Commercial
 46,000 Sq. Ft.
 6.86 Acres

SUBAREA B
 Community-Level Retail Commercial
 216,000 Sq. Ft.
 22.9 Acres

SUBAREA D
 Adult Housing
 195 Units
 17.5 Acres

Johnson St
 West St

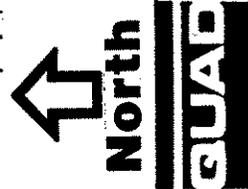
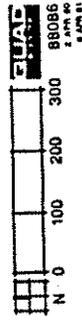
CALDWELL 51

SPECIFIC PLAN
 Visalia, California

LEGEND

- Plan Area Boundary
- Plan Subarea Boundary
- Boundary of Special Treatment Area-Packwood Creek
- ⌂ Traffic Access Point
- Existing Oak Tree
- - - Existing Property Lines

PLAN DIAGRAM



Caldwell 51 Specific Plan

Development Plan For Caldwell 51

Figure

9

TABLE 3-1
CALDWELL 51 SPECIFIC PLAN
SUMMARY OF PERMITTED LAND USES
AND DEVELOPMENT INTENSITIES

<u>Subarea Designation</u>	<u>Acreage of Subarea</u>	<u>Permitted Land Uses</u>	<u>Potential Development Yield</u>
A	6.9	Community-Level Retail Commercial	46,000 sq. ft
B	22.9	Community-Level Retail Commercial	216,000 sq. ft.
C	6.7	Professional Office	70,000 sq. ft.
D	17.5	Single Family Residential	105 units

residences from impacts typically associated with operations at the backs of commercial buildings. Policies regulating building placements and configuration to avoid such potential impacts have been incorporated into the plan.

Improvements to Caldwell and Giddings Avenues would be required in conjunction with development of this subarea, and would be completed concurrently with the construction of related on-site improvements. The City is currently contemplating extension of a collector street along the southerly boundary of this subarea as well; however, this street is not essential to the construction and operation of the uses provided for by this plan.

Subarea C

Development of Subarea C under this plan would be comprised of up to 70,000 square feet of professional office space. This development would take advantage of the exposure afforded it along Caldwell Avenue, as well as its potential for use of Packwood Creek as a design amenity. However, access to the development would be derived from an extension of the James Avenue alignment westerly from a southerly extension of the Oak View Avenue alignment. Access directly from Caldwell Avenue would be prohibited.

Inclusion of Subarea C in the plan area is essential to provide access from the east to the commercial development proposed for Subarea B. The professional office uses proposed for Subarea C are in character with similar land uses to the northeast along the north side of Caldwell Avenue, and are likely to be far less intrusive into the neighborhood environment of the residences located immediately to the north than would additional retail commercial development.

Improvements to Caldwell Avenue would be required in conjunction with the development of this subarea, and would be constructed at the time Subarea C develops. Similarly, the extension of Oakview Avenue would be required to be constructed to provide access to this segment of the overall plan area.

Subarea D

Subarea D would be developed under the Caldwell Specific Plan up to 195 (105) units of adult-oriented (single family residential) housing. The development would offer units on a fee title basis and would encourage occupancies, through project design and orientation, to persons adult households without children. This development would include on-site recreational facilities, full security controlled access, pedestrian walkways to adjacent and nearby shopping and professional office areas, and similar amenities. Units would be designed to include little privately maintained exterior landscaping, consistent with the preference of many adults who have little motivation for yardwork but still enjoy private or semi-private patio space. A homeowners' association is anticipated which would be responsible for maintenance of extensive common area landscaping and open space.

Proposed sizes of individual housing units would range between 800 to 1,100 (1100 - 2000) square feet of living space. All units would be constructed as single-story, attached structures. It is anticipated that these units could be offered for sale at prices significantly below the median home price in Visalia, increasing the availability of housing stock to older couples and younger adults in the community. (It is anticipated

that the subdivision would accommodate both single-story and two-story detached single family homes generally marketed to "first time/move up" home buyers.)

Access to this segment of the overall plan area would necessitate a southerly extension of Oakview Avenue. ~~For security purposes, a single, gated ingress-egress point is prescribed, from Oakview into the development. For safety, an emergency egress only access is contemplated along either the northerly or southerly edge of the development.~~

Plan Policies

The policies set out in the following paragraphs are intended to determine the overall scope and character of prospective future development in the plan area. These policy statements form the basis for measuring the conformance to the plan of any specific development proposal and will provide clear guidelines to the City and potential developers alike for the formulation, review and approval of projects. It should be emphasized that these policies augment applicable policy statements set out in the City's General Plan. Where policies and standards prescribed by this plan are more restrictive or specific than those in the General Plan, however, the text of this plan shall prevail.

General

The following policies are applicable to the plan area in its entirety:

- G-1 The Plan Diagram accompanying this text shall be regarded as prescribing the type, intensity and distribution of land uses for the plan area. The locations and patterns of arterial and collector streets shall be regarded as fixed by the Plan Diagram, as well. Unless otherwise prescribed by this plan, the network of local streets and on-site circulation characteristics for any segment of the plan area shall be subject to City review and approval of specific development plans and designs.
- G-2 Design and development standards as set out in this plan and in other City plans, policies and ordinances adopted and in effect at the time of any design review shall be applied to all projects in the plan area, to ensure the highest possible quality and character of development. The relevant provisions of the City's General Plan and zoning ordinance shall apply to all development and uses in the plan area, except where the standards and conditions prescribed by this plan are more restrictive, in which case this plan shall prevail.
- G-3 The aesthetic qualities of the Packwood Creek corridor shall be preserved and enhanced in the process of plan area development.
- G-4 For any development to be implemented in more than a single phase, the developer(s) shall be required to provide a detailed phasing plan to the City. This plan will be applicable to all future development of the plan area and shall be enforceable upon all future owners and/or developers of the properties included within the boundaries of the area.
- G-5 All costs for public improvements and facilities required to support any development of the plan area, including costs for improvements and facilities which may be required "off-site" and which can reasonably be attributed to plan area development, shall be borne proportionately by

such development. Such costs will be recovered by the City through appropriate and effective funding mechanisms identified in this plan.

- G-6 The City will annex the plan area, or such portions thereof as may be required, prior to any development taking place within the area.
- G-7 Implementation of this plan shall be closely coordinated with the adoption and carrying out of other plans and community development programs of the City.

Subarea A

The following policies are applicable to Subarea A:

- A-1 The development intensity permitted in Subarea A shall be 46,000 square feet of regional retail commercial use(s).
- A-2 Land uses and development of Subarea A shall conform to the requirements of the C-2 zone district (or its equivalent or comparable zone, should the City's zoning ordinance be modified) as set out in the City of Visalia's zoning ordinance, except as may otherwise be provided for specifically by this plan. One full service car wash with service station shall be permitted within Subarea A subject to the conditional use permit process. Before approving a conditional use permit for a car wash with service station the following findings must be made:
 1. The layout of the use does not preclude future development of Subarea A and B as an integrated commercial center, nor does it preclude development of the bridge connecting the two subareas.
 2. The design and layout of the use does not preclude implementation of the any of the other policies found in this document.
 3. A plan for providing reciprocal access and parking between Subareas A and B, has been submitted to and approved by the City Community Development Department.
 4. A plan for providing cost-sharing of the construction of the future bridge between Subareas A and B, has been submitted to and approved by the City Community Development Department.
 5. A plan for providing signage in accordance within Policy SA-6 has been submitted to and approved by the City Community Development Department.

- A-3 Design and development standards shall be prescribed by this plan to ensure that nearby residential development is not adversely affected by commercial development which will take place in this subarea.
- A-4 Dedication of right-of-way along the frontages of Caldwell Avenue and Giddings Avenue will be required in conjunction with development of this subarea to enable development and/or improvement of these streets to adequate standards as prescribed in the *Circulation Element* of the City's General Plan.
- A-5 Design of development in Subarea A shall be capable of being integrated into development to take place in Subarea B of the overall plan area in such a way as to appear that the development is continuous and related. A pedestrian/automobile creek crossing shall be provided between Subareas A and B.
- A-6 Access to Subarea A from Caldwell Avenue shall be limited to one driveway for ingress and egress, removed an adequate distance from the intersection of Caldwell and Giddings Avenues to provide for traffic safety.
- A-7 The north side of the Packwood Creek corridor shall be preserved and enhanced in conjunction with the adjacent development in Subarea A. Treatment of this corridor shall conform to the general policies and prescriptions of the *Recreation, Open Space and Conservation Element* of the City's General Plan as they address Packwood Creek.

Subarea B

The following policies are applicable to Subarea B:

- B-1 The development intensity permitted in Subarea B shall be 216,000 square feet of regional retail commercial use(s).
- B-2 Land uses and development in Subarea B shall conform to the requirements of the C-2 zone district (or its equivalent or comparable zone, should the City's zoning ordinance be modified) as set out in the City of Visalia's zoning ordinance, except as may otherwise be provided for specifically by this plan.
- B-3 Design and development standards shall be prescribed by this plan to ensure that adjacent and/or nearby residential development is not adversely affected by commercial development which will take place in this subarea.
- B-4 Dedication of right-of-way along the frontages of Giddings Avenue and the proposed collector street along the plan area's southerly boundary will be required in conjunction with development of this subarea to enable development and/or improvement of these streets to adequate standards as prescribed in the *Circulation Element* of the City's General Plan.
- B-5 Design of development in Subarea B shall be capable of being integrated into development to take place in Subarea A of the overall plan area in such a way as to appear that the development is continuous and related. A pedestrian/automobile creek crossing shall be provided between subareas A and B.
- B-6 Access to Subarea B shall be provided from Giddings Avenue, south of Packwood Creek; from the proposed collector street along the southerly boundary of the plan area; from an extension of the James Street alignment from the east; and via a creek crossing from Subarea A.
- B-7 The south side of the Packwood Creek corridor shall be preserved and enhanced in conjunction with the adjacent development in Subarea B. Treatment of this corridor shall conform to the general policies and prescriptions of the *Recreation, Open Space and Conservation Element* of the City's General Plan as they address Packwood Creek.

Subarea C

The following policies are applicable to Subarea C:

- C-1 The development intensity permitted in Subarea C shall be 70,000 square feet of professional office space.
- C-2 Land uses and development in Subarea C shall conform to the requirements of the P-A zone district (or its equivalent or comparable zone, should the City modify its zoning ordinance) as set out in the City of Visalia's zoning ordinance, except as may otherwise be provided for specifically by this plan.

- C-3 Design and development standards shall be prescribed by this plan to ensure that nearby residential development is not adversely affected by the professional office development which will take place in this subarea.
- C-4 Dedication of right-of-way along the frontages of Caldwell Avenue and extensions of the Oakview Avenue and James Street alignments will be required in conjunction with development of this subarea to enable development and/or improvement of these streets to adequate standards as prescribed in the *Circulation Element* of the City's General Plan.
- C-5 Direct access to Subarea C from Caldwell Avenue shall be prohibited.
- C-6 The south side of the Packwood Creek corridor shall be preserved and enhanced in conjunction with the adjacent development in Subarea C. Treatment of this corridor shall conform to the general policies and prescriptions of the *Recreation, Open Space and Conservation Element* of the City's General Plan as they address Packwood Creek.

Subarea D

The following policies are applicable to Subarea D:

- D-1 The development intensity permitted in Subarea D shall be 495 (105) residential units. The minimum permitted lot area for any residential units developed in Subarea D shall be ~~3,000~~ (5,000) square feet.
- D-2 The minimum unit size for any residential unit developed would be 800 (1,100) square feet of livable area.
- D-3 ~~Design and amenities associated with Subarea D shall be consistent with those typically associated with adult-oriented communities; minimal privately maintained landscaping will be created in conjunction with any residential unit. A homeowners' association will be created to maintain common landscaped areas.~~ (Design amenities associated with Subarea D shall include landscaped parkways thematically compatible with the landscaping throughout the balance of the plan area)
- D-4 Dedication of right-of-way along the frontages of extensions of Oakview Avenue and James Street (Kimball Avenue) and the proposed collector along the southerly boundary of the plan area will be required in conjunction with development of Subarea D, to enable development and/or improvement of these streets to adequate standards as prescribed in the *Circulation Element* of the City's General Plan.

Detailed design and development standards for Subarea D are prescribed in a later section of this chapter.

Public Facilities and Services

Development of the plan area will include the creation of a limited number of public improvements. Similarly, the introduction of commercial, office and residential development into the plan area will create increased demand for public services. The following paragraphs of this section describe the scope and nature of plan-related public facilities and discuss the manner in which essential public services will be provided to the plan area.

Traffic Circulation System

The overall traffic circulation system serving the *Caldwell 51 Specific Plan* area has been described generally in the section of this chapter outlining the land use and circulation plan for the area. (The major elements of this system are illustrated by Figure 9, previously referenced.) Traffic circulation issues raised by the plan fall into two categories: (1) the internal circulation system required to accommodate plan area traffic; and (2) the relationship of plan-generated traffic to required traffic circulation system improvements on surrounding streets and roads.

The internal traffic circulation system for the *Caldwell 51* area has been established on the basis of the type and intensity of land uses prescribed by the specific plan. The plan calls for the predominant majority of traffic circulation improvements internal to the plan area to be on-site, rather than on public streets. Subareas A and B will be served by an internal traffic flow system providing access to planned commercial uses and appurtenant parking. A bridge across Packwood Creek is provided to connect these two subareas. A single driveway access into and out of Subarea A will be constructed on Caldwell Avenue. Two driveways each will be located on Giddings Avenue, south of Packwood Creek, and on the proposed collector street bounding the southerly edge of the plan area providing access to Subarea B. Subarea B will also be accessed by an extension of the James Street alignment, from the east. Subarea C will be accessed by three driveways from the extended James Street alignment; direct access to this subarea from Caldwell Avenue will be prohibited. ~~Development in Subarea D will derive its access from a single, full-security, gated entryway on the southerly extension of the Oakview Avenue alignment.~~ Emergency-only access will also be provided at either the north or south side of this development, onto the proposed collector street or onto James Street. The interior streets in Subarea D will be private, owned and maintained by the homeowners' association.

Planned land uses and development provided for by the *Caldwell 51 Specific Plan* will be served by the abutting network of existing and proposed public streets. Caldwell Avenue will be widened from its present two-lane configuration to a section including four lanes, two east-bound and two west-bound; a landscaped median; left turn channelization; and median breaks only at Giddings Avenue and Oakview. This section will be constructed in a 110-foot right-of-way. Giddings Avenue, along the westerly boundary of the plan area, will be constructed to ultimately include two north-bound and two south-bound travel lanes, with a landscaped median, and will provide median breaks and left turn channelization at two access points designated to the plan area. The intersection of Caldwell and Giddings Avenues will require full signalization, including left turn intervals for traffic in all directions. Along the southerly boundary of the plan area, the City's General Plan proposes the development

of a major collector street, extending from Chinowth Avenue on the west to an extension of Court Street on the east. Although the General Plan prescribes no specific standards for the improvement of this roadway, it is anticipated that it will also be a median-divided, four-lane street, with appropriate channelization for left turns at median breaks. It is anticipated that signalization of the intersection of this collector with Giddings Avenue will be required ultimately. A southerly extension of Oakview Avenue from Caldwell, and a westerly extension of a street from Oakview along the approximate alignment of James Street will also be required, to provide access to the professional office development prescribed for Subarea C of the *Caldwell 51 Specific Plan* area and to enhance access to the commercially-developed portions of the plan area to the west. Oakview between Caldwell and James will be developed as a divided four-lane collector street; from James south to the proposed collector referenced above, Oakview would be developed to local residential street standards. James between Oakview and the entrance to the commercial development in Subarea B of the plan area would be a two-lane undivided collector street. No signalization of the intersections of Oakview and Caldwell Avenues or of Oakview and the proposed southerly collector street is foreseen.

Figures 10, 11 and 12 illustrate representative section views of proposed levels of improvement to Caldwell Avenue, Giddings Avenue, and Oakview Avenue, respectively, as anticipated by the *Caldwell 51 Specific Plan*.

Domestic Water Supply

Domestic water will be supplied to the development taking place in the plan area by the California Water Service Company. No improvements beyond normal main extensions and installations by plan area developers will be required to adequately meet the domestic water and fire flow needs of development in accordance with the *Caldwell 51 Specific Plan*.

Wastewater Disposal

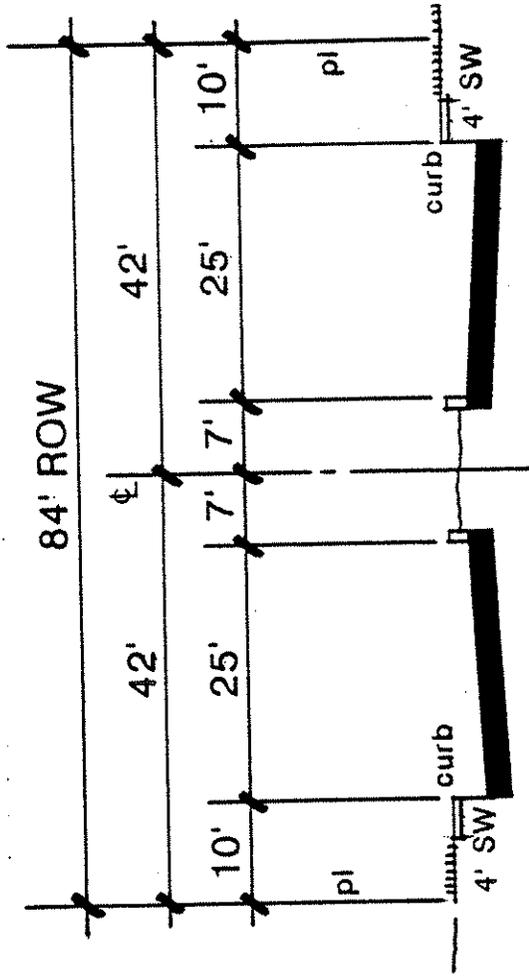
Wastewater flows generated by development of the plan area as prescribed by the *Caldwell 51 Specific Plan* will be typical of those associated with urban residential, commercial and office development. Waste discharge will be to the City of Visalia's domestic wastewater collection, treatment and disposal system, utilizing the existing twenty-four inch trunk sewer main in Caldwell Avenue. No improvements beyond normal main extensions and installations by the developer(s) of the plan area will be required to provide adequately for wastewater disposal.

Storm Drainage

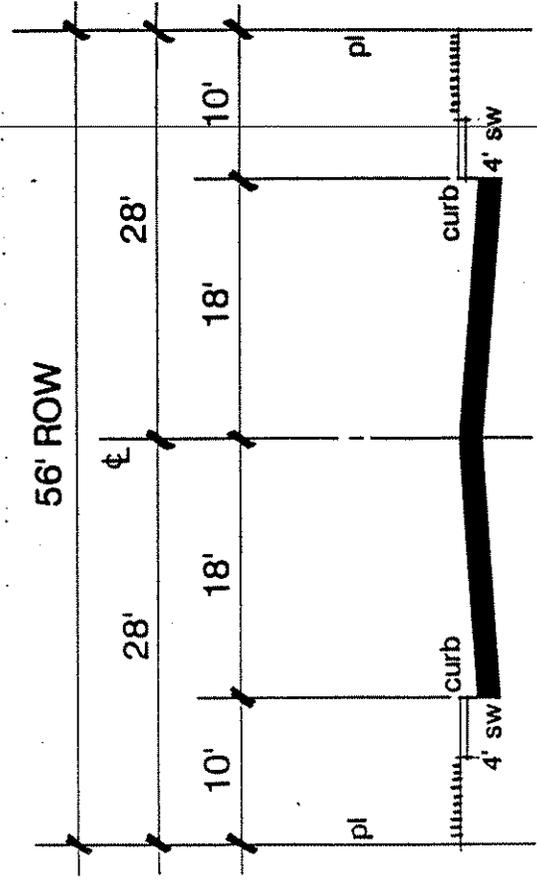
Existing topography in the *Caldwell 51 Specific Plan* area is virtually flat. In general, Packwood Creek represents the discharge point for storm runoff collected from urban development located to the northeast and northwest. The City recently adopted a *Storm Drain Master Plan* which provides for continuing discharge of storm runoff to Packwood Creek from development in this vicinity, but also acknowledges that temporary detention of stormwaters may be required during periods of peak flow in the creek. It should also be noted that the current *Storm Drain Master Plan* does not include the portion of the plan area comprising Subareas B, C and D.

The *Caldwell 51 Specific Plan* provides for the disposal of storm runoff from the plan area by discharge to Packwood Creek. Runoff would be collected by on-site catch basins and conveyed by lines to an ultimate discharge point near Giddings

North of James Street



South of James Street



Median

Caldwell 51 Specific Plan



Representative Street Sections - Oak View Avenue

Figure

12

Avenue, in the same vicinity as an existing thirty-six inch line discharge from the north. Because of capacity problems in Packwood Creek identified in the City's *Storm Drain Master Plan*, runoff discharge from the *Caldwell 51* plan area may contribute some proportion to the need for temporary downstream detention (ponding basin) facilities. The majority of the plan area, therefore, may have to be added to a "fee area" under the *Storm Drain Master Plan*, to enable plan developers to participate in such system improvements on a proportionate basis.

Parks, Open Space and Landscaping

The Packwood Creek corridor is the principal element of the *Caldwell 51 Specific Plan* insofar as parks, open space and landscaping are incorporated into the plan. The treatment of the creek corridor is established as a priority concern by the *Recreation, Conservation and Open Space Element* of the City's General Plan. The *Element* prescribes that a landscaped setback of fifty (50) feet from the edge of the bank is to be set aside on both sides of the Packwood Creek channel adjacent to any urban development. The *Element* is not clear regarding whether this dimension is to be literally applied or is to be an *average*; however, the *Caldwell 51 Specific Plan* includes provision for this prescribed landscape setback without any substantial deviation from the minimum fifty-foot dimension. It should be noted, however, that in approving this plan, the City Council did approve "averaging" fifty feet of landscaped setback along this portion of Packwood Creek in final design.

Significant discussion during the review and adoption of the *Caldwell 51 Specific Plan* focused on whether the landscape treatment of the Packwood Creek corridor should be either "rural" or "urban" in theme and character. Notwithstanding City staff recommendations to the contrary, both the Planning Commission and the City Council approved the applicants' proposal to establish an "urban" landscape program for this part of the plan area. Characteristics of this landscaped corridor as approved and prescribed by the plan include:

- Large tree plantings, of materials representative of a "riparian" theme, interspersed with some evergreens;
- Characteristic riparian shrubbery and groundcover plantings along the streambanks and immediately adjacent portions of the corridor;
- Bermed turf areas toward the outer edges of the corridor;
- Large granite boulders, distributed in "drifts" throughout the corridor;
- Comparatively large "cobbles" closely strewn at the more pronounced curves along the inside creek banks;
- Ten-foot wide asphalt or concrete bicycle paths paralleling the south creek bank; and
- Integrated transit stops/benches, constructed of thematically compatible materials, at the interface of the landscaped corridor with the parking/access area in Subarea B.

Figure 13, on the following page, conceptually illustrates the landscaping approach prescribed by the *Caldwell 51 Specific Plan* for the Packwood Creek corridor.

The riparian landscaping theme established for the Packwood Creek corridor would be continued throughout the landscape design for the balance of the commercial and office development prescribed for Subareas A, B and C.

Landscaping and open space elements of the design for Subarea D of the plan are not intended to be as explicitly defined by this plan. The plan provides that the residential development to take place in Subarea D be enclosed by walls and security gating, and be served by private (public) streets. Consequently, public view of the area will be significantly limited. At the same time, Several key characteristics of the landscaping and open space components of Subarea D's ultimate development are determined by this plan, on the basis that they are perceived as key to the overall quality and character of the development of the plan area as a whole. Specifically:

- Landscaped setbacks (parkways), including public sidewalks, will be created along Oakview Avenue Vintage Street, James and the proposed new collector road (Cameron Avenue) bounding the project on the south, between the edge of curb and the wall enclosing the project.
- The development of Subarea D will include internal landscaped open space, including pedestrian walkways connecting all development in this subarea to the professional office and shopping areas being created to the north and west.
- Planting materials utilized in the public and common area landscaping of Subarea D shall be thematically compatible with landscaping throughout the balance of the plan area.

Finally, for each subarea of the overall plan area, the design standards prescribed by this plan include specific landscaping requirements, augmenting those already set out in the City's General Plan and zoning and development ordinances. Approval of any development application for the plan area will require City approval of an accompanying detailed landscaping plan for the proposed project.

Schools

The *Caldwell 51 Specific Plan* makes no overt provisions for public school facilities. The development of the plan area will be predominantly to commercial and professional office uses. The residential development provided for by the plan is, because of probable design and orientation, likely to be occupied almost exclusively by adult households without children. Consequently, no project-related demand on local school facilities and education services is anticipated. It should be noted, however, that the development of the plan area as provided for by this plan will be subject to the assessment of school impact fees, in accordance with adopted Visalia Unified School District and City of Visalia policy.

Public Safety Services

The plan area will be served by the City's Police and Fire Departments. The City's Police Department is located near the intersection of Johnson and Willow Streets in the Downtown area, with protection provided by patrol units centrally dispatched by radio. Existing fire stations are located in the public safety complex at Johnson and Willow, at the intersection of Tulare and Woodland Avenues, and at the municipal airport.

At the time of site plan review for specific development projects in the plan area, the City may impose such conditions upon projects as the installation of security devices (e.g., deadbolt locks, window locking mechanisms, commercial alarms, etc.) as might be required or recommended by the Police Department. The City also encourages "neighborhood watch" and other resident-participation security and safety programs. Developers in the plan area will also be required to install fire hydrants as requested by the Fire Department at the time of site plan review. The Fire Department reserves the right to prescribe or limit building materials utilized in project construction to fire-resistant types.

Public Utilities

All new public utilities installed to serve development in the plan area shall be under ground, in conformance with established City standards. Undergrounding shall be the responsibility of the developer(s). Easements shall be provided by each developer as required to access and maintain undergrounded utilities.

Project Design

Within the framework of the land use designations and policies presented in the preceding sections of this chapter, the following specific design standards are prescribed for the plan area. These standards are intended to be applied in addition to or, where more restrictive, in place of those mandated by the City's General Plan, zoning ordinance, and other development regulations in effect at the time of any project proposal for the plan area. The Planning Commission and/or City Council may also impose such additional standards at the time of development review as they deem appropriate and consistent with enabling law.

Subarea A

SA-1 The landscaped setback from edge of right-of-way along Caldwell Avenue shall be forty (40) feet. Landscaped treatment of this setback shall consist of:

- Turf-covered berms, with maximum slope not to exceed a severity ratio of one vertical to two horizontal;
- Tree plantings, at the average rate of not less than one (1) tree for every twenty (20) lineal feet of frontage; clustering of tree plantings is encouraged; tree species shall be characteristic of or compatible with the "riparian" theme established as the landscape setting for the Packwood Creek corridor;
- Use of granite boulders, in drifts and clusters, at the average rate of three such boulders of not less than thirty-six inches (36") in diameter at their smallest point for every forty (40) lineal feet of frontage; and
- Perennial flowering plants and groundcover, distributed variously among other landscape elements, characteristic of or compatible with the "riparian" theme established as the landscape setting for the Packwood Creek corridor.

SA-2 The public sidewalk along Caldwell Avenue shall meander in the public right-of-way, rather than abut the back of curb; the distance between the sidewalk and curb shall be landscaped in turf and/or groundcover.

SA-3 The landscaped setback from the edge of right-of-way along Giddings Avenue shall be thirty-five (35) feet. Landscaped treatment of this setback shall be subject to the same standards as prescribed for the Caldwell Avenue frontage and described in standard SA-1, above.

SA-4 Commercial structures developed in Subarea A shall, to the maximum extent feasible, provide window openings to the Packwood Creek corridor. It is recognized that such structures' primary orientation will be toward Caldwell Avenue; however, loading areas and storage shall be prohibited between any structure and Packwood Creek.

SA-5 Commercial structures developed in Subarea A shall be limited to a single story or floor.

SA-6 Signage for commercial uses established in Subarea A shall be limited to one monument sign located at the entrance to this subarea from Caldwell Avenue, one monument sign located at the intersection of Caldwell and Giddings (Stonebrook) Avenues, and wall mounted signs for each use established, in accordance with the applicable provisions of the City's sign ordinance. Approximately one-half of the allowed square footage of the face of the monument sign located at the intersection of Caldwell and Stonebrook shall be dedicated to uses located on Subarea B. Pole signs shall be prohibited.

SA-7 The bridge crossings of Packwood Creek on Giddings Avenue and between Subareas A and B in the approximate center of the plan area are to be constructed using treatment consistent with the landscape setting established for the Packwood Creek corridor by this plan. Wood and natural stone are to be incorporated into the superficial portions of each bridge structure. (For an example of the general effect being sought, refer to the bridge across Packwood Creek accessing the Stonebridge subdivision, on East Walnut Avenue in Visalia).

SA-8 The architectural style of all structures, street furnishings, fixtures, and site improvements shall be consistent for Subareas A and B of the overall plan area.

Subarea B

SB-1 The following design standards described for Subarea A, above, are applicable to all development in Subarea B of the overall plan area: SA-3, SA-7 and SA-8.

SB-2 Loading areas and storage shall be prohibited between any structure and Packwood Creek, if located within 150 feet of the edge of the creek channel.

SB-3 The landscaped setback from the edge of right-of-way along the proposed collector street bounding the south edge of Subarea B shall be thirty-five (35) feet. Landscaped treatment of this setback shall be subject to the same standards as prescribed for the Caldwell Avenue frontage and described in standard SA-1, above.

SB-4 Commercial structures and uses established in Subarea B may be oriented toward Giddings Avenue, the proposed collector street forming the southerly boundary of the site, or internally to the plan area; however, no loading area shall be located closer than 150 feet to the boundary of the residential development prescribed by this plan for Subarea D. The location of loading

facilities on the opposite side of any building from the nearest residential use is encouraged, when feasible.

- SB-5 One monument sign shall be permitted for each driveway access to development in Subarea B from abutting public streets. Pole signs of any type shall be prohibited. Signage shall otherwise be subject to the requirements and provisions of the City of Visalia's sign ordinance.
- SB-6 Cross-site circulation shall be provided in Subarea B, in conformance with an approved circulation plan for site development.
- SB-7 Transit stops shall be incorporated into site plans for development of this Subarea.

Subarea C

- SC-1 The following design standards described for Subarea A, above, are applicable to development of Subarea C of the overall plan area: SA-1 and SA-2.
- SC-2 The landscaped setback from the edge of right-of-way along Oakview Avenue shall be thirty-five (35) feet. Landscaped treatment of this setback shall be subject to the same standards as prescribed for the Caldwell Avenue frontage by standard SA-1, above.
- SC-3 The landscaped setback from the edge of right-of-way along James Street shall be twenty-five (25) feet. Landscaped treatment of this setback shall be subject to the same standards as prescribed for the Caldwell Avenue frontage by standard SA-1, above.
- SC-4 To the maximum extent feasible, professional office buildings developed in Subarea C shall be oriented toward the Packwood Creek corridor; window openings toward the creek are encouraged; parking areas between the creek and any building are prohibited.
- SC-5 The maximum height of any office structure developed in Subarea D shall be two stories or floors.

Subarea D

- SD-2 The minimum size of any residential unit constructed in Subarea D shall be 800 (1,100) square feet of livable area; ~~the average size of the aggregate number of units developed in this subarea shall be not less than 1,000 square feet of livable area.~~

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CHAPTER FOUR - PLAN IMPLEMENTATION AND PHASING

CHAPTER FOUR

PLAN IMPLEMENTATION AND PHASING

Implementation of the *Caldwell 51 Specific Plan* will involve a variety of initiatives from both the private and public sectors. Private developers and property owners will bear the predominant responsibility for carrying out the substance of the plan. The plan addresses itself in a number of respects to the quality and character of development which will take place in the plan area as a result of private actions. At the same time, there are public projects (e.g., Caldwell Avenue upgrading, the construction of the proposed southerly east-west collector street, storm drainage system improvements, etc.) which will be at least partially dependent upon public sector activities to be carried out.

In the following sections of this chapter, plan implementation activities and procedures are spelled out. The phasing and sequence of anticipated development and public improvements is outlined. The relationship of the plan to the City's General Plan and zoning is identified and discussed. Procedures for adoption and amendment of this plan are prescribed. So are procedures for preparing and processing applications for specific development projects within the plan area. Finally, the political/jurisdictional issue of City responsibilities with respect to plan implementation is reviewed.

Phasing of Development and Improvements

In general, the phasing of development in the plan area will be left to the discretion of the private sector. For major components of the plan, however, a sequence of phasing is described, based upon the dependent relationships among these plan elements.

Circulation System Improvements

Subareas A and C of the overall plan area can be developed with comparatively minimal improvements to the surrounding traffic circulation system. Dedication and limited widening of Caldwell Avenue will be required to accommodate commercial development of Subarea A. The same improvements will be required initially in conjunction with development of Subarea C, with the additional requirement that a partial improvement of the extended alignments of both Oakview Avenue and James Street be constructed to afford access to the designated office uses. It is presumed that the costs associated with these improvements will be borne by the developers, with an internal plan for reimbursement to be established among the property owners and developers to fairly apportion costs ultimately among all four subareas. A share of Caldwell Avenue improvement costs, however, should also be borne by the City, reflecting the designation of this roadway as a major arterial traffic route, not one just serving abutting properties.

Development of Subarea B will necessitate the improvement of a portion of Giddings Avenue south of Caldwell, to a point south of Packwood Creek. This project will include the construction of the full bridge required to cross the creek along Giddings. Also required at this juncture will be the creek crossing prescribed internal to the plan area, between Subareas A and B. Initially, costs associated with the referenced public street improvements are anticipated to be borne by the developer(s) of

Subarea B. Ultimately, a portion of such costs should be reimbursed by owner(s)/developer(s) of the properties located along Giddings to the west of the plan area. The cost of the creek crossing between Subareas A and B will be borne entirely by the developer(s), with an internal system of proportionate cost sharing and reimbursement to be established at the time development plans for Subarea A are being considered by the City for approval.

Development of Subarea B will also necessitate the completion of the James Street extension to the east. Similarly, residential development in Subarea D may also necessitate completion of this street segment. The cost of this improvement, to be incurred by whichever development comes first (Subarea B or D) will be borne entirely by private development and will be subject to an internally agreeable reimbursement plan.

Development of Subarea D will further require completion of the extension of Oakview Avenue to the south boundary of the plan area, as a partial street. Costs borne by the developers of Subareas C and D for improvements of Oakview may be subject to partial reimbursement from, and/or participation by, property owners to the east, under a plan to be established and approved by the City at the time development plans are submitted for consideration and approval for these portions of the plan area.

Although the City, not the applicants for this specific plan, are the proponents of the east-west collector street prescribed along the southerly boundary of the plan area, and while the plan area's development is neither dependent upon nor significantly benefitted by the installation of this street, it is certain that the City will seek financial participation in its construction from plan area developers. The phasing of construction of this improvement, and the details of future negotiations between the City and plan area developers regarding associated costs, lie beyond the scope of this plan and will be resolved as City plans for construction of the referenced street become more defined.

Water, Sewer and Storm Drain Improvements

Required installations of improvements for water, wastewater and storm drainage service to the plan area will be made by the developer(s) of the area as specific projects are undertaken. In the instance of likely "downstream" storm drainage capacity improvements, the City will be required to amend its current *Storm Drain Master Plan* to include the plan area in a fee area to recover proportionate costs from plan area developers for such increased capacity.

Packwood Creek Corridor Landscaping

The landscape treatment of the Packwood Creek corridor prescribed by this plan will be undertaken and completed by the developers of Subareas A, B and C, at the time development of each respective subarea is approved by the City. Each subarea's development will be accompanied by the installation of the landscaping called for by this plan for the portion of the creekside immediately abutting the subarea. This landscaping work will be required to be completed with the initial phase of any development of each affected subarea, and costs will be borne entirely by subarea developers. Separate, detailed landscaping plans must be submitted to and approved by the City for the Packwood Creek corridor, accompanying plans for other aspects of proposed developments.

Commercial, Professional Office and Residential Development

Ideally, Subareas A and B would develop simultaneously, as a single, integrated "regional" shopping center. This plan provides for the separate, but ultimately integrated, development of these two subareas, however. Subarea A can be developed without the installation of comparatively major and costly public improvements; Subarea B will necessitate a major street extension, accompanying bridge construction, and other prospective costs which may render it economically impractical to develop this portion of the plan area until adjacent properties to the west area also prepared to develop and participate financially in the costs of improvements. Similarly, economics and market conditions will affect the timing of development for Subareas C and D. There is required sequencing of development between these two subareas, however, so long as either development assumes the costs of at least partial improvement of both Oakview and James Avenue extensions.

Relationship to City General Plan and Zoning

In accordance with State Planning Law, the *Caldwell 51 Specific Plan* is intended to conform to and be consistent with the General Plan of the City of Visalia. The broad land use designations and development policies and the circulation system prescribed by the General Plan shall be applicable to the *Caldwell 51 Specific Plan* area.

At the time this plan is being prepared and considered by the City, the land use and development density designations proposed do not correspond entirely to the General Plan designations of the City for a portion of the plan area (about two-fifths). The City is, however, in the process of updating and evaluating its General Plan *Land Use Element*, and the designations for land use and building intensity set out in this specific plan correspond fully to the designations for the plan area included in the draft *Land Use Element* update.

Because they must necessarily apply to the City as a whole, General Plan policies and standards will be broader and less specific than those prescribed by this plan. The relationship between the General Plan and this specific plan, therefore, shall be such that the specific plan will supplement and refine the content of the General Plan as it applies to the plan area. In every instance where one or the other of these plans may have differing standards or policies, those set out in this specific plan shall prevail and apply to the plan area.

Similarly, the zoning ordinance of the City prescribes permitted land uses and development standards throughout the community. Zone districts established by the zoning ordinance shall apply to all property located within the *Caldwell 51 Specific Plan* area. Applicable zone districts for each subarea of the overall plan area are summarized as follows:

- Subarea A -- C-2
- Subarea B -- C-2
- Subarea C -- P-A
- Subarea D -- R-1-6

The City has determined, however, that there currently is a need to modify and improve the designations of its existing zoning ordinance, and modification of the classification applied to regional retail commercial development has been proposed in the draft *Land Use Element* update. Once this process has been completed, this specific plan may have to be amended to ensure consistency between its provisions and the new nomenclature of the City's zoning ordinance.

The City's zoning ordinance establishes design and development standards for each of the zones listed above. However, this specific plan prescribes additional standards, and in any instance where the requirements of the specific plan are more restrictive than the standards mandated by the underlying zoning, the specific plan shall prevail and its standards shall apply.

Procedures for Plan Adoption and Amendment

The State's Planning Law and *General Plan Guidelines* prescribe that a specific plan be adopted in the same manner as a jurisdiction's general plan. This allows a specific plan to be adopted by a local agency either by resolution or by ordinance. The City of Visalia adopts its General Plan and component elements by resolution; consequently, this specific plan will also be adopted in that manner by the City Council. Prior to adoption, the City's Planning Commission and the City Council will each have held adequately-noticed public hearings on the content of the plan.

Similarly, any amendment to this specific plan shall only be accomplished in the same manner as the original adoption of the plan itself. Amendments may take the form of revisions to the plan's land use designations, its design and development standards, the boundaries of the plan area, or any other aspect of plan content. Such amendments may be initiated by the City, by plan area property owners, by developers, or by any other interested party. Any request for a plan amendment other than one initiated by the City may, at the discretion of the City, be required to be accompanied by application materials including, but not necessarily limited to, a narrative description of and justification for the proposed amendment, a diagram or map illustrating the amendment, and a fee adequate to offset the City's costs associated with processing the request. The applicant(s) for any amendment to this plan shall be required to demonstrate the manner in which the proposed amendment will result in an improved plan and enhancements to the environment of the plan area and the community at-large.

As previously noted in this document, the plan area lies outside the corporate limits of the City of Visalia, and under the jurisdiction of the County of Tulare. The plan area will have to be annexed to the City of Visalia before the City will have the authority to implement the provisions set out in this document and plan area development will be allowed to proceed.

Procedures for Processing Development Applications

Once this specific plan has been adopted, and annexation of the plan area to the City of Visalia has been accomplished, separate development plan applications may be submitted for review and approval, consistent with the plan and other applicable City regulations. Such applications will necessarily be accompanied by detailed engineering plans, as well as all other elements required by City regulations and this plan for subdivisions, landscaping, site improvements, and public infrastructure. Such development plans will be reviewed for consistency with this plan, with the City's General Plan and zoning ordinance, and with other applicable City standards and requirements. The City may impose such conditions as it wishes and are reasonable upon the approval of any development plan.

Specific Plan Amendment No.	2002-02	Caldwell 51
USER	DATE	DATE RETURNED

Project I.D.: Specific Plan Amendment No. 2002-02

Related Projects: Caldwell 51 Specific Plan, PM 2002-04, CUP 2001-50

APN: 126-680-01

Site Plan No.: 2001-195

Description: a request to amend the Caldwell 51 Specific Plan to allow multiple access points into Subarea "A" of the specific plan. The project is located at the southeast corner of Stonebridge Street and Caldwell Avenue. Sam Sabbah and Richard Dyt, owners. Dowds Consulting, agent

Logged on Project Chart: 02-08-02

RESOLUTION NO. 2002-43

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF VISALIA, APPROVING SPECIFIC PLAN AMENDMENT NO 2002-02, A REQUEST TO AMEND THE CALDWELL 51 SPECIFIC PLAN TO ALLOW TWO NEW ACCESS POINTS INTO SUBAREA A OF THE SPECIFIC PLAN AND TO REDUCE THE SETBACKS TO DESIGN DISTRICT A STANDARDS FOR LANDSCAPING; SAM SABBABH AND RICHARD DYT, OWNERS; DOWDS CONSULTING, AGENT

WHEREAS, an application was filed by Sam Sabbabh and Richard Dyt to amend the Caldwell 51 Specific Plan to allow two new access points into Subarea A of the specific plan, and to reduce the setbacks to Design District A standards for landscaping; APN: 126-020-027; City of Visalia, and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice held a public hearing before said Commission on April 08, 2002; and

WHEREAS, the City Council of the City of Visalia, after duly published notice held a public hearing before said Council on May 20, 2002; and

WHEREAS, the City Council of the City of Visalia finds the Caldwell 51 Specific Plan Amendment to be in accordance with Section 12.04 of the Ordinance Code of the City of Visalia based on evidence contained in the staff report and testimony presented at the public hearing; and

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

NOW, THEREFORE, BE IT RESOLVED that a Negative Declaration was prepared consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council of the City of Visalia approves the proposed Specific Plan Amendment based on the following specific findings and based on the evidence presented:

1. That the proposed amendment is consistent with the policies and intent of the General Plan and Zoning Ordinance.
2. That the proposed amendment would not be detrimental to the public health, safety or welfare, and materially injurious to properties in the vicinity.
3. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant, and Negative Declaration No. 2000-26 is hereby adopted.
4. That there is no evidence before the City Council that the proposed project will have any potential for adverse effects on wildlife resources, as defined in Section 711.2 of the Department of Fish and Game Code.

BE IT FURTHER RESOLVED that the City Council of the City of Visalia approves the Caldwell 51 Specific Plan Amendment in accordance with the terms of this resolution under the provisions of Section 12.04.010 of the Ordinance Code of the City of Visalia as follows:

1. That the Caldwell 51 Specific Plan be amended as follows:

Page 3-3

Subarea A

Subarea A is designated by the plan for retail commercial development. Subsequent to required right-of-way dedication for Stonebrook and Caldwell Avenues and to allow for the landscape treatment of Packwood Creek called for by the City's *Recreation, Conservation and Open Space Element*, a developable area of 6.9 acres would remain in this subarea. Design analysis indicates that 46,000 square feet of gross leasable commercial building area, (approximately 6,000 square feet of which is attributable to the addition of the existing residential parcel to this subarea) accompanied by required parking, landscaping, on-site circulation, and other site improvements can be developed on this segment of the plan area. Ideally, building orientation would be toward Caldwell Avenue, but plan policies also call for restricted treatment of the rear of any building along the creek, corridor. It would be possible to develop this subarea separately from the balance of the plan area, completing the connection to the south at such time as Subarea B was developed. Improvements to Caldwell and Stonebrook Street along the frontage of this subarea would be required, and would be completed, at the time development took place on-site.

Figure 9. (Replace with Exhibit "A")

Page 3-7

Subarea A

Eliminate text – no replacement

Page 3-10

Traffic Circulation System

Paragraph 2:

The internal traffic circulation system for the Caldwell 51 area has been established on the basis of the type and intensity of land uses prescribed by the specific plan. The plan calls for the predominant majority of traffic circulation improvements internal to the plan area to be on-site, rather than on public streets. Subarea A and B will be served by an internal traffic flow system providing access to planned commercial uses and appurtenant parking. A bridge across Packwood Creek is provided to connect these two subareas. Three driveway access points into and out of Subarea A will be constructed on Caldwell Avenue. One driveway will be located on Stonebrook Street providing access to Subarea A. Two driveways each will be located on Stonebrook Street, south of Packwood Creek, and on the proposed collector street bounding the southerly edge of the plan area providing access to Subarea B. Subarea B will also be accessed by an extension of the James Street alignment, from the east. Subarea C will be accessed by three driveways from the extended James Street alignment; direct access to this subarea from Caldwell Avenue will be prohibited.

Balance of this paragraph should read as previously amended.

Page 3-14

Subarea A

SA-1 The landscaped setback from edge of right-of-way along Caldwell Avenue shall comply with Design District A standards. Landscaped treatment of this setback shall consist of:

SA-3 The landscaped setback from the edge of right-of-way along Stonebrook Street shall comply with Design District A standards. Landscaped treatment of this setback shall be subject to the same standards as prescribed for the Caldwell Avenue frontage and described in standards SA-1, above.

2. That the Design District A setback and landscape standards shall apply to Subarea A.
3. That the final design for the entrance only access point on Caldwell Avenue for Proposed Parcel No. 1 be reviewed and approved by the City prior to the issuance of any permits for the development of proposed Parcel No. 1 or the installation of the access point.
4. That all other city codes and ordinance be met.
5. That the applicant submit to the City of Visalia a signed receipt and acceptance of conditions from the applicant and property owner, stating that they understand and agree to all the conditions of Specific Plan Amendment No. 2002-02, prior to the issuance of any building permits for this project.

PASSED AND ADOPTED:

STEVEN M. SALOMON, CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF TULARE) SS.
CITY OF VISALIA)

I, Steven M. Salomon, City Clerk of the City of Visalia, certify the foregoing is the full and true Resolution 2002-43 passed and adopted by the Council of the City of Visalia at a regular meeting held on May 20, 2002.

Dated: May 23, 2002

STEVEN M. SALOMON, CITY CLERK

Roxanne Yoder
By Roxanne Yoder, Chief Deputy

RESOLUTION NO. 2002-52

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA, RECOMMENDING APPROVAL OF SPECIFIC PLAN AMENDMENT NO 2002-02, A REQUEST TO AMEND THE CALDWELL 51 SPECIFIC PLAN TO ALLOW TWO NEW ACCESS POINTS INTO SUBAREA "A" OF THE SPECIFIC PLAN AND TO REDUCE THE SETBACKS TO DESIGN DISTRICT "A" STANDARDS FOR LANDSCAPING; SAM SABBABH AND RICHARD DYT, OWNERS;
DOWDS CONSULTING, AGENT

WHEREAS, an application was filed by Sam Sabbabh and Richard Dyt to amend the Caldwell 51 Specific Plan to allow two new access points into Subarea "A" of the specific plan, and to reduce the setbacks to Design District "A" standards for landscaping; APN: 126-020-027; City of Visalia, and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice held a public hearing before said Commission on April 08, 2002; and

WHEREAS, the Planning Commission of the City of Visalia finds the Caldwell 51 Specific Plan Amendment to be in accordance with Chapter 12.04 of the Ordinance Code of the City of Visalia based on evidence contained in the staff report and testimony presented at the public hearing; and

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

NOW, THEREFORE, BE IT RESOLVED that a Negative Declaration 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 recommends approval of the proposed Specific Plan Amendment based on the following specific findings and based on the evidence presented:

1. That the proposed amendment is consistent with the policies and intent of the General Plan and Zoning Ordinance.
2. That the proposed amendment would not be detrimental to the public health, safety or welfare, and materially injurious to properties in the vicinity.
3. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant, and Negative Declaration No. 2000-26 is hereby adopted.
4. That there is no evidence before the Planning Commission that the proposed project will have any potential for adverse effects on wildlife resources, as defined in Section 711.2 of the Department of Fish and Game Code.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Visalia recommends approval of the Caldwell 51 Specific Plan Amendment in accordance with the terms of this resolution under the provisions of Section 12.04.010 of the Ordinance Code of the City of Visalia as follows:

1. That the Caldwell 51 Specific Plan be amended as follows:

Page 3-3

Subarea A

Subarea A is designated by the plan for retail commercial development. Subsequent to required right-of-way dedication for Giddings and Caldwell Avenues and to allowance for the landscape treatment of Packwood Creek called for by the City's *Recreation, Conservation and Open Space Element*, a developable area of 6.9 acres would remain in this subarea. Design analysis indicates that 46,000 square feet of gross leasable commercial building area, (approximately 6,000 square feet of which is attributable to the addition of the existing residential parcel to this subarea) accompanied by required parking, landscaping, on-site circulation, and other site improvements can be developed on this segment of the plan area. Ideally, building orientation would be toward Caldwell Avenue, but plan policies also call for restricted treatment of the rear of any building along the creek, corridor. It would be possible to develop this subarea separately from the balance of the plan area, completing the connection to the south at such time as Subarea B was developed. Improvements to Caldwell and Stonebrook Street along the frontage of this subarea would be required, and would be completed, at the time development took place on-site.

Figure 9 (Replace with Exhibit "A")

Page 3-7

Subarea A

Eliminate text – no replacement

Page 3-10

Traffic Circulation System

Paragraph 2:

The internal traffic circulation system for the Caldwell 51 area has been established on the basis of the type and intensity of land uses prescribed by the specific plan. The plan calls for the predominant majority of traffic circulation improvements internal to the plan area to be on-site, rather than on public streets. Subarea A and B will be served by an internal traffic flow system providing access to planned commercial uses and appurtenant parking. A bridge across Packwood Creek is provided to connect these two subareas. Three driveway access points into and out of Subarea A will be constructed on Caldwell Avenue. One driveway will be located on Stonebrook Street providing access to Subarea A. Two driveways each will be located on Stonebrook Street, south of Packwood Creek, and on the proposed collector street bounding the southerly edge of the plan area providing access to Subarea B. Subarea B will also be accessed by an extension of the James Street alignment, from the east. Subarea C will be accessed by three driveways from the extended James Street alignment; direct access to this subarea from Caldwell Avenue will be prohibited.

Balance of this paragraph should read as previously amended.

Page 3-14

Subarea A

SA-1 The landscaped setback from edge of right-of-way along Caldwell Avenue shall comply with Design District A standards. Landscaped treatment of this setback shall consist of:

SA-3 The landscaped setback from the edge of right-of-way along Stonebrook Street shall comply with Design District A standards. Landscaped treatment of this setback shall be subject to the same standards as prescribed for the Caldwell Avenue frontage and described in standards SA-1, above.

2. That the Design District "A" setback and landscape standards shall apply to Subarea "A".
3. That the final design for the entrance only access point on Caldwell Avenue for Proposed Parcel No. 1 be reviewed and approved by the City prior to the issuance of any permits for the development of proposed Parcel No. 1 or the installation of the access point.
4. That all other city codes and ordinance be met.
5. That the applicant submit to the City of Visalia a signed receipt and acceptance of conditions from the applicant and property owner, stating that they understand and agree to all the conditions of Specific Plan Amendment No. 2002-02, prior to the issuance of any building permits for this project.

Commissioner Logan offered the motion to this resolution. Commissioner Thompson seconded the motion and it carried by the following vote:

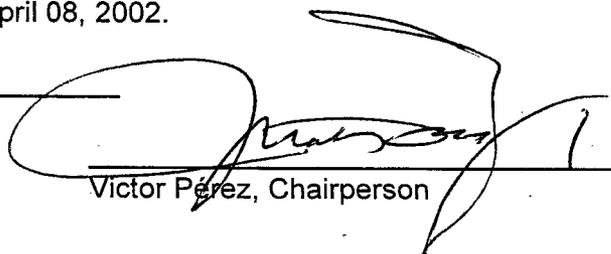
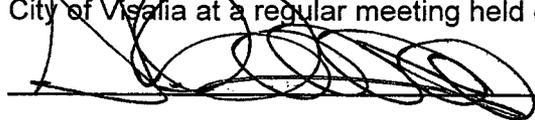
AYES: Commissioners Logan, Oplinger, Pérez, Thompson
NOES: None
ABSTAINED: Commissioner Armstrong
ABSENT: None

Michael Olmos, Secretary
Visalia City Planning Commission

STATE OF CALIFORNIA)
COUNTY OF TULARE) ss
CITY OF VISALIA)

ATTEST: Michael Olmos, Secretary, Visalia Planning Commission

I, Michael Olmos, Secretary of the Visalia City Planning Commission, certify the foregoing is the full and true Resolution No. 2002-52, passed and adopted by the Planning Commission of the City of Visalia at a regular meeting held on April 08, 2002.



Victor Pérez, Chairperson



REPORT TO CITY OF VISALIA PLANNING COMMISSION

HEARING DATE: April 8, 2002

PROJECT PLANNER: Andrew J. Chamberlain

SUBJECT: Parcel Map No. 2002-04, a request for a tentative parcel map to divide a 6.01 acre parcel into six parcels.

Specific Plan Amendment No. 2002-02, is a request to amend the Caldwell 51 Specific Plan to allow two new access points into Subarea "A" of the specific plan, and to reduce the setbacks to Design District "A" standards for landscaping.

Conditional Use Permit No. 2001-50 is a request to allow a full service car wash in the Caldwell 51 Specific Plan.

The proposed projects will be located on the southeast corner of Caldwell Avenue and Stonebrook Street, between Caldwell Avenue and Packwood Creek. APN: 126-020-027.

STAFF RECOMMENDATION

Staff recommends approval of Parcel Map No. 2002-04, Specific Plan Amendment No. 2002-02 and Conditional Use Permit No. 2001-50.

RECOMMENDED MOTION

I move to approve Specific Plan Amendment No. 2002-02, Resolution No. 2002-52, Conditional Use Permit No. 2001-50, Resolution No. 2002-53, and to approve Parcel Map No. 2002-04, Resolution No. 2002-54.

PROJECT DESCRIPTION

The project is a request to develop a full service car wash on a portion of the area within the Caldwell 51 Specific Plan. In order to develop a car wash as proposed several actions are required to be approved. The first is an amendment to the Caldwell 51 Specific Plan, which currently limits access to Sub Area A of the specific plan to two access points on Caldwell Avenue and none on Stonebrook Street. The amendment will add an additional access point on Caldwell Avenue and one access point on Stonebrook Street. Also proposed to be amended are the landscaping standards within the Caldwell 51 Specific Plan. Currently, the specific plan requires a 40-foot landscape area on Caldwell Avenue and a 35-foot landscape area along Stonebrook Street. The applicant proposed to change this language to allow Design District "A" standards for landscaping, which would require 35-feet of landscaping on Caldwell Avenue and 25-feet on Stonebrook Street.

The proposed car wash requires the approval of a conditional use in accordance with the Caldwell 51 Specific Plan. The car wash will house two car wash bays, one automatic and one hand wash bay. The hours of operation are proposed to be from 7:00 a.m. to 8:00 p.m. as indicated in the operational statement provided in Exhibit "D". Operational hours are generally seasonal and

adjust to daylight hours. The buildings will be oriented in a north-south direction. Cars entering either car wash facility will be entering the north side of the building and exiting to the south.

Lastly, a tentative parcel map is requested to be approved that would divide the 6.01 acre parcel into six parcels. Parcel one will be .93 acres, parcel two will be 2.52 acres, parcel three will be .93 acres, parcel four will be .72 acres, parcel five will be .59 acres and parcel six will be .34 acres. The parcels will share a joint access drive which would be developed in two phases. The existing parking lot and access drive infrastructure on the property, which was installed years ago in anticipation of development, will be removed since it does not match the proposed development pattern.

BACKGROUND INFORMATION

General Plan Land Use Designation	Regional Commercial Center
Zoning	P-CR (Planned Regional Retail Commercial)
Surrounding Zoning and Land Use	North: R-1-6 / single-family dwellings South: P-CR / vacant land East: PA / vacant land West: R-1-6 / Single-family houses
Environmental Review	Negative Declaration No. 2002-19
Site Plan	Site Plan Review 2001-160

RELATED PLANS & POLICIES

Please see attached summary of related plans and policies.

RELATED PROJECTS

The Caldwell 51 Specific Plan was adopted in September, 1990 covering 51 acres of land bounded by Caldwell Avenue, Stonebrook Street, the future alignment of Cameron Avenue, and the future alignment of Oakview Street. It has been amended four times, in 1995, 1998, 1999 and 2001.

The plan area is divided into four subareas. Subareas A and B are planned for community-level retail commercial uses. These subareas are zoned Regional Commercial (P-CR). Subarea C is planned for professional office use and is zoned Professional / Administrative Office (PA). Subarea D is planned for residential use and is zoned R-1-6. A tentative subdivision map dividing the area into single family lots has been approved on Subarea D. The amendment to allow one full-service car wash with a service station as a conditional use in Subarea A was approved in 2001.

PROJECT EVALUATION

Access

Planning and Engineering Staff supports the request for the addition of two new entry points into Subarea "A". Currently there are only provisions for two access points in the Specific Plan. The Stonebrook access point will allow only right in and out turns once the median is installed in

Stonebrook Street. The new access point on Caldwell Avenue will allow only access into the site and will be designed to prevent exiting onto Caldwell Avenue. A condition is recommended requiring that the final design be approved by Engineering prior to the issuance of any permits for its installation.

The parcel map for the site will require joint / cross access and utility easements for parcels to include an easement for a ditch crossing (bridge) at Packwood Creek. Landscaping of the entire 50 feet Packwood Creek corridor is required with first phase of development. The applicant must also provide a 6-foot side walk and 10 foot parkway along the Caldwell Avenue frontage.

Change To Design District "A" Landscape Standards

The applicant is requesting to amend the specific plan to allow Design District "A" landscaping requirements. Instead of Policy SA-1, forty (40) feet setback along Caldwell Avenue and Policy SA-3, thirty (35) feet along Stonebrook Street, Design District "A" will provide a front landscape setback of thirty-five (35) feet along Caldwell Avenue and twenty-five (25) feet along Stonebrook Street.

The applicant supplied square footage calculations in Exhibit "B", indicating that even with the new landscape requirements, the project will average approximately the same amount of landscape area along the public street frontages due to the irregular shape and islands between the proposed parcels. The existing landscaping would be approximately 31,515 square feet, while the proposed landscaping with Design District "A" requirements would be 34,295 square feet.

Exhibit "E" shows the proposed text amendments to the Specific Plan which would change the number of access points and landscaping setbacks. Staff is recommending approval of these changes.

Conditional Use Permit

Staff supports the requested conditional use permit for the car wash as shown in Exhibit "A". The car wash will have a two bay car wash, one automatic bay and a hand wash and detail bay, with an indoor waiting area, and covered drying area for up to 16 vehicles. The car wash would operate from 7:00 AM to 8:00 PM daily. The primary access would be from Caldwell Avenue with additional access from the internal access drive to Stonebrook Street. Through Specific Plan Policy A-2, one full car wash with service station shall be permitted within Subarea A subject to the conditional use permit process and the following findings.

- A. The layout of the use does not preclude future development of Subarea A and B as an integrated commercial center, nor does it preclude development of the bridge connecting the two subareas.
- B. The design and layout of the use does not preclude implementation of the any of the other policies found in this document.
- C. A plan for providing reciprocal access and parking between Subareas A and B, has been submitted to and approved by the City Community Development Department.
- D. A plan for providing cost-sharing of the construction of the future bridge between Subareas A and B, has been submitted to and approved by the City Community Development Department.
- E. A plan for providing signage in accordance within Policy SA-6 has been submitted to and approved by the City Community Development Department.

The applicants have met these findings through the Site Plan Review process and in this application which includes conditions for the City review and approval of agreements, documents and signage prior to the issuance of any building permits for the car wash.

Lighting

Site lighting will be designed so that the lighting elements will not be directly visible by adjoining residential areas. Light standards will not exceed 15 feet in height and that building and parking lot lights have the light element recessed into the can or fixture so that no direct light floods onto adjacent residential properties.

Noise

The site is subject to Community Noise Standards and will operate from 7:00 AM to 8:00 PM. Staff has included a condition eliminating the use of public address systems and out-door music at the site to minimize noise conflicts for the residential neighborhoods in the area.

Parcel Map

This request is to divide Subarea "A" parcel into 6 parcels as shown in Exhibit "C". The proposed car wash would be located on Parcel No. 2. The site will have multiple access points to the public streets and will be served by a common internal access drive to enhance vehicle circulation on the site. The existing parking lot and access drive improvements will be removed.

Most required dedications and easements are already in place, though changes in access points and related common driveways will require some minor adjustments as per the Site Plan Review for the proposed parcel map.

Correspondence

One letter from a resident of the Stonebrook Subdivision on the north side of Caldwell Avenue was received and is included as Exhibit "F". The letter raises concerns about the general development of this site for commercial purposes, and the potential for the car wash to add undesirable noise to the area. As noted earlier, the car wash is required to meet Community Noise Standards and will be prohibited from using an outdoor public address system and/or music.

Environmental Review

An Initial Study was prepared for this project, consistent with the California Environmental Quality Act (CEQA). The Initial Study disclosed that environmental impacts are determined to be not significant. Therefore, staff recommends that Negative Declaration No. 2002-19 be adopted for this project.

Since the project is an infill in an urbanized area, staff recommends that the Planning Commission make findings of "de minimus" impact (i.e. that the project would not have the potential for adverse impacts on wildlife resources).

RECOMMENDED FINDINGS

Specific Plan Amendment No. 2002-02

1. That the proposed amendment is consistent with the policies and intent of the General Plan and Zoning Ordinance.
2. That the proposed amendment would not be detrimental to the public health, safety or welfare, and materially injurious to properties in the vicinity.

3. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant, and Negative Declaration No. 2000-26 is hereby adopted.
4. That there is no evidence before the Planning Commission that the proposed project will have any potential for adverse effects on wildlife resources, as defined in Section 711.2 of the Department of Fish and Game Code.

Conditional Use Permit No. 2001-50:

1. That the proposed Conditional Use Permit is consistent with the policies and intent of the General Plan and Zoning Ordinance.
2. The proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
3. That the proposed car wash meets the following Specific Plan findings:
 - A. The layout of the use does not preclude future development of Subarea A and B as an integrated commercial center, nor does it preclude development of the bridge connecting the two subareas.
 - B. The design and layout of the use does not preclude implementation of the any of the other policies found in this document.
 - C. A plan for providing reciprocal access and parking between Subareas A and B, has been submitted to and approved by the City Community Development Department.
 - D. A plan for providing cost-sharing of the construction of the future bridge between Subareas A and B, has been submitted to and approved by the City Community Development Department.
 - E. A plan for providing signage in accordance within Policy SA-6 has been submitted to and approved by the City Community Development Department.
4. That Negative Declaration No. 2002-19 is hereby adopted based on the following:
 - An Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant.
 - That no evidence was received during the public comment period indicated that the project would result in any significant impacts.
5. That there is no evidence before the Planning Commission that the proposed project will have any potential for adverse effects on wildlife resources, as defined in Section 711.2 of the Department of Fish and Game Code.

Parcel Map No. 2002-04:

1. That the proposed tentative parcel map is consistent with the policies and intent of the General Plan and Zoning Ordinance.
2. That the proposed tentative parcel map would be compatible with adjacent land uses.
3. That the proposed tentative parcel map will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
4. That Negative Declaration No. 2002-19 is hereby approved based on the following:

- An Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant.
 - That no evidence was received during the public comment period indicated that the project would result in any significant impacts.
5. That there is no evidence before the Planning Commission that the proposed project will have any potential for adverse effects on wildlife resources, as defined in Section 711.2 of the Department of Fish and Game Code.

RECOMMENDED CONDITIONS OF APPROVAL

Specific Plan Amendment No. 2002-10

1. That the Caldwell 51 Specific Plan be amended as follows:

Page 3-3

Subarea A

Subarea A is designated by the plan for retail commercial development. Subsequent to required right-of-way dedication for Giddings and Caldwell Avenues and to allowance for the landscape treatment of Packwood Creek called for by the City's *Recreation, Conservation and Open Space Element*, a developable area of 6.9 acres would remain in this subarea. Design analysis indicates that 46,000 square feet of gross leasable commercial building area, (approximately 6,000 square feet of which is attributable to the addition of the existing residential parcel to this subarea) accompanied by required parking, landscaping, on-site circulation, and other site improvements can be developed on this segment of the plan area. Ideally, building orientation would be toward Caldwell Avenue, but plan policies also call for restricted treatment of the rear of any building along the creek, corridor. It would be possible to develop this subarea separately from the balance of the plan area, completing the connection to the south at such time as Subarea B was developed. Improvements to Caldwell and Stonebrook Street along the frontage of this subarea would be required, and would be completed, at the time development took place on-site.

Figure 9 (Replace with Exhibit "A")

Page 3-7

Subarea A

Eliminate text – no replacement

Page 3-10

Traffic Circulation System

Paragraph 2:

The internal traffic circulation system for the Caldwell 51 area has been established on the basis of the type and intensity of land uses prescribed by the specific plan. The plan calls for the predominant majority of traffic circulation improvements internal to the plan area to be on-site, rather than on public streets. Subarea A and B will be served by an internal traffic flow system providing access to planned commercial uses and appurtenant parking. A bridge across Packwood Creek is provided to connect these two subareas. Three driveway access points into and out of Subarea A will be constructed on Caldwell Avenue. One driveway will be located on Stonebrook Street providing access to Subarea A. Two driveways each will be located on Stonebrook Street, south of Packwood Creek, and on the proposed collector street bounding the southerly edge of the plan area providing access to Subarea B. Subarea B will also be accessed by an extension of the James Street alignment, from the east. Subarea C will be accessed by three driveways from the extended James Street alignment; direct access to this subarea from Caldwell Avenue will be prohibited.

Balance of this paragraph should read as previously amended.

Page 3-14

Subarea A

SA-1 The landscaped setback from edge of right-of-way along Caldwell Avenue shall comply with Design District A standards. Landscaped treatment of this setback shall consist of:

SA-3 The landscaped setback from the edge of right-of-way along Stonebrook Street shall comply with Design District A standards. Landscaped treatment of this setback shall be subject to the same standards as prescribed for the Caldwell Avenue frontage and described in standards SA-1, above.

2. That the Design District "A" setback and landscape standards shall apply to Subarea "A".
3. That the final design for the entrance only access point on Caldwell Avenue for Proposed Parcel No. 1 be reviewed and approved by the City prior to the issuance of any permits for the development of proposed Parcel No. 1 or the installation of the access point.
4. That all other city codes and ordinance be met.
5. That the applicant submit to the City of Visalia a signed receipt and acceptance of conditions from the applicant and property owner, stating that they understand and agree to all the conditions of Specific Plan Amendment No. 2002-02, prior to the issuance of any building permits for this project.

Conditional Use Permit No. 2001-50:

1. That the project be developed consistent with the site plan in Exhibit "A" and the Operational Statement in Exhibit "E", and subject to the comments and conditions of the Site Plan Review Committee.
2. That no significant direct or indirect light or glare may fall upon adjacent residential uses.
3. That the use would be subject to the City of Visalia Noise Ordinance, and that the use of public address systems and out-door music at the site is prohibited.
4. That a sign program or package be provided for review and approval in accordance with Specific Plan Policy SA-6 prior to the issuance of any building permits for the car wash.
5. That the final plans, documents and/or agreements for shared access and cost sharing of the bridge construction between the subareas be provided for City review and approval prior to the issuance of any building permits for the car wash.
6. That all other city codes and ordinance be met.
7. That the applicant submit to the City of Visalia a signed receipt and acceptance of conditions from the applicant and property owner, stating that they understand and agree to all the conditions of Conditional Use Permit No. 2001-50, prior to the issuance of any building permits for this project.

Parcel Map No. 2002-04:

1. That the project be developed consistent with the comments and conditions of the Site Plan Review No. 2001-195.
2. That the site be developed in substantial compliance with the site plan shown in Exhibit "C".

3. That all other city codes and ordinance be met.
4. That the applicant submit to the City of Visalia a signed receipt and acceptance of conditions from the applicant and property owner, stating that they understand and agree to all the conditions of Parcel Map No. 2002-04, prior to the issuance of any building permits for this project.

Attachments:

- Exhibit "A" -- Site Plan
- Exhibit "B" -- Site Plan with Landscaping Square Footage Estimates from Applicant
- Exhibit "C" -- Parcel Map
- Exhibit "D" -- Operational Statement
- Exhibit "E" -- Text Changes for Specific Plan
- Exhibit "F" -- Correspondence
- Environmental Document
- Location Sketch

RELATED PLANS AND POLICIES

General Plan and Zoning: There are no General Plan policies, which specifically address this type of facility. The following Zoning Ordinance policies apply to the proposed project:

Conditional Use Permit Process:

Zoning Ordinance Section 17.38 states that Planning Commission may grant approval of conditional use permit applications if, on the basis of the application and evidence submitted, the Commission makes two findings:

1. *That 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;*
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.*

Caldwell 51 Specific Plan Policy

Policy A-2 Land uses and development of Subarea A shall conform to the requirements of the C-2 zone district (or its equivalent or comparable zone, should the City's zoning ordinance be modified) as set out in the City of Visalia zoning ordinance, except as may otherwise be provided for specifically by this plan. One full car wash with service station shall be permitted within Subarea A subject to the conditional use permit process. Before approving a conditional use permit for a car wash with service station the following findings must be made.

- A. The layout of the use does not preclude future development of Subarea A and B as an integrated commercial center, nor does it preclude development of the bridge connecting the two subareas.
- B. The design and layout of the use does not preclude implementation of the any of the other policies found in this document.
- C. A plan for providing reciprocal access and parking between Subareas A and B, has been submitted to and approved by the City Community Development Department.
- D. A plan for providing cost-sharing of the construction of the future bridge between Subareas A and B, has been submitted to and approved by the City Community Development Department.
- E. A plan for providing signage in accordance within Policy SA-6 has been submitted to and approved by the City Community Development Department.

Policy A-6 on page 3-7A of the specific plan provides policy direction for the number of entrances and exits into Subarea A. It states:

Access to Subarea A from Caldwell shall be limited to one driveway for ingress and egress, removed an adequate distance from intersection of Caldwell and Giddings Avenues to provide for traffic safety.

This application to amend the specific plan to allow two new entry's would replace the existing Policy A-6 with a new sentence which is stated below.

Access to Subarea A along Caldwell Avenue shall be limited to three driveways for ingress and egress and Access to Subarea A along Stonebrook Street shall be limited to one driveway for ingress and egress.

Policy SA-1 on page 3-14 of the specific plan list landscape requirements. It states:

The landscaped setback from edge of right-of-way along Caldwell Avenue shall be forty (40) feet.

Policy SA-3 on page 3-15 of the specific plan list landscape requirements. It states:

The landscaped setback from the edge of the right-of-way along Giddings Avenue shall be thirty-five (35) feet.

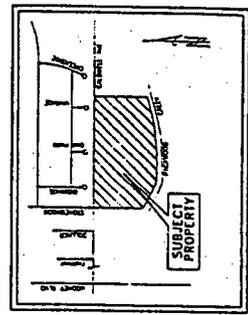
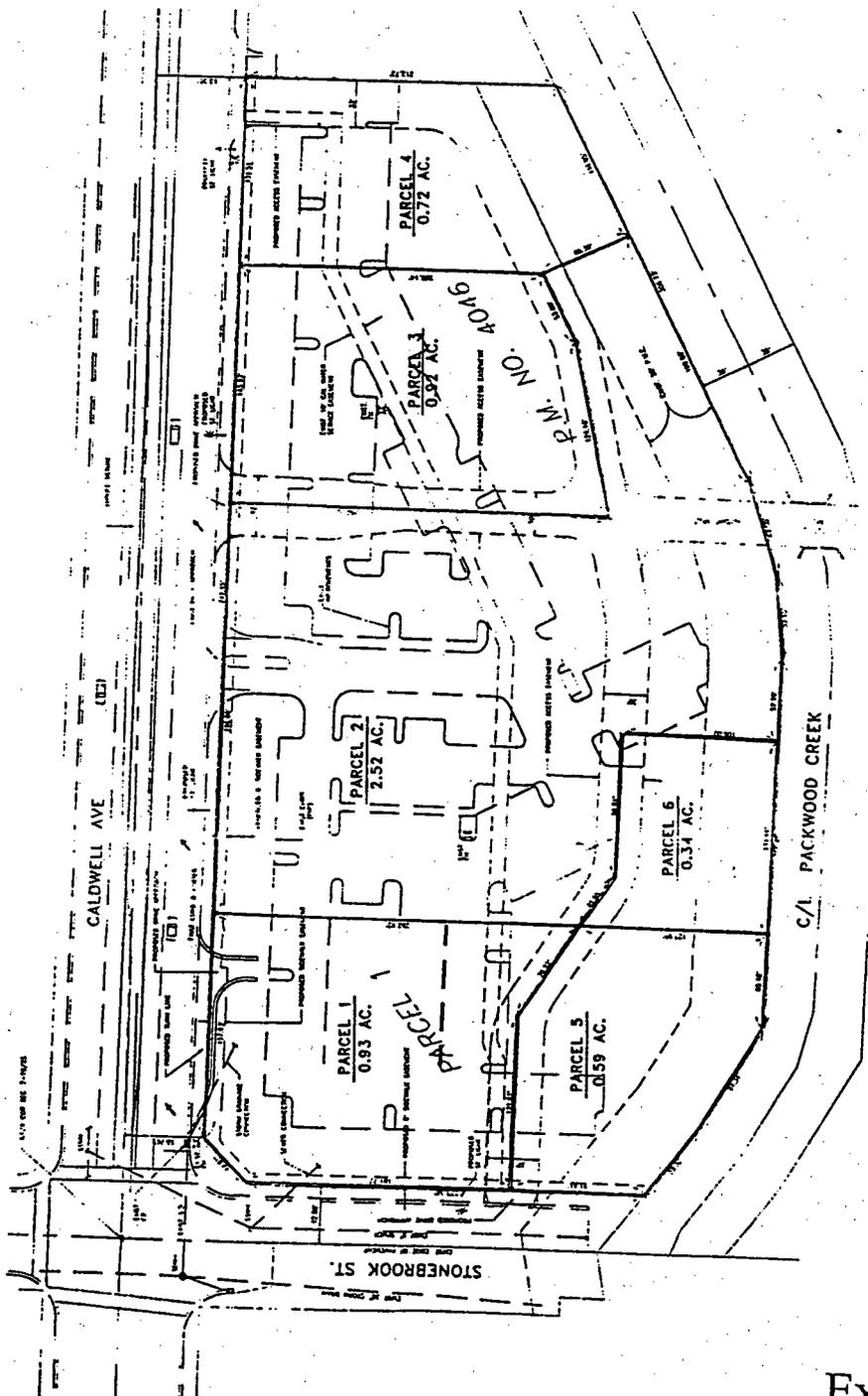
TENTATIVE PARCEL MAP

THIS MAP IS A TENTATIVE PARCEL MAP PREPARED BY THE SURVEYOR IN ACCORDANCE WITH THE PROVISIONS OF THE SUBDIVISION MAP ACT, CHAPTER 463, CIVIL CODE, CALIFORNIA, AND THE SUBDIVISION MAP ACT, CHAPTER 463, CIVIL CODE, CALIFORNIA, AND THE SUBDIVISION MAP ACT, CHAPTER 463, CIVIL CODE, CALIFORNIA.

OWNERS:
TOWN AND COUNTRY CAR WASH
Visalia, California, 93211

SURVEYOR:
FORESTER, WEBER & ASSOCIATES
1510 West Mineral King Avenue
Visalia, California 93211
(559) 732-0107

NOTES:
1. THE SUBJECT PROPERTY IS SHOWN WITH THE EXISTING IMPROVEMENTS AND THE PROPOSED IMPROVEMENTS.
2. THE SUBJECT PROPERTY IS SHOWN WITH THE EXISTING IMPROVEMENTS AND THE PROPOSED IMPROVEMENTS.
3. THE SUBJECT PROPERTY IS SHOWN WITH THE EXISTING IMPROVEMENTS AND THE PROPOSED IMPROVEMENTS.



Vicinity Map
NO SCALE

NOTE: LINES AND AREAS REPRESENTED TO BE MOVED OR DELETED AS NECESSARY

Exhibit "C"

SCALE AS NOTED	DATE 11/28/01	DRAWN BY JEM	CHECKED BY	NO. REVISION	DATE	SHEET TITLE	SHEET
						TENTATIVE PARCEL MAP	1
							OF 1 SHEET
							JOB NUMBER
							278-01
FORESTER, WEBER & ASSOCIATES CIVIL ENGINEERS & LAND SURVEYORS 1631 WEST MINERAL KING AVENUE VISALIA, CALIFORNIA 93201 (559) 732-0107 or 732 1708						TOWN & COUNTRY CARWASH VISALIA, CA	
APPROVED BY:							

OPERATIONAL STATEMENT

Full Service Car Wash

We are requesting the approval of a conditional use permit to establish an automated car wash facility. The proposed building will house two car wash bays.

Hours of operation for the car wash are 7:00am to 8:00pm. Operational hours are generally seasonal and adjust to daylight hours.

The building will be oriented in a north-south direction. Cars entering either car wash facility will be entering the north side of the building and exiting to the south.

During peak season the operation will employ up to 23 persons.

Site Lighting

Site lighting will be designed so that the lighting elements will not be directly visible by adjoining residential areas. Light standards will not exceed 15 feet in height and that building and parking lot lights have the light element recessed into the can or fixture so that no direct light floods onto adjacent residential properties.

Other Issues

All graffiti will be removed within 24 hours.

All truck deliveries to the site will take place between 6am and 11pm.

CALDWELL 51 SPECIFIC PLAN AMENDMENT

Page 3-3

Subarea A

Subarea A is designated by the plan for retail commercial development. Subsequent to required right-of-way dedication for Giddings and Caldwell Avenues and to allowance for the landscape treatment of Packwood Creek called for by the City's *Recreation, Conservation and Open Space Element*, a developable area of 6.9 acres would remain in this subarea. Design analysis indicates that 46,000 square feet of gross leasable commercial building area, (approximately 6,000 square feet of which is attributable to the addition of the existing residential parcel to this subarea) accompanied by required parking, landscaping, on-site circulation, and other site improvements can be developed on this segment of the plan area. ~~A single entrance/exit driveway access to Caldwell Avenue would be feasible, with this subarea connected to development in the balance of the plan area by a bridge across Packwood Creek to the south.~~ Ideally, building orientation would be toward Caldwell Avenue, but plan policies also call for restricted treatment of the rear of any building along the creek, corridor. It would be possible to develop this subarea separately from the balance of the plan area, completing the connection to the south at such time as Subarea B was developed. Improvements to Caldwell and Giddings Avenues along the frontage of this subarea would be required, and would be completed, at the time development took place on-site.

Figure 9 swap with new exhibit

Page 3-7

Subarea A

~~A-6 Access to Subarea A from Caldwell Avenue shall be limited to one driveway for ingress and egress, removed an adequate distance from the intersection of Caldwell and Giddings Avenues to provide for traffic safety.~~

Exhibit "E"

Traffic Circulation System

Paragraph 2:

The internal traffic circulation system for the Caldwell 51 area has been established on the basis of the type and intensity of land uses prescribed by the specific plan. The plan calls for the predominant majority of traffic circulation improvements internal to the plan area to be on-site, rather than on public streets. Subarea A and B will be served by an internal traffic flow system providing access to planned commercial uses and appurtenant parking. A bridge across Packwood Creek is provided to connect these two subareas. ~~A single driveway access~~ **(Three driveway access points)** into and out of Subarea A will be constructed on Caldwell Avenue. **(One driveway will be located on Giddings Avenue providing access to Subarea A.)** Two driveways each will be located on Giddings Avenue, south of Packwood Creek, and on the proposed collector street bounding the southerly edge of the plan area providing access to Subarea B. Subarea B will also be accessed by an extension of the James Street alignment, from the east. Subarea C will be accessed by three driveways from the extended James Street alignment; direct access to this subarea from Caldwell Avenue will be prohibited.

Balance of this paragraph should read as previously amended.

Subarea A

SA-1 The landscaped setback from edge of right-of-way along Caldwell Avenue shall ~~be forty (40) feet~~ **(comply with Design District A standards)**. Landscaped treatment of this setback shall consist of:

SA-3 The landscaped setback from the edge of right-of-way along Giddings Avenue shall ~~be thirty five (35) feet~~ **(comply with Design District A standards)**. Landscaped treatment of this setback shall be subject to the same standards as prescribed for the Caldwell Avenue frontage and described in standards SA-1, above.

**Interested
Stonebrook
Homeowner**

Jerry Ellis
1015 W. Mission Ave
Visalia, CA 93277
Work ph: 636-5763
Home ph: 627-3272



March 16, 2002 Planning Commission

315 East Acequia
Visalia, CA 93291

To All Planning Commission Members:

I received your public hearing notice concerning Parcel Map No. 2002-04, Specific Plan Amendment No. 2002-02 and Conditional Use Permit No. 2001-50. I will not be able to attend this meeting do to other commitments, so I'd like to discuss my views by submitting this letter.

Parcel Map No. 2002-04: This indicates dividing 6.01 acre's into (6) parcels. What would be allowed in the (6) parcels that we are going to have to accept someday? Caldwell Ave is noisy enough now and adding more traffic and especially a noisy car wash is not acceptable. Why don't these investors with more money than what they know what do with, put these businesses in their back yards. Visalia has enough small malls, large malls and car washes. If you don't slow down the growth of commercial businesses on Caldwell east of Mooney, Caldwell Ave will not be able to handle the traffic. It is already to busy and noisy for us in Stonebrook. Don't get us into the same problem you have on Mooney, where the size of the road needed for access to all these businesses that investors think we need, can't handle the traffic efficiently.

Specific Plan Amendment No. 2002-02: This indicates that you want to allow multiple access points into Subarea "A". Your included map does not have Subarea "A" written anywhere, so one cannot tell just what your talking about. Where and just how large is Subarea "A"? Is it the shadowed area on the drawing? Also what exactly do mean by multiple access points?

Conditional Use Permit No. 2001-50: I'm not sure what this is telling me other than someone wanting a permit to allow a full service car wash. Is the car wash to use up the entire Subarea "A" (all 6.01 acre's) or just one of the (6) parcels? Is a full service car wash like the one on Mooney & Walnut and the one on Noble just east of Lovers lane, or is it going to be a quarter (\$.25) operated one like the one on Walnut just east of Mooney? I've used the quarter operated one on Walnut ever since I moved to Visalia in 1981 and never found that I had to wait in line to wash my vehicles, so Visalia does not need another one of these eyesores so close to a residential area. If it is to be the other style (automated), than it is too close to the one already on Mooney & Walnut. If you allow this, all it will do is put the older car wash out of business, and that vacated building and land will be left as an eyesore on Mooney, and a place for young folks to hang out and do drugs & drinking.

I'm tired of seeing these small malls pop up and have 1/4 to 1/2 of the units vacant, since they miss calculated the potential sales, and could not pay the high rent charges. You know, you keep hearing that Visalia is the jewel of the valley, and most people like the way it use to be and that is why it got the jewel of the valley name, to begin with. Those of you in the planning commission can control this out of control commercial growth, but you cannot do this unless you start saying no. Put me on this commission, I'm not afraid to tell these guys that want to be millionaires, no. When the car washes have waiting lines all the way out into the street, its time for more, but they must be far enough away from residential areas so as not to disturb them with noise and real estate de-valuation. Mooney has become the drag race track, the tailgate party location, the loud muffler and loud stereo show area, and your going to start the same problem on Caldwell if you are to weak and succumb to their wishes. Just who said that there will be no significant adverse environmental impact. I would bet if this was going close to their residences they could find all sorts of ways it would have a negative affect on the adjacent neighborhood. Its time you in the planning commission listen to the general public rather than the smart talking businessmen and their lawyers, concerning what this town is supposed to need and where it should be located. You let Home Depot in and they put Lumber Jack and Home Base out of

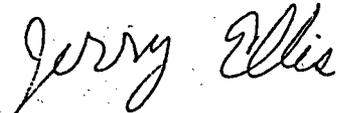
Exhibit "F"

• Page 2

March 16, 2002

business. You will probably let Lowes come in and that will force Home Depot out. When will it ever end? I sure would like to hear from someone concerning the thoughts on this subject. Do not tell me I need to be at one of those meetings. I am not a public speaker. I think and talk better in front of my computer.

Sincerely,

A handwritten signature in cursive script that reads "Jerry Ellis". The signature is written in black ink and is positioned above the printed name.

Jerry Ellis

Exhibit "F"

**City of Visalia
Agenda Item Transmittal**

Meeting Date: May 6, 2002

Agenda Item Number (Assigned by City Clerk): 9 r 3

Agenda Item Wording: Set Public Hearing for May 20, 2002, for the following:

Specific Plan Amendment No. 2002 -02, a request to amend the Caldwell 51 Specific Plan to allow two additional access points, one on Caldwell Avenue and one on Stonebrook Street, into Subarea "A" of the specific plan, and to change the landscaping setbacks in Subarea "A" to Design District "A" standards.

The project is located on the southeast corner of Stonebrook Street and Caldwell Avenue. Sam Sabbah and Richard Dyt - owners, Dowds Consulting - agent. APN 126-680-01

Deadline for Action: Zoning Ordinance Section 17.54.070 indicates that the Planning Commission recommendation must be transmitted to the City Council within 45 days of the Commission action. The proposed public hearing date of May 20, 2002, meets this timeline.

Submitting Department: Community Development - Planning

Contact Name and Phone Number Andrew Chamberlain, Senior Planner (559) 713-4003.

Department Recommendation and Summary: Staff recommends that the City Council set May 20, 2002, as the date of the public hearing.

Committee/Commission Review and Actions:

The proposed amendment to the Caldwell 51 Specific Plan is part of a project which includes Conditional Use Permit No. 2001-50 for the establishment of a full service car wash, and Parcel Map No. 2002-04 to divide Subarea "A" into 6 parcels. Specific Plan Amendment No. 2002-02, would amend the Caldwell 51 Specific Plan to add two access points to Subarea "A", and change the landscaping setbacks in Subarea "A" to Design District "A" standards. Currently there are two access points into the subarea from Caldwell Avenue and none from Stonebrook Street. Approval of this amendment would add one more access point on Caldwell Avenue and one access point on Stonebrook Street as shown on the attached Exhibit "A". The change to Design District "A" landscape standards would result in a reduction from 40 feet to 35 feet of landscaping along Caldwell Avenue.

The Caldwell 51 Specific Plan, adopted in 1990, is a 54 acre project located on the south side of Caldwell Avenue between Stonebrook and West Streets, and Cameron Avenue on the south. The Specific Plan includes a mix of land uses including approximately 30 acres of Regional Retail, 7 acres of Professional Office, and approximately 17 acres of Residential property.

For action by:

- City Council
- Redev. Agency Bd.
- Cap. Impr. Corp.
- VPFA

For placement on which agenda:

- Work Session
- Closed Session
- Regular Session:
- Consent Calendar
- Regular Item
- Public Hearing

Est. Time (Min.): 1

The Planning Commission held a public hearing on April 8, 2002, and approved all three applications described above on a 4-0-1 vote (Armstrong - abstain).

During the public hearing, 1 person spoke to the items, Robert Dowds representing the applicants.

Alternatives

None

Attachments:

Site Plan

Location Map

City Manager Recommendation:

John [Signature], for SMS

Recommended Motion: Move to set May 20, 2002, as the hearing date for Specific Plan Amendment No. 2002-02.

Financial Impact

Funding Source:

Account Number: _____ (Call Finance for assistance)

Budget Recap:

Total Estimated cost: \$	New Revenue: \$
Amount Budgeted: \$	Lost Revenue: \$
New funding required: \$	New Personnel: \$
Council Policy Change: Yes _____ No _____	

Copies of this report have been provided to:

- Robert Dowds - agent

Environmental Assessment Status

CEQA Review:

Required? Yes

Negative Declaration No. 2002-19, (the City Council will need to certify the adequacy of the negative declaration if, following the public hearing, the Council approves the action, the certification is incorporated into the resolution).

Review and Action: Prior:
Required:

NEPA Review:

Required? No

Review and Action: Prior:
Required:

Review and Approval - As needed:

Department Head Review (Signature):



Risk Management Review (Signature):

City Attorney Review (Signature):

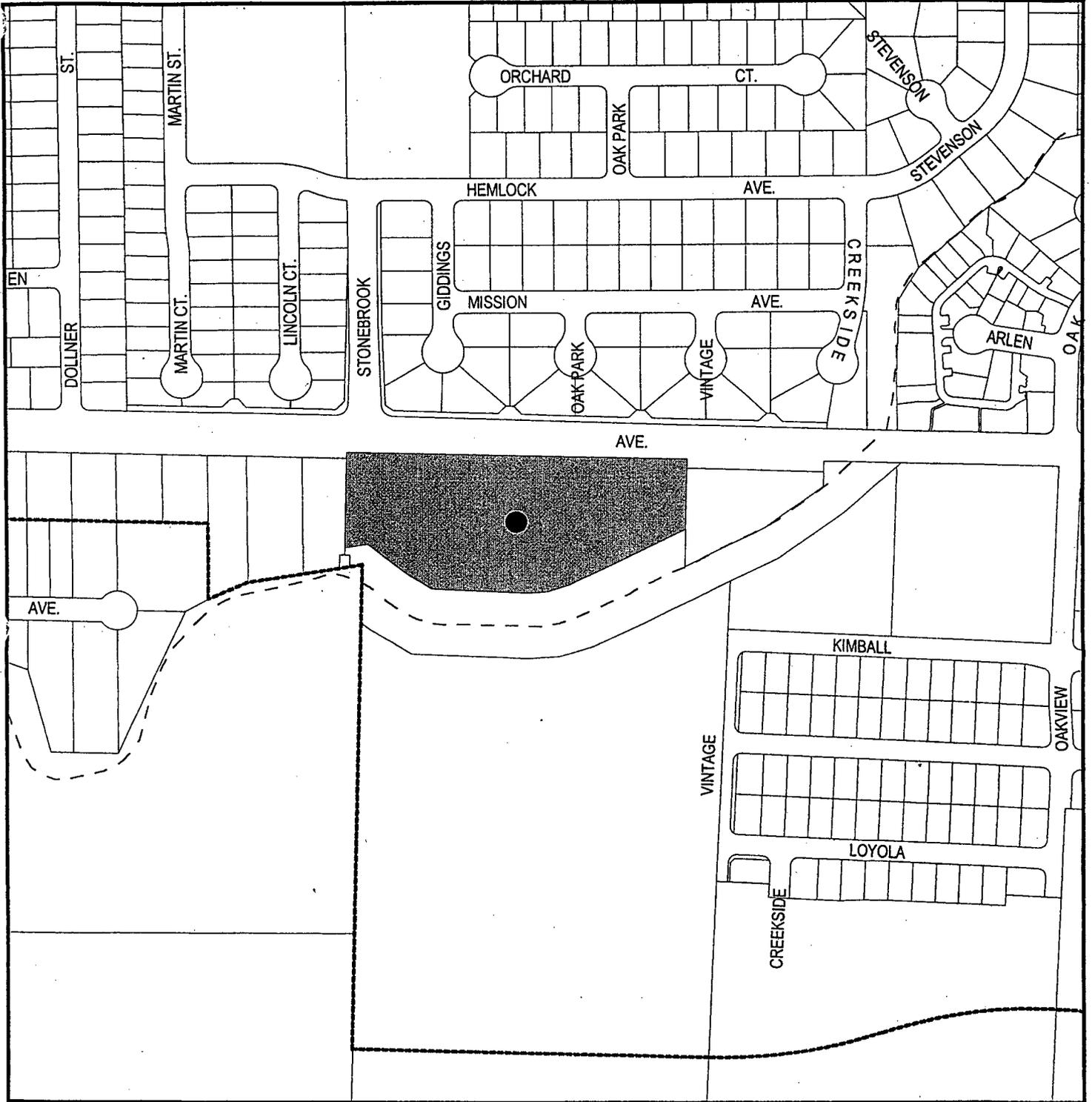
Administrative Services Finance Review (Signature):

Others:

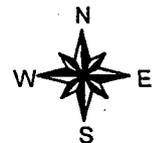
COUNCIL ACTION: Approved as Recommended
May 6, 2002

City of Visalia

CUP 2001-50, SPA 2002-02
PM 2002-04



-  CITY LIMITS
-  WATERWAYS
-  RAILROADS
-  PARCELS



Scale: 1"=583'

Location Sketch

RESOLUTION NO. 2002-54

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING PARCEL MAP NO. 2002-04, TO DIVIDE A 6.01 ACRE PARCEL INTO SIX PARCELS, LOCATED ON THE SOUTHEAST CORNER OF CALDWELL AVENUE AND STONEBROOK STREET, BETWEEN CALDWELL AVENUE AND PACKWOOD CREEK; TOWN AND COUNTRY CAR WASH, APPLICANT; DOWDS CONSULTING, AGENT

WHEREAS, a Tentative Parcel Map application was filed by Town and Country Car Wash to divide a 6.01 acre parcel into six parcels, located on the southeast corner of Caldwell Avenue and Stonebrook Street, between Caldwell Avenue and Packwood Creek; APN: 126-020-027, City of Visalia; and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice, did hold a public hearing before said Commission on April 08, 2002; and

WHEREAS, the Planning Commission of the City of Visalia finds the parcel map in accordance with Chapter 16.28.070 of the Ordinance Code 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 which disclosed that no significant environmental impacts would result from this project, and no mitigation measures would be required.

NOW, THEREFORE, BE IT RESOLVED that a Negative Declaration 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 tentative parcel map is consistent with the policies and intent of the General Plan and Zoning Ordinance.
2. That the proposed tentative parcel map would be compatible with adjacent land uses.
3. That the proposed tentative parcel map will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
4. That Negative Declaration No. 2002-19 is hereby approved based on the following:
 - An Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant.
 - That no evidence was received during the public comment period indicated that the project would result in any significant impacts.
5. That there is no evidence before the Planning Commission that the proposed project will have any potential for adverse effects on wildlife resources, as defined in Section 711.2 of the Department of Fish and Game Code.

BE IT FURTHER RESOLVED that the Planning Commission hereby approves the parcel map on the real property hereinabove described in accordance with the terms of this resolution under the provisions of Chapter 16.28.070 of the Ordinance Code of the City of Visalia, subject to the following conditions:

1. That the project be developed consistent with the comments and conditions of the Site Plan Review No. 2001-195.
2. That the site be developed in substantial compliance with the site plan shown in Exhibit "C".
3. That all other city codes and ordinance be met.
4. That the applicant submit to the City of Visalia a signed receipt and acceptance of conditions from the applicant and property owner, stating that they understand and agree to all the conditions of Parcel Map No. 2002-04, prior to the issuance of any building permits for this project.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING CONDITIONAL USE PERMIT NO. 2001-50, TO ALLOW A FULL SERVICE CAR WASH IN THE CALDWELL 51 SPECIFIC PLAN, LOCATED ON THE SOUTHEAST CORNER OF CALDWELL AVENUE AND STONEBROOK STREET, BETWEEN CALDWELL AVENUE AND PACKWOOD CREEK; VISALIA COMMUNITY BANK, PROPERTY OWNER; DOWDS CONSULTING, AGENT

WHEREAS, Conditional Use Permit No. 2001-50, is a request by Visalia Community Bank to allow a full service car wash in the Caldwell 51 Specific Plan. The proposed project will be located on the southeast corner of Caldwell Avenue and Stonebrook Street, between Caldwell Avenue and Packwood Creek; APN: 126-020-027; and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice did hold a public hearing before said Commission on April 08, 2002; and

WHEREAS, the Planning Commission of the City of Visalia finds the conditional use permit to be in accordance with Chapter 17.38 of the Zoning Ordinance of the City of Visalia based on the evidence contained in the staff report and testimony presented at the public hearing; and

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

NOW, THEREFORE, BE IT RESOLVED, that a Negative Declaration was prepared consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines.

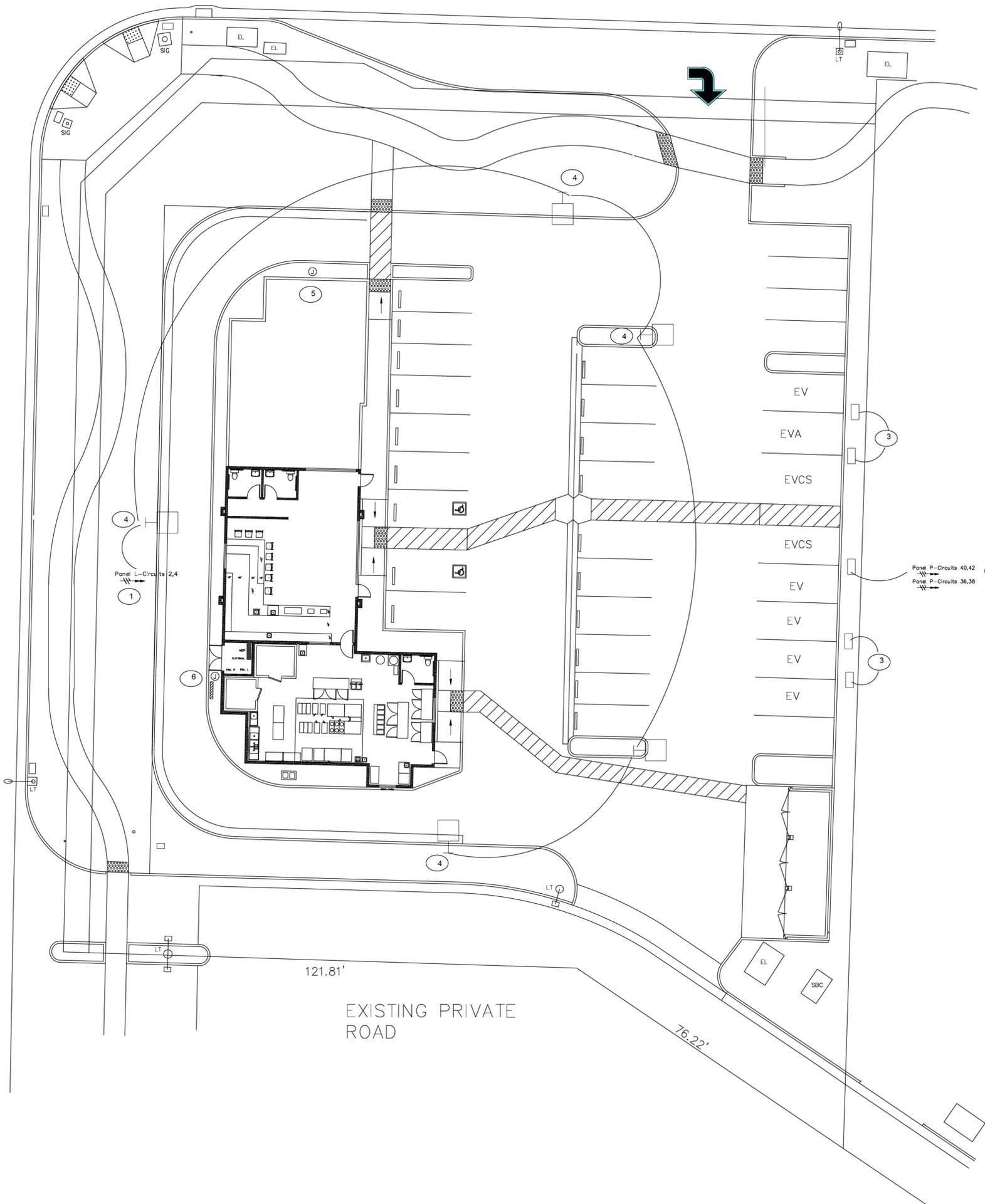
NOW, THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission of the City of Visalia approves the proposed conditional use permit based on the following specific findings and based on the evidence presented:

1. That the proposed Conditional Use Permit is consistent with the policies and intent of the General Plan and Zoning Ordinance.
2. The proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
3. That the proposed car wash meets the following Specific Plan findings:
 - A. The layout of the use does not preclude future development of Subarea A and B as an integrated commercial center, nor does it preclude development of the bridge connecting the two subareas.
 - B. The design and layout of the use does not preclude implementation of the any of the other policies found in this document.
 - C. A plan for providing reciprocal access and parking between Subareas A and B, has been submitted to and approved by the City Community Development Department.

- D. A plan for providing cost-sharing of the construction of the future bridge between Subareas A and B, has been submitted to and approved by the City Community Development Department.
- E. A plan for providing signage in accordance within Policy SA-6 has been submitted to and approved by the City Community Development Department.
4. That Negative Declaration No. 2002-19 is hereby adopted based on the following:
- An Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant.
 - That no evidence was received during the public comment period indicated that the project would result in any significant impacts.
5. That there is no evidence before the Planning Commission that the proposed project will have any potential for adverse effects on wildlife resources, as defined in Section 711.2 of the Department of Fish and Game Code.

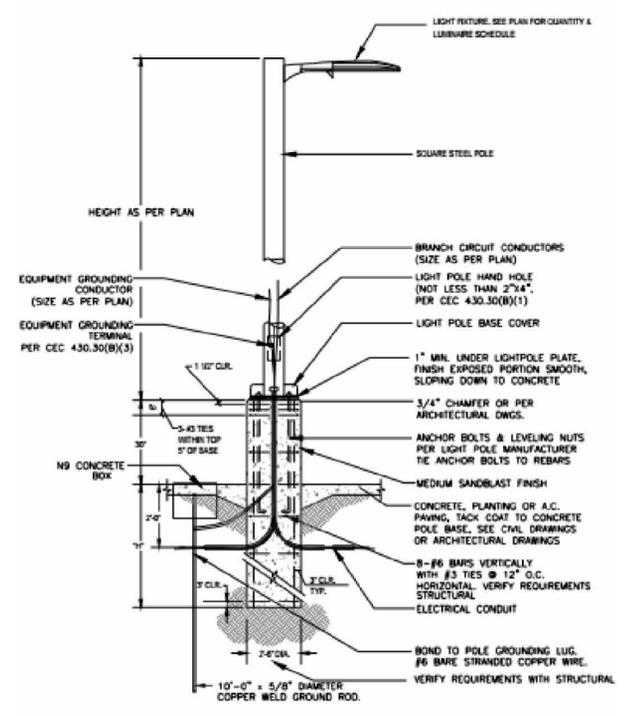
BE IT FURTHER RESOLVED that the Planning Commission approves the conditional use permit on the real property herein above described in accordance with the terms of this resolution under the provisions of Section 17.38 of the Ordinance Code of the City of Visalia, subject to the following conditions:

1. That the project be developed consistent with the site plan in Exhibit "A" and the Operational Statement in Exhibit "E", and subject to the comments and conditions of the Site Plan Review Committee.
2. That no significant direct or indirect light or glare may fall upon adjacent residential uses.
3. That the use would be subject to the City of Visalia Noise Ordinance, and that the use of public address systems and out-door music at the site is prohibited.
4. That a sign program or package be provided for review and approval in accordance with Specific Plan Policy SA-6 prior to the issuance of any building permits for the car wash.
5. That the final plans, documents and/or agreements for shared access and cost sharing of the bridge construction between the subareas be provided for City review and approval prior to the issuance of any building permits for the car wash.
6. That all other city codes and ordinance be met.
7. That the applicant submit to the City of Visalia a signed receipt and acceptance of conditions from the applicant and property owner, stating that they understand and agree to all the conditions of Conditional Use Permit No. 2001-50, prior to the issuance of any building permits for this project.

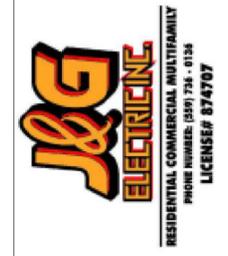


Sheet Notes

- 1 1 inch PVC conduit with two #10cu and one #12cu. Connect circuit to LCP
- 2 Provide 1 1/2" PVC conduit with four #8cu and one #10cu for EV chargers. Connect each 40 amp circuit to the denoted panel and breaker.
- 3 Provide 1 1/2" PVC conduit with pull string from Panel P for future EV chargers.
- 4 Concrete pole base per detail E1-1.
- 5 Provide three 1" PVC conduits to pre-menu board. Route one PVC conduit to Panel P for power and the other two to drive-up window. Verify with equipment manufacturer for all necessary conduit and wiring.
- 6 Provide three 1" PVC conduit to menu board. Route one 1" conduit to Panel P for power. Route the additional two conduits to drive-up window. Verify with equipment manufacturer for all necessary conduits and wiring.



HEIGHT OF POLE ABOVE BASE	IF WHERE CONCRETE PAVING OCCURS AT BASE	IF WHERE A.C. PAVING OR PLANTING OCCURS AT BASE
42'-44'	9'-0"	7'-0"
38'-40'	8'-0"	7'-0"
31'-33'	5'-0"	6'-0"
25'-30'	5'-0"	6'-0"
20'-24'	4'-0"	5'-0"
16'-18'	4'-0"	5'-0"
14'-15'	4'-0"	5'-0"
10'-12'	4'-0"	4'-0"



Javi's Tacos

Date: 09/08/25
 Drawn by:
 Jason Hood
 J&G Electric Inc.

Site Electrical Plan



Lighting level study

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Project name : Javi's Tacos - SF 1035068

Date:9/3/2025

Prepared for: LEDVANCE

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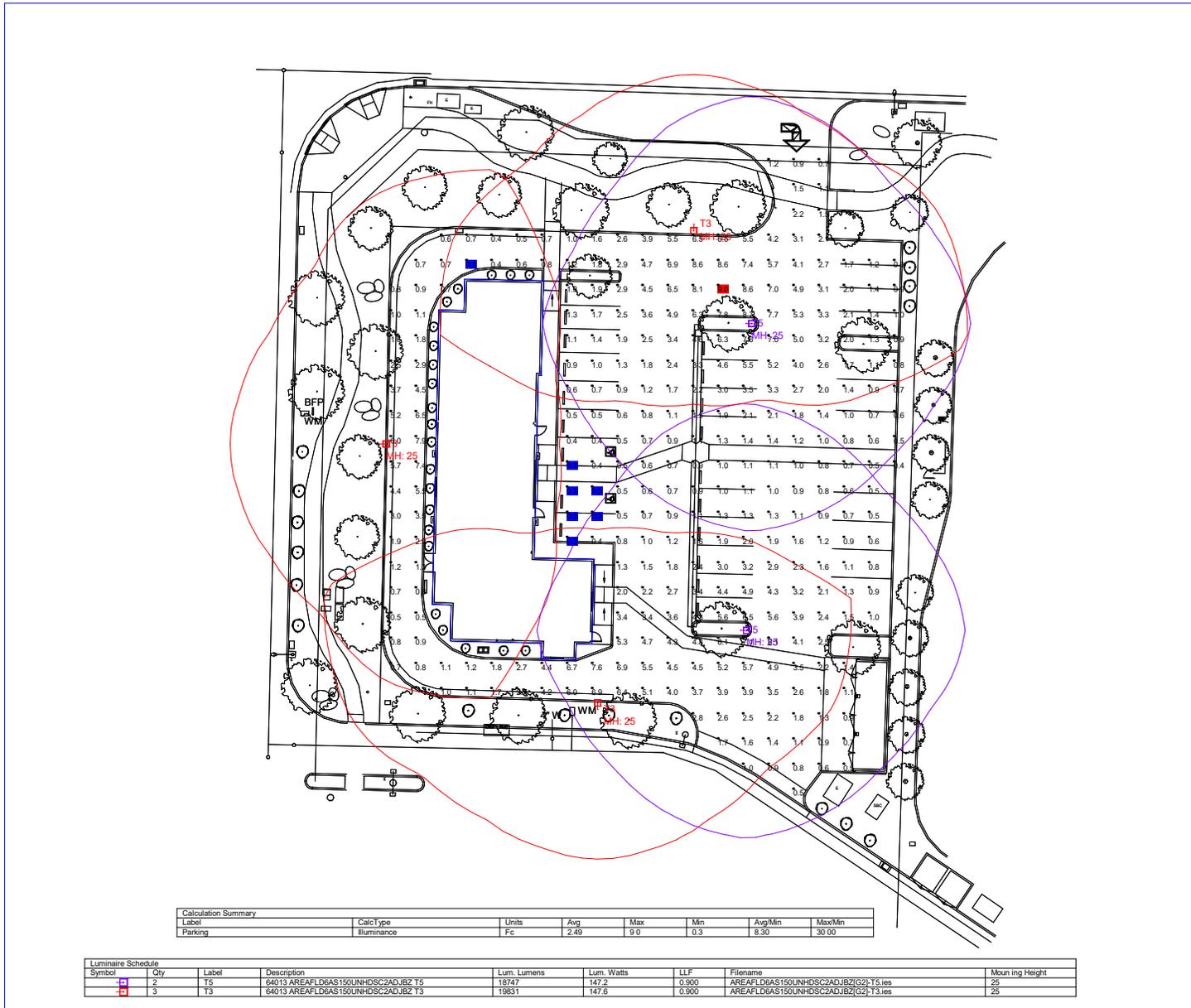
Filename: Javi's Tacos - SF 1035068.AGI

Total Time (Hrs.): 1.63

By : Maxime Moldvar

Units:

Page 1 of 10



Calculation Summary							
Label	Calc Type	Units	Avg	Max	Min	Avg/Min	Max/Min
Parking	Illuminance	Fc	2.49	9.0	0.3	8.30	30.00

Luminaire Schedule								
Symbol	Qty	Label	Description	Lum. Lumens	Lum. Watts	LLF	Filename	Mounting Height
■	2	15	64013 AREAFLD6AS150UNHDSC2ADJBZ T5	16747	147.2	0.900	AREAFLD6AS150UNHDSC2ADJBZ(G2)-T5.ies	25
■	3	13	64013 AREAFLD6AS150UNHDSC2ADJBZ T3	19831	147.6	0.900	AREAFLD6AS150UNHDSC2ADJBZ(G2)-T3.ies	25

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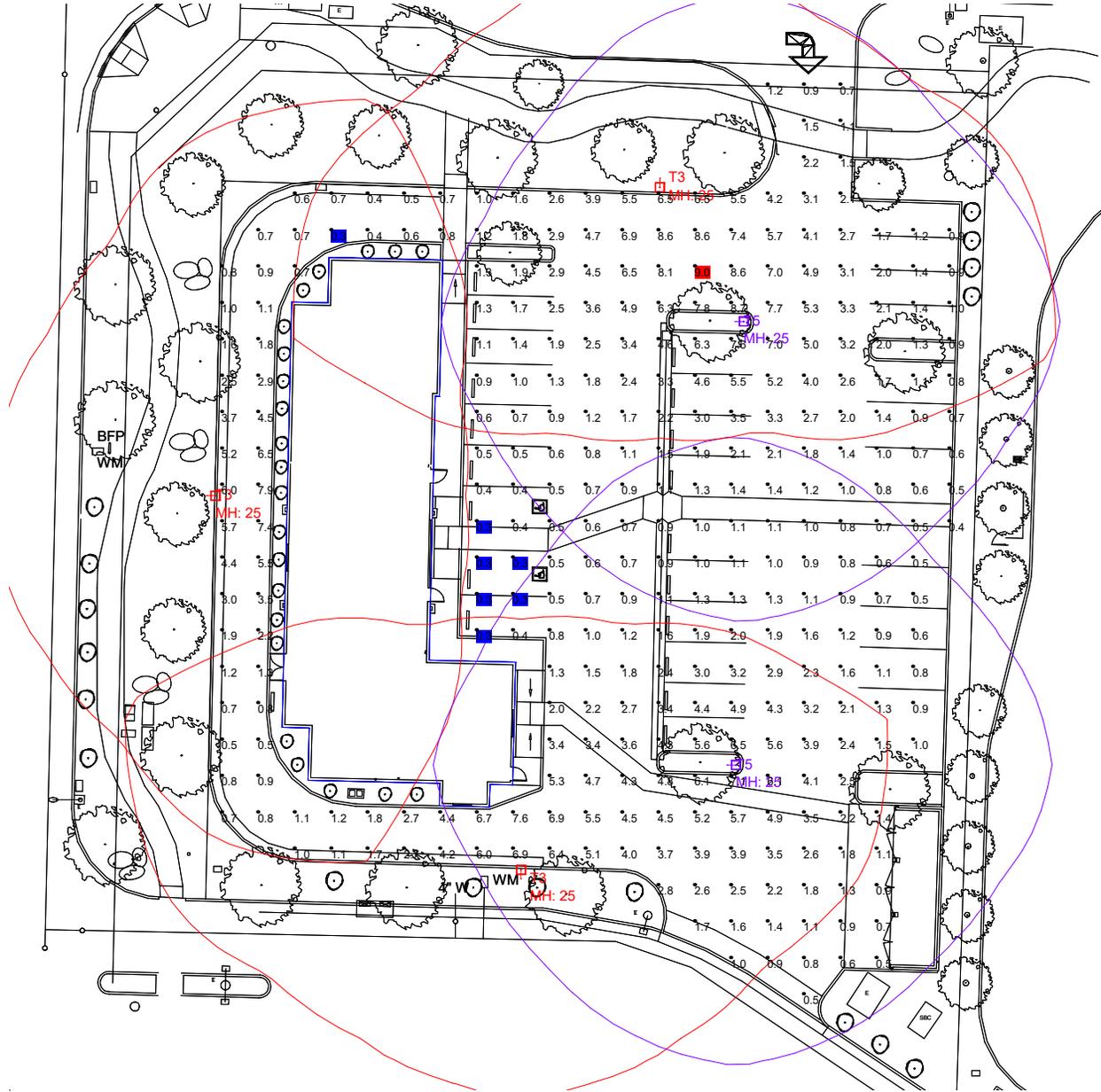
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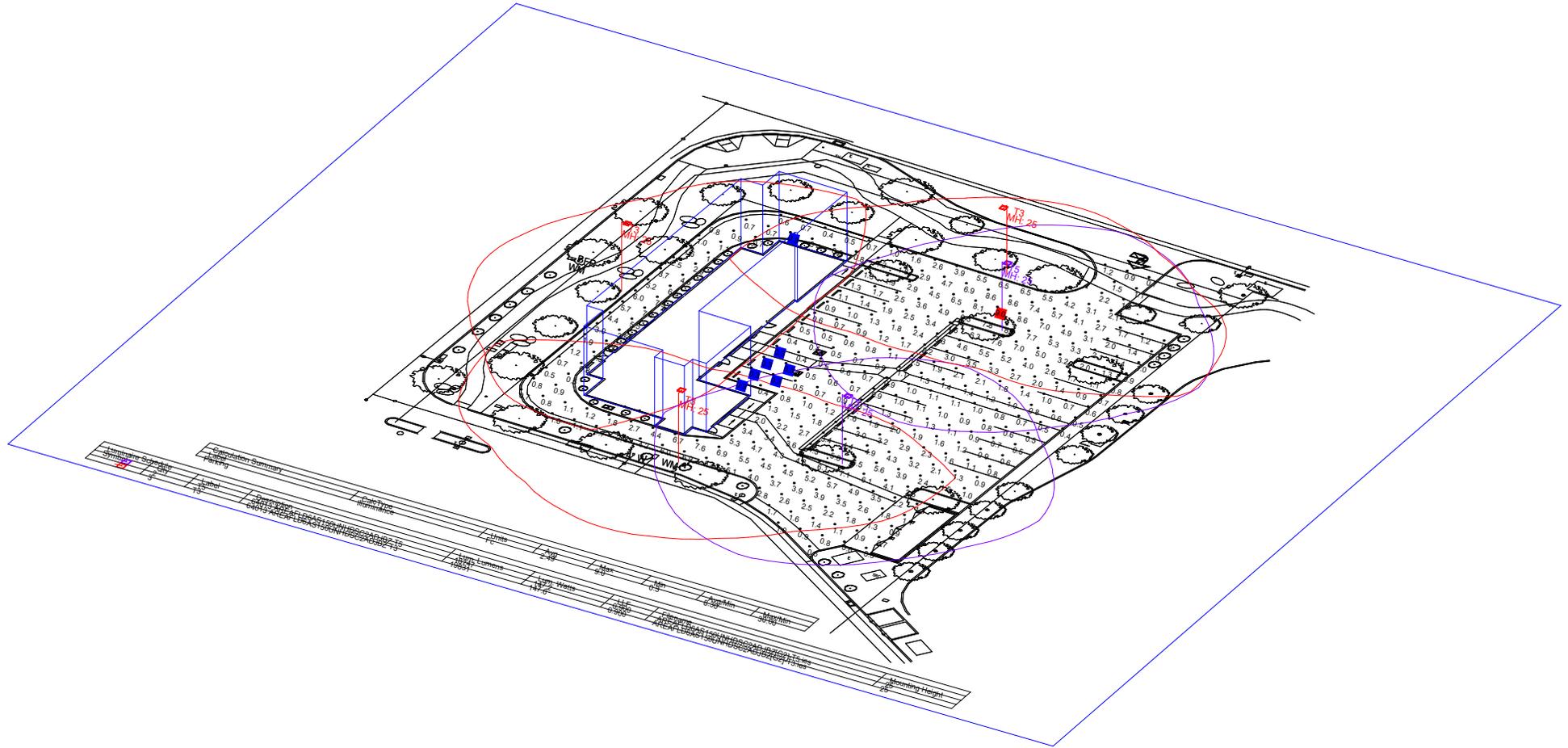
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Results Summary

Luminaire Schedule								
Symbol	Qty	Label	Description	Lum. Watts	Lum. Lumens	LLF	Filename	Mounting Height
+	2	T5	64013 AREAFLD6AS150UNHDSC2ADJBZ T5	147.2	18747	0.900	AREAFLD6AS150UNHDSC2ADJBZ[G2]-T5.ies	25
+	3	T3	64013 AREAFLD6AS150UNHDSC2ADJBZ T3	147.6	19831	0.900	AREAFLD6AS150UNHDSC2ADJBZ[G2]-T3.ies	25

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Parking	Illuminance	Fc	2.49	9.0	0.3	8.30	30.00

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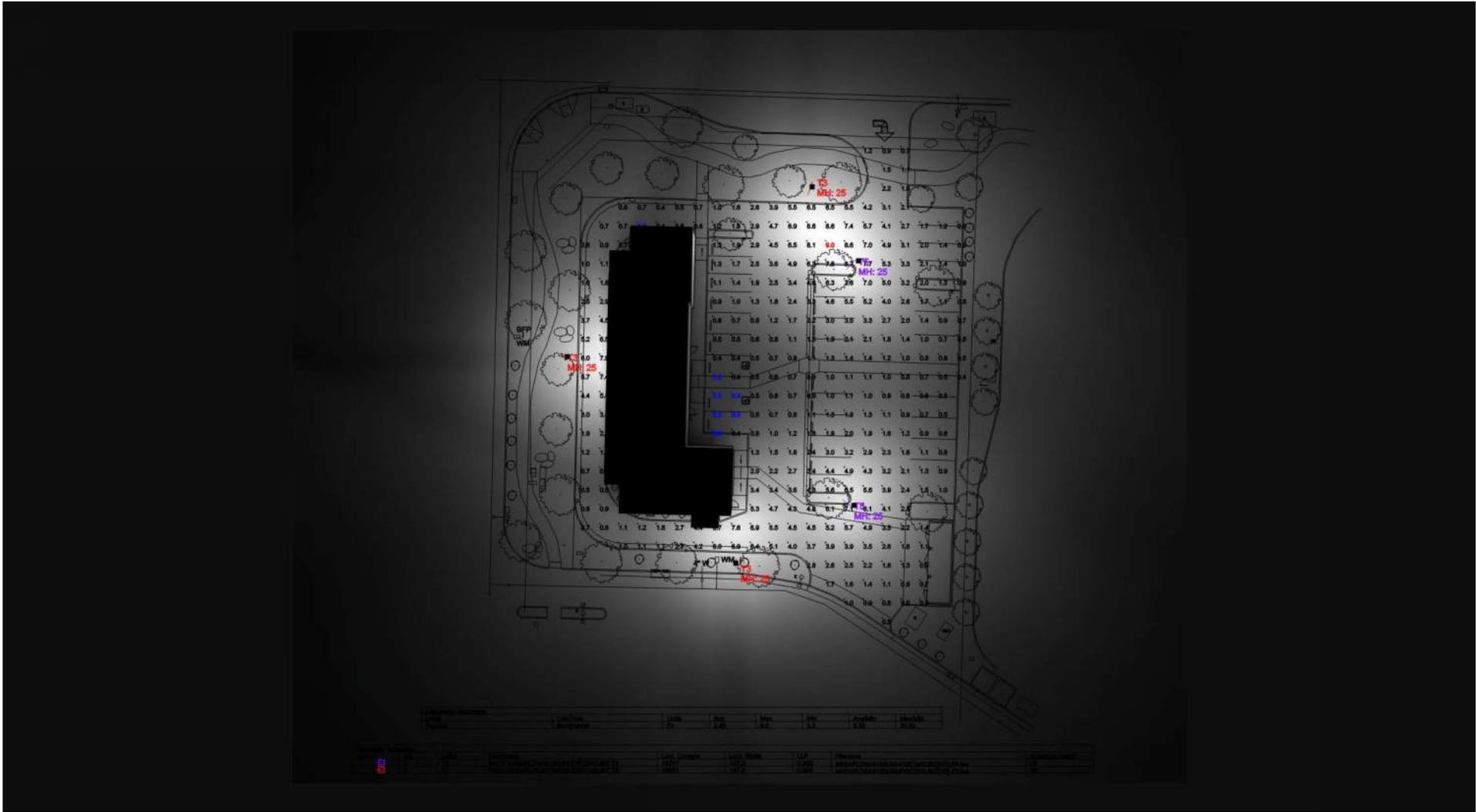
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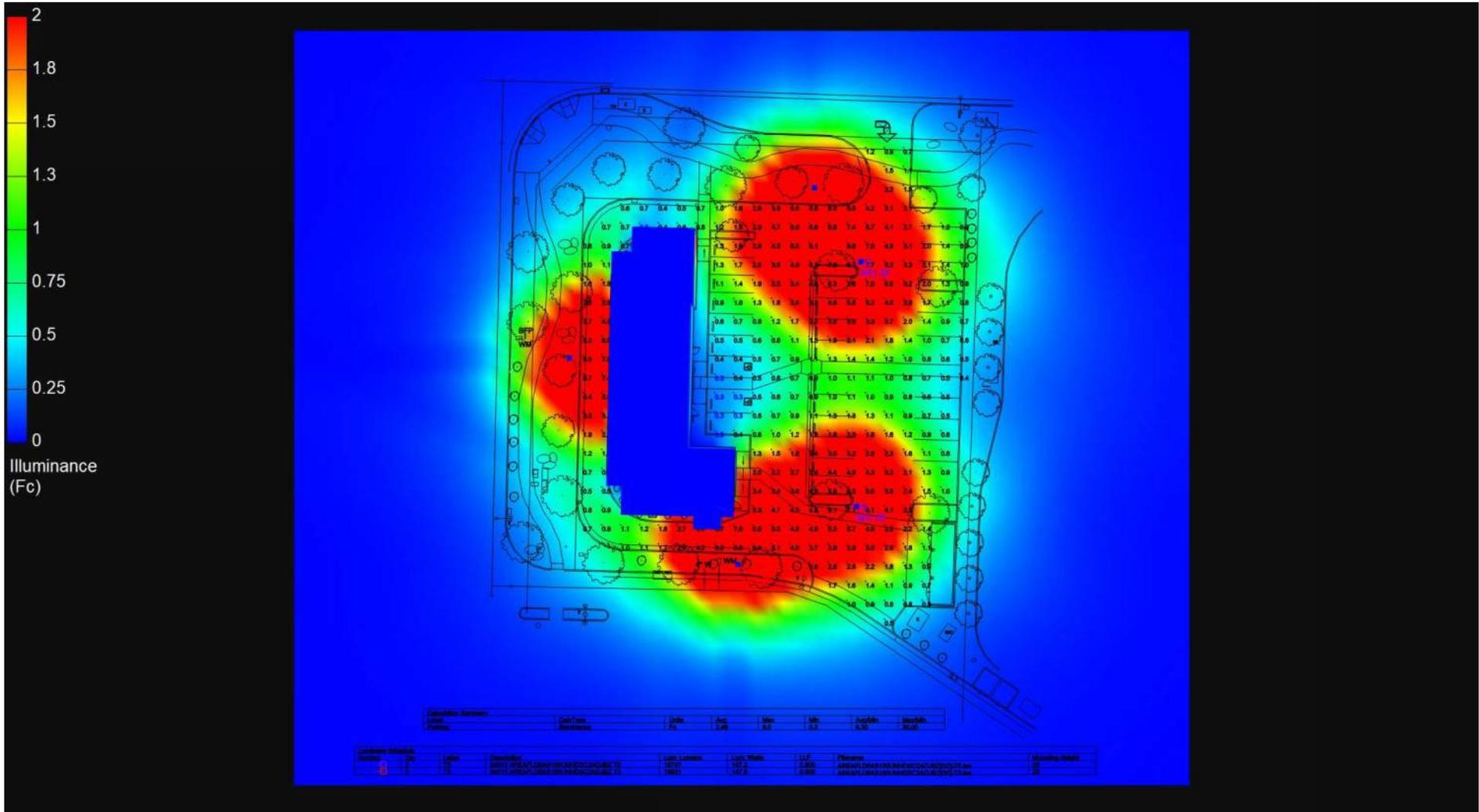
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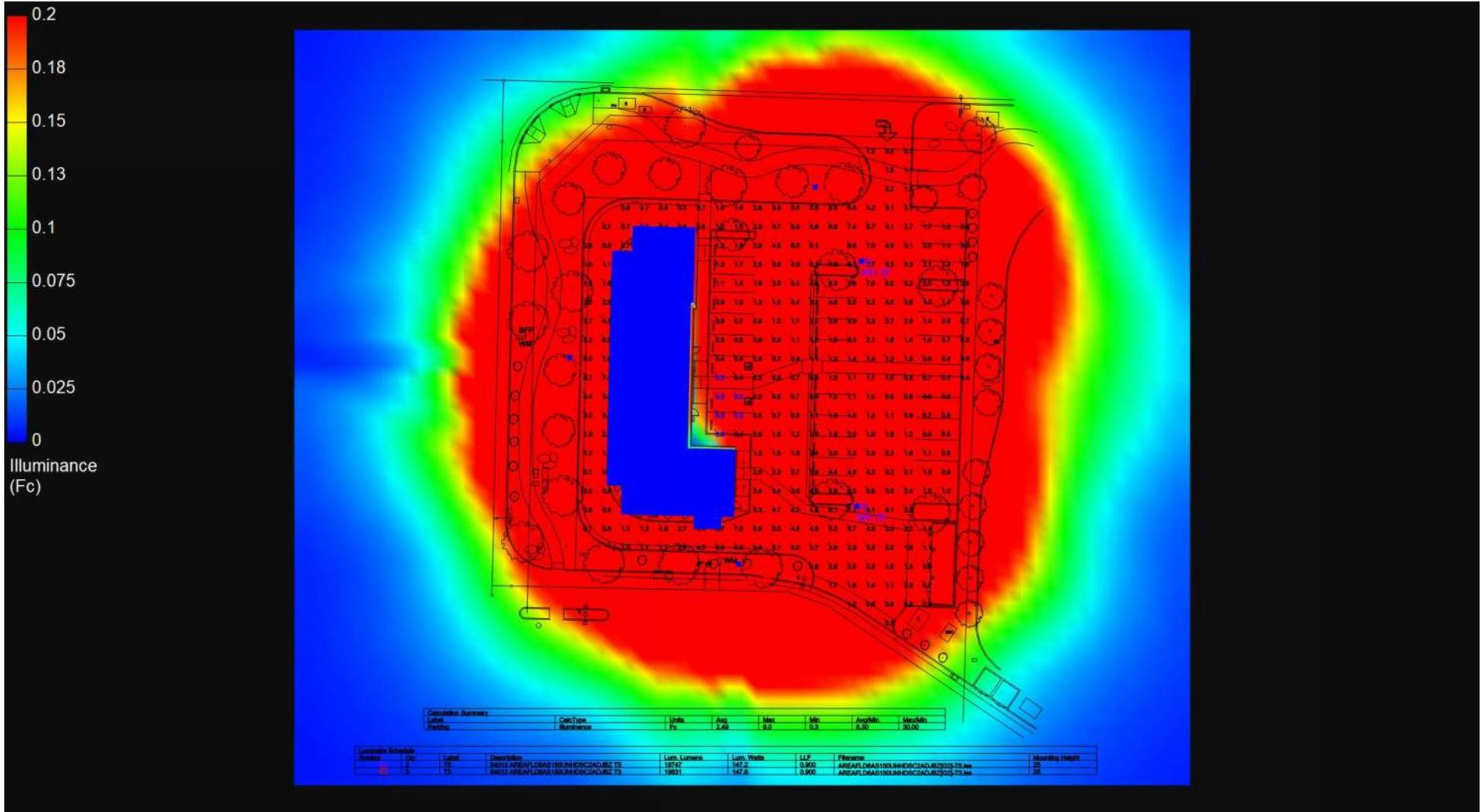
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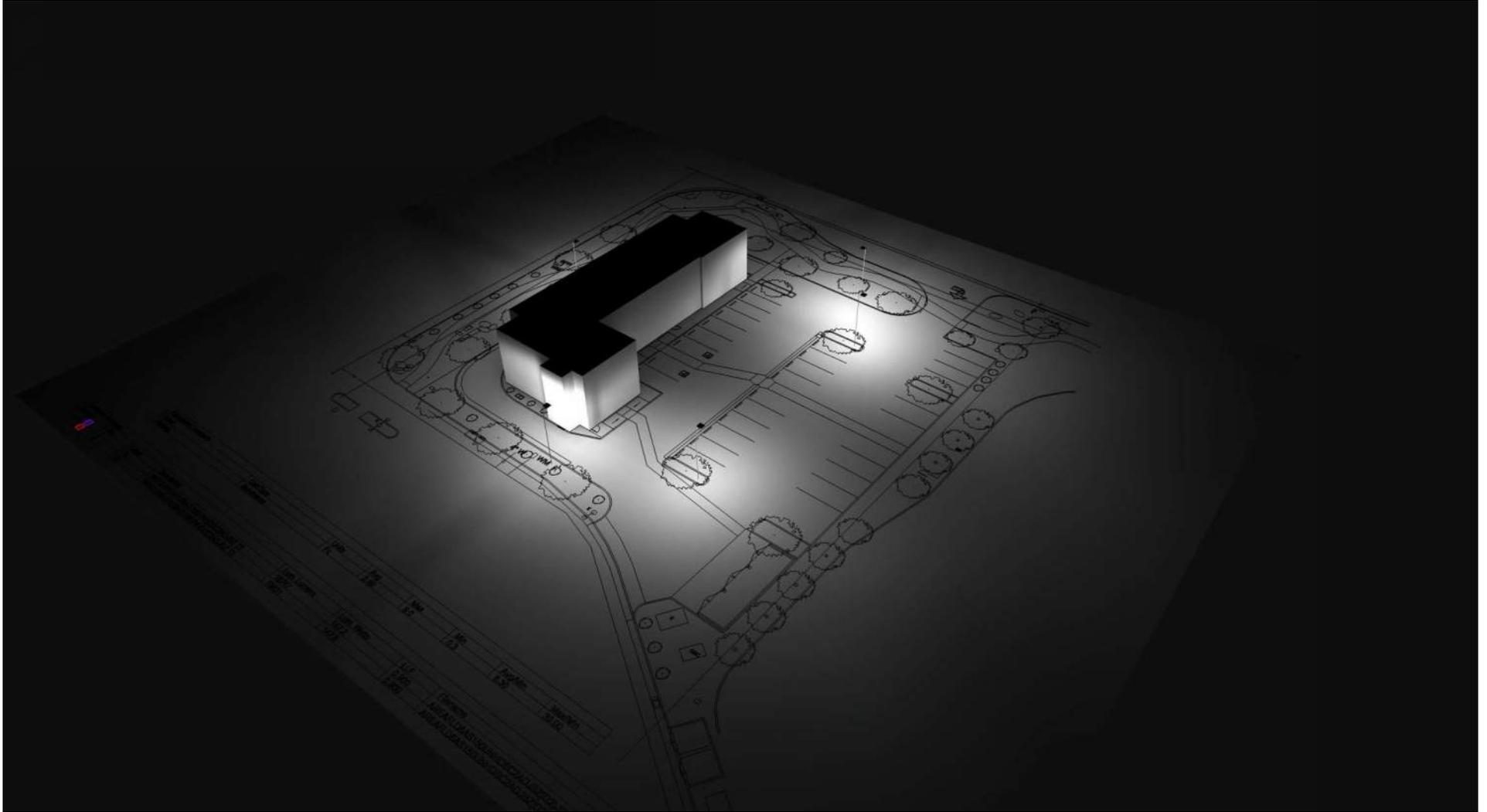
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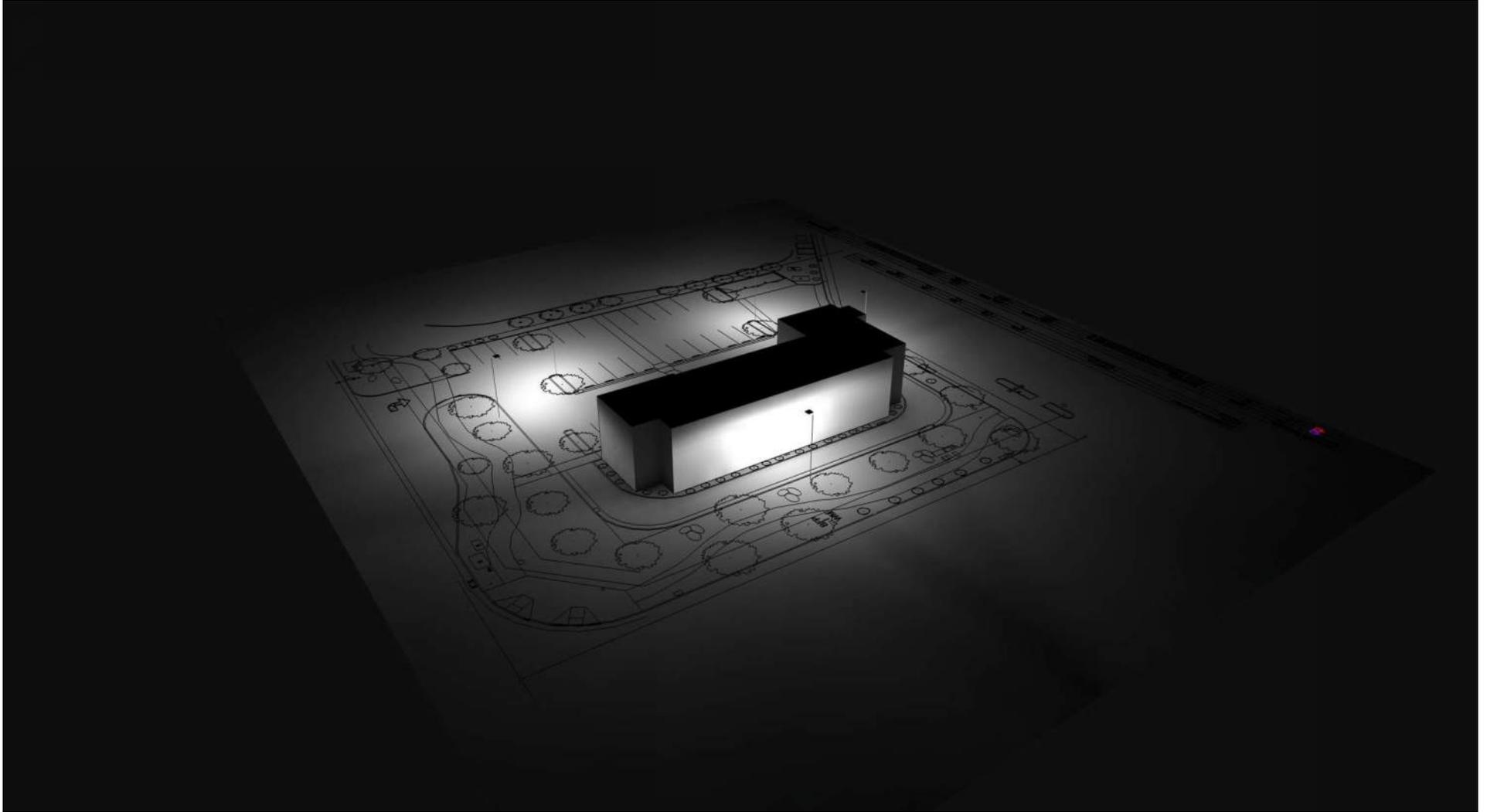
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ACOUSTICAL ANALYSIS

**JAVI'S TACO DRIVE-THRU, STONEBROOK PLAZA
S. STONEBROOK STREET & W. CALDWELL AVENUE
VISALIA, CALIFORNIA**

WJVA Project No. 25-43

PREPARED FOR

**BJ PERCH CONSTRUCTION, INC.
70.4 W. PERSHING COURT, SUITE A
VISALIA, CALIFORNIA 93291**

PREPARED BY

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



SEPTEMBER 12, 2025

INTRODUCTION

The applicant proposes an approximately 2,800 square foot building, to include a Javi's Tacos drive-thru restaurant. The project site is located at the southeast corner of W. Caldwell Avenue and S. Stonebrook Street, in Visalia, California. According to the project applicant, the proposed hours of operation would be Sunday through Thursday, 6:00 a.m. to 12:00 a.m., Friday and Saturday, 6:00 a.m. to 2:00 a.m. Primary vehicle access to the project site will be available from W. Caldwell Avenue, with vehicles exiting the drive-thru lane via Stonebrook Street.

This report is based upon the project site plan prepared by Colling Engineering, dated 7/31/25, noise measurements obtained by WJV Acoustics, Inc. (WJVA) at the project site, reference noise measurements conducted by WJVA and project-related information provided to WJVA by the project applicant concerning the proposed project activities and hours of operation. 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 located at the southeast corner of W. Caldwell Avenue and S. Stonebrook Street, in Visalia, California. The project site currently consists of undeveloped land. The project site is bordered to the north by W. Caldwell Avenue with residential land uses north of W. Caldwell Avenue, to the east of an existing automated car wash facility, to the south by undeveloped land, and to the west by drive-thru coffee restaurant. Additionally, there are existing residential land uses located to the southeast and the southwest of the project site. The closest sensitive receptor (residential land uses) to the project site is located approximately 200 feet to the north, 700 feet to the southwest, and 800 feet to the southeast.

A project site inspection and ambient noise monitoring were conducted on September 5 & 6, 2025, to evaluate the acoustical characteristics of the site and quantify existing ambient noise levels within the project area. The existing noise environment is dominated by traffic noise associated with vehicles traveling along W. Caldwell Avenue. Additional sources of noise observed at the project site include noise associated with nearby commercial and residential land uses, as well as occasional aircraft overflights.

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

WJVA collected 15-minute ambient noise level measurements at three (3) sites near the existing residential land uses closest to the project site. The locations of the short-term ambient noise measurement sites (ST-1, ST-2, and ST-3) were selected as they represent existing ambient noise levels in the vicinity of the closest sensitive receptors to the project site.

Three (3) individual noise measurements were collected at each of the three ambient noise measurement sites to document existing (without project) ambient noise levels during morning, midday, and nighttime 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, Figure 3, Figure 4, and Figure 5 provide a photograph of short-term ambient noise measurement sites ST-1, ST-2, and ST-3, respectively.

TABLE IV
SUMMARY OF SHORT-TERM AMBIENT NOISE MEASUREMENT DATA
JAVI'S TACOS, STONEBROOK PLAZA, VISALIA
SEPTEMBER 5 & 6, 2025

Site	Time	A-Weighted Decibels, dBA					
		L _{eq}	L ₅₀	L ₂₅	L ₈	L ₂	L _{max}
ST-1	8:05 a.m.	71.6	66.2	71.0	75.9	77.7	86.9
ST-1	12:30 p.m.	70.4	63.5	70.4	76.0	78.5	80.1
ST-1	1:05 a.m.	67.4	62.2	68.1	75.8	76.3	83.4
ST-2	8:30 a.m.	49.8	48.1	49.6	52.7	54.4	58.5
ST-2	12:55 p.m.	45.8	45.4	46.6	47.6	48.6	50.8
ST-2	1:30 a.m.	48.0	46.7	48.6	50.0	51.4	54.2
ST-3	8:55 a.m.	53.6	51.8	53.0	56.1	60.3	66.6
ST-3	1:20 p.m.	51.9	49.9	51.3	52.9	60.5	65.3
ST-3	1:55 a.m.	52.2	50.4	52.0	52.9	56.7	62.4

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 67 to 72 dB L_{eq} with maximum noise levels in the range of 80 to 87 dB. Noise levels at monitoring site ST-2 were in the range of approximately 46 to 50 dB L_{eq} with maximum noise levels in the range of 51 to 59 dB. Noise levels at monitoring site ST-3 were in the range of approximately 52 to 54 dB L_{eq} with maximum noise levels in the range of 62 to 67 dB.

The noise levels described in Table IV exceed the City's exterior noise level standards for stationary noise sources in every statistical categories during each of the noise measurement periods at site ST-1. Additionally, noise levels described in Table IV exceed the City's exterior noise level standards for some (but not all) statistical categories at sites ST-2 and ST-3. These elevated existing ambient noise levels warrant an adjustment (increase) in the noise level standards described above (consistent with VMC Sec. 8.36.040.B.), if required to demonstrate project noise compliance.

PROJECT RELATED NOISE LEVELS

The project is a proposed Javi's Taco Restaurant, including drive-thru operations. The proposed operating hours are Sunday through Thursday, 6:00 a.m. to 12:00 a.m., Friday and Saturday, 6:00 a.m. to 2:00 a.m.

Noise levels associated with the restaurant would generally be limited to parking lot activities and the drive-thru food service operations. The drive-thru would incorporate a standard amplified menu/order board for customers to place their orders.

Drive-Thru Operations:

Drive-thru patrons would enter the project site via W. Caldwell Avenue. Patrons would enter the drive-thru queue at the north side of the restaurant, and proceed along the western side of the restaurant (adjacent to Stonebrook Street) where they would place orders via the amplified order/speaker board, before proceeding along the southern portion of the building and collecting their orders, before exiting via Stonebrook Street.

The project would include a standard amplified menu/order board, similar to those used at other drive-thru fast-food restaurants. In order to assess potential project-related noise levels associated with drive-thru operations, WJVA applied reference noise levels measured at an existing Jack In the Box drive-thru restaurant located on at 958 S. Mooney Boulevard in Tulare, California.

Measurements were conducted during the nighttime hours of March 27, 2025, between 10:00 p.m. and 10:45 p.m. using the previously-described noise monitoring equipment. The nighttime measurement time was selected in an effort to minimize extraneous traffic noise sources during the reference noise level measurements.

The microphone used by customers to order food and the loudspeaker used by employees to confirm orders are both integrated into a menu/order board that is located a few feet from the drive-thru lane at the approximate height of a typical car window. Vehicles would enter the drive-thru lane from the east where the order is placed at the order/speaker board, and then turn to the south along the west side of the restaurant to pay and collect the order.

Reference noise measurements were obtained at a distance of approximately 25 feet from the order/speaker board containing the microphone/loudspeaker system at an angle of about 90° toward the rear of the vehicle being served (this represents the angle direction of the residential land use at the proposed Demaree and Caldwell location) as well as at approximately 25 feet directly facing the order/speaker board. Figure 6 provides the locations of the two reference noise measurement sites. Figure 7 provides photographs of the two reference noise measurement sites.

Each ordering cycle was observed to take between approximately 15-60 seconds including vehicle movements. A typical ordering cycle included 5-10 seconds of loudspeaker use with

typical maximum noise levels in the range of 45-50 dBA at the 25 foot-reference location east of the menu/order board as well as at the measurement location facing directly toward the menu/order board. Additionally, WJVA conducted noise level measurements at a setback distance of ten (10) feet directly in front of the menu/order board while a store employee was communicating through the speaker system, while no vehicle was in the lane shielding the noise source. Unshielded maximum noise levels measured at the 10-foot setback distance were measured to be approximately 60-65 dB.

As described above, the anticipated hours of operation for the drive-thru would be Sunday through Thursday, 6:00 a.m. to 12:00 a.m., Friday and Saturday, 6:00 a.m. to 2:00 a.m. This means that the nighttime standards of the City's Noise Ordinance (Municipal Code) and the City's General Plan are applicable to the project.

During the nighttime reference noise measurement period, cars intermittently accessed the drive-thru, with extended periods without any customers. However, it can be reasonably assumed that during busier times that the drive-thru would likely have a consistent queue of customers accessing the drive-thru lane. As noted above, a typical drive-through ordering cycle was observed to last about 15-60 seconds during peak levels of activity. This translates into about 60+ cycles per hour. Assuming that loudspeaker use would average 5-10 seconds per cycle, also noted above, loudspeaker use would total 5-10 minutes per hour (or 8.3-16.7% of the time) during peak levels of activity. This corresponds to the L_{8.3} and L₂₅ statistical categories of the city's noise ordinance.

The closest sensitive receptors (residential land use) to the proposed location of the amplified menu/order board is located approximately 300 feet to the north (vicinity of ST-1), approximately 700 feet to the southwest (vicinity of ST-2), and approximately 900 feet to the southeast (vicinity of ST-3).

the church located at 3747 S. Demaree Street is located approximately 300 feet to the southwest of the project site. Potential project-related noise exposure at these locations was calculated based upon the above-described reference noise measurement data and the normal rate of sound attenuation over distance for a "point" noise source (6 dB/doubling of distance). Based upon the above-described reference noise level measurements and the distance between the noise source (order/speaker board) and the sensitive receptor locations (single-family residence and church), project-related noise levels were calculated to be as follows:

- **Residences to north (vicinity of ST-1): 23-28 dB**
- **Residences to the southwest (vicinity of ST-2): 16-21 eB**
- **Residences to the southeast (vicinity of ST-3): 14-19 dB**

The noise levels described above are based upon the maximum measured reference noise levels at the Tulare Jack In the Box location. These noise levels do not exceed any City of Visalia statistical categories established in the noise ordinance or the General Plan. These calculated noise levels do not take into account any localized acoustic shielding that would occur from

vehicles in the drive-thru queue or from the restaurant building itself, or existing sound walls (residential land uses in the vicinity of ST-1) and therefore represent a worst-case assessment of project-related noise levels. Additionally, these noise levels do not exceed existing ambient noise levels measured at ambient noise measurement site ST-1, ST-2 or ST-3 during any of the three ambient noise measurement periods. While an adjustment to the City's noise standards was determined warranted based upon existing elevated ambient noise levels in the project vicinity, project-related noise levels would not exceed the unadjusted noise level standards provided above in Table I and Table II.

Parking Lot Activities:

Noise due to traffic in parking lots is typically limited by low speeds and is not usually considered to be significant. Human activity in parking lots that can produce noise includes voices, stereo systems and the opening and closing of car doors and trunk lids. Such activities can occur at any time. The noise levels associated with these activities cannot be precisely defined due to variables such as the number of parking movements, time of day and other factors. It is typical for a passing car in a parking lot to produce a maximum noise level of 60-65 dBA at a distance of 50 feet, which is comparable to the level of a raised voice.

For this project, parking would be generally be located along the northeastern portion of the project site. The closest proposed parking areas would be located approximately 200 feet from the closest sensitive receptor location. At this distance, maximum (L_{max}) parking lot vehicle movements would be expected to be approximately 48 to 53 dB L_{max} . Such levels do not exceed applicable noise level standards or existing ambient noise levels.

CONCLUSIONS AND RECOMMENDATIONS

Noise levels associated with the proposed Javi's Taco drive-thru restaurant would not be expected to exceed any City of Visalia noise level standards. Existing (without project) ambient noise levels in the vicinity of the project site are considered to be relatively high, due to the project site's proximity to a major arterial roadway (Caldwell Avenue), and existing nearby commercial land uses, including an automated car wash facility. As such, project-related noise levels would not be expected to exceed existing ambient noise levels at any sensitive receptor location near the project site.

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 noise regulations or other factors beyond WJVA's control may result in long-term noise results different from those described by this analysis.

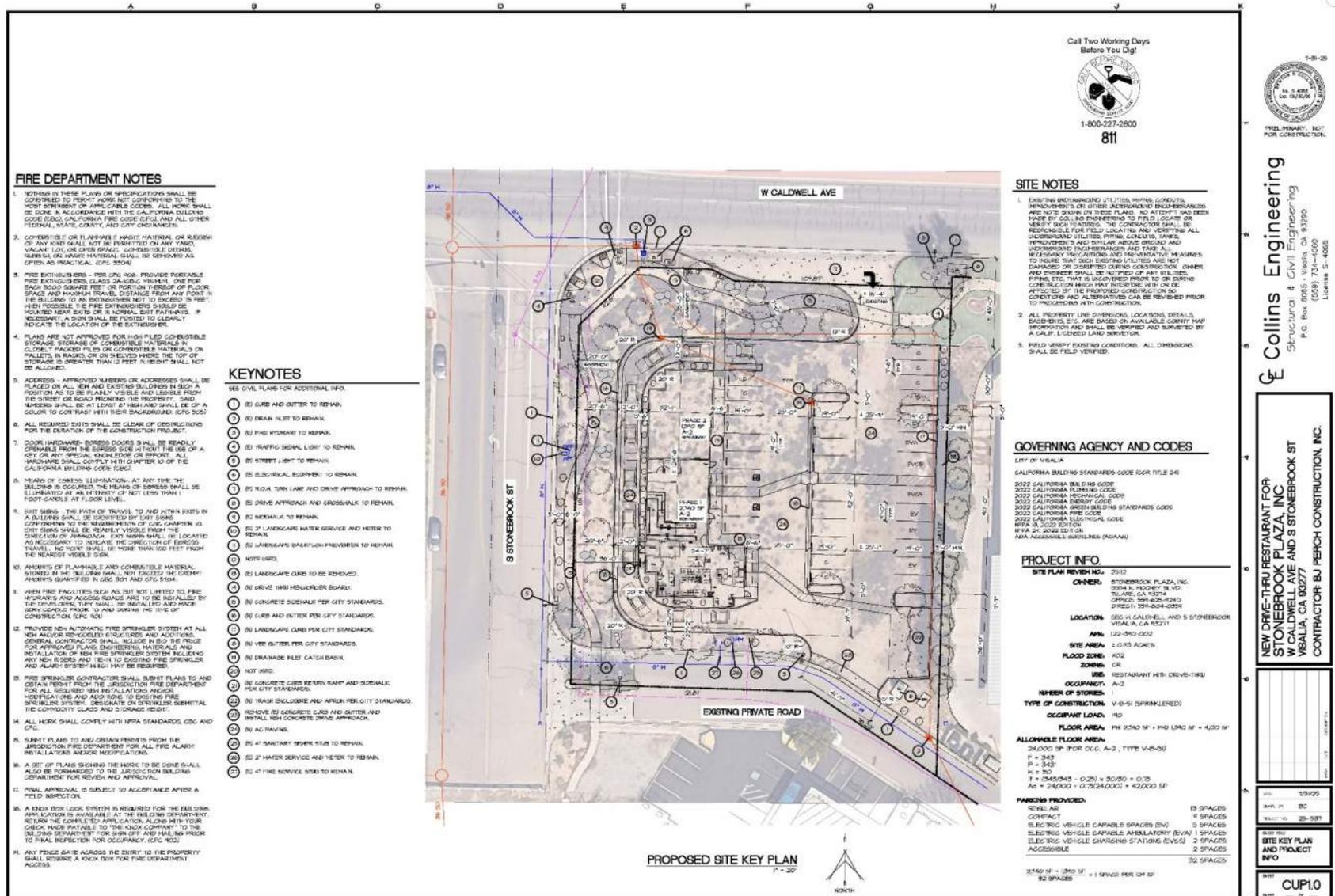
Respectfully submitted,



Walter J. Van Groningen
President

WJV:wjv

FIGURE 1: PROJECT SITE PLAN



FIRE DEPARTMENT NOTES

- NOTHING IN THESE PLANS OR SPECIFICATIONS SHALL BE CONSIDERED TO PREVENT WORK NOT CONFORMING TO THE MOST STRINGENT OF APPLICABLE CODES. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CALIFORNIA BUILDING CODE (CBC), CALIFORNIA FIRE CODE (CFC), AND ALL OTHER FEDERAL, STATE, COUNTY, AND CITY ORDINANCES.
- CONCRETE OR FLAMMABLE INSULATION MATERIAL OR SURFING OF ANY KIND SHALL NOT BE INSTALLED ON ANY YARD, WALL, SLAB, OR OTHER SURFACE. CONCRETE OR OTHER INSULATION OR INSULATION MATERIAL SHALL BE REMOVED AS OTHER AS PRACTICAL (CFC 7008).
- FIRE EXTINGUISHERS - FIRE CODE 908. PROVIDE PORTABLE FIRE EXTINGUISHERS, GLASS 2A-10-LB, 10-1/2 INCH FOR EACH 3000 SQUARE FEET OR PORTION THEREOF OF FLOOR SPACE AND MAXIMUM TRAVEL DISTANCE FROM ANY POINT IN THE BUILDING TO AN EXTINGUISHER NOT TO EXCEED 75 FEET. WHEN POSSIBLE, THE FIRE EXTINGUISHERS SHOULD BE LOCATED NEAR EXITS OR NORMAL EXIT PATHWAYS. IF NECESSARY, A SIGN SHALL BE POSTED TO CLEARLY INDICATE THE LOCATION OF THE EXTINGUISHERS.
- PLANS ARE NOT APPROVED FOR HIGH PILED COMBUSTIBLE STORAGE. STORAGE OF COMBUSTIBLE MATERIALS IN CLOSET, PACKED PILES OR COMBUSTIBLE MATERIALS ON PALLETS, IN BAGS, OR ON SHELVES WHERE THE TOP OF STORAGE IS GREATER THAN 12 FEET IN HEIGHT SHALL NOT BE ALLOWED.
- ADDRESSES - APPROVED NUMBERS OR ADDRESSES SHALL BE PLACED ON ALL NEW AND EXISTING BUILDINGS IN SUCH A POSITION AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY. SAID NUMBERS SHALL BE AT LEAST 4 INCH AND SHALL BE OF A COLOR TO CONTRAST WITH THEIR BACKGROUND. (CFC 9002)
- ALL REQUIRED EXITS SHALL BE CLEAR OF OBSTRUCTIONS FOR THE DURATION OF THE CONSTRUCTION PROJECT.
- DOOR HARDWARE - EXISTING DOORS SHALL BE READILY OPERABLE FROM THE EXTERIOR SIDE WITHOUT THE USE OF A KEY OR ANY SPECIAL KNOWLEDGE OR SKILL. ALL HARDWARE SHALL COMPLY WITH CHAPTER 10 OF THE CALIFORNIA BUILDING CODE (CBC).
- MEANS OF EGRESS ILLUMINATION - AT ANY TIME THE BUILDING IS OCCUPIED, THE MEANS OF EGRESS SHALL BE ILLUMINATED AT AN INTENSITY OF NOT LESS THAN 1 FOOT-CANDLE AT FLOOR LEVEL.
- EXIT SIGNS - THE PATH OF TRAVEL TO AND FROM EXITS IN ALL BUILDINGS SHALL BE IDENTIFIED BY EXIT SIGNS. EXIT SIGNS SHALL BE READILY VISIBLE FROM THE DIRECTION OF APPROACH. EXIT SIGNS SHALL BE LOCATED AS NECESSARY TO INDICATE THE DIRECTION OF EGRESS TRAVEL. NO SIGN SHALL BE MORE THAN 100 FEET FROM THE NEAREST VISIBLE SIGN.
- ADVERTISING OF FLAMMABLE AND COMBUSTIBLE MATERIAL STORED IN THE BUILDING SHALL NOT EXCEED THE EXEMPT AMOUNTS IDENTIFIED IN CBC 907 AND CBC 908.
- WATER FACILITIES SHALL AS SET, BUT NOT LIMITED TO, FIRE HYDRANTS AND ACCESS ROADS AND TO BE INSTALLED BY THE CONTRACTOR. THEY SHALL BE INSTALLED AND MADE SERVICEABLE PRIOR TO AND DURING THE TIME OF CONSTRUCTION. (CFC 902)
- PROVIDE NEW AUTOMATIC FIRE SPRINKLER SYSTEM AT ALL NEW AND/OR RE-SCULPTED STRUCTURES AND ADDITIONAL GENERAL CONTRACTOR SHALL SECURE PERMITS FOR APPROVED PLANS, ENGINEERING MATERIALS AND INSTALLATION OF NEW FIRE SPRINKLER SYSTEM SUBMITTAL THE CORRESPONDING CLASS AND STORAGE HEIGHT.
- ALL WORK SHALL COMPLY WITH NFPA STANDARDS, CBC AND CFC.
- SUBMIT PLANS TO AND OBTAIN PERMITS FROM THE JURISDICTION FIRE DEPARTMENT FOR ALL FIRE ALARM INSTALLATIONS AND/OR MODIFICATIONS.
- A SET OF PLANS SHOWING THE WORK TO BE DONE SHALL ALSO BE FORWARDED TO THE JURISDICTION BUILDING DEPARTMENT FOR REVIEW AND APPROVAL.
- FINAL APPROVAL IS SUBJECT TO ACCEPTANCE AFTER A FIELD INSPECTION.
- A KNOX BOX LOCK SYSTEM IS REQUIRED FOR THE BUILDING. APPLICATION IS AVAILABLE AT THE FIRE DEPARTMENT. RETURN THE COMPLETED APPLICATION, ALONG WITH YOUR CHECK, TO THE FIRE DEPARTMENT TO THE BUILDING DEPARTMENT FOR SIGN OFF AND MAILING PRIOR TO FINAL INSPECTION FOR OCCUPANCY. (CFC 902)
- ANY FENCE GATE ACROSS THE ENTRY TO THE PROPERTY SHALL REQUIRE A KNOX BOX FOR FIRE DEPARTMENT ACCESS.

KEYNOTES

- SEE CIVIL PLANS FOR ADDITIONAL INFO.
- (1) CURB AND GUTTER TO REPAIR.
- (2) DRAIN LEFT TO REMAIN.
- (3) DRAIN RIGHT TO REMAIN.
- (4) FIRE HYDRANT TO REMAIN.
- (5) FIRE SIGNAL LIGHT TO REMAIN.
- (6) STREET LIGHT TO REMAIN.
- (7) ELECTRICAL EQUIPMENT TO REMAIN.
- (8) ROAD TURN LANE AND DRIVE APPROACH TO REPAIR.
- (9) DRIVE APPROACH AND CROSSWALK TO REPAIR.
- (10) METAPAVE TO REPAIR.
- (11) LANDSCAPE WATER SERVICE AND METER TO REMAIN.
- (12) LANDSCAPE BUCKET/PAVEMENT TO REMAIN.
- NOTE: SEE LIST.
- (13) LANDSCAPE CURB TO BE REMOVED.
- (14) DRIVE CURB REMOVED BOARD.
- (15) CONCRETE SUBGRADE PER CITY STANDARDS.
- (16) CURB AND GUTTER PER CITY STANDARDS.
- (17) LANDSCAPE CURB PER CITY STANDARDS.
- (18) VEE GUTTER PER CITY STANDARDS.
- (19) DRAINAGE INLET CATCH BASIN.
- NOT SHOWN.
- (20) CONCRETE CURB RETURN RAMP AND SUBWALK PER CITY STANDARDS.
- (21) TRASH ENCLOSURE AND AREA PER CITY STANDARDS.
- (22) REMOVE EXISTING CURB AND GUTTER AND INSTALL NEW CONCRETE DRIVE APPROACH.
- (23) AC FINISH.
- (24) 4" SANDSTAY COVER DECK TO REMAIN.
- (25) 2" WATER SERVICE AND METER TO REMAIN.
- (26) 4" FIRE SERVICE SIZES TO REMAIN.

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SITE NOTES

- EXISTING UNDEGROUND UTILITIES, PIPES, CONCRETE IMPROVEMENTS OR OTHER IMPROVEMENTS ARE NOT SHOWN ON THESE PLANS. NO ATTEMPT HAS BEEN MADE BY CIVIL ENGINEERING TO FIELD LOCATE OR VERIFY SUCH FEATURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD LOCATING AND VERIFYING ALL UNDEGROUND UTILITIES, PIPES, CONCRETE, SAND, IMPROVEMENTS AND SIMILAR ABOVE GROUND AND UNDEGROUND UTILITIES. THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS AND PREVENTATIVE MEASURES TO INSURE THAT SUCH EXISTING UTILITIES ARE NOT DAMAGED OR DISRUPTED DURING CONSTRUCTION. OWNER AND ENGINEER SHALL BE NOTICED OF ANY UTILITIES, PIPES, ETC. THAT IS UNCOVERED PRIOR TO OR DURING CONSTRUCTION. SUCH UTILITIES SHALL BE PROTECTED AND PROTECTED BY THE EMPLOYED CONTRACTOR OR BY CONTRACTOR AND ALTERNATIVES CAN BE REVIEWED PRIOR TO PROCEEDING WITH CONSTRUCTION.
- ALL PRESENT LINE SHEDDING LOCATIONS, DETAILS, BARRIERS, ETC. ARE BASED ON AVAILABLE COUNTY MAP INFORMATION AND SHALL BE VERIFIED AND SURVEYED BY A CALIF. LICENSED LAND SURVEYOR.
- FIELD VERIFY EXISTING CONDITIONS. ALL DIMENSIONS SHALL BE FIELD VERIFIED.

GOVERNING AGENCY AND CODES

- CITY OF VISALIA
 CALIFORNIA BUILDING STANDARDS CODE (CBC) TITLE 24I
 2022 CALIFORNIA BLDG CODE
 2022 CALIFORNIA PLUMBING CODE
 2022 CALIFORNIA MECHANICAL CODE
 2022 CALIFORNIA ENERGY CODE
 2022 CALIFORNIA GREEN BUILDING STANDARDS CODE
 2022 CALIFORNIA FIRE CODE
 2022 CALIFORNIA ELECTRICAL CODE
 NFPA 70, 2023 EDITION
 ADA ACCESSIBLE GUIDELINES (AGAGM)

PROJECT INFO

SITE PLAN REVISION NO.: 2512
OWNER: STONEBROOK PLAZA, INC.
 3259 A WOODROW WOOD
 VISALIA, CA 93274
 PHONE: 559-626-8240
 DIRECT: 559-624-0281
LOCATION: 825 W CALDWELL, AND S STONEBROOK
 VISALIA, CA 93271
APN: 122-040-002
SITE AREA: 2.015 ACRES
FLOOD ZONE: X02
ZONE: OR
USE: RESTAURANT WITH DRIVE-THRU
OCCUPANCY: A-2
NUMBER OF STORIES: 1
TYPE OF CONSTRUCTION: V-B-S (SPRINKLERED)
OCCUPANT LOAD: 60
FLOOR AREA: FIN 2340 SF + 1102 SRO SF + 420 SF
ALLOWABLE FLOOR AREA:
 24,000 SF FOR OCC. A-2, TYPE V-B-SU
 F = 849
 P = 849
 H = 30
 F x (24,000 - 0.25) x 30/80 = 0.75
 A₁ = 24,000 - 0.75(24,000) = 42,000 SF
PARKING PROVIDED:
 REGULAR 19 SPACES
 CONTACT 6 SPACES
 ELECTRIC VEHICLE CAPABLE SPACES (EV) 3 SPACES
 ELECTRIC VEHICLE CAPABLE AMBULATORY (EVA) 1 SPACES
 ELECTRIC VEHICLE CHARGING STATIONS (EVCS) 2 SPACES
 ACCESSIBLE 32 SPACES
 2140 SF x 340 SF = 1 SPACE PER 614 SF
 32 SPACES

NEW DRIVE-THRU RESTAURANT FOR STONEBROOK PLAZA, INC. W CALDWELL AVE AND S STONEBROOK ST VISALIA, CA 93277
 CONTRACTOR: BJ PERCH CONSTRUCTION, INC.

DATE	10/25/25
BY	BC
REVISION NO.	25-037
SITE KEY PLAN AND PROJECT INFO	
CUP1.0	

FIGURE 2: PROJECT SITE VICINITY AND NOISE MONITORING SITE LOCATIONS

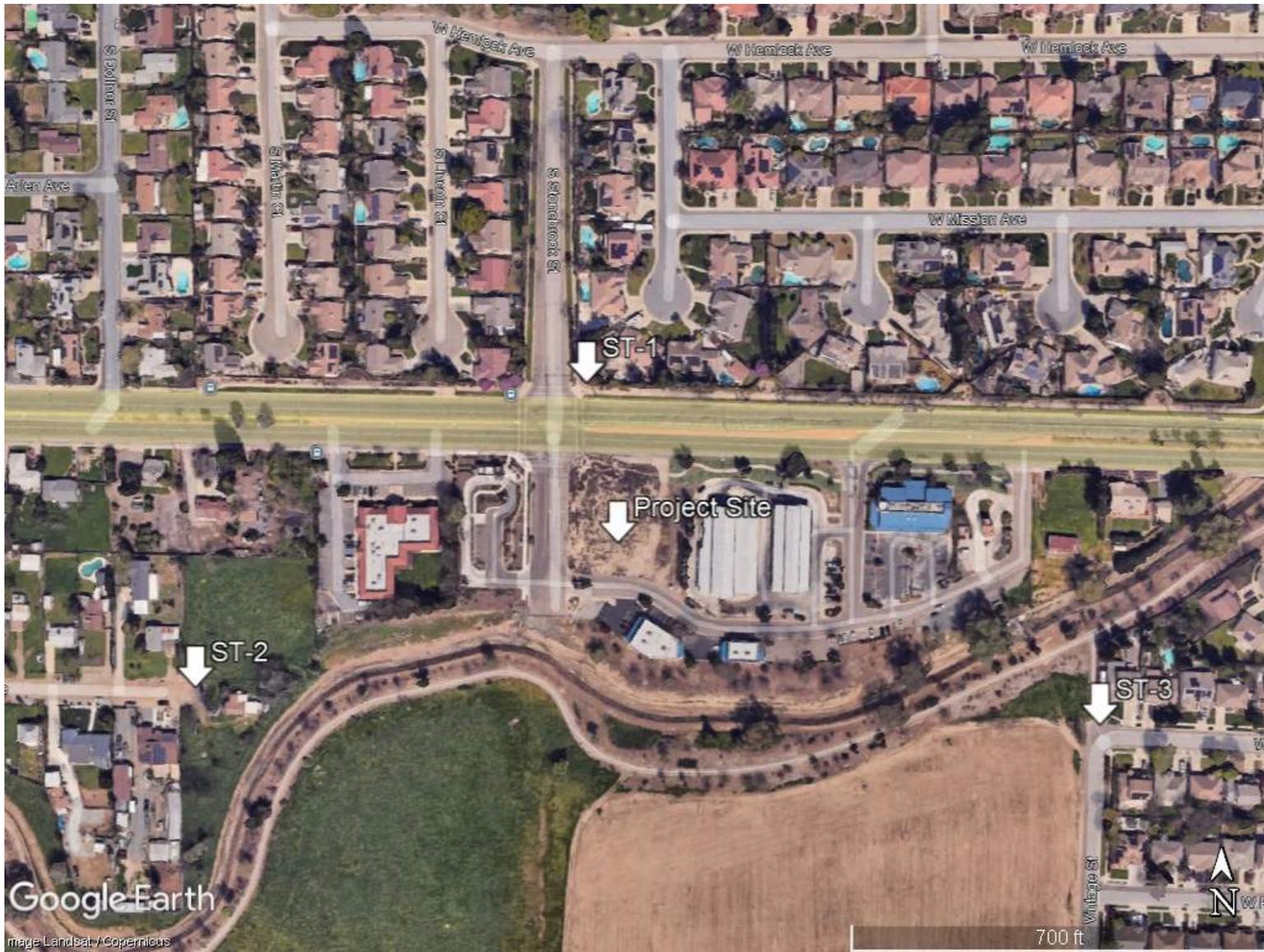


FIGURE 3: AMBIENT NOISE MONITORING SITE ST-1



FIGURE 4: AMBIENT NOISE MONITORING SITE ST-2



FIGURE 5: AMBIENT NOISE MONITORING SITE ST-3



FIGURE 6: REFERENCE NOISE MONITORING SITE LOCATIONS



FIGURE 7: REFERENCE NOISE MONITORING SITES



APPENDIX A

ACOUSTICAL TERMINOLOGY

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

A-2

ACOUSTICAL TERMINOLOGY

NOISE EXPOSURE

CONTOURS:

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

NOISE LEVEL

REDUCTION (NLR):

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

SEL or SENEL:

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

SOUND LEVEL:

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

SOUND TRANSMISSION

CLASS (STC):

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

APPENDIX B
EXAMPLES OF SOUND LEVELS

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

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P.O. Box 6065 Visalia, CA 93290

(559) 734-4060

November 13, 2025

City of Visalia
Planning and Community Preservation Dept.
315 E Acequia Ave
Visalia, CA 93291

Attn: Colleen Moreno

RE: Stonebrook Plaza – Drive-Thru Restaurant
SEC W Caldwell Ave and S Stonebrook St
SPR 2025-112
APN 122-390-002

Colleen,

Regarding the Site Plan Review request for a traffic study for the above referenced project, it is our opinion that the original Caldwell 51 Specific Plan including Amendment No. 2002-02 has already been approved for a drive-thru restaurant on this parcel and further traffic studies are not required. Please see the attached excerpts from the original Caldwell 51 Specific Plan which shows a 1,700 sf gas station mini-mart and a 2,900 sf drive drive-thru restaurant for this parcel. Also, please note that the Caldwell Ave turn lane for this parcel has already been installed.

Thank you for your consideration and please let us know if you have any questions.

Regards,
Benton Collins, C.E. , S.E.
Collins Engineering
bcollins@collinsengineers.com
559-303-7582

OPERATIONAL STATEMENTS

Automated Car Wash

We are requesting the approval of a conditional use permit to establish an automated car wash facility. The proposed building will house two car wash bays.

Hours of operation for the car wash are 6:00am to 9:00pm. The doors to the car wash are set on timers to automatically open and close at these times.

The building will be oriented in a north-south direction. Cars entering either car wash facility will be entering the south side of the building and exiting to the north.

The vacuum area, placed to the north of the building, is set on a timer to automatically shut off by 9pm. The applicant supports that an acoustical analysis be complete as a part of the building permit process in order to incorporate noise attenuation measures into the building construction to assure that the facility will meet adopted noise standards.

Gas Station/Mini Mart with Fast Food Restaurant/drive through

The proposed gas station will have four fuel pumps under a canopy and a 1700 square foot mini-mart. Fueling canopy lighting will be fully recessed into the can. Plans will be submitted to Planning Staff for their review prior to the issuance of building permits. The co-branded service station concept allows for the development of a site with two convenience oriented uses, thereby reducing the amount of traffic and other related impacts that may occur with two individual free standing uses.

Potential direct light and glare source exists from the gas pump canopy. To mitigate this potential impact, all canopy lighting shall be recessed so as to prevent the element from appearing to allow direct or glare from being directed at the adjacent residential properties.

Potential noise source exists from the drive through ordering station of the 2900 square foot fast food restaurant. To mitigate the potential impact from the ordering station speakers, these will be oriented away from any residential areas, which are not separated from the speaker by an intervening building, wall or other solid structure.

PS systems will not be utilized on the site except for a personal intercom at the pump island and drive-through as noted previously.

The cooking facilities will utilize the best industry standard and practice for odor control.

Site Lighting

Site lighting will be designed so that the lighting elements will not be directly visible by adjoining residential areas. Light standards will not exceed 15 feet in height and that building and parking lot lights have the light element recessed into the can or fixture so that no direct light floods onto adjacent residential properties.

Other Issues

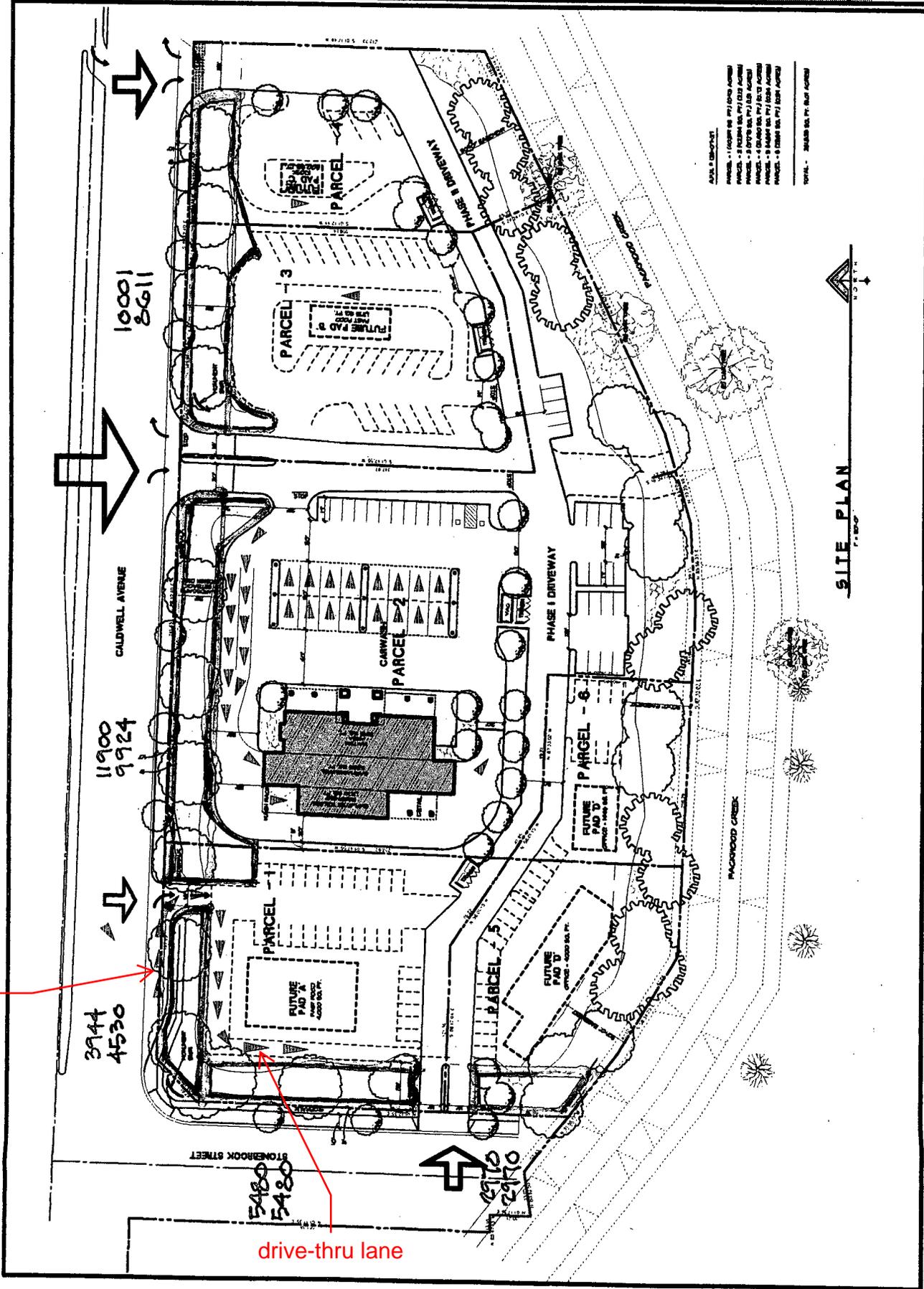
All graffiti will be removed within 24 hours.

All truck deliveries to the site will take place between 6am and 11pm.

Hours of operation for the commercial center are 5am to 12midnight.

existing turn lane

drive-thru lane



AREA 1 (2000 SQ FT)
AREA 2 (1000 SQ FT)
AREA 3 (1000 SQ FT)
AREA 4 (1000 SQ FT)
AREA 5 (1000 SQ FT)
AREA 6 (1000 SQ FT)
TOTAL - 20000 SQ FT (500 ACRES)



SITE PLAN



June 11, 2025

Site Plan Review No. 2025-112:

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 a Conditional Use Permit which is stated on the attached Site Plan Review comments. You may now proceed with filing your permit to the Planning Division.

This is your Site Plan Review Permit; your Site Plan Review became effective **May 7, 2025**. 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,

Paul Bernal
Planning and Community Preservation Director
315 E. Acequia Ave.
Visalia, CA 93291

Attachment(s):

- Site Plan Review Comments



MEETING DATE 05/07/2025

SITE PLAN NO. 2025-112

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 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 7:30 a.m. and 5:00 p.m., Monday through Thursday, offices closed on Fridays.

Your plans must be reviewed by:

- CITY COUNCIL REDEVELOPMENT
- PLANNING COMMISSION PARK/RECREATION
- Conditional Use Permit
- HISTORIC PRESERVATION OTHER:

ADDITIONAL COMMENTS:

Compliance with the Caldwell 51 Specific Plan, Lot Line Adjustment

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

SITE PLAN REVIEW COMMENTS

Colleen A. Moreno, Planning Division, 559-713-4031; colleen.moreno@visalia.city

Date: May 7, 2025

SITE PLAN NO: 2025-112
PROJECT TITLE: Stonebrook Plaza Drive-Thru
DESCRIPTION: Approximately 2,800 sf drive-thru restaurant
APPLICANT: Benton Collins
OWNER: Stonebrook Plaza Inc.
LOCATION TITLE: Southeast corner of W. Caldwell Ave. and S. Stonebrook St.
APN TITLE: 122-390-002
GENERAL PLAN: Regional Commercial
ZONING: C-R (Regional Commercial)

Planning Division Recommendation:

- Revise and Proceed
 Resubmit

Project Requirements

- Compliance with the Caldwell 51 Specific Plan
- Conditional Use Permit
- Photometric Plan
- Compliance with the VMC Noise Ordinance
- Building Permit

PROJECT SPECIFIC INFORMATION: May 7, 2025

1. The applicant shall comply with all requirements of the Caldwell 51 Specific Plan.
2. Provide square footages of all buildings within Caldwell 51 Subarea A, to verify that the development yield does not exceed 46,000 square feet.
3. A Conditional Use Permit shall be required for the establishment of a drive-thru lane within 250 feet of residential zoning.
4. A Building Permit shall be obtained.
5. Provide a Queuing Analysis/Traffic Action Plan for the proposed drive-thru lane.
6. Applicant must hire a consultant (i.e. Acoustical Analysis) to ensure adherence to the VMC Noise Ordinance.
7. Provide a Photometric Plan.
8. Provide a Site Plan and a phasing plan.
9. The location of the menu board/order box shall be identified. A minimum of five cars shall be able to be queued between the menu board and the pickup window.
10. Provide a Floor Plan.
11. Provide Building elevations. Elevations shall verify architectural consistency with the other buildings within Subarea A.
12. Per Caldwell 51 Specific Plan, Subarea A, SA-4, commercial development, to the maximum extent feasible, provide window openings to the Packwood Creek corridor. Furthermore, loading areas and storage shall be prohibited between any structure and Packwood Creek.
13. Per the Caldwell 51 Specific Plan, building shall be limited to a single story or floor.
14. Provide an Operational statement. This shall include identification of the proposed use for the future 1,350 square foot addition.
15. Provide a landscape and irrigation plan. The plan shall verify that a minimum of 10% of the project site is landscaped.
16. Plantings within landscape setbacks shall conform with the project design – landscaping requirements of the Caldwell 51 Specific Plan (Subarea A, SA-1).

17. Per the Caldwell 51 Specific Plan, there shall be a 40-foot landscape setback from the edge of the right of way along West Caldwell Avenue.
18. The sidewalk along West Caldwell Avenue shall meander in the public right of way.
19. All signage shall be through a separate Building Permit submittal and must comply with the Caldwell 51 Specific Plan.
20. Comply with the comments of the Traffic Engineer.

Notes:

1. The applicant shall contact the San Joaquin Valley Air Pollution Control District to verify whether additional permits are required to conduct the proposed use.
2. Prior to completion of a final building inspection for a project, a signed **MWELO Certificate of Compliance** shall be submitted indicating that all landscaping has been installed to MWELO standards.

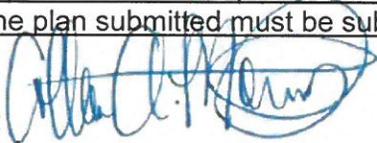
Applicable sections of the Visalia Municipal Code, Title 17 (Zoning):

- 17.18 Commercial Zones
- 17.32.080 Maintenance of landscaped areas
- 17.34 Off-street parking and loading facilities
- 17.36 Fences Walls and Hedges

Accessible at <https://codelibrary.amlegal.com/codes/visalia/latest/overview>

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"/>	Edelma Gonzalez	713-4364
<input type="checkbox"/>	Luqman Ragabi	713-4362
<input type="checkbox"/>	Sarah MacLennan	713-4271
<input type="checkbox"/>	Jesus Carreno	713-4268

ITEM NO: 2	DATE: <u>MAY 7TH, 2025</u>
SITE PLAN NO.:	25-112
PROJECT TITLE:	STONEBROOK PLAZA DRIVE-THRU
DESCRIPTION:	APPROXIMATELY 2,800 SF DRIVE-THRU RESTAURANT
APPLICANT:	BENTON COLLINS
PROP OWNER:	STONEBROOK PLAZA INC
LOCATION:	SOUTHEAST CORNER OF W. CALDWELL AVE. AND S. STONEBROOK ST.
APN:	122-390-002

SITE PLAN REVIEW COMMENTS

- REQUIREMENTS (indicated by checked boxes)
- Install curb return with ramp, with _____ radius;
- Install curb; gutter
- Drive approach size: Use radius return;
- Sidewalk: **MATCH EXISTING** width; **10'** parkway width at **CALDWELL AND STONEBROOK. SEE ADDITIONAL COMMENTS.**
- 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. **6' EASEMENT FOR SIDEWALK - CALDWELL AVE. AND STONEBROOK ST.**
- Deed required prior to issuing building permit;
- City Encroachment Permit Required. FOR ANY WORK NEEDED WITHIN 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;
- 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. **CONNECT TO ONSITE SD PRIVATE INFRASTRUCTURE**
- Grading permit is required for clearing and earthwork performed prior to issuance of the building permit.
- Show finish elevations. (Minimum slopes: A.C. pavement = 1%, Concrete pavement = 0.25%. Curb & Gutter = .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. **CALDWELL AVE. AND STONEBROOK ST.**
- Traffic indexes per city standards:
- Install street striping as required by the City Engineer. **AT TIME OF CIVIL REVIEW**
- Install landscape curbing (typical at parking lot planters). **PER ON-SITE DESIGN**
- 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 5.5 min. for solid waste truck travel path.
- Provide "R" value tests: each at
- Written comments required from ditch company Contacts: James Silva 747-1177 for Modoc, Persian, Watson, Oakes, Flemming, Evans Ditch and Peoples Ditch; Jerry Hill 686-3425 for Tulare Irrigation Canal, Packwood and Cameron Creeks; Bruce George 747-5601 for Mill Creek and St. John's River.
- Access required on ditch bank, 15' minimum Provide wide riparian dedication from top of bank.
- Show Valley Oak trees with drip lines and adjacent grade elevations. Protect Valley Oak trees during construction in accordance with City requirements.
- A permit is required to remove Valley Oak trees. Contact Public Works Admin at 713-4428 for a Valley Oak tree evaluation or permit to remove. A pre-construction conference is required.
- Relocate existing utility poles and/or facilities. **AS NECESSARY WITH PUBLIC IMPROVEMENTS**
- Underground all existing overhead utilities within the project limits. Existing overhead electrical lines over 50kV shall be exempt from undergrounding. **AS NECESSARY WITH PUBLIC IMPROVEMENTS**
- 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. ***Comply with the Caldwell 51 Specific Plan Subarea 'A' requirements.***
2. ***Vehicle entrances appears to be in compliance with previously approved Caldwell 51 Specific Plan site access layout. See additional Traffic Safety Division comment regarding traffic study.***
3. ***Project will incur development impact fees associated with proposed building use and site acreage. Refer to page 4 for applicable fees and estimates. Additional impact fees will be assess with future building.***
4. ***Cadwell Ave. remaining improvements are required to be installed per arterial standards. Improvements are to include, but may not be limited to, sidewalk, parkway with street trees, curb ramp return meeting PROWAG requirements, utility relocations, striping and signage.***
5. ***Stonebrook St. remaining improvements are required to be installed per collector standards. Improvements are to include, but may not be limited to, sidewalk, parkway with street trees, utility relocations, median curb with stamped concrete, striping and signage.***
6. ***Landscaping along project frontage to comply with specific plan. Adittionally, install 6 foot meandering sidewalk per specific plan; submit easement for meandering sidewalk.***
7. ***Provide details showing utilities including storm drain, sanitaty sewer, etc. (if not used the utilities will need to be removed).***

- 8. City records show 6" SS stub along the northern west corner of parcel. Project to connect to existing SS stub to service proposed building.**
- 9. Connect to existing SD on-site infrastructure.**
- 10. Install grease interseptor.**
- 11. Comply with City Parking lot standards PK-1 through PK-5.**
- 12. Comply with California State accessibility requirements.**
- 13. Coordinate with Solid Waste Dept. for trash enclose requirements and location.**
- 14. A building permit will be required, standard plan check and inspection fees will apply.**

SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: **25-112**
Date: **05/07/2025**

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:**08/17/2024**)
(Project type for fee rates:**RESTAURANT /FAST FOOD**)

Existing uses may qualify for credits on Development Impact Fees.

FEE ITEM	FEE RATE
<input checked="" type="checkbox"/> Groundwater Overdraft Mitigation Fee	\$1,663/AC
<input checked="" type="checkbox"/> Transportation Impact Fee	\$18,735/1KSF
<input checked="" type="checkbox"/> Trunk Line Capacity Fee	\$5,828/EACH
<input checked="" type="checkbox"/> Treatment Plant Fee	\$25,558/EACH
<input type="checkbox"/> Sewer Front Foot Fee	
<input checked="" type="checkbox"/> Storm Drain Acq/Dev Fee	\$9404/AC
<input type="checkbox"/> Park Acq/Dev Fee	
<input type="checkbox"/> Northeast Specific Plan Fees	
<input checked="" type="checkbox"/> Waterways Acquisition Fee	\$6,905
<input checked="" type="checkbox"/> Public Safety Impact Fee: Police	\$11,142/AC
<input checked="" type="checkbox"/> Public Safety Impact Fee: Fire	\$2,437
<input checked="" type="checkbox"/> Public Facility Impact Fee	\$713/1KSF
<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.

Edelma Gonzalez

City of Visalia
Building: Site Plan
Review Comments

SFR 25112
STONEBROOK PLAZA DRIVE - THRU
122390002

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: \$0.78 PER S.F.**
- 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: **BUILDING SHALL BE EQUIPPED WITH A TYPE 1 HOOD AND INGROUND GREASE INTERCEPTOR. BABY CHANGING TABLE REQUIRED IN EACH RESTROOM. PV SOLAR AND BATTERY STORAGE MAY BE REQUIRED. FUTURE EXPANSION MAY REQUIRE FIRE SPRINKLERS THROUGHOUT AND ADDITIONAL RESTROOM FIXTURES.**

VAL CARCIA 5/7/25



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	May 7, 2025
Item #	2
Site Plan #	25112
APN:	122390002

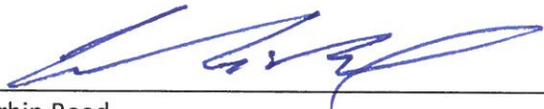
- The Site Plan Review comments are issued as **general overview** of your project. With further details, additional requirements will be enforced at the Plan Review stage. Please refer to the 2022 California Fire Code (CFC), 2022 California Building Codes (CBC) and City of Visalia Municipal Codes.
- Construction and demolition sites prior to and during construction shall comply with the following:
 - **Water supply** for fire protection, either temporary or permanent, shall be made available as soon as combustible materials arrive on the site. 2022 CFC §3312
 - Provide an all-weather, 20 feet width **construction access road** capable of holding a 75,000 pound fire apparatus. Fire apparatus access shall be provided within 100 feet of temporary or permanent fire department connections. 2022 CFC §3310
- **Address numbers** must be placed on the exterior of the building in such a position as to be clearly and plainly visible from the street. Numbers will be at least four inches (4") high and shall be of a color to contrast with their background. If multiple addresses are served by a common driveway, the range of numbers shall be posted at the roadway/driveway. 2022 CFC 505.1
- All hardware on **exit doors, illuminated exit signs and emergency lighting** shall comply with the 2022 California Fire Code. This includes all locks, latches, bolt locks, panic hardware, fire exit hardware and gates.
- **Commercial dumpsters** with 1.5 cubic yards or more shall not be stored or placed within 5 feet of combustible walls, openings, or a combustible roof eave line except when protected by a fire sprinkler system. 2022 CFC 304.3.3
- A **Knox Box key lock system** is required. Where access to or within a structure or area is restricted because of secured openings (doors and/or gates), a key box is to be installed in an approved location. Go to knoxbox.com to order and please allow adequate time for shipping and installation. 2022 CFC 506.1
- Where a portion of any building is more than 400 feet from a hydrant on a fire apparatus access road, **on-site fire hydrant(s)** shall be provided. 2022 CFC 507.5.1, App B and C
- Due to insufficient building information, the number and distance between **fire hydrants** cannot be determined by the Site Plan Review process. The number of fire hydrants and distance between required fire hydrants shall be determined by utilizing type of construction and square footage in accordance with 2022 CFC §507, App B and C.

To determine **fire hydrant** location(s) and distribution the following information should be provided to the Site Plan Review committee: Type of construction _____ Square footage _____

- Approved **No PARKING – FIRE LANE** signs shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. Signs shall have a minimum dimension of 12 inches wide by 18 inches high and have red letters on a white reflective background. 2022 CFC 503.3/ D103.6



- **All streets** shall meet the City of Visalia’s Design & Improvement Standards for streets to ensure that fire apparatus can make access to all structures in the event of an emergency.
- Commercial cooking appliances and domestic cooking appliances used for commercial purposes that produce grease laden vapors shall be provided with a **Type 1 Hood**, in accordance with the California Mechanical Code, and an automatic fire extinguishing system. 2022 CFC 904.12 & 609.2
- Traffic calming devices shall be prohibited unless approved by the fire code official. Visalia Fire Department current standards for approved traffic calming are speed tables that can be traversed at 25 miles per hour.



Corbin Reed
Fire Marshal



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

Date: 5/6/25
 Item: 2
 Site Plan: SPR25112
 Name: Kyle Kalender

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:

- Traffic Concerns:

- Surveillance Issues:
Surveillance cameras

- Line of Sight Issues:

- Other Concerns:

SITE PLAN REVIEW COMMENTS

CITY OF VISALIA TRAFFIC SAFETY DIVISION

May 7, 2025

ITEM NO: 2 Added to Agenda MEETING TIME: 09:15
SITE PLAN NO: [SPR25112](#) ASSIGNED TO: Cristobal Carrillo Cristobal.Carrillo@visalia.city
PROJECT TITLE: Stonebrook Plaza Drive-Thru
DESCRIPTION: Approximately 2,800 sf drive-thru restaurant.
APPLICANT: Benton Collins - Applicant
OWNER: STONEBROOK PLAZA INC
APN: 122390002
LOCATION: Southeast corner of W. Caldwell Ave. and S. Stonebrook St.

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 at time of development.
- Install Street Name Blades at Locations at time of development.
- Install Stop Signs at *local road intersection with collector/arterial* Locations.
- Construct parking per City Standards PK-1 through PK-4 at time of development.
- Construct drive approach per City Standards at time of development.
- Traffic Impact Analysis required (CUP)
 - Provide more traffic information such as see below. Depending on development size, characteristics 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:

- Applicant to ensure no drive thru queue spills over and obstruct the drive aisle nor spillover and obstruct the public right of way.
- Caldwell specific plan – Was a traffic study performed for the master plan? If yes, applicant to provide conformance with TIA previously performed for the specific plan. If ITE Land Use has changed, then need

to provide new projected trip generation and compare with previously studied. Depending on size of increase, if any, additional traffic information may be required.

- If no traffic study was previously performed, a study will be required.

Leslie Blair

Leslie Blair

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

25112

May 7, 2025

- 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 city standard R-1 OR R-2 & 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 insufficient to comply with state recycling mandates. See comments for suggestions.
- Inadequate number of bins to provide sufficient service. See comments below.
- Drive approach too narrow for refuse trucks access. See comments below.
- Area not adequate for allowing refuse truck turning radius of : Commercial 50 ft. outside 36 ft. inside; Residential 35 ft. outside, 20 ft. inside.
- Paved areas should be engineered to withstand a 55,000 lb. refuse truck.
- Bin enclosure gates are required
- Hammerhead turnaround must be built per city standards.
- Cul - de - sac must be built per city standards.
- Bin enclosures are for city refuse containers only. Grease drums or any other items are not allowed to be stored inside bin enclosures.
- Area in front of refuse enclosure must be marked off indicating no parking
- Enclosure will have to be designed and located for a STAB service (DIRECT ACCESS) with no less than 38' clear space in front of the bin, included the front concrete pad.
- Customer will be required to roll container out to curb for service.
- Must be a concrete slab in front of enclosure as per city standards, the width of the enclosure by ten(10) feet, minimum of six(6) inches in depth.
- Roll off compactor's must have a clearance of 3 feet from any wall on both sides and there must be a minimum of 53 feet clearance in front of the compactor to allow the truck enough room to provide service.

City ordinance 8.28.120-130 (effective 07/19/18) requires contractor to contract with City for removal of construction debris unless transported in equipment owned by contractor or unless contracting with a franchise permittee for removal of debris utilizing roll-off boxes.

Comment

Solid waste services to include trash, recycling, and organics recycling per the State of California's mandatory commercial recycling laws (AB-341 & AB-1826). Solid waste commercial vehicles require 36' inside and 50' outside turning radii. Customers are to include all turning radii onsite to confirm solid waste vehicle maneuverability and STAB load collection access. If turning radii does not allow for solid waste vehicles to maneuver onsite. Customer to include a planter to the north of the proposed enclosure allowing enclosure gates to swing 180 degrees, clearing all curbing. Cane bolts must be included to secure gates when opened. Property owner to complete and submit a City of Visalia "Concrete/Driveway Release of Liability Waiver Agreement".

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

Nathan Garza, Solid Waste, 559-713-4532




CALIFORNIA WATER SERVICE

Visalia District 216 North Valley Oaks Drive
Visalia, CA 93292 Tel: (559) 624-1600

<p>Site Plan Review Comments From: California Water Service Scott McNamara, Superintendent 216 N Valley Oaks Dr. Visalia, CA 93292 559-624-1622 smcnamara@calwater.com</p>	<p>Date: 05/07/2025 Item #: 2 Site Plan #: 25-112 Project: Stonebrook Plaza Drive-Thru Description: 2800 sq ft drive-thru Applicant: Benton Collins APN: 122-390-002 Address: SEC of Caldwell and Stonebrook</p>
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The following comments are applicable when checked:

- No New Comments
- Pulled from agenda

Water Mains

Comments:

- Water main fronting your project; if the existing water main is not sufficient in size to meet your service demands, an upsize in water main will be required. This will be done at the developer's expense.
- No existing water main fronting this project

Water Services

Comments:

- Existing service(s) at this location.
 - Domestic/Commercial – 2-inch
 - Irrigation – 2-inch, located on Stonebrook for the existing development
 - Fire Protection – 4-inch

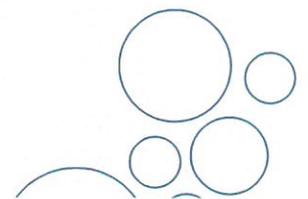
The following will be paid for by the property owner/developer:

- Any additional services for the project.
- Relocation of any existing service that is to land within a new drive approach.
- Abandonment of any existing service that is not utilized.
- If the existing service(s) is not sufficient in size to meet the customer's demand:
 - Installation of a new service and the abandonment of the insufficient size service.
- Service(s) will need to be installed for this project.

Fire Hydrants

Comments:

- Fire hydrants will be installed per the Visalia Fire Departments requirements.
- If new fire hydrants are required for your project off an existing water main:
 - Cal Water will utilize our own contractor (West Valley) for the installation.
 - This work is to be paid for by the property owner/developer.





CALIFORNIA WATER SERVICE

Backflow Requirements

Comments:

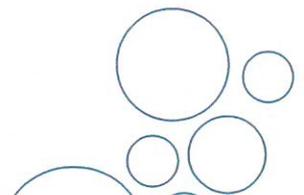
A backflow is required if any parcel meets any of the following parameters:

- Designated as multi-family
- Commercial building
- Has multiple dwellings (residential or commercial)
- Has multiple services
 - Any combination of the following:
 - Domestic/Commercial
 - Irrigation
 - Fire Protection

Please contact Cross Connection Control Specialist Juan Cisneros at 559-624-1670 or visaliabackflow@calwater.com for a backflow install packet.

Additional Comments:

- If your project requires the installation of Cal Water facilities, please contact New Business Superintendent Allison Schackmann at 559-624-1621 or aschackmann@calwater.com to receive your new business packet to start your project with Cal Water.
- A WSA may be required for your project. These requirements come from Senate Bill 610.
- Cal Water may work with the developer to purchase a piece of property for a future tank site and/or a new source of water.
- If Cal Water infrastructure is to be installed on private property, a dedicated easement will be required for our infrastructure. There is an existing easement for Cal Water infrastructure.
- If you need to request existing utility information, please contact Construction Superintendent Scott McNamara at smcnamara@calwater.com for the information and requirements needed to obtain this information.
- If a fire flow is needed for your project, please contact Distribution Superintendent Alex Cardoso at 559-624-1661 or lcardoso@calwater.com for information and requirements.
- If you need a construction meter for your project, please call our Operations Center at 559-624-1650.
- If you need to sign up for an existing service, please call 559-624-1600.



Susan Currier

From: Yelton, Elizabeth@DOT <Elizabeth.Yelton@dot.ca.gov>
Sent: Wednesday, May 14, 2025 2:15 PM
To: Colleen Moreno; Josh Dan; Susan Currier
Cc: Padilla, Dave@DOT
Subject: Caltrans Response to Site Plan Agenda 5-7-25
Attachments: SPR Agenda 5.7.25 Comments.pdf

Good afternoon,

Response from Caltrans regarding Site Plan Agenda 5-7-25

SPR25104 Joel Garcia

No Comment

SPR25112 Stonebrook Plaza Drive-Thru

No Comment

SPR25114 Pentecostal Lighthouse

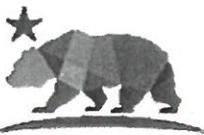
No Comment

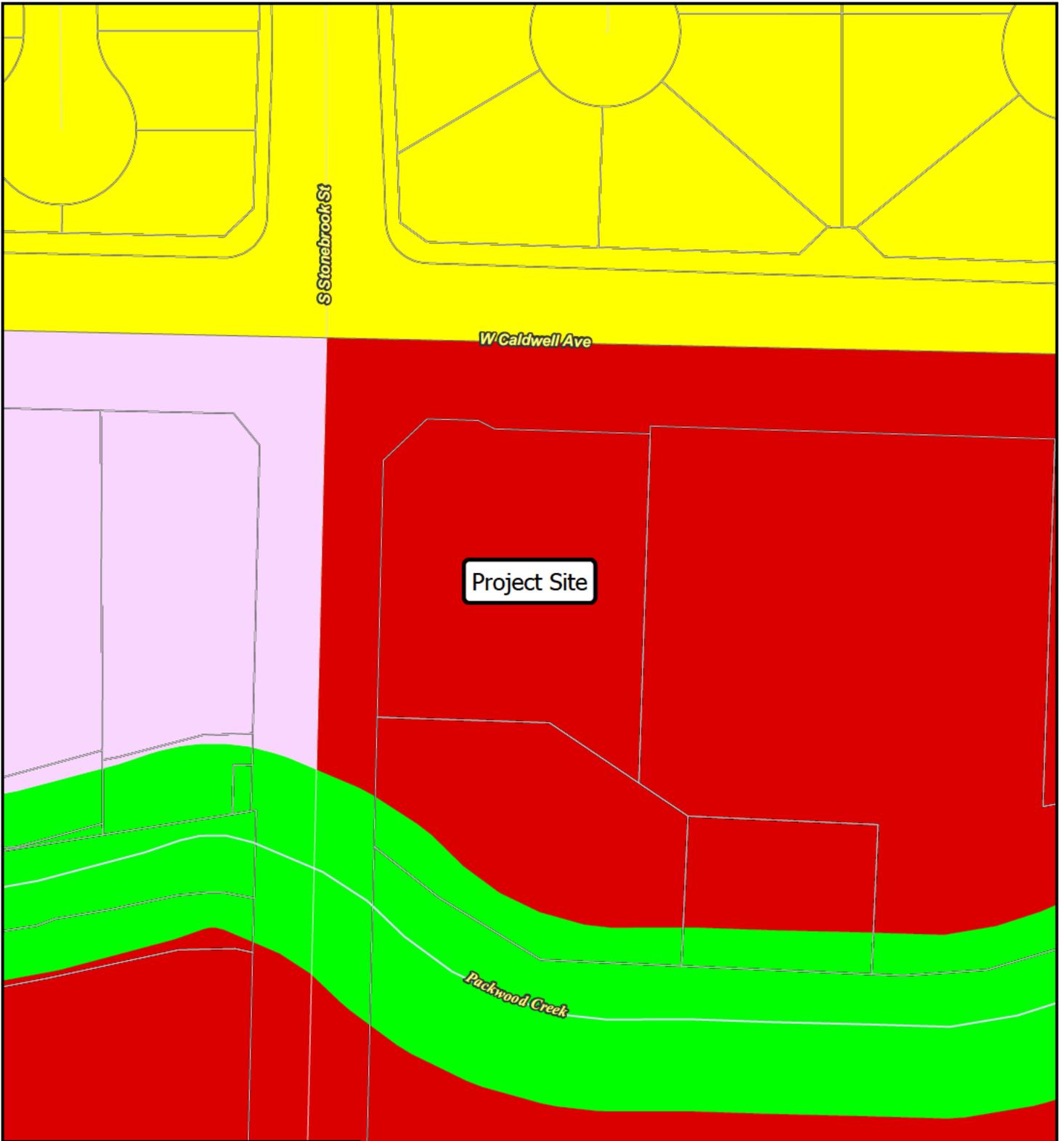
If you have any questions or concerns, please contact me.

Cordially,



Elizabeth Yelton
Transportation Planner
California Department of
Transportation
Office of Regional and Community
Planning,
Local Development Review
Caltrans District 6
Phone: (559) 365-5140
1352 W. Olive Avenue
Fresno, CA 93778-2616



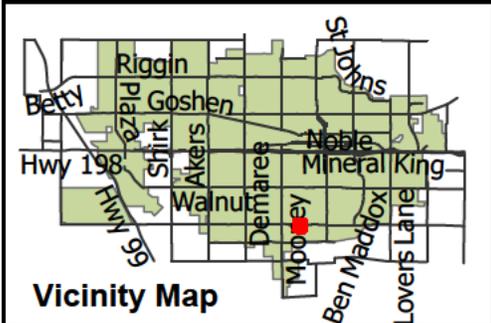


Project Site

Packwood Creek

S Stonebrook St

W Caldwell Ave

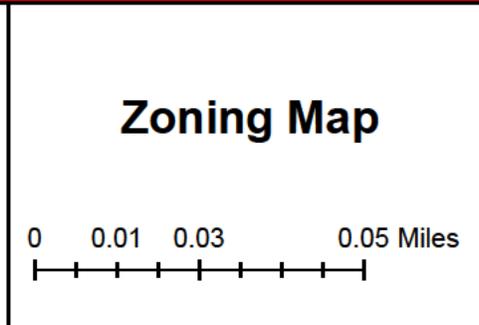
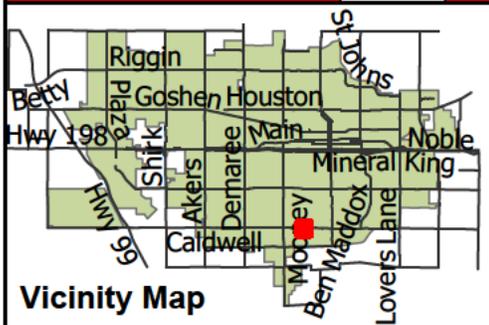
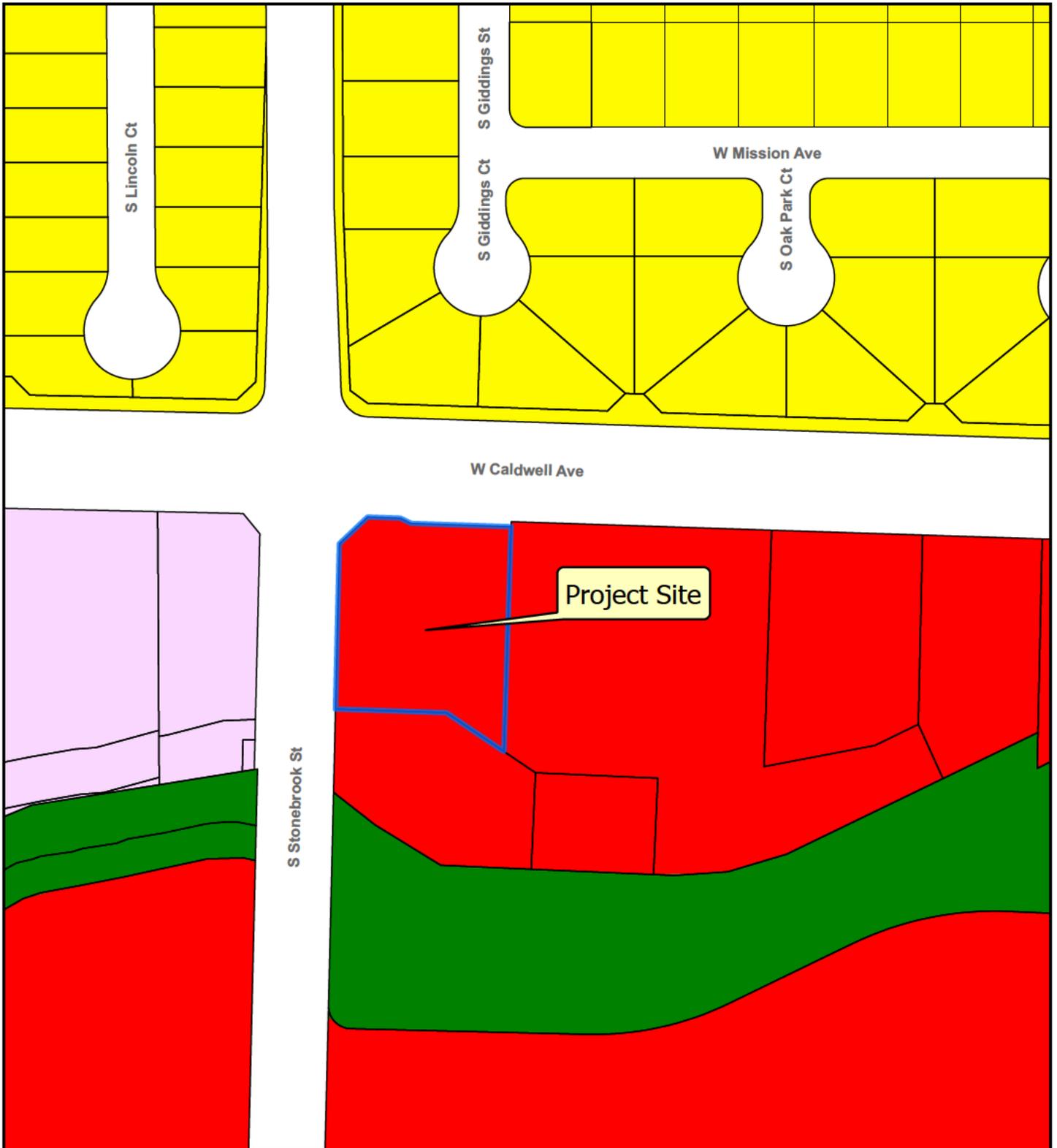


Vicinity Map

General Plan Land Use Map

- Conservation
- Commercial Mixed Use
- Commercial Regional
- Residential Low Density







Aerial Map

