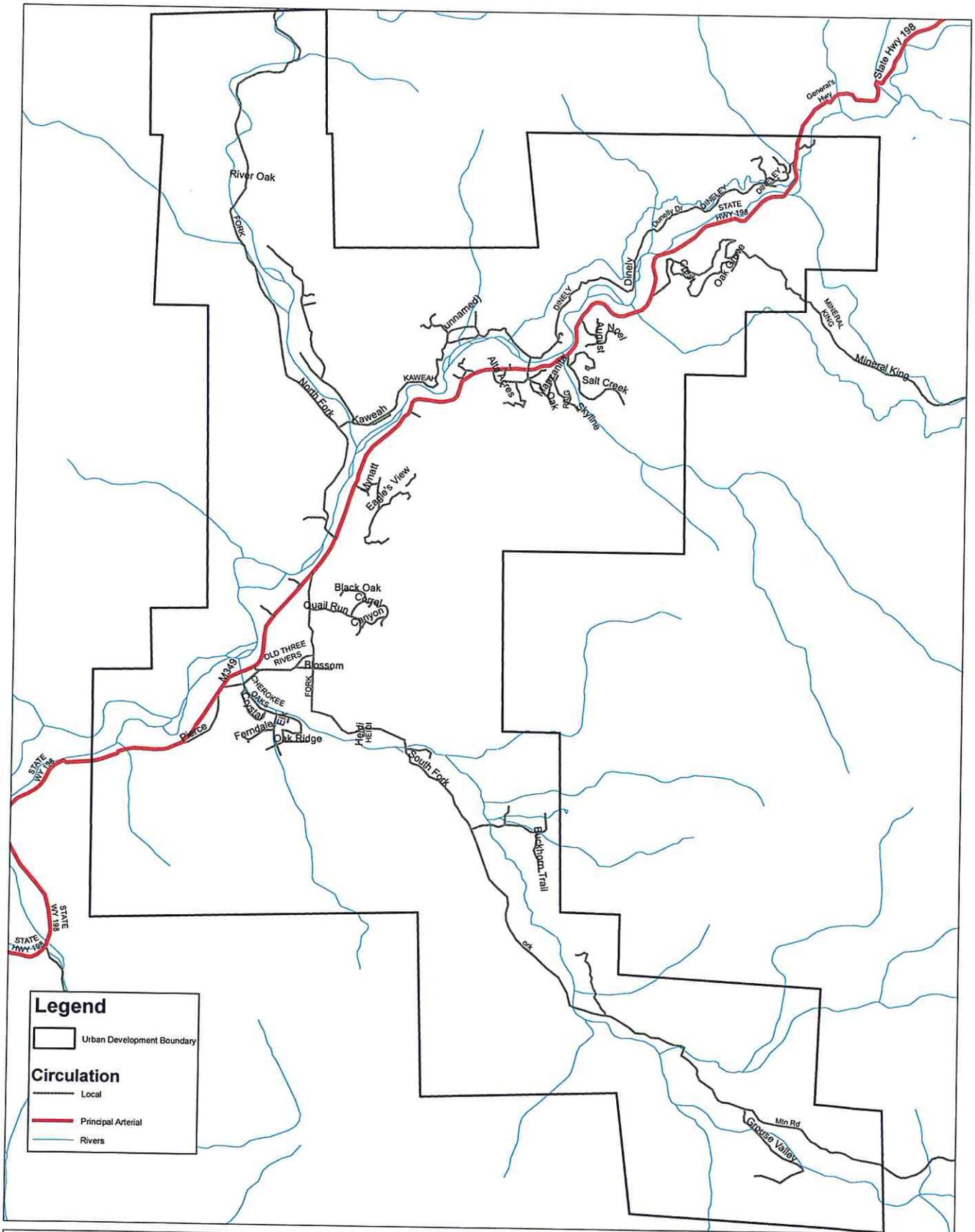


3. Discussion of Special Topics.

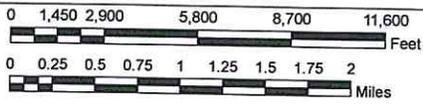
(b) Transportation and Circulation Plan Update

1. Circulation Element and Circulation Plan
(Existing Functional Classification).



Legend

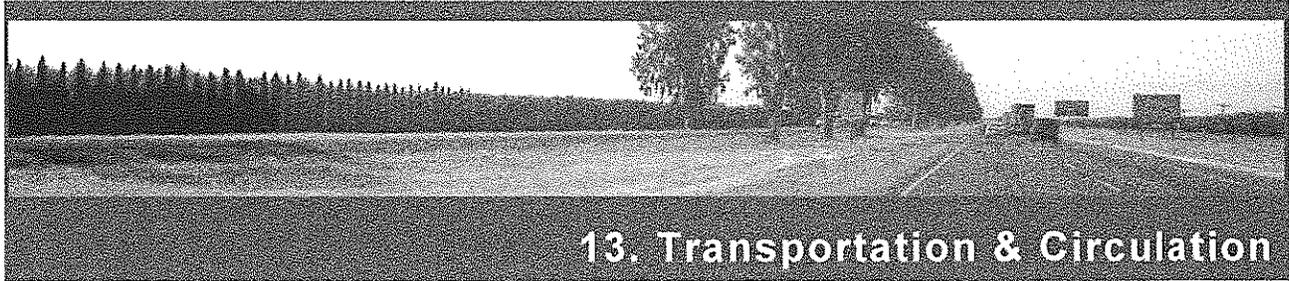
-  Urban Development Boundary
- Circulation**
-  Local
-  Principal Arterial
-  Rivers



Three Rivers Circulation Plan Community Plan Update

Tulare County Resource Management Agency

**Three Rivers
Community Plan**



The Transportation and Circulation Element is divided into the following sections:

- Roadways and Highways (Section 13.1)
- Rail Transportation (Section 13.2)
- Aviation (Section 13.3)
- Public Transportation (Section 13.4)
- Other Transportation Modes (Section 13.5)
- Work Plan/Implementation Measures (Section 13.6)
- Implementation Program - Roadway Standards (Section 13.7)

Key Terms

The following terms are used throughout this Element to describe transportation and circulation issues:

Intermodal Freight Village. A location that provides an intermodal transfer point for freight. Can include a U.S. Custom's facility for processing incoming shipments, storage of goods, and transfer of goods to local or regional users.

Level of Service (LOS). Operational analyses typically focus on intersections rather than road segments since the capacity of the intersections is usually more critical than the capacity of the roadway. LOS is used to rank traffic operation on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, Level of Service A represents free flow conditions and Level of Service F represents forced flow or breakdown conditions.

Mode. Refers to a means of transportation: automobile, bus, train, airplane, pedestrian, or bicycle. Different modes of travel may require minimum facilities to meet their unique needs. In addition, there is a significant amount of overlap in facilities required for surface transportation modes.

Multimodal Transportation Networks. Multimodal Transportation networks allow for all modes of travel including walking bicycling, and transit to be used to reach key destinations in a community and region safely and directly.

Peak Hour. The a.m. and p.m. peak hour volumes of adjacent street traffic are the highest hourly volumes of traffic on the adjacent streets during the morning and evening, respectively.

Right-of-way. A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

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Transit Dependent. Dependency upon public or private transportation services by persons that are either unable to operate a vehicle, or do not have access to a vehicle. Generally, the elderly (seniors), youth (children), and persons with disabilities.

Existing Conditions Overview

Tulare County is served by highway, rail, aviation, public transportation, and bicycle and pedestrian circulation modes. The safe and efficient transport of people and goods within the County is of crucial importance to the well being of residents and the economic viability of the County. The mobility of people and goods will continue to be one of the important issues the County has to face in the future.

Tulare County has two major regional highways, State Highway 99 and 198. State Highway 99 connects Tulare County to Fresno and Sacramento to the north and Bakersfield to the south. State Highway 198 connects from U.S. Highway 101 on the west and continues eastward to Tulare County, passing through the City of Visalia and into Sequoia National Park. The highway system in the County also includes State highways, County-maintained roads, and local streets within each of the eight cities.

Tulare County is served by freight and passenger rail service. Union Pacific (UP), Burlington Northern and Santa Fe (BN&SF), and San Joaquin Valley Railroad (SJVRR) all provide freight service to Tulare County, connecting the County with major markets within California and to other destinations north and east. Passenger rail service (six round trips daily) is provided by AMTRAK on its San Joaquin service, with the nearest rail stations located in the cities of Corcoran and Hanford in Kings County. A bus connection to Amtrak's Hanford station runs out of the Visalia Transit Center. The California High Speed Rail Authority is currently in the process of studying the potential for a high-speed rail system that would provide passenger transportation and goods movement services throughout much of California, including the Central Valley.

There are nine public use airports in Tulare County. These include six publicly owned and operated facilities (Porterville Municipal, Sequoia Field, Tulare Municipal [Mefford Field], Visalia Municipal, Woodlake, and Harmon Field [currently closed]) and three privately owned and operated airports (Alta Airport [currently closed], Thunderhawk Field, and Eckert Field). Badger Field is under consideration for Federal Aviation Administration (FAA) recertification as a restricted private airfield (as of August 2006).

The General Plan 2030 Update amendment includes planning objectives, policies, and standards to reduce green house gas emissions, make the most of efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity. The Transportation and Circulation element contains programmatic policies that provide a guide for a balanced, multimodal transportation network that meets the needs of all uses of County streets, roads, and highways for safe and convenient travel manner that is suitable for all users, including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors. These planning objectives, policies and standards reflect the rural, suburban, and urban contexts of each of the individual planning areas within the County.

13.1 Roadways and Highways

TC-1 To promote an efficient roadway and highway system for the movement of people and goods, which enhances the physical, economic, and social environment while being safe, environmentally friendly, and cost-effective.

TC-1.1 Provision of an Adequate Public Road Network

The County shall establish and maintain a public road network comprised of the major facilities illustrated on the Tulare County Road Systems to accommodate projected growth in traffic volume.

① See Figure 13.1: Tulare County Road System.

TC-1.2 County Improvement Standards

The County's public roadway system shall be built and maintained consistent with adopted County Improvement Standards, and the need and function of each roadway, within constraints of funding capacity.

TC-1.3 Regional Coordination

The County shall continue to work with State, regional, and local agencies to assess transportation needs and goals and support coordinated transportation planning and programming with the Tulare County Association of Governments (TCAG) and other local agencies.

TC-1.4 Funding Sources

The County shall work to enhance funding available for transportation projects. This includes:

1. Working with TCAG, Federal and State agencies, and other available funding sources to maximize funding available to the County for transportation projects and programs, and
2. Enhance local funding sources, including assessment of transportation impact fees to pay for appropriate construction, enhancement, and maintenance of transportation facilities.

TC-1.5 Public Road System Maintenance

The County shall give priority for maintenance to roadways identified by the Tulare County Pavement Management System (PMS) and other inputs relevant to maintaining the safety and integrity of the County roadway system.

TC-1.6 Intermodal Connectivity

The County shall ensure that, whenever possible, roadway, highway, and public transit systems will interconnect with other modes of transportation. Specifically, the County shall encourage the interaction of truck, rail, and air-freight/passenger movements.

TC-1.7 Intermodal Freight Villages

The County shall consider the appropriate placement of intermodal freight villages in locations within the Regional Growth Corridors.

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TC-1.8 Promoting Operational Efficiency

The County shall give consideration to transportation programs that improve the operational efficiency of goods movement, especially those that enhance farm-to-market connectivity

TC-1.9 Highway Completion

The County shall support State and Federal capacity improvement programs for critical segments of the State Highway System. Priority shall be given to improvements to State Highways 65, 99, and 198, including widening and interchange projects in the County.

TC-1.10 Urban Interchanges

The County shall work with TCAG to upgrade State highway interchanges from rural to urban standards within UDBs.

TC-1.11 Regionally Significant Intersections

To enhance safety and efficiency, the County shall work to limit the frequency of intersections along regionally-significant corridors.

TC-1.12 Scenic Highways and Roads

The County shall work with appropriate agencies to support the designation of scenic highways and roads in the County.



For additional policies concerning scenic highways and routes, please see Chapter 7- Scenic Landscapes.

TC-1.13 Land Dedication for Roadways and Other Travel Modes

As required to meet the adopted County Improvement Standards, the County shall require, where warranted, an irrevocable offer of dedication to the right-of-way for roadways and other travel modes, as part of the development review process.

TC-1.14 Roadway Facilities

As part of the development review process, new development shall be conditioned to fund, through impact fees, tonnage fees, and/or other mechanism, the construction and maintenance of roadway facilities impacted by the project. As projects or locations warrant, construction or payment of pro-rata fees for planned road facilities may also be required as a condition of approval.

TC-1.15 Traffic Impact Study

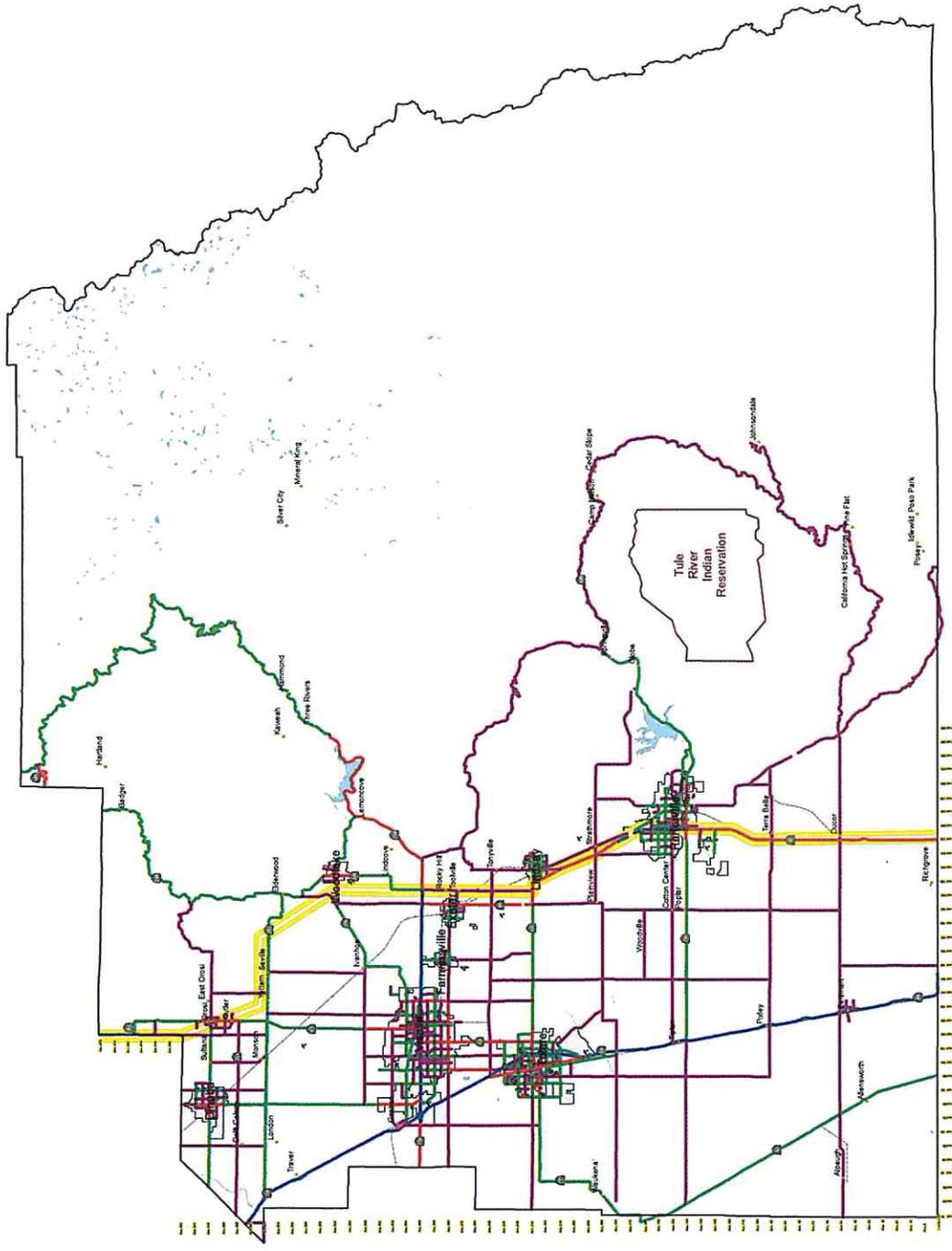
The County shall require an analysis of traffic impacts for land development projects that may generate increased traffic on County roads. Typically, applicants of projects generating over 100 peak hour trips per day or where LOS "D" or worse occurs, will be required to prepare and submit this study. The traffic impact study will include impacts from all vehicles, including truck traffic.

TC-1.16 County Level Of Service (LOS) Standards

The County shall strive to develop and manage its roadway system (both segments and intersections) to meet a LOS of "D" or better in accordance with the LOS definitions established by the Highway Capacity Manual.

Legend

- Arterial (Major)
- Arterial (Minor)
- Collector (Major)
- Freeway
- Proposed State Highway 65 Alignment
- City Limits



Tulare County Road System | Figure 13-1

① See Tables 13.1 and 13.2: Traffic Flow Facilities below.

Table 13.1 Uninterrupted Traffic Flow Facilities LOS

LOS A	Represents free flow. Individual vehicles are virtually unaffected by the presence of others in the traffic stream.
LOS B	Is in the range of stable flow, but the presence of other vehicles in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.
LOS C	Is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual vehicles becomes significantly affected by interaction with others vehicles in the traffic stream.
LOS D	Is a crowded segment of roadway with a large number of vehicles restricting mobility and stable flow. Speed and freedom to maneuver are severely restricted and the driver experiences a generally poor level of comfort and convenience.
LOS E	Represents operating conditions at or near level capacity. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.
LOS F	Is used to define forced or breakdown flow (stop and go gridlock). This condition exists wherever the amount of traffic approaches a point where the amount of traffic exceeds the amount that can travel to a destination. Operations within queues are characterized by stop-and-go waves and they are extremely unstable.

Source: 2004/05 Regional Transportation Plan, Tulare County Association of Governments

Table 13.2 Interrupted Traffic Flow Facilities LOS

LOS A	Describes operations with average intersection stopped delay of ten seconds or less (how long a driver must wait at a signal before the vehicle can begin moving again).
LOS B	Describes operations with average intersection stopped delay in the range of 10.0 to 20.0 seconds per vehicle and with reasonably unimpeded operations between intersections.
LOS C	Describes operations with higher average stop delays at intersections (in the range of 20.0 to 35.0 seconds per vehicle). Stable operations between locations may be more restrictive due to the ability to maneuver and change lanes at mid-block locations can be more restrictive than LOS B. Further, longer queues and/or adverse signal coordination may contribute to lower average speeds.
LOS D	Describes operations where the influence of delay is more noticeable (35.0 to 55.0 seconds per vehicle). Intersection stopped delay is longer and the range of travel speeds are about 40 percent below free flow speed. This is caused by inappropriate signal timing, high volumes, and some combinations of these.
LOS E	Is characterized by significant approach stopped delay (55.0 to 80.0 seconds per vehicle) and average travel speeds of one-third the free flow speed or lower. These conditions are generally considered to represent the capacity of the intersection or arterial.
LOS F	Is characterized arterial flow at extremely low speeds with high intersection stopped delay (greater than 80.0 seconds per vehicle). Poor progression, long cycles lengths, and high traffic demand volumes may be major contributing factor to this condition. Traffic may be characterized by frequent stop-and-go conditions.

Source: 2004/05 Regional Transportation Plan, Tulare County Association of Governments

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TC-1.17 Level of Service Coordination

The County shall work with cities and neighboring jurisdictions to provide acceptable and compatible levels of service and encourage joint funding of the roadway improvement projects benefiting cities and the unincorporated areas.

TC-1.18 Balanced System

The County shall strive to meet transportation needs and maintain LOS standards through a balanced Multimodal Transportation Network that provides alternatives to the automobile.

TC-1.19 Balanced Funding

The County shall promote a balanced approach to the allocation of transportation funds to optimize the overall County transportation system.

13.2 Rail Transportation

TC-2 To improve and enhance current rail services that stimulate economic growth and meet the needs of freight and human transportation.

TC-2.1 Rail Service

The County shall support improvements to freight and expanding passenger rail service throughout the County.

TC-2.2 Rail Improvements

The County shall work with cities to support improvement, development, and expansion of passenger rail service in Tulare County.

TC-2.3 Amtrak Service

The County shall encourage Amtrak to add passenger service to the Union Pacific corridor in the County.

TC-2.4 High Speed Rail (HSR)

The County shall coordinate with TCAG and the California High Speed Rail Authority in efforts to locate the HSR corridor with a passenger stop and maintenance facility in Tulare County.



See also Chapter 5-Economic Development, Policy ED-3.5: High Speed Rail.

TC-2.5 Railroad Corridor Preservation

The County shall work with other agencies to plan railroad corridors to facilitate the preservation of important railroad rights-of-way for future rail expansion or other appropriate transportation facilities.

TC-2.6 Rail Abandonment

The County shall coordinate with the Public Utilities Commission and TCAG to evaluate possible impacts of rail line abandonment proposals and consider alternatives uses for abandoned facilities, such as light rail, bike trails, utility corridors, or transit facilities.

TC-2.7 Rail Facilities and Existing Development

The County will work with the California Public Utilities Commission (CPUC) to ensure that new railroads rights-of-ways, yards, or stations adjacent to existing residential or commercial areas are screened or buffered to reduce noise, air, and visual impacts. Similarly, the County should coordinate with the CPUC and railroad service providers to address railroad safety issues as part of all future new development that affects local rail lines. Specific measures to be considered and incorporated into the design of future projects affecting rail lines include, but are not limited to, the installation of grade separations, warning signage, traffic signaling improvements, vehicle parking prohibitions, installation of pedestrian-specific warning devices, and the construction of pull out lanes for buses and vehicles.

13.3 Aviation

TC-3 To enhance airports in the County to meet the County's changing needs and demands while minimizing adverse airport related environmental impacts and safety hazards.

TC-3.1 Enhancement of Countywide Airport System

The County shall coordinate with TCAG and the cities to support the enhancement of the Countywide airport system, including the potential expansion of commercial airline passenger service.

TC-3.2 Airport System Development

The County shall direct operations and maintenance toward servicing as much of forecasted aviation demand as possible within reasonable fiscal constraints. However, publicly-owned and operated airports shall not be expected to satisfy all anticipated demand for aviation facilities and related services in the County.

TC-3.3 Airport Enhancement

The County shall encourage and facilitate development of the County's public airports in conformance with the Tulare County Comprehensive Airport Land Use Plan (CALUP).

TC-3.4 Airport Compatibility

Protect existing and future airport operations from encroachment by potentially incompatible land uses and require developers to file an aviation easement with the County if a proposed development or expansion of an existing use is located within the approach or approach transition zones designation in the Tulare County Comprehensive Airport Land Use Plan.

TC-3.5 Private Ownership

The County shall consider the development and maintenance of privately-owned and operated airport facilities in the County provided such development and operation does not conflict with established land use or other public policies and does not result in adverse impacts on the operation, maintenance, and long term viability of existing airport facilities.

TC-3.6 Airport Encroachment

The County shall seek to avoid encroachment on airports by incompatible urban land uses.

TC-3.7 Multi-modal Development

The County shall support the development of multi-modal terminal facilities at County airports.

13.4 Public Transportation

TC-4 To support the development of a public transportation system that provides an alternative to the private automobile and meets the needs of those considered "transit dependent".

TC-4.1 Transportation Programs

The County shall support the continued coordination of transportation programs provided by social service agencies, particularly those serving elderly and/or handicapped.

TC-4.2 Determine Transit Needs

The County will continue to work with TCAG, cities, and communities in the County to evaluate and respond to public transportation needs.

TC-4.3 Support Tulare County Area Transit

The County shall request the support of TCAG for development of transit services outlined in the County's Transit Development Plan (TDP). Efforts to expand Tulare County Area Transit should be directed towards:

1. Encouraging new and improving existing transportation services for the elderly and disabled, and
2. Providing intercommunity services between unincorporated communities and cities.

TC-4.4 Nodal Land Use Patterns that Support Public Transit

The County shall encourage land uses that generate higher ridership including; high density residential, employment centers, schools, personal services, administrative and professional offices, and social/recreational centers, to be clustered within a convenient walking distance of one another.

TC-4.5 Transit Coordination

The County shall encourage regional coordination to facilitate improved connectivity between County and city operated transit systems and other transportation modes.

TC-4.6 San Joaquin Valley Intelligent Transportation System Strategic Deployment Plan

The County shall utilize the San Joaquin Valley Intelligent Transportation System Strategic Deployment Plan to facilitate public transportation services.

TC-4.7 Transit Ready Development

The County shall promote the reservation of transit stops in conjunction with development projects in likely or potential locations for future transit facilities.

13.5 Other Transportation Modes

TC-5 To encourage the development of safe, continuous, and easily accessible bicycle and trail systems that facilitate the use of viable transportation alternatives in a safe and financially feasible manner.

TC-5.1 Bicycle/Pedestrian Trail System

The County shall coordinate with TCAG and other agencies to develop a Countywide integrated multi-purpose trail system that provides a linked network with access to recreational, cultural, and employment facilities, as well as offering a recreational experience apart from that available at neighborhood and community parks.

TC-5.2 Consider Non-Motorized Modes in Planning and Development

The County shall consider incorporating facilities for non-motorized users, such as bike routes, sidewalks, and trails when constructing or improving transportation facilities and when reviewing new development proposals. For developments with 50 or more dwelling units or non-residential projects with an equivalent travel demand, the feasibility of such facilities shall be evaluated.

TC-5.3 Provisions for Bicycle Use

The County shall work with TCAG to encourage local government agencies and businesses to consider including bicycle access and provide safe bicycle parking facilities at office buildings, schools, shopping centers, and parks.

i See Figure 13-1: Regional Bicycle Transportation Plan on the next page.

TC-5.4 Design Standards for Bicycle Routes

The County shall utilize the design standards adopted by Caltrans and as required by the Streets and Highway Code for the development, maintenance, and improvement of bicycle routes.

TC-5.5 Facilities

The County shall require the inclusion of bicycle support facilities, such as bike racks, for new major commercial or employment locations.

TC-5.6 Regional Bicycle Transportation Plan

The County shall identify Countywide recreational and commuter bicycle routes and update the Tulare County Regional Bicycle Transportation Plan as appropriate.

TC-5.7 Designated Bike Paths

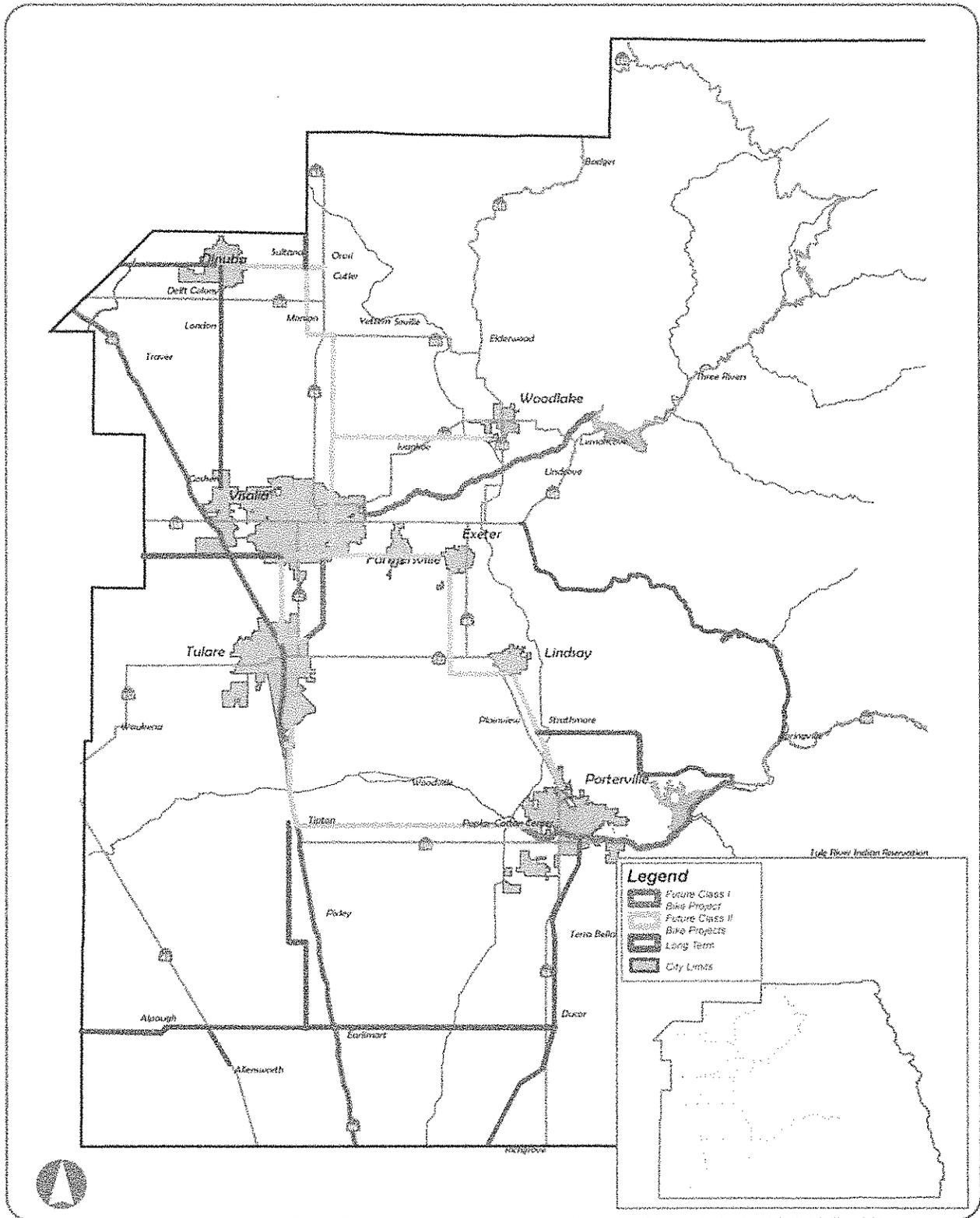
The County shall support the creation and development of designated bike paths adjacent to or separate from commute corridors.

TC-5.8 Multi-Use Trails

The County shall encourage the development of multi-use corridors (such as hiking, equestrian, and mountain biking) in open space areas, along power line transmission corridors, utility easements, rivers, creeks, abandoned railways, and irrigation canals.

TC-5.9 Existing Facilities

The County shall support the maintenance of existing bicycle and pedestrian facilities.



Regional Bicycle Transportation Plan | Figure 13-2

13. Transportation & Circulation

13.6 Work Plan/Implementation Measures

The following table documents the Implementation Measures included with the General Plan to implement the goals and policies included in this Element.

Implementation	Implements what Policy	Who is Responsible	2012-2015	2015-2020	2020-2030	On-Going
1. Through the Pavement Management System (PMS), the County shall continue to maintain a database of all County maintained roadways to determine which roadways should no longer be maintained and allowed to return to rural/agricultural roads.	TC-1.1 TC-1.3	RMA	■			■
2. The County shall develop an impact fee program to offset the cost of development and maintenance of the County roadway system as necessitated by new development.	TC-1.1 TC-1.3 TC-1.5 TC-1.14	RMA	■			■
3. The County shall utilize local community road improvement funds under Measure R to upgrade local community roads and farm to market roads.	TC-1.1 TC-1.5	RMA; TCAG				■
4. Prior to approval of Special Use Permits and/or site plan review for any new facility with truck traffic generating characteristics, the County shall require the applicant to demonstrate an adequate on-site truck parking/staging/maneuvering facility that precludes the need for truck queuing and parking on adjacent public roadways.	TC-1.8	RMA				■
5. The County shall require new subdivisions to join or create an assessment district for maintaining public roads installed with the development.	TC-1.2	RMA				■
6. The County shall update the County Improvement Standards for roadways to: <ul style="list-style-type: none"> a. Reflect urban improvement standards for projects inside UDBs, HDBs and/or UABs, b. Reflect standards to be used outside of UDBs, HDBs and UABs, c. Reduce air emissions related to construction and operations, d. Enhance public safety, and e. Accommodate smart growth design principles by developing standards for pedestrian facilities, bike paths, cycle shoulder lanes, and traffic calming devices such as bulb-outs at intersections, etc.. 	TC-1.2 SL-4.2 LU-7.3	RMA				■

Tulare County General Plan

Implementation	Implements what Policy	Who is Responsible	2012-2015	2015-2020	2020-2030	On-Going
7. The County shall coordinate with TCAG during their update to the Regional Transportation Plan (RTP).	TC-1.3 TC-1.4	RMA				■
8. The County shall maintain efforts to seek Federal and State funding for roadway construction, transit services, alternative modes, and capital improvements at public airports.	TC-1.4	RMA				■
9. To decrease deterioration of County maintained roadways or State highways, the County shall amend the Zoning Ordinance to require that the access apron between the existing road and new driveways and other access points are paved, as a condition of approval for private development projects affecting the County road system.	TC-1.5	RMA	■			
10. The County shall regularly review and update the Pavement Management System as part of the annual budget process.	TC-1.5 TC-1.6	RMA, Engineering				■
11. During development or maintenance of a regional growth corridor plan, the County shall evaluate appropriate locations for an intermodal freight village.	TC-1.7	RMA, Planning				■
12. The County shall coordinate with Caltrans and TCAG on planning, engineering, and advanced design of State highway projects including future routes, such as the Highway 65 extension.	TC-1.9	RMA				■
13. The County shall promote cooperative City-County-State efforts to protect existing and future alignments of major streets, highways, and interchanges from encroachment. Three legal devices may be used to protect future highway alignments: a. The precise thoroughfare plan (official plan lines), which can be used either for entirely new sections of highway or to protect areas required for the widening of existing highways, b. Building line setbacks along existing highways, and c. Conditions of approval on discretionary approvals.	TC-1.13	RMA				■
14. The County shall investigate a formal system for collecting a pro-rata share of roadway improvements	TC-1.13 TC-1.14	RMA				■

13. Transportation & Circulation

Implementation	Implements what Policy	Who is Responsible	2012-2015	2015-2020	2020-2030	On-Going
to address project impacts and future regional needs.						
15. The County shall evaluate its LOS standards and road standards every five (5) years in coordination with the five year General Plan review.	TC-1.16 TC-1.17	RMA				■
16. The County shall work with new subdivision proposals or other development to protect rail corridors for future linear uses, such as rail reuse or new trails.	TC-2.5	RMA				■
17. The County shall ensure the compatibility of the CALUP with the General Plan.	TC-3.3 TC-3.4 TC-3.6	RMA, Planning				■
18. The County shall encourage agencies and organizations to pursue available Federal and State funding, grants, and other funds that can be applied to transportation and transit projects.	TC-1.4	County				■
19. The County shall work annually with TCAG to program transit projects through the Federal Transportation Improvement Program (FTIP) and Regional Transportation Improvement Program (RTIP).	TC-4.2	RMA				■
20. The County shall work with transit system operators to develop a "Fast Pass" type system that allows for seamless transfers between transit systems within the County.	TC-4.5	RMA				■
21. As part of the development review process, projects will be conditioned to incorporate appropriate trail facilities in keeping with plans for a Countywide trail system.	TC-5.1	RMA				■
22. The County shall evaluate the need for facilities for non-motorized users (e.g., bicycles, pedestrians) in new development projects.	TC-5.1 TC-5.2	RMA				■
23. The County shall evaluate the Tulare County Regional Bicycle Plan every five (5) years in coordination with the five year General Plan review.	TC-5.3 TC-5.5	RMA; TCAG				■
24. The County shall coordinate with TCAG to develop and implement a trails master plan.	TC-5.3	RMA; TCAG		■		
25. The County shall ensure implementation of the Tulare County Regional Bicycle Plan during the project entitlement process.	TC-5.6	RMA, Planning				■
26. The County shall work with TCAG to update the Regional Bicycle Plan to connect the core areas of the unincorporated communities and	TC-5.6	RMA, Planning	■			

Tulare County General Plan

Implementation	Implements what Policy	Who is Responsible	2012-2015	2015-2020	2020-2030	On-Going
prioritize provision of those portions of the regional routes within the UDBs of these communities.						
27. The County shall seek funding sources to acquire and consolidate properties comprising old rail corridors if beneficial to future transportation use, including trails, and will encourage regional and local transportation agencies to assist as a partner in this effort.	TC-5.2 TC-5.8 TC-5.9	RMA				■
28. The County shall develop and maintain a database of roadways and railways that are no longer in service to be used as pedestrian and equestrian trails.	TC-5.8 TC-5.9	RMA	■			■

Please see next page.

13.7 Implementation Program – Roadway Standards

Roadway Functional Classification System

Roadways serve two necessary but conflicting functions: mobility and property access. High and constant speeds, with few interruptions and limited conflicting traffic, are desirable for mobility. A functional classification system provides for specialization in meeting the access and mobility requirements of the development permitted under the General Plan. Local streets emphasize property access; freeways, and arterials emphasize high mobility for through-traffic; and collectors attempt to achieve a balance between both functions.

An efficient transportation system is an important component of a strong and dynamic economy. Access control is the greatest single correlative to traffic safety and regional mobility. Good access management practices will ensure that the transportation system will continue to serve the needs of Tulare County and the regional economy far into the future by insuring safe, efficient, and convenient mobility.

The Circulation Diagram represents the official functional classification of existing and proposed streets, roadways, and highways in Tulare County (see Figure 13.1: Tulare County Road System). This diagram depicts the State highways, arterial, and collector roadway system in Tulare County. All other roadways are classified as local streets. The County's functional classification system recognizes differences in roadway functions and standards between urban/suburban areas and rural areas. The following paragraphs define the linkage and functions provided by each class of roadways. Furthermore, streets and highways as written in the County's Ordinance Code is represented by all classifications.

Freeways provide for the ability to carry large traffic volumes at high speeds for long distances. Access points are fully controlled. Freeways connect points within the County and link the County to other parts of the State.

Arterials provide for mobility within the County and its cities, carrying through traffic on continuous routes and joining major traffic generators, freeways, and other arterials. Access to abutting private property and intersecting local streets shall generally be restricted.

Collectors provide for internal traffic movement within communities, and connect local roads to arterials. Direct access to abutting private property shall generally be permitted.

Local Roads provide direct access to abutting property and connect with other local roads, collectors, and arterials. Local roads are typically developed as two-lane undivided roadways. Access to abutting private property and intersecting streets shall be permitted.

Program 1

Right-of-way (ROW) standards for each functional roadway classification shall be as follows:

- Major Urban and Major Rural Arterials – Desirable ROW = 110 feet.
- Other Urban and Rural Arterials – Desirable ROW = 84 feet.
- Urban and Rural Collectors – Desirable ROW = 60 feet.
- Local Roads – Desirable ROW = 60 feet; however, Tulare County improvement standards allow 56 foot rights-of-way in certain circumstances.

Tulare County General Plan

- All Classes – Additional right-of-way may be required in the vicinity of some intersections for all functional roadway classifications.
-

Program 2

Access and parking policies for each functional roadway classification within the County shall be as follows:

- **Freeways:** Freeway access shall be limited to grade separated interchanges. Only emergency parking is allowed,
- **Major Urban Arterials:** Access from abutting parcels shall be discouraged. Consolidation of driveways shall be encouraged. Parking may be prohibited if additional capacity is needed,
- **Major Rural Arterials:** Access from abutting parcels shall be discouraged. Consolidation of driveways shall be encouraged,
- **Other Urban Arterials:** Access from abutting parcels shall be discouraged. Consolidation of driveways shall be encouraged. Parking may be allowed but should be discouraged,
- **Other Rural Arterials:** Access from abutting parcels shall be discouraged. Consolidation of driveways shall be encouraged, and
- **Urban Collectors, Rural Collectors, and Local Roads:** Access shall be permitted from abutting parcels.

Parking restrictions along facilities in unincorporated urban areas shall be determined from roadway classification policies described herein or, in situations where variations are desired, as determined by the RMA and Development Services Department.

Program 3

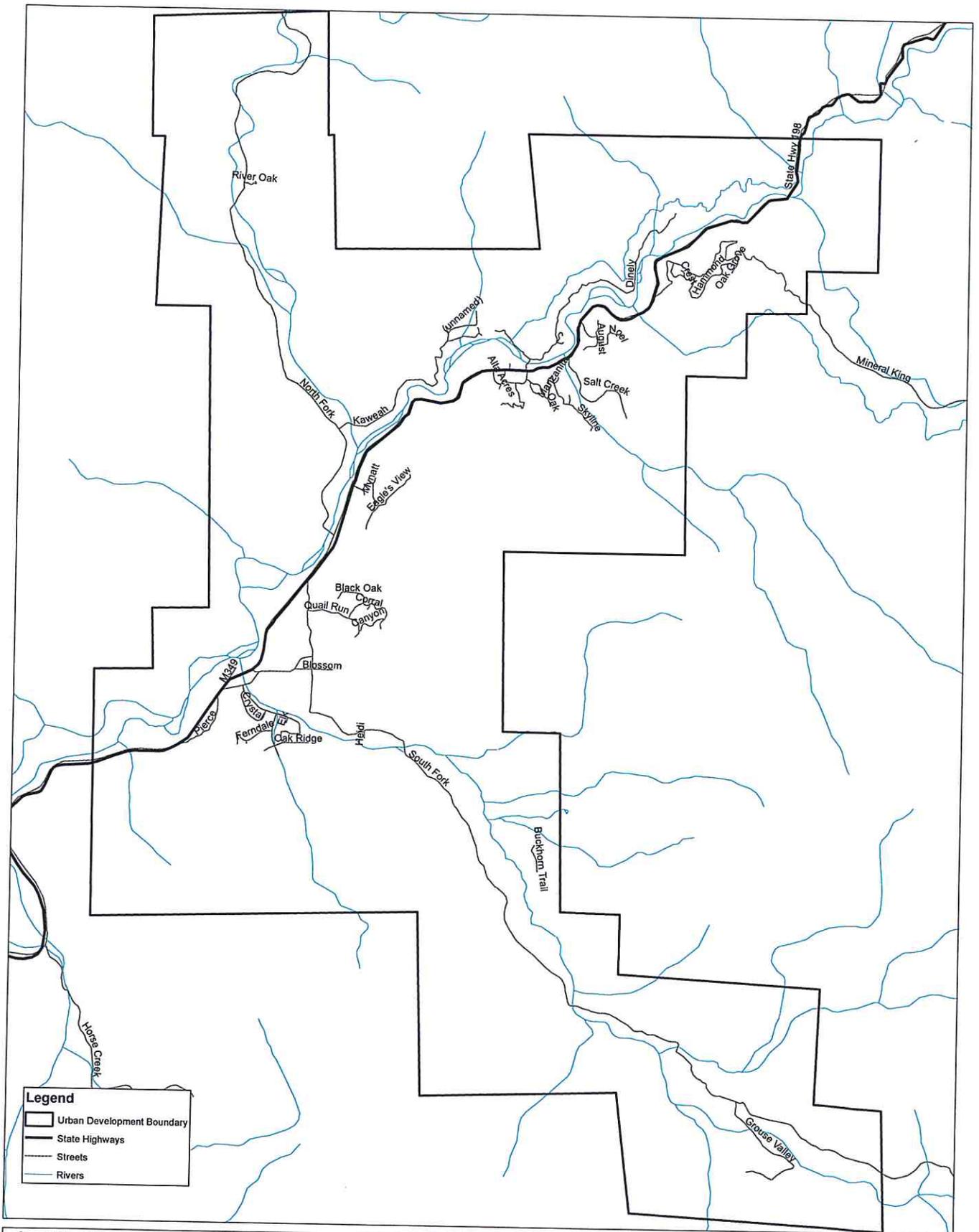
Each functional roadway classification, pavement widths, lane configurations, and where applicable to the specific functional classification of road, medians and/or shoulder widths shall be based on acceptable design standards of the agency having jurisdiction over the facility.

Program 4

Requirements for frontage improvements on each functional roadway class shall be as follows:

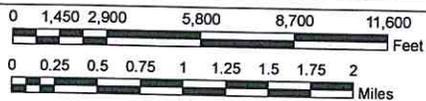
- **Major Urban Arterials, Other Urban Arterials, Urban Collectors Within Urban Improvement Boundaries (Urban Development Boundaries):** urban improvement standards shall be required, including curb and gutter, sidewalks, and street lights;
 - **Major Rural Arterials, Other Rural Arterials:** Rural improvement standards (emphasizing higher profile grades and all weather shoulders) shall be applied. Curb and gutter shall not be provided;
 - **Rural Collectors:** Rural improvement standards shall be applied to include all weather shoulders; and
 - **Rural Local Roads:** County rural facility standards shall be applied.
-

2. Draft Transit, Bike, and Pedestrian Plan.



Legend

- Urban Development Boundary
- State Highways
- Streets
- Rivers

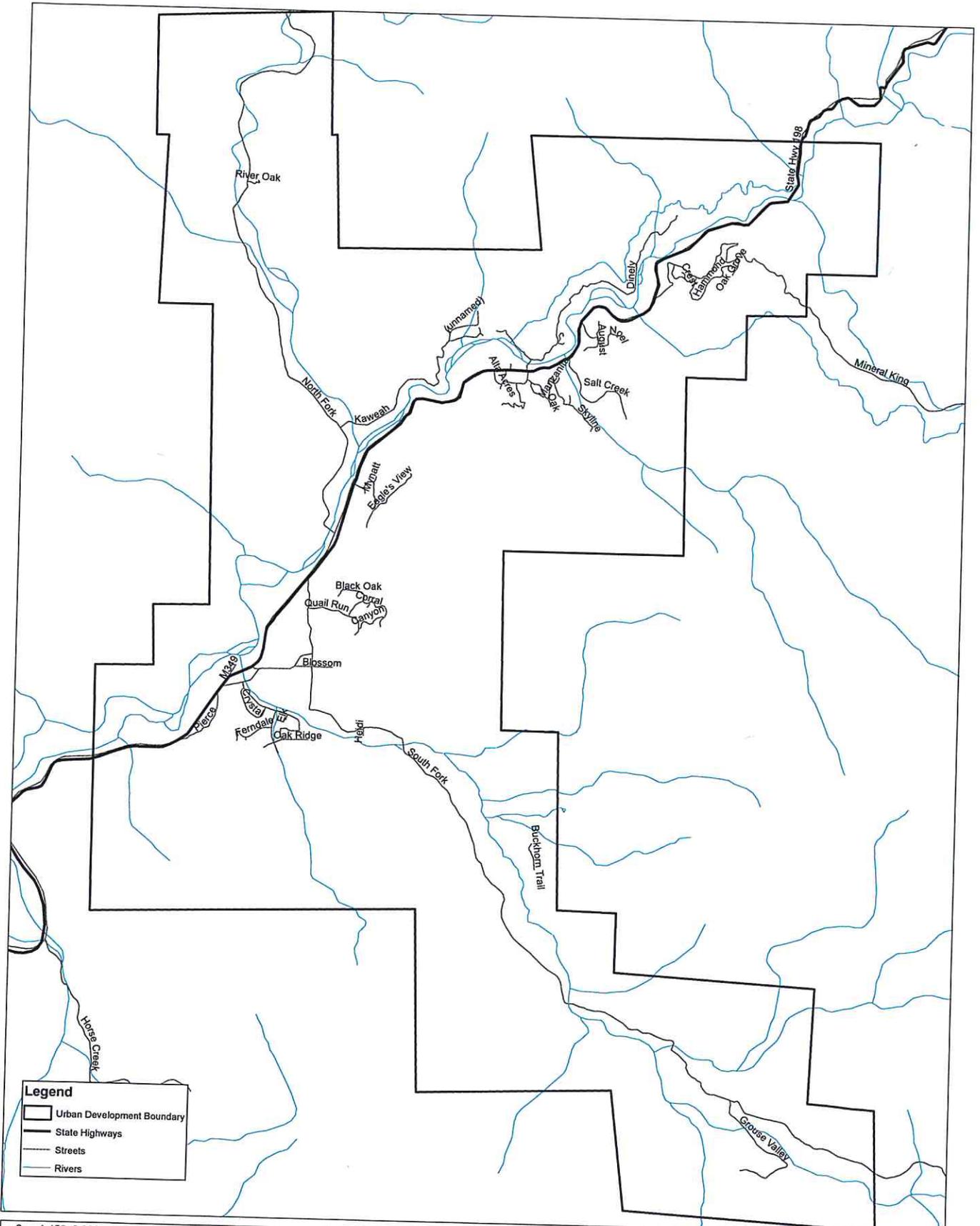


Three Rivers
Community Plan

Community of Three Rivers Bicycle & Pedestrian Plan

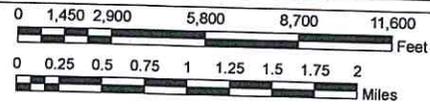
Tulare County Resource Management Agency

3. Complete Streets Program. (Pixley Sample Policy Plan)



Legend

- Urban Development Boundary
- State Highways
- Streets
- Rivers



**Three Rivers
Community Plan**

**Three Rivers Candidate Complete Streets
Community Plan Update**

Tulare County Resource Management Agency

Tulare County Complete Streets Pixley

Prepared for:

**Tulare County Resource
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Introduction

Complete Streets Vision

The California Complete Streets Act (AB 1358) of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 requires circulation elements to address the transportation system from a multimodal perspective. The bill states that streets, roads, and highways must “meet the needs of all users in a manner suitable to the rural, suburban, or urban context of the general plan.”

The Tulare County Resource Management Agency (RMA) is committed to fully integrating modal options in its General Plan and various Community Plans within Tulare County. This includes supporting projects that enhance walking and bicycling infrastructure. Additionally, RMA will improve access to public transportation facilities and services. This includes supporting urban development patterns and Americans with Disabilities Act (ADA) infrastructure that allow for greater accessibility to transit stops and stations. Finally, RMA continues to improve safety for all users and encourages street connectivity to create a comprehensive, integrated and connected circulation network. This is particularly important for those who rely on transportation infrastructure to be physically active and for students who walk or bike to school.

Steady population growth in Tulare County has directly impacted transportation needs. In the past, many of Tulare County’s federal, state, and local funding sources were used to develop new or improved traffic signals, interchanges, provide more travel lanes and to maintain existing roadway facilities. Historically, these funding sources have run well short of what is needed. The typical roadway transportation project that adds capacity and infrastructure is insufficient given these conditions. The RMA must adhere to its vision, which is to “provide a safe, convenient and effective County transportation system that enhances mobility and air quality for residents and visitors.”

Recent RMA and RMA-supported projects have already fulfilled some of these desires. There are already expanded bus transit routes in the County and more are being constructed for implementation in the near future. New transit centers are being placed throughout the County and efforts are underway to add more bicycle lanes and routes. Recent planning studies are looking to improve roadway safety, pedestrian safety, and access management between roadways and building developments. These efforts are consistent with green house gas (GHG) emissions reductions efforts to reduce vehicle miles travelled (VMT) set forth under SB 375.

Promoting Complete Streets projects can offer Tulare County the ability to reduce traffic congestion, improve air quality, and increase the quality of life of residents by providing safe, convenient, and comfortable routes for walking, bicycling, and public transportation. Integration of Complete Streets into Tulare County’s existing policies allows the potential to prevent chronic diseases, reduce motor vehicle related injury and deaths, improve environmental health, stimulate economic development, and ensure access of transportation options for all people in Tulare County.

Complete Streets Definition

Complete Streets are roadways designed to safely and comfortably accommodate all users, regardless of age, ability or mode of transportation. Users include motorists, cyclists, pedestrians and all vehicle types, including public transportation, emergency responders, and

freight and delivery trucks among others. In addition to providing safety and access for all users, Complete Street design treatments take into account accommodations for disabled persons as required by the ADA. Design considerations for connectivity and access management are also taken into account for non-motorized users of the facility.

Implementation of Complete Street design treatments will be based on whether it connects the networks for all modes, whether it improves the functionality for all users, and whether it is appropriate given the surrounding context of the community. The final elements of a Complete Street roadway will be largely based on these factors. At a minimum, a Complete Street roadway includes sidewalks and sidewalk amenities, transit shelters and facilities whenever there is a route along the corridor, and provisions for bicycle facilities.

Complete Streets Attributes

While every street cannot be designed to serve all users equally, there are opportunities to enhance service for all users while maintaining its principal transportation function. Complete Streets incorporate community values and support adjacent land uses while ensuring safety and mobility. Proper applications of Complete Streets concepts support sustainable growth and preservation of scenic, aesthetic and historic resources.

Report Outcomes

As a part of the Circulation Element for the Community Plan Update, this Complete Streets Report (Implementation Work Plan) and the following Implementation and Policies Section intends to achieve the following outcomes:

- (i) *Address* congestion, climate change and oil dependence by shifting to lower-carbon modes;
- (ii) *Improve* safety by addressing shoulders, sidewalks, better bus placement, traffic speed reduction, treatments for travelers with disabilities;
- (iii) *Create* "livable communities" by encouraging walking and bicycling for health, and by providing a safe walking and bicycling environment as an essential part of improving transportation movement and safety within the roadways studied.

These outcomes are intended to be achieved by:

- (a) *Including all users* namely, pedestrians, bicyclists, transit vehicles and users, and motorists. In drafting this report, all users were invited to comment on how the County could better serve the community. The implementation of complete streets directly shifts the emphasis to lower-carbon (using) modes of transportation. The shift from the gas using automobile to pedestrian and bicycle transport is achieved through the creation of sidewalks, improving sidewalks, and including bike lanes and/or bike routes for a wider ranger of people to use. The shift to transit is included in improving policies, programs and facilities in the operations of County and City of Visalia transit systems.
- (b) *Creating a comprehensive integrated and connected network* that supports "livable communities" that promote a safe interwoven fabric are provide for by the Policies

Section using the transportation goals in the 2030 General Plan Circulation Element and by further defining complete streets network (see Appendix C).

- (c) *Emphasizing flexibility* recognizing that all streets with these communities are different, and thus, balancing user needs. No one standard was applied to all streets and the street designs were adjusted to existing conditions, differing jurisdictions and the desires of the community.
- (d) *Considering both new and retrofit projects*, including design, planning, maintenance, and operation, for the entire right-of-way within these communities. In addition to the various sections discussed below Appendix A – D include plans that show the plans, designs, and existing and proposed maintenance plans and operations of the Complete Streets Plan.
- (e) *Latest and Best Design Standards*. By using newer design standards as represented in the preliminary design plans versus the County's Roadway Standards the County is able to provide wider sidewalks and include such amenities as traffic calming measures (bulbouts).
- (f) *Conducting extensive public outreach* to ascertain the solutions that best fit within the context of these communities. The community was consulted every two weeks throughout the 3 month window that this report was drafted. Two "walkability" audits were conducted in July. This culminated in two meeting, wherein the Community provided final feedback on the preliminary designs.

Conclusions and Future Funding Opportunities

The intended effect of identifying the outcomes and reaching the conclusions in this report is that future funding opportunities will be enhanced because the Community will be supported by fully updated Community Plans. The conclusion to the report includes the Circulation Element of the Community Plan including the policies, and plans. The other conclusion to the report includes preliminary design drawings.

Specifically, the funding sources that are found in the Funding Section will be pursued by Tulare County to complete the work identified in the studies include, but are not limited to, the following:

- **California Safe Routes to Schools Funds**
- **Federal Safe Routes to Schools Funds**
- **Highway Safety Improvement Funds**
- **Federal Transportation Activity Program (TAP) Funds**
- **Federal Transit Funds**
- **Federal Communities Putting Prevention to Work Grant**
- **Federal Highway Administration Pedestrian Safety and Design**

- Strategic Growth Council
- Walkable and Livable Communities Institute
- California's Local Public Health and Built Environment Program
- State Cap and Trade Funding

Implementation

Selection of Communities

An effort is under way in Tulare County to implement Complete Streets Policies in the unincorporated communities within Tulare County's boundary. Just as the County updated its General Plan in 2012, many of the Community Plans are going through the update process. As a result of the Community Plan update process, several public meetings have been held in order to garner input from the local residents and business owners. Balancing the needs of what the people want while following local, state and federal policies and laws with a limited amount of available funding is the principal challenge in each community.

Transportation and related infrastructure costs tend to be exceedingly high and may take years to implement. For purposes of this Study, five transportation corridors were selected within the community (see Appendix A), and two roadway segments in the community were selected to be evaluated for implementation of Complete Street standards. These roadway segments generally represent the highest volume roadways with a blend of residential and mixed land uses that also provide for regional access. Local streets and freeways were not selected, however tying into these facilities is considered.

General themes that were voiced from residents in each community related to transportation included the need for:

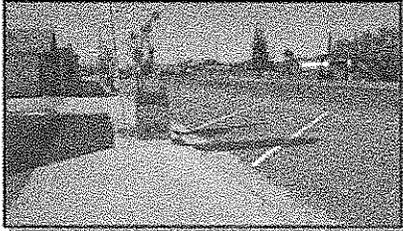
- Sidewalks
- Better road conditions
- Safe walking and biking areas
- Street lights
- Pedestrian crossings
- Safe (lower) vehicle speeds
- Improved drainage
- Increased transit stops
- Improved connectivity (railroad crossings)

Given the information provided by the residents and business owners, conceptual layouts and designs based upon the citizens concerns were presented to collect input. Based upon the community planning process, the following sections identify proposed projects for each community.

Main Street

Along the Main Street corridor between Court Street and Terra Bella Avenue, the project proposes to install new curb, gutter, sidewalk, bulb outs at designated intersections, pedestrian

ramps, relocate utilities and undergrounding along portions of the east and west sides of Main Street. Land uses along this corridor include residential, highway commercial (mini-marts, service stations, truck wash, etc.), general commercial (general store, automotive, salon, restaurant, bar, etc.), recreational (community park), and industrial.



The right-of-way ranges between 60' and 90', with the narrower right-of-way (60') between Davis and Bradbury Avenues and between Allen and Terra Bella Avenues. This project will include two travel lanes, a two-way turn lane (TWTL) between Court and Davis, Class II bike lanes adjacent to the travel lanes along the entire corridor, cross walks, parallel parking, street lights, improved/new bus stops, street signage and sidewalks with curb and gutter for drainage. Storm water will be drained into existing and proposed storm water retention basins identified in the *Pixley Drainage Plan Map* (provided by Tulare County RMA).

Court Avenue

The Court Avenue corridor extends between Main Street and School Street to the east near Pixley Elementary School. This project proposes to install new curb, gutter, sidewalk, bulb outs, pedestrian ramps, a two-way turn-lane, an improved bus stop, utility relocation, undergrounding, and Class II bike lanes along portions of the north and south sides of Court Avenue. Land uses affected by this project include residential, commercial, quasi-public (school), religious, government (Sheriff Substation and USPS) and agricultural.



Throughout the 50' to 80' right-of-way, this proposed project will consist of two-travel lanes, a two-way turn-lane (between Elm and School Streets), parallel parking, bulb outs where appropriate, Class II bike lanes, street lights, improved bus stops (benches, shelters, etc.), street signage, and sidewalks, curbs and gutters for drainage. Storm water will be drained into existing and proposed storm water retention basins identified in the *Pixley Drainage Plan Map* (provided by Tulare County RMA).

Project Phasing

Tulare County RMA is proposing two types of projects coming from the community based upon the complexity of the project. The first types of projects are “shovel ready” that could be built immediately. They would be considered Phase 1 Projects and would have only minor needs for storm drain facilities, fence relocations, utility conflicts, etc. Phase 2 Projects are more inclusive and would be classified as medium to long range projects. These projects would need other infrastructure improvements such as storm water basins, major storm drain improvements, utilities to be undergrounded, etc.

Phase 1 Projects	Phase 2 Projects
Curb, gutter & sidewalk (storm drain water into existing system); pedestrian ramps; bulb outs (where appropriate)	Curb, gutter & sidewalk (new drainage system)
Street lights	Major storm drain facilities (new pipelines and storm water basins)
Bus shelters, benches, trash receptacles, etc.	Utility relocations (undergrounding)
Fence relocations	Major land acquisition
Street signage and striping	Railroad crossing improvements
Minor utility conflicts	
Minor land acquisition	



Complete Street Policies

Complete Street Goals

The purpose of the RMA Complete Streets Policy is to create a comprehensive and uniform Complete Streets vision and policy for Tulare County. This will allow the implementing entities to incorporate Complete Streets guidelines and standards into both development and redevelopment actions. The County's goals are:

- Tulare County's transportation network will be supported through a variety of feasible transportation choices, which allows for sustainable growth.
- The livability of neighborhoods and commercial centers located along the County's transportation corridors will be enhanced by a safe and inviting pedestrian environment.
- The design of multimodal roadway facilities will not compromise the needs of larger vehicles such as transit vehicles, fire trucks and freight delivery trucks.
- Inclusion of Complete Streets design elements will allow for design flexibility on different street functions and neighborhood contexts.
- Inclusion of Complete Streets design elements will improve the integration of land use and transportation, while encouraging economic revitalization through infrastructure improvements.

Complete Streets Objectives

- To create an integrated and connected transportation network that supports transportation choices and sustainable growth.
- To ensure that all transportation modes are accommodated to the extent possible in all public roadway facilities in the County.
- To develop and use the latest design standards and guidelines in the design of Complete Streets.
- To provide flexibility in the implementation of this policy so that streets chosen for implementation of Complete Streets elements can be developed to fit within the context of their principal purpose and surroundings without compromising the safety of users and needs of larger vehicles.

Complete Streets Policies

Tulare County General Plan Policies

The Tulare County General Plan Update (2030) in complying with AB 1358 calls for 4 Complete Streets related principles including:

Principle 1: County-wide Collaboration

Support countywide transportation plans that provide choices in travel modes.

Principle 2: Connectivity

Emphasize connectivity among cities, communities, and hamlets to ensure County residents have access to jobs and services.

Principle 3: Community Circulation

Anticipate and provide transit, traffic, and roadway connections that support the interconnectivity of all communities.

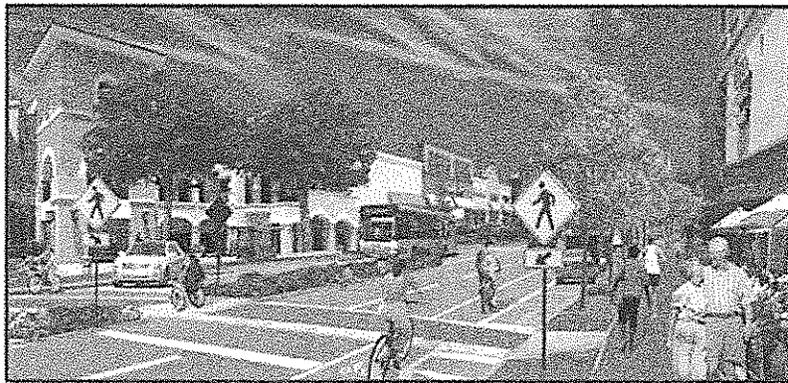
Principle 4: Pedestrian and Bicycle Facilities

Plan for the development and expansion of pedestrian paths and bicycle facilities that provide residents with alternative modes of travel.

These principles are expressed mainly in following policies including:

- TC-1.6 Intermodal Connectivity
- TC-1.7 Intermodal Freight Villages
- TC-5.1 Bicycle/Pedestrian Trail System
- TC-5.2 Non-motorized Modes in Planning and Development

The depiction below is an example of how complete streets can be designed to incorporate multiple modes of transportation.



Complete Street Policy Design Criteria

1. Tulare County promotes the incorporation of Complete Streets concepts and design standards in all appropriate new and retrofit County public streets (except State highways and freeways).
2. Tulare County will seek every opportunity to provide funding for the planning, design, and implementation of Complete Streets.
3. New Class I Multi-use Paths should be a minimum of eight (8) feet wide.

4. New Class II Bike Lanes should be a minimum of five (5) feet wide.
5. New sidewalks should be a minimum of five (5) feet wide.
6. Bulb-outs should be considered in areas of higher speed (35 mph or greater) where sufficient turning radii for trucks is available or as determined by the County Engineer.
7. As determined by the County Engineer, installation of posted speed limit vehicle activated traffic calming signs (VATCS) are encouraged in instances of high speed to promote safety.
8. Transit shelters and benches are encouraged at all County transit stops if FTA grants are available.
9. Street lighting and cross walk are encouraged to promote safety if considered feasible by the County Engineer.
10. Design policies should be consistent with the Tulare County Improvement Standards; other references include existing design guides, such as those issued by Caltrans, AASHTO and the ADA Accessibility Guidelines.
11. Public streets excluded from this policy include those where:
 - o Complete streets concepts is in conflict with existing laws, codes, or ordinances.
 - o Compliance with this policy would conflict with goals or physical conditions related to the unique aspects of the location.
12. Exceptions from Complete Street Policies:
 - o Accommodation is not necessary where non-motorized use is prohibited, such as freeways.
 - o Cost of accommodation is excessively disproportionate to the need or probable use as determined by the County Engineer.
 - o A documented absence of current or future need.

Complete Street Mobility Plan

The California Complete Streets Act (AB 1358) of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 requires circulation elements to address the transportation system from a multimodal perspective. The bill states that streets, roads, and highways must "meet the needs of all users in a manner suitable to the rural, suburban, or urban context of the general plan." Essentially, this bill requires a circulation element to plan for multimodal transportation accommodating all modes of transportation where appropriate, including walking, biking, car travel, and transit. The current functional classification system plan is shown in Appendix B.

The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled. For further clarity, AB 1358 tasks the Governor's Office of Planning and Research to release guidelines for compliance with this legislation by January 1, 2014. Implementation of complete streets principles should be tailored to the individual jurisdiction and the individual roadway. The Complete Streets Program for Tulare County focuses on a network-based approach that has been tailored to the needs of the Community of Pixley. Another principle that is being applied is under SB 743, requiring a change to evaluating traffic using Vehicle Miles Traveled verses Level of Service under CEQA analysis, and under AB 32 in reducing Green House Gasses.

Complete Streets: According to the National Complete Streets Coalition, complete streets are a means by which, "... planners and engineers (can) build road networks that are safer, more livable, and welcoming to everyone.... Instituting a complete streets policy ensures that transportation planners and engineers consistently design and operate the entire roadway with all users in mind – including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities."

Network-Based Complete Streets: Combines individual travel mode networks into one multimodal transportation system, integrating infrastructure where appropriate, ultimately ensuring that all users can safely and efficiently access their destination.

Vehicle Miles Traveled (VMT): Vehicle miles traveled is the metric that identifies the total distance traveled in a car per driver. VMT drives roadway needs (the more people who drive, the more capacity and maintenance are needed on the roadway system). Under the Tulare County Climate Action Plan, in reducing VMT green house gas emissions are reduced, and the County has an overall target of reducing 6% of its green house gas emissions through a reduction in VMT.

Community Plans adopt these principles, which are combined into the following mission statement:

The Community Complete Streets Network comprises four types of facilities—vehicular, pedestrian, bicycle, and public transit. This complete streets approach will enable residents to choose which travel mode best suits them. It also will ensure that streets are designed with the users in mind—accommodating for businesses, children, the elderly, bicyclists, and transit users.

Caltrans and Complete Streets

Under Caltrans District Order 64-R1, Caltrans requires that a Complete Streets Implementation Action Plan be developed and implemented for Caltrans owned and maintained Streets. Their Implementation Action plan provides a background by which the Tulare County Completes Street Plan will be implemented.

TCAG, Tulare County Regional Bicycle Transportation Plan, Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS)

TCAG in 2014 updated a Regional Bicycle Plan that does not include any bicycle facilities through the Community of Pixley. TCAG funded the grant for this Complete Streets Policy and in the RTP Action Element describe bicycle circulation patterns and Pedestrian policies focusing on the Americans with Disabilities Planning Strategies and Transportation Demand Management to increase pedestrian activity. In addition, rail and goods movement is part of the Sustainable Communities Strategy in lieu of utilizing diesel powered freight trucks.

Tulare County Climate Action Plan (CAP)

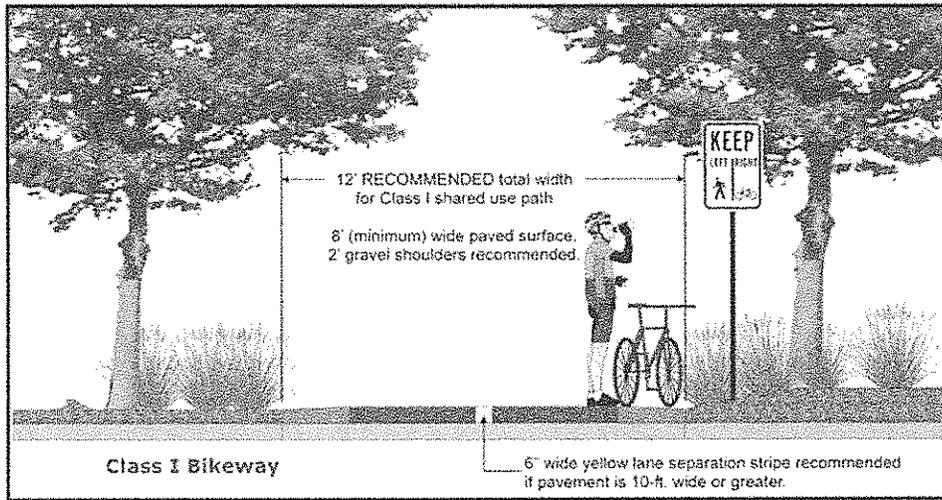
The Tulare County CAP calls for a reduction on a project (over 50 vehicles) by project basis of 6% through a mixture of measures that are spelled out in Appendix J of the CAP. Utilization of alternative means of transportation will reduce GHG emissions and will help projects and the region meet their targets.

Bicycle Facilities

Bicycle facilities consist of Class I, Class II, and Class III facilities as defined below. In Tulare County, this General Plan and the Bicycle Transportation Plan envision a system of bicycle lanes on roadways that will connect the activity centers of the communities to the residents. County has identified pedestrian corridors on the Community of Pixley Bicycle, Bus and Pedestrian Plan (see Appendix C).

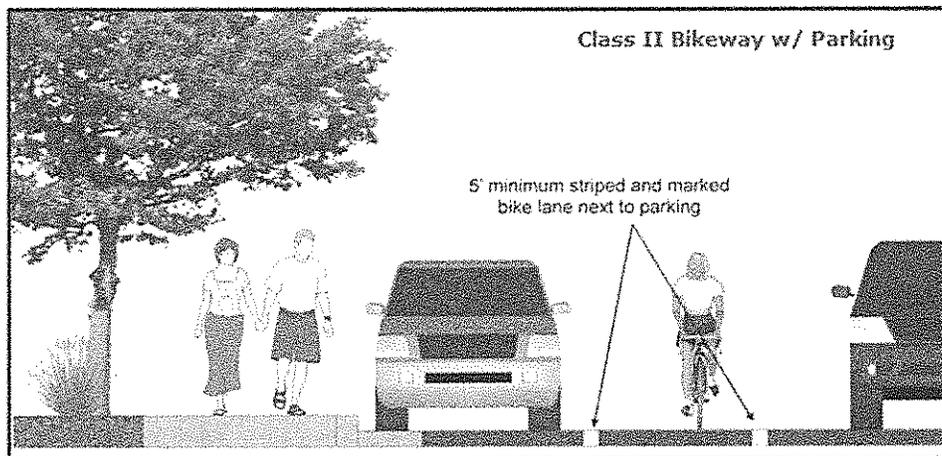
Class I

Bike path providing completely separated right-of-way designated for the exclusive use of bicycles and pedestrians. In Tulare County, Class I facilities will primarily be implemented through TCAG. Future bicycle facilities have also been identified through the *Bicycle Transportation Plan* (TCAG - 2010). There are no existing or proposed Class I bicycle facilities in Pixley.



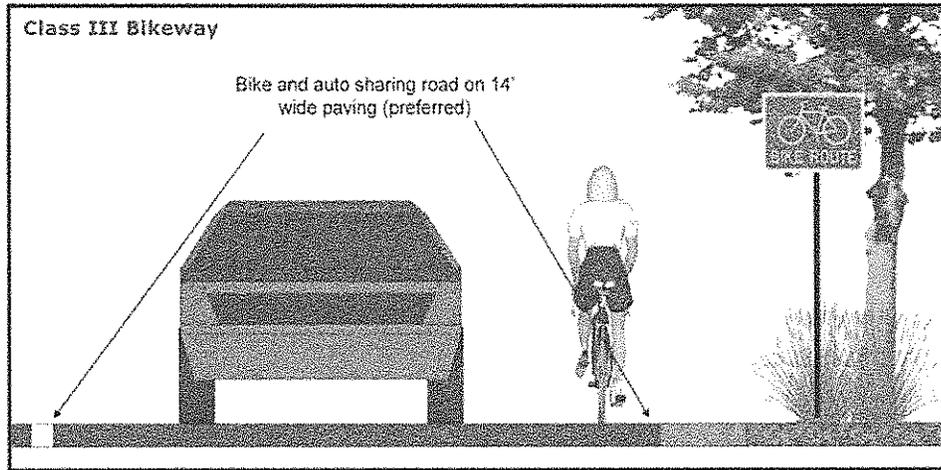
Class II

Bikeway that provides designated lanes for the use of bicycles through the use of striping on the roadway and signage designations for the facility. For the purposes of Complete Streets, the County is proposing Class II bicycle facilities on Main Street, Court Avenue and Elm Street.



Class III

Bikeway that provides route designation by signage. Roadways are shared between bicyclists and motorists. Class III facilities in Tulare County are envisioned to be implemented along the major circulation segments of roadway that connect the overall County roadway network. Class III facilities are proposed on Bradbury Avenue, Market St, and Davis St. Although not signed on many local roads in Pixley, bicyclists are allowed use the side of the road or share the road on all County roadway facilities excluding freeways.



Pedestrian Facilities

Pedestrian Paths and Sidewalks

Pedestrian paths are primarily developed as part of the roadway and trail systems of a community and reflect the interconnected nature of circulation and transportation systems as a whole. Constructing wide streets increases the distance a pedestrian must travel to cross a street, thereby making it inconvenient for public use and inhibiting pedestrian circulation in the community. Currently, limited continuous sidewalks are provided along major routes in the community. In addition to connecting available pedestrian resources, the communities have prioritized the completion of sidewalks along safe routes to school. Enhanced pedestrian crossings and sidewalks is considered in areas where high pedestrian demand occurs (such as to and around schools).

Multiuse Trails

Multiuse trails are facilities that can be used by bicycles, pedestrians, equestrians, and other recreational users. No multiuse trails exist or are proposed in Pixley.

Transit Facilities

Transit options give users the ability to get to a destination without relying on the automobile. This also provides other community benefits, including reduced vehicle miles traveled (VMT). Reducing VMT will help the County achieve their greenhouse gas reduction target,

Public transportation services and facilities in Tulare County consist of public bus service, paratransit service, and could also consider park-and-ride locations.

station. As the community's population grows and given the large number of commuters, a park-and-ride location would be best sited near the edges of the Community along Highway 99.

Cost Benefits Analysis, Implementation, and Funding Mechanisms

Caltrans lists the following benefits of Complete Streets in their implementation plan. They include:

- Increased Transportation Choices: Streets that provide travel choices can give people the option to avoid traffic congestion, and increase the overall capacity of the transportation network.
- Economic Revitalization: Complete streets can reduce transportation costs and travel time while increasing property values and job growth in communities.
- Improved Return on Infrastructure Investments: Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project spares the expense of retrofits later.
- Quality of Place: Increased bicycling and walking are indicative of vibrant and livable communities.
- Improved Safety: Design and accommodation for bicyclists and pedestrians reduces the incidence of crashes.
- More Walking and Bicycling: Public health experts are encouraging walking and bicycling as a response to the obesity epidemic. Streets that provide room for bicycling and walking help children get physical activity and gain independence.

Benefits of Complete Streets

The health benefits from walking and bicycle riding include increased overall health, and a reduction in air quality and green house emissions. According to the Caltrans accepted, Victoria Transport Policy Institute, walking has a \$.25 per mile health benefit, while the cost of Greenhouse Gas (GHG) reductions is \$23 per ton. According to the Federal Highway Administration, sidewalks reduce incidences to pedestrians over 80%.¹ According to Caltrans, the average costs of highway incidents are stated below.

Cost of Highway Accident	Dollars Per Accident
Fatal Accident	\$4,800,000
Injury Accident	\$67,400
Property Damage Only (PDO) Accident	\$10,200
Average Cost per Accident	\$52,500

¹ http://www.dot.ca.gov/hq/tpp/offices/eab/benefit_cost/LCBCA-economic_parameters.html

Cost of an Event	Dollars Per Event
Cost of a Fatality	\$4,400,000
Cost of an Injury	
Level A (Severe)	\$221,400
Level B (Moderate)	\$56,500
Level C (Minor)	\$26,900
Cost of Property Damage	\$2,500

Source: California Department of Transportation

Community Specific Complete Street Implementation Measures

As part of a network-based approach, the County has identified (and will implement through pursuing further roadway studies and infrastructure design updates) a complete network for pedestrians. The County will also work to deliver infrastructure to support all modes of transportation. In addition to the General Plan Circulation Element Implementation Section, the key implementation measures include:

1. Evaluating Roadways as potential Bike/Pedestrian travel routes,
2. Completing pedestrian infrastructure, as appropriate,
3. Providing safe and accessible pedestrian facilities in high use areas,
4. Designing and building sidewalks for safer routes to school,
5. Designating roadways for bicycle routes that are aligned with the Tulare County comprehensive bicycle network,
6. Coordination with County Transit.
7. Submitting the following list of project and cost to TCAG and Caltrans for consideration under further grant funding opportunities.

Measure R

Bike/Transit/Environmental Projects (14% of Measure R Funding)

On November 7, 2006, the voters of Tulare County approved Measure R, imposing a ½ cent sales tax for transportation within the incorporated and unincorporated area of Tulare County for the next 30 years. The transportation measure will generate slightly more than \$652 million over 30 years to Tulare County's transportation needs.

The Goals of Measure R include air quality improvement efforts that will be addressed in the Measure R Expenditure Plan through the Transit/Bike/Environmental Program, which includes funding for transit, bike, and pedestrian environmental projects. The goal of this program is to expand or enhance public transit programs that address the transit dependent population,



improve mobility through the construction of bike lanes, and have a demonstrated ability to get people out of their cars and improve air quality and the environment.

Active Transportation Program (ATP)

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation.



Citizen Feedback

Public Outreach Efforts

The purpose public workshops or community meetings is to engage in discussions with local residents and business owners regarding specific topics, e.g., transportation related improvements. Public outreach efforts were held in several formats including formally and informally. Formal community meetings were held at local schools, community service districts/public utility districts (CSDs/PUDs), town council forums and other well-known locations. Informal meetings were conducted with individual business or property owners associated to specific access concerns or other issues.

Publicity for meeting times and locations generally consisted of newspaper releases, local newsletter informational items, citizens distributing fliers, handing out bi-lingual fliers to school children to be given to the student's guardian, posting fliers at local community businesses, local school board meeting agendas, area congressional office and non-profit agency assistance, local senior centers and health clinics (if applicable), email and other forms of communication. Formal public meetings were held in the various communities shown below. A summary of additional information – Tulare County Resource Management Agency Complete Streets and Community Plan Outreach (2014) – is located in the Appendix.

Pixley Public Meetings

- Complete Streets Meeting February 24, 2014
- Complete Streets Meeting March 24, 2014
- Complete Streets Meeting March 31, 2014
- Complete Streets Meeting April 28, 2014
- Complete Streets Meeting May 5, 2014
- Complete Streets Meeting May 13, 2014
- Complete Streets Meeting May 27, 2014
- Complete Streets Meeting July 7, 2014

Community feedback was gathered and incorporated into the design of the Complete Street plans and further discussed in July and August 2014 meetings to receive further community and business owner responses. These designs were edited to include feasible improvements and cost estimates were assigned to each project within the respective community for each study roadway segment.

Design Facilities

Improvement Standards

The purpose public workshops or community meetings is to engage in discussions with local residents and business owners regarding specific topics, e.g., transportation related improvements. Transportation related facilities for public use are built within existing right of way (R/W) owned by a public agency, e.g., county, city or state. Within this R/W is a standard cross section, which is a term that is used to define the configuration of existing or proposed roadways at right angles to the centerline (CL). Typical sections show the width, thickness and descriptions of the pavement section, as well as the geometrics of the graded roadbed, side improvements and side slopes.

In Tulare County, the two most common cross sections are shown for two or four lane roads, varying in width based upon the number of lanes, parking, sidewalks, shoulders, bike lanes, etc. Figure 1 shows the cross section for two lane roads and Figure 2 identifies a typical four lane cross section.

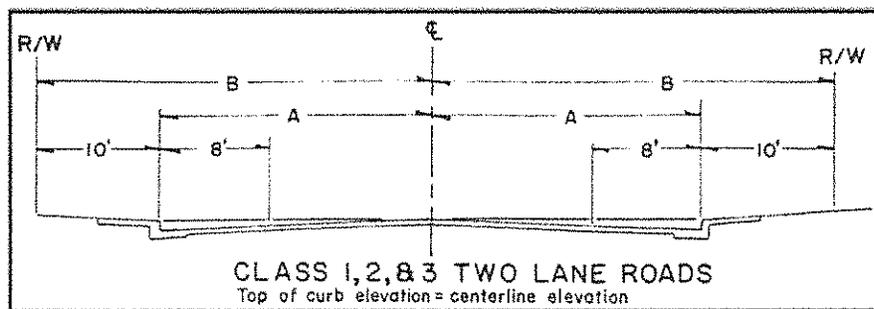


Figure 1 - Tulare County Class 1, 2 & 3 Two Lane Roads

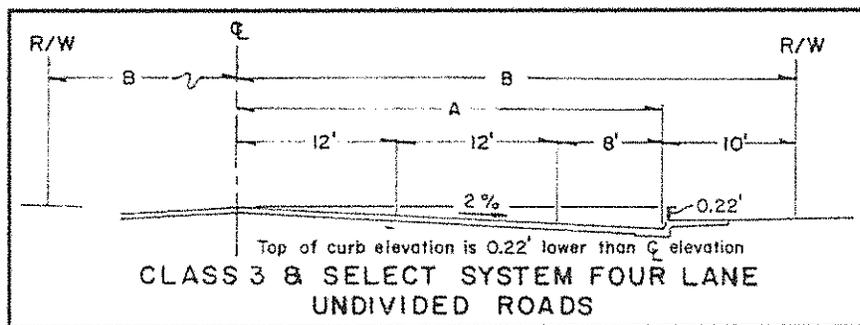


Figure 2 - Tulare County Class 3 Four Lane Road



Tulare County Pavement Management System

Pavement Management

Pavement management is the process of planning the maintenance and repair of a network of roadways or other paved facilities in order to optimize pavement conditions over the entire network. Pavement management incorporates life cycle costs into a more systematic approach to minor and major road maintenance and reconstruction projects. The needs of the entire network as well as budget projections are considered before projects are executed. Pavement management encompasses the many aspects and tasks needed to maintain a quality pavement inventory, and ensure that the overall condition of the road network can be sustained at desired levels.

Pavement Management System

The Tulare County Pavement Management System (PMS) is a planning tool used to aid pavement management decisions. PMS software programs model future pavement deterioration due to traffic and weather, and recommend maintenance and repairs to the road's pavement based on the type and age of the pavement and various measures of existing pavement quality. Measurements can be made by persons on the ground, visually from a moving vehicle, or using automated sensors mounted to a vehicle. PMS software assists RMA staff to create composite pavement quality rankings based on pavement quality measures on roads or road sections. Recommendations are usually biased towards preventive maintenance, rather than allowing a road to deteriorate until it needs more extensive reconstruction.

Typical tasks performed by Tulare County PMS include:

- Inventory pavement conditions, identifying good, fair and poor pavements;
- Assign importance ratings for road segments, based on traffic volumes, road functional class, and community demand;
- Schedule maintenance of good roads to keep them in good condition; and,
- Schedule repairs of poor and fair pavements as remaining available funding allows.

Research has shown that it is far less expensive to keep a road in good condition than it is to repair it once it has deteriorated. This is why pavement management systems place the priority on preventive maintenance of roads in good condition, rather than reconstructing roads in poor condition. In terms of lifetime cost and long term pavement conditions, this will result in better system performance.

The County is proposing a Road Maintenance Plan (see Appendix D) for the community of Pixley that is a result of the PMS.



Projects

Complete Streets Project Plans

The plans and projects in the appendices are identified as part of the complete streets policy to identify corridors for various user types and to demonstrate examples of design policies. These plans and are the result of input obtained through the community outreach process, multiple Tulare County agencies and divisions and professional engineering consultants.

The five projects identified herein represent the priority improvements to the backbone of the complete streets network within the community of Pixley. Two of these projects have been developed to a 30% design stage and the remaining three projects have been preliminarily scoped and budgetary estimates have been prepared. These five projects were developed to provide the County and various funding agencies with a list of projects to move toward funding, design, and ultimately construction.

Complete Streets Funding Opportunities

The following sections identify opinions of probable cost estimates for Complete Street transportation related improvements in Pixley. As shown in the tables, the funding sources include local, state and federal programs. Typically, local matches are required for acquiring state and federal funds. Measure R, a Tulare County sales tax for transportation, is available for such matches.

PIXLEY COMMUNITY DEVELOPMENT

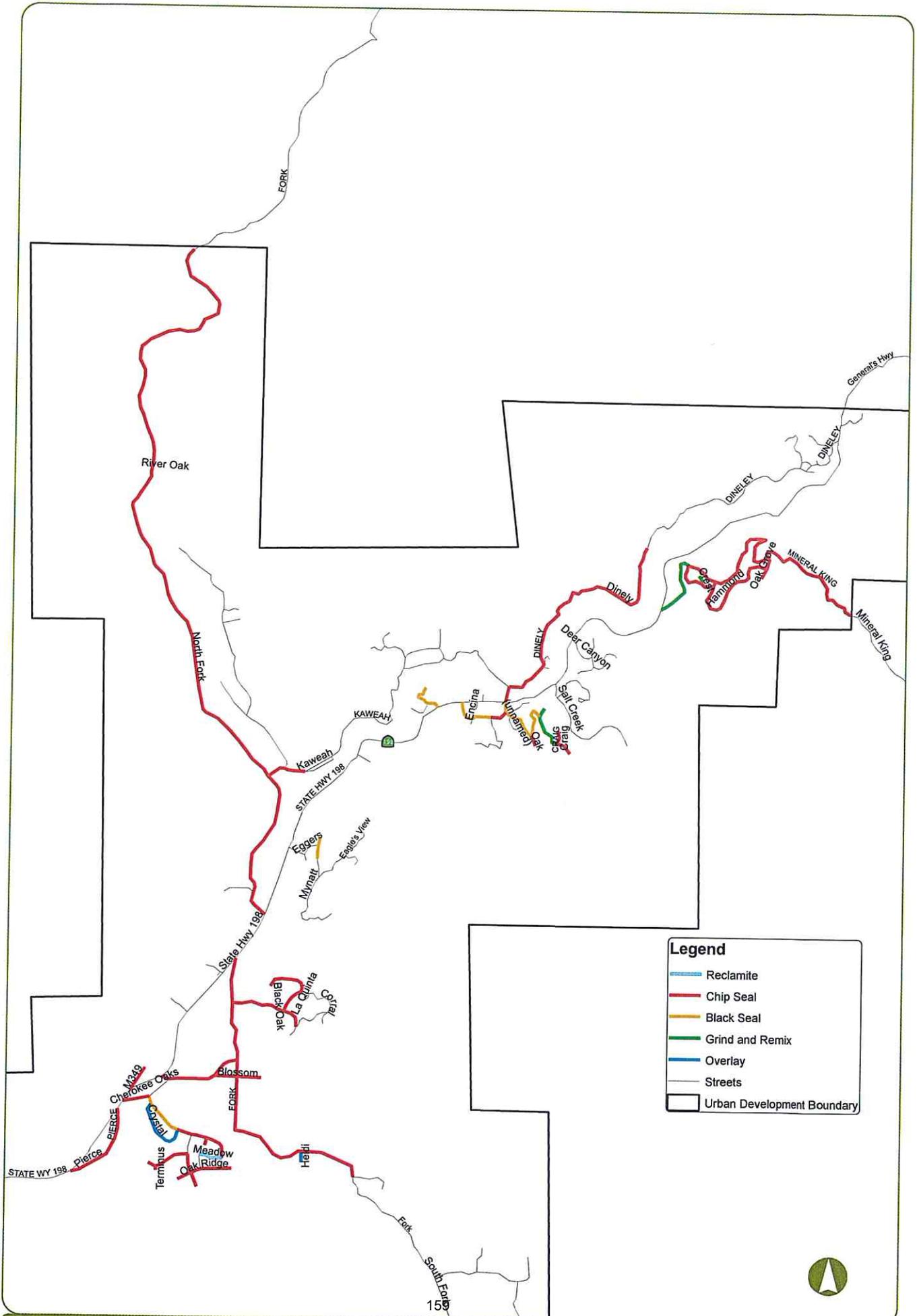
Complete Streets Program - Summary

Project Name	Project Description	Type of Project Designation	Estimated Cost	Purpose and Need	Potential Funding Sources
Pixley Complete Streets - Main Street Improvements	Main Street between Court & Terra Bella (approx 2610 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramps, drainage facilities, two-way turn-lane, Class II bike lanes, bus stop improvements, and paveout of the roadway.	Complete Streets	\$ 1,600,000	Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles	Safe Routes to School (state), Safe Routes to School (federal), Highway Safety Improvement Program, Transportation Enhancement, Bicycle Transportation, Active Transportation Programs (ATP), Measure R
Pixley Complete Streets - Court Street Improvements	Court Street between Main & School (approx 3630 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramps, class II bike lanes, drainage facilities, bus stop improvements and paveout of the roadway.	Complete Streets	\$ 1,500,000	Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles	Safe Routes to School (state), Safe Routes to School (federal), Highway Safety Improvement Program, Transportation Enhancement, Bicycle Transportation, Active Transportation Programs (ATP), Measure R
Pixley Complete Streets - Center Street Improvements	Center Street between Court & Terra Bella (approx 2700 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramps, drainage facilities and paveout of the roadway.	Complete Streets	\$ 1,200,000	Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles	Safe Routes to School (state), Safe Routes to School (federal), Highway Safety Improvement Program, Transportation Enhancement, Bicycle Transportation, Active Transportation Programs (ATP), Measure R
Pixley Complete Streets - Elm Street Improvements	Elm Street between Court & Terra Bella (approx 2600 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramp, drainage facilities and paveout of the roadway.	Complete Streets	\$ 1,200,000	Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles	Safe Routes to School (state), Safe Routes to School (federal), Highway Safety Improvement Program, Transportation Enhancement, Bicycle Transportation, Active Transportation Programs (ATP), Measure R
Pixley Complete Streets - Davis Street Improvements	Davis Avenue between Astle & Emf (approx 2900 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramps, class III bike lanes, drainage facilities and paveout of the roadway.	Complete Streets	\$ 2,100,000	Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles	Safe Routes to School (state), Safe Routes to School (federal), Highway Safety Improvement Program, Transportation Enhancement, Bicycle Transportation, Active Transportation Programs (ATP), Measure R

Cost Estimates

Detailed cost estimates are included in the Appendix.

4. Draft Road Maintenance Plan.



Legend

- Reclamite
- Chip Seal
- Black Seal
- Grind and Remix
- Overlay
- Streets
- Urban Development Boundary



5. Right of Way and Setbacks (County Standards and Caltrans Standards).

a) Tulare County Ordinance Code Chapter 19 Regulations Concerning Streets and Highways Article 1. Building Line Setbacks.

b) Caltrans State Route 198 Transportation Concept Report February 2012.

c) State Highway 180 Fresno County Corridor Protection Program and Visual Assessment.

a) Tulare County Ordinance Code Chapter 19
Regulations Concerning Streets and Highways
Article 1. Building Line Setbacks.

CHAPTER 19. REGULATIONS CONCERNING STREETS AND HIGHWAYS**ARTICLE 1. BUILDING LINE SETBACKS****7-19-1000 DECLARATION OF PURPOSE:**

The Board of Supervisors hereby declares that the County of Tulare, through the County Planning Agency, is engaged in developing a General Plan of Streets and Highways and a Specific Plan of Streets and Highways for the County. The magnitude of the undertaking precludes such plans being completed in their entirety in time to fully guide the rapid development occurring within the County. The surveys, hearings, map preparation and the requirements of law governing such matters make it necessary for such detailed plans to be developed progressively. Therefore, in order to prevent traffic safety hazards from arising, to assure that light, view and air are reasonably available to all property, and in order to otherwise conserve the public interest and protect the public safety and welfare, it is necessary to establish certain minimum building line setbacks on a County wide basis.

7-19-1005 VIOLATIONS:

(a) It shall be unlawful to construct or erect a building or structure of any type whatsoever, including signs and other advertising structures, or to construct a well for production of water, oil or other hydrocarbon products, or to make an excavation or install a subsurface structure of any type within the building line setbacks established by this Article.

(b) It shall be unlawful to install, place or maintain within the building line setbacks established by this Article, movable buildings or structures of any type whatsoever, including signs and other advertising structures, if the top of the movable building or structure is more than three (3) feet above the surface of the ground or pavement, or if the movable building or structure is more than three and one half (3 ½) feet in width. A motor vehicle or trailer, licensed or unlicensed, which has a sign painted directly on the body of the vehicle or trailer or otherwise mounted on or attached to the vehicle or trailer, and which is used primarily for the purpose of advertising, shall constitute a structure which is subject to the provisions of this Article. Other motor vehicles and trailers are not subject to the provisions of this Article.

7-19-1010 SETBACK DISTANCE:

A building line setback is hereby established along both sides of every highway in the County which has been dedicated to the public use. Except as otherwise provided in sections 7-19-1015 through 7-19-1175 of this Article, such building line setback shall be located parallel to, and fifty (50) feet from, the established centerline of the right of way of each such highway. The space between such building line setback and the nearest edge of the right of way shall be kept free of all structures as provided in section 7-19-1005 of this Article. Certain highways are hereby determined to be of special importance, and they shall have building line setbacks different from the general building line setback set forth in this section. Those highways which have building line setbacks different from those set forth in this section are designated in sections 7-19-1015 through 7-19-1175, inclusive, of this Article, together with the special building line setback applicable to each such highway.

7-19-1015 ROAD 80 AND ALTA AVENUE:

The building line setback shall be 55 feet from the existing centerline of the right of way of Road 80, and of Alta Avenue within the metropolitan area, between Avenue 296 and the northerly boundary of Tulare County, except that portion within the city limits of the City of Dinuba.

7-19-1020 STATE ROUTE 43:

The building line setback on State Route 43 between the westerly boundary of Tulare County and the southerly boundary of Tulare County shall be as follows:

- (a) On the westerly side of said State Route 43, 120 feet from the westerly edge of the existing right of way.
- (b) On the easterly side of said State Route 43, 15 feet from the easterly edge of the existing right of way.

7-19-1025 ROAD 152:

The building line setback shall be 55 feet from the existing centerline of the right of way of Road 152 between Avenue 96 and Avenue 256.

7-19-1030 AVENUE 152 AND OLIVE AVENUE:

The building line setback shall be 55 feet from the existing centerline of the right of way of Avenue 152, and of Olive Avenue within the metropolitan area, between Road 96 and the westerly city limits of the City of Porterville.

7-19-1035 AVENUE 168:

The building line setback shall be 55 feet from the existing centerline of the right of way of Avenue 168 between Road 128 and Road 224.

7-19-1040 ROAD 192:

The building line setback shall be 55 feet from the existing centerline of the right of way of Road 192 between County Line Avenue and Avenue 192.

7-19-1045 ROAD 164 AND FARMERSVILLE BOULEVARD:

The building line setback shall be 55 feet from the existing centerline of the right of way of Road 164, and of Farmersville Boulevard within the metropolitan area, between Avenue 248 and Avenue 296, except that portion within the city limits of the City of Farmersville.

7-19-1050 ROAD 140:

The building line setback shall be 55 feet from the existing centerline of the right of way of Road 140 between Avenue 192 and Houston Avenue.

7-19-1055 AVENUE 416 AND EL MONTE WAY:

The building line setback shall be 55 feet from the existing centerline of the right of way of Avenue 416, and of El Monte Way within the metropolitan area, between the westerly boundary of Tulare County and Road 168, except that portion within the city limits of the City of Dinuba.

7-19-1060 AVENUE 280, CALDWELL AVENUE AND VISALIA ROAD:

The building line setback shall be 55 feet from the existing centerline of the right of way of Avenue 280, and of Caldwell Avenue and Visalia Road within the metropolitan areas, between the westerly boundary of Tulare County and the westerly city limits of the City of Exeter, except that portion within the city limits of the Cities of Visalia and Farmersville.

7-19-1065 EAST MAIN STREET:

The building line setback shall be 60 feet from the existing centerline of the right of way of East Main Street between the easterly city limits of the City of Visalia and Mineral King Avenue.

7-19-1070 AVENUE 196:

The building line setback shall be 55 feet from the existing centerline of the right of way of Avenue 196 between Road 196 and Road 276.

7-19-1075 K STREET:

The building line setback shall be 60 feet from the existing centerline of the right of way of K Street between the southerly city limits of the City of Tulare and State Highway 99 Freeway.

7-19-1080 J STREET:

The building line setback on J Street between the northerly city limits of the City of Tulare and State Highway 99 Freeway shall be as follows:

- (a) On the easterly side of J Street, 60 feet from the existing centerline of the right of way.
- (b) On the westerly side of J Street, 15 feet from the westerly edge of the existing right of way.

7-19-1085 STATE HIGHWAY 198:

The following portions of Roads and Avenues in the County, which comprise portions of State Highway 198, shall have the following building line setbacks:

- (a) 60 feet from the existing centerline of the right of way of Avenues 296 between the westerly boundary of Tulare County and State Highway 99 Freeway.
- (b) The building line setback on Avenue 296 between Road 204 and Road 220 shall be as follows:
 - (1) On the southerly side of Avenue 296, 70 feet from the existing centerline of the right of way.
 - (2) On the northerly side of Avenue 296, 15 feet from the northerly edge of the existing right of way.

7-19-1090 AVENUE 296 AND MINERAL KING AVENUE:

The building line setback shall be 60 feet from the existing centerline of the right of way of Avenue 296, and of Mineral King Avenue within the metropolitan area, between the easterly city limits of the City of Visalia and Road 156, except that portion within the city limits of the City of Visalia.

7-19-1095 AVENUE 296 AND NOBLE AVENUE:

The building line setback shall be 60 feet from the existing centerline of the right of way of Avenue 296, and of Noble Avenue within the metropolitan area, between the easterly city limits of the City of Visalia and Road 156.

7-19-1100 AVENUE 144 AND POPLAR AVENUE:

The building line setback shall be 60 feet from the existing centerline of the right of way of Avenue 144, and of Poplar Avenue in the metropolitan area, between State Highway 99 and South Main Street.

7-19-1105 AVENUE 400:

The building line setback shall be 60 feet from the existing centerline of the right of way of Avenue 400 between the westerly boundary of Tulare County and Road 128.

7-19-1110 STATE HIGHWAY 63:

The following portions of Roads and Avenues in the County, which comprise portions of State Highway 63, shall have the following building line setbacks:

- (a) 60 feet from the existing centerline of the right of way of Mooney Boulevard between East Tulare Avenue (State Highway 137) and the southerly city limits of the City of Visalia.
- (b) 60 feet from the existing centerline of the right of way of Road 124, and of Dinuba Boulevard within the metropolitan area, between the northerly city limits of the City of Visalia and Avenue 384.
- (c) 60 feet from the existing centerline of the right of way of Avenue 384 between Road 124 and Road 128.
- (d) The building line setback on Road 128 between Avenue 384 and the Santa Fe Railroad right of way crossing south of the town of Cutler shall be as follows:
 - (1) On the westerly side of Road 128, 120 feet from the west edge of the right of way of the Santa Fe Railroad.
 - (2) On the easterly side of Road 128, 15 feet from the easterly edge of the existing right of way.

- (e) 60 feet from the existing centerline of the right of way of Road 128 between the Santa Fe Railroad right of way crossing south of the town of Cutler and Avenue 416.
- (f) 55 feet from the existing centerline of the right of way of Road 128 between Avenue 416 and Avenue 460.
- (g) 55 feet from the existing centerline of the right of way of Avenue 460 between Road 128 and the westerly boundary of Tulare County.
- (h) 55 feet from the existing centerline of the right of way of Road 120 between Avenue 460 and Avenue 480.

7-19-1115 STATE HIGHWAY 216:

The following portions of Roads, Avenues and Drives in the County, which comprise portions of State Highway 216, shall have the following building line setbacks:

- (a) 60 feet from the existing centerline of the right of way of Houston Avenue between the easterly city limits of the City of Visalia and So Road.
- (b) 60 feet from the existing centerline of the right of way of Ivanhoe Drive between So Road and the south bank of the St. Johns River.
- (c) 60 feet from the existing centerline of the right of way of Road 160 between the south bank of the St. Johns River and Avenue 328.
- (d) 60 feet from the existing centerline of the right of way of Avenue 328 between Road 160 and Myeloid Drive.
- (e) 60 feet from the existing centerline of the right of way of Myeloid Drive between Avenue 328 and Avenue 344.
- (f) The building line setback on Avenue 344 between Myeloid Drive and the westerly city limits of the City of Woodlake shall be as follows:
 - (1) On the northerly side of Avenue 344, 80 feet from the existing centerline of the right of way.
 - (2) On the southerly side of Avenue 344, 15 feet from the southerly edge of the existing right of way.
- (g) 60 feet from the existing centerline of the right of way of Narrowing Boulevard between the easterly city limits of the City of Woodlake and St. Johns Street.
- (h) 60 feet from the existing centerline of the right of way of Avenue 344 between St. Johns Street and Road 228.
- (i) 60 feet from the existing centerline of the right of way of Road 228 between Avenue 344 and Limeades Drive.
- (j) 60 feet from the existing centerline of the right of way of Limeades Drive between Road 228 and Sierra Drive (State Highway 198).

7-19-1120 STATE HIGHWAY 137:

The following portions of Roads, Avenues and Drives in the County, which comprise portions of State Highway 137, shall have the following building line setbacks:

- (a) 80 feet from the existing centerline of the right of way of Tulare Avenue between the easterly city limits of the City of Tulare and Mooney Boulevard (State Highway 63).
- (b) 60 feet from the existing centerline of the right of way of Avenue 232 between Mooney Boulevard (State Highway 63) and Fragment Drive.

(c) 60 feet from the existing centerline of the right of way of Fragment Drive between Avenue 232 and the northwesterly city limits of the City of Lindsay.

7-19-1125 AVENUE 56:

The following portions of Avenue 56 shall have the following building line setbacks:

- (a) 60 feet from the existing centerline of the right of way between the Central Valley Highway and Road 236.
- (b) 55 feet from the existing centerline of the right of way between Road 236 and Old Stage Road.

7-19-1130 HENDERSON AVENUE:

The building line setback shall be 60 feet from the existing centerline of the right of way of Henderson Avenue between State Highway 65 and Westwood Street, except that portion within the city limits of the City of Porterville.

7-19-1135 ROAD 132:

The building line setback shall be 55 feet from the existing centerline of the right of way of Road 132 between Avenue 304 and Avenue 328.

7-19-1140 ROAD 56:

The building line setback shall be 55 feet from the existing centerline of the right of way of Road 56 between Avenue 384 and Avenue 432.

7-19-1145 AVENUE 328:

The building line setback shall be 55 feet from the existing centerline of the right of way of Avenue 328 between State Highway 99 and Road 160.

7-19-1150 ROAD 156:

The building line setback shall be 55 feet from the existing centerline of the right of way of Road 156 between Avenue 328 and Avenue 384.

7-19-1155 MONSON DRIVE:

The building line setback on Monson Drive between Avenue 384 and Road 104 shall be as follows:

- (a) On the northeasterly side of Monson Drive, 110 feet from the northeasterly edge of the right of way of the Atchison, Topeka and Santa Fe Railroad.
- (b) On the southwesterly side of Monson Drive, 15 feet from the southwesterly edge of the existing right of way.

7-19-1160 ROAD 104:

The building line setback shall be 55 feet from the existing centerline of the right of way of Road 104 between Monson Drive and Avenue 416.

7-19-1165 ROAD 68:

The building line setback shall be 55 feet from the existing centerline of the right of way of Road 68 between Avenue 280 and Avenue 304.

7-19-1170 ROAD 196:

The building line setback shall be 55 feet from the existing centerline of the right of way of Road 196 between Avenue 192 and Avenue 232.

7-19-1175 ROAD 232:

The building line setback shall be 60 feet from the existing centerline of the right of way of Road 232 between Avenue 116 and Avenue 144, except that portion within the city limits of the City of Porterville.

7-19-1180 SAME: MODIFICATION OF SETBACK DISTANCE:

(a) If frontage of one side of a highway is located between two intersecting highways which are no more than one thousand three hundred twenty (1,320) feet apart, and such frontage has been occupied since July 1, 1949, with buildings which have setback distances less than those required by sections 7-19-1010 through 7-19-1175 of this Article, and if the total lineal frontage of such buildings is at least forty (40) per cent of the total lineal frontage on the side of the highway being considered between said intersecting highways, then the building line setback for said frontage shall be equal to the average distance from the centerline of the highway of all of said buildings which have setbacks less than those required in sections 7-19-1010 through 7-19-1175.

(b) If frontage on one side of a highway does not have two intersecting highways within one thousand three hundred twenty (1,320) feet of each other, the formula set forth in subsection (a) of this section shall be applied to any frontage of six hundred sixty (660) feet, or multiples thereof, to determine whether the modified setback established in subsection (a) is applicable to such frontage.

7-19-1185 SAME: MODIFICATION OF SETBACK DISTANCE FOR CERTAIN SUBDIVISIONS:

The building line setbacks established by section 7-19-1010 of this Article are hereby modified for all subdivisions which have been assigned tract numbers, commencing with Tract No. 1 which was recorded on February 18, 1941, under the following circumstances and conditions:

(a) Septic tanks, leach lines and seepage pits may be constructed and maintained not less than ten (10) feet from the edge of the right of way.

(b) A residence, including any garage or carport which is attached to or part of such residence, may be constructed and maintained on a corner lot not less than fifteen (15) feet from the edge of the right of way which has the longest frontage on the lot, unless the applicable provisions of Article 3 of this Chapter (commencing at section 7-19-1325) require a greater distance from the right of way; provided, however, that if the garage or carport which is attached to or part of such residence opens directly onto the right of way which has the longest frontage on the lot, such garage or carport may be constructed and maintained not less than eighteen (18) feet from the edge of the right of way, unless a greater distance is required under Article 3 of this Chapter (commencing at section 7-19-1325.)

(c) A residence, including any garage or carport which is attached to or part of such residence, may be constructed and maintained on a corner lot not less than twenty five (25) feet from the edge of the right of way which has the shortest frontage on the lot, unless section 7-19-1010 of this Article allows such residence to be constructed closer to the right of way, or unless the applicable provisions of Ordinance No. 352, or Article 1 of Chapter 11 of this Part (commencing at section 7-11-1000), or Article 3 of this Chapter (commencing at section 7-19-1325) require a greater distance from the right of way.

(d) A residence, including any garage or carport which is attached to or part of such residence, may be constructed and maintained on a lot, other than a corner lot, not less than twenty five (25) feet from the edge of the right of way, unless section 7-19-1010 of this Article allows such residence to be constructed closer to the right of way, or unless the applicable provisions of Ordinance No. 352, or Article 1 of Chapter 11 of this Part (commencing at section 7-11-1000), or Article 3 of this Chapter (commencing at section 7-19-1325), require a greater distance from the right of way.

(e) A fence or wall may be constructed and maintained on a corner lot not less than five (5) feet from the edge of the right of way which has the longest frontage on the lot unless the applicable provisions of Ordinance No. 352 or Article 3 of this Chapter (commencing at section 7-19-1325) require a greater distance from the right of way; provided, however, that no portion of the fence or wall may be constructed or maintained within the building line setback established by paragraph (c) of this section.

The modifications set forth in this section shall not apply to septic tanks, leach lines, seepage pits, residences, garages, carports, fences or walls which are constructed along any of the highways which are described in sections 7-19-1015 through 7-19-1175 of this Article.

7-19-1190 SAME: MODIFICATION OF SETBACK DISTANCE ON FRONTAGE ROADS:

On frontage roads which are parallel and adjacent to a major street, limited access highway or freeway, the building line setback shall be twenty five (25) feet from the edge of the right of way.

7-19-1195 EXCEPTIONS:

Notwithstanding the provisions of section 7-19-1005 of this Article, the following buildings, structures or portions thereof may be constructed, installed, used, repaired and maintained within the building line setbacks established by this Article:

- (a) A fence which is open to the extent that there is clear, unobstructed vision through at least fifty (50) percent of the total area of the fence.
- (b) Public utility facilities installed or constructed under authority of law.
- (c) Buildings or structures authorized to be installed or constructed pursuant to a special use permit or a variance from the zoning regulations approved in accordance with section 16 of the Zoning Ordinance (Ordinance No. 352, as amended.)
- (d) Architectural features of buildings, including but not limited to, cornices, eaves, belt courses, sills, buttresses, fireplaces and chimneys, in compliance with subsection C of Section 15 of the Zoning Ordinance

7-19-1200 CONDITIONAL EXCEPTIONS: METAL POLES, SIGNS AND LIGHTS:

Without complying with any of the provisions of this Article, metal poles may be installed within the building line setbacks to support signs or to support lamps for floodlighting the premises upon which such installation is made, if the installation complies with all of the following conditions:

- (a) Any light or sign shall be installed on a single pole and shall be placed not less than twelve (12) feet above the ground level.
- (b) Floodlights installed on such poles shall be equipped with shields adjusted so that direct rays from the lights do not shine on a public highway.
- (c) Any sign installed on such a pole shall not have an area in excess of thirty six (36) square feet on each of two (2) sides and such sign shall pertain only to the business or establishment which is located on the premises. Only one (1) such sign may be installed on each business site. If such a sign is illuminated, it shall be nonflashing and shall be located so that any green, yellow or red light thereon will not materially interfere with the ability of a driver on a public highway to readily distinguish a traffic signal in the same approximate line of vision.
- (d) All poles, signs and lights installed pursuant to this section shall be removed at no expense to the County or the State, upon order of the County or the State, in connection with a future widening of the highway.

7-19-1205 EXISTING BUILDINGS AND STRUCTURES:

Any building or structure of a type described in section 7-19-1005 of this Article which was in existence at the time that the provisions of this Article became applicable to such building or structure is not required to be removed, and may continue to be used, repaired and maintained.

7-19-1210 SPECIAL SETBACK DISTANCES: TREES, SHRUBS AND VINES:

In order to prevent trees, shrubs and vines from encroaching on County roads, it shall be unlawful to plant, or cause to be planted, a tree, shrub or vine less than ten (10) feet from the edge of the right of way, or one half ($\frac{1}{2}$) of the spacing for that type of tree, shrub or vine which is customary in orchards and vineyards in the area, whichever is greater. This section does not apply to trees, shrubs or vines planted for residential landscaping.

7-19-1215 VARIANCES:

If practical difficulties, unnecessary hardships or results inconsistent with the general purpose of this Article result through the strict and literal interpretation and enforcement of this Article, then the Zoning Administrator shall have the authority to grant a variance from the provisions of this Article such as may be in harmony with its

general purpose and intent, so that the spirit of this Article shall be observed, public safety and welfare served and substantial justice done.

7-19-1220 VARIANCES: APPLICATIONS FOR VARIANCES: FEES:

(a) The Zoning Administrator shall grant a variance under the provisions of this Article only upon the filing of a written application therefore by the owner of the real property affected or his authorized agent. The Planning and Development Director shall prescribe the form of application for such variance.

(b) Unless otherwise provided, the Board of Supervisors shall adopt, from time to time by resolution, a schedule of fees to be paid by applicants to defray the expenses incidental to the proceedings pursuant to this chapter.

(c) An additional fee in the amount of Ten Dollars (\$10.00) shall be collected for each variance application to defray the expenses incidental to maintaining and enhancing the automated permit processing equipment and software utilized in the Planning and Development Department for processing of planning and building permits and certificates.

(d) Unless otherwise provided herein, whenever there is a joint filing of multiple applications and the applicant consents to the consolidated processing of those applications, the applicable filing fees shall be reduced by twenty-five percent (25%). As used here in, the term "multiple applications" shall consist of two (2) or more applications for changes of zone, special use permits (including amendments thereto), variances, planned unit developments and planned developments, tentative subdivision maps or tentative parcel maps (including vesting maps), building line setback variances, flood variances and surface mining permits and reclamation plans (including amendments thereto) which pertain to the same project.

(Amended by Ord. No. 3184, effective 6-7-97.) (Amended by Ord. No. 3262, effective 10-2-01)

7-19-1225 SAME: EXEMPTION FROM FEES:

If the County Road Commissioner certifies to the Director of Planning that an application for variance is being filed as a result of a proposed acquisition of property by the County from the person applying for the variance, the Director of Planning shall accept and process the application for a variance without payment of the fee prescribed in section 7-19-1220 of this Article.

7-19-1230 SAME: PROCEDURE FOR PROCESSING VARIANCES:

(a) Before acting on a variance the Zoning Administrator shall hold at least one (1) public hearing. Notice of such public hearing shall be given by publishing a notice of such hearing setting forth the time and place of the hearing and the nature of the variance requested, in a newspaper of general circulation published in the County, once, not less than ten (10) days prior to the date of such public hearing, and by mailing a copy of the notice of said hearing, not less than ten (10) days prior to the date of such public hearing, to the following persons:

- (1) The applicant.
- (2) Division of Highways of the California Department of Transportation, if a State highway is involved.
- (3) County Public Works Director.
- (4) Supervisor of the Supervisorial District in which the highway affected is located.
- (5) County Health Officer.

(b) The decision of the Zoning Administrator shall be in writing and shall include findings of facts relied on in making the decision.

(c) A copy of the decision of the Zoning Administrator shall be publicly posted at or near the door of the Building and Planning Department for a period of one (1) week following the making thereof. Not more than two (2) days after making the decision on the application, the Zoning Administrator shall cause a copy of the decision to be mailed to the applicant, to the Board of Supervisors, and to any other person who has expressed an interest

therein and has deposited with the Zoning Administrator a self addressed, stamped envelope for that purpose. Failure to mail or to receive such notice, as a result of mistake or inadvertence, shall not affect the validity of the decision.

7-19-1235 SAME: CONDITIONS:

Any variance granted pursuant to the provisions of this Article may be granted subject to any reasonable conditions that the Zoning Administrator may deem necessary to effectuate the purposes of this Article. Any variance which is granted subject to conditions may be revoked by the Zoning Administrator if any of the conditions are violated. The same procedures shall be followed for revocation of a variance as are followed for granting a variance, including the appeal procedures, except that notice of the public hearing by the Zoning Administrator on revocation need not be published in a newspaper.

7-19-1240 VARIANCES: APPEALS:

(a) Except as herein provided, all appeals regarding decisions on variances shall be subject to the provisions of section 165 of this Ordinance Code.

(b) Any person adversely affected by a decision of the Zoning Administrator on the variance may appeal the decision to the Board of Supervisors. An appeal to the Board of Supervisors shall be in writing and filed with the Clerk of the Board of Supervisors within ten (10) days after the date on which the decision of the Zoning Administrator was made. An appeal shall specifically set forth the grounds for the appeal. In addition to the notice requirements of section 165 of this Ordinance Code, the Board shall give notice of the appeal hearing to the persons and agencies named in section 7-19-1230 of this Article forgiving notice by the Zoning Administrator.

(c) At the time of filing the appeal, the appellant shall pay a fee of One Hundred and Fifty Dollars (\$150) to the Planning and Development Director to defray the expenses incidental to the proceedings.

7-19-1245 SAME: PROCEDURE ON REHEARING OR RECONSIDERATION:

If the Board of Supervisors refers the matter back to the Planning Commission for further consideration or rehearing, as provided in section 7-19-1240 of this Article, all proceedings on the appeal are automatically terminated. When the Planning Commission has adopted a new resolution denying or granting the variance after such further consideration or rehearing, a copy of such resolution shall be mailed to the applicant or his authorized agent at the address shown upon the written application, to the appellant, and to the Board of Supervisors. The action of the Planning Commission on an application for a variance after such rehearing or reconsideration shall be final and conclusive five (5) days, excluding Saturdays, Sundays and legal holidays, after said resolution of the Planning Commission is mailed to the applicant unless a new appeal is taken to the Board of Supervisors within said five (5) day period pursuant to the procedure set forth in section 7-19-1240 of this Article.

7-19-1250 JUDICIAL REVIEW OF DECISION:

Judicial review of a decision of the Board of Supervisors made after a hearing pursuant to this Article, if the decision denies the variance, shall be made pursuant to section 1094.6 of the Code of Civil Procedure of the State of California. The method of judicial review, the time limits for judicial review, and all of the other provisions of said section 1094.6 shall govern such judicial review. When giving written notice to the applicant that the variance has been denied, the Board of Supervisors shall provide notice to the applicant that the time within which judicial review must be sought is governed by said section 1094.6.

7-19-1255 SPECIFIC PLANS:

On highways for which Specific Plans of Streets and Highways have been adopted, or are hereafter adopted, pursuant to the provisions of Article 3 of this Chapter (commencing at section 7-19-1325), any building line **setbacks** which are shown upon such Specific Plans shall prevail over the provisions of this Article.

7-19-1260 CONFLICTING ORDINANCES:

No zoning ordinance, including Ordinance No. 352 and Article 1 of Chapter 11 of this Part (commencing at section 7-11-1000), shall be construed as permitting a building line setback less than that provided in this Article.

nor shall this Article be construed as permitting a front yard depth or side yard depth which is less than is required by any such zoning ordinance.

7-19-1265 INVALID PERMITS:

County officers and employees who are authorized or required by law to issue permits, licenses or other evidences of authority for the construction, erection or location of any building, structure, well, or any other installation described in section 7-19-1005 of this Article, shall not issue any such permit, license or other evidence of authority contrary to the provisions of this Article. Any such permit, license or evidence of authority issued which conflicts with the provisions of this Article shall be null and void.

7-19-1270 NUISANCE:

Any building, structure, well, tree, shrub or any other installation described in section 7-19-1005 of this Article which is not in full compliance with the requirements of this Article shall constitute a public nuisance.

7-19-1275 VIOLATIONS:

Any person violating any of the provisions of this Article which are declared to be unlawful shall be guilty of an infraction and shall be punishable as provided in section 125 of this Ordinance Code. Each such person shall be deemed guilty of a separate offense for each and every day, or portion thereof, during which any violation of any such provision of this Article is committed, permitted or continued by such person, and shall be punishable therefore as provided hereinabove.

ARTICLE 3. SPECIFIC PLAN OF STREETS AND HIGHWAYS

7-19-1325 DECLARATION OF PURPOSE:

In order to conserve and promote the public health, safety and general welfare, a Specific Plan of Streets and Highways is hereby adopted. Said Specific Plan shall show the locations and widths of a system of major traffic thoroughfares and other highways, the recommended treatment thereof, and building line setbacks. For convenience, the Specific Plan will be developed progressively by the adoption from time to time of detailed plans for portions of individual highways as parts of said Specific Plan.

7-19-1330 DESCRIPTIVE TITLE: PREPARATION AND CONTENTS OF MAPS:

(a) Each part of the Specific Plan of Streets and Highways shall consist of a descriptive title sufficient to identify the subject and location and a detailed map, with appropriate notations thereon, which shall set forth all requirements, dimensions and other pertinent data of said Specific Plan, which may include any or all of the items mentioned in section 7-19-1325 of this Article. The County Planning Agency shall prepare the parts of the Specific Plan including the detailed maps.

(b) The County Planning Agency shall also prepare and maintain for public inspection a large map of the County which will show the location of the parts of the Specific Plan of Streets and Highways which have been adopted. Said map shall contain notations sufficient to identify the detailed map pertaining to each part of the Specific Plan.

7-19-1335 PROCEDURE FOR ADOPTION:

Additions and amendments to the Specific Plan of Streets and Highways shall be adopted pursuant to the provisions of Article 9 (commencing with section 65500) of Chapter 3 of Title 7 of the Government Code of the State of California, as it now exists and as it may be amended from time to time. Each ordinance adding to or amending the Specific Plan shall designate the added or amended part by an appropriate serial number corresponding to the serial number of items adopted pursuant to this Article.

7-19-1340 LICENSES AND PERMITS:

Officers, agents or employees of the County having the authority to issue licenses or permits, or having the authority to approve plans or specifications for private or public projects, shall not issue such a license or permit and shall not approve any project plan or specification unless the project which is being licensed, permitted or

approved complies with the Specific Plan of Streets and Highways. Any license, permit or approval which is granted in violation of this Article is null and void.

7-19-1345 BUILDING LINE SETBACK:

From and after December 1, 1947, no person shall erect, construct or establish any building, well, wall, signboard or other improvement within the space between the street or highway line and any building line setback herein established, widened or straightened; provided, however, that said restrictions shall not apply to any form of agricultural or horticultural plantings or crops, or the maintaining of domestic animals or the maintenance of fences.

7-19-1350 NONCONFORMING USES:

If buildings, utilities or other installations existed within reserved areas on December 1, 1947, or on the effective date of any item subsequently adopted under the provisions of this Article, such nonconforming buildings, utilities or other installations may continue with reasonable maintenance but may not be enlarged or replaced except as provided in section 7-19-1355.

7-19-1355 VARIANCE:

If practical difficulties, unnecessary hardships or results inconsistent with the general purpose of this Article result from the strict and literal interpretation and enforcement of this Article, as it applies to section 7-19-1350, the County Planning Commission, upon a written application from the owner of the property affected, shall have authority, subject to the approval of the Board of Supervisors, to grant such a variance from the provisions of this Article as will be in harmony with the general purpose and intent of this Article, so that the spirit of this Article will be observed, public safety and welfare served and substantial justice done. Such variances shall be granted in compliance with the following procedure:

- (a) A public hearing shall be held for the purpose of considering an application for a variance.
- (b) Notice of such public hearing shall be given not less than ten (10) days prior to the date of such public hearing. Such notice shall be given by postal cards which shall be mailed to the following persons:
 - (1) Division of Highways, California Department of Public Works.
 - (2) County Surveyor.
 - (3) Owners of all property within a radius of five hundred (500) feet of the site of the building, utility or other installation involved in the application, using for that purpose the name and address of the last known owners of such property as shown on the records of the County Clerk/ Recorder/Assessor.
- (c) Within not more than forty (40) days following such public hearing, the Planning Commission shall act on the application by resolution, and the resolution shall recite in full the findings upon which the Planning Commission bases its approval or disapproval of such variance.
- (d) A copy of the resolution containing the recommendations of the County Planning Commission shall be mailed to the applicant, using therefore the address shown upon the written application. One copy of said resolution shall be delivered to the Board of Supervisors.
- (e) The Board of Supervisors may approve or disapprove the recommendation of the Planning Commission and its action shall be final.

7-19-1360 JUDICIAL REVIEW OF DECISION:

Judicial review of a decision of the Board of Supervisors made after a hearing pursuant to this Chapter, if the decision denies the variance, shall be made pursuant to section 1094.6 of the Code of Civil Procedure of the State of California. The method of judicial review, the time limits for judicial review, and all of the other provisions of said section 1094.6 shall govern such judicial review. When giving written notice to the applicant that the

variance has been denied, the Board of Supervisors shall provide notice to the applicant that the time within which judicial review must be sought is governed by said section 1094.6.

7-19-1365 FEES:

At the time of filing his application for a variance, the applicant shall pay a fee of Twenty Five Dollars (\$25.00) to defray the expenses incidental to the proceedings. No part of said fee shall be returned to the applicant if he subsequently withdraws his application for a variance.

7-19-1370 NUISANCE:

Any building, well, wall, signboard or other improvement which is not in full compliance with the requirements of section 7-19-1345 of this Article shall constitute a public nuisance.

7-19-1375 VIOLATIONS:

Any person violating any of the provisions of section 7-19-1345 of this Article shall be guilty of an infraction and shall be punishable as provided in section 125 of this Ordinance Code. Each such person shall be deemed guilty of a separate offense for each and every day, or portion thereof, during which any violation of any such provision of section 7-19-1345 is committed, permitted or continued by such person, and shall be punishable therefor as provided hereinabove.

7-19-1380 MAPS: NOT INCLUDED:

The maps of the Specific Plan of Streets and Highways and amendments adopted heretofore or hereafter under this Article shall not be included in or made a part of this Code. Some of said maps have been designated as parts of the "Official" Plan of Streets and Highways because they were adopted prior to the time that the former Planning Law of the State of California (Government Code section 65000 et seq.) changed the designation "official plans" to "precise plans." Also, some of said maps have been designated as parts of the "Precise" Plan of Streets and Highways because they were adopted prior to the time that the Planning and Zoning Law of the State of California (Government Code section 65000 et seq.) changed the designation "precise plans" to "specific plans."

ARTICLE 5. STREET NAMES AND NUMBERS AND HOUSE NUMBERS

7-19-1430 DECLARATION OF PURPOSE:

In order to promote the convenience, safety and general welfare of the people of the County of Tulare, a coordinated system of street numbers and names and house numbers is hereby established for the County of Tulare.

7-19-1435 "DEFINITIONS":

The definitions set forth in section 7-01-1020 et seq. of Article 1 of Chapter 1 of Part VII of this Ordinance Code shall govern the construction of this Article except where the context otherwise requires.

7-19-1440 METROPOLITAN AREAS:

Areas surrounding incorporated cities and urbanized unincorporated areas may be excluded from the application of this system. The boundaries of such metropolitan areas surrounding incorporated cities shall, and boundaries of such metropolitan areas surrounding unincorporated communities may, be recommended by the County Planning Commission and established by the Board of Supervisors by ordinance. The boundaries of such metropolitan areas shall be designated on maps which clearly define such areas and said maps shall be progressively adopted pursuant to this Article.

7-19-1445 METROPOLITAN AREA HOUSE NUMBERS:

Such metropolitan areas shall be assigned house numbers which need not relate to the County system of house numbers established by this Article, but which do relate to a system within the incorporated city or unincorporated community within each metropolitan area; provided, however, that the County shall exercise its authority within unincorporated areas contained in such metropolitan areas to the extent of adopting only such house numbering systems as, in its opinion, will eliminate duplications, prevent confusion and will generally serve the purpose of

this Article. The house numbering system in such metropolitan areas shall relate, in such manner as the County may direct, to regular even fractions of a section mile with preference given to the unit of three hundred thirty (330) feet; provided, that the sequence of numbers shall be so assigned that numerical progression away from any base line shall begin any given hundred series of numbers on parallel or approximately parallel streets or roads at points equidistant in the same direction from the base line.

7-19-1450 METROPOLITAN AREA ROAD AND STREET NAMES:

Such metropolitan areas may also employ a local system of street naming which may be based on a system existing at the time such metropolitan areas are established; provided, however, that such existing local systems shall first be amended, if necessary, to eliminate duplication of names, confusing similarity of names, or the application of more than one name to one street or to segments of streets along a common alignment.

7-19-1455 INCLUSION OF METROPOLITAN AREAS:

At the request of a city located in a metropolitan area, the area included in the metropolitan area may be included in the coordinated system established for the remainder of the County. In the case of an unincorporated community located in a metropolitan area, the Board of Supervisors, on recommendation of the County Planning Commission, may determine that the area in the metropolitan area shall be included in the coordinated system established for the remainder of the County.

7-19-1460 METHOD OF ESTABLISHING METROPOLITAN AREAS:

Metropolitan areas surrounding and including incorporated cities shall be established in the following manner:

- (a) The County Planning Commission shall propose boundaries for each metropolitan area.
- (b) The County Planning Commission shall devise and propose a local system of house numbering, as described in section 7-19-1445, for each metropolitan area.
- (c) The County Planning Commission shall propose a local system of road and street names for each metropolitan area and said system shall include proposals for the amendment of the existing local road and street naming system, if necessary to eliminate duplications of names, confusing similarity of names, or the application of more than one name to one street or to segments of streets along a common alignment.

7-19-1465 SAME: UNINCORPORATED URBAN AREAS:

In the case of unincorporated urban areas, metropolitan areas may be established either upon a petition of property owners residing in the proposed area, or upon the initiative of the County Planning Commission or the Board of Supervisors. Except for the method of originating such proposals for the establishment of metropolitan areas the procedure shall be the same as that provided in section 7-19-1460.

7-19-1470 SAME: MAPS:

A metropolitan area shall be established by the adoption of a map on which shall be shown the exact boundaries and all other pertinent and necessary information. Each such map shall be given a serial number corresponding to the serial number of items adopted pursuant to this Article. Each map may also be assigned a name in addition to such serial number. Such maps shall be part of the Specific Plan of Street Names and Numbers and House Numbers and shall be processed in the manner prescribed by State law for adopting specific plans.

7-19-1475 BASE LINES:

The system shall consist of a single quadrant having an east-west base line and a north south base line. The east west base line shall be a line coincident with the south boundary line of the County of Tulare. The north south base line shall be a line intersecting the east west base line extended and drawn from the southwest corner of Section 35, Township 24 South, Range 22 East, M.D.B.&M., through the southwest corner of Section 34, Township 16 South, Range 22 East, M.D.B.&M.

7-19-1480 SAME: PURPOSE:

The base lines defined in section 7-19-1475 shall be used for determining the designation of numbered thoroughfares and house numbering.

7-19-1485 DESIGNATION OF THOROUGHFARES: PUBLIC AND PRIVATE:

(a) Except as provided herein below, all public thoroughfares having an east west alignment shall be designated "Avenues," those having a north south alignment shall be designated "Roads," and those having a diagonal or curved alignment shall be designated "Drives."

(b) In mountainous areas, as defined in section 7-01-1075 of this Ordinance Code, all public thoroughfares which are dedicated to the County on or after December 10, 1970, shall be designated, in accordance with their classification under section 7-01-1155 of this Ordinance Code, as follows:

(1) All Class 1 and Class 2 Roads shall be designated "Drives."

(2) All Class 3 Roads shall be designated "Ways."

(3) All Select System Roads shall be designated "Boulevards."

(c) All public cul de sacs, including those located in mountainous areas and within metropolitan areas, which are dedicated to the County on or after December 10, 1970, and all private cul de sacs created after January 1, 1992, shall be designated as "Courts."

(d) All private thoroughfares created prior to January 1, 1992, and named pursuant to section 7-19-1510 and all private thoroughfares created after January 1, 1992, shall be designated "Lanes", "Trails", "Drives" or other designations.

(e) Except as provided in subsection (c) above, the provisions of this section need not be complied with when designating thoroughfares within a metropolitan area.

7-19-1490 APPLICATION: ROADS:

Beginning at the base lines, there shall be, or deemed to be, a Road or Avenue consecutively numbered outwardly from the base lines at each one eighth (1/8) mile or six hundred sixty (660) feet, more or less.

7-19-1495 DESIGNATING SPECIFIC THOROUGHFARES: NUMBERS AND NAMES:

(a) For the purposes of this Article, a mile shall be deemed to be the length of one side of a section, unless otherwise specified.

(b) The Avenue coincident with the east west base line shall be given a name.

(c) Avenue One (1) shall be one eighth (1/8) mile or six hundred sixty (660) feet, plus or minus, north of the east west base line. Avenues shall be consecutively numbered northward from Avenue One (1) at each one eighth (1/8) mile, or each six hundred sixty (660) feet, plus or minus.

(d) Road One (1) shall be one eighth (1/8) mile or six hundred sixty (660) feet, plus or minus, easterly of the north-south base line. Roads shall be consecutively numbered eastward from Road One (1) at each one eighth (1/8) mile, or each six hundred sixty (660) feet, plus or minus.

(e) Avenues and Roads located other than on a one eighth (1/8) mile or six hundred sixty (660) foot interval shall be designated by name, and freeways or other major thoroughfares, even though located on one eighth (1/8) mile intervals, may be designated by name rather than by number.

(f) All public and private thoroughfares other than Roads and Avenues shall be designated by name.

7-19-1500 SAME: SPECIFIC TITLES:

(a) When Avenues and Roads are designated by numbers, the words "Avenue" and "Road" shall precede the number.

(b) When Avenues and Roads are designated by names, the words "Avenue" and "Road" shall follow the name.

(c) For all thoroughfares subject to this Article, designations other than "Road" and "Avenue" shall follow the name.

7-19-1505 NAMING OF PUBLIC AND PRIVATE THOROUGHFARES:

All public and private thoroughfares created after January 1, 1992, shall be named in accordance with the provisions of this Article pursuant to the following procedures:

(a) All public and private thoroughfares created as a condition to or part of a special use permit or a subdivision by either subdivision map or parcel map shall be named and the names approved by the body giving approval to such entitlement as part of the procedure to approve such entitlement.

(b) All public thoroughfares not named pursuant to subsection (a) hereof shall be named and all public thoroughfares shall be renamed in accordance with Streets and Highways Code sections 970.5 and 971.

(c) All private thoroughfares not named pursuant to subsection (a) and all private thoroughfares shall be renamed by the Planning Commission pursuant to the following procedure:

(1) Action shall be initiated upon direction by the Board of Supervisors or upon petition by the private property owners located or with access on such thoroughfares.

(2) Petitions by the private property owners shall be submitted and accepted for consideration only in the form and with the information prescribed by the Planning and Development Director.

(3) The Planning Commission shall notice and hold a public hearing on the proposed name.

(4) Notice of such hearing shall be given by publication one time in a newspaper of general circulation and shall be mailed to property owners whose property is located on or has access to the thoroughfare at least ten days before such hearing. If the thoroughfare is currently constructed and in use, Notice of the hearing shall be posted in at least three public places along the thoroughfare.

(5) At the time of the hearing or at any time to which the hearing may be continued, the Planning Commission shall hear and consider proposals to approve or adopt a name for the thoroughfare mentioned in the notice and objections to such proposals. At or after the conclusion of the public hearing, the Planning Commission may approve or adopt by resolution a name for such thoroughfare and shall file such resolution with the Board of Supervisors officially designating the name for such thoroughfare.

(6) Any decision hereunder shall be final unless appealed to the Board of Supervisors pursuant to section 165 of this Ordinance Code.

(d) From time to time as new designations are approved or adopted, the Planning and Development Director shall prepare and keep a map, which map shall be known as the Unincorporated Tulare County Specific Map of Street Names and Numbers and House Numbers, indicating thereon the assigned numbers or names for all public and private thoroughfares within the unincorporated area of the County. Such map shall incorporate all prior maps and designations adopted pursuant to this Article.

(e) Approval or adoption of a name or number designations for any private thoroughfare thereunder shall not constitute an acceptance of any ownership interest in or constitute an acceptance of such thoroughfare into the County maintained road system under Streets and Highways Code section 941.

7-19-1510 FEES: PRIVATE THOROUGHFARES:

Petitions under section 7-19-1505(c)(2) shall only be accepted for consideration upon payment of the fee for processing such petition set from time to time by the Board of Supervisors by resolution.

7-19-1515 HOUSE NUMBERING:

Each mile shall be assigned eight hundred (800) numbers. Each number shall apply to thirteen and two tenths (13.2) feet, plus or minus, of frontage. When a section has a dimension greater or less than one (1) mile of five

thousand two hundred eighty (5280) feet, the eight hundred (800) units shall remain the same, but the length of the units shall be proportionately adjusted to a greater or lesser length as the case may be. House numbers assigned to any unit shall be determined by the position of the particular unit in the eight hundred (800) units in the section-mile and the number assigned shall be the number applicable to the unit occupied by the house or establishment to be identified by such number.

7-19-1520 SAME: MOUNTAINOUS AREAS:

The application of eight hundred (800) numbers per mile shall apply to valley areas only. When the plan is extended into mountainous areas where an irregular road pattern applies, the numbers shall be assigned on the basis of eight hundred (800) numbers per road mile of five thousand two hundred eighty (5280) feet.

7-19-1525 ASSIGNING ODD AND EVEN HOUSE NUMBERS:

All numbers assigned on the north or east side of a thoroughfare shall be even numbers and all numbers assigned on the south or west side of a thoroughfare shall be odd numbers. All diagonal or curved thoroughfares shall be deemed to be north south thoroughfares or east west thoroughfares, and odd and even numbers shall be distributed accordingly. For the purpose of assigning odd and even house numbers, a thoroughfare having a northeast southwest or a northwest-southeast alignment or any alignment having a direction within the north quadrant or south quadrant between such northeast southwest and northwest-southeast lines shall be deemed to be a north south thoroughfare. Any other straight or approximately straight thoroughfare shall be deemed to be an east-west thoroughfare. Meandering, loop or other thoroughfares having irregular alignments may be assigned numbers best suited to serving the purposes of this Article and it shall be the duty of the County Planning Commission, as an administrative policy, to determine the system of numbering to be employed.

7-19-1530 REQUIRED POSTING:

Every person owning, controlling, occupying or using any house, store, storeroom or building situate on premises fronting on any public thoroughfare in the County of Tulare shall, within thirty (30) days after issuance of a house number, install permanently on such premises the number issued, subject to the following provisions:

(a) An accessory building need not be numbered but, if located on a separate unit of frontage as defined in section

7-19-1515 of this Article, it may be assigned a number if requested by the owner or proprietor of the principal establishment to which such building is accessory.

(b) The numbers shall be made of a durable material.

(c) All such numbers shall be of such type and so placed as to be easily visible and legible from the thoroughfare upon which said premises front.

(d) The numbers shall be not less than three (3) inches in height.

(Amended by Ord. 3254, effective 3-31-01.)

7-19-1530 REQUIRED POSTING:

Every person owning, controlling, occupying or using any house, store, storeroom or building situate on premises fronting on any public or private thoroughfare in the County of Tulare shall, within thirty (30) days after issuance of a house number, install permanently on such premises the number issued, subject to the following provisions:

(a) An accessory building need not be numbered but, if located on a separate unit of frontage as defined in section 7-19-1515 of this Article, it may be assigned a number if requested by the owner or proprietor of the principal establishment to which such building is accessory.

(b) The numbers shall be made of a durable material.

(c) All such numbers shall be of such type and so placed as to be easily visible and legible from the thoroughfare upon which said premises front.

- (d) The numbers shall be not less than four (4) inches in height.

(Amended by Ord. 3254, effective 3-31-01.)

7-19-1535 REQUIRED POSTING WITHIN STATE RESPONSIBILITY AREAS:

All numbers and addresses, whether on a public or private thoroughfare, issued within a State Responsibility Area shall also be permanently posted at each driveway entrance, subject to the following standards:

- (a) The address shall be posted at the beginning of construction and shall be maintained thereafter.
- (b) The address shall be visible and legible from the road on which the address is located. Where multiple addresses are required at a single driveway, the addresses shall be mounted on a single post at the driveway entrance. Where the roadway provides access solely to a single commercial or industrial business, the address shall be posted at the nearest road intersection providing access to that site.
- (c) All numbers shall be a minimum of four (4) inches in height with an one half inch (½") width and shall be of a reflective color that contrasts sharply with the background.

(Amended by Ord. 3254, effective 3-31-01.)

7-19-1540 OLD HOUSE NUMBERS:

Any house number existing on the date this Article becomes applicable to the premises, and which is different from the new number issued pursuant to this Article, shall be removed within thirty (30) days after notice of the issuance of the new house number.

7-19-1545 SIGNS IDENTIFYING THOROUGHFARES:

It shall be the duty of the Public Works Director to establish a standard form and standard placement of signs for identifying public and private thoroughfares assigned names pursuant to this Article and to install such signs on public thoroughfares in conformity to such standards. Within a State Responsibility Area, newly installed roadway or thoroughfare signs shall equal or exceed the requirements set forth in the SRA Fire Safe

Regulations, Title 14 of the California Code of Regulations, Division 1.5, Chapter 7, Article 5.5, sections 1274.01 through 1274.05. The Board of Supervisors may from time to time by resolution establish fees for installing signs on private roadways and private thoroughfares.

7-19-1548 REQUIRED ACCESS:

- (a) Every new building hereafter erected shall be provided with an improved access to a publicly maintained road. The access may consist of a driveway or a private road or combination thereof. The access shall be improved to at least the following standards:
- (1) All accesses shall have a minimum 13 foot 6 inch unobstructed vertical clearance along the entire length of the access. The maximum grade of any access shall not exceed 20%. All bridges or other support structures installed as part of the access shall be constructed to support a minimum load of 40,000 pounds.
 - (2) Driveways exceeding 150 feet in length, but less than 800 feet, should provide a midpoint turnout. Driveways exceeding 800 feet should provide turnouts at least every 400 feet. Private roads exceeding 150 feet in length, but less than 800 feet, shall provide a midpoint turnout. Private roads exceeding 800 feet shall provide turnouts at least every 400 feet. Turnouts shall be a minimum of 10 feet wide and 30 feet long with a minimum of 25 foot taper on each end.
 - (3) A driveway shall provide a minimum 10 foot wide traffic lane. No parking should be allowed along any driveway of less than 18 feet in width.
 - (4) A private road shall provide a minimum 18 foot wide improved surface traffic lane. Private roads with less than an 18 foot wide improved surface traffic lane shall meet the turnout requirements set for a driveway.

(5) Any private roads providing vehicular access to a single parcel with any industrial or commercial occupancy shall provide a minimum 20 foot wide improved surface traffic lane.

(6) A bulb turnaround or a hammerhead "T" turnaround shall be provided at all building sites on any access exceeding 300 feet in length and shall be located at the end of the private road or on the driveway within 150 feet of the building(s).

(7) Direct access from a publicly maintained road shall be improved with a drive approach connection constructed in accordance with County or Caltrans improvement standards and an encroachment permit issued by the County or Caltrans shall be obtained prior to construction.

(8) As a minimum, all driveways should be constructed with an all weather surface capable of supporting a minimum load of 40,000 pounds and private road surfaces shall be constructed in accordance with a the minimum road improvement standard structural section consisting of 2 inches of asphalt concrete over 4 inches of aggregate base material in accordance with the standards established by the Tulare County Road Improvement Standards as such standards have been adopted by resolution of the Board of Supervisors and are amended from time to time by resolution of the Board of Supervisors. Prior to the issuance of a building permit, the applicant shall submit for review and approval a private road improvement plan prepared by a registered civil engineer detailing the required access improvements. After construction of the access and prior to occupancy under the building permit, the applicant shall submit a letter by a registered civil engineer certifying access construction in compliance with the approved private road improvement plan. If, due to other County requirements, such accesses and private roads would be subject to a higher road improvement standard, the higher road improvement standard shall apply.

(9) All gate entrances erected on any access or private road shall be at least two feet wider than the access traffic lane and shall be setback a minimum of 30 feet from any publicly maintained road.

(b) For the purposes of this Section, the following definitions shall apply:

(1) Driveway: Access to a single parcel or parcels from a publicly maintained road or an improved private road which exceeds 150 feet in length.

(2) Hammerhead "T": A street or road that provides a "T" shaped three-point turnaround space for emergency equipment, being no narrower than the street, road or driveway that serves it.

(3) Publicly maintained road: A public road in the County maintained mileage system or a state highway.

(4) Roads: Vehicular access to more than one parcel; vehicular access to any commercial or industrial occupancy on one or more parcels; or vehicular access to a single parcel with more than two buildings or four or more dwelling units.

(5) Roadway: Any surface designed, improved, or ordinarily used for vehicular access or travel.

(6) Bulb turnaround: A street or road, unobstructed by parking, which allows for a safe opposite change of direction for emergency equipment. Bulb turnaround shall have a minimum 40 feet improved surface radius.

(7) Turnout: A widening in a street, road or driveway to allow vehicles to pass.

(c) The Tulare County Fire Warden or his duly authorized deputy, upon the receipt of a verified application from the owner of the property affected, stating fully the grounds for the application and the facts relied upon, shall have authority as an administrative act, to grant without notice and hearing certain minor modifications to the terms of this Section as may be in harmony with its general purpose and intent, so that the spirit of this Section shall be observed, public safety and welfare secured and substantial justice done. Such minor modifications shall be limited to the following:

- (1) Decreases not to exceed 10% of the lane width minimum requirements of paragraphs (3) through (5) of Subsection (a).
- (2) Decreases not to exceed 10% of the clearance minimum requirements of paragraph (1) of Subsection (a).
- (3) Increases not to exceed 25% of the maximum distance before a turnout is required in paragraph (2) of Subsection (a).
- (4) Decreases not to exceed 10% of the minimum width or length requirements for turnouts specified in paragraph (2) of Subsection (a).
- (5) Changes not to exceed 20% of the minimum requirements set for bulb turnaround or Hammerhead "T"s in paragraph (6) of Subsection (a).

(d) All minor modifications granted or denied by the Tulare County Fire Warden or his duly authorized deputy under Subsection (c) shall be subject to appeal to the Board of Supervisors in the manner provided in Section 165 of this Ordinance.

(Amended by Ord. No. 3254, effective 3-31-01.)

7-19-1550 SIGNIFICANCE OF HOUSE NUMBER:

The last two digits in a multiple digit number represent the position of the house number in the one eighth (1/8) mile or six hundred sixty (660) feet, plus or minus, as defined in section ~~7-19-1490~~. House numbers one (1) to nine (9) inclusive shall be preceded a zero (0) except in the first one eighth (1/8) mile measured from base lines where house numbers alone shall be used. Digits preceding the last two digits, except in the first one eighth (1/8) mile measured from the base lines where no digits will precede the house number, represent the number of the next Avenue number south, or the next Road number west, as the case may be.

7-19-1555 ISSUING AGENCY:

All numbers shall be issued through the office of the County Planning Commission. The installation of the house numbering system established by this Article shall be accomplished progressively and in such manner as the County Planning Commission shall from time to time direct.

7-19-1560 NOTIFICATION ON ISSUANCE:

House numbers conforming to the provisions of this Article shall be assigned by written notice and in such form as shall be directed by the County Planning Commission. Complete and accurate records of numbers issued and assigned shall be kept in map form and such other forms as the County Planning Commission may direct.

7-19-1565 CONFLICT:

No department, official or public employee shall issue any number which is in conflict with the provisions of this Article or use or allow to be used any such conflicting number on any permit, license or other public record.

7-19-1570 USE OF NAMES AND NUMBERS:

After the date on which the provisions of this Article become applicable to any thoroughfare, all departments, officials and employees of the County of Tulare, in referring to such thoroughfare in any public record, shall employ the number or name and the descriptive title of the thoroughfare which have been established pursuant to this Article. Previous designations may also be used when necessary to correlate new and old designations.

7-19-1575 VIOLATIONS:

After the provisions of this Article become applicable to any area in the County of Tulare, every person owning, controlling or occupying any house, store, storeroom or building required by this Article to be numbered, who fails, neglects or refuses to procure, place, attach or maintain numbers on such premises and remove old numbers as provided herein, or who fails to place, attach or maintain the appropriate numbers on any new or altered structures within thirty (30) days after the completion or occupancy of such structure, whichever comes

first, shall be guilty of an infraction and shall be punishable as provided in section 125 of this Ordinance Code. Each day during which a violation occurs shall constitute a separate offense.

7-19-1580 MAPS: NOT INCLUDED:

Maps of the Specific Plan of Street Names and Numbers and House Numbers and amendments adopted heretofore or hereafter under this Article shall not be included in or made a part of this Code. Some of said maps have been designated as parts of the "Official" Plan of Street Names and Numbers and House Numbers because they were adopted prior to the time in 1953 that the former Planning Law of the State of California (Government Code section 65000 et seq.) changed the designation "official plans" to "precise plans." Also, some of said maps have been designated as parts of the "Precise" Plan of Street Names and Numbers and House Numbers because they were adopted prior to the time that the Planning and Zoning Law of the State of California (Government Code section 65000 et seq.) changed the designation "precise plans" to "specific plans."

Mobile Version.

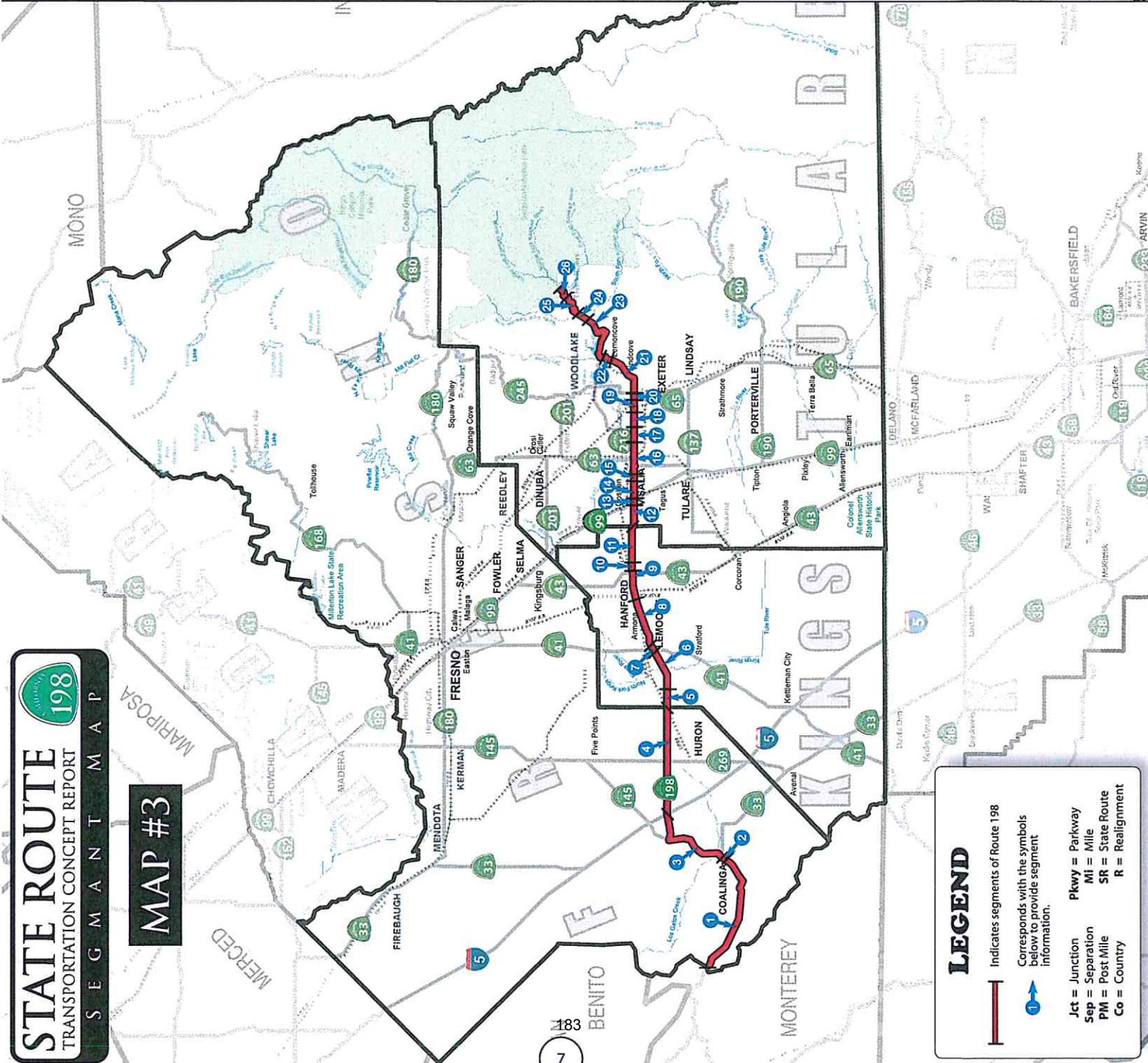
b) Caltrans State Route 198 Transportation
Concept Report February 2012.

STATE ROUTE 198

TRANSPORTATION CONCEPT REPORT

S E G M A N T M A P

MAP #3



Fresno County

- 1 Segment 1: SR 198 PM 0.0 / 21.2
Monterey County line / Firestone Ave
- 2 Segment 2: SR 198 PM 21.2 / 22.7
Firestone Ave / South Jct SR 33
- 3 Segment 3: SR 198 PM 22.7 / 26.8
SR 33 / SR 198 / I-5 Separation
- 4 Segment 4: SR 198 PM 26.8 / 42.7
SR 198 / I-5 Separation / Kings County line

Kings County

- 5 Segment 5: SR 198 PM 0.0 / 3.0
Fresno County line / Lemoore Naval Air Station
- 6 Segment 6: SR 198 PM 3.0 / R8.9
Lemoore Naval Air Station / SR 41 / SR 198 Separation
- 7 Segment 7: SR 198 PM R8.9 / R10.9
SR 41 / SR 198 Separation / 0.3 MI E of 18th Ave
- 8 Segment 8: SR 198 PM R10.9 / R16.4
0.3 MI E of 18th Ave / 0.5 MI W of 12th Ave
- 9 Segment 9: SR 198 PM R16.4 / R20.4
0.5 MI W of 12th Ave / 0.5 MI W of SR 43 / SR 198 Separation
- 10 Segment 10: SR 198 PM R20.4 / 22.3
0.5 MI W of SR 43 / SR 198 Separation / 7th Ave
- 11 Segment 11: SR 198 PM 22.3 / 28.3
7th Ave / Tulare County line

Tulare County

- 12 Segment 12: SR 198 PM 0.0 / R3.3
Kings County line / 0.3 MI E of Rd 68
- 13 Segment 13: SR 198 PM R3.3 / 4.9
0.3 MI E of Rd 68 / 0.3 MI E of Rd 80
- 14 Segment 14: SR 198 PM 4.9 / 7.0
0.3 MI E of Rd 80 / Rd 102
- 15 Segment 15: SR 198 PM 7.0 / R8.4
Rd 102 / 0.3 MI E of West Main St
- 16 Segment 16: SR 198 PM R8.4 / R12.7
0.3 MI E of West Main St / 0.1 MI W of Packwood Creek
- 17 Segment 17: SR 198 PM R12.7 / R14.6
0.1 MI W of Packwood Creek / Rd 164
- 18 Segment 18: SR 198 PM R14.6 / R16.6
Rd 164 / Outside Canal
- 19 Segment 19: SR 198 PM R16.6 / R18.8
Outside Canal / SR 65
- 20 Segment 20: SR 198 PM R18.8 / R19.8
SR 65 / SR 245
- 21 Segment 21: SR 198 PM R19.8 / 26.9
SR 245 / 0.1 MI E of Rd 244
- 22 Segment 22: SR 198 PM 26.9 / 28.3
0.1 MI E of Rd 244 / Rd 248
- 23 Segment 23: SR 198 PM 28.3 / 35.9
Rd 248 / Moro Rd
- 24 Segment 24: SR 198 PM 35.9 / 38.5
Moro Rd / North Fork Dr
- 25 Segment 25: SR 198 PM 38.5 / 42.4
North Fork Dr / Mineral King Rd
- 26 Segment 26: SR 198 PM 42.4 / 44.2
Mineral King Rd / Sequoia National Park Boundary

LEGEND

- Indicates segments of Route 198
- Corresponds with the symbols below to provide segment information.
- Jct = Junction
- Sep = Separation
- PM = Post Mile
- Co = Country
- Pkwy = Parkway
- Mi = Mile
- SR = State Route
- R = Realignment

Transportation Concept Report

State Route

SUMMARY CHART 3A

LEGEND

Existing Lanes	Conventional
Planned or Programmed by 2035	Expressway
Add Through Lanes	Freeway
Number of Lanes	2
Convert 4 lane exp (4E) to 4 lane fwy (4F)	4

Outside Creek Br.	Route 65	Route 245	Road 244	Road 248	Moro Rd	North Fork Dr	Mineral King Rd	Sequola Nat.	Park Boundary
XXXXXXXXXXXXXXXXXXXX	PM 18.8	PM 19.8	PM 26.9	PM 28.3	PM 35.9	PM 38.5	PM 42.4	PM 44.2	
Tulare County	LEMON COVE (Unincorporated)	THREE RIVERS (Unincorporated)							

SEGMENT	19	20	21	22	23	24	25	26
County / Route	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198
Description Begin	OUTSIDE CREEK BRIDGE	ROUTE 65	ROUTE 245	0.1 MILE OF RD 244	RD 248	MORO RD	NORTH FORK DR	MINERAL KING RD
Description End	ROUTE 65	ROUTE 245	0.1 MILE OF RD 244	RD 248	MORO RD	NORTH FORK DR	MINERAL KING RD	SEQUOLA NATIONAL PARK BOUNDARY
Postmile Limits	16.6 / 18.8	18.8 / 19.8	19.8 / 26.9	26.9 / 28.3	28.3 / 35.9	35.9 / 38.5	38.5 / 42.4	42.4 / 44.2
Begin/End (PM)	2.2	1.0	7.1	1.4	7.6	2.6	3.9	1.8
Length (MI)								
Rural / Urban	Rural	Rural	Rural	Rural	Rural	Rural	Rural	Rural
Terrain	Flat	Flat	Flat	Rolling	Rolling	Rolling	Rolling	Rolling
ROW: Range Existing (FT)	135 / 200	60 / 140	80 / 80	80 / 100	80 / 137	80 / 150	60 / 80	60 / 60
Median Range (FT)	22 / 22	0 / 22	0 / 0	0 / 0	0 / 4	0 / 0	0 / 0	0 / 0
Shoulder Range (FT)	0 / 8	8 / 8	5 / 8	0 / 10	0 / 8	1 / 8	1 / 8	1 / 2
Lane Width (FT)	12	12	12	12	12	12	12	12
Ultimate ROW (FT)	*	*	*	*	*	*	*	*
Facility: Existing	4E	4E	4E	2C	2C	2C	2C	2C
2035 Concept	4E	4E	4E	2C(I)	2C(I)	2C(I)	2C(I)	2C(I)
UTC	4E	4E	4E	2C(I)	2C(I)	2C(I)	2C(I)	2C(I)
LOS: 2009	B	B	B	C	D	C	C	C
LOS: 2020	B	B	B	D	D	C	C	C
LOS: 2035 (w/o improvements)	C	B	D	D	D	D	D	C
LOS: Concept 2035	C	C	D	D	E	E	E	E
Deficiency/Year Deficient Project in STIP/RTP (Y/N)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
LOS w/ Concept Improvement	No	No	No	No	No	No	No	No
Directional Split (Peak Hour)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
AADT: 2009	19,500	11,500	7,100	4,200	3,400	3,550	3,000	1,650
AADT: 2020	26,230	14,200	8,290	5,080	3,970	4,150	3,500	2,000
AADT: 2035	37,990	18,280	10,060	6,450	4,820	5,030	4,250	2,530
Peak Hour: 2009	1,900	1,650	850	560	785	530	480	230
Peak Hour: 2020	2,560	2,020	990	680	920	620	560	280
Peak Hour: 2035	3,700	2,600	1,200	860	1,110	750	680	350
% Trucks: AADT	11%	16%	16%	16%	16%	16%	16%	16%
% Trucks: Peak Hour	9%	8%	8%	8%	8%	8%	8%	8%

Segment: Is self-explanatory except for several data sets:

Rural/Urban: Indicates whether the segment is in a rural area or city limits.

Terrain: Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

ROW: Portrays Right-of-Way (ROW) and geometric data in feet.

Shoulder Range: Is a range of treated surface (6' standard), both inside and outside shoulders.

Ultimate Transportation Corridor (UTC): Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway (8F) 218 feet is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

Facility: Shows the Existing Facility, the desired facility type (2035 Concept) by 2035- RTP/As and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2035. 2C(I) indicates that the highway has been improved in select locations with

LOS: The current LOS (level of service), along with the expected calculated LOS in 2020 and 2035. The 2035 Concept is the target LOS desired, i.e., LOS C, for attainment by 2035.

Deficiency: Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2035 Concept improvement.

Directional Split: Denotes the split in the peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

* The Ultimate ROW is generally the same as the existing ROW except where geometric improvements may be required and does not include interchanges.

AADT: signifies Annual Average Daily Traffic.

Peak Hour: Indicates a representation of the maximum hour of traffic flow during the day.

N/A - Not deficient, no project recommended/not applicable.

N/A* - Deficient, no project recommended.

(I) + 2-lane conventional highway improvements, turn lanes, signals, passing lanes, etc.

* Concept Facility meets Concept LOS.

LEGEND

Existing Lanes	
Planned or Programmed by 2035	
Add Through Lanes	
Number of Lanes	<input type="text" value="2"/> <input type="text" value="4"/>
Convert 4 lane exp (4E) to 4 lane fwy (4F)	

Segment: is self-explanatory except for several data sets:

Functional Classification: A process by which streets and highways are grouped into or classification systems.

Freeway/Expressway System: The Statewide system of highways declared to be essential to the future development of California.

Regionally Significant: Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

STRAHNET: A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

Lifeline: A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

IRRS: (Interregional Road System): A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

STAA (Surface Transportation Assistance Act): This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accommodate STAA trucks. Other designations i.e., California Legal offer more limited access.

Scenic: A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.

ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

NHS (National Highway System): Included is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

SEGMENT	19	20	21	22	23	24	25	26
County / Route	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198
Description Begin	OUTSIDE CREEK BRIDGE	ROUTE 65	ROUTE 245	0.1 MI E OF RD 244	RD 248	MORO RD	NORTH FORK DR	MINERAL KING RD
Description End	ROUTE 65	ROUTE 245	0.1 MI E OF RD 244	RD 248	MORO RD	NORTH FORK DR	MINERAL KING RD	MINERAL KING RD
Begin/End (PM)	16.6 / 18.8	18.8 / 19.8	19.8 / 26.9	26.9 / 28.3	28.3 / 35.9	35.9 / 38.5	38.5 / 42.4	42.4 / 44.2
Length (MI)	2.2	1.0	7.1	1.4	7.6	2.6	3.9	1.8
Functional Classification	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial
Classification	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
National Highway System (NHS) (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Freeway/Expressway System (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Regionally Significant (Y/N)	No	No	No	No	No	No	No	No
STRAHNET (Y/N)	No	No	No	No	No	No	No	No
Lifeline (Y/N)	No	No	No	No	No	No	No	No
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway or No)	F	F	F	F	F	F	F	F
TRUCK NETWORK								
STAA: (NN=National Network, TA=Terminal Access, CL= California Legal, R= Special Restrictions, or A=Advisory)	A	TA	CL	NN	NN	TA	A	A
Scenic (Yes: Officially Designated, Eligible or No)	No	No	No	No	No	No	No	No
ICES (Intermodal Corridor of Economic Significance) (Y/N)	No	No	No	No	No	No	No	No
General Plan/RTP LOS Standard	Freeway	Freeway	Freeway	Freeway	Arterial	Arterial	Arterial	Arterial
General Plan/RTP Standard Highway Classification	Freeway	Freeway	Freeway	Freeway	Arterial	Arterial	Arterial	Arterial
Passing Lanes (Y/N)	No	No	No	No	No	No	No	No
Bike Use Allowed (Y/N)	No	No	Yes	Yes	Yes	Yes	Yes	Yes

Outside Creek Br. Route 65
 Route 245
 Road 244
 Road 248
 Moro Rd
 North Fork Dr
 Mineral King Rd
 Sequoia Nat.
 Park Boundary

PM 16.6
 Tulare County
 Direction: W.-E

PM 18.8
 LEMON COVE
 (Unincorporated)

PM 19.8
 THREE RIVERS
 (Unincorporated)

PM 26.9
 PM 28.3
 PM 35.9
 PM 38.5
 PM 42.4
 PM 44.2

FEBRUARY 2012

Appendix E Bicycle and Pedestrian Facilities

Bicycle Facilities: Bicycle facilities within the state are classified into four categories:

Class 1 Bikeways (Bike Paths): Bike Paths are separate *off-highway* facilities for the exclusive use of bicyclists and with cross flow by motor vehicles minimized.

Class 2 Bikeways (Bike Lanes): Bike Lanes are for preferential use by bicyclists and can be established within the paved area of state highways. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike lanes are separated from traffic lanes on California highways by the use of a painted 6" stripe on the pavement and are designated as bike lanes by the use of white R81 (Bike Lane), R-81A (Begin) and R81-B (End) "regulatory" signs (MUTCD Chapter 9 - California Supplement - 2004).

Class 3 Bikeways (Bike Routes): Bike Routes are shared facilities which serve either to (a) provide continuity to other bike facilities (usually a Class 1 or Class 2 bikeway); or (b) to designate a preferred route through a high demand corridor. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike Routes are not separated from traffic lanes but are designated as bike routes through the use of green D11-1 (Bike Route), M4-11 (Begin) and M4-12 (End) "guide" signs. (MUTCD - Chapter 9 - 2003).

Shared Roadway (No Bikeway Designation): Most bicycle travel on conventional state highways and local streets occurs on facilities without any bikeway designations, signs or striping. Virtually all highways in use by bicyclists for inter-city and recreational travel fall under this "share-the-road" scenario.

(1) **Deputy Directive 64-R1 (DD-64-R1) - (Policy)** The Department provides for the needs of travelers of all ages and abilities in all programming, planning, design, construction, operations and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycles, pedestrians and transit modes as integral elements of the transportation system."

(2) **PDPM - Chapter 31 (Non-motorized Transportation Facilities) Section 1 - General - Introduction** "... State and federal laws require Caltrans to promote and facilitate increased use of non-motorized transportation. The purpose of this chapter is to outline pertinent statutory requirements, planning policies, and implementing procedures regarding non-motorized transportation facilities."

(3) **Streets and Highway Code - Section 888** - "The department shall not construct a state highway as a freeway that will result in the severance or destruction of an existing major route for non-motorized transportation traffic and light motorcycles, unless it provides a reasonable, safe, and convenient alternate route, or such a route already exists."

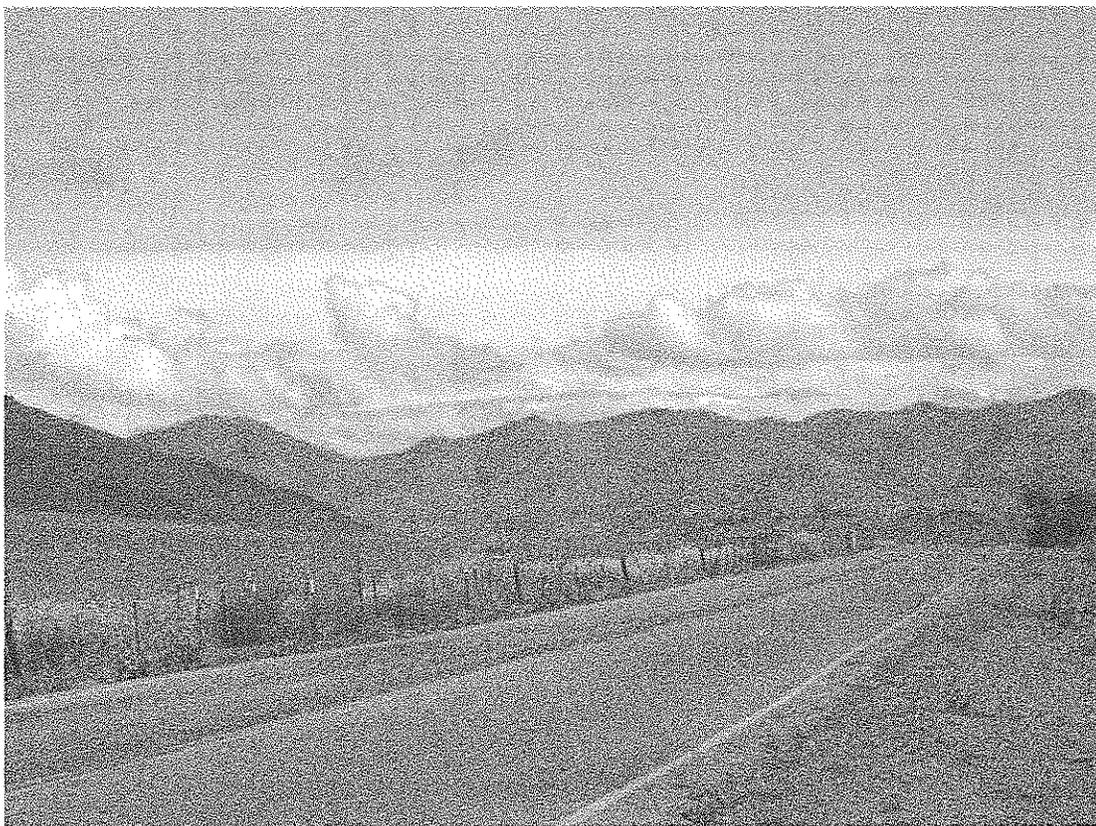
(4) **California Vehicle Code - Section 21960 (Bikes & Pedestrians on Freeways)** (a) The Department of Transportation and local authorities [i.e. acting together - not separately], [may] by order, ordinance, or resolution, with respect to freeways, expressways ... prohibit or restrict the use of the freeways, expressways, or any portion thereof by pedestrians, bicycles or other non-motorized traffic..."

c) State Highway 180 Fresno County Corridor
Protection Program and Visual Assessment.



CORRIDOR PROTECTION PROGRAM & VISUAL ASSESSMENT

This binder contains the “Corridor Protection Program” and the “Visual Assessment” prepared for proposed State Scenic Highway Designation for segments of State Route 180 from Trimmer Springs Road to the Tulare County Boundary Line and from the Kings Canyon National Park Boundary near General Grant Grove to the Kings Canyon National Park Boundary near Cedar Grove



**Public Review Draft
December 2014**

These documents were prepared as a collaborative effort between the Public Works and Planning Department of Fresno County, the Sierra Gateway Trust and California Department of Transportation (Caltrans) District 6 Landscape Architecture Division.

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VISUAL ASSESSMENT

CORRIDOR PROTECTION PROGRAM

For Proposed State Scenic Highway Designation for State Route 180 from Trimmer Springs Road to the Tulare County Boundary Line and from the Kings Canyon National Park Boundary near General Grant Grove to the Kings Canyon National Park Boundary near Cedar Grove

Part I

Introduction:

These documents were prepared as a collaborative effort between the Public Works and Planning Department of Fresno County, the Sierra Gateway Trust and California Department of Transportation (Caltrans) District 6 Landscape Architecture Division.

History of the Fresno County General Plan and County Scenic Highways:

1937: The State of California began requiring all cities and counties to adopt Master Plans for planning consistency.

1965: The Master Plan was renamed the General Plan and jurisdictions were authorized to draw up Specific Plans to implement the General Plan in Specific geographical areas. (Note: At this time many jurisdictions used their Zoning Ordinance as a priority legal document and the General Plan was a secondary legal document).

1971: The California State Legislature passed the Consistency Law which essentially reversed the legal hierarchy of the General Plan and the Zoning Ordinance making the General Plan the priority legal document.

1975: In November 1975, the Fresno County Planning Commission recommended adding the Scenic Highway Element to the Fresno County General Plan (General Plan) to the Board of Supervisors (Planning Commission Resolution No. 6729). In December 1975, a notice was mailed to Caltrans District 6 Director, R.H. Ramey, regarding the date, time and place of the Fresno County Board of Supervisors public hearing regarding the proposed adoption of the General Plan Scenic Highway Element. Additional agencies were also notified by mail regarding the proposed adoption of the General Plan Scenic Highway Element including, but not limited to the 15 incorporated cities within Fresno County, Chambers of Commerce within the County, local ranger stations, and the Sierra National Forest local office.

1976: On February 17, 1976, the Scenic Highway Element was added to the General Plan by the Board of Supervisors. The General Plan Scenic Highway Element designated several routes, including two segments of State Route (SR) 180 in the eastern portion of the County, as County Scenic Highways. The two SR 180 County Scenic Highway routes are described in detail below.

The first segment of the SR 180 County Scenic Highway starts at Trimmer Springs Road (State Post Mile Marker 74.9) and goes to the Tulare County Line (State Post Mile Marker 110.8). (See General Plan Figure OS-2 on page 12.)

The second segment of the SR 180 County Scenic Highway starts at the Kings Canyon National Park boundary (State Post Mile Marker 112.1), near the west boundary of General Grant Grove and goes to the north boundary of the Kings Canyon National Park boundary near Cedar Grove (State Post Mile Marker 137.9). (See General Plan Figure OS-2 on page 12.)

NOTE: Kings Canyon National Park is separated into two sections: the Grant's Grove Section (west section) and the Cedar Grove (east section). These sections of the park are separated by Sierra National Forest lands. SR 180 is not a State Route through Kings Canyon National Park; instead it is a National Park Highway. SR 180 ends at the entrance to the Grant Grove Section (west section, State Post Mile Marker 110.8,) and begins again at the north boundary, the end of that section of the Park at PM 112.1.

SR 180 begins again at the north boundary of the Cedar Grove Section, at PM 112.1, where the state route traverses through the Sierra National Forest (approximately 26 miles), and ends again at the west boundary of Kings Canyon National Park, Cedar Grove Section (PM 137.9). The Sequoia National Forest lands are on the north, east, and west of both sections of the Kings Canyon National Park highway, and both sections are connected to Sequoia National Park on the south.

1984: The Sierra-South Regional Plan was adopted on September 25, 1984. The sections of SR 180 covered by this Corridor Protection Program were designated as County Scenic Highways (as noted above). Starting at Trimmer Springs Road, SR 180 is designated as a County Scenic Highway. The County Scenic Highway portion of SR 180 crosses the Friant-Kern Canal 4.3 miles from its beginning at Trimmer Springs Road.

The Friant-Kern Canal is the western boundary of the Sierra-South Regional Plan, which is a subsection of the General Plan. One of the General Plan's countywide goals is to preserve and enhance the character of, and values inherent in, the natural and resource lands in the County. One of the Sierra-South Regional Plan goals is to preserve the County's natural resources in a manner consistent with the need to conserve the physical environment and beauty of the County.

1990: The Kings River Regional Plan was first adopted by the Board of Supervisors in 1981, and the amended document, which added a map, was adopted on November 27, 1990. Approximately 2.79 miles of the proposed State Scenic Highway route is within the Kings River Regional Plan, from the western boundary of the Kings River Regional Plan at Trimmer Springs Road to the eastern boundary a quarter-mile past Reed Avenue (between Reed and Frankwood Avenues). One of the Kings River Regional Plan objectives is to maintain the environmental and aesthetic qualities of the area.

2000: The Fresno County Board of Supervisors adopted the Fresno County General Plan (General Plan) on October 3, 2000. With the adoption of the General Plan the two segments of SR 180 listed above were carried forward as Fresno County designated Scenic Highways in the Open Space and Conservation Element. (See General Plan Figure OS-2 on page 12.)

Goals and policies in the Open Space and Conservation Element of the General Plan were created and intended to protect the scenic resources of the County and ensure that development enhances those resources through the identification of important scenic resources, development review, acquisition and encouragement of easements, coordination with other agencies and groups, and other methods.

General Plan Goals and Policies related to scenic roads and highways are included in the General Plan Open Space and Conservation Element, Sections 'K', Scenic Resources and 'L' Scenic Roadways. A summary of the General Plan Open Space and Conservation Element scenic roads and highways goals and policies is provided below.

Goal OS-K: To conserve, protect, and maintain the scenic quality of Fresno County and discourage development that degrades areas of scenic quality.

Goal OS-L: To conserve, protect, and maintain the scenic quality of land and landscape adjacent to scenic roads in Fresno County.

A summary of each the General Plan Policies related to Goal OS-L are listed below. The full text of the policies is included on pages 17 and 18.

Policy OS-L.3: Policies OS-L.3 (a) through (g), of Goal OS-L, address managing the use of land adjacent to scenic drives and scenic highways.

Policy OS-L.4: Addresses undergrounding utility lines within and adjacent to new developments.

Policy OS-L.5: Addresses preservation of ornamental trees.

Policy OS-L.6: Addresses maintenance of scenic landscaped drives, scenic drives, and scenic highways.

Policy OS-L.9: Promotes that the County work with the California Department of Transportation to apply for scenic highway designation for the State highway segments eligible for such designation.

The Implementation Program for Policy OS-L.9 is noted below:

Program OS-L.B: The County shall work with the California Department of Transportation to apply for scenic highway designation for the State highway segments eligible for such designation, and take necessary steps for approval, including adoption of scenic corridor protection programs for eligible segments.

History of Proposed State Scenic Highway Designation for Portions of SR 180

State Route (SR) 180 in eastern Fresno County encompasses a diverse landscape ranging from fine cultivated farmlands of the valley and foothill grasslands to high mountain peaks. The scenic qualities of the area are an important component of the quality of life in Fresno County. Scenic resources also play an important role in the economic development of the region, including the expansion of tourism-based industries, and the locational decisions of businesses.

2008: In 2008, the Sierra Gateway Trust offered its assistance to the Department of Public Works and Planning as an implementation of General Plan Open Space and Conservation Element Policy OS-L.9 and Implementation Program OS-L.B, to prepare the State Scenic Highway designation of portions of eastern SR 180.

Since then, the Sierra Gateway Trust has been working on drafting the Corridor Protection Program and the Visual Assessment in collaboration with Department of Public Works and Planning staff and Caltrans District 6 Landscape Architecture staff.

These documents are required by the State Department of Transportation (Caltrans) to be adopted by the County prior to submittal to Caltrans requesting approval of the Officially Designated State Scenic Highway designation by the State Scenic Highway Coordinator and the Director of Caltrans.

2013: On November 12, 2013, the Fresno County Board of Supervisors voted unanimously for the Chairman to sign and send a Letter of Intent to Caltrans, supporting the proposed Officially Designated State Scenic Highway for portions of SR 180. (See pages 10 and 11 for a copy of this letter).

2014: The rough draft SR 180 Corridor Protection Program was submitted to County staff for review in October, 2014. Public Works and Planning staff reviewed and edited/ revised the document to provide a final draft in a format that is being released for public review. The Plan contains existing policies and regulations contained in the Fresno County General Plan and

the Zoning Ordinance aimed at protection of scenic roads and highways. No changes or additions to the General Plan or Zoning Ordinance regulations are proposed at this time.

Part II

Caltrans State Scenic Highway Requirements and Protocol for Review and Granting a Scenic Highway Designation to a State Route:

The Caltrans State Scenic Highway Guidelines can be accessed at:
http://www.dot.ca.gov/hq/LandArch/scenic/guidelines/scenic_hwy_guidelines_04-12-2012.pdf

Implementation of Caltrans State Scenic Highway Guideline's Nomination Process:

The following **Steps 1 - 4 (Section III: Nomination Process) of Caltrans State Scenic Highway Guidelines** Implementation of the nomination and designation process as outlined in Appendix B of Caltrans Scenic Highway Guidelines is summarized below. The draft SR 180 Scenic Highway Visual Assessment and the draft SR 180 State Scenic Highway Corridor Protection Program were prepared 2008.

Step 1 (Visual Assessment): The draft 2008 SR 180 Scenic Highway Visual Assessment prepared by the Sierra Gateway Trust was reviewed and was deemed acceptable by the Caltrans District 6 Scenic Highway Coordinator in July, 2008.

Step 2 (Consultation with Caltrans): In July, 2014, the draft Visual Assessment was reviewed again by the Caltrans District 6 Scenic Highway Coordinator and revisions to the Visual Assessment were suggested by Caltrans. County staff made the appropriate revisions to the Visual Assessment and discussed the proposed revisions with the Sierra Gateway Trust. However, the Board of Supervisors resolution approving the required documents must accompany the documents when submitted to Caltrans.

Step 3 (Scenic Highway Proposal)

- **Step 3 A. (Letter of Intent from the local governing body):** On November 12, 2013, the County Board of Supervisors voted unanimously to support the Official State Scenic Highway designation for portions of SR 180 and authorized the Chairman to sign and send a Letter of Intent to Caltrans. (See pages 10 and 11 for a copy of the letter.)
- **Step 3 B. (Topographic and Intrusion Overlay Maps):** A topographic map and a visual intrusion overlay map are included in the SR 180 Scenic Highway Visual Assessment.

- **Step 3 C. (Zoning Map):** A zoning map is included in the SR 180 Scenic Highway Visual Assessment.

All lands adjacent to the County Scenic Highways, including the proposed State Scenic Highway on SR 180, are currently subject to Zoning Ordinance regulations regarding developments and preserving visual resources. Policies in the General Plan Open Space and Conservation Element promote the preservation of visual resources by protecting scenic views for the traveling public on major travel routes to recreation destinations and improve the opportunity for visitors to view our federal lands. Obtaining State Scenic Highway designation status for the 60.7 mile portion of SR 180 will help ensure the continued preservation of this segment of Fresno County's spectacular scenic resources.

- **Step 3 D. (Narrative and Intrusion Percentage):** The required draft Visual Assessment with a narrative of the corridor of the proposed Scenic Highway was first submitted to the County and Caltrans on May 15, 2008. The Caltrans District 6 Scenic Highway Coordinator notified the County and the Sierra Gateway Trust of Caltrans' review and acceptance of the draft SR 180 Scenic Highway Visual Assessment on July 22, 2008.

On July 31, 2014, the draft SR 180 Scenic Highway Visual Assessment was re-evaluated by the Caltrans District 6 Scenic Highway Coordinator who notified the County and the Sierra Gateway Trust that the draft Visual Assessment was missing an intrusion percentage table. County staff made the appropriate revisions to the Visual Assessment and discussed the revisions with the Sierra Gateway Trust.

Step 4 (Caltrans Review of the Scenic Highway Proposal): The draft SR 180 Scenic Highway Visual Assessment has been reviewed and accepted by the Caltrans State Scenic Highway Coordinator. The SR 180 Scenic Highway Visual Assessment now includes a table showing the percentage of the highway impacted by visual intrusions along the proposed route per comments from the Caltrans District 6 Scenic Highway Coordinator.

Implementation of Caltrans Scenic Highway Guidelines Designation Process:

In order to proceed with the designation process for SR 180 the County must submit a State Scenic Highway Corridor Protection Program (Corridor Protection Program), consisting of current General Plan Goals, Policies, and Zoning regulations or Ordinances. No additional restrictions or ordinances are required by Caltrans for Officially Designated State Scenic Highway proposals.

As required by the Caltrans' Guidelines for the Official Designation of Scenic Highways, and in the Streets and Highways Code, the five legislatively required elements addressed in this Corridor Protection Program are listed below.

- Element 1: Regulation of land use and density of development (i.e., density classifications and types of allowable land uses)
- Element 2: Detailed land and site planning (i.e., permit or design review authority and regulations for the review of proposed developments),
- Element 3: Control of outdoor advertising (i.e., prohibition of off-premise advertising signs and control of on premise advertising signs)
- Element 4: Careful attention to and control of earthmoving and landscaping (i.e., grading ordinances, grading permit requirements, design review authority, landscaping and vegetation requirements)
- Element 5: The design and appearance of structures and equipment (i.e., design review authority and regulations for the placement of utility structures, microwave receptors, wireless communication towers, etc.).

These five required elements are discussed in the following pages with references to existing Fresno County General Plan Goals, Policies, and Ordinance Codes which pertain to these requirements.

**Fresno County Corridor Protection Program for Portions of State Route 180
Fresno County Department of Public Works and Planning**



County of Fresno

BOARD OF SUPERVISORS

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November 12, 2013

Caltrans-Landscape Architecture
Michael Mills/Sherry Alexander
2015 E. Shields Avenue, Suite 100
Fresno, CA 93726

Subject: Letter of Intent - Officially Designated Scenic Highway, State Route 180
Fresno County

Dear Mr. Mills and Ms. Alexander:

The County of Fresno is pleased to submit this Letter of Intent to the California State Department of Transportation (Caltrans), Landscape Architecture, supporting the Official Scenic Highway designation for the following portions (60.7 miles), of State Route 180 in Fresno County:

From Trimmer Springs Rd. to the Tulare County Line and from Highway 180 from Kings Canyon National Park boundary near General Grant Grove to Kings Canyon National Park boundary near Cedar Grove.

Since 1976, the Fresno County General Plan has designated the subject portions of SR 180 listed above as a Scenic Highway. This designation was carried forward with the adoption of the 2000 General Plan Update. Also included in the 2000 General Plan Update is the following policy and implementation program which supports the proposed designation:

Policy OS-L.9 The County shall work with the Department of Transportation to pursue scenic highway designation from the State of California for the State highway segments eligible for such designation.

Program OS-L.B The County shall work with the California Department of Transportation to apply for scenic highway designation for the State highway segments eligible for such designation, and take necessary steps for approval, including adoption of scenic corridor protection programs for eligible segments.

It is further the intent of Fresno County to continue to support the Sierra Gateway Trust Inc., a nonprofit organization, to assist in implementing the Fresno County General Plan to obtain the State of California Scenic Highway designation for the above segments of State Route 180.

*Fresno County Corridor Protection Program for Portions of State Route 180
Fresno County Department of Public Works and Planning*

Caltrans-Landscape Architecture
November 12, 2013
Page 2 of 2

If you have any questions, please feel free to contact Bernard Jimenez, Deputy Director of Planning at (559) 600-4234.

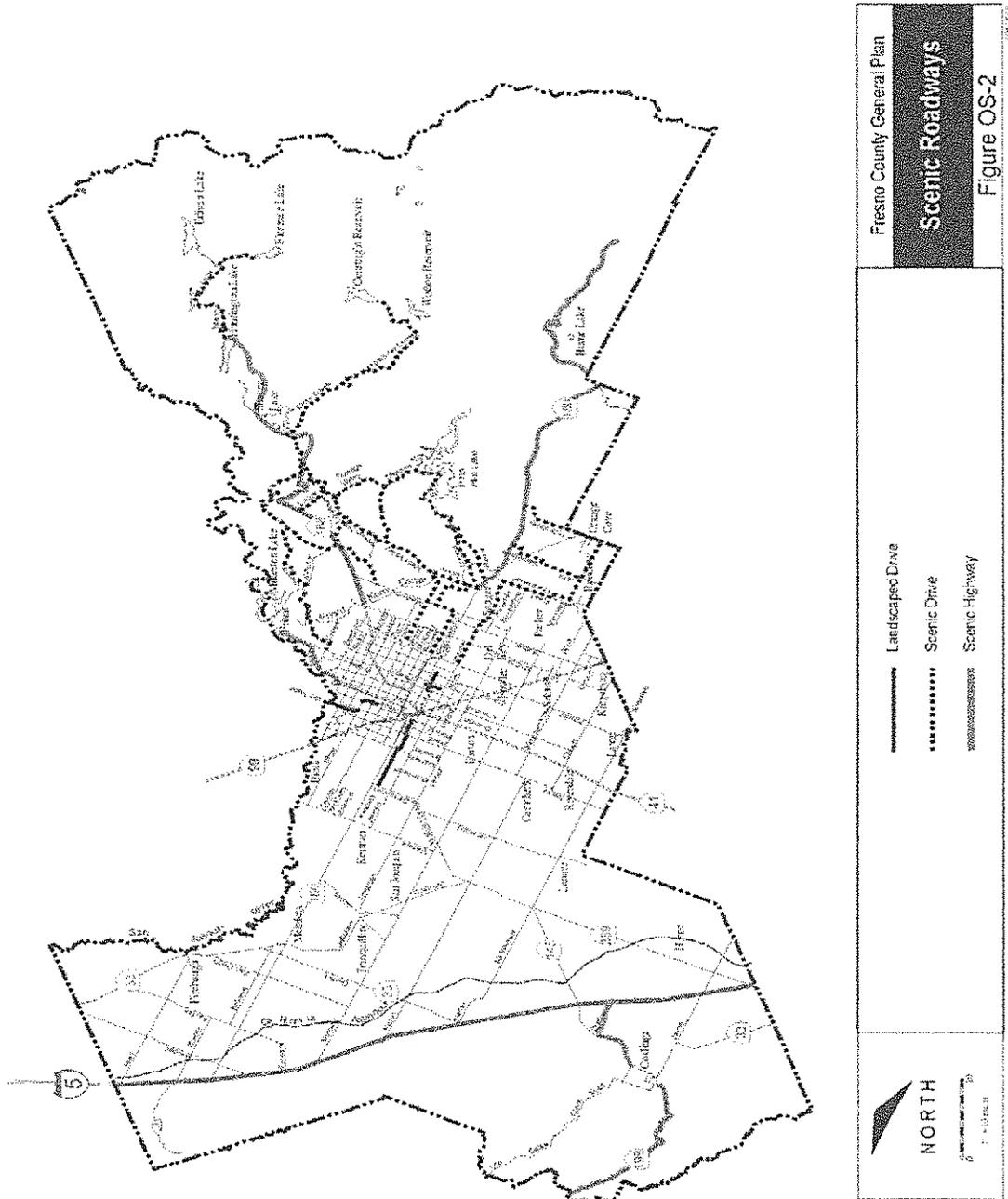
Sincerely,



Supervisor Henry Perea, Chairman
Fresno County Board of Supervisors

c: Board of Supervisors
Bernard Jimenez, Deputy Director

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PART III

Caltrans Corridor Protection Program Element No. 1

Regulation of Land Use and Density of Development (i.e., density classifications and types of allowable land uses)

The Fresno County 2000 General Plan is the overarching Guide for protecting County Scenic Roads and Highways including the proposed Scenic Highway Designation for SR 180. The entire 60.7 miles proposed for Officially Designated State Scenic Highway status for State Route 180 is in unincorporated Fresno County, and since 1976 has been designated as a County Scenic Highway in the General Plan.

Pertinent Sections of the Zoning Ordinance of Fresno County are included in this document. Zoning districts within which the existing Fresno County Scenic Highways are located include "AE" (Exclusive Agricultural District, Section 816); "AL" (Limited Agricultural District, Section 817); "C-6" (General Commercial District, Section 838); "O" (Open Conservation Land Use District, Section 815); "R-C" (Resource Conservation District, Section 813); "R-R" (Rural Residential, Section 820); "R-E" (Recreational District, Section 848), "TPZ" (Timberland Preserve District, Section 814); and "m" (Mountain Overlay District, Section 850). See the internet website links in the Appendix for the allowable uses in these zone districts or the Federal guidelines for the Federal Land that is within Kings Canyon National Park. (See the County Zoning District chart in this Section on page 15).

The majority of the land adjacent to the proposed State Route 180 State Scenic Highway is within the Sierra-South Regional Plan Area and zoned Exclusive Agricultural. A small portion near Centerville is within the Kings River Regional Plan Area. Some parcels adjacent to the corridor are subject to the provisions of the "RC" (Resource Conservation District, Section 813), which establishes the minimum lot size that may be created within the various Agricultural zoned districts from five acres to 160 acres in the Kings River Regional Plan.

The majority of the lands along the 60.7 mile route are designated as agricultural and are zoned for Agricultural uses within the "m" (Mountain) overlay or the "RC" (Resource Conservation) Zone District. The land is zoned to allow agricultural uses to protect farming operations by permitting agricultural uses only and preserving agricultural parcel sizes. Land use within agriculturally zoned areas along SR 180 is limited to farming, livestock, processing of agricultural products, labor camps, and agriculturally related businesses. Lot sizes generally range from five to 640 acres. The majority of the Exclusive Agricultural (AE) zoned land along the proposed Scenic Highway is the 40-160 acre size range with just a few five acre lots existing at the community of Squaw Valley. The maximum building intensity varies with the lot size and is generally limited to one building for the minimum lot size.

"Resource Conservation" is so designated to provide conservation and protection of natural resources and natural habitat areas. Land use is limited to grazing, growing and harvesting of timber, watershed management, and wildlife preservation. The minimum parcel size is 40 acres with a limit of one dwelling per parcel. In the Resource Conservation District, one residence is allowable per parcel although special circumstances may allow for a temporary mobile home for family members.

The following paragraphs summarize the permitted uses shown in the Resource Conservation (RC) District, Section 813 of the County Zoning Code.

Allowable Uses include apiaries, forest fire lookout stations, grazing, growing and harvesting of timber and forest products, home occupations, management for watershed, fish and wildlife habitat, mobile home occupancy (not more than one per lot), one single family dwelling, uses and facilities appurtenant to timber growing and harvesting, wildlife preserves.

Uses Permitted Subject to a Director Review and Approval, Uses Permitted Subject to a Conditional Use Permit, Uses Expressly Prohibited, and other property development standards for the Resource Conservation (RC) District are further outlined in Section 813 of the Zoning Ordinance.

The commercial areas along the Scenic Highway are also covered by the "m" Mountain Overlay District, Zoning Code (Section 850). The Overlay district allows for specific provisions of the underlying zone district to be modified. The Mountain Overlay District, Section 850.A.5, Property Development Standards calls for "consideration for snow storage and preservation and enhancement of scenic and open space values."

The purpose of an Overlay District is to modify specific provisions of the underlying zone district(s). Overlay Districts will generally be applied to areas that have different underlying zone districts, but have unique features or characteristics that are common to the parcels that are located within the overlay district. Overlay Districts shall be identified by suffixing the applicable overlay letters next to the underlying zone district designation. (Added by Ord. T-062-333 adopted 11-7-00)

Fresno County Corridor Protection Program for Portions of State Route 180
Fresno County Department of Public Works and Planning

County of Fresno Zone Districts
Advertising Structures and Microwave Relay Structures

Zone District	Type of Zone	Zone Section	Advertising Structure	Microwave Relay Structures *
AE	Exclusive Agriculture	816	Off-site structures prohibited except for directional signs for major recreational areas, hospitals and colleges and signs for produce stands subject to certain restrictions	Land Use Permit - Director Review and Approval (DRA)
AL	Limited Agriculture	817	Off-site structures prohibited	Land Use Permit - Director Review and Approval (DRA)
AC	Agricultural Commercial Center	839	Off-site structures prohibited	Land Use Permit - Director Review and Approval (DRA)
CM(m,c)	Commercial and Light Manufacturing (Mountain Overlay, Conditional)	842;850	Allowed By Right subject to Site Plan Review (SPR); Mountain Overlay District standards apply (section 850); Development restriction imposed when rezoned	Land Use Permit - Director Review and Approval (DRA)
C4	Central Trading Post	836	Allowed By Right subject to Site Plan Review (SPR)	Land Use Permit - Director Review and Approval (DRA)
C4(m,c)	Central Trading Post	836	Allowed By Right subject to Site Plan Review (SPR); Mountain Overlay District standards apply (section 850); Development restriction imposed when rezoned	Land Use Permit - Director Review and Approval (DRA)
C6(m)	General Commercial (Mountain Overlay)	838; 850	Allowed By Right subject to Site Plan Review (SPR); Mountain Overlay District standards apply (section 850)	Land Use Permit - Director Review and Approval (DRA); Mountain Overlay District standards apply (section 850)
C6(m,c)	General Commercial (mountain Ovelay, Conditional)	838;850	Allowed By Right subject to Site Plan Review (SPR); Mountain Overlay District standards apply Sect 850); Development restriction imposed when rezoned	Land Use Permit - Director Review and Approval (DRA); Mountain Overlay District standards apply (section 850)
M3(m,c)	Heavy Industrial (Mountain Overlay, Conditional)	845;850	Allowed By Right subject to Site Plan Review (SPR); Mountain Overlay District standards apply Sect 850); Development restriction imposed when rezoned	Land Use Permit - Director Review and Approval (DRA); Mountain Overlay District standards apply (section 850)
RR	Rural Residential	820	Off-site structures prohibited	Land Use Permit - Director Review and Approval (DRA)
RS	Rural Settlement	849	Off-site structures prohibited	Land Use Permit - Conditional Use Permit (CUP)
TP	Trailer Park Residential	830	Off-site structures prohibited	Land Use Permit - Director Review and Approval (DRA)

"m" - Mountain Overlay District, Section 850 (Overlay Districts)

"c" - development restrictions imposed on parcel when rezoned; conditions vary

* Telecommunication Towers may be allowed in any zone district subject to approval of a CUP (the most stringent level of review)

SIERRA SOUTH REGIONAL PLAN

The following excerpts from the Environmental Resources Management Element of the Sierra-South Regional Plan (Section 406-03) are related to the preservation of scenic resources within the Sierra South Regional Plan area.

1.00 INTRODUCTION (para. #2) Decisions affecting development of the foothills and mountains must be based not just on the effect they have on residents and land owners, but also on environmental characteristics which are of regional, State, and nation-wide importance.

1.01 OBJECTIVES

- a. Prohibit activities and uses that could endanger the environmental quality and natural character of the area.
- b. Protect water resources from degradation.
- c. Minimize soil erosion and geologic hazards caused by development.
- d. Consider the physical limitations of the land in all land use decisions and protect environmental values.
- e. Manage vegetation, mineral and wildlife resources in a responsible and productive manner and protect rare and endangered species.
- f. Preserve geologic, archaeological, and historic resources.
- g. Preserve the scenic quality of the land, especially that adjacent to designated scenic highways.

GENERAL PLAN

The following introduction, goals and policies are found in Section L, Scenic Roadways, of the Open Space and Conservation Element of the General Plan and are related to the preservation of scenic views along Scenic Roadways.

“The retention of existing scenic qualities along roadways is an important part of the County’s efforts to enhance the quality of life in the county. The County has a major responsibility for developing and maintaining a circulation system that facilitates the safe and efficient movement of goods and people. Concern for the maintenance of environmental quality and scenic resources also requires that emphasis be placed on the preservation and enhancement of visual amenities along roadways.

Policies in this section are intended to protect the scenic resources along roadways of the county by identifying, developing, and maintaining scenic amenities along roads and

highways in the county and ensuring that development enhances those resources.”

Goal OS-L: To conserve, protect, and maintain the scenic quality of land and landscape adjacent to scenic roads in Fresno County.

The following policies are relevant to Land Use along scenic roadways and this Corridor Protection Program.

Policy OS-L.3: The County shall manage the use of land adjacent to scenic drives and scenic highways based on the following principles:

- a. Timber harvesting within or adjacent to the right-of-way shall be limited to that which is necessary to maintain and enhance the quality of the forest;
- b. Proposed high voltage overhead transmission lines, transmission line towers, and cell towers shall be routed and placed to minimize detrimental effects on scenic amenities visible from the right-of-way;
- c. Installation of signs visible from the right of way shall be limited to business identification signs, on site real estate signs, and traffic control signs necessary to maintain safe traffic conditions. All billboards and other advertising structures shall be prohibited from location within view of the right-of-way.
- d. Intensive land development proposals including, but not limited to, subdivisions of more than four lots, commercial developments, and mobile home parks shall be designed to blend into the natural landscape and minimize visual scarring of vegetation and terrain.

The design of said development proposals shall also provide for maintenance of a natural open space area two hundred (200) feet in depth parallel to the right-of- way. Modification of the setback requirement may be appropriate when any one of the following conditions exist:

- 1) Topographic or vegetative characteristics preclude such a setback;
 - 2) Topographic or vegetative characteristics provide screening of buildings and parking areas from the right-of-way;
 - 3) Property dimensions preclude such a setback; or
 - 4) Development proposal involves expansion of an existing facility or an existing concentration of uses.
- e. Subdivision proposals shall be designed to minimize the number of right-of- way access drives;
 - f. Developments involving concentration of commercial uses shall be designed to function as an integral unit with common parking areas and right-of-way access drives; and

- g. Outside storage areas associated with commercial activities shall be completely screened from view of the right-of-way with landscape plantings or artificial screens which harmonize with the natural landscape.

Policy OS-L.4: The County shall require proposed new development along designated scenic roadways within urban areas and unincorporated communities to underground utility lines on and adjacent to the site of proposed development or, when this is infeasible, to contribute their fair share of funding for future undergrounding.

Policy OS-L.5: The County road improvement projects involving designated scenic roadways shall be constructed to insure that consideration is given to preservation of ornamental trees consistent with public safety standards and accepted road design.

Policy OS-L.6: The County shall request city, State, and Federal agencies to maintain County-designated landscaped drives, scenic drives, and scenic highways under their jurisdictions in a manner consistent with the goals and policies in this section.

Policy OS-L.9: The County shall work with the Department of Transportation to pursue scenic highway designation from the State of California for the State highway segments eligible for such designation (including those listed in the text box below, and any other segments added.)

Fresno County Designated Scenic Highways (excerpt from General Plan page 5-36)

Scenic highways are highways that traverse land with unique or outstanding scenic quality or provide access to regionally significant scenic and recreational areas. County-designated scenic highways include the following:

- Proposed State Highway 168 from Friant-Kern Canal to Lodge Road
- State Highway 168 from Lodge Road to Pineridge
- Proposed State Highway 168 from Pineridge to Huntington Lake Road
- State Highway 168 from Huntington Lake Road to Huntington Lake
- State Highway 180 from Trimmer Springs road to the Tulare County Line
- State Highway 180 from Kings Canyon National Park boundary near General Grant Grove to Kings Canyon National Park boundary near Cedar Grove

- State Highway 198 from Interstate 5 Freeway to Monterey County line, excluding City of Coalinga
- Interstate 5 freeway within Fresno County
- Friant Road from city of Fresno to Lost Lake Road.

The Visual Assessment for the proposed State Scenic Highway designation of SR 180 includes a map showing the various land use districts surrounding the proposed route.

The Fresno County Zoning Ordinance provides the details for the uses that are allowed in each zone district. To avoid a very lengthy document internet website links to the Zoning Ordinance are included in the Appendix at the end of this document.

PART IV

Caltrans Corridor Protection Program Element No. 2

Detailed Land and Site Planning (i.e., permit or design review authority and regulations for the review of proposed developments)

Land Development is regulated by the County Zoning Ordinance, Subdivision Ordinance, Improvement Standards, Uniform Building Code, and conditions imposed through County discretionary permits such as Director Review and Approval (DRA), Conditional Use Permit (CUP), Site Plan Review (SPR), Tract Map and Overlay District Update process.

Site planning is governed by the Zoning Ordinance which regulates access, circulation, privacy, security, shelter, grading, drainage, excavation and other factors such as site improvements. Site improvements include off-street parking, landscaping, walls, sewage and water systems, floor area ratios, etc.

The review process for approving a new development, other than by-right uses, in the zoning districts adjacent to the proposed SR 180 Officially Designated State Scenic Highway (Agricultural, General Commercial, Open Conservation Land Use, Resource Conservation, Rural Residential, Recreational District, Timberland Preserve District; and Mountain Overlay District) is as follows:

Director Review and Approval (DRA), Zoning Ordinance Section 872: The DRA process is for certain uses of land which are not allowed as a matter of right in a particular zone district. The determination on a DRA Application is generally made by the Director of the Department of Public Works and Planning or his designee. At the discretion of the Director, the proposed use may be referred to the Planning Commission for a public hearing and decision. If the

proposed use is referred to the Planning Commission, the noticing and public hearing procedure shall be followed. The appeal to the Board of Supervisors described in Zoning Code Section 873, will apply to DRAs and Conditional Use Permits.

The Director's decision is final unless appealed to the Planning Commission. The Director may, however, refer a DRA directly to the Planning Commission. Notice of the Director's decision or notice of the Planning Commission hearing is mailed to all property owners within 600 feet to a quarter mile of the project site (depending on urban or rural setting). Other requirements may include a Site Plan Review Application, grading permits, building permits and payment of associated fees. In addition, fees may be required by other agencies (e.g. school district, flood control district).

Conditional Use Permits (CUP), Zoning Code Section 873: The Fresno County Zoning Ordinance requires a CUP for certain uses of land which are not allowed as a matter of right in a particular zone district. Approval of a CUP requires a public hearing before the Planning Commission. Prior to submitting a CUP application, the applicant may apply for a Pre-Application Review which is prepared by Zoning and Permitting staff and Current Planning Staff. This review helps to identify information specific to the property which may affect submittal and processing of the application. The application package for a CUP includes the following:

Prior to submittal of the application package, the applicant may request a "pre-development meeting" to discuss the proposal with staff from County Departments and other reviewing agencies. When an application is filed, County Planning staff evaluates the proposed project for compliance with local zoning and building ordinances. If a project application is deemed complete and in compliance, the CUP is processed and the Planning Commission hearing is published in the local newspaper. Notice of the hearing is mailed to all surrounding property owners within 600 feet to a quarter mile of the project site (depending on urban or rural setting).

A staff report is then prepared for the Planning Commission. The report includes a summary of the analysis and a staff recommendation for approval (with or without conditions) or denial of the CUP. After a decision is made on the CUP application, there is a 15-day appeal period during which the applicant, or any other affected party, may appeal the determination of the Planning Commission to the Board to Supervisors. The approval of a CUP does not address all requirements that must be met in order for development to proceed. Other requirements may include a site plan review application, grading permits, building permits and associated fees. In addition, fees may be required by other agencies (e.g. school district, flood control district).

CUPs are used for a wide range of more intensive uses while DRAs are generally used for less intensive uses. However, DRAs can also be used for intensive uses in certain zone districts.

Variance, Zoning Code Section 877: The Fresno County Zoning Ordinance lists minimum property development standards for each Zone District. A property owner may request a variance if a proposed land division or development will result in a deviation from the development standards. Common examples of variances include applications related to building setbacks, building height, structural coverage, parcel size, road frontage, and parking requirements. In some cases where the proposed deviation from the development standard is less than ten percent (10%), a Minor Variance Application may be the appropriate procedure.

Approval of a variance application requires a public hearing before the Planning Commission. Notice of the hearing is mailed to all surrounding property owners within 300 feet of the project site. Public noticing requirements and the appeal process are similar as required for CUPs.

Site Plan Review (SPR), Zoning Code Section 874: The purpose of the SPR is to enable the Director to make a finding that the proposed development is in conformity with the Zoning Ordinance, Sub-Ordinance, Improvement Standards and other County ordinances. When a site plan review is required by the Division or Chapters 17.72 or 17.30 of the Fresno County Ordinance Code, the following procedure shall apply:

The applicant shall submit the site plan to the Department of Public Works and Planning, Development Services Division, drawn to scale and shall indicate clearly and with full dimensioning the following information including, but not limited to lot dimensions, all buildings and structures, location, proposed use, yards and space between buildings, walls and fences, location, height and materials, off-street parking location, internal circulation patterns, access for pedestrian and vehicular service, points of ingress and egress and internal circulation, signs; location, size and height; loading: dimensions: number of spaces and internal circulation; lighting: location and general nature and holding devices; utilities: location of existing and proposed utilities; street dedications and improvements, as provided in Section 874-B; in the "RCC," "C-P," "C-1," "C-2," "C-3," and "C-R" Districts, the location of the landscaping shall be shown; and such other data as may be required to permit the Director to make the required findings.

The applicant or any aggrieved person may appeal, in writing, to the Planning Commission. The appeal shall be filed with the Director within fifteen (15) days after the mailing of notice of such decision. The Commission shall hear such appeal of the Directors decision within forty (40) days after the date of the filing of such appeal. The decision of the Commission shall be final unless appealed to the Board of Supervisors.

The applicant or any aggrieved person may appeal in writing, to the Board of Supervisors. The appeal shall be filed with the Clerk of the Board within fifteen (15) days after the Commission's decision. The appeal shall be placed on the agenda of the Board's next

regular meeting after the appeal is filed. The Board shall review the site plan and shall approve, approve with conditions, or disapprove based on the findings listed in Section 874-A.2. The decision of the Board shall be final.

General Plan Amendments and Area Plan Updates: General Plan, Regional Plan and Community Plan Amendments and updates may require comprehensive Environmental Impact Reports (EIRs), fully noticed public hearings, and must be approved by the Board of Supervisors.

Other regulations which apply to site planning and development:

Fees - The County charges building permit and land use application fees.

Processing - The Department of Public Works and Planning has the responsibility for short and long-range planning, code enforcement, inspections, and permitting of the County.

Fresno County General Plan Policies:

The following policies provide a broad guidance to development of land:

Policy LU-A.6 The County shall maintain twenty (20) acres as the minimum permitted parcel size in areas designated Agriculture, except as provided in Policies LU-A.9, LU-A.10, and LU-A.11. The County may require parcel sizes larger than twenty (20) acres based on zoning, local agricultural conditions, and to help ensure the viability of agricultural operations.

Policy LU-A.8 The County shall allow by right on each parcel designated Agriculture and zoned for agricultural use one (1) single family residential unit. One (1) additional single family residential unit shall be allowed for each twenty (20) acres in excess of twenty (20) acres where the required minimum parcel size is twenty (20) acres. One (1) additional single family residential unit shall be allowed for each forty (40) acres in excess of forty (40) acres where the required minimum parcel size is forty (40) acres. The County may, by discretionary permit, allow a second unit on parcels otherwise limited by this policy to a single unit.

Policy LU-A.9 The County may allow creation of homesite parcels smaller than the minimum parcel size required by Policy LU-A.6, if the parcel involved in the division is at least twenty (20) acres in size, subject to the following criteria:

- a. The minimum lot size shall be sixty thousand (60,000) square feet of gross area, except that a lesser area shall be permitted when the owner submits evidence satisfactory to the Health Officer that the soils meet the Water Quality Control Board Guidelines for liquid waste disposal, but in no event shall the lot be less than one (1) gross acre; and

- b. One of the following conditions exists:
1. A lot less than twenty (20) acres is required for financing construction of a residence to be owned and occupied by the owner of abutting property; or
 2. The lot or lots to be created are intended for use by persons involved in the farming operation and related to the owner by adoption, blood, or marriage within the second degree of consanguinity, there is only one (1) lot per related person, and there is no more than one (1) gift lot per twenty (20) acres; or
 3. The present owner owned the property prior to the date these policies were implemented and wishes to retain his/her homesite and sell the remaining acreage for agricultural purposes.

Each homesite created pursuant to this policy shall reduce by one (1) the number of residential units otherwise authorized on the remainder parcel created from the original parcel. The remainder parcel shall be entitled to no less than one residential unit.

Policy LU-A.10: The County may allow by discretionary permit creation of substandard lots when necessary for the development of an agricultural commercial center pursuant to Policy LU-A.3 or in conjunction with development within a designated commercial interchange within the Westside Freeway Corridor Overlay. Approval of such parcels shall take into consideration the proposed use of the property, surrounding uses, and the potential for abandonment of the planned commercial use at a future date. Appropriate conditions shall be applied to minimize adverse impacts on surrounding agricultural operations. Parcels for agricultural commercial centers shall in no case be less than one (1) gross acre.

Building and Safety: Building and Safety Unit staff is responsible for the administration of various codes covering the standards for construction, alterations, additions, and relocation of structures, including the appropriate building, mechanical, plumbing, and electrical regulations to ensure the public's safety. Associated activities include the review of non-residential and residential building plans for compliance with applicable codes including energy conservation and handicap accessibility, issuance of building and related permits, investigation of building and zoning code violations, accepting fees for applications, providing information for land use and zoning inquiries, and the maintenance of records.

Part V

Caltrans Corridor Protection Program Element No. 3

Control of Outdoor Advertising (i.e., prohibition of off-premise advertising signs and control of on-premise advertising signs)

Zoning Code Section 876 Non Conforming Buildings and Uses:

D. Nonconforming Signs And Advertising Structures

"Signs, billboards or commercial advertising structures which do not conform to this Division but which lawfully existed and were maintained on the effective date of this Division shall, within five (5) years after the effective date of this Division, be removed or made to conform. During the interim five (5) year period, said nonconforming signs, billboards and commercial advertising structures shall be kept in good repair and visual appearance and no structural alteration shall be made thereto."

Zoning Code Section 855-K, Property Development Standards - Outdoor Advertising:

Zoning Code Section 855-K regulates signs, billboards, and advertising structures that may be erected and maintained in the districts where such use is permitted after having secured approval of the location, size and design of said sign, billboard or advertising structure subject to the conditions below and in each District.

The requirements for the "O" Open Space zone district, Section 815.5-K, also apply to the "m" Mountain Overlay district Section 850-K, "TPZ" Timberland Preservation Zone (Zoning Code Section 814); and "m" - Mountain Overlay district (Section 850), and "R-C" Resource Conservation district (Sec 813). The "O" Open Space Zoning regulations pertaining to outdoor advertising is listed in Section 815.5-K below.

Zoning Ordinance Section 855-K.5 (Outdoor Advertising):

1. Signs shall be permitted subject to the following standards:
 - a. No sign shall endanger the health and safety by causing distractions to operators of motor vehicles on the streets or highways, nor shall any sign be designed and located so as to be confused with traffic signs and signals.
 - b. The sign shall advertise only the name of the operation, simple directions to its location, and slogan, if any.
 - c. The sign shall not exceed one hundred (100) square feet in area.

- d. The sign shall be set back not less than five (5) feet from the street or highway right-of-way.
- e. Signs shall not exceed the permitted building height in this district.
- f. Signs shall be located at intervals of not less than one-half (1/2) mile, provided, however, that this shall not be so interpreted to prohibit neighboring property owners or lessees located at less than one-half (1/2) mile intervals from erecting permitted signs on each property.

The proposed State Scenic Highway SR 180 Corridor has small segments of roadway that are adjacent to land designated and zoned for commercial use, are subject to the billboard restrictions outlined below.

Zoning Code Section 855-N 5. Billboards:

Off-site advertising signs shall be allowed in the C-3, C-4, C-6, C-M, M-1, M-2, M-3 Districts, subject to the following:

- a. For billboards allowed by right, subject to the provisions of Section 874:
 - 1. The total face area of any off-site advertising sign shall not exceed 75 square feet, nor shall the sign face exceed the length of 12.5 feet, nor the height of 6 feet.
 - 2. In no case shall a sign face be taller than it is wide.
 - 3. The maximum height for any off-site advertising structure shall be 18 feet.
 - 4. No off-site advertising structure shall have a clearance of less than 8 feet off the ground.
 - 5. No off-site advertising structure sign in the County shall be located within 1,300 feet from any other off-site advertising structure, including signs in other jurisdictions.
 - 6. No off-site advertising structure sign shall be located within 300 feet from any residential Zone District.
 - 7. No part of an off-site advertising structure sign shall be located within an existing or ultimate street right-of-way.

8. Any illumination of an off-site advertising structure shall not generate glare upon a public street or adjacent property.
9. The provisions of Section 874 (Site Plan Review, as noted in Element #2) shall apply.

General Plan Policy OS-L.3 (pertaining to Scenic Roadways):

- c. Installation of signs visible from the right- of-way shall be limited to business identification signs, on-site real estate signs, and traffic control signs necessary to maintain safe traffic conditions. All billboards and other advertising structures shall be prohibited from location within view of the right-of-way.

PART VI

Caltrans Corridor Protection Program Element No. 4

Careful Attention to and Control of Earthmoving and Landscaping (i.e., grading ordinances, grading permit requirements, design review authority, landscaping and vegetation requirements)

Section 15.28 of the Fresno County Municipal Code, Grading and Excavation, sets forth rules and regulations to control excavation, grading and earthwork construction, including fills and embankments; establishes the administrative procedure for issuance of permits; and provides for approval of plans and inspection of grading construction. This Section adopted by reference Chapter 18, Chapter 33 and Appendix J of the 2013 California Building Code and California Residential Code along with other applicable exceptions and superseding provisions determined necessary by the County.

The "Grading Official", is defined in Section 15.28.020 F 3, Grading and Excavation, and is authorized and directed to enforce all provisions of Chapters 18, 33 and Appendix J of the 2013 California Building Code with powers and duties equal to those of the Building Official as found in Section 104 - Organization and Enforcement thereof, but only as such powers and duties relate to enforcement of said Chapters 18, 33 and Appendix J.

Existing Restrictions/Standards:

The Grading Official shall not issue a permit where it is determined that the work as proposed by the applicant is liable to endanger private property or interfere with an existing drainage course. If it can be shown to the satisfaction of the Grading Official that the hazard can be essentially eliminated by the construction of retaining structures, buttress fills, drainage devices, or other means, the Grading Official may issue the permit with the condition that such protective work be performed.

All grading in excess of one thousand (1,000) cubic yards shall be performed in accordance with the approved Grading Plan prepared by a Civil Engineer, and shall be designated as

"engineered grading". Grading involving less than one thousand (1,000) cubic yards shall be designated "regular grading" unless the permittee, with the approval of the Grading Official, chooses to have the grading performed as "engineered grading". The Grading Official may designate grading in excess of one thousand (1,000) cubic yards as "regular grading" if he determines such designation will be in the public welfare.

Terrace widths and spacing for cut and fill slopes greater than one hundred-twenty feet (120') in height shall be designed by the Civil Engineer and approved by the Grading Official. Suitable access shall be provided to permit proper cleaning and maintenance.

The general comments pertinent to grading and landscaping in the General Plan are backed up by greater specifics in the County Grading Ordinance and other applicable ordinances. Section 15.28 of the Ordinance Code is provided in the attachments. Other Sections pertaining to grading in the Grading Ordinance, such as 15.48.031 Methods of reducing flood losses, refer to Section 15.28.

Fresno County General Plan Policies Related to Land Development:

Policy LU-B.11:The County shall require that new development requiring a County discretionary permit be planned and designed to maintain the scenic open space character of rangelands including view corridors of highways. New development shall utilize natural landforms and vegetation in the least visually disruptive way possible, and use design, construction and maintenance techniques that minimize the visibility of structures on hillsides, ridgelines, steep slopes, and canyons.

Policy LU-B.12: The County shall require a preliminary soils report for discretionary development projects when the project site is subject to moderate or high risk landslide potential and has slopes in excess of fifteen (15) percent. If the preliminary soil report indicates soil conditions could be unstable, a detailed geologic report by a registered geologist and registered civil engineer, or a registered engineering geologist, shall be required indicating the suitability of any proposed or additional development.

Policy LU-B.13: In conjunction with environmental reviews under CEQA, the County shall require applicants to identify biological resources to determine if there are sensitive and/or important flora and fauna that require special protection measures.

Policy OS-F.1: The County shall encourage landowners and developers to preserve the integrity of existing terrain and natural vegetation in visually-sensitive areas such as hillsides and ridges, and along important transportation corridors, consistent with fire hazard and property line clearing requirements.

Policy OS-F.2: The County shall require developers to use native and compatible non-native plant species, especially drought-resistant species, to the extent possible, in fulfilling landscaping requirements imposed as conditions of discretionary permit approval or for project mitigation.

Policy OS-F.3: The County shall support the preservation of significant areas of natural vegetation, including, but not limited to, oak woodlands, riparian areas, and vernal pools.

Policy OS-F.4: The County shall ensure that landmark trees are preserved and protected whenever possible.

Policy OS-F.5: The County shall establish procedures for identifying and preserving rare, threatened, and endangered plant species that may be adversely affected by public or private development projects. As part of this process, the County shall require, as part of the environmental review process, a biological resources evaluation of the project site by a qualified biologist.

The evaluation shall be based on field reconnaissance performed at the appropriate time of year to determine the presence or absence of significant plant resources and/or special-status plant species. Such evaluation shall consider the potential for significant impact on these resources and shall either identify feasible mitigation measures or indicate why mitigation is not feasible.

Policy OS-F.6: The County shall require that development on hillsides be limited to maintain valuable natural vegetation, especially forests and open grasslands, and to control erosion.

Policy OS-F.7: The County shall require developers to take into account a site's natural topography with respect to the design and siting of all physical improvements in order to minimize grading.

Policy OS-F.8: The County should encourage landowners to maintain natural vegetation or plant suitable vegetation along fence lines, drainage and irrigation ditches and on unused or marginal land for the benefit of wildlife.

Policy OS-F.10: The County shall require that new developments preserve natural woodlands to the maximum extent possible.

Policy OS-F.11: The County shall promote the preservation and management of oak woodlands by encouraging landowners to follow the Fresno County Oak Management Guidelines shown below and to prepare an Oak Management Plan for their property.

PART VII

Caltrans Corridor Protection Program Element No. 5

The Design and Appearance of Structures and Equipment (i.e., design review authority and regulations for the placement of utility structures, microwave receptors, wireless communication towers, etc.)

Various Zoning Ordinance sections reference electric transmission lines and equipment. Within the proposed State Officially Designated Scenic Highway corridor, properties zoned as General Agricultural (Section 819.2), AE (Section 816.2), AL (Section 817.2) requires a Director Review and Approval for electric transmission lines. Properties zoned R-R (Section 820.3), or R-A (Section 821.3) require Conditional Use Permit (CUP) approval for Electric Distribution Stations. Property zoned C-6 General Commercial, allows Electric Distribution Stations per Section 838.1.

Fresno County Municipal Code Section 15.44 Underground Utility District, states in Section 15.44.020 "The Fresno County Board of Supervisors may from time to time call public hearings to ascertain whether the public necessity, health, safety or welfare requires the removal of poles, overhead wires and associated overhead structures within designated areas of the unincorporated area of the county and the underground installation of wires and facilities for supplying electric, communication or similar or associated service."

Section 15.44.030 states, "...in part If, after any such public hearing, the board finds that the public necessity, health, safety or welfare requires such removal and such underground installation within a designated area, the board shall, by resolution, declare such designated area an underground utility district and order such removal and underground installation."

Fresno County Municipal Code Section 17.48.380 Improvements—Utilities, states

- A. All new utilities shall be placed underground.
- B. All existing overhead utilities within the tract, or the street right-of-way adjacent to the tract, shall be removed and placed underground, except as follows:
 - 1. Existing utilities serving rental apartment units which are being converted to condominiums, stock cooperatives, or community apartments;
 - 2. Existing electrical transmission utilities (power lines) which transmit electrical energy from the-source of such energy to a transmission station or substation, or from a transmission station or substation to a distribution station or substation;

3. Existing utilities which are scheduled to be placed underground in a five-year underground utility district program approved by the board;
 4. Existing utilities in the street right-of-way adjacent to the tract where the frontage in which the utilities are located is less than one thousand three hundred twenty feet and developed properties in either direction from the subject tract are served by such utilities.
- C. All utilities shall be placed underground in accordance with the requirements of the utility concerned in either county street easements or appropriate utility easements. When utilities are installed in county street easements, they shall be laid subject to Section 17.48.440.

Fresno County General Plan Policies Regarding Rural Residential Development:

Policy LU-E.11: The County shall require subdividers of rural residential lots to install, provide, or participate in an effective means for utilization of available surface water entitlements for the area included in the subdivision, such as:

- a. Facilities to deliver surface water to each parcel;
- b. To develop a single recharge basin for the entire development (with necessary arrangements for its operation and maintenance); or
- c. To participate in the activities of a public agency to recharge the available supplies for the beneficial use of the properties within the development and the FCMA. The division shall not render inoperative any existing canal.

Policy LU-E.12: The County shall ensure through discretionary permit approvals and other development regulations that development within areas designated Rural Residential does not encroach upon natural water channels or restrict natural water channels in such a way as to increase potential flooding damage. Land divisions shall not render inoperative any existing canal.

Fresno County General Plan Policies Regarding Foothill Rural Residential Development

Policy LU-E.20: Except as provided in this section, development within areas designated Foothill Rural Residential shall comply with the policies and standards of the Sierra-North Regional Plan and the Sierra-South Regional Plan.

Sierra South Regional Plan Land Use Policies

9.02j: The following aesthetic standards shall serve as a guide for rural residential development:

1. The open scenic quality as seen from major roadways should be maintained by screening the development with topographic or native vegetative features of the site.
2. Access roads to areas of new development should be designed to minimize their impact on the environment and be adequate to accommodate existing and anticipated future traffic, including school buses and emergency vehicles.

9.02k: To minimize the number of driveways entering major traffic arteries, development should be directed to side roads or common driveways.

9.02l: Private roads shall not have more than one connection to a public road and shall not exceed 1/2 mile in length.

9.02m: Natural water courses shall not be altered or natural flow restricted in such a way as to increase potential flooding damage. Development and improvements should be discouraged near watercourses, lakes, or meadows.

9.04a: New industrial development associated with mineral extraction or timber production operations may be allowed if developed in a manner that will not have a detrimental effect on property and improvements in the area, subject to the policies of Section 406-01:11.04.

Section 406-01:11.04, Industrial Policies (Mountain Urban)

- a. New industrial development may be allowed, subject to the following criteria; which lists eight criteria, the following being relevant here:

Criterion 2: Heavy industrial uses which place heavy demands on water and sewer systems are generally not appropriate.

Criterion 5: Outside storage shall not be visible from any public roadway.

Criterion 7: For development adjacent to a Scenic Highway, the provisions of Section 304 (Scenic Highways) of the General Plan shall apply.

Building Codes and Enforcement:

Uniform Building Codes and Fresno County Title 15 regulate new construction and substantial rehabilitation of structures. These codes include the building, plumbing, electrical and mechanical codes. The building codes establish minimum standards and specifications for structural soundness, safety, and occupancy. Fresno County enforces the most recent editions of the California Building, Plumbing, Mechanical, and Electrical Codes. In 2013 the

County updated Title 15 of its Ordinance Code, adopting by reference the California Codes and defining the County's administrative processes, safety protections, and specific County provisions for construction. The building codes enforced by the County are typical of those enforced throughout the State.

The Fresno County Department of Public Works and Planning is responsible for the County's enforcement of the California Building Code. Building Code enforcement is conducted through scheduled inspections of new construction, remodeling and rehabilitation projects to ensure compliance with health and safety standards. Inspections are also conducted in response to public complaints or an inspector's observation that construction is occurring without proper permits.

Code enforcement on existing construction is limited to correction of violations brought to light through complaint or similar community activity. Like many jurisdictions, Fresno County's resources for proactive code enforcement are severely limited. Violation correction typically results in code compliance without adverse effects upon the availability or affordability of the housing units involved.

The Code Enforcement Unit of the Development Services Division also investigates land use violations and uses procedures adopted by the Board of Supervisors to eradicate violations.

Site Improvements

Site improvements are regulated by the County Subdivision Ordinance and through conditions and standards imposed through the County Site Plan Review process. Site improvements include such things as required access, off-street parking, landscaping, walls, fences, sewerage and water systems, etc.

Agricultural Land Protection:

The General Plan seeks to protect its productive agricultural land as the County's most valuable natural resource and the historical basis of its economy through directing new urban growth to cities and existing unincorporated communities and by limiting the encroachment of incompatible development upon agricultural areas.

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6. Future Road Improvements (Community Connectivity, Secondary Access, Road Realignment (Vertical and Horizontal).
(Discussion)

7. Bridge Replacement Program and New
Bridge Construction.
(Discussion)

8. Traffic Safety Considerations. (Discussion)