

**AGENDA**  
**Three Rivers Community Plan Update**  
**Community Meeting**  
**Monday April 14, 2014 7:00 P.M.**  
Arts Building  
Three Rivers, CA



*... service with pride.*

Resource Management Agency

1. Welcome and Introduction
2. Project Status/Review of Community Meeting #2 March 10, 2014
  - a. Review of Community Meeting Schedule
  - b. Introduction of 10 Planning Goals
  - c. Detailed Review of Goal 1 Compatible Development and Related Topics:
    - (1) Defining Community Attributes
    - (2) Foothill Growth Management Plan
    - (3) Development Standards
    - (4) New Development Compatibility with Existing Community Design
    - (5) Oak Woodland Management
    - (6) Community Signage Design Standards
    - (7) Community Noise
    - (8) Gateway Community Concepts Including Visual Community Design
    - (9) City Incorporation Requirements through LAFCo
  - d. Review of Community Plan Content per General Plan 2030 Update/Discussion of Draft 2009 Three Rivers Community Plan.
3. Research Materials for Compatible Development and Related Topics:
  - (1) Defining Community Attributes
    - a) Attachment 1 Oakhurst Area Plan Community Vision
    - b) Attachment 2 City of Claremont Community Character
    - c) Attachment 3 Tuolumne County Community Identity Element
    - d) Attachment 4 City of Springville Utah Community Identity
  - (2) Foothill Growth Management Plan
    - a) Attachment 1 County of Tulare Foothill Growth Mgt. Plan
  - (3) Development Standards
    - a) Attachment 1 Tulare County General Plan Policies
  - (4) New Development Compatibility with Existing Community Design
    - a) Attachment 1 Tulare County General Plan Policies
  - (5) Oak Woodland Management

- a) Attachment 1 Tulare County General Plan Policies
  - b) Attachment 2 Tuolumne County Oak Tree Removal Ordinance
  - (6) Community Signage Design Standards
    - a) Attachment 1 Tulare County General Plan Policies
  - (7) Community Noise
    - a) Attachment 1 Tulare County General Plan Policies
  - (8) Gateway Community Concepts Including Visual Community Design
    - a) Attachment 1 Tulare County General Plan Policies
    - b) Attachment 2 Town of Paradise Gateway Policies
    - c) Attachment 3 City of Fort Bragg Gateway Policies
    - d) Attachment 4 City of Vacaville Gateways Plan
  - (9) City Incorporation Requirements through LAFCo
    - a) Attachment 1 Tulare County LAFCo Policies
4. Continued Discussion, Detailed Review of Goal 1 Compatible Development
- (1) Draft Three Rivers Community Plan Update Goals, Policies, and Objectives
5. Topics for the Next Meeting
6. Next Steps
7. Adjournment: Next Meeting May 12, 2014 at 7:00 P.M.

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Three Rivers Community Plan Website address:  
<http://www.tularecounty.ca.gov/rma/index.cfm/planning/three-rivers-community-plan-update/>

**3. RESEARCH MATERIALS FOR  
COMPATIBLE DEVELOPMENT AND  
RELATED TOPICS:**

**(1) DEFINING COMMUNITY ATTRIBUTES**

**ATTACHMENT 1  
OAKHURST AREA PLAN COMMUNITY VISION**

# OAKHURST AREA PLAN

Adopted by the  
Board of Supervisors

September 13, 2005

VISION STATEMENT

The vision of the Oakhurst Area Plan is to preserve and enhance the community's mountain way of life; planning for growth, economic development, and public services and facilities while being aware of the impacts on both people and the environment.

PLANNING OBJECTIVES

1. Encourage and establish commercial development in the downtown area and encourage that area to be a vibrant component of the community where residents and visitors alike may interact.
2. Maintain adequate quantity, quality, and mix of housing available for those in the planning area.
3. Ensure a strong and healthy economic environment by developing programs to diversify the job base and revenue base of the area and designating areas suitable for development of light, non-polluting industry.
4. Protect the more environmentally sensitive areas within the planning area, including areas containing wetland and riparian habitat, habitat for unique and special status wildlife species, cultural and archaeological resources, etc., and support open space while retaining the natural character of the planning area.
5. Develop and implement plans to build much-needed infrastructure, focusing on community sewer and water systems, in order to correct current deficiencies, to be ready for future expansion, and to protect public health through the prevention of ground and surface water degradation and careful planning of water and sewage regulations.
6. Develop long-term plans to provide efficient and safe circulation and transportation to correct current deficiencies and to provide for future growth. This includes roadways, sidewalks, bike paths, and walking paths.
7. Establish and maintain guidelines and ordinances, in areas such as architectural standards, landscaping, and signage, that will ensure protection of the local community lifestyle and the quality of life.
8. Ensure adequate public safety services are provided for area residents.
9. Provide diverse regional and community parks, as well as recreational opportunities for both residents and visitors.

10. Enhance and strengthen community identity by encouraging programs and procedures that will allow more effective citizen participation.
11. Establish polices that would guide decisions to amend the Oakhurst Area Plan.

### THE BASIC CONCEPT

Oakhurst should plan its future, rather than just let it happen. It should be proactive by recognizing and addressing both existing and potential problems associated with growth and development, and it should be protective of its many natural environmental assets. Among the important environmental qualities the citizens of the area enjoy and want to retain are:

- Oak woodlands, pine forests and mixed chaparral covered hills interspersed with rock outcroppings and grassy meadows.
- The riparian corridors along the Fresno River and its numerous tributary creeks with clean waters to support a diverse wildlife of native plants, fish and animals that are dependent on these habitats and resources.
- Natural land-forms and features in and around the developments which compose the communities.
- Views and vistas from many vantage points to enjoy the natural setting and open space characteristics of the area, particularly from major highways, streets and public places.
- Clean air, quiet (noise free) and comfortable year-round climate characteristic of the mountain/foothill area, attractive to an outdoor lifestyle.

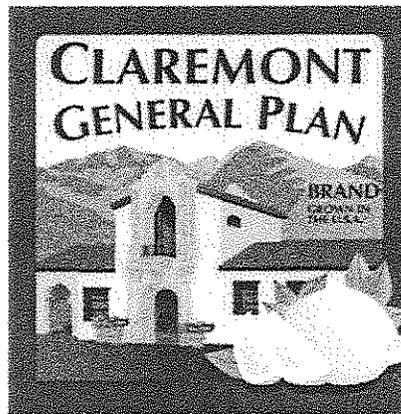
Existing and future community development should reflect the citizens' desire to enjoy this natural setting and rural residential, small-town character, including economically viable, well-balanced communities. Some of the characteristics and qualities which should be reflected in planned community development are:

- Regularly needed goods and services should generally be available within the planning area, without requiring residents and visitors to travel to the San Joaquin Valley, except for specialized products or services.
- Education and employment opportunities should be appropriate for area residents' interests and skills, including elementary, secondary, college and special training programs and diverse professional, retail and tourist commercial, light industrial and service commercial job opportunities.
- Public facilities and services such as schools, parks, fire and sheriff, and other infrastructure such as roads, water, sewer, and other utilities should be adequate and affordable to the existing citizens, as well as provide reasonable capacity for planned growth and development.

**ATTACHMENT 2**  
**CITY OF CLAREMONT COMMUNITY CHARACTER**

CHAPTER 2  
LAND USE, COMMUNITY  
CHARACTER, AND HERITAGE  
PRESERVATION ELEMENT

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THE CITY OF CLAREMONT  
GENERAL PLAN

## CHAPTER 2

# LAND USE, COMMUNITY CHARACTER, AND HERITAGE PRESERVATION ELEMENT

Claremont General Plan

### Our Vision: A Diverse, Sustainable Community of Neighborhoods

**N**estled at the base of the San Gabriel Mountains, Claremont is a residential community and home to the renowned Claremont Colleges. Our unique characteristics and environment are a result of careful and deliberate planning that has produced our City's

- Distinct neighborhoods
- Protective environment
- Status as a leading center of learning, with excellent public and private primary and secondary schools
- Feeling of being a village within a metropolis
- Pedestrian friendly surroundings
- Strong historic preservation efforts
- Tree-lined streets, well-planned parks, and open spaces
- Small, thriving commercial and industrial clusters
- Community of passionate and active volunteers

#### Land Use, Community Character, and Heritage Preservation Vision Statement

This Vision Statement was crafted by the  
Citizens' Committee for Claremont,  
Land Use Subcommittee.

Claremont is a cohesive collection of distinct, well-maintained, and safe neighborhoods. We are a diverse residential, college, and business community. The City strives to provide universal access for all. Designed to human scale, the City promotes the aesthetic enhancement of public spaces. This contributes to the pedestrian experience and the livability of the City. Transportation gateways provide a sense of entry to Claremont and reflect the character of our city.

Critical to Claremont's quality of life is the celebration and active preservation of our heritage. Claremont, a regional leader in preservation, is committed to maintaining and enhancing our cultural and architectural heritage. We protect the character of our residential neighborhoods and its historic downtown retail core. We value quality development in the context of the surrounding physical environment, with architectural and landscape integrity. New development in the City builds on our history with appropriate and compatible design. This renews and reinvigorates those areas. This commitment has led to stable, well-maintained residential neighborhoods, a thriving commercial Village and other commercial centers, attractive campuses, outstanding public art, and vibrant retirement communities.

## Why We Plan – Scope of this Element

Claremont residents and visitors to our community drive into Claremont and immediately experience a place like no other in Southern California. Making a distinct impression are the tree-lined streets, the friendly and inviting atmosphere of The Village, the stately buildings at The Claremont Colleges, the well-maintained residential neighborhoods that display architectural styles representative of almost every style of the twentieth century, and our beautiful parks and public spaces. Claremont feels like a true community, a unique collection of people and places that has been carefully and purposefully planned.

We note in the Introduction to this General Plan that Claremont did not happen by accident. The mix of uses, our neighborhoods and business districts, the relationship of The Claremont Colleges to surrounding uses, and the overall visual character of our community reflect the foresight and deliberation of our founders, the principled decision-making of our leaders, and the intense interest and vigilance that residents apply to preserve what has been established. As Claremont continues to mature in its second 100 years, we look to continue our practice of balancing land uses to meet our housing and economic goals, and ensuring that design and heritage preservation

LAND USE, COMMUNITY CHARACTER, AND HERITAGE  
PRESERVATION ELEMENT

considerations remain strong influences on our development review processes. We have always valued high-quality design of public spaces and all structures in the City, recognizing that good design enhances properties, and creates places which reflect care and pride. We recognize our history and the heritage of all Claremont residents by encouraging preservation of buildings and places evocative of periods, styles, and important events. This Land Use, Community Design, and Heritage Preservation Element establishes the policy foundation for continuing the land use planning and decision-making processes that have served Claremont well, toward the complementary goals of maintaining our distinct neighborhoods, business districts, and institutions, and ensuring that the private and public realms remain inviting, beautiful, and inspirational.

Foremost, this Element defines Claremont as a city of neighborhoods.



Figure 2-1  
**Land Use, Community  
Character, and Heritage  
Preservation  
Structure**

In the context of land use, community design, and historic preservation, neighborhoods are an integral component of all three.

## Defining Claremont: Influences that Continue to Shape Our Community

From the beginning, the people of Claremont have recognized the importance of citizen participation in land use planning as the best method for proper place-making. The community has been proactive in guiding development by periodically coming together and setting goals that help to define the public realm.

**ATTACHMENT 3**  
**TUOLUMNE COUNTY COMMUNITY IDENTITY ELEMENT**

**TUOLUMNE COUNTY**

**GENERAL PLAN**

**POLICY DOCUMENT**

Adopted by the  
Tuolumne County Board of Supervisors  
December 26, 1996

## CHAPTER 13: COMMUNITY IDENTITY ELEMENT

### INTRODUCTION

"Quality of life" perhaps begins with the aesthetic and scenic values near one's living areas: a landscape that is a pleasure to live in, where the senses are heightened by its richness, aesthetic quality, and feeling of life; and, a place in which all valuable resources, both natural and urban, blend in concert to elevate the human spirit.

The rural environment of the Sierra foothills is characterized by a population generally dispersed throughout small town communities of mixed use development surrounded by large areas of open expanses consisting of agriculture, native vegetation, and low density development. Many communities within Tuolumne County have not as yet grown together because the open areas around them affords the opportunity to identify the community.

Roads and highways traverse areas of great scenic beauty within the County, offering enjoyable experiences for passing motorists, cyclists and hikers. The visual separation of the County's communities benefits from the conservation of open areas, especially along the road corridors connecting the communities. The relatively low density and scenic routes between communities and at entrances to the County give it much of its rural and natural character. Native vegetation and tree cover are important ingredients in this regard, as are the species of plants and their patterns in the natural and managed landscape.

The basis for our communities lies within their historic beginnings; each has its own unique assets, characteristics, identity and goals. The communities themselves are in a strong position to assist the County in assessing the extent of their particular need to apply County policies regarding the preservation of small town atmosphere and surrounding open areas in their pursuit of long-term goals. Tuolumne County has long used local citizen planning committees to define existing communities, growth boundaries and buffer areas and will continue to do so in the future.

Tuolumne County is made up of the following defined communities: Strawberry, Sugar Pine/Mi-Wuk Village, Sierra Village, Long Barn, Twain Harte, Tuolumne, Soulsbyville, Crystal Falls/Mono Vista, Cedar Ridge, Columbia, West Sonora, Standard, East Sonora, Jamestown, Chinese Camp, Moccasin, Lake Don Pedro, Big Oak Flat and Groveland/Pine Mountain Lake. A new community is also proposed off Lime Kiln Road to provide a new area for accommodating part of the County's anticipated population growth and to facilitate dispersion of that growth among communities and throughout the County. The Community Identity Element is the framework for preserving the uniqueness and character of each of these communities. The General Plan addresses standards for some of these communities in individual community plans.

The individual community plans clearly endorse the development of mixed use towns and urban centers surrounded by residential neighborhoods. The plans promote a sense of community, foster a pedestrian-friendly environment, and respect historic growth patterns of dense, mixed-use communities surrounded by ranchlands, timberlands and open areas. Focus is on designing the community rather than the individual structures.

It has been observed that when history and progress collide, it is a wise community that honors its heritage with good planning practices. It is the presence of the past that contributes immeasurably to community identity, rural character, cultural continuum and economic vitality in the form of tourism. It is

both reassuring and invigorating to maintain this continuity with the achievements of past generations and to perpetuate them into the future.

The Community Identity Element is designed to recognize each of the County's communities and establish a blueprint for creating more liveable environments while preserving and enhancing the character and identity of each community. By doing so, future development will be guided to promote compact urban development, provide for efficient and cost-effective infrastructure, conserve resource lands, and safeguard environmentally sensitive lands.



## GOALS, POLICIES AND IMPLEMENTATION PROGRAMS

**GOAL 13.A** Maintain separation of communities through the establishment of open space and buffer areas around urbanizing areas.

### Policies

- 13.A.1 Promote the conservation of the natural scenic quality of hillsides and hilltops surrounding defined communities.
- 13.A.2 Encourage retention of features important to the context or setting of cultural resources such as mature trees, retaining walls, viewsheds, hills, bridges and old rock fences.
- 13.A.3 Maintain existing and create new buffer areas between defined communities through the use of agricultural lands, timberlands, open areas, rural density development, clustering of land uses, and recreational uses.
- 13.A.4 Discourage strip development along the County's arterials connecting communities.
- 13.A.5 Encourage the efforts of individual communities which desire to promote the compatibility of new development with the architectural types or natural setting at the entrances to and within their respective communities.
- 13.A.6 Encourage cluster development to promote the retention of open areas.
- 13.A.7 Require new development at the entrances to rural communities be designed to include elements such as signage, landscaping and appropriate architectural detailing to help establish and maintain distinct identities for such communities.

### Implementation Programs

- 13.A.a Conserve Scenic Hillsides and Hilltops
- Encourage hillside development to be designed and located to be compatible with, rather than imposed on, the landscape and environment by minimizing the amount of grading and topographical alteration it necessitates.
- 13.A.b Conservation Easement
- Consider providing an incentive program to encourage private landowners with visually significant property to grant or sell a conservation easement to protect the land as open space.
- 13.A.c Support Community Efforts to Retain Scenic Character
- Support the efforts of individual defined communities which desire to promote the compatibility of new development with their respective characters. Support may include the formulation of design guidelines to assist developers in designing projects that reflect the architectural designs that characterize a given community.
- 13.A.d Maintain Boundaries Between Communities
- Designate land between defined communities for non-urban land uses, except where there are recognized concentrations of urban uses outside of defined communities, to

protect the individual character of each defined community and to maintain distinct boundaries between the communities.

13.A.e Design Considerations with Cluster Development

Amend the Tuolumne County Ordinance Code to recognize and, where appropriate, promote cluster development through the use of acceptable design and construction standards for the creation of buffer areas and in support of compact development.

**GOAL 13.B Advocate the master planning of new and existing communities to direct the development of integrated communities containing housing, shops, workplaces, schools, parks and civic facilities essential to the daily life of the residents.**

**Policies**

13.B.1 Identify urban growth areas of the defined communities that will accommodate growth during the General Plan's 25-year planning period. Each community should be considered as an urban core, surrounded by suburban residential development with a buffer between urban and rural areas.

13.B.2 Require new defined communities to meet the following objectives:

- a. Concentrate higher-density residential uses and appropriate support services in areas with access to public transportation and with adequate road access.
- b. Support the development of integrated mixed-use areas , including residential, recreational, retail, office, open space and public uses, while making it possible to travel by transit, bicycle or foot, as well as automobile.
- c. Provide buffers between residential and incompatible non-residential land uses.
- d. Enhance community identity by establishing design guidelines for non-residential development, such as commercial centers.
- e. Provide a bicycle path and pedestrian walkway network to link public facilities, housing, recreational facilities and commercial and community services.

13.B.3 Require new defined communities to be comprehensively planned, rather than developed on an individual property by property basis.

13.B.4 Require master planned communities to provide adequate public services and infrastructure to support the community.

13.B.5 Encourage mixed use areas to include community focal points to serve as gathering and/or destination points. Examples of focal points include civic centers, parks, fountains, monuments and street vistas. On-site natural features, such as wetlands and streams, can also function as focal points.

13.B.6 Encourage the creation of specialized open areas in the form of squares, greens and parks whose frequent use is encouraged by their proximity to workplace and residential districts.

- 13.B.7 Encourage new development to be designed to be compatible with the scale and character of the area. Structures, especially those outside defined communities and urban and commercial centers, should be designed and located so that:
- a. The structures themselves do not silhouette against the sky above ridgelines or hilltops; landscaping could be used as a buffer around the structure.
  - b. Rooflines and vertical architectural features blend with and do not detract from the natural background or ridge outline.
  - c. They fit the natural terrain.
  - d. They utilize building materials, colors and textures that blend with the natural landscape and avoid high contrasts.
- 13.B.8 Support the location of new school facilities that provide convenient and safe access for students; schools should be linked by footpaths to surrounding residential neighborhoods.
- 13.B.9 Provide each community or cluster of communities with a well defined boundary, such as rural development or agricultural activities.

### Implementation Programs

- 13.B.a Growth Boundaries
- Designate adequate land in and around existing and new defined communities for urban land uses to provide for the growth projected by the State Department of Finance and limit the future conversion of land with non-urban designations to urban designations to parcels immediately adjacent to the urban growth boundaries established on the General Plan land use diagrams.
- 13.B.b Mixed Use
- Designate land for integrated mixed-use areas which may include residential, recreational, retail, office, open space and public uses to facilitate travel by transit, bicycle or foot, as well as automobile, and to promote a sense of community.
- 13.B.c Community Plans
- Develop Community Plans for defined communities that wish to guide development activity over the General Plan's 25 year planning period which would be compatible with the cultural, historical and natural resources of the respective defined communities.
- 13.B.d Infrastructure
- Establish urban boundaries around defined communities on the General Plan maps to promote the efficient use of urban infrastructure and services. This will also serve to promote the improvement of infrastructure within the communities to meet standards for infill development, such as fire flow.
- 13.B.e Site Design
- Support the establishment of design criteria for those communities that wish to create balance for streets and structures with the community's scale and character; place

neighborhood commercial centers within convenient walking distance of most neighborhood residents; utilize natural vegetation buffers and screening techniques in relationship to adjacent residential development; and provide public parks and spaces in proximity to workplace and residential neighborhoods.

13.B.f Public Accessibility

Encourage, where feasible, the incorporation of publicly accessible open areas, including parks, courtyards and gardens, into public improvements and private projects. For example, private development bordering a public park should integrate with the park by providing a courtyard or garden to visually link the development to the park and provide access between the development and the park.

13.B.g Pedestrian Accessibility to Commercial Development

Designate land for neighborhood commercial development within walking distance of residential areas to encourage alternative methods of transportation and eliminate the dependence on automobile transportation.

13.B.h Buffers

Designate adequate areas for greenbelts comprised of non-urban land uses, open areas, parks and recreational facilities in and around defined communities to meet the needs of growing populations and to reflect the needs of the County's changing demographics.

13.B.i Review of Land Use Designations

Provide for periodic review of land use designations within the defined communities to ensure sufficient land is available to accommodate the expansion of community areas, including sites for affordable housing. The County will continue to work with property owners in changing land use designations to meet future needs.

**GOAL 13.C Recognize, preserve and enhance the character and identity of each of the County's individual communities with new urban development encouraged to occur within and adjacent to existing communities and in planned new communities.**

**Policies**

13.C.1 Encourage infill development within defined communities. New urban residential subdivisions should occur within or immediately adjacent to defined communities.

13.C.2 Encourage the continued use and enhancement of existing public facilities located within the communities.

13.C.3 Provide incentives to preserve historically and architecturally significant buildings and structures.

13.C.4 Promote the preservation of and discourage substantial alteration to historically or architecturally significant buildings which serve as focal points of community design.

13.C.5 Assist in retaining the special character of historic districts and promote compatible development within historic districts by reducing, adapting and/or modifying some development standards within historic districts.

- 13.C.6 Establish incentive programs and adopt flexible development standards for rehabilitation, restoration and reuse of historic structures.
- 13.C.7 Encourage new development to be designed in an architectural style which is aesthetically appealing and blends into the architectural character of the individual community.
- 13.C.8 Encourage landscaping around parking lots to provide screening by retaining or replanting native vegetation and/or through the use of topography or other natural features and require landscaping to enhance new commercial and industrial development.
- 13.C.9 Continue to explore the design and construction of bypass roads around historic communities.
- 13.C.10 Establish road standards that allow rural character roadways, compatible with Tuolumne County Fire Department guidelines, when they are appropriate to create or maintain a small town atmosphere and preserve natural and cultural features such as steep slopes, drainages, tree lines, and historic features for consistency with community design objectives.

**Implementation Programs**

- 13.C.a Community Survey
 

Continue the County's program of surveying defined communities for cultural and historical features and resources which should be preserved and enhanced to protect the character of the community. Preservation of these resources shall be as provided in the Cultural Resources Element.
- 13.C.b Community Plans
 

Assist those communities that wish to formulate a community plan in developing a plan which considers community size so that housing, jobs, daily needs and other activities are within easy walking distance of each other.
- 13.C.c Buffer Areas
 

Establish buffer areas around existing residential neighborhoods to protect them from infringement of potentially incompatible land uses, such as agriculture, mining, industry, solid waste facilities, airports and sewage treatment facilities. These buffer areas may include building setbacks and/or limit land uses within an established distance of existing residences.
- 13.C.d Community Design Guidelines
 

Work with those communities that wish to develop design guidelines for new development within the defined communities. While these design guides should not require a specific architectural theme or style, except in historic districts, the guidelines should address:

  - 1. Appropriate setbacks, building siting, building height and mass, landscaping, lighting and signage.

2. The type, size, location and planting of street trees.

13.C.e Commercial Development

Assist communities in formulating design standards for new commercial development within their boundaries to reflect the character of the individual community and, where appropriate, to integrate open areas into the development, taking advantage of any natural amenities such as creeks, hillsides and scenic views.

13.C.f Parking Design

Encourage parking areas for new commercial, industrial and business park development to be located behind buildings or sufficiently screened from public roads.

13.C.g Mills Act

Continue to implement the Mills Act in Tuolumne County and update Resolution 171-92 to reflect legislative changes to the Mills Act when necessary to provide reduction in property taxes through historic preservation.

13.C.h Fee Waiver

Establish provisions for waiving fees for requests to zone to :H (Historic Combining) and :HDP (Historic Design Preservation Combining).

13.C.i Modified Development Standards

Amend the Tuolumne County Ordinance Code to provide for reduced and/or modified development standards for work done on resources listed on the Tuolumne County Register of Cultural Resources which is consistent with the Secretary of the Interior's Standards and applicable design guidelines. These reduced and/or modified standards shall include reduced setbacks, reduced road standards, reduced landscaping requirements, density bonuses and in-lieu or off-site parking provisions.

13.C.j Building Setbacks within Historic Districts

Establish building setbacks in historic communities that follow the same line as the historic structures to maintain a continuous commercial facade on all street frontages.

13.C.k Parking within Historic Districts

Amend Title 17 of the Tuolumne County Ordinance Code to provide for off-site parking in historic districts to encourage parking for new commercial development to be consolidated in well-designed and landscaped lots or parking structures.

13.C.l Community Road Standards

Develop standards which allow flexibility in design of new roads that will allow meandering roadways or roads that otherwise reflect a rural character, compatible with Tuolumne County Fire Department guidelines, when they are appropriate to create or maintain the character of existing communities or preserve natural and cultural features such as steep slopes, drainages, tree lines, and historic features for consistency with community design objectives.

13.C.m Bypass Alternatives

Explore funding options for the design and construction of bypass roads around historic communities.

**Responsibility for Programs:** Administration of the Implementation Programs listed in this Element is the shared responsibility of the Board of Supervisors and Planning Department with the Planning Department serving as the primary administrator.

**Funding Sources:** Administration of the Implementation Programs listed herein will be funded through the County's General Fund.

**Time Frame for Implementation:** The target date for implementation of the programs listed in this Element related to amendments to the County's development regulations will be completed is FY 98-99; all other programs are ongoing.

**ATTACHMENT 4**  
**CITY OF SPRINGVILLE UTAH COMMUNITY IDENTITY**

# 8 COMMUNITY IDENTITY

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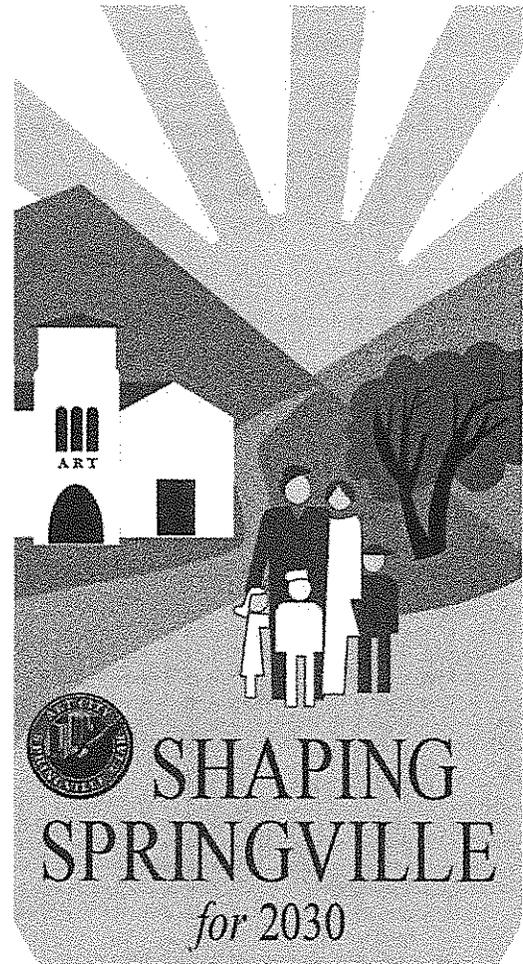
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**GOAL:** *We are the 'Art City' where living is an art, grounded in our heritage, strengthened by our community spirit, and inspired by our beautiful surroundings and commitment to enhancing our heritage.*

## 8.1 Introduction to Community Identity

There are three basic characteristics that define the character of a community: the natural environment, the built environment, and human activity. Springville City is beautifully situated between the foot of the Wasatch Mountains and the southeastern shore of Utah Lake, with several creeks running through our boundaries. The original town center continues to provide a strong focal point for our City, with its historic and civic buildings and tree-lined streets (see **Figure 8-1**). The various daily, weekly and seasonal activities that occur in this setting all contribute to our unique identity as a great place to experience and enjoy life.

## 8.2 Natural Environment

Hobble Creek and other creeks and waterways that flow through the City were essential arteries of life for inhabitants of this community. These waterways were the primary source of water for daily activities, including drinking, washing clothes, watering crops and recreating. The fact that the original plat was centered on Hobble Creek clearly illustrates the central role this waterway had in the establishment of this community.

The mountains and Utah Lake identify strong edges for the east and west

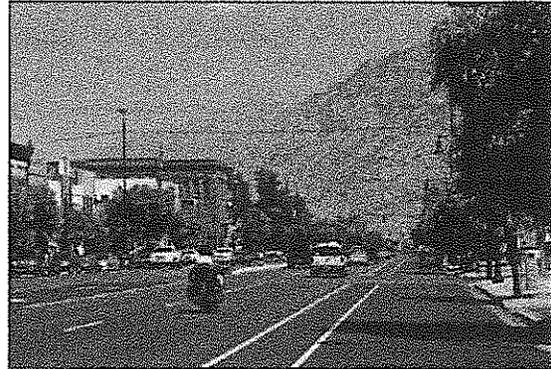


Figure 8-1 Main Street in Springville

boundaries of the City. At the narrowest point between these two significant geographic features, Springville is only 2.7 miles in width. Springville, along with Mapleton are situated the farthest east of any cities along the Wasatch Front. The City includes incredible mountain views to the north, east and south.

## 8.3 Built Environment

The original grid-patterned area established in the 1850s served as the primary location of business and residential development for the first 100 years of Springville's history. Over time, this grid pattern was largely replaced with a more contemporary street pattern developed in connection with post WWII residential design patterns. These standards included a hierarchy of streets with a variety of street right-of-way widths based on traffic patterns.

Over the past 150 years there have been thousands of buildings constructed within the community. These buildings reflect a variety of building types and architectural styles that all contribute to the identity of Springville. In each of those cases, these buildings have contributed to a context of place. It is important to determine if that context is desirable and, if so, what might be done to ensure its continuity, and



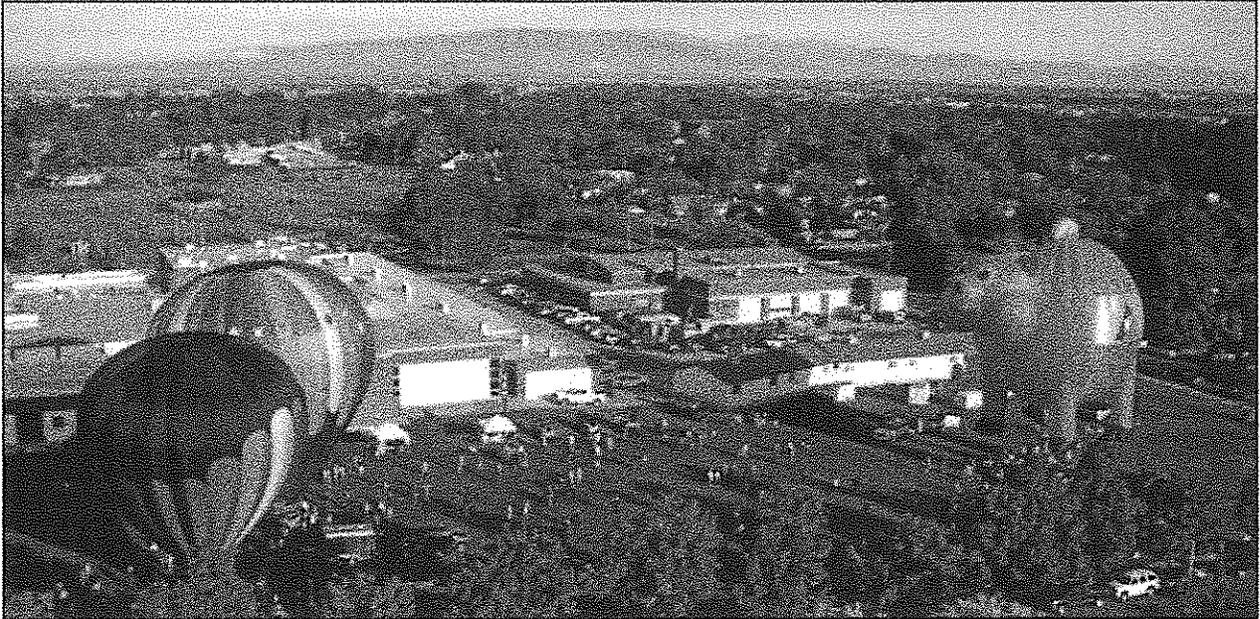


Figure 8-2 Annual Springville Balloon Fest during 'Art City' Days

where appropriate, improvement.

## 8.4 Human Activity

The variety of human activities within a community define perceptions of that place, specifically those celebrations which are cyclical in nature. Whether they occur daily, weekly, annually or within some other time cycle, they can be important contributors to people's perceptions of where they live and sources of community pride.

Once these events are started, they often become a heart throb within the community (see Figure 8-2). Some grow and flourish, while others may limp along without the enthusiasm or support that existed when they were initially conceived or during their early years of existence. For City-sponsored events that have lost their luster, organizers and City officials have the difficult task of determining the relevance of continuing the event and deciding whether the cost is justified.

Other activities are different for each individual depending on where they are in the cycle of life. An example is early morning activities. For some this includes going to work or school. This may be a short walk, but for most it involves travel by personal vehicles and public or school district transit. For those going to school, this most often occurs in the City, while those going to work typically do so outside of Springville.

These daily activities affect our street systems, commerce, and use of public utilities such as water, power and other 'systems' that exist within our community. Both personal and collective activities occurring within the community are affected by the physical surroundings in which they occur, and hence, our perceptions of place.





## 8.5 Community Identity and the Arts

Springville has been called ‘Utah’s Art City’ since 1907 when the Governor of Utah proclaimed it so. The ‘Art City’ identity is largely linked to the history of the Springville Museum of Art constructed circa 1937 (see **Figure 8-3**).

The interesting challenge is that there are a variety of opinions concerning community image and public art. Some see Springville as a City with an art museum while others include performing and visual arts in general. Still others see it as an overall concern for aesthetics and the built environment of our community.

### 8.5.1 Springville Arts Commission

The Springville Arts Commission is dedicated to promoting the fine arts and humanities throughout Springville. The commission promotes and supports the various programs and activities throughout the City by assisting with volunteers, grants, and organization.

### 8.5.2 Performing and Visual Arts

One of Springville’s greatest contributors to the performing and visual arts is the Springville Museum of Art. Other resources include the Springville Playhouse and the World f.

### 8.5.3 Percent for Art

Springville has not yet adopted a “percent for art” or other similar program. Such a program is intended to insure that public art be incorporated into public buildings and facilities. Other communities have expanded this program to include participation for private development as well. Springville should consider this type of program to strengthen the

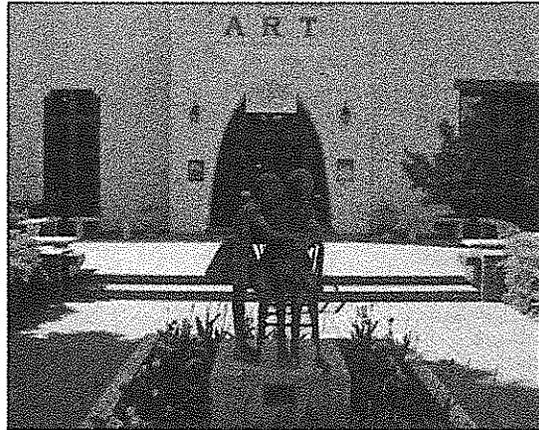


Figure 8-3 Springville Museum of Art

‘arts’ image of the community.

### 8.5.4 Statues to Live By

The “Statues to Live By” program was established in 1990 with the goal of “expanding the public’s ability to enjoy fine sculpture and enhance quality of life.” Statues are donated by friends of the program and sculptors. The program strives to add at least one statue a year. As of January 2010 there were 55 statues City and privately owned (see **Figures 8-4 and 8-5 and Map 8-1**).

## 8.6 Springville’s Identity

Springville’s identity is made up of several

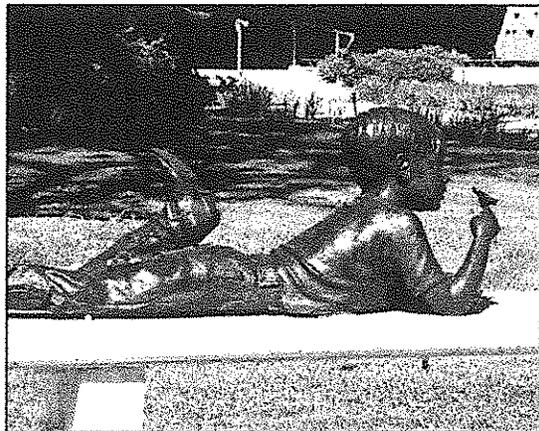


Figure 8-4 One of many Bronze Statues throughout the City



elements, such as gateways, urban forests, streetscapes, views and vistas, design standards, signs, billboards, districts, including the historic district, and neighborhoods (See **Maps 8-2 Communities and 8-3 Corridors and Districts**).

**8.6.1 Gateways**

A sense of arrival is an important part of identifying any community's borders or boundaries. Gateway or entryway enhancements can include a variety of elements such as signage, special landscape treatment, and information kiosks. The types of features included are largely determined by cost and land availability. They create an important first impression for visitors and a sense of civic pride for residents of the community.

It is important that these gateways or entryway enhancements be coordinated in some way as they serve the role of 'branding' the community. Another important consideration is where to locate gateway improvements. While they may



Figure 8-6 Gateway on Highway SR-51

need to be adapted to their location, they should be appropriately planned and constructed.

As shown on **Map 8-4 Gateways**, five major and three minor gateways have been identified in Springville. Out of these seven gateways only the gateway located on highway SR-51 has signage and a sense of arrival (see **Figure 8-6**). A plan for Springville to create an identifiable sense of arrival into the community is needed.

**8.6.2 Urban Forest**

Interest in the community's urban forest has continued to evolve over the last 30 years. In 1979, Springville became only the second City in the state to be honored as a "Tree City USA." This designation requires that cities invest \$2 per person annually to urban forestry improvements, along with an Arbor Day celebration, a tree committee, and a City tree ordinance.

Benefits of the urban forest identified by the Master Plan for Street and Parks Trees include:

- Creation of micro-climates that reduce energy costs by lowering air temperatures, increasing humidity, and reducing wind speed;
- Improvement of the economy by adding to the value of homes and

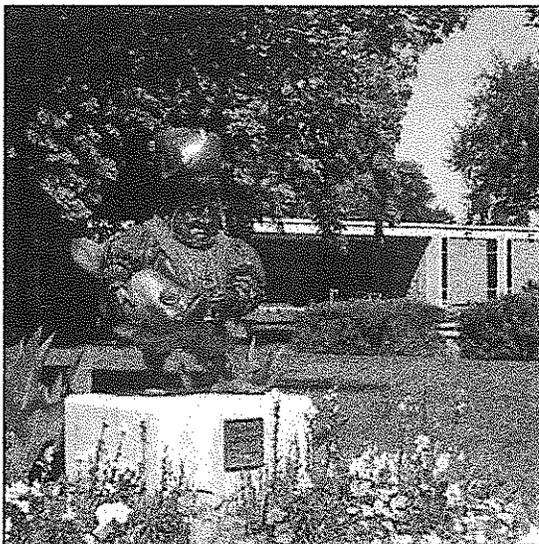


Figure 8-5 Bronze statue in front of library





increasing the income stream of businesses. When businesses have trees customers often linger longer;

- Creation of safer streets by reducing speeds, and providing a buffer between motorist and pedestrians;
- Strengthening of the small town feel of Springville;
- Improvement of drainage by providing permeable space and requiring less infrastructure;
- Provision of a place for snow to be stored and then infiltrate back into the ground;
- Reduction of air pollution and creation of a buffer from noise;
- Provision of psychological and social benefits; and,
- Creation of an aesthetically pleasing community; and,
- Screening of undesirable structures.

The urban forest plays a part in Springville's identity and history. Springville has several trees of historical importance, so in order to preserve them

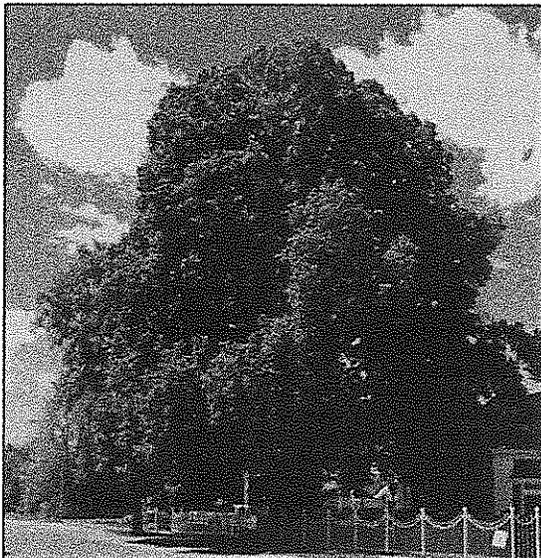


Figure 8-7 Lindon heritage tree located on 100 East

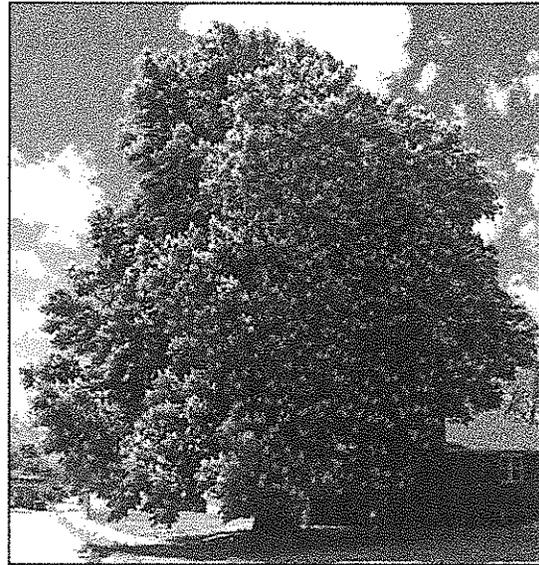


Figure 8-8 Horse Chestnut heritage tree located on Main

Springville City has adopted a Heritage Tree ordinance, which identifies trees of historical or original distinction (e.g. the largest in Utah) (see **Figures 8-7 and 8-8**). Records indicate that most of the trees were designated in the early 1980s.

Another important part of the identity and heritage of Springville is the Park Strips. They appear to have been a part of the identity of this community for at least the first 80 years. The majority of Springville urban forest is located within park strips (see **Figures 8-9 and 8-10**).

### 8.6.3 Streetscape

A large part of Springville's urban forest can be found in the right of way along the City's streets. Street trees can identify a street or an entire City. Street trees beautify the entrances to cities as well as main traffic corridors and neighborhood streets. Trees provide color, texture, line, and form to the landscape and soften the hard lines created by the built environment. Research on the aesthetic quality of residential streets has shown that street trees are the single strongest





Figure 8-9 1040 East has mature landscaping with park strips

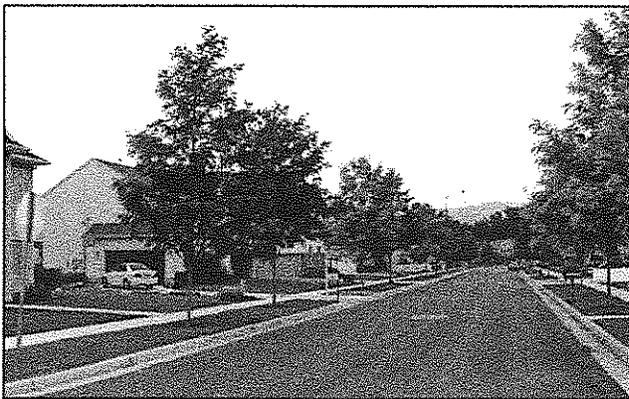


Figure 8-10 850 West located within the Westfields neighborhood includes landscaped park strips

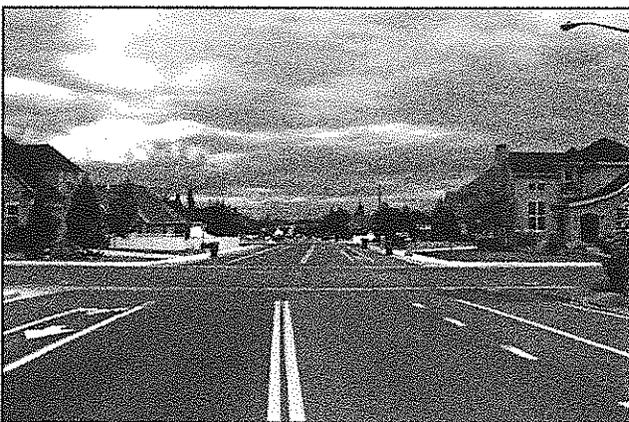


Figure 8-11 River Bottoms Road located within a 1990s neighborhood without park strips

positive influence on scenic quality (Schroeder and Cannon 1983).

In 2003, Springville City adopted a new street cross section that includes an eight-foot park strip, a size sufficient to provide space for street trees and landscaping while providing a buffer between pedestrians and vehicular traffic. In 2002 and 2003, as the Planning Commission and Staff discussed public improvements that provide a positive impact on the appearance of the community, pedestrian travel, street trees, and slightly larger sidewalks were identified as some of these improvements (see Figure 8-11 for an example of a street with narrow sidewalks, no buffer, and no street trees).

Efforts to help ensure that the proper variety and types of street trees were planted resulted in the Street Tree Ordinance, adopted by the City Council in March 2007. This ordinance requires developers to include a street tree plan as part of subdivision or site plan review. In subdivisions, the developer currently (Jan. 2010) pays the City \$315 per tree and when 80% of a block is developed, street trees are planted by the City. This program has served as a model for other communities across the country.

While the street cross-section provides important consistency in the majority of streets, on occasion additional cross-sections tend to evolve. Most often, these new cross sections are developed to address many of the anomalies associated with existing streets or unique situations associated with specific areas. Examples include streets which were never designed to any type of standard and areas that serve a unique role within the community, such as the historic downtown or the village center developed in connection



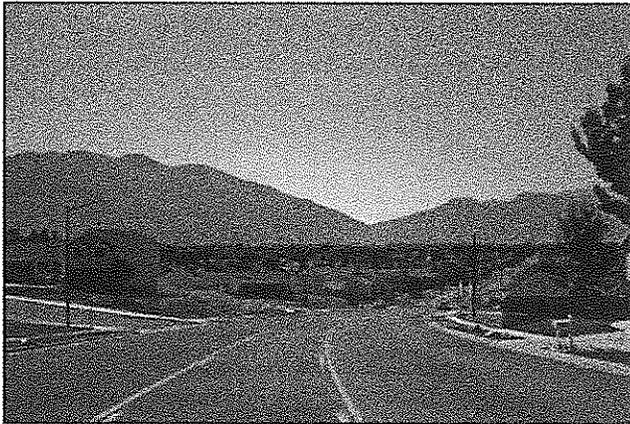


Figure 8-12 This view toward Maple Mountain and Spanish Fork Canyon is taken from 400 East.

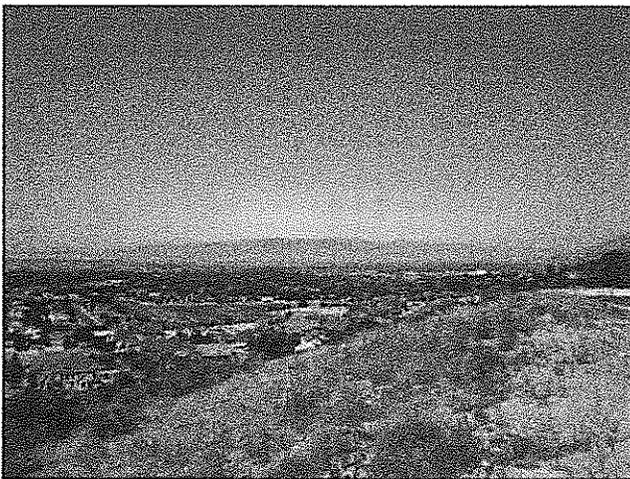


Figure 8-13 This view is seen from 2080 East looking to the northwest.

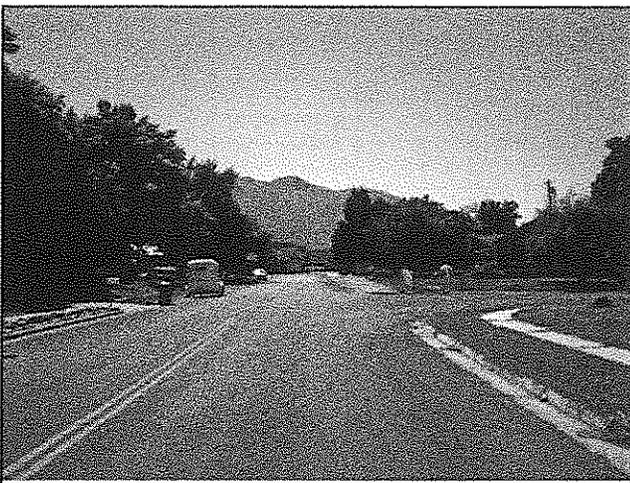


Figure 8-14 This vista of a portion of Maple Mountain is located on Canyon Avenue.

with commuter rail. Additionally, streetscape standards for lighting and other types of right-of-way improvements will need to be developed for specific areas (e.g. historic streetlights in Plat A).

### 8.6.4 Views and Vistas

Springville is blessed with a distinct setting between the Wasatch Mountains and Utah Lake which provides important views and vistas. From the east bench of the community there are magnificent views of Utah Lake, while from the west the views of the mountains provide a magnificent backdrop to the City (see Figures 8-12—8-14 and Map 8-5). The mountain views are most dramatic to the east and south and to some extent the north.

These expansive views and enframed vistas are an important contributor to the public’s perception of what makes Springville beautiful and desirable. It will be important for the community to determine which of these views and vistas are important and what might be done to protect or enhance them.

Both the natural and built environments affect views and vistas. Approaches for enhancing these corridors have included things as simple as trimming trees and vegetation to ordinances restricting building and sign height. In cases of ridgelines, many communities have required that any building be setback from the ridgeline to protect the appearance of the ridgeline as a natural feature.

Springville currently lacks specific measures, that protect the views and vistas that are part of value to the identity of the community.

### 8.6.5 Design Standards

The built environment is constantly



evolving and greatly influences community appearance and identity. Within a community, personal decisions can have an impact on neighbors, a section of the City, or the City as a whole. Because of the effects of these decisions, either real or perceived, city government has the role to balance the rights of individuals with those of the public good. Defining the public good is not always an easy task, and often requires vision and foresight.

Design standards are a reflection of a community's values relating to aesthetics. They generally tend to protect property values over the long run, but require some restriction on what can be done in the design of buildings or site work on a property. Most communities recognize the fine balance associated with these types of standards and there is typically an on-going refining process. The intent of such standards is to build a community that will be attractive, retain property values and be a great place to live today and in the years to come.

Design standards typically look at the area surrounding the proposed site to take visual clues as to what fits. In greenfield areas where context is not defined, design standards can be created to help encourage development that the community finds attractive and contributes to the positive appearance of the City.

Design standards typically address such issues as building materials, building height, roof lines, fenestration (windows), signage, pedestrian and vehicular access, and architectural style and building features.

In Springville, there are a variety of residential and commercial districts.

For those areas where design standards are established, it is important that the standards be specific to the area. For example, in the historic part of downtown Springville, most commercial buildings are built to the sidewalk, have flat roofs and have storefront windows. On the 4<sup>th</sup> South Corridor, most of the buildings have pitched roofs with a variety of setbacks and generally do not have storefront windows.

Currently, the city lacks overall design standards, though limited standards have been adopted for the City for new residential construction in the Springville Historic District.

#### 8.6.6 Signs

As with most communities, the issues of signs produces a wide variety of opinions. Signs are an important and essential part of any community. Typically small towns pay little attention to signs. However, as communities grow and signs proliferate, the issue of signs becomes more important as businesses compete for attention and communities strive to protect their unique identity (see **Figures 8-15 and 8-16**).

Signs are important in defining the character of an area. For example in Las Vegas, the strip includes all types of signs that contribute to the character of the area, which is primarily a world famous entertainment district whose primary customers are visitors. In newer areas of Las Vegas, signs are scaled to meet the character of the area and the customer.

In June, 2005, Springville City adopted a new sign ordinance intended to address the needs of a growing community. This process included a background study along with the work of two ad hoc committees,





Figure 8-15 Illustration of Monument Signs on 1750 West



Figure 8-16 Pole Signs on 1750 West

an open house for public comment, along with other opportunities to hear from business owners and residents. The purpose of the ordinance is “to encourage signs that create and maintain safe and aesthetically pleasing building elevations and streetscapes while allowing for adequate identification, communication, and advertising for land uses in the City.”

Adjustments to the ordinance have been and continue to be made in an effort to ensure that the ordinance functions well for business owners, residents and visitors. As with most sign ordinances, the balance of community identity vs. corporate or business identity is a challenge.

### 8.6.7 Billboards

Springville City currently manages 29 billboards within the City. These include three of the 72 square foot ‘junior poster’ 11 of the 300 square foot ‘posters’ and 14 of the 672 square foot ‘bulletins.’ The bulletins are all concentrated on I-15, and the majority of posters concentrated on north Main Street (See Map 8-6 **Billboard Locations**).

Since adoption of the interim sign ordinance in 2003, Springville City no

longer allows additional billboards. However state law allows for the relocation of existing ones and allows greater heights than allowed by the City to ensure visibility.

### 8.6.8 Historic District

The history of Springville City is rooted in the development of Plat A and adjacent areas. In January 2004, the significance of the history of this area was recognized by being listed as the “Springville Historic District” on the National Register of Historic Places (see Map 8-7 **Springville Historic District**). The historic district is significant because of the story it tells of Springville’s growth from an agricultural outpost to a thriving City with a diverse economic base.

The major themes of Springville through the years, have included agriculture, mercantilism, industry, construction, transportation, and tourism as Utah’s ‘Art City.’ The historic district is also significant because 897 (72%) of the 1,238 primary buildings in the district are identified as contributing to the historic character of the area.

The Historic District includes a representative sample of architectural styles and types covering the complete



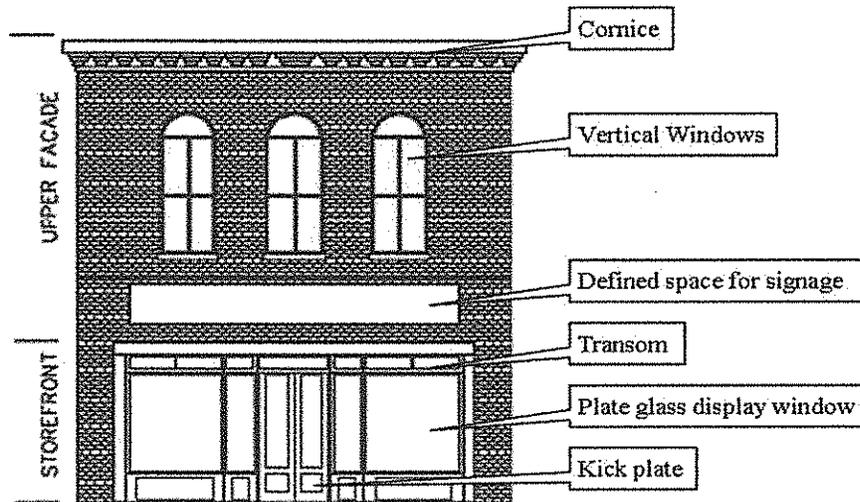


Figure 8-17 Sample of Design Standards for Historic Commercial District

historic period, ranging from well-preserved early adobe homes to elaborately-detailed examples of Victorian Eclectic Architecture from the late nineteenth century. Twentieth century styles such as bungalow, period-revival and ranch style houses make up about three-quarters of the significant primary buildings. According to the National Register nomination, the district retains a high degree of historic integrity despite the presence of some late twentieth-century alteration and new construction.

The City has 27 structures listed individually on the National Register of Historic Places as of August, 2009. Of those 27, all but one is in the Springville Historic District. The National Register, on which the Springville Historic District is listed, is an honorific listing and as such, does not limit in any way what a property owner may do with their property. Some communities have established local historical registers that affect how properties may be altered, but Springville has not. The design standards for new residential construction do affect new

construction but do not have affect on any changes to existing structures.

Springville City has a Historic Landmarks Commission whose role is to encourage historic preservation through education and some small grants. Grant money for the Landmarks Commission work program is provided through the Certified Local Government (CLG) Grant program. This matching grant program may be used on a variety of historic preservation efforts such as documenting historic buildings, developing listings for the National Register, publications, grants and a variety of other programs. The Commission typically receives approximately \$13,000 per 16 month CLG cycle.

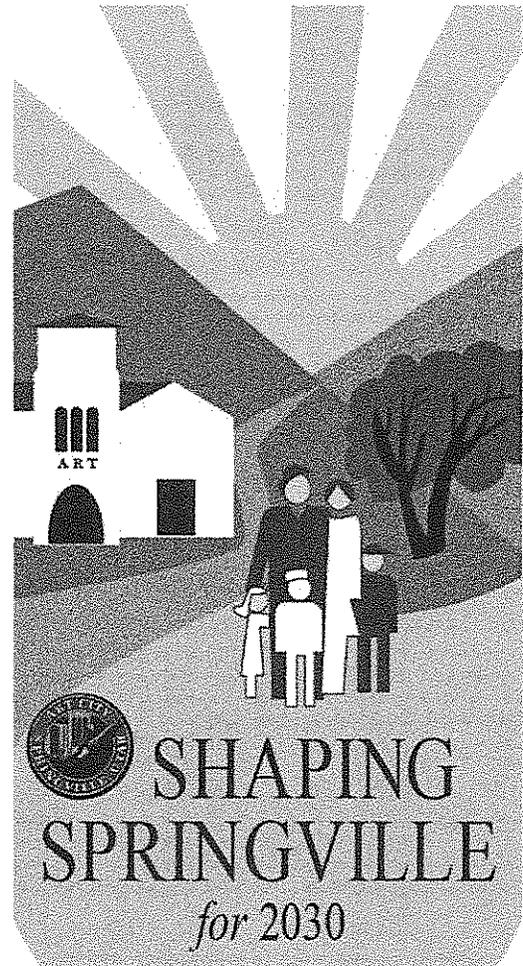
Buildings 50 years old are all eligible to participate in tax credit programs. Residential properties may receive a 20% tax credit through the State of Utah for historically appropriate work done on a property. A 20% federal tax credit is available for historically appropriate work done on an income producing property.





## 8.7 Goals, Objectives, and Strategies

The goals, objectives, and strategies section is comprised of specific goals and actions for Springville during the next 20 years. The following pages present the goals, objectives, and strategies for this element.





# SPRINGVILLE CITY GENERAL PLAN

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**GOAL** We are the 'Art City' where living is an art, grounded in our heritage, strengthened by our community spirit, and inspired by our beautiful surroundings and commitment to enhancing our heritage for future generations.

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## OBJECTIVE 1

Protect and create an aesthetically pleasing and safe environment that enhances attributes that are unique to Springville and help to make it a desirable place to live.

### SYNOPSIS

Springville has many desirable attributes that greatly contribute to the identity of the City. These include: Hobble Creek, mountains, Utah Lake, historic neighborhoods and the downtown. Protecting the unique and iconic attributes around the City can be done in a variety of ways, including design standards and ordinances that identify and address the inclusion of desirable features in new development.

Springville has adopted ordinances and standards for new residential construction in the historic district, commercial and industrial site plans and signs and streetscapes. State and federal laws protect wetlands and waterways located throughout the City.

It is important that existing ordinances and standards be reviewed to insure their relevance and contribution to the long-term well-being and appearance of Springville. It is also important to determine what standards may be important.

## STRATEGIES

1A Develop and adopt design standards for commercial and industrial areas that reflect the city's commitment to an attractive and aesthetically pleasing community.

*Implementation: Mayor, City Council, Planning Commission, Administration*

1B Review and update design standards to reflect the image the citizens of Springville wish to portray.

*Implementation: Mayor, City Council, Planning Commission, Administration*

1C Review, update, and implement the sign ordinance.

*Implementation: Mayor, City Council, Planning Commission, Administration*

1D Plan and construct gateways into the City that enhance the identity of Springville.

*Implementation: Mayor, City Council, Planning Commission, Administration*

1E Determine what views and vistas should be preserved and how this should be accomplished.

*Implementation: Mayor, City Council, Planning Commission, Administration*



**GOAL** We are the 'Art City' where living is an art, grounded in our heritage, strengthened by our community spirit, and inspired by our beautiful surroundings and commitment to enhancing our heritage for future generations.

**OBJECTIVE 2**

Preserve and enhance both the residential and commercial areas of the Springville Historic District.

**SYNOPSIS**

Springville has a historic district that is a significant part of its identity. This district includes Plat A along with additional areas located between 400 South and 800 South, east of Main Street. Preserving the historic district of Springville is important because of the story it tells about the City and its role as home to thousands of our residents.

Design standards for new construction have been adopted to help protect and enhance the residential portion of the district. Additional standards may be appropriate to consider for existing structures. Standards for the downtown portion of historic Main Street should also be considered for adoption to help enhance the vitality and economic well-being of this area.

The majority of the homes in Plat A are listed on the National Register of Historic Places. Springville has a wide variety of housing types from various historic periods that largely define the overall character of this area.

**STRATEGIES**

2A Educate the public about the benefits of preserving and improving the historic district.

*Implementation: Mayor, City Council, Planning Commission, Administration*

2B Review new construction to ensure compliance with the historic district design standards.

*Implementation: Mayor, City Council, Planning Commission, Administration*

2C Continue to work with business and property owners to revitalize the historic downtown.

*Implementation: Mayor, City Council, Planning Commission, Administration*

2D Encourage façade restoration of historic buildings that have been covered with new materials.

*Implementation: Mayor, City Council, Planning Commission, Administration*





## SPRINGVILLE CITY GENERAL PLAN

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**GOAL** We are the 'Art City' where living is an art, grounded in our heritage, strengthened by our community spirit, and inspired by our beautiful surroundings and commitment to enhancing our heritage for future generations.

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### OBJECTIVE 3

Provide activities and places that will continue to enhance the 'Art City' image.

### SYNOPSIS

Springville has adopted 'Art City' as its motto. Some people in the community see this as a reflection of the Springville Museum of Art being located here.

Through the years, several programs and activities have tended to expand the meaning of the 'Art City' motto. These include 'Art City' Days, Springville Playhouse, World Folkfest and Statues to Live By.

Beyond these activities and programs, there is a sense that the 'Art City' motto is a reflection of how things are done in this community with a concern for an overall aesthetic appeal. A majority of the citizens who chose to participate in the "Shaping Springville 2030" process emphasized this aspect of being the 'Art City.'

### STRATEGIES

- 3A Promote quality programs and activities that will strengthen our identity as the 'Art City.'

*Implementation: Mayor, City Council, Planning Commission, Administration*

- 3B Incorporate the 'Art City' motto in the overall aesthetic of the built environment within our community through design guidelines, city provided amenities, etc.

*Implementation: Mayor, City Council, Planning Commission, Administration*



**GOAL** We are the 'Art City' where living is an art, grounded in our heritage, strengthened by our community spirit, and inspired by our beautiful surroundings and commitment to enhancing our heritage for future generations.

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## OBJECTIVE 4

Preserve and enhance Springville's community identity by enhancing streetscapes and the urban forest.

## SYNOPSIS

Streetscape includes those enhancements within the right-of-way that create an attractive environment for pedestrians, motorists, bicyclists and other utilizing the area. Street furniture for enhancing these areas include street lighting, pavement materials, trees and other landscape features, garbage receptacles, benches, statues and other types of contributing features. A well-planned streetscape helps unify the identity of an area and add to its uniqueness.

In addition to the role of street trees, the overall urban forest provides economic, social, psychological, environmental, and aesthetic benefits. These quality of life benefits are an important part of Springville's identity and heritage. Educating the public about the heritage and importance of the urban forest is part of continuing the City's "Tree City USA" status.

The City has an Urban Forestry Master Plan and Heritage Tree Ordinance in order to preserve, improve, and manage the urban forest. To maintain a healthy urban forest, the City strives for a diversity of trees and their appropriate placement.

The major contributor to the urban forest exists as tree-lined streets. Springville's

small town identity is created from tree-lined streets, as well as, lighting and furniture. New development is required to include street trees in order to maintain the quality of life in Springville.

## STRATEGIES

- 4A Design and construct streetscapes with appropriate improvements for the areas they serve that contribute to creating attractive rights-of-way throughout the City.

*Implementation: Mayor, City Council, Planning Commission, Administration*

- 4B Use Springville's "Tree City USA" status to promote Urban Forestry through Arbor Day and other appropriate activities.

*Implementation: Mayor, City Council, Planning Commission, Administration*

- 4C Continue to update and follow the Urban Forestry Master Plan.

*Implementation: Mayor, City Council, Planning Commission, Administration*

- 4D Ensure street trees are planted and maintained so as not to obstruct or interfere with regulatory signs, utilities such as power lines and visibility of storefronts.

*Implementation: Mayor, City Council, Planning Commission, Administration*





## SPRINGVILLE CITY GENERAL PLAN

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**GOAL** We are the 'Art City' where living is an art, grounded in our heritage, strengthened by our community spirit, and inspired by our beautiful surroundings and commitment to enhancing our heritage for future generations.

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### STRATEGIES (CONTINUED FROM OBJECTIVE 4)

- 4E Define a proper mix of genus and species to help preserve the diversity necessary for a healthy urban forest within Springville.

*Implementation: Mayor, City Council, Planning Commission, Administration*

- 4F Consider the use of traffic circle centers as places to display public art.

*Implementation: Mayor, City Council, Planning Commission*



**(2) FOOTHILL GROWTH MANAGEMENT PLAN**



The Foothill Growth Management Plan is divided into the following sections:

- Foothill Growth Management Plan Policies (Section 3.1)
- Existing Foothill Area Communities (Section 3.2)
- Development (Section 3.3)
- Recreation/Open Space (Section 3.4)
- Foothill Agriculture (Section 3.5)
- Scenic Corridors (Section 3.6)
- Historical and Archeological Sites (Section 3.7)
- Environmental Protection (Section 3.8)
- Water and Sewer Facilities (Section 3.9)
- Public Services (Section 3.10)
- Work Plan/Implementation Measure (Section 3.11)
- Development Standards (Section 3.12)

This chapter sets out area plan policies for the Foothill Growth Management Plan. While many of the goals and policies of Part I of the General Plan are applicable to all regions, the policies contained in this chapter are specific to the foothills.

### **Foothill Growth Management Plan**

The Foothill Growth Management Plan (FGMP) was originally adopted in 1981 and includes a comprehensive statement of the development policies and standards that prescribe land use and circulation patterns for the foothills of Tulare County, generally above the 600-foot elevation line (Part II-Figure 3-1: Foothill Growth Management Plan). The FGMP covers approximately 675,641 acres of land bounded on the east by the federally-owned parks in the Sierra Nevada Mountains and on the west by privately-owned lands on the San Joaquin Valley floor. The plan's policies set out guidelines for community identity, new development, recreation/open space, agriculture, environmental protection, scenic corridors protection, history/archaeology, infrastructure facilities, and public services. The communities of Springville and Three Rivers, each with their own community plans, lie within the FGMP boundaries. The FGMP identifies lands outside the communities of Three Rivers and Springville. These lands include the following:

- **Development Corridors.** Areas in the foothills where development may occur provided it meets or demonstrates that it will meet the development standards of the FGMP. Lands identified as development corridors are designated on the Land Use Diagram as Foothill Mixed Use or are

located within a Planned Community Area pursuant to Policy FGMP-1.13: Identity of Foothill Places.

- **Extensive Agriculture.** Areas in the foothills where development may not occur due to access constraints, emergency response time, slope, and other biological or archeological factors that prohibit safe development. Lands identified as extensive agriculture are designated Foothill Agriculture on the Land Use Diagram.
- **Foothill Extensions.** Areas that would be considered a part of the valley where extensions of the foothills (buttes, mountains, foothill extensions) warrant identifying the land as part of the FGMP. Lands identified as Foothill Extensions are designated Foothill Agriculture on the Land Use Diagram.
- **Planned Community Area (PCA).** This designation establishes areas suitable for comprehensive planning for long term community development on large tracts of land, typically under unified ownership or development control, and allows for master planning where a community plan typically does not currently exist. Planned communities have a balance of land uses that support economic growth and promote an exceptional quality of life. Planned communities accommodate mixed use developments that include residential; commercial; administrative; industrial; and other activity. Density bonuses for residential of 25% to 35% shall be granted to mixed use areas to encourage the development of affordable housing units, compact development in the implementation of development strategies that support the use of mass transit, reduction of air impacts, and implementation of measures that contribute to the reduction of global warming. Master Development Plans and Area Development Plans are required to assist in the consideration of Mixed Use development proposals. Furthermore, such communities must ensure provision of open space, infrastructure and public services needed to support growth. No PCA shall be established unless it includes a minimum of 200 continuous acres of land.
- **Valley Agriculture Extensions.** Areas that would be considered a part of the FGMP where extensions of the valley (small inlet-valleys, hollows, or other flat shallow inclusions into the foothills) warrant identifying the land as part of the valley. Lands identified as Valley Agriculture Extensions are designated Valley Agriculture on the Land Use Diagram.

### Background

The objectives of the FGMP are to:

1. Rationally direct urban/suburban growth into specific areas of the foothills in order to protect the fragile environment and preserve important agricultural land;
2. Maintain the agricultural viability of the foothills by identifying areas to be maintained or encouraged for intensive and extensive agricultural uses; and
3. Accommodate urban/rural growth in the areas serviceable by the State and/or County agencies in a manner which is cost efficient, safe, and consistent with the environmental constraints.

### The Plan

To achieve the above objectives, a four level planning strategy was developed. This methodology is a strategy whereby analysis continues to focus on multiple areas (and level of detail) of the foothills.

### The Corridor Areas

The **First Level** involves the designation of lands that are potentially suitable for development. These areas are designated as development corridors. Inclusion of properties in a development corridor is generally dependent upon meeting all of the following requirements:

### 3. Foothill Growth Management Plan

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1. The property has reasonable access to a publicly maintained road or highway (for example, within one mile),
2. The property is within a reasonable "response time" (15 minute attack time) of a Tulare County fire station,
3. The property has a slope less than 30 percent, and
4. The property does not contain any unique physical, biological, archaeological or land use factors, which, if included in a development corridor, would be inconsistent with certain policies of the FGMP. For the purpose of this plan, Rocky Hill is considered unique. The consideration of unique for future projects will be evaluated on a case by case basis as documented through the environmental review process.

The original corridor lines were established in 1977 by the Foothill Growth Management Study. Present corridor lines include less area than the 1977 lines, because many of the properties did not meet the level one criteria. In the future, should the service area of a County fire station expand or a County road be extended, properties that are presently outside of a designated development corridor may be appropriate for inclusion where it can be demonstrated that the four criteria either are or can be met. In total, four development corridors were identified in 1977: 1) Badger/Elderwood (Figure 3-2); 2) Kaweah River (Figure 3-3); 3) Tule River (Figure 3-4); and 4) Round Valley (Figure 3-5).

Also contained in the 1977 FGMP Study **First Level** analysis, was the identification of those areas that had land use and topographic characteristics similar to valley floor agriculture, yet extended into the foothills. These areas are termed "valley agricultural extensions". This plan addresses these agricultural areas differently than typical foothill lands in that agricultural zones to be applied to these lands are similar to those applied to adjacent valley floor agriculture, as determined by the Rural Valley Lands Plan (RVLP). Should a valley agriculture extension be proposed for rezoning to a non-agricultural zone, the RVLP point system will be used to evaluate the agricultural value of the property. If the property receives a non-agricultural evaluation and is within the development corridor, it shall be re-designated Foothill Mixed Use and zoned to the Planned Development-Foothill Combining-Special Mobile Home Zone (PD-F-M) Zone. If the parcel is outside a development corridor, zones other than the PD-F-M may be utilized. Foothill lands which extend onto the valley floor are labeled "foothill extensions" and are treated in a manner similar to foothill lands and may be considered for inclusion in a development corridor if they meet FGMP first level criteria.

The **Second Level** of analysis is an assessment of factors of special concern. These factors generally fall into five basic categories: physical (soil, water, topography), biological (wildlife habitat, Rare and Endangered Species), aesthetic (vistas), cultural (land use, archaeological/historical sites), and governmental (zoning, governmental jurisdiction, agricultural preserves). The objective of this process is to determine which areas should be maintained for open space and agricultural uses, and which areas should be considered for uses other than open space or agriculture. For example, physical factors which would preclude development include areas that have slopes greater than 30 percent, lands inside a 100-year floodplain, soils with rock outcrops, soils that exhibit a very slow percolation rate or soils with very rapid percolation rate and a corresponding shallow water table where well and septic are proposed.

Reference maps which depict the information gathered in the First and Second Level analysis are utilized in the **Third Level** analysis. These reference maps identify the location of each development corridor and the locations of agriculture and open space land uses. Land use and circulation patterns are shown for the remaining lands within the development corridor. Development on these lands is to be in accordance with the PD-F-M Zone or the PC Zone of the Tulare County Zoning Ordinance. The FGMP policies, in conjunction with the PD-F-M Zone or the PC Zone, will be used to determine the location and intensity of various permitted development types and uses in the development corridors.

Accordingly, a developer proposing a project in the foothills will be required to provide the County with detailed information regarding the proposed project in context to the Third Level reference maps as well as a detail assessment of the project regarding the factors of the Second Level analysis. Utilizing the information, the County can determine compliance of the project. For example, FGMP policies preclude some land uses from locating in the PD-F-M Zone. In addition, for example, it is the policy of the FGMP to strengthen the community identities of Springville, Lemon Cove, and Three Rivers; therefore, most retail commercial has been directed to these existing and new planned communities rather than areas outside these communities.

The circulation system for each corridor is also provided on the reference maps. For Planned Communities, the circulation system will be delineated within the Master Development Plan. This circulation system identifies roads and highways which have scenic significance and proposed primary road systems which are necessary to serve future development lands. The primary road system for properties contained in the development corridors: 1) connects various properties slated for potential development both to each other and to a publicly maintained road system; 2) ensures adequate access to each property both for the benefit of the property owner and public service vehicles; and 3) is designed to consider existing natural and physical features in order to minimize the environmental hazards associated with road building activities.

The **Fourth Level** of analysis provides standards for development in the foothills. In the foothills, topography can change abruptly, water availability and safe and efficient disposal of liquid waste are always a concern, and the danger of fire increases during the dry season. Because of these factors, each development proposal will be required to undergo an preliminary (Project Review Committee (PRC)) review process to determine if: 1) sufficient water is available for domestic and fire fighting purposes, 2) soil conditions are appropriate for liquid waste disposal, 3) the property is free of geological hazards, and 4) the development proposal is consistent with the General Plan and the policies of the FGMP. Once the project has received preliminary review and the required conditions and consistency determinations have been made, the final step of the review procedure is to meet the development standards outlined in Section 3.12 of this Chapter or for planned communities, those standards established through the project approval process. These standards pertain to erosion protection, grading and landscaping requirements, setbacks, etc. It is at this step that the developer will be working in close cooperation with the Project Review Committee to arrive at a project plan that meets the goals and policies of the FGMP.

The preliminary review process is a critical component to the implementation of the FGMP. It is through this process that problems associated with the project will be solved by alternative project designs and/or mitigation measures. It is anticipated that the project resulting from the site plan review process will address environmental and design problems and therefore, a better development product. This process will reduce the amount of time spent at the Planning Commission both by staff and decision-makers.

### **The Non-Corridor Areas**

Non-corridor areas of the foothills represent lands which do not have development potential at this time because of factors such as physical features, lack of access, or service response times. Non-corridor areas are used primarily for livestock grazing, open space, wildlife habitat, watershed protection and intensive agricultural uses. It is the intent of the FGMP to employ a zoning designation which will ensure that these properties be maintained in agricultural operations and open space uses.

Regarding existing non-agricultural uses outside established development corridors, it shall be the policy of the FGMP to recognize such uses as existing, nonconforming uses, as defined in Part I, Chapter 2-Planning Framework, Policy PF-1.10: Non-Conforming Uses. (Formally General Plan Amendment 74-1B).

#### **Valley Agricultural and Foothill Extensions**

Contained within the study area of the FGMP are lands that are more closely associated with the San Joaquin Valley floor than the foothills. These lands are relatively level, have a Class I, II, III soil, contain an intensive agricultural use, and are located adjacent to the valley floor, as defined by the RVLP. In most cases, they are simply an extension of the valley floor. Rather than treat these lands differently than properties on the valley floor, the FGMP specifies that they be treated as if they are a part of the RVLP. For example, there are properties that contain citrus groves which are adjacent to valley agriculture, but are located within the FGMP area. It is the intent of the FGMP that these lands be identified as valley agricultural extensions and be zoned consistently with the agricultural zones found on the adjacent valley floor. In the case of a parcel containing orange groves, the appropriate zoning would probably be AE-20 or AE-40 (Exclusive Agriculture, minimum parcel size 20 or 40 acres).

Conversely, there are lands with typical foothill characteristics which extend out onto the valley floor. These lands are identified as foothill extensions, proposed uses on these lands will be processed as Foothill Agriculture under the FGMP.

#### **Plan Discussion**

The establishment of development corridor lines sets aside land outside these lines, but within the foothills, for foothill agriculture. The FGMP reserves approximately 80 percent of the region for such activities, and within these areas traditional agricultural land use activities will be encouraged and strengthened by the FGMP. Land use controls will be of a variety which makes it possible for foothill agriculture activities to function and prosper without undue interference. County land use regulations which do not allow for agriculture activities to function and prosper without undue interference will be considered inconsistent with the purposes of the FGMP.

The development corridor concept is consistent with the primary objectives of the FGMP. It is recognized that some currently viable agricultural lands within development corridors will eventually be lost to non-agricultural uses. However, it is also recognized that planned growth is necessary and desirable, and that in the context of Tulare County, land located in the development corridors is less significant to agriculture than land that might otherwise be lost without such a plan. The FGMP recognizes that there is a continuing demand for rural residential development as well as other more dense forms of development in the foothills. The FGMP attempts to direct that growth in such a manner that the total County region benefits. The objectives of the FGMP may also be met by locating development corridors within planned communities that provide for the comprehensive planning and development of large tracts of land which direct growth into specific area of the foothills and thereby preserve important agricultural land and fragile resources.

Within each development corridor there are lands which are under an agricultural preserve contract or are presently located in a non-agricultural zone on the County Zoning Map. Lands in agricultural preserves must be zoned to an exclusive agricultural zone in order to maintain consistency with the requirements of the Williamson Act. When a preserve within a development corridor is disestablished, it should be zoned to the PD-F-M Zone, unless within a PCA.

After adoption of the FGMP in 1981, non-agriculturally zoned land within development corridors were zoned to the PD-F-M Zone unless the property was duly developed. If development existed, the zoning on the property remained unchanged unless the County found that retention of the zoning was adverse to the public health, safety and welfare, or harmful to the environment.

The FGMP concept will retain and strengthen community identity in Springville, Lemon Cove, and Three Rivers though Lemon Cove is not within the FGMP boundary, it is adjacent to the FGMP area and may benefit from the FGMP policies. It is readily apparent that development should and will occur as logical infilling within the Urban Development Boundaries (UDB) of these three communities.

State Highways 190, 198 and 245 serve as the major arterials for the Tule River, Kaweah River and Badger/Elderwood Development Corridors, respectively. For the circulation of traffic in these development corridors to flow effectively it is critical that the State Highways continue to serve as arterial routes free of future unnecessary intersections and traffic overloads. In order to assure that the overall circulation of the foothills operates efficiently, the FGMP ensures that the collector routes of each corridor intersects with the arterials and that the minor roads intersect with the collectors. This hierarchy of roads allows the traveler to drive from a smaller and shorter thoroughfare with slower speed limits and narrower pavement standards to a larger thoroughfare with faster speed limits, greater pavement widths and destination points of greater distances.

### **Summary**

The reference map for each development corridor, along with the policies, development standards, and site plan review process, constitute the FGMP. These three elements should be viewed as a package – each functioning in concert with the others. A complete picture of the FGMP can only be gained after thorough reading of the policies which direct and shape development inside and outside the development corridors. The preliminary review process and development standards will control development on a site-specific basis. The implementation measures will give the County the tools needed to guide development in a manner consistent with the FGMP.

This section sets out policies for unincorporated lands outside Urban Development Boundaries (UDBs) within the County's foothills, as defined on Part II-Figure 3-1:Foothill Growth Management Plan.

3.1 Foothill Growth Management Plan Policies

**FGMP-1** To maintain the natural beauty of the foothills while allowing focused growth in identified growth areas.



*For descriptions of land use designations applicable to the FGMP, see Chapter 4-Land Use, Table LU-4.1. Land Use Designations, and the descriptions following the table.*

**FGMP-1.1 Identity of Foothill Places**

The County shall assure the existing values and identity of unincorporated areas in the foothills are properly addressed as development proceeds.

**FGMP-1.2 Grading**

The County shall ensure that new development is designed in a manner that minimizes grading, vegetation disturbance, and intrusion onto natural watercourses, canyons and prominent landmarks, or rare and endangered species sites.

**FGMP-1.3 Preparation of Community Plans, Master Development Plans, Specific Plans, Area Development Plans, and Hamlet Plans**

When circumstances warrant, Community Plans, Master Development Plans, Specific Plans, Area Development Plans, and Hamlet Plans, shall be undertaken for identifiable community areas

**FGMP-1.4 Establish Citizens Advisory Committee**

A citizen's advisory committee representative of residents of the affected area shall be utilized in any Community Plans, Master Development Plans, Specific Plans, Area Development Plans, and Hamlet Plans undertaken which impacts an established community where the project boundary is coterminous with an existing HDB, UDB, or PCA.

**FGMP-1.5 Preserving Visual Resources**

The County shall encourage new development be designed in a manner that preserves the visual quality of the foothill setting by encouraging the use of curvilinear streets, vegetation reestablishment on cuts and fills, cluster development, and housing site locations that blend into the landscape rather than becoming a focal point.

**FGMP-1.6 Neighborhood Commercial Centers**

The County shall allow neighborhood commercial centers in designated areas of a development corridor and shall only include uses that provide neighborhood-related services (for example, grocery store, laundromat, real estate office, etc.). Criteria for location and design of this type of commercial use are as follows:

1. The architectural and landscaping design of the neighborhood center shall be compatible with surrounding residential uses,
2. The major tenant of the complex shall be a grocery store,
3. The maximum size of the commercial center shall be 10 acres,
4. The commercial center may be included as a part of a planned residential development,
5. The center shall meet the policies and development standards of the FGMP,

6. The center shall not have direct access from State Highway 190 and 198,
7. The general areas where neighborhood commercial centers should be located because of distance from existing shopping areas and future supporting populations are the Globe Drive/Pleasant Valley, Upper Balch Park Road, and Frazier Valley areas, and
8. Uses proposed for a neighborhood commercial center shall be consistent with uses outlined in the Planned Development-Foothill Zone.
9. Within a planned community area, neighborhood commercial centers shall be subject to the requirements of the adopted PC Zone.

**FGMP-1.7 Commercial Recreation**

The County shall encourage commercial recreation uses near unique natural features, thus enabling the visiting public to enjoy the recreational and visual amenities the area has to offer. Criteria for the location and approval of commercial recreation are as follows:

1. The use shall have access from a State Highway,
2. The use shall meet the policies and development standards of the FGMP,
3. The use shall not detract from the visual amenities of the foothills. Landscaping, sufficient setback distances, and well designed buildings and signs are tools that shall be used to protect the visual environment, and
4. Proposed commercial recreation shall be consistent with uses outlined in the Planned Development-Foothill Zone.

**FGMP-1.8 Mobile Homes**

The County shall encourage mobile home projects to locate and be designed in a manner that is compatible with existing development patterns and does not detract from the visual amenities of the foothill environment.

**FGMP-1.9 Light Industrial Uses**

The County shall allow light industrial uses in a development corridor subject to a special use permit, planned development, or other equivalent plan. A decision on these uses shall be based on, but not limited to, criteria such as land use conflicts, water requirements, design/location and liquid waste disposal.

**FGMP-1.10 Development in Success Valley**

The County shall limit residential development densities within the development corridor areas of Success Valley in order to avoid conflicts with intensive agricultural uses in the Valley.

**FGMP-1.11 Hillside Development**

The County shall require that hillside development be designed so as to preserve the skyline and maintain an unobstructed scenic panorama of the foothills [.

**FGMP-1.12 Legally Conforming Commercial Uses**

The County shall designate existing, legally conforming commercial uses not located in the communities of Springville and Three Rivers with an appropriate land use designation, providing the use is consistent with other policies in this FGMP.

**FGMP-1.13 Land Use and Zoning**

Planned development within the foothills may be located within development corridors on lands designated Foothill Mixed Use (FMU) and zoned Planned Development-Foothill Combining-Special Mobile Home Zone (PD-F-M), or within development corridors delineated on a Master Development Plan, established in compliance with the FGMP first and second level planning criteria, where an area has been designated as a Planned Community Area (PCA) in the FGMP and zoned Planned Community (PC) pursuant to requirements of the Tulare County Planned Community (PC) Zoning Ordinance. PCA land uses shall included equivalent General Plan land use designation allowed within UDBs.

**FGMP-1.14 Planned Community Areas**

For Planned Community Areas within the foothills, the Planned Community (PC) Zone shall be used. Development corridors shall be delineated through the Master Development Plan (MDP) process. The MDP shall clearly demonstrate how "First and Second Level" FGMP planning criteria are or can be met. Lands that fail to meet these criteria for development will be protected for open space uses.

**FGMP-1.15 Development Corridor Linkages**

For Planned Community Areas and Development Corridors within the foothills, road linkages may be used to provide for continuity of otherwise discontinues development corridors, provided that new road construction is consistent with all other requirements of the General Plan *[New Policy]*.

**FGMP-1.16 Applicable Development Standards**

Unless it can be demonstrated that an alterative standard will result in attainment of a superior environment, when preparing Specific Plans, Master Development Plans, or Area Development Plans and standards therein for areas within the foothills, at a minimum, the development standards within the FGMP Section 3.12 shall apply.

### 3.2 Existing Foothill Area Communities

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**FGMP-2**

To strengthen and ensure the existing community values and identity in Springville, Three Rivers, Lemon Cove and the Badger Development Corridor, as development proceeds

**FGMP-2.1 Community Commercial Development**

The County shall encourage new commercial development to first consider the communities of Springville, Three Rivers, and Lemon Cove, which are suitable for commercial development. For Planned Community Areas within the foothills, commercial areas will be designated within the development corridors through the Master Development Plan.

**FGMP-2.2 Badger Development Corridor**

The County shall maintain appropriate zoning within the Badger Development Corridor in order to promote residential densities compatible with established land use patterns.

**FGMP-2.3 Badger Density**

The County shall limit the maximum residential density of areas within the Badger Development Corridor to one (1) dwelling unit per five (5) acres.

### 3.3 Development

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#### **FGMP-3**

To ensure that new development be designed in a manner which minimizes impact to foothill areas including grading, vegetation disturbance, and intrusion onto natural watercourses, canyons, and prominent landmarks, or rare and endangered species sites

#### **FGMP-3.1 Innovative Residential Design**

The County shall encourage innovatively-designed residential development in the foothills, such as planned unit or cluster development that conserves and preserves surrounding open space from unnecessary disturbances.

#### **FGMP-3.2 Excavation Operations**

The County shall allow rock, sand, and gravel excavation operations in the foothills upon approval of a Surface Mining Permit. A decision on said use shall be based on, but not limited to, criteria such as irreversible environmental impacts, reclamation measures and procedures that mitigate the environmental impacts as identified in the ERM Section 8.2: Mineral Resources-Surface Mining and Section 8.3: Mineral Resources-Other.

#### **FGMP-3.3 Development Compliance**

The County shall ensure that development proposals conform to all standards related to the Foothill Mix Use designation and the FGMP Development Standards.

### 3.4 Recreation/Open Space

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#### **FGMP-4**

To provide recreational and open space opportunities both for local residents and for the visiting public

#### **FGMP-4.1 Identification of Environmentally Sensitive Areas**

The County shall identify and protect those environmentally sensitive areas in the foothill development corridors which should be maintained as open space, such as areas characterized by floodplains, steep slopes (30 percent or greater), unstable geology, unique archaeological/historical sites, habitat of special status species, and scenic vistas.

#### **FGMP-4.2 Private Recreational Uses**

The County shall encourage private recreational uses in the foothills to help meet future demand for recreational activities, provided they meet the development standards of this FGMP and other County policies.

#### **FGMP-4.3 Common Open Space Areas**

The County shall not require common open space areas in the foothills to maintain access for the general public except as provided by the developer or owners of the property or where otherwise required by the General Plan.

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### 3.5 Foothill Agriculture

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**FGMP-5** To maintain and preserve extensive and intensive agricultural uses in the foothill area.

**FGMP-5.1 Protect Agricultural Lands**

The County shall maintain and preserve extensive and intensive agricultural uses in the foothills, whenever possible.

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### 3.6 Scenic Corridors

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**FGMP-6** To provide local protection of scenic highways and routes within the foothills.

**FGMP-6.1 Preservation of Scenic Highways**

The County shall ensure that the visual qualities of State Highways 190 and 198 and County scenic routes are maintained and protected against obtrusive development improvements.

**FGMP-6.2 Identification of Scenic Highways**

The County shall continue to seek and identify County routes, which due to their scenic and rural characteristics, should receive a County "scenic routes" designation.

**FGMP-6.3 Development Along Scenic Highways**

The County shall require that development along all scenic highways and routes meet the development standards of the FGMP.

**FGMP-6.4 Development Within Scenic Corridors**

The County shall require that projects located within a scenic corridor be designed in a manner, which does not detract from the visual amenities of that thoroughfare. The County shall support through the use of its authority and police powers, the design of infrastructure that minimizes visual impacts to surrounding areas by locating roadways in areas that minimize the visual impact on rural and natural places whenever feasible.

**FGMP-6.5 Cluster Development**

The County shall encourage projects proposed on lands within a scenic corridor with a non-agricultural or non-open space land use designation, to use a cluster development concept. Appropriate land uses for the open space areas shall include, but will not be limited to, public or private open space, wildlife habitat or agriculture.

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### 3.7 Historical and Archeological Sites

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**FGMP-7** To protect Historical/Archaeological sites located in the Foothill Area.

**FGMP-7.1 Information on Historical Sites**

The County may require the developer to provide information at time of application submittal regarding any historical site and/or building that occupies the project area that is worthy of historical preservation.

**FGMP-7.2 Information on Archaeological Sensitive Areas**

The County may require the developer to provide information at time of application submittal regarding possible archeological sites if a project is located in proximity to archeological sensitive areas such as hilltops, buttes, watercourses, etc.

**FGMP-7.3 Protection of Historical or Archaeological Sites**

The County shall protect significant historical or archaeological sites, such as the one located on Rocky Hill, from development through maintenance of the site in open space. This policy shall not preclude development on adjacent property even though such property may be under the same ownership as the site to be protected.

**3.8 Environmental Protection**

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**FGMP-8** To protect the natural features of the foothills by directing development to selected areas.

**FGMP-8.1 Riparian Area Development**

The County shall discourage the location of development and improvements that are in close proximity to watercourse areas and riparian habitat, and prevent actual encroachment into those habitats.

**FGMP-8.2 Development Drainage Patterns**

The County shall assure that drainage patterns of foothill developments are designed to prevent contamination and sedimentation due to soil erosion.

**FGMP-8.3 Development in the Floodplain**

The County shall prohibit development of residences or permanent structures within the 100-year floodway.

**FGMP-8.4 Development of Wastewater Systems**

The County shall ensure that new wastewater systems meet the standards of the Regional Water Quality Control Board and Tulare County Health & Human Services.

**FGMP-8.5 Protection of Lakes**

The County shall protect Lake Kaweah and Lake Success from contamination due to runoff from development, underground seepage of waste effluent, or intrusion of incompatible land uses by utilizing appropriate design and engineering concepts and adequately separating the project from the lake environment.

**FGMP-8.6 Development in the Frazier Valley Watershed**

The County shall ensure that projects proposed in the Frazier Valley watershed portion of the Tule River Development Corridor do not aggravate the downstream flooding problem by generating additional runoff from the project site.

**FGMP-8.7 Minimize Soil Disturbances**

The County shall encourage cluster-type development, narrower road widths, and minimized cut and fill projects to minimize soil disturbances. New roads in the foothills should, whenever possible, conform to the natural contours of the existing foothill landscape.

**FGMP-8.8 Erosion Mitigation Measures**  
The County shall require erosion mitigation measures in new developments to prevent soil loss.

**FGMP-8.9 Removal of Natural Vegetation**  
The County shall restrict the removal of natural vegetation, except for wildland fire prevention purposes.

**FGMP-8.10 Development in Hazard Areas**  
The County shall prohibit development in areas that are considered to be geologically hazardous (slides, earthquake faults, etc.).

**FGMP-8.11 Development on Slopes**  
The County shall not allow development on slopes 30 percent or greater, unless the applicant can sufficiently mitigate the inherent problems associated with developing on steep slopes.



*For additional policies relating to the treatment of slopes, see Chapter 4-Land Use, Policy LU-1.7: Development on Slopes and Chapter 8-Environmental Resources Management, Policy 7.3: Protection of Soils on Slopes.*

**FGMP-8.12 Vegetation Removal**  
The County shall prohibit unnecessary removal of native trees on development sites prior to approval of development plans to control erosion, preserve wildlife habitat, and maintain the natural character of developing areas.

**FGMP-8.13 Use of Native Landscaping**  
The County shall encourage developers to use landscaping plant materials that are compatible with the surrounding native foothill vegetation.

**FGMP-8.14 Identification of Wildlife**  
Where special status species have been identified, the County shall protect their habitat against encroachment by development.

**FGMP-8.15 Development in Chaparral**  
The County shall restrict development in chaparral since these areas present extreme wildland fire potential.

**FGMP-8.16 Proximity to Transportation**  
The County shall encourage the concentration of development along major travel routes to allow for future public transportation services and minimize travel distances to frequently used facilities.

**FGMP-8.17 Reduce Vehicle Emissions**  
The County shall discourage the scattering of development throughout the foothills to reduce vehicular emissions by decreasing home to destination distances.

**FGMP-8.18 Maintenance of Scenic Vistas**  
The County shall ensure that hilltop development is designed to preserve the skyline and maintain an unobstructed scenic panorama of the foothills for residents and visitors to enjoy.

**FGMP-8.19 Preservation of Unique Features**

The County shall encourage maintenance and protection of unique open space areas such as riparian woodlands, oak woodlands, interesting rock formations, and scenic vistas.

**3.9 Water and Sewer Facilities**

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**FGMP-9**

To ensure that water and sewer facilities are constructed in a manner that protects the public health and safety and that the disposal of wastewater is done in a manner that does not degrade ground and/or surface waters.

**FGMP-9.1 Infrastructure Capacity**

In reference to water needs (domestic and fire fighting) and wastewater generation, the County shall not allow new development to exceed the maximum physical holding capacity (based on water availability and soils) of the parcel in question.

**FGMP-9.2 Provision of Adequate Infrastructure**

The County shall require evidence, prior to project approval, which (1) describes a safe and reliable method of wastewater treatment and disposal; and (2) substantiates an adequate water supply for domestic and fire protection purposes.

**FGMP-9.3 Maintenance of Infrastructure**

The County shall delegate the maintenance and operation of water and/or wastewater treatment facilities to a responsible entity, which shall be established prior to approval of the final subdivision map.

**FGMP-9.4 Soil Conditions and Development Density**

Based on existing soil conditions, types of land uses, effluent yield per land use, and the density of the proposed project, the County shall work with the Regional Water Quality Control Board and the Tulare County Health and Human Services Agency to review the adequacy of wastewater disposal areas.

**FGMP-9.5 Alternate Sewage Disposal**

The County may allow unconventional methods of disposing of sewage effluent, provided the system meets the performance standards of the Water Quality Control Board and the Tulare County Health and Human Services Agency. Such systems may include, but are not limited to common leach field, soil absorption mounds, aerobic septic tanks, or evapotranspiration systems.

**3.10 Public Services**

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**FGMP-10**

To accommodate development in the foothills that is serviceable by the various public agencies in a manner that does not become an economic burden on the County

**FGMP-10.1 Compliance with Planning Policies**

To provide for the integration of efficient road systems, existing community values, infrastructural improvements, and open space patterns, the County shall encourage

development projects within a definable geographic area of a development corridor to comply with a common development or specific plan designed for that area.

**FGMP-10.2 Provision of Safety Services**

The County shall ensure that development is located in areas of the foothills that can be adequately served by existing Tulare County fire stations and the Sheriff's Department unless new facilities are proposed or required for the development.

**FGMP-10.3 Fire and Crime Protection Plan**

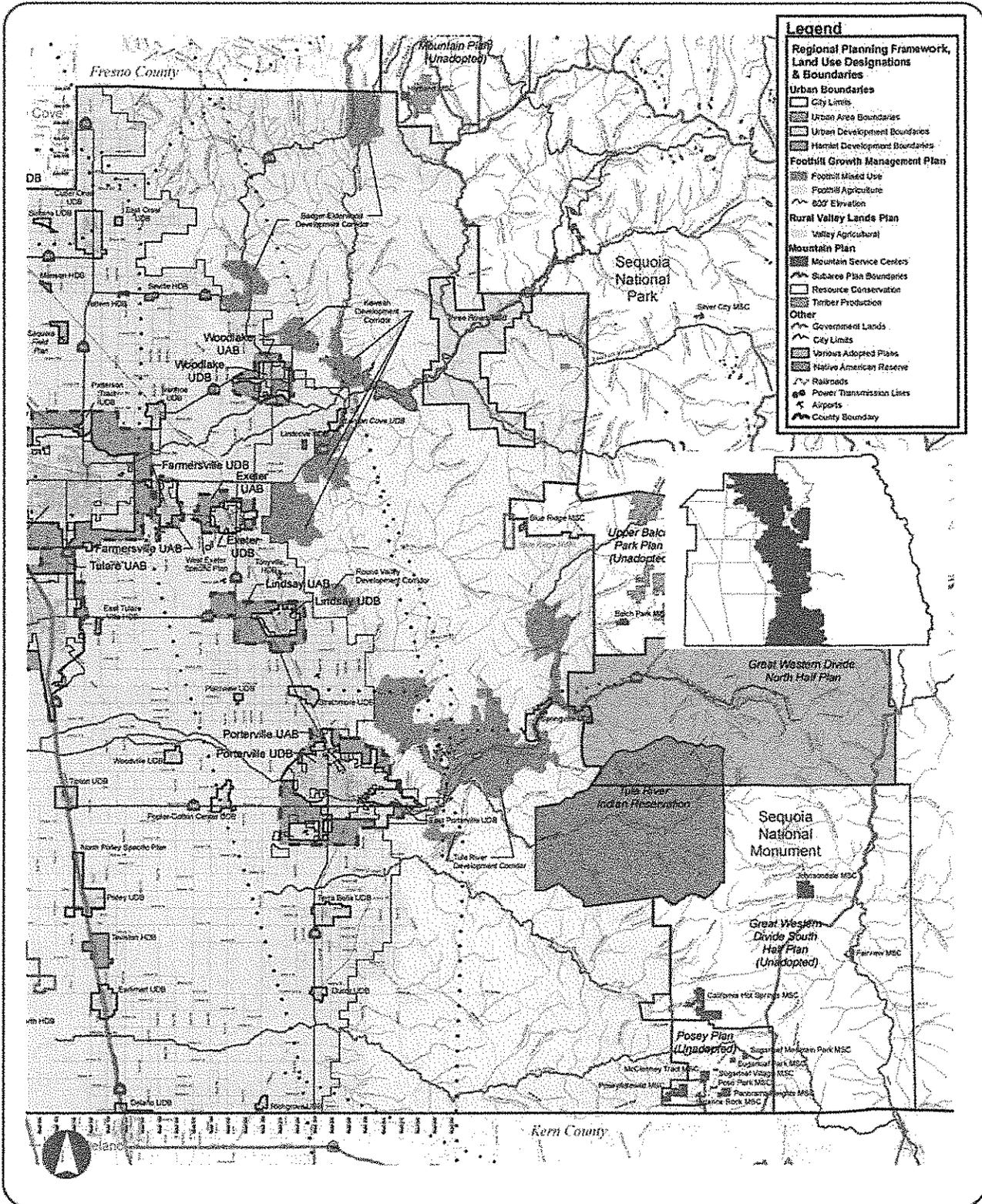
The County shall require that fire and crime protection plan considerations, including financing, be incorporated into all proposed developments to ensure adequate emergency services are available and able to serve new development.

**FGMP-10.4 Financing Plan**

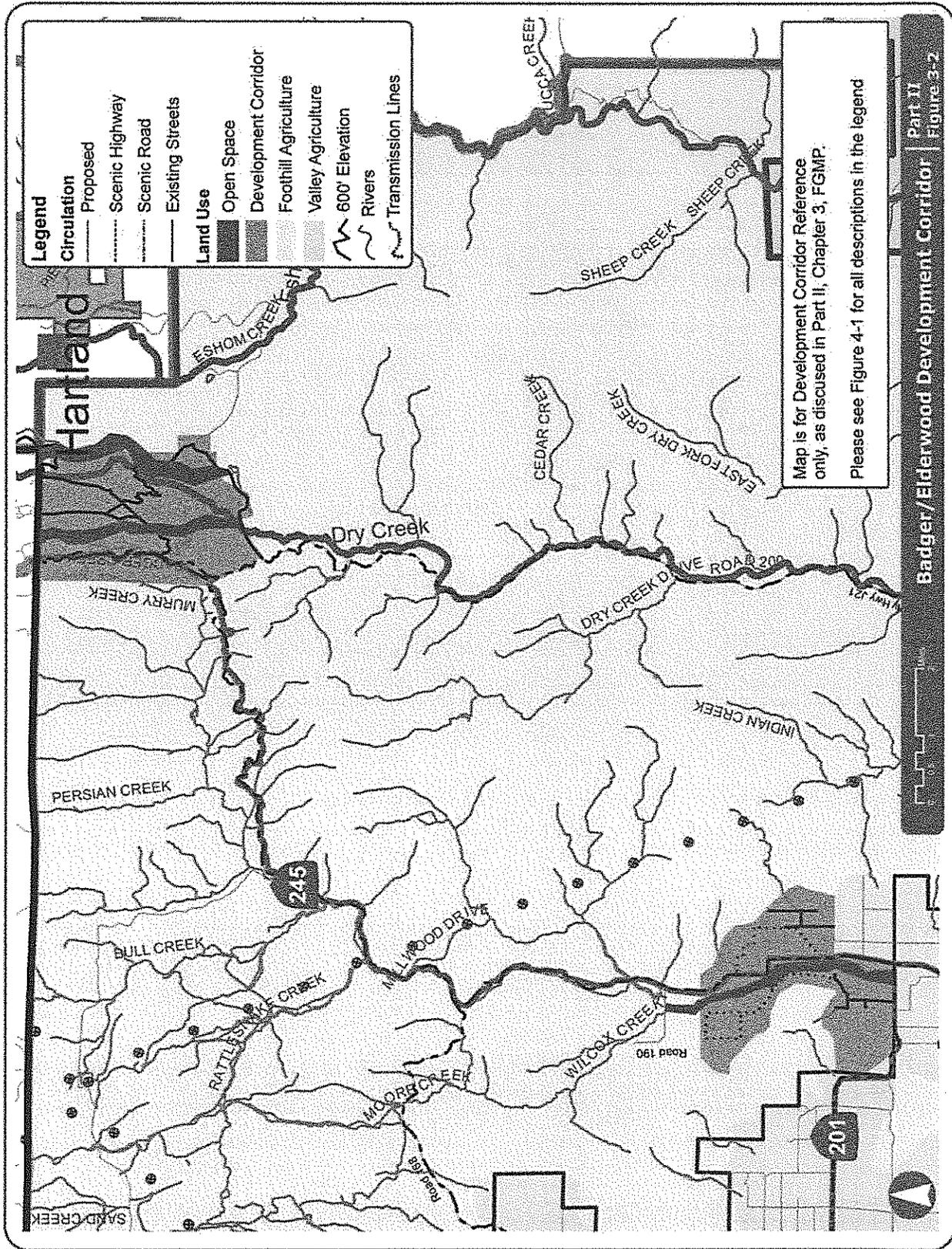
Where a specific plan is to be prepared for a sub-area of a development corridor, the County shall require a financing plan for the installation, operation, and ongoing maintenance of infrastructure resources to support growth in the specific plan area. The plan shall demonstrate no net cost to the County.

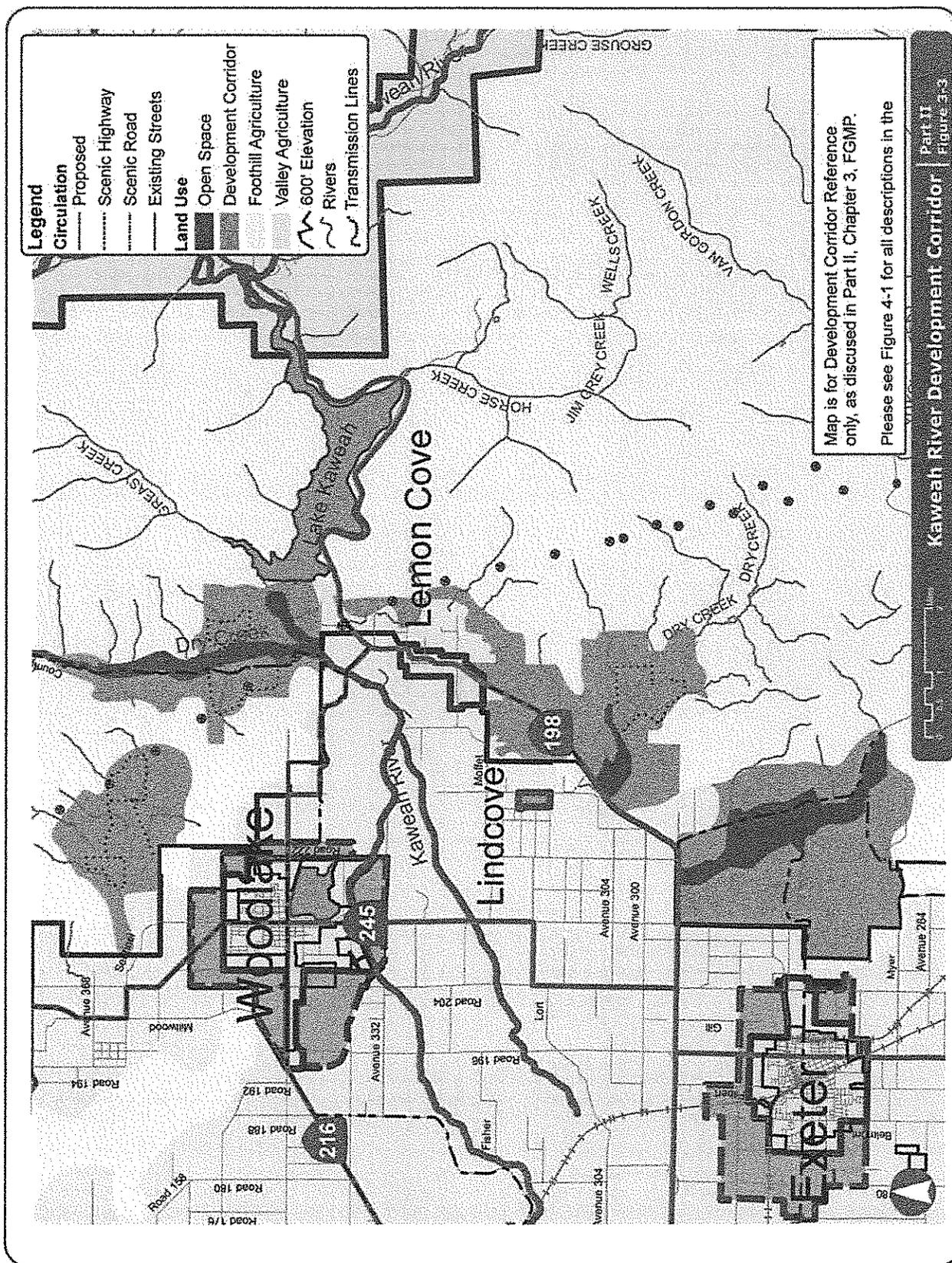
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# Tulare County General Plan

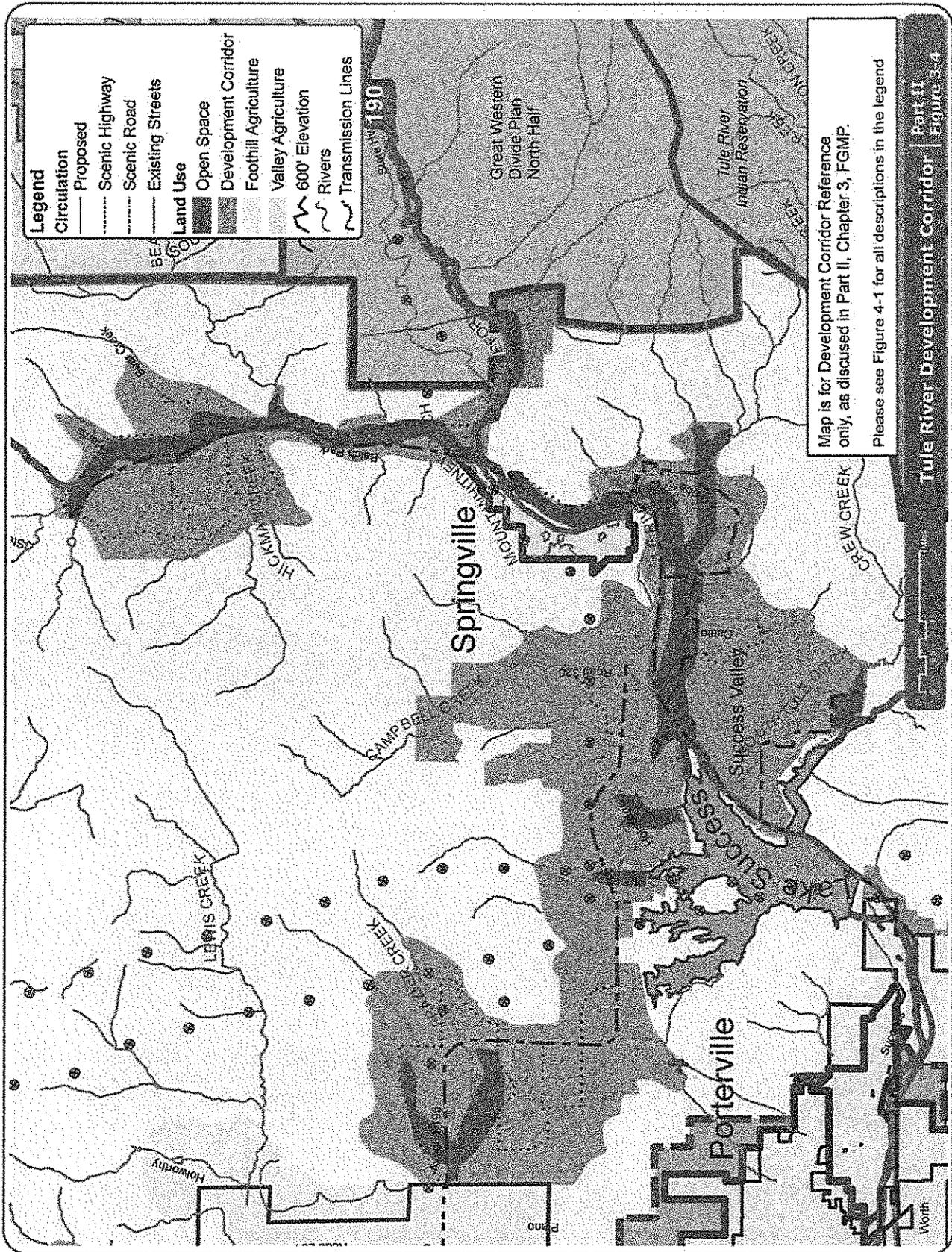


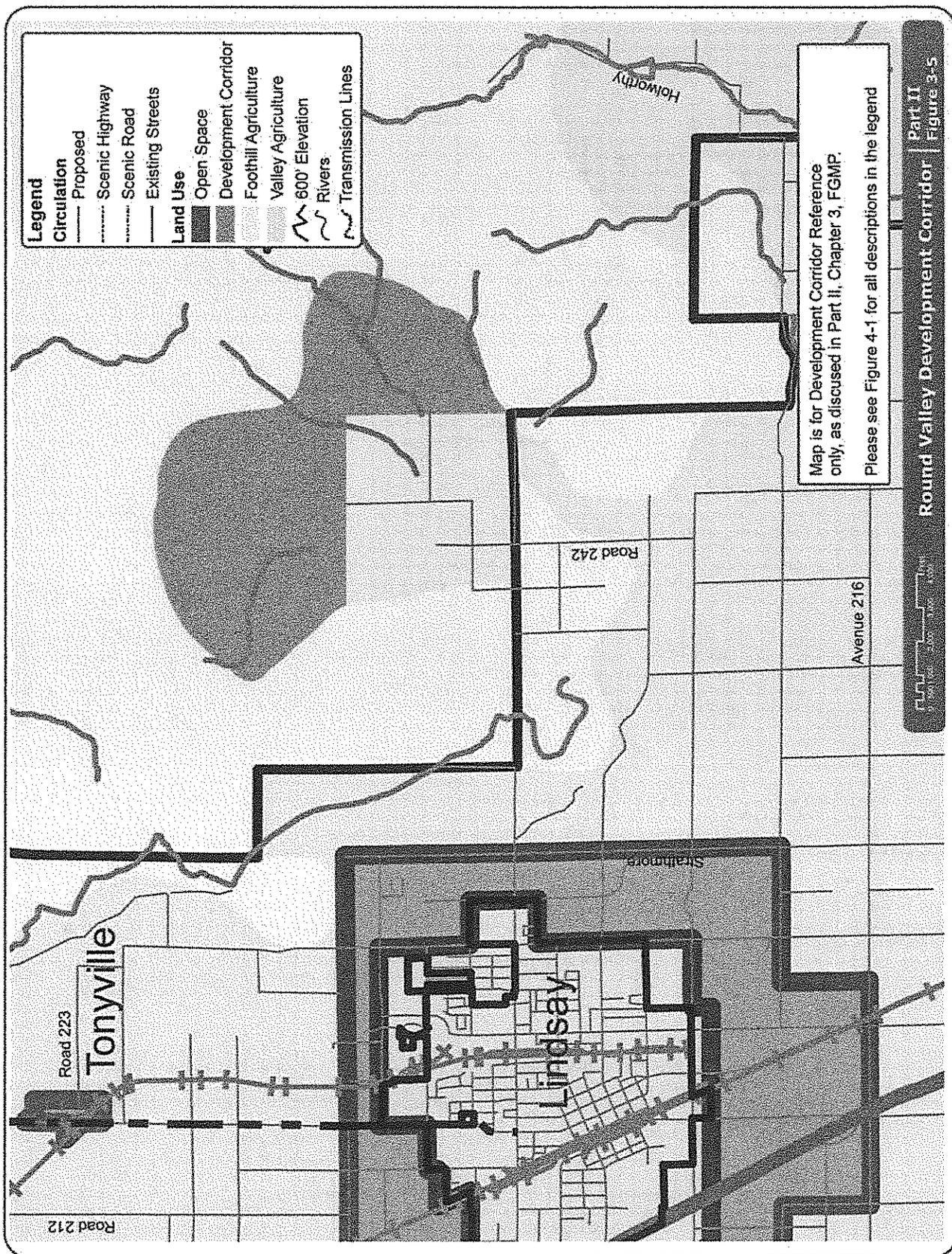
0 5 10 15 20 25 Miles  
**Foothill Growth Management Plan** Part II  
**Figure 3-1**





### 3. Foothill Growth Management Plan





### 3.11 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 Chapter.

Implementation	Implements what Policy	Who is Responsible	2012-2015	2015-2020	2020-2030	On-Going
1. The County shall concentrate rural and urban development in the development corridors or within development corridors delineated on a Master Development Plan.	FGMP-1.1 FGMP-8.17	RMA				■
2. The County shall amend the Tulare County's Improvement Standards to reflect changes in foothill, street and grading standards.	FGMP-1.2	RMA				■
3. The County shall require a grading and slope stabilization plan for that portion of the development exceeding slopes of greater than 15 percent.	FGMP-1.2 FGMP-8.7 FGMP-8.8	RMA				■
4. The County shall require information in the preliminary review process to delineate slopes 30 percent or greater on the development site. Review of the proposal by the Committee (PRC) will prescribe a project design that will maintain 30 percent slopes generally free of improvements, unless the problems associated with steep slopes are sufficiently mitigated.	FGMP-1.2 FGMP-8.11	RMA				■
5. The County shall appoint a committee of interested community residents when the Board of Supervisors determines a Community Plan, Master Development Plan, Specific Plan, Area Development Plan, or Hamlet Plan is necessary for an identifiable community area where the project boundary is coterminous with an existing HDB, UDB, or PCA.	FGMP-1.3 FGMP-1.4	RMA				■
6. The County shall use the Project Review Committee to ensure that the new development adjacent to scenic highways and roads meets the requirements set	FGMP-6.1 FGMP-6.3	RMA				■

## Tulare County General Plan

Implementation	Implements what Policy	Who is Responsible	2012-2015	2015-2020	2020-2030	On-Going
forth in the development standards.						
7. The PRC shall review the consistency of the project with the location, type of design criteria of the County's policies for projects that only require PRC. Should the project not meet the County's policies, findings to that effect shall be forwarded to the appropriate decision-making body.	FGMP-1.5 FGMP-1.6 FGMP-1.7 FGMP-3.1 FGMP-6.5 FGMP-8.1 FGMP-8.12 FGMP-8.19 FGMP-9.1	RMA				■
8. Substantial improvement or expansion to commercial uses not located in Three Rivers, Springville, and Lemon Cove shall conform to the development standards contained in the FGMP.	FGMP-1.12 FGMP-1.16	RMA				■
9. The County shall ensure that the land use and circulation plan for a development corridor will limit retail commercial development designations outside Three Rivers, Springville, and Lemon Cove unless determined to be appropriate and acceptable as included in a Master Development Plan.	FGMP-2.1	RMA				■
10. The County shall maintain appropriate zoning within the Badger Development Corridor which requires a 5-acre minimum parcel size.	FGMP-2.2 FGMP-2.3	RMA				■
11. The County may initiate changes in the FGMP specifically for the Badger Development Corridor to accommodate uses of property and densities not presently reflected in this FGMP, so long as specific plans for development and densities have been prepared and are available for review at the time the Commission initiates consideration of the plan change	FGMP-2.2	RMA				■
12. The County shall assure that the Tulare County Zoning Ordinance maintains agricultural zones that will protect and enhance the viability of foothill agriculture	FGMP-5.1	RMA				■

### 3. Foothill Growth Management Plan

Implementation	Implements what Policy	Who is Responsible	2012-2015	2015-2020	2020-2030	On-Going
through the provisions of adequate minimum parcel sizes.						
13. The County shall ensure that the design of subdivisions is reviewed by the PRC to assure the visual impact to the foothills is minimal.	FGMP-1.11 FGMP-8.18	RMA				■
14. The County shall promote the use of cluster development, greater setback distances, landscaping, and innovative lot design to protect scenic corridors within the County. Provisions for the use of these tools shall be incorporated into the County's land development ordinances.	FGMP-6.3 FGMP-6.4 FGMP-6.5 FGMP-8.7	RMA				■
15. Unauthorized encroachment in environmentally or archeologically sensitive areas on a project site which are to remain in common open space shall be prohibited.	FGMP-4.3	RMA				■
16. The County shall explore the options for voluntary Williamson Contract cancellation on lands that are within a development corridor and under a Planned Development-Foothill Zone.	FGMP-10.1	RMA				■
17. The County shall ensure the Tulare County Zoning Ordinance maintains a zone that protects extensive agriculture. This zone shall ensure that the minimum parcel size is adequate to protect foothill grazing. The zone shall also be flexible enough to allow for intensive agricultural uses to be divided from larger extensive agricultural uses.	FGMP 5.1	RMA				■
18. The County shall identify and maintain extensive and intensive agricultural areas, as identified by the FGMP through the use of large lot exclusive agricultural zoning to reduce encroachment of non-agricultural uses.	FGMP-5.1	RMA				■
19. The County may require agricultural lands that are in a development corridor and the	FGMP-5.1	RMA				■

# Tulare County General Plan

Implementation	Implements what Policy	Who is Responsible	2012-2015	2015-2020	2020-2030	On-Going
Planned Development-Foothill Zone to remain in agricultural use, if, under the site plan review process, an inadequate amount of water or improper soils for waste water disposal exists.						
20. The County shall ensure the Zoning Ordinance maintains the Planned Development-Foothill (PD-F-M) Zone which will be applied to properties in a development corridor that are suited for development.	FGMP-3.3	RMA				■
21. The County shall maintain the two areas within Success Valley of the Tule River development corridor on the Land Use/Circulation Plan to a classification (zone), which prohibits any residential densities greater than one unit per five acres.	FGMP-1.10	RMA				■
22. The developer shall provide the appropriate fees for review of a project area by the California Archaeological Inventory Information Center if the project site and affected areas are located in proximity to hilltops, buttes, watercourses, etc. which might have archeological value. A more thorough on-site investigation by a qualified archeologist should be undertaken if deemed necessary by the District Archeologist.	FGMP-7.1 FGMP-7.2	RMA				■
23. The County shall ensure environmentally sensitive and riparian areas within development corridors are designated as open space on the FGMP reference maps.	FGMP-8.1	RMA				■
24. Drainage plans shall be required for all projects within the "Foothill Mixed Use" areas of Frazier Valley. The Planning Commission shall not approve any project within Frazier Valley until the Resource Management Agency has reviewed said drainage plan and certified that the proposed	FGMP-8.6	RMA				■

### 3. Foothill Growth Management Plan

Implementation	Implements what Policy	Who is Responsible	2012-2015	2015-2020	2020-2030	On-Going
drainage facilities will prohibit any additional storm water discharge from the project that would aggravate downstream flooding problems.						
25. The developer will be required to phase road construction to correspond with the phases of the development proposal.	FGMP-8.7	RMA				■
26. The County shall review landscaping plans through the PRC process to ensure that areas to be landscaped are compatible with surrounding native vegetation.	FGMP-8.13	RMA				■
27. The Tulare County Health and Human Services Agency and the Fire Department shall determine the minimum water requirement for projects to ensure that the magnitude of the project does not exceed the amount of water available to the subject site.	FGMP-9.1	RMA				■
28. The County shall appoint a registered civil engineer or sanitarian along with a representative of the Tulare County Health Department to ensure that the magnitude of proposed projects do not exceed the physical holding capacity of the on-site soils to accept the estimated waste effluent.	FGMP-9.4	RMA				■
29. The County shall require submission of a drainage plan with development projects in conjunction with the site plan review.	FGMP-8.2	RMA				■
30. The County shall require a properly designed wastewater disposal system to prevent surface or groundwater contamination and a drainage plan which minimizes sedimentation and/or contamination of the lake environment by engineering measures capable of meeting the intent of this policy. Should there be some question regarding the reliability of the engineered systems, the Planning Commission shall	FGMP-8.5	RMA				■

## Tulare County General Plan

Implementation	Implements what Policy	Who is Responsible	2012-2015	2015-2020	2020-2030	On-Going
condition the project to provide an adequate separation between the body of water and the development site.						
31. The County shall ensure that unconventional disposal methods will be reviewed by the Tulare County Health and Human Services Agency to ensure that the standards of the Water Quality Control Board are met.	FGMP-8.4 FGMP-9.5	RMA				■
32. The County shall work with landowners and developers to promote coordinated master plans for multiple purposes.	FGMP-10.1	RMA				■
33. The Planning Commission and the Board of Supervisors shall consider the financing plan during their review and consideration of the specific plan, Master Development Plan, or Area Development Plan. The financing plan shall be used as a basis for establishing programs and standards within the specific plan, Master Development Plan, or Area Development Plan which mitigate or avoid the adverse fiscal impact of development upon local public service agencies and County agencies.	FGMP-10.4	RMA				■

### **3.12 Development Standards**

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Unless it can be demonstrated that an alternative standard will result in attainment of a superior environment, when preparing Specific Plans, Master Development Plans, or Area Development Plans and standards therein for areas within the foothills, at a minimum, the development standards within the FGMP-Section 3.12 shall apply.

The following standards and conditions, as well as all applicable policies, standards, and conditions from the various agencies, shall be met by new development.

#### **Residential Densities:**

1. The residential density of a new development shall be initially limited by the amount of water available for domestic and fire fighting purposes based on water demand specifications provided by the Tulare County Health Department and the County Fire Department. A more specific residential density shall be determined in the site plan review process. The final allowable density shall correspond to how well the proposed project meets the goals and policies of the FGMP.
2. As a guideline, the maximum density for land with slopes between 15 percent and 29 percent shall be one (1) residential unit per two and one half (2 ½) acres unless it can be demonstrated that site-specific lot design and innovative waste water disposal can overcome the inherent problems of steep slopes and thin soils.
3. Development shall generally be precluded on slopes 30 percent or greater, unless the applicant can sufficiently mitigate the inherent problems associated with developing on steep slopes.
4. The residential density of any development within the Success Valley areas of the Tule River development corridor on the Land Use/Circulation Plan shall not exceed one (1) unit per five (5) acres.

#### **Open Space Requirements:**

5. Those portions of the site which are adjacent to a watercourse area, contain undeveloped slopes 30 percent or greater or encompass environmental, archaeological, or historically sensitive areas shall remain in common open space.

#### **Land Alteration Grading:**

6. All graded slopes are to be contoured and blended to harmonize with the natural slopes on and around the site.
7. The maximum steepness of exposed cuts and fills shall meet the standards established in the Improvement Standards of Tulare County.
8. Graded slopes consisting primarily of soil shall be planted with vegetation to stabilize slopes and prevent erosion. Native plant materials or similar climactically adapted vegetation shall be used wherever possible.
9. Slope stabilization and erosion prevention shall be completed before the winter months after grading has been completed.
10. Lots shall be designed to fit the natural landscape in a manner that does not require extensive grading.
11. Where two cut or fill slopes intersect, the intersection shall be horizontally rounded and blended. (This standard does not pertain to slopes composed of rock.)

## Tulare County General Plan

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12. Where a cut or fill slope intersects the natural grade, the intersection shall be horizontally rounded and blended. (This standard does not pertain to slopes composed of rock.)
13. Fills shall not encroach on natural watercourses or constructed channels. Excavated materials shall not be stored in watercourses.
14. Grading and excavation shall be phased with the development.

### **Erosion Control:**

15. Sediment shall be retained on site by measures such as sediment basins and sediment traps as outlined in the Drainage Plan.
16. Temporary mulching, seeding, or other suitable stabilization measures shall be used to protect exposed critical areas after the completion of grading.
17. Exposed slopes shall be planted with native plant materials or similar climactically adapted vegetation that protects exposed slopes from erosion.

### **Drainage:**

18. For projects located in areas containing steep slopes or tightly packed soils, the Drainage Plan shall be designed to detain as much water as possible on site to prevent potential sedimentation and flooding.
19. The drainage plan required for all projects within the Frazier Valley watershed area shall be designed to retain all storm water runoff caused by the development on the project site.

### **Vegetation Removal:**

20. Removal or grading around native trees (with a trunk of 6" or larger in diameter or 3' above ground surface) which may disturb the root system shall not be allowed during the construction process unless the Project Review Committee deems it necessary because of road alignments or infrastructure improvements. Any trees to be removed shall be indicated on the submitted site plan.
21. Removal of native trees in areas restricted to open space shall not be allowed unless the health, safety or welfare of residents associated with the development is endangered. Any trees proposed for removal must be indicated on the submitted site plan with accompanying information stating why the tree must be removed.

### **Land Improvements: Building Standards**

22. The maximum building height measured at foundation ground level shall be 35 feet.
23. Properties located along a scenic highway or road shall have a minimum property width of 150 feet with side yard setbacks of 10 percent of the width of the property.
24. In newly developing areas, those properties that are located along a scenic highway shall have a minimum front yard building setback of 100 feet from the right-of-way line while scenic roads shall have a setback of 100 feet from the centerline of the road.
25. The minimum lot width and front yard setback requirement for property along a scenic highway or road and inside the Springville Urban Development Boundary may be waived by the Project Review Committee if it is deemed inappropriate because of existing development patterns.
26. Building improvements (homes, fences, etc.) and septic tank/leach line systems or other activities associated with construction (grading) shall not be permitted within 50 feet of intermittent watercourses or 100 feet of perennial watercourses.

**Land Improvements: Well Systems**

27. Each residential or planned unit development in the development corridor shall join or form an association or community organization, private or mutual water company, or establish an equivalent financing/maintenance mechanism acceptable to the County for purpose of monitoring and maintaining the water system. This section shall not apply to newly created parcels that are 10 acres or larger. The Planning Commission shall have the discretion to recommend a waiver of a common water system based on circumstances such as size or number of lots, topography, existing water systems, or other overriding conditions.
28. Each well system shall meet the requirements of, and have a permit with, the Tulare County Health Department.

**Land Improvements: Community Waste Water System**

29. Each residential or planned unit development which uses a waste water disposal system other than an individual system shall join or form an association or community organization, or establish an equivalent financing/maintenance mechanism acceptable to the County for purposes of monitoring and servicing the waste water disposal system.
30. The waste water disposal system shall be designed to meet the requirements of the Tulare County Health Department and the Regional Water Quality Control Board.
31. Application for waste discharge shall be made with a permit received from the Water Quality Control Board.

**Land Improvements: Streets**

32. All streets, walkways, and bike path improvements shall conform to the Tulare County Improvement Standards document unless otherwise modified by the standards contained in this document. Each residential or planned unit development shall provide for a financing and maintenance mechanism acceptable to the County for street maintenance and replacement.
33. The following table will serve as a guide for minimum street standards for public streets permitted within a residential subdivision or planned unit development. Street widths or right-of-way standards are subject to modification during the site plan review process based on factors such as topography, soils, location of watercourses, or development density. One way streets shall be considered for private maintenance only.
34. Privately maintained streets may be developed to lesser street and right-of-way standards depending upon the location and type of development. In these cases, minimum standards will be determined by the Planning Commission.

Tulare County General Plan

Type of Street	Street Characteristics	Pavement Width*	Unpaved Shoulder Width			Right-Of-Way Width
			Flat Width (0-5% slopes)	Rolling (6-20%)	Mountainous (20% and above)	Desirable **
One Way Street	Projected Average Daily Traffic (ADT) not to exceed 400; on-street parking prohibited; guest parking required	16'	8'	3'	2.5'	50'
One Way Street	Projected ADT not to exceed 400; on-street parking prohibited.	26'	8'	3'	2.5'	60'
Two-Way Access Road (adjacent development prohibited)	Projected ADT not to exceed 400; on-street parking prohibited.	28'	8'	3'	2.5'	60'
	ADT greater than 400	28'	8'	3'	2.5'	
Two-Way Residential Street	Projected ADT 400 or less, on-street parking prohibited; guest parking required.	28'	8'	4'	3'	60'
Two-Way residential street and minor roads	Projected ADT not to exceed 1,000; on-street parking permitted.	32'	As required by RMA.			60'

\*Pavement width may be increased by the Project Review Committee when on-site parking is likely to occur based upon the characteristics of the development (lot size or configuration, the existence of natural or man-made amenities adjacent to the roadway which would serve as an attractive force etc.). In addition, increased pavement width may be required when curb and gutter or asphalt concrete dikes are utilized.

\*\*Reduced right-of-way widths may be considered acceptable by the Project Review Committee in cases where utilities are underground, when small cut and fill slopes are required, and other similar circumstances where the full right-of-way width is not deemed necessary.

**Land Improvements: Parking**

35. For residential uses located in areas where on-street parking is permitted, off-street parking shall be provided on the basis of two (2) spaces per dwelling unit.
36. For residential uses located in areas where on-street parking is prohibited, off-street guest parking shall be provided on the basis of one (1) space per dwelling unit (driveways not included), in addition to the two (2) spaces per dwelling unit.
37. Off-street parking and loading facilities for commercial, industrial and other types of uses shall be determined by the Planning Commission.

**Scenic Highway Corridor**

38. No new off-premises outdoor advertising signs shall be allowed in scenic corridors.
39. All new utility improvement shall be located underground if the property lies in a scenic corridor.
40. Grading and cut and fill operations shall be kept to a minimum in scenic corridors. All exposed slopes are to be planted with native materials.
41. Existing vegetation and unique land forms (rock outcrops, etc.) shall be retained and protected from any unnecessary grading or other development related activities.
42. Individual businesses in scenic corridors with on-site signs pertaining to the identification of the permitted use shall be flat to the primary building façade.
43. In scenic corridors, on premise, free-standing signs identifying the use of the property shall require discretionary approval by the Planning Commission based on design, setbacks, size, architectural compatibility, traffic safety, and visibility.

**Fire Protection**

44. Each new residential subdivision or planned unit development occurring in a development corridor shall be reviewed by the County Fire Warden or his/her agent to insure fire protection measures and standards set forth in the Tulare County Subdivision Ordinance are met.
45. New development within established development corridors shall be located within a 15-minute attack time of a County fire station. However, this standard shall not apply to the Badger Development Corridor, where attack times may exceed 15 minutes. This limited exception is justified based upon established residential density limitations and unique fire protection service facilities and capabilities existing in the Badger area. [General Plan Amendment (GPA) 83-03, 5/17/83].
46. Water for fire protection shall be available in sufficient quantity and pressure to serve the project in question.
47. Fire retardant roofing materials shall be used in new foothill developments.
48. Fire resistive construction elements shall be incorporated into stilt or cantilevered construction buildings.
49. Street house numbers shall be clearly visible from the main traveled roadway.
50. Sufficient clearance of flammable vegetation around buildings shall be maintained.
51. Fuel breaks and greenbelts shall be used to protect both developing areas and adjacent wildlands.
52. Where possible, take maximum advantage of planned or existing parks, golf courses, tennis courts, or other recreational areas to provide for a buffer zone between development and the wildland.

## Tulare County General Plan

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53. Road systems, either public or private, shall provide for a safe evacuation of residents and adequate access for fire and other emergency equipment.
54. Bridges shall have a minimum load limit of 40,000 lbs. (20 tons).
55. A fire protection plan shall be submitted on all new developments.

*This space is intentionally left blank.*

### **(3) DEVELOPMENT STANDARDS**

**ATTACHMENT 1  
TULARE COUNTY GENERAL PLAN POLICIES**

# DEVELOPMENT STANDARDS

## TULARE COUNTY GENERAL PLAN 2030 UPDATE POLICIES

### LAND USE ELEMENT

#### **LU-3.6 Project Design**

The County shall require residential project design to consider natural features, noise exposure of residents, visibility of structures, circulation, access, and the relationship of the project to surrounding uses. Residential densities and lot patterns will be determined by these and other factors. As a result, the maximum density specified by General Plan designations or zoning for a given parcel of land may not be attained.

### HEALTH AND SAFETY ELEMENT

#### **HS-1.2 Development Constraints**

The County shall permit development only in areas where the potential danger to the health and safety of people and property can be mitigated to an acceptable level.

#### **HS-1.4 Building and Codes**

Except as otherwise allowed by State law, the County shall ensure that all new buildings intended for human habitation are designed in compliance with the latest edition of the California Building Code, California Fire Code, and other adopted standards based on risk (e.g., seismic hazards, flooding), type of occupancy, and location (e.g., floodplain, fault).

#### **HS-2.2 Landslide Areas**

The County shall not allow development on existing unconsolidated landslide debris.

#### **HS-2.3 Hillside Development**

The County shall discourage construction and grading on slopes in excess of 30 percent.

#### **HS-2.4 Structure Siting**

The County shall permit development on soils sensitive to seismic activity permitted only after adequate site analysis, including appropriate siting, design of structure, and foundation integrity.

#### **HS-2.7 Subsidence**

The County shall confirm that development is not located in any known areas of active subsidence. If urban development may be located in such an area, a special safety study will be prepared and needed safety measures implemented. The County shall also request that developments provide evidence that its long-term use of ground water resources, where applicable, will not result in notable subsidence attributed to the new extraction of groundwater resources for use by the development.

#### **HS-2.8 Alquist-Priolo Act Compliance**

The County shall not permit any structure for human occupancy to be placed within designated Earthquake Fault Zones (pursuant to and as determined by the Alquist-Priolo Earthquake Fault Zoning Act; Public Resource code, Chapter 7.5) unless the specific provision of the Act and Title 14 of the California Code of Regulations have been satisfied.

#### **HS-5.1 Development Compliance with Federal, State, and Local Regulations**

The County shall ensure that all development within the designated floodway or floodplain zones conforms with FEMA regulations and the Tulare County Flood Damage Prevention Ordinance.

New development and divisions of land, especially residential subdivisions, shall be developed to minimize flood risk to structures, infrastructure, and ensure safe access and evacuation during flood conditions.

#### **HS-5.2 Development in Floodplain Zones**

The County shall regulate development in the 100-year floodplain zones as designated on maps prepared by FEMA in accordance with the following:

1. Critical facilities (those facilities which should be open and accessible during emergencies) shall not be permitted.
2. Passive recreational activities (those requiring non-intensive development, such as hiking, horseback riding, picnicking) are permissible.
3. New development and divisions of land, especially residential subdivisions, shall be developed to minimize flood risk to structures, infrastructure, and ensure safe access and evacuation during flood conditions.

#### **HS-6.1 New Building Fire Hazards**

The County shall ensure that all building permits in urban areas, as well as areas with potential for wildland fires, are reviewed by the County Fire Chief.

#### **HS-6.2 Development in Fire Hazard Zones**

The County shall ensure that development in extreme or high fire hazard areas is designed and constructed in a manner that minimizes the risk from fire hazards and meets all applicable State and County fire standards. This shall include promoting the use of fire resistant materials designed to reduce fire vulnerability within high or extreme fire hazard areas through use of Article 86-A of the 2001 California Fire Code and other nationally recognized standards, as may be updated periodically. Special consideration shall be given to the use of fire-resistant-materials and fire-resistant-construction in the underside of eaves, balconies, unenclosed roofs and floors, and other similar horizontal surfaces in areas with steep slopes.

#### **HS-6.4 Encourage Cluster Development**

The County shall encourage cluster developments in areas identified as subject to high or extreme fire hazard, to provide for more localized and effective fire protection measures such as consolidations of fuel build-up abatement, firebreak maintenance, fire fighting equipment access, and water service provision.

#### **HS-6.5 Fire Risk Recommendations**

The County shall encourage the County Fire Chief to make recommendations to property owners regarding hazards associated with the use of materials, types of structures, location of structures and subdivisions, road widths, location of fire hydrants, water supply, and other important considerations regarding fire hazard that may be technically feasible but not included in present ordinances or policies.

#### **HS-6.6 Wildland Fire Management Plans**

The County shall require the development of wildland fire management plans for projects adjoining significant areas of open space that may have high fuel loads.

#### **HS-6.7 Water Supply System**

The County shall require that water supply systems be adequate to serve the size and configuration of land developments, including satisfying fire flow requirements. Standards as set forth in the subdivision ordinance shall be maintained and improved as necessary.

### **HS-6.8 Private Water Supply**

The County shall require separately developed dwellings with individual private water supply to provide an acceptable guaranteed minimum supply of water for fire safety, in addition to the amount required for domestic needs.

## **WATER RESOURCES ELEMENT**

### **WR-2.1 Protect Water Quality**

All major land use and development plans shall be evaluated as to their potential to create surface and groundwater contamination hazards from point and non-point sources. The County shall confer with other appropriate agencies, as necessary, to assure adequate water quality review to prevent soil erosion; direct discharge of potentially harmful substances; ground leaching from storage of raw materials, petroleum products, or wastes; floating debris; and runoff from the site.

### **WR-2.2 National Pollutant Discharge Elimination System (NPDES) Enforcement**

The County shall continue to support the State in monitoring and enforcing provisions to control non-point source water pollution contained in the U.S. EPA NPDES program as implemented by the Water Quality Control Board.

### **WR-2.3 Best Management Practices (BMPs)**

The County shall continue to require the use of feasible BMPs and other mitigation measures designed to protect surface water and groundwater from the adverse effects of construction activities, agricultural operations requiring a County Permit and urban runoff in coordination with the Water Quality Control Board.

### **WR-2.4 Construction Site Sediment Control**

The County shall continue to enforce provisions to control erosion and sediment from construction sites.

### **WR-2.9 Private Wells**

The County shall ensure that private wells are adequately constructed to provide protection from bacteriological and chemical contamination and do not provide a hazard as to contaminate the aquifer.

### **WR-3.3 Adequate Water Availability**

The County shall review new development proposals to ensure the intensity and timing of growth will be consistent with the availability of adequate water supplies. Projects must submit a Will-Serve letter as part of the application process, and provide evidence of adequate and sustainable water availability prior to approval of the tentative map or other urban development entitlement.

## **TRANSPORTATION AND CIRCULATION ELEMENT**

### **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.

## **PUBLIC FACILITIES AND SERVICES ELEMENT**

### **PFS-1.3 Impact Mitigation**

The County shall review development proposals for their impacts on infrastructure (for example, sewer, water, fire stations, libraries, streets, etc). New development shall be required to pay its proportionate share of the costs of infrastructure improvements required to serve the project to the extent permitted by State law. The lack of available public or private services or adequate infrastructure to serve a project, which cannot be satisfactorily mitigated by the project, may be grounds for denial of a project or cause for the modification of size, density, and/or intensity of the project.

### **PFS-1.4 Standards of Approval**

The County should not approve any development unless the following conditions are met:

1. The applicant can demonstrate all necessary infrastructure will be installed and adequately financed,
2. Infrastructure improvements are consistent with adopted County infrastructure plans and standards, and
3. Funding mechanisms are provided to maintain, operate, and upgrade the facilities throughout the life of the project.

### **PFS-2.2 Adequate Systems**

The County shall review new development proposals to ensure that the intensity and timing of growth will be consistent with the availability of adequate production and delivery systems. Projects must provide evidence of adequate system capacity prior to approval.

### **PFS-2.3 Well Testing**

The County shall require new development that includes the use of water wells to be accompanied by evidence that the site can produce the required volume of water without impacting the ability of existing wells to meet their needs.

### **PFS-2.4 Water Connections**

The County shall require all new development in UDBs, UABs, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, Area Plans, existing water district service areas, or zones of benefit, to connect to the community water system, where such system exists. The County may grant exceptions in extraordinary circumstances, but in these cases, the new development shall be required to connect to the water system when service becomes readily available.

### **PFS-2.5 New Systems or Individual Wells**

Where connection to a community water system is not feasible per PFS-2.4: Water Connections, service by individual wells or new community systems may be allowed if the water source meets standards for quality and quantity.

### **PFS-3.1 Private Sewage Disposal Standards**

The County shall maintain adequate standards for private sewage disposal systems (e.g., septic tanks) to protect water quality and public health.

### **PFS-3.2 Adequate Capacity**

The County shall require development proposals to ensure the intensity and timing of growth is consistent with the availability of adequate wastewater treatment and disposal capacity.

### **PFS-3.3 New Development Requirements**

The County shall require all new development, within UDBs, UABs, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, Area Plans, existing wastewater district service areas, or zones of benefit, to connect to the wastewater system, where such systems exist. The County may grant exceptions in extraordinary circumstances, but in these cases, the new development shall be required to connect to the wastewater system when service becomes readily available.

### **PFS-3.4 Alternative Rural Wastewater Systems**

The County shall consider alternative rural wastewater systems for areas outside of community UDBs and HDBs that do not have current systems or system capacity. For individual users, such systems include elevated leach fields, sand filtration systems, evapotranspiration beds, osmosis units, and holding tanks. For larger generators or groups of users, alternative systems, including communal septic tank/leach field systems, package treatment plants, lagoon systems, and land treatment, can be considered.

### **PFS-3.5 Wastewater System Failures**

The County shall require landowners to repair failing septic tanks, leach field, and package systems that constitute a threat to water quality and public health or connect to an existing community system through applicable County and/or Regional Water Quality Control Board standards and requirements.

### **PFS-4.2 Site Improvements**

The County shall ensure that new development in UDBs, UABs, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, and Area Plans includes adequate stormwater drainage systems. This includes adequate capture, transport, and detention/retention of stormwater.

### **PFS-4.3 Development Requirements**

The County shall encourage project designs that minimize drainage concentrations and impervious coverage, avoid floodplain areas, and where feasible, provide a natural watercourse appearance.

### **PFS-4.4 Stormwater Retention Facilities**

The County shall require on-site detention/retention facilities and velocity reducers when necessary to maintain existing (pre-development) storm flows and velocities in natural drainage systems. The County shall encourage the multi-purpose design of these facilities to aid in active groundwater recharge.

### **PFS-7.2 Fire Protection Standards**

The County shall require all new development to be adequately served by water supplies, storage, and conveyance facilities supplying adequate volume, pressure, and capacity for fire protection.

### **PFS-7.7 Cost Sharing**

The County shall require new development to pay public facility fees associated with new sheriff/fire station facilities and equipment necessary to maintain the County's service standards in that area. New development may also be required to create or join a special assessment district, or other funding mechanism, to pay the costs associated with the operation of a sheriff/fire station.

### **PFS-7.12 Design Features for Crime Prevention and Reduction**

The County shall promote the use of building and site design features as means for crime prevention and reduction.

## **FOOTHILL GROWTH MANAGEMENT PLAN**

### **FGMP-1.2 Grading**

The County shall ensure that new development is designed in a manner that minimizes grading, vegetation disturbance, and intrusion onto natural watercourses, canyons and prominent landmarks, or rare and endangered species sites.

### **FGMP-1.5 Preserving Visual Resources**

The County shall encourage new development be designed in a manner that preserves the visual quality of the foothill setting by encouraging the use of curvilinear streets, vegetation reestablishment on cuts and fills, cluster development, and housing site locations that blend into the landscape rather than becoming a focal point.

#### **FGMP-1.11 Hillside Development**

The County shall require that hillside development be designed so as to preserve the skyline and maintain an unobstructed scenic panorama of the foothills.

#### **FGMP-1.16 Applicable Development Standards**

Unless it can be demonstrated that an alternative standard will result in attainment of a superior environment, when preparing Specific Plans, Master Development Plans, or Area Development Plans and standards therein for areas within the foothills, at a minimum, the development standards within the FGMP Section 3.12 shall apply.

#### **FGMP-6.3 Development Along Scenic Highways**

The County shall require that development along all scenic highways and routes meet the development standards of the FGMP.

#### **FGMP-7.1 Information on Historical Sites**

The County may require the developer to provide information at time of application submittal regarding any historical site and/or building that occupies the project area that is worthy of historical preservation.

#### **FGMP-7.2 Information on Archaeological Sensitive Areas**

The County may require the developer to provide information at time of application submittal regarding possible archeological sites if a project is located in proximity to archeological sensitive areas such as hilltops, buttes, watercourses, etc.

#### **FGMP-8.3 Development in the Floodplain**

The County shall prohibit development of residences or permanent structures within the 100-year floodway.

#### **FGMP-8.4 Development of Wastewater Systems**

The County shall ensure that new wastewater systems meet the standards of the Regional Water Quality Control Board and Tulare County Health & Human Services.

#### **FGMP-8.10 Development in Hazard Areas**

The County shall prohibit development in areas that are considered to be geologically hazardous (slides, earthquake faults, etc.).

#### **FGMP-8.11 Development on Slopes**

The County shall not allow development on slopes 30 percent or greater, unless the applicant can sufficiently mitigate the inherent problems associated with developing on steep slopes.

**FGMP-8.12 Vegetation Removal**

The County shall prohibit unnecessary removal of native trees on development sites prior to approval of development plans to control erosion, preserve wildlife habitat, and maintain the natural character of developing areas.

**FGMP-8.15 Development in Chaparral**

The County shall restrict development in chaparral since these areas present extreme wildland fire potential.

**FGMP-8.18 Maintenance of Scenic Vistas**

The County shall ensure that hilltop development is designed to preserve the skyline and maintain an unobstructed scenic panorama of the foothills for residents and visitors to enjoy.

**FGMP-9.1 Infrastructure Capacity**

In reference to water needs (domestic and fire fighting) and wastewater generation, the County shall not allow new development to exceed the maximum physical holding capacity (based on water availability and soils) of the parcel in question.

**FGMP-9.2 Provision of Adequate Infrastructure**

The County shall require evidence, prior to project approval, which (1) describes a safe and reliable method of wastewater treatment and disposal; and (2) substantiates an adequate water supply for domestic and fire protection purposes.

**FGMP-9.3 Maintenance of Infrastructure**

The County shall delegate the maintenance and operation of water and/or wastewater treatment facilities to a responsible entity, which shall be established prior to approval of the final subdivision map.

**FGMP-9.4 Soil Conditions and Development Density**

Based on existing soil conditions, types of land uses, effluent yield per land use, and the density of the proposed project, the County shall work with the Regional Water Quality Control Board and the Tulare County Health and Human Services Agency to review the adequacy of wastewater disposal areas.

**FGMP-9.5 Alternate Sewage Disposal**

The County may allow unconventional methods of disposing of sewage effluent, provided the system meets the performance standards of the Water Quality Control Board and the Tulare County Health and Human Services Agency. Such systems may include, but are not limited to common leach field, soil absorption mounds, aerobic septic tanks, or evapotranspiration systems.

**FGMP-10.1 Compliance with Planning Policies**

To provide for the integration of efficient road systems, existing community values, infrastructural improvements, and open space patterns, the County shall encourage development projects within a definable geographic area of a development corridor to comply with a common development or specific plan designed for that area.

**FGMP-10.2 Provision of Safety Services**

The County shall ensure that development is located in areas of the foothills that can be adequately served by existing Tulare County fire stations and the Sheriff's Department unless new facilities are proposed or required for the development.

### **FGMP-10.3 Fire and Crime Protection Plan**

The County shall require that fire and crime protection plan considerations, including financing, be incorporated into all proposed developments to ensure adequate emergency services are available and able to serve new development.

### **FGMP-10.4 Financing Plan**

Where a specific plan is to be prepared for a sub-area of a development corridor, the County shall require a financing plan for the installation, operation, and ongoing maintenance of infrastructure resources to support growth in the specific plan area. The plan shall demonstrate no net cost to the County.

## **3.12 Development Standards**

Unless it can be demonstrated that an alternative standard will result in attainment of a superior environment, when preparing Specific Plans, Master Development Plans, or Area Development Plans and standards therein for areas within the foothills, at a minimum, the development standards within the FGMP-Section 3.12 shall apply.

The following standards and conditions, as well as all applicable policies, standards, and conditions from the various agencies, shall be met by new development.

### **Residential Densities:**

1. The residential density of a new development shall be initially limited by the amount of water available for domestic and fire fighting purposes based on water demand specifications provided by the Tulare County Health Department and the County Fire Department. A more specific residential density shall be determined in the site plan review process. The final allowable density shall correspond to how well the proposed project meets the goals and policies of the FGMP.
2. As a guideline, the maximum density for land with slopes between 15 percent and 29 percent shall be one (1) residential unit per two and one half (2 ½) acres unless it can be demonstrated that site specific lot design and innovative waste water disposal can overcome the inherent problems of steep slopes and thin soils.
3. Development shall generally be precluded on slopes 30 percent or greater, unless the applicant can sufficiently mitigate the inherent problems associated with developing on steep slopes.
4. The residential density of any development within the Success Valley areas of the Tule River development corridor on the Land Use/Circulation Plan shall not exceed one (1) unit per five (5) acres.

### **Open Space Requirements:**

5. Those portions of the site which are adjacent to a watercourse area, contain undeveloped slopes 30 percent or greater or encompass environmental, archaeological, or historically sensitive areas shall remain in common open space.

### **Land Alteration Grading:**

6. All graded slopes are to be contoured and blended to harmonize with the natural slopes on and around the site.
7. The maximum steepness of exposed cuts and fills shall meet the standards established in the Improvement Standards of Tulare County.

8. Graded slopes consisting primarily of soil shall be planted with vegetation to stabilize slopes and prevent erosion. Native plant materials or similar climactically adapted vegetation shall be used wherever possible.

9. Slope stabilization and erosion prevention shall be completed before the winter months after grading has been completed.

10. Lots shall be designed to fit the natural landscape in a manner that does not require extensive grading.

11. Where two cut or fill slopes intersect, the intersection shall be horizontally rounded and blended. (This standard does not pertain to slopes composed of rock.)

12. Where a cut or fill slope intersects the natural grade, the intersection shall be horizontally rounded and blended. (This standard does not pertain to slopes composed of rock.)

13. Fills shall not encroach on natural watercourses or constructed channels. Excavated materials shall not be stored in watercourses.

14. Grading and excavation shall be phased with the development.

**Erosion Control:**

15. Sediment shall be retained on site by measures such as sediment basins and sediment traps as outlined in the Drainage Plan.

16. Temporary mulching, seeding, or other suitable stabilization measures shall be used to protect exposed critical areas after the completion of grading.

17. Exposed slopes shall be planted with native plant materials or similar climactically adapted vegetation that protects exposed slopes from erosion.

**Drainage:**

18. For projects located in areas containing steep slopes or tightly packed soils, the Drainage Plan shall be designed to detain as much water as possible on site to prevent potential sedimentation and flooding.

19. The drainage plan required for all projects within the Frazier Valley watershed area shall be designed to retain all storm water runoff caused by the development on the project site.

**Vegetation Removal:**

20. Removal or grading around native trees (with a trunk of 6" or larger in diameter or 3' above ground surface) which may disturb the root system shall not be allowed during the construction process unless the Project Review Committee deems it necessary because of road alignments or infrastructure improvements. Any trees to be removed shall be indicated on the submitted site plan.

21. Removal of native trees in areas restricted to open space shall not be allowed unless the health, safety or welfare of residents associated with the development is endangered. Any trees proposed for removal must be indicated on the submitted site plan with accompanying information stating why the tree must be removed.

### **Land Improvements: Building Standards**

22. The maximum building height measured at foundation ground level shall be 35 feet.
23. Properties located along a scenic highway or road shall have a minimum property width of 150 feet with side yard setbacks of 10 percent of the width of the property.
24. In newly developing areas, those properties that are located along a scenic highway shall have a minimum front yard building setback of 100 feet from the right-of-way line while scenic roads shall have a setback of 100 feet from the centerline of the road.
25. The minimum lot width and front yard setback requirement for property along a scenic highway or road and inside the Springville Urban Development Boundary may be waived by the Project Review Committee if it is deemed inappropriate because of existing development patterns.
26. Building improvements (homes, fences, etc.) and septic tank/leach line systems or other activities associated with construction (grading) shall not be permitted within 50 feet of intermittent watercourses or 100 feet of perennial watercourses.

### **Land Improvements: Well Systems**

27. Each residential or planned unit development in the development corridor shall join or form an association or community organization, private or mutual water company, or establish an equivalent financing/maintenance mechanism acceptable to the County for purpose of monitoring and maintaining the water system. This section shall not apply to newly created parcels that are 10 acres or larger. The Planning Commission shall have the discretion to recommend a waiver of a common water system based on circumstances such as size or number of lots, topography, existing water systems, or other overriding conditions.
28. Each well system shall meet the requirements of, and have a permit with, the Tulare County Health Department.

### **Land Improvements: Community Waste Water System**

29. Each residential or planned unit development which uses a waste water disposal system other than an individual system shall join or form an association or community organization, or establish an equivalent financing/maintenance mechanism acceptable to the County for purposes of monitoring and servicing the waste water disposal system.
30. The waste water disposal system shall be designed to meet the requirements of the Tulare County Health Department and the Regional Water Quality Control Board.
31. Application for waste discharge shall be made with a permit received from the Water Quality Control Board.

### **Land Improvements: Streets**

32. All streets, walkways, and bike path improvements shall conform to the Tulare County Improvement Standards document unless otherwise modified by the standards contained in this document. Each residential or planned unit development shall provide for a financing and maintenance mechanism acceptable to the County for street maintenance and replacement.
33. The following table will serve as a guide for minimum street standards for public streets permitted within a residential subdivision or planned unit development. Street widths or right-of-way standards are

subject to modification during the site plan review process based on factors such as topography, soils, location of watercourses, or development density. One way streets shall be considered for private maintenance only.

34. Privately maintained streets may be developed to lesser street and right-of-way standards depending upon the location and type of development. In these cases, minimum standards will be determined by the Planning Commission.

			Unpaved Shoulder Width			Right-Of-Way Width
Type of Street	Street Characteristics	Pavement Width*	Flat Width (0-5% slopes)	Rolling (6-20%)	Mountainous (20% and above)	Desirable **
One Way Street	Projected Average Daily Traffic (ADT) not to exceed 400; on-street parking prohibited; guest parking required	16'	8'	3'	2.5'	50'
One Way Street	Projected ADT not to exceed 400; on-street parking prohibited.	26'	8'	3'	2.5'	60'
Two-Way Access Road (adjacent development prohibited)	Projected ADT not to exceed 400; on-street parking prohibited.	28'	8'	3'	2.5'	60'
	ADT greater than 400	28'	8'	3'	2.5'	
Two-Way Residential Street	Projected ADT 400 or less, on-street parking prohibited; guest parking required.	28'	8'	4'	3'	60'
Two-Way residential street and minor roads	Projected ADT not to exceed 1,000; on-street parking permitted.	32'	As required by RMA.			60'

\*Pavement width may be increased by the Project Review Committee when on-site parking is likely to occur based upon the characteristics of the development (lot size or configuration, the existence of natural or man-made amenities adjacent to the roadway which would serve as an attractive force etc.). In addition, increased pavement width may be required when curb and gutter or asphalt concrete dikes are utilized.

\*\*Reduced right-of-way widths may be considered acceptable by the Project Review Committee in cases where utilities are underground, when small cut and fill slopes are required, and other similar circumstances where the full right-of-way width is not deemed necessary.

### **Land Improvements: Parking**

1. For residential uses located in areas where on-street parking is permitted, off-street parking shall be provided on the basis of two (2) spaces per dwelling unit.
2. For residential uses located in areas where on-street parking is prohibited, off-street guest parking shall be provided on the basis of one (1) space per dwelling unit (driveways not included), in addition to the two (2) spaces per dwelling unit.
3. Off-street parking and loading facilities for commercial, industrial and other types of uses shall be determined by the Planning Commission.

### **Scenic Highway Corridor**

4. No new off-premises outdoor advertising signs shall be allowed in scenic corridors.
5. All new utility improvement shall be located underground if the property lies in a scenic corridor.
6. Grading and cut and fill operations shall be kept to a minimum in scenic corridors. All exposed slopes are to be planted with native materials.
7. Existing vegetation and unique land forms (rock outcrops, etc.) shall be retained and protected from any unnecessary grading or other development related activities.
8. Individual businesses in scenic corridors with on-site signs pertaining to the identification of the permitted use shall be flat to the primary building façade.
9. In scenic corridors, on premise, free-standing signs identifying the use of the property shall require discretionary approval by the Planning Commission based on design, setbacks, size, architectural compatibility, traffic safety, and visibility.

### **Fire Protection**

10. Each new residential subdivision or planned unit development occurring in a development corridor shall be reviewed by the County Fire Warden or his/her agent to insure fire protection measures and standards set forth in the Tulare County Subdivision Ordinance are met.
11. New development within established development corridors shall be located within a 15-minute attack time of a County fire station. However, this standard shall not apply to the Badger Development Corridor, where attack times may exceed 15 minutes. This limited exception is justified based upon established residential density

- limitations and unique fire protection service facilities and capabilities existing in the Badger area. [General Plan Amendment (GPA) 83-03, 5/17/83].
12. Water for fire protection shall be available in sufficient quantity and pressure to serve the project in question.
  13. Fire retardant roofing materials shall be used in new foothill developments.
  14. Fire resistive construction elements shall be incorporated into stilt or cantilevered construction buildings.
  15. Street house numbers shall be clearly visible from the main traveled roadway.
  16. Sufficient clearance of flammable vegetation around buildings shall be maintained.
  17. Fuel breaks and greenbelts shall be used to protect both developing areas and adjacent wildlands.
  18. Where possible, take maximum advantage of planned or existing parks, golf courses, tennis courts, or other recreational areas to provide for a buffer zone between development and the wildland.
  19. Road systems, either public or private, shall provide for a safe evacuation of residents and adequate access for fire and other emergency equipment.
  20. Bridges shall have a minimum load limit of 40,000 lbs. (20 tons).
  21. A fire protection plan shall be submitted on all new developments.

**(4) NEW DEVELOPMENT COMPATIBILITY WITH EXISTING  
COMMUNITY DESIGN**

**ATTACHMENT 1**  
**TULARE COUNTY GENERAL PLAN POLICIES**

# **NEW DEVELOPMENT COMPATIBILITY WITH EXISTING COMMUNITY DESIGN**

## **TULARE COUNTY GENERAL PLAN 2030 UPDATE POLICIES**

### **LAND USE ELEMENT**

#### **LU-4.2 Big Box Development**

The County shall limit the size of large “big-box” retail businesses on a case-by-case basis to be consistent with the character of the area.

#### **LU-4.5 Commercial Building Design**

The County shall encourage that new commercial development is consistent with the existing design of the surrounding community or neighborhood by encouraging similar façades, proportionate scale, parking, landscaping, and lighting.

#### **LU-7.4 Streetscape Continuity**

The County shall ensure that streetscape elements (e.g., street signs, trees, and furniture) maintain visual continuity and follow a common image for each community.

#### **LU-7.11 Adaptive Reuse**

The County shall encourage and promote the adaptive reuse of historic structures in order to preserve the historic resources that are a part of Tulare County’s heritage.

#### **LU-7.12 Historic Buildings and Areas**

The County shall encourage preservation of buildings and areas with special and recognized historic, architectural, or aesthetic value. New development should respect architecturally and historically significant buildings and areas. Landscaping, original roadways, sidewalks, and other public realm features of historic buildings or neighborhoods shall be restored or repaired where ever feasible.

#### **LU-7.13 Preservation of Historical Buildings**

The County shall encourage and support efforts by local preservation groups to identify and rehabilitate historically significant buildings.

#### **LU-7.14 Contextual and Compatible Design**

The County shall ensure that new development respects Tulare County’s heritage by requiring that development respond to its context, be compatible with the traditions and character of each community, and develop in an orderly fashion which is compatible with the scale of surrounding structures.

### **SCENIC LANDSCAPES**

#### **SL-3.1 Community Centers and Neighborhoods**

The County shall support investments in unincorporated communities and hamlets to improve the image, quality of urban infrastructure, amenities, and visual character by:

1. Encouraging restoration of existing historic buildings and developing new buildings that reflect the local culture and climate,
2. Creating or enhancing overall community design frameworks with a hierarchy of connected block and street patterns, open spaces, town centers, neighborhoods, and civic facilities,
3. Reducing the need for sound-walls and gated neighborhoods by having residential and non-residential uses interface along streets and open spaces (not adjoining property lines) and locating residential uses on local-serving streets,
4. Planning residential development as interconnected neighborhoods with definable social and physical centers that incorporate parks, schools, and commercial services,
5. Enhancing the comfort and scenic experience of transit riders, cyclists, and pedestrians, and
6. Developing open spaces, streets, and pedestrian facilities that include landscaping and streetscaping that improve the image of the community and make it a more comfortable pedestrian environment.

## **FOOTHILL GROWTH MANAGEMENT PLAN**

### **FGMP-1.1 Identity of Foothill Places**

The County shall assure the existing values and identity of unincorporated areas in the foothills are properly addressed as development proceeds.

### **FGMP-6.1 Preservation of Scenic Highways**

The County shall ensure that the visual qualities of State Highways 190 and 198 and County scenic routes are maintained and protected against obtrusive development improvements.

### **FGMP-6.3 Development Along Scenic Highways**

The County shall require that development along all scenic highways and routes meet the development standards of the FGMP.

### **FGMP-6.4 Development Within Scenic Corridors**

The County shall require that projects located within a scenic corridor be designed in a manner, which does not detract from the visual amenities of that thoroughfare. The County shall support through the use of its authority and police powers, the design of infrastructure that minimizes visual impacts to surrounding areas by locating roadways in areas that minimize the visual impact on rural and natural places whenever feasible.

### **FGMP-6.5 Cluster Development**

The County shall encourage projects proposed on lands within a scenic corridor with a non-agricultural or non-open space land use designation, to use a cluster development concept. Appropriate land uses for the open space areas shall include, but will not be limited to, public or private open space, wildlife habitat or agriculture.

**(5) OAK WOODLAND MANAGEMENT**

**ATTACHMENT 1**  
**TULARE COUNTY GENERAL PLAN POLICIES**

# OAK WOODLAND MANAGEMENT

## TULARE COUNTY GENERAL PLAN 2030 UPDATE POLICIES

### LAND USE ELEMENT

#### **LU-2.3 Open Space Character**

The County shall require that all new development requiring a County discretionary approval, including parcel and subdivision maps, be planned and designed to maintain the scenic open space character of open space resources including, but not limited to, agricultural areas, rangeland, riparian areas, etc., within the 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 hilltops, hillsides, ridgelines, steep slopes, and canyons.

### ENVIRONMENTAL RESOURCE MANAGEMENT ELEMENT

#### **ERM-1.12 Management of Oak Woodland Communities**

The County shall support the conservation and management of oak woodland communities and their habitats.

#### **ERM-1.4 Protect Riparian Areas**

The County shall protect riparian areas through habitat preservation, designation as open space or recreational land uses, bank stabilization, and development controls.

#### **ERM-1.8 Open Space Buffers**

The County shall require buffer areas between development projects and significant watercourses, riparian vegetation, wetlands, and other sensitive habitats and natural communities. These buffers should be sufficient to assure the continued existence of the waterways and riparian habitat in their natural state.

### HEALTH AND SAFETY ELEMENT

#### **HS-5.4 Multi-Purpose Flood Control Measures**

The County shall encourage multipurpose flood control projects that incorporate recreation, resource conservation, preservation of natural riparian habitat, and scenic values of the County's streams, creeks, and lakes. Where appropriate, the County shall also encourage the use of flood and/or stormwater retention facilities for use as groundwater recharge facilities.

#### **HS-5.9 Floodplain Development Restrictions**

The County shall ensure that riparian areas and drainage areas within 100-year floodplains are free from development that may adversely impact floodway capacity or characteristics of natural/riparian areas or natural groundwater recharge areas.

## **SCENIC LANDSCAPES ELEMENT**

### **SL-2.3 Historic and Cultural Landscapes**

The County shall use the County's scenic routes and highways to connect cultural landscapes, historic landmarks and communities, and points of interest including:

1. Historic travel routes and trails,
2. Historic settlements,
3. Historic places, events, sites, buildings and structures,
4. Prehistoric and archeological features, and
5. Majestic trees, streetscapes, and parks.

## **FOOTHILL GROWTH MANAGEMENT PLAN**

### **FGMP-8.1 Riparian Area Development**

The County shall discourage the location of development and improvements that are in close proximity to watercourse areas and riparian habitat, and prevent actual encroachment into those habitats.

### **FGMP-8.12 Vegetation Removal**

The County shall prohibit unnecessary removal of native trees on development sites prior to approval of development plans to control erosion, preserve wildlife habitat, and maintain the natural character of developing areas.

### **FGMP-8.19 Preservation of Unique Features**

The County shall encourage maintenance and protection of unique open space areas such as riparian woodlands, oak woodlands, interesting rock formations, and scenic vistas.

**ATTACHMENT 2**  
**TUOLUMNE COUNTY OAK TREE REMOVAL ORDINANCE**

## Chapter 9.24

### PREMATURE REMOVAL OF NATIVE OAK TREES

#### Sections:

- 9.24.010 Purpose.
- 9.24.020 Definitions.
- 9.24.030 Premature removal.
- 9.24.040 Exemptions.
- 9.24.050 Mitigation required.
- 9.24.060 Financial assurance and security agreement.
- 9.24.070 Penalties.
- 9.24.080 Determination of premature removal.
- 9.24.090 Appeals.
- 9.24.100 Enforcement responsibility.

**9.24.010 Purpose.** The board of supervisors finds that native oak trees within Tuolumne County provide multiple benefits, including, but not limited to, wildlife habitat, scenic value, healthier air, and quality of life. The board of supervisors further finds that retention of these resources is essential to retain the beauty and character of the County and that responsible stewardship by landowners is necessary to sustain these resources. This chapter is intended to discourage the premature removal of oak resources by establishing procedures and penalties for such removal. (Ord. 2903 §1 (part), 2008)

**9.24.020 Definitions.** For the purpose of this chapter, the definitions listed hereunder shall be construed as specified in this section. Any word or term not interpreted or defined by this chapter shall be used within a meaning of common or standard utilization.

- A. "dbh" is the acronym for "diameter at breast height" which means the tree stem diameter as measured 4.5 feet above the average ground level.
- B. "Oak canopy cover" means the area directly under the branches of the oak trees, defined as a percent of a given unit of land. Oak trees of any size are to be counted in calculating canopy cover.
- C. "Oak woodland" is a stand of native vegetation containing predominately California native oak species where the oak woodland canopy cover is 10% or greater in accordance with the California Board of Forestry and Fire Protection's definition that encompasses a minimum area of two (2) acres. To achieve a 10% oak woodland

canopy cover, the native vegetation stand must consist of two or more California native oak trees 5" or larger dbh and spaced less than 170' apart. The 10% oak woodland canopy cover applies to the individual stand of vegetation and not to the project site; consequently, the project site may have one or more oak woodlands on it.

- D. "Old growth oak" is any native oak tree that is 24" or greater dbh.
- E. "Project site" is a parcel or parcels of land on which a land development project is proposed. (Ord. 2903 §1 (part), 2008)

**9.24.030 Premature removal.** The removal of native oak trees meeting one or more of the criteria listed below from a project site within the five (5) years preceding the submittal of an application for a discretionary entitlement from the County of Tuolumne for a land development project on that site is deemed premature removal of oak trees:

- A. Removal of native oak trees resulting in a 10% or more ( $\geq 10\%$ ) average decrease in native oak canopy cover within an oak woodland;
- B. Removal of any old growth oak trees;
- C. Removal of any Valley Oak measuring 5" or greater in diameter at breast height (dbh). (Ord. 2903 §1 (part), 2008)

**9.24.040 Exemptions.** The following activities are exempt from the provisions of this chapter:

- A. Removal of native oak trees as part of a construction project for which a ministerial

permit, such as a building permit, or a discretionary entitlement, such as a tentative parcel map, has been issued or approved by the County of Tuolumne;

- B. Removal of native oak trees as part of a construction project for which a permit has been issued by a state agency, such as Caltrans or the Department of Fish and Game;
- C. Removal of native oak trees in conjunction with a timber harvest plan or other plan approved by the California Department of Forestry and Fire Protection;
- D. Removal of native oak trees for health and safety reasons, including, but not limited to, preventing interference with utility lines or eliminating the risk of a diseased or dying tree falling, subject to approval of the community development department;
- E. Removal of native oak trees in conjunction with a fire hazard reduction plan that has been approved by the fire prevention bureau and the community development department or that is consistent with the State of California's standards for fuel reduction around structures;
- F. Removal of native oak trees on land within an agricultural zoning district for the purpose of producing or processing plant or animal products for commercial purposes; or
- G. Silvicultural treatment to enhance the vitality of the oak woodland in accordance with a plan prepared by a qualified consultant or as otherwise approved by the California Department of Fish and Game.

(Ord. 2903 §1 (part), 2008)

**9.24.050 Mitigation required.** The loss of native oak trees or oak canopy due to premature removal shall be mitigated. The community development department may require an inventory of prematurely removed stems or canopy cover to determine the extent of the loss. The inventory shall be prepared by a resource professional with expertise in oak woodlands ecology who is on the list of qualified consultants maintained by the community development department. Resource professionals may include botanists, ecologists, wildlife biologists and foresters. The mitigation shall be in accordance with the measures provided in the Tuolumne County Biological Resources

Conservation Handbook. The property owner shall be responsible for any maintenance, monitoring, or reporting related to the required mitigation. The property owner shall be prohibited from obtaining any permit or entitlement under any provision of this code for the project site until the required mitigation for the premature removal of native oak trees has been implemented or a security agreement has been executed and a financial assurance submitted in accordance with Section 9.24.060 to guarantee the mitigation will be implemented. (Ord. 2903 §1 (part), 2008)

**9.24.060 Financial assurance and security agreement.** Where the mitigation required pursuant to Section 9.24.050 has not been implemented, prior to issuance of any permit or approval of any entitlement on the project site, a security agreement shall be signed by the owner of the project site to guarantee implementation, maintenance, monitoring or reporting of the mitigation measures for the premature removal of the oak trees required in accordance with Section 9.24.050 and a financial assurance shall be provided to the community development department to establish a source of funds for the county to abate any breach of the agreement by the property owner. The financial assurance shall be in an amount sufficient to cover the county's cost to fully implement, maintain, monitor and report on the mitigation for the premature removal of the oak trees as determined by the community development director and the financial assurance may be in the form of a letter of credit, certificate of deposit, or other security as approved by the community development director. The community development director shall be authorized to execute the security agreement on behalf of the county. At the end of any required maintenance or monitoring period, any funds remaining in the financial assurance shall be released to the property owner or his/her successors-in-interest as defined in the security agreement. (Ord. 2903 §1 (part), 2008)

**9.24.070 Penalties.** The premature removal of native oak trees or oak canopy shall be subject to the following penalties:

- A. The approval for an application for any discretionary entitlement on the project site may be withheld and deferred for a period of up to five (5) years; and
- B. Monetary fines may be imposed as high as three times any in-lieu fee established by the board of supervisors to mitigate impacts to native oaks or oak woodlands in accordance

with the mitigation program established in the Biological Resources Conservation Handbook. Any monetary fines collected shall be deposited in the Tuolumne County Oak Woodland Conservation Fund. The monetary fines shall be paid within sixty days of a determination that premature removal of oak trees has occurred on a project site. Whenever a monetary fine is not paid as required, a lien shall be created against the parcels that comprise the project site and processing of the application for the discretionary entitlement that was the basis for the determination that premature removal of oak trees has occurred on a project site shall be suspended until the fine has been paid in full. The property owner shall be prohibited from obtaining any permit or entitlement under any provision of this code for the project site until the applicable monetary penalty has been paid.

In determining the amount of the penalty, the community development director shall consider the following factors: (1) the seriousness and scope of the premature removal of oak trees; (2) the impact of the premature removal of oak trees on the community; (3) whether the property owner or applicant has previously been found responsible for premature removal of oak trees; and (4) any other factors that justice may require. (Ord. 2903 §1 (part), 2008)

**9.24.080 Determination of premature removal.** Within sixty days of receipt of an application for a discretionary entitlement, the community development director shall determine if premature removal of oak trees has occurred on a project site for which an application for a discretionary entitlement for a land development project has been submitted. The determination shall be set forth in writing and shall specify the reasons for the determination, the mitigation measures to be required, and the penalties to be imposed. The written determination that premature removal of oak trees has occurred on a project site shall be served on the property owner either in person or by registered mail. (Ord. 2903 §1 (part), 2008)

**9.24.090 Appeals.** If the applicant or property owner is dissatisfied with the determination of the community development director, he/she may, within fifteen (15) calendar days of the date of the determination, appeal to the board of supervisors. The appeal shall set forth in writing the reasons for the appeal and shall be submitted to the clerk of the board of supervisors. A copy of the appeal shall be

submitted to the community development department by the appellant. No fee shall be charged for such an appeal to the board of supervisors. Appeals not submitted in a timely manner will not be considered and will be returned. An appeal on any aspect of the determination of the community development director submits the entire determination to comprehensive (de novo) review by the board of supervisors. The clerk of the board shall schedule the matter for consideration by the board of supervisors within forty-five days of receipt of the appeal and shall mail or deliver notice to the owner of the project site or the owner's duly authorized agent and the applicant at least ten (10) days prior to the board of supervisors meeting at which the appeal will be considered. Within ninety days of receipt of the appeal, the board of supervisors shall determine if premature removal of oak trees has occurred on the site, what mitigation measures will be required and what penalties will be imposed. (Ord. 2903 §1 (part), 2008)

**9.24.100 Enforcement responsibility.** It shall be the duty of the community development director to enforce the provisions of this chapter. He/she may delegate part or all of such responsibility. (Ord. 2903 §1 (part), 2008)

**(6) COMMUNITY SIGNAGE DESIGN STANDARDS**

**ATTACHMENT 1**  
**TULARE COUNTY GENERAL PLAN POLICIES**

# COMMUNITY SIGNAGE DESIGN STANDARDS

## TULARE COUNTY GENERAL PLAN 2030 UPDATE POLICIES

### LAND USE ELEMENT

#### **LU-7.4 Streetscape Continuity**

The County shall ensure that streetscape elements (e.g., street signs, trees, and furniture) maintain visual continuity and follow a common image for each community.

#### **LU-7.8 Building Abatement**

The County shall continue its abatement program of assisting private property owners who are looking to remove unsightly trailers, signage, and trash. The County shall also focus on abatement of dilapidated buildings and structures.

### SCENIC LANDSCAPES ELEMENT

#### **SL-1.1 Natural Landscapes**

During review of discretionary approvals, including parcel and subdivision maps, the County shall as appropriate, require new development to not significantly impact or block views of Tulare County's natural landscapes. To this end, the County may require new development to:

1. Be sited to minimize obstruction of views from public lands and rights-of-ways,
2. Be designed to reduce visual prominence by keeping development below ridge lines, using regionally familiar architectural forms, materials, and colors that blend structures into the landscape,
3. Screen parking areas from view,
4. Include landscaping that screens the development,
5. Limit the impact of new roadways and grading on natural settings, and
6. Include signage that is compatible and in character with the location and building design.

#### **SL-1.2 Working Landscapes**

The County shall require that new non-agricultural structures and infrastructure located in or adjacent to croplands, orchards, vineyards, and open rangelands be sited so as to not obstruct important viewsheds and to be designed to reflect unique relationships with the landscape by:

1. Referencing traditional agricultural building forms and materials,
2. Screening and breaking up parking and paving with landscaping, and
3. Minimizing light pollution and bright signage.

#### **SL-2.2 Gateways to the Sequoias**

The County shall ensure that the "gateway highways" (State Highway 190 and State Highway 198) to the Sequoias feature the County's unique history and scenery by:

1. Maintaining the rural character of roadway rights-of-ways, highway signage, and related roadway and structure design,
2. Protecting primary viewsheds from development,

3. Prohibiting development of highway commercial projects that do not respond to their physical or cultural context, and
4. Featuring the community centers/main streets of the gateway communities of Three Rivers and Springville.

#### **SL-2.4 New Billboards**

Unless superseded by State law, the County shall prohibit billboards and other forms of off-site advertising along State scenic highways, County scenic routes, and within areas designated for agriculture and open space.

#### **SL-2.5 Billboard Removal**

The County shall seek to reduce the number of billboards along State scenic highways and County scenic routes.

#### **SL-2.6 Billboard Placement**

The County shall control the placement of billboards throughout the unincorporated County to preserve.

#### **SL-4.2 Design of County Roads**

The County's reinvestment in rural County roads outside urban areas should, in addition to meeting functional needs and safety needs, preserve the experience of traveling on the County's "country roads" by:

1. Maintaining narrow as possible rights-of-ways,
2. Limiting the amount of curbs, paved shoulders, and other "urban" edge improvements,
3. Preserving historic bridges and signage, and
4. Promote County road safety by identifying appropriate areas for traffic pull-out.

### **PUBLIC FACILITIES AND SERVICES ELEMENT**

#### **PFS-7.3 Visible Signage for Roads and Buildings**

The County shall strive to ensure all roads are properly identified by name or number with clearly visible signs.

### **FOOTHILL GROWTH MANAGEMENT PLAN**

#### **FGMP-1.7 Commercial Recreation**

The County shall encourage commercial recreation uses near unique natural features, thus enabling the visiting public to enjoy the recreational and visual amenities the area has to offer. Criteria for the location and approval of commercial recreation are as follows:

1. The use shall have access from a State Highway,
2. The use shall meet the policies and development standards of the FGMP,
3. The use shall not detract from the visual amenities of the foothills. Landscaping, sufficient setback distances, and well designed buildings and signs are tools that shall be used to protect the visual environment, and
4. Proposed commercial recreation shall be consistent with uses outlined in the Planned Development-Foothill Zone.

**(7) COMMUNITY NOISE**

**ATTACHMENT 1  
TULARE COUNTY GENERAL PLAN POLICIES**

# COMMUNITY NOISE

## TULARE COUNTY GENERAL PLAN 2030 UPDATE POLICIES

### LAND USE ELEMENT

#### **LU-1.3 Prevent Incompatible Uses**

The County shall discourage the intrusion into existing urban areas of new incompatible land uses that produce significant noise, odors, or fumes.

#### **LU-3.6 Project Design**

The County shall require residential project design to consider natural features, noise exposure of residents, visibility of structures, circulation, access, and the relationship of the project to surrounding uses. Residential densities and lot patterns will be determined by these and other factors. As a result, the maximum density specified by General Plan designations or zoning for a given parcel of land may not be attained.

### SCENIC LANDSCAPES ELEMENT

#### **SL-4.1 Design of Highways**

The County shall work with Caltrans and Tulare County Association of Governments (TCAG) to ensure that the design of State Highway 99 and other State Highways protects scenic resources and provides access to vistas of working and natural landscapes by:

1. Limiting the construction of sound walls that block views of the County's landscapes (incorporate setbacks to sensitive land uses to avoid noise impacts whenever feasible),
2. Using regionally-appropriate trees and landscaping and incorporating existing landmark trees,
3. Preserving historic and cultural places and vistas,
4. Avoiding excessive cut and fill for roadways along State scenic highways and County scenic routes, and along areas exposed to a large viewing area, and
5. Promote highway safety by identifying appropriate areas for traffic pull-outs and rest areas.

### HEALTH AND SAFETY ELEMENT

#### **HS-8.1 Economic Base Protection**

The County shall protect its economic base by preventing the encroachment of incompatible land uses on known noise-producing industries, railroads, airports, and other sources.

#### **HS-8.2 Noise Impacted Areas**

The County shall designate areas as noise-impacted if exposed to existing or projected noise levels that exceed 60 dB Ldn (or Community Noise Equivalent Level (CNEL)) at the exterior of buildings.

**HS-8.3 Noise Sensitive Land Uses**

The County shall not approve new noise sensitive uses unless effective mitigation measures are incorporated into the design of such projects to reduce noise levels to 60 dB Ldn (or CNEL) or less within outdoor activity areas and 45 dB Ldn (or CNEL) or less within interior living spaces.

**HS-8.4 Airport Noise Contours**

The County shall ensure new noise sensitive land uses are located outside the 60 CNEL contour of all public use airports.

**HS-8.5 State Noise Standards**

The County shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code (UBC). Title 24 requires that interior noise levels not exceed 45 dB Ldn (or CNEL) with the windows and doors closed within new developments of multi-family dwellings, condominiums, hotels, or motels. Where it is not possible to reduce exterior noise levels within an acceptable range the County shall require the application of noise reduction technology to reduce interior noise levels to an acceptable level.

**HS-8.6 Noise Level Criteria**

The County shall ensure noise level criteria applied to land uses other than residential or other noise-sensitive uses are consistent with the recommendations of the California Office of Noise Control (CONC).

**HS-8.7 Inside Noise**

The County shall ensure that in instances where the windows and doors must remain closed to achieve the required inside acoustical isolation, mechanical ventilation or air conditioning is provided.

**HS-8.8 Adjacent Uses**

The County shall not permit development of new industrial, commercial, or other noise-generating land uses if resulting noise levels will exceed 60 dB Ldn (or CNEL) at the boundary of areas designated and zoned for residential or other noise-sensitive uses, unless it is determined to be necessary to promote the public health, safety and welfare of the County.

**HS-8.9 County Equipment**

The County shall strive to purchase equipment that complies with noise level performance standards set forth in the Health and Safety Element.

**HS-8.10 Automobile Noise Enforcement**

The County shall encourage the CHP, Sheriff's office, and local police departments to actively enforce existing sections of the California Vehicle Code relating to adequate vehicle mufflers, modified exhaust systems, and other amplified noise.

**HS-8.11 Peak Noise Generators**

The County shall limit noise generating activities, such as construction, to hours of normal business operation (7 a.m. to 7 p.m.). No peak noise generating activities shall be allowed to occur outside of normal business hours without County approval.

**HS-8.12 Foothill and Mountain Noise**

For areas designated by Tulare County as being within Foothill and Mountain Planning Areas and outside Foothill Development Corridors, the hourly Leq resulting from the development or new noise-sensitive land uses or new noise-generating sources shall not exceed 50 dB during the day (7:00 a.m.-10:00 p.m.) or 40 dB during the night (10:00 p.m.-7:00 a.m.) when measured at the boundary of areas containing or planned and zoned for residential or other noise-sensitive land uses. For these same areas and under the same circumstances, the maximum A-weighted noise level (Lmax) shall not exceed 70 dB during the day or 60 dB during the night.

**HS-8.13 Noise Analysis**

The County shall require a detailed noise impact analysis in areas where current or future exterior noise levels from transportation or stationary sources have the potential to exceed the adopted noise policies of the Health and Safety Element, where there is development of new noise sensitive land uses or the development of potential noise generating land uses near existing sensitive land uses. The noise analysis shall be the responsibility of the project applicant and be prepared by a qualified acoustical engineer (i.e., a Registered Professional Engineer in the State of California, etc.). The analysis shall include recommendations and evidence to establish mitigation that will reduce noise exposure to acceptable levels (such as those referenced in Table 10-1 of the Health and Safety Element).

**HS-8.14 Sound Attenuation Features**

The County shall require sound attenuation features such as walls, berming, heavy landscaping, between commercial, industrial, and residential uses to reduce noise and vibration impacts.

**HS-8.15 Noise Buffering**

The County shall require noise buffering or insulation in new development along major streets, highways, and railroad tracks.

**HS-8.16 State Noise Insulation**

The County shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code.

**HS-8.17 Coordinate with Caltrans**

The County shall work with Caltrans to mitigate noise impacts on sensitive receptors near State roadways, by requiring noise buffering or insulation in new construction.

**HS-8.18 Construction Noise**

The County shall seek to limit the potential noise impacts of construction activities by limiting construction activities to the hours of 7 am to 7pm, Monday through Saturday when construction activities are located near sensitive receptors. No construction shall occur on Sundays or national holidays without a permit from the County to minimize noise impacts associated with development near sensitive receptors.

**HS-8.19 Construction Noise Control**

The County shall ensure that construction contractors implement best practices guidelines (i.e. berms, screens, etc.) as appropriate and feasible to reduce construction-related noise-impacts on surrounding land uses.

## HOUSING ELEMENT

**Housing Policy 3.17** Discourage developments of residential housing units in areas with high noise levels, as determined by State Noise Standards, or require mitigation measures to diminish the effects.

**(8) GATEWAY COMMUNITY CONCEPTS INCLUDING VISUAL  
COMMUNITY DESIGN**

**ATTACHMENT 1  
TULARE COUNTY GENERAL PLAN POLICIES**

# **GATEWAY COMMUNITY CONCEPTS INCLUDING VISUAL COMMUNITY DESIGN**

## **TULARE COUNTY GENERAL PLAN 2030 UPDATE POLICIES**

### **LAND USE ELEMENT**

#### **LU-2.3 Open Space Character**

The County shall require that all new development requiring a County discretionary approval, including parcel and subdivision maps, be planned and designed to maintain the scenic open space character of open space resources including, but not limited to, agricultural areas, rangeland, riparian areas, etc., within the 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 hilltops, hillsides, ridgelines, steep slopes, and canyons.

#### **LU-5.2 Industrial Park Developments**

The County shall encourage the development of visually attractive, well-landscaped, and carefully-planned industrial parks in areas with suitable topography and adequate infrastructure.

#### **LU-5.3 Storage Screening**

The County shall require adequate landscaping and screening of industrial storage areas to minimize visual impacts and enhance the quality of the environment.

#### **LU-7.10 Gateways/Entry-points**

The County shall identify key entry points on the edges of the communities and support programs and projects that enhance gateways and transitional zones between communities to make each community more distinctive and inviting for residents and visitors.

#### **LU-7.2 Integrate Natural Features**

The County shall emphasize each community's natural features as the visual framework for new development and redevelopment.

#### **LU-7.4 Streetscape Continuity**

The County shall ensure that streetscape elements (e.g., street signs, trees, and furniture) maintain visual continuity and follow a common image for each community.

#### **LU-7.6 Screening**

The County shall require landscaping to adequately screen new industrial uses to minimize visual impacts.

**LU-7.9 Visual Access**

The County shall require new development to maintain visual access to views of hillsides, creeks, and other distinctive natural areas by regulating building orientation, height, and bulk.

**ECONOMIC DEVELOPMENT ELEMENT**

**ED-5.8 Foothill Gateways**

The County shall encourage the identification and development of additional recreational opportunities in the foothills and other areas where there are “gateway opportunities”.

**ED-5.14 Interagency Cooperation**

The County shall cooperate with federal land management agencies to develop and promote Three Rivers and Springville as gateway communities.

**SCENIC LANDSCAPES ELEMENT**

**SL-1.1 Natural Landscapes**

During review of discretionary approvals, including parcel and subdivision maps, the County shall as appropriate, require new development to not significantly impact or block views of Tulare County’s natural landscapes. To this end, the County may require new development to:

1. Be sited to minimize obstruction of views from public lands and rights-of-ways,
2. Be designed to reduce visual prominence by keeping development below ridge lines, using regionally familiar architectural forms, materials, and colors that blend structures into the landscape,
3. Screen parking areas from view,
4. Include landscaping that screens the development,
5. Limit the impact of new roadways and grading on natural settings, and
6. Include signage that is compatible and in character with the location and building design.

**SL-1.3 Watercourses**

The County shall protect visual access to, and the character of, Tulare County’s scenic rivers, lakes, and irrigation canals by:

1. Locating and designing new development to minimize visual impacts and obstruction of views of scenic watercourses from public lands and right-of-ways, and
2. Maintaining the rural and natural character of landscape viewed from trails and watercourses used for public recreation.

**SL-2.2 Gateways to the Sequoias**

The County shall ensure that the “gateway highways” (State Highway 190 and State Highway 198) to the Sequoias feature the County’s unique history and scenery by:

1. Maintaining the rural character of roadway rights-of-ways, highway signage, and related roadway and structure design,
2. Protecting primary viewsheds from development,
3. Prohibiting development of highway commercial projects that do not respond to their physical or cultural context, and

4. Featuring the community centers/main streets of the gateway communities of Three Rivers and Springville.

#### **SL-3.1 Community Centers and Neighborhoods**

The County shall support investments in unincorporated communities and hamlets to improve the image, quality of urban infrastructure, amenities, and visual character by:

1. Encouraging restoration of existing historic buildings and developing new buildings that reflect the local culture and climate,
2. Creating or enhancing overall community design frameworks with a hierarchy of connected block and street patterns, open spaces, town centers, neighborhoods, and civic facilities,
3. Reducing the need for sound-walls and gated neighborhoods by having residential and non-residential uses interface along streets and open spaces (not adjoining property lines) and locating residential uses on local-serving streets,
4. Planning residential development as interconnected neighborhoods with definable social and physical centers that incorporate parks, schools, and commercial services,
5. Enhancing the comfort and scenic experience of transit riders, cyclists, and pedestrians, and
6. Developing open spaces, streets, and pedestrian facilities that include landscaping and streetscaping that improve the image of the community and make it a more comfortable pedestrian environment.

#### **SL-3.2 Urban Expansion–Edges**

The County shall design and plan the edges and interface of communities with working and natural landscapes to protect their scenic qualities by:

1. Maintaining urban separators between cities and communities,
2. Encouraging cities to master plan mixed-density neighborhoods at their edges, locating compatible lower density uses adjacent to working and natural landscapes, and
3. Protecting important natural, cultural, and scenic resources located within areas that may be urbanized in the future.

#### **SL-3.3 Highway Commercial**

The County shall require highway commercial uses to be located and designed to reduce their visual impact on the travel experience along State scenic highways and County scenic routes by:

1. Encouraging commercial development to locate in existing communities and hamlets,
2. Designing highway commercial areas as an extension of community street patterns and vernacular design traditions, allowing the individual personalities of each community to extend to the highway edge, and
3. Discouraging development of frontage roads consistent with commercial strips except when consistent with regional growth corridor and community plans.

#### **SL-3.4 Planned Communities**

If planned communities are allowed, the County shall require that they are designed to minimize visual impact on scenic working and natural landscapes by:

1. Avoiding development along ridgelines and other highly visible locations,
2. Siting development in a manner that reduces the visibility of new development,
3. Mitigating light pollution on night sky conditions,
4. Utilizing architectural and site planning concepts that appropriately reflect local climate and site conditions, and
5. Integrating cultural, architectural, and historic resources into their plans.

**SL-4.1 Design of Highways**

The County shall work with Caltrans and Tulare County Association of Governments (TCAG) to ensure that the design of State Highway 99 and other State Highways protects scenic resources and provides access to vistas of working and natural landscapes by:

1. Limiting the construction of sound walls that block views of the County's landscapes (incorporate setbacks to sensitive land uses to avoid noise impacts whenever feasible),
2. Using regionally-appropriate trees and landscaping and incorporating existing landmark trees,
3. Preserving historic and cultural places and vistas,
4. Avoiding excessive cut and fill for roadways along State scenic highways and County scenic routes, and along areas exposed to a large viewing area, and
5. Promote highway safety by identifying appropriate areas for traffic pull-outs and rest areas.

**SL-4.2 Design of County Roads**

The County's reinvestment in rural County roads outside urban areas should, in addition to meeting functional needs and safety needs, preserve the experience of traveling on the County's "country roads" by:

1. Maintaining narrow as possible rights-of-ways,
2. Limiting the amount of curbs, paved shoulders, and other "urban" edge improvements,
3. Preserving historic bridges and signage, and
4. Promote County road safety by identifying appropriate areas for traffic pull-out.

**SL-4.3 Railroads and Rail Transit**

The County shall encourage rail infrastructure for freight and passenger service to be planned and designed to limit visual impacts on scenic landscapes by:

1. Concentrating infrastructure in existing railroad rights-of-ways,
2. Avoiding additional grade separated crossings in viewshed locations, and
3. Using new transit stations supporting rail transit as design features in existing and future core community areas.

**ENVIRONMENTAL RESOURCES MANAGEMENT ELEMENT**

**ERM-5.19 Interagency Cooperation**

The County shall cooperate with Federal land management agencies to develop and promote the establishment of Three Rivers and Springville as gateway communities.

**FOOTHILL GROWTH MANAGEMENT PLAN**

**FGMP-1.5 Preserving Visual Resources**

The County shall encourage new development be designed in a manner that preserves the visual quality of the foothill setting by encouraging the use of curvilinear streets, vegetation reestablishment on cuts and fills, cluster development, and housing site locations that blend into the landscape rather than becoming a focal point.

**FGMP-6.1 Preservation of Scenic Highways**

The County shall ensure that the visual qualities of State Highways 190 and 198 and County scenic routes are maintained and protected against obtrusive development improvements.

**FGMP-6.2 Identification of Scenic Highways**

The County shall continue to seek and identify County routes, which due to their scenic and rural characteristics, should receive a County "scenic routes" designation.

**FGMP-6.3 Development Along Scenic Highways**

The County shall require that development along all scenic highways and routes meet the development standards of the FGMP.

**FGMP-6.4 Development Within Scenic Corridors**

The County shall require that projects located within a scenic corridor be designed in a manner, which does not detract from the visual amenities of that thoroughfare. The County shall support through the use of its authority and police powers, the design of infrastructure that minimizes visual impacts to surrounding areas by locating roadways in areas that minimize the visual impact on rural and natural places whenever feasible.

**FGMP-6.5 Cluster Development**

The County shall encourage projects proposed on lands within a scenic corridor with a non-agricultural or non-open space land use designation, to use a cluster development concept. Appropriate land uses for the open space areas shall include, but will not be limited to, public or private open space, wildlife habitat or agriculture.

**ATTACHMENT 2  
TOWN OF PARADISE GATEWAY POLICIES  
(BUTTE COUNTY)**



### **OPEN SPACE AND GROWTH MANAGEMENT**

*Open space policies assist in influencing General Plan land use designations and future zoning classifications. Severely constrained lands are to be designated and zoned for open space, agriculture or low density rural residential use.*

**OCEG - OPEN SPACE/CONSERVATION/  
ENERGY GOAL**  
**OCEO - OPEN SPACE/CONSERVATION/  
ENERGY OBJECTIVE**  
**OCEP - OPEN SPACE/CONSERVATION/  
ENERGY POLICY**  
**OCEI - OPEN SPACE/CONSERVATION/  
ENERGY IMPLEMENTATION MEASURE**

### **Goals**

- OCEG-1** Improve the aesthetic appearance of the open areas within the primary and secondary study areas, particularly the entrances to the town.
- OCEG-2** Create an open space system in the Paradise region adequate to serve the needs of the community.
- OCEG-3** Preserve open space as necessary to protect the public health, safety and welfare, and to maintain the rural character of the community.
- OCEG-4** Increase the amount of open space, recreational opportunities and services in the community over the next fifteen years.

### **Gateways and Scenic Highway Corridors**

The form and character of the Town of Paradise is primarily distinguished by what one views from its streets. A sense of entry occurs at "gateways" along Paradise's main roads. Each gateway contributes importantly to the town's identity.

The intent of formally establishing and regulating development within the gateways is to preserve and enhance the visual setting along the entryways to the town. It is hoped that by establishing standards for land use and development in the gateway areas, the unique environmental setting will be preserved, and will contribute to the overall evolution of the identity and sense of place of the town. Gateway areas are identified and depicted on the *Land Use Diagram* as follows:

- An area approximately 2,000 feet in circumference along the lower Skyway in the vicinity of the southern Sphere of Influence boundary.
- An area approximately 2,000 feet in circumference along lower Clark Road (Highway 191) in the vicinity of the southern Sphere of Influence boundary.
- An area approximately 2,000 feet in circumference along lower Pentz Road in the vicinity of the southern Sphere of Influence boundary.
- An area approximately 2,000 feet in circumference along lower Neal Road in the vicinity of the southern sphere of influence boundary.

The intent of establishing scenic highway corridors is to preserve the important scenic and visual resources of those areas along major streets within the town and the Sphere of Influence. It is hoped that by designating scenic corridors and implementing land use and development standards for these areas, the visual experience of driving these stretches of road will be preserved and enhanced. Scenic corridors link and



branch off of the gateways, extending into, and in the case of Pentz Road, through the town. Scenic highway corridors are identified and depicted on the *Land Use Diagram* as follows:

- A corridor extending 150 feet from the centerline of the public road right-of-way, encompassing the Skyway between the current western Sphere of Influence line and Neal Road.
- A corridor extending 100 feet from the centerline of the public road right-of-way, encompassing Pentz Road between the current southern Sphere of Influence line and its intersection with the Skyway at the northern town limits.
- A corridor extending 150 feet from the centerline of the public road right-of-way, encompassing Clark Road between the current southern Sphere of Influence line to the southern town limits.
- A corridor extending 100 feet from the borders of the public road right-of-way, along Honey Run Road between the current western Sphere of Influence line and the southwestern town limits.
- A corridor extending sixty feet from the centerline of the public road right-of-way embodying Neal Road between the current southern sphere of influence line to its intersection with the Skyway.

*Gateways and scenic highway corridors contribute to the local quality of life for residents, and to the town's tourism potential.*

### Objectives

- OCEO-1 Protect and enhance the gateway and scenic corridors that escort people into Paradise.

- OCEO-2 Promote establishing protection and enhancement of gateway areas and designated scenic corridors by both Butte County and the State of California.

### Policies

- OCEP-1 Pentz Road and State Highway 191 between the south town limits and the southern boundary of the secondary planning area shall be designated as scenic highways.
- OCEP-2 The Skyway between the southwest town limits and the westerly boundary of the secondary planning area shall be designated a scenic highway.
- OCEP-3 In making land use decisions concerning development within identified gateway and scenic highway corridors, the town shall recognize that the unique natural features such as the trees, dramatic canyons and varied topography are an integral part of Paradise's community character.
- OCEP-4 New billboards exceeding 100 square feet in size shall not be permitted within town limits. No new billboards shall be permitted within designated gateways or scenic highway corridors.
- OCEP-5 The town shall strive to locate new buildings and other structures, including utility lines, that would otherwise block vistas or degrade the natural landscape, outside of scenic view corridors.
- OCEP-6 Natural vegetation should be maintained within gateway and scenic highway corridor areas.



### Implementation Measures

- OCEI-1 Prepare and adopt land use regulations and development standards intended to maintain the integrity of the scenic highway designation for Pentz Road, lower Skyway and state Highway 191.
- OCEI-2 Locate transmission and utility lines in designated gateways or scenic highway corridors where they may be concealed by vegetation or topographical features.
- OCEI-3 Amend the zoning ordinance to prohibit new billboards exceeding 100 square feet in size within the town limits, and to provide that signs within designated gateways or scenic highway corridors shall not exceed nine (9) square feet maximum for residential uses and one-hundred (100) square feet maximum for commercial or community service uses. Signs will not extend above the roof line of any onsite building, nor shall they be placed on the roof of any building. Future commercial and/or community service signs to be located within designated gateways or scenic highway corridors shall be subject to the Town of Paradise Design Guidelines.

### Land Acquisition and Local Park Enhancement

A primary goal of the *Open Space Element* is to add to the existing stock of open space and recreational land within the primary and secondary planning areas over the next fifteen years. The success in reaching this goal will depend upon a number of factors, which include, but are not limited to the following:

- A strong and committed relationship between the County of Butte, the Paradise Planning Commission, Town Council, and Paradise Recreation and Park District. The Paradise Unified School District and Paradise Irrigation District may also play key roles.

- The will of the citizenry, and their commitment toward helping to support and create more open space and recreational lands in and around Paradise.
- The plight of the current state financial situation, its impact upon the town and local special districts, and the resulting availability of grant monies and other funding opportunities.
- The creativity and commitment of land owners and developers in designing projects that will provide needed open space, and/or will seriously contribute to the goals of increasing open space and recreational lands in and around Paradise.
- The creativity and commitment of decision makers, staff, and the citizenry in exploring and implementing land acquisition strategies and techniques well before the town approaches build out levels, and viable opportunities are lost.

*Criteria for designating areas as potential future parkland/open space on the General Plan land use map:*

- *Geographic continuity and a balance with existing parkland facilities.*
- *Areas with "usable" lands: minimal constraints.*
- *Areas with vacant and available land.*

The following objectives, policies and implementation measures are intended to guide the community towards increasing the amount of open space in and around Paradise to adequately serve the needs of the citizenry.

**ATTACHMENT 3**  
**CITY OF FORT BRAGG GATEWAYS POLICIES**  
**(Mendocino County)**

Program CD-2.5.2: Locate an area where a pocket park or a small plaza could be established for public gatherings, street fairs, concerts, and similar outdoor public events.

**Goal CD-3 Create attractive entryways to the City.**

Policy CD-3.1 Entryways: Clearly define the points of entry to the City through the use of distinctive signs, lighting, and landscaping.

Program CD-3.1.1: Maintain distinctive signs placed in a landscaped area at the south entryway at Highway 20/Highway One and at the north entryway on Highway One at the City Limits.

Policy CD-3.2 Gateway Development: Encourage a higher quality of development at the City's gateways.

Program CD-3.2.1: Consider adopting the following standards for Gateway Developments in the Citywide Design Standards:

- Define gateway development as development located South of the Noyo Harbor Bridge or North of the Pudding Creek Bridge.
- Gateway development should not detract from views to the ocean.
- Signage should be modest in scale and should not block the viewshed.
- Significant landscaping shall be installed to reinforce the transition from a wilderness environment to an urban environment in gateway development. Landscaping should include trees and drought tolerant plants. Lawns are discouraged.
- Site design should include open space around the periphery of the gateway development to reinforce the transitional quality of the area.
- Site design should include installation of bike lanes and sidewalks.
- Gateway development should model Green Building techniques and materials.



*Fort Bragg Gateway Welcome Sign*

**Goal CD-4 Improve the appearance and effectiveness of parking facilities.**

Policy CD-4.1 Parking Location: Wherever feasible, locate parking facilities to the rear of the development so that the building facade is contiguous with the street frontage, and parking areas are hidden from the street.

**Goal CD-5 Use lighting to create a sense of security and to provide cohesion to the physical structure of the community.**

Policy CD-5.1 Security: Establish standards to ensure that on-site lighting is adequate to provide security while not producing excessive glare.

Policy CD-5.2 Lighting Design Review Guidelines: Apply lighting design guidelines in the Citywide Design Guidelines and the City's Zoning Ordinance.

Policy CD-5.3: Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) shall be minimized, restricted to low intensity fixtures, and shielded so that no light shines beyond the boundary of the property.

**Goal CD-6 Preserve cultural and historic resources.**

Policy CD-6.1 Protect and Preserve Buildings and Sites with Historic and Cultural Significance to the Community:



*124 Laurel Street: A historically significant structure in the Central Business District*

Program CD-6.1.1: Encourage property owners to list their buildings in the Historic Building Inventory.

Program CD-6.1.2: Approve building permits using the State Historic Building Code, as appropriate.

Program CD-6.1.3: Establish incentives for the preservation and restoration of historic buildings and sites. Consider the following incentives: low interest loans for rehabilitation consistent with the original character of historic buildings, tax incentives for the preservation of historic structures, including the use of Mills Act preservation contracts, and awards or grants for the preservation and protection of historic buildings and those with cultural significance.

Program CD-6.1.4: Consider adopting an "Affirmative Maintenance" ordinance for buildings in commercial land use designations.

Program CD-6.1.5: Establish a procedure whereby property owners may initiate a program for preservation of historic structures within their neighborhood.

Policy CD-6.2 Discourage Demolitions: Discourage the demolition of historic buildings.

Program CD-6.2.1: Require archival research to determine the cultural and historic significance of buildings proposed for demolition, paid for by the project proponent.

Policy CD-6.3 Public Awareness: Increase public awareness and appreciation of the City's cultural and historic resources.

Program CD-6.3.1: Work with the Fort Bragg-Mendocino Coast Historical Society to increase public awareness concerning the importance of historic preservation and the location of significant and protected structures in the City.

Program CD-6.3.2: Prepare a public information package describing available programs for property owners to restore and rehabilitate historic structures, including information on tax incentives.

Program CD-6.3.3: Support the activities of the Fort Bragg-Mendocino Coast Historical Society.



*Guest House Museum, Main Street*

**Goal CD-7 Support Public Art and Open Space.**

Policy CD-7.1 Public Art: Encourage the provision of murals, fountains, sculptures, and other forms of public art in public spaces and parks.

Program CD-7.1.1: Consider adopting a One-Percent for Art Program which would require one percent of the cost of construction of new public buildings and facilities to be allocated for public art.

Program CD-7.1.2: Consider implementing an ongoing outdoor sculpture exhibit adjacent to City Hall and/or in other locations, with an emphasis on supporting and showcasing local artists and reflecting the cultural life of the community.



*Mural at Company Store*

Policy CD-7.2 Provide Public Open Spaces: Encourage the development of public open spaces for gatherings and fairs in commercial areas of the City.

Program CD-7.2.1: Consider the purchase of appropriate locations for public open space and the enhancement of existing public spaces to accommodate community gatherings.

Program CD-7.2.2: Encourage the inclusion of public open spaces in new commercial development that is sufficiently large to accommodate such uses.

**ATTACHMENT 4**  
**CITY OF VACAVILLE GATEWAYS PLAN**  
**(Solano County)**



# CITY GATEWAYS PLAN

ADOPTED BY THE  
VACAVILLE CITY COUNCIL

October 26, 1999

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## I. Introduction

The Vacaville General Plan acknowledges the importance of the how the City looks and how it is perceived by both residents and visitors. The General Plan specifically directs that the City take steps to improve the way the City looks from the gateways to the City:

**Guiding Policy 2.1-67 "Develop standards for entry points to the City, including landscape design and a coherent signage design."**

It is common to hear first-time visitors say, when they first tour the City away from the freeway corridor, that they did not know that Vacaville was such an attractive and well-planned community. Reality is that the City does not look its best when viewed from the freeways.

This City Gateways Plan outlines a comprehensive program to dramatically improve the way the City of Vacaville is perceived from the freeway over a period of ten years. This would be accomplished by creating a more attractive and unique visual experience for travelers along Interstate Highways I-80 and I-505 as they pass through the City. It is intended to result in maximized benefits at minimum cost by channeling existing and otherwise anticipated resources in a coordinated and consistent direction.

This Plan will serve as the City's official guide to direct relevant aspects of public and private development activity adjoining the two freeways. It directs initial follow-up actions by the City of Vacaville and envisions the staged implementation of the Plan's concepts as public improvement projects and private development occur in the future.

The City Gateways Plan generally focuses on the area between the Lagoon Valley Road and Leisure Town Road Interchanges on I-80 and south of the Midway Road Interchange on I-505. The Project Area extends about one hundred feet back from the freeway right-of-way line. Figure 1 generally depicts the Project Area. Most of the area east of Leisure Town Road was not included because the City has not planned any substantive infrastructure or development for that area. If the City changes its General Plan to provide for development of this area in the future, this Plan should be modified to include the freeway corridor east of Leisure Town Road.

- A. **Project Background** - The City Gateways Project was initiated by the Vacaville City Council as an Action Plan element of their first Strategic Plan, in March of 1998. The stated goal of the Project was to "improve key entrances into the community." It was intended to improve the aesthetic and functional appearance of the City, as viewed from the two freeways that traverse the City. The Project included three phases. The first phase was the negotiation of a Billboard Relocation Agreement with Eller Media Company. The Agreement, which was approved in the fall of 1998, provided for the removal of older, unattractive billboards in highly visible locations, and the replacement of those signs with new billboards outside of the developed area of the City. The Agreement resulted in a net



reduction of three billboard faces and the provision of two large City identification (ID) signs at no cost to the City. The ID signs will serve to identify the City along I-80 and also publicize community events. The signs feature the City seal and a changeable copy display that will automatically depict three different messages. The first of the two signs became operational in July of 1999 near the Leisure Town Road Interchange. The second ID sign is anticipated to be installed in the fall of 1999, pending acquisition of the site for the sign.

The second phase of the Project was the development of this City Gateways Plan for the improvement of the City's visual appearance from Interstate I-80 and I-505. The Plan was to provide direction for future public and private improvements along the freeway corridors to maximize the attractiveness of the community and make it easier for visitors to take advantage of the services and opportunities offered in the City.

The third phase will involve the implementation of the adopted Plan through the preparation of improvement details, adoption of follow-up development regulations, construction of public improvements to effect the desired changes, and the review of private development projects to ensure compliance with the provisions of the Plan. It is anticipated that public improvements directed by the Plan will occur over a multi-year period as funding and opportunities arise. Likewise, private development in accordance with the standards of the Plan is expected to occur over many years.

- B. Project Objectives** - How a community looks says a great deal about how well it functions and how the community feels about itself. A visually attractive city is considered to be a community that is well organized, highly functional, and offers a high quality of life. An attractive community conveys a positive image and is a source of community pride. As residents of Vacaville, we may believe our City is all of these things, but it is important that we view the situation objectively and test whether the view from our freeways actually gives that impression.

Every day approximately 120,000 vehicles pass through the City of Vacaville on Interstate 80. To a substantial degree, the view that these travelers see from the highways determines their perception of the City of Vacaville. For many people who do not visit our City regularly, this perception of Vacaville is reality. This perception also helps to shape many individual, economic decisions in regard to our community. These decisions include:

- **Whether to shop, dine or stay in Vacaville**
- **Whether to locate jobs-generating or retail uses in Vacaville**
- **Whether to invest in projects in Vacaville**

Given this reality, it is important that the community "put its best foot forward" along the freeways. This involves identifying the City effectively, directing visitors to key uses, making key entrances more attractive, improving or screening unattractive areas, and ensuring that new uses meet appropriate design standards. In other words, conveying a consistent and positive message about what kind of community Vacaville is and how well it functions. This Project involved determinations about aesthetics and

how we feel about our own community, but it is recognized that how the community looks to the outside world can also have a substantial impact on our economic development efforts. As this Plan was developed, specific objectives were identified in order to directly and maximize the benefits of the Project. The objectives of the City Gateways Plan were established as follows:

- ◆ Building civic pride and enhancing visual enjoyment for residents.
- ◆ Projecting a better image for the City to freeway travelers by creating an attractive and unique visual experience.
- ◆ Making the City more inviting and accessible to shoppers and investors.
- ◆ Directing coordinated public improvements to the freeway right-of-way.
- ◆ Enhancing development standards to contribute to the visual improvement of the area.
- ◆ Stimulating increased interaction and cooperation with Caltrans and other agencies involved with the freeway corridor.
- ◆ Planning for low-maintenance and low water use improvements consistent with the City's resources.
- ◆ Developing a plan for ongoing capital and maintenance funding.

C. **Development of the Plan** - The City Council approved the constitution of a ten-member City Gateways Advisory Committee that included individuals directly appointed by Council members as well as representatives from the Planning Commission, the Cultural Arts Advisory Committee, the local business community, local design professionals, and City design and maintenance staff. The Committee's role was to serve as an ad hoc body to provide direction, expertise and community input for the Project.

The Committee reviewed the existing situation along the freeways in Vacaville and other communities, evaluated existing development standards, and reviewed City and Caltrans plans for capital improvements. They then discussed ways to improve the City's image from the freeways and developed the concepts that are included in this report. The Committee reviewed this report in the draft stage and recommended a final draft to the Planning Commission and City Council for adoption.

## II. Evaluation of the Existing Situation

The City Gateways Advisory Committee took the opportunity to look objectively at the City from Interstate 80 and 505 and evaluate the visual impression that is generated. It also evaluated the City's plans and standards for future improvements and development. The following section summarizes the observations and determinations made by the Committee.

**A. Existing Visual Conditions** - The following simulated visual trips through Vacaville, along the freeways, highlight the impressions that a traveler may take from a trip through Vacaville today. The impressions are intended to be critical and devoid of local perspective and sensitivities to give a picture of how a discriminating non-resident might view Vacaville. They may be more negative than those of residents who see the area often and understand some of the reasons behind the existing situation. It is recognized that many factors have dictated the City's existing look; but, positive and negative, this is our point of beginning. Editorial comments to the visual experience are shown in parenthesis.

- 1. The Visual Experience along I-80 from West to East** - The Vacaville area is first seen as the traveler moves up a grade and experiences an attractive and pronounced physical gateway through the southerly extension of the Vaca Mountains which separate Vacaville from Fairfield. There is, however, nothing other than the standard city limit sign to tell you that you are in Vacaville. The initial view is across the open pastoral scene of Lagoon Valley to Lagoon Valley Lake and the ridgeline that forms the backdrop to the east and south. A large Eucalyptus row draws your attention and there is currently little to suggest that the area is part of an urbanized area (it is recognized that this view will change greatly in the future as the Lower Lagoon Valley is developed).

The traveler next experiences the second physical gateway to the City as the highway follows the tree-lined path of Laguna Creek through the ridge along the west side of Alamo Creek. The attractive growth of Oleanders in the median generally confines the visual focus to the south side of the freeway for the next three miles. The view opens quickly as the Alamo Overcrossing appears and urbanization becomes the dominant visual attraction. The Alamo Interchange is partially landscaped but the appearance is not particularly inviting. The eastern portion of the metal soundwall adjoining the freeway is stark and partially devoid of softening landscaping. Mixed commercial development from the end of the wall to the Mason Street Overcrossing appears uncoordinated and the view of an unattractive storage area inside of the Davis interchange is a distracting feature.

Crossing over Mason Street, the unscreened building materials storage uses on the south side of the freeway create a negative impression. The striking form of the Travis Federal Credit Union building then begins to draw attention. The trees lining both sides of the roadway dominate the following area; however, several large billboards detract from the ambiance. Next, the new Allison Interchange draws the

focus. The overcrossing has some attractive decorative features but they are a pale color. The interchange landscaping has promise, though it is still too small to make much of an impression.

Passing under the structure, the large new shopping centers draw your attention. They look generally modern and active (landscaping growth will soften the view in the future). The vertical element of the two freeway signs also draws your attention. They do not compete with other signs and therefore they are distinguishable. The mass of the Coffee Tree Plaza (Comp USA center), directly adjoining the freeway, narrows the field of view and brings blank building walls in close proximity. The concrete safety barrier along the area unfortunately serves to hide the landscaping and collect visible trash and debris. Overall, the large commercial area looks new and bustling on a suburban scale, but there is little visible continuity.

The I-505 Interchange offers some open space but it appears dry, harsh and unmaintained. Beyond the Interchange, the Oleanders in the median cease and views include the undeveloped expanse of the Vaca Valley Corporate Center. The Orange Tree Business Park on the south has the most appealing frontage landscaping treatment in the community (the treatment may, however, provide more than is appropriate for a retail commercial area). The Orange Tree Center building, while incorporating desirable architectural variation, is very close to the roadway and lacks any effective, intervening landscaping. Next, the Auto Center appears big and active, though there is nothing to substantially identify or define the area. Between I-505 and Leisure Town Road, the foreground of weeds and unmowed grass detracts from the view of the adjoining commercial development. Moving east, the area is largely undeveloped with the exception of the cluster of highway-oriented uses near the Leisure Town Road Interchange (it is recognized that the construction of a completely new interchange in this area will offer the chance to change the look of this area in the near future).

To the east of Leisure Town Road, the City is generally undeveloped. The visual character is dominated by the flat, open croplands and the PG&E towers.

- 2. The Visual Experience along I-80 from East to West** (repetition from the previous description has been deleted) - Entering the Vacaville area from the east, the ridgelines of the English Hills and the Vaca Mountains dominate the view and provide a unique focus beyond the flat lines of the Central Valley. The ridgelines form an attractive backdrop for the industrial park areas and the Browns Valley residential area in the distance. The open rural character is first broken by the PG&E substation and the scattered and unattractive development of the Quinn Road area. (this area is outside of the City and the City's control).

The Leisure Town Overcrossing serves as a gateway to the new, urbanized area of the City. The new City Identification Sign is a welcoming feature, but the heavy appearance of the aboveground utility lines creates a distraction. The Kaiser

facility and then the Genentech buildings draw the eye and convey a positive impression. The aboveground utility lines along the freeway, however, detract from the quality of the view.

The old Nut Tree building attracts attention due to its bulk and close proximity to the roadway (it is anticipated that this view will change completely with redevelopment of the area). The commercial area to the west lacks any softening between the freeway, the frontage road and the parking lots. The area is not particularly inviting. Passing this area, Allison Drive Interchange, the combination of the bare open slope, billboards, and glimpses of open storage areas, are not particularly attractive. The view from the Depot Street area is dominated by the mass of the Skating Center building (some plants were removed and new landscaping needs time to grow). The close proximity of the massive building commands the traveler's attention until the interesting features of the Brenden Theater draw it away. Past the Davis Street Interchange, the stark, block soundwall leaves a cold feeling. Passing under the Alamo Drive Overcrossing, the hillsides and trees dominate the view and it seems clear that you have left the urban area. There is nothing visible in the Lagoon Valley/Cherry Glen area relating to urbanization or development.

- 3. The Visual Experience along 1-505 from North to South** - The northern entrance to Vacaville on Interstate 505 is preceded by a gateway formed by groves of Eucalyptus trees on both sides of the freeway. Exiting the gap in the trees, you proceed up a grade to the Midway Road Overcrossing. Passing over the Midway Road Overcrossing, the mass and features of the Lucky's Warehouse facility seem to appear out of nowhere and dominate the view. The northern portion of the facility is less screened and less attractive (in the future the development of the North Village area and the industrial property to the east of I-505 will dramatically signal this entrance to the City following the gateway formed by the Eucalyptus groves).

The lack of Oleanders in the 1-505 median allows views of both sides of the freeway. The frontage landscaping is generally attractive but there are noticeable gaps in the pattern. The formal lining of Crocker Drive with pear trees, north of Vaca Valley Parkway, is a particularly attractive feature. The large industrial buildings (The Reporter, Genentech, etc.) draw the viewer's attention. Vacant properties dominate the view until the connection to I-80, broken substantially by the mass of the former Royal Cathay building.

- 4. The Visual Experience along 1-505 from South to North** (repetition from the previous description has been deleted) - Separating from I-80, the open expanse of the Vaca Valley Business Park is striking with the Kaiser facility off in the distance. The Genentech complex is particularly impressive with its "high tech" look (the landscaping of the freeway frontage will add to the overall impact). The North Village site is open with the view dominated by the major electric distribution lines

crossing the site (in the future this view will be closed off by a soundwall and berm combination). The area does not read as part of the City.

**B. Key Committee Findings** - The City Gateways Advisory Committee's analysis of the existing visual situation and the City's plans and standards for future improvements and development resulted in some important observations that served to direct the preparation of the policies for future improvements.

❖ **Vacaville's natural setting provides the opportunity for a unique identity from the freeways**

Vacaville's natural setting is unique and special. Coming from the east, on I-80, Vacaville is distinguished from most Central Valley communities by the dramatic backdrop of the English Hills and the Vaca Mountains. Coming from the west, on I-80, Vacaville has a unique entrance through the two gaps in major ridgelines. Coming from the north, on I-505, a gap in the substantial growth of Eucalyptus trees directly precedes entry into the City.

❖ **The ridgeline views and backdrops are a major visual asset**

The open hills and ridgeline backdrops define the community from a large-scale visual perspective. It is very important that the City continue to keep these features open and visible.

❖ **Both public and private improvements must be considered**

The visual quality of the City, as viewed from the freeway, is a function of both public and private improvements. Public improvements include overcrossings, landscaping and other features on and adjoining the freeway right-of-way. Private improvements include buildings, landscaping, parking and storage areas.

❖ **Improved basic maintenance is necessary**

The existing view of the City suffers from the negative image conveyed by unkempt and unmowed freeway frontages. Trash accumulation, weeds and dry grass detract from the positive features and give a poor impression of the community. Additional and improved maintenance is needed as a key component of improvement plans.

❖ **A few unattractive features detract measurably from the overall visual quality of the City. These include:**

- Overhead utilities
- Stark sound walls without landscaping
- Unscreened storage areas

- Billboards
- Blank backs of buildings
- Visible weed growth, unmowed, grass and accumulation of trash.

❖ **No distinctive theme has been developed to differentiate Vacaville from other cities**

Nothing has been developed to create a unique look for Vacaville that differentiates the City from other suburban communities. Some scattered, attractive improvements have been installed, but there is no continuity. There is no individual, memorable theme or feature, nor any repetition of features to convey and reinforce a sense of place or uniqueness. An example of such a theme is the use of Coast Redwood trees to emphasize the Redwood Highway theme in the Santa Rosa area.

❖ **Older commercial areas need freeway frontage landscaping to soften (but not hide) the view**

Some areas like E. Monte Vista Avenue to the east of Allison Drive present a stark appearance from the freeway. The limited available space should be utilized for planting to soften the view and make the area more attractive and inviting.

❖ **New development conveys a high quality, but relatively standard, suburban look**

Site improvements and buildings are generally of good quality, but they are not much different than those in other suburban communities. There is nothing special to differentiate Vacaville from many other communities.

❖ **Some existing landscape elements provide a good base on which to build**

There are existing trees and shrubs along the freeway that provide attractive visual softening, but there is no consistent pattern or established palette. The existing planting can serve as a beginning point for a consistent, distinctive landscaping treatment to soften views and identify the City.

❖ **There is no functional system of signing to direct freeway visitors to major attractions within the community**

A consistent system of offramp directional signing is needed to direct visitors from freeway exits to major destinations. For example, traffic at the Davis Interchange could be directed to the downtown, the Brenden Theaters, and the Skating Center.

- ❖ **Freeway signing is not coordinated in many areas and individual user signs could result in an ineffective excess of signs**

In an effort to provide maximized flexibility to individual users, the City has not developed any consistent, recognizable theme to make Vacaville different from other communities. Additionally, the individual user freeway-oriented signs are beginning to compete with and detract from each other in some commercial areas. If all individual uses are permitted to have a freeway sign in the future, a forest of signs will be generated that will be dysfunctional and unattractive. This will make recognition of signs difficult and have a negative impact on the businesses.

- ❖ **New development and projects will provide an opportunity for major changes and improvements**

The City has a substantial amount of vacant and underdeveloped land along the freeways. Development of this property will provide the City with an opportunity to work with property owners to design improvements that will visually enhance the freeway corridor. Policy Plans cover much of this area and offer an opportunity to detail standards that can enhance the freeway corridor and implement a consistent theme to create a visible community theme. Additionally, major public improvement projects, including four new overcrossings, will occur.

### III. Plan Recommendations

The City Gateways Advisory Committee recommended that the City implement this comprehensive program to develop a more attractive and functional freeway corridor. This City Gateways Plan outlines an overall concept with specific design elements and identifies follow-up actions that can result in a dramatic improvement in the way the City looks from the freeways. It substantially relies on existing and currently anticipated resources, but it also directs the pursuit of additional resources that can be generated and acquired as the momentum of the Plan implementation builds over time. The Plan proposes that the City and private development interests work in partnership to create a distinctive theme or visual impression through a combination of consistent and attractive public improvements along the freeways and consistent landscape materials within the privately developed, landscaped areas that adjoin the freeway.

The basic premise of this Plan is that a unique and memorable visual statement can be made along the freeways through the repetition of noticeable landscaping and overcrossing features along the freeways to create a visual theme. Vacaville would be seen as an identifiable area tied together by repeated, common features. The resulting view of the City would be "unique" in that the consistent design treatment would be clearly different from other comparable communities and "memorable" in that it would contain features that individually and in common would attract the attention of the freeway traveler and be remembered. The use of strong, seasonal bursts of color in the landscaping would highlight a consistent plant palette throughout the City. The palette would be utilized within the freeway right-of-way and in the frontage landscaping adjoining the freeways. New overcrossings would also be constructed with, and existing overcrossings would be retrofitted with, distinctive decorative treatments to convey a consistent, special pattern. The Plan proposes that the freeway traveler be exposed to repeated, attractive design elements that would make Vacaville appear special and different from other communities. Other supporting features such as entryway treatments, directional signing, and adjustments to some development standards are also included to help support the desired effect of the Plan.

Landscaping focal points would be developed at interchanges and overcrossings. It is recognized, however, that landscape areas adjoining the freeways, but outside of the freeway right-of-way, will command much of the attention of the freeway traveler. This is because there is not adequate space to develop enough landscaping to create the desired visual impact. These landscape areas outside the freeway right-of-way generally fall into three categories:

- **Spacing of Trees** - This relates to a landscape treatment along the freeway that is intended to soften, but not hide, the view of commercial areas. The dominant visual elements are widely spaced trees that permit relatively open views of the buildings. The recently installed landscaping along the north side of Nut Tree Parkway across from the Power Plaza is an example of this kind of treatment, though the plantings are still small. In developed areas, the space for installation of these improvements is usually limited and the treatment must be adapted to the space available. In addition

to trees, landscaping may include shrubs and/or vines on the freeway fence as appropriate for specific situations.

- **Freeway Frontage Landscaping** - This relates to a wider landscape area along the freeway that is characteristic of larger business park areas, often with substantial office and industrial buildings or other larger uses. Dominant visual elements are typically trees and taller shrubs where some grouping of plantings may occur. Due to the larger scale of the buildings and "windows" designed into the planting pattern, substantial visibility of adjoining uses would still be provided. This type of treatment is planned for the Vaca Valley Business Park and the Lower Lagoon Valley office/business park area.
- **Landscape Screening** - This relates to a dense screen of landscaping that is intended to hide the view of an unattractive area. A combination of trees and shrubs set in close proximity would create a virtual wall of green. The dense landscaping area north of I-80 and south of Callen Street is most similar to this treatment.

Most of the proposed improvements would be provided as part of the substantial amount of new development that is anticipated and the major public improvements that are already planned. Some additional improvements to developed areas and existing structures are also proposed to fill gaps in improvements, resolve unsightly areas, and complete the project. It is also anticipated that the City and Redevelopment Agency will assist property owners with some supplemental landscaping at key locations. This Plan would draw funding for both capital and maintenance costs from many public and private sources. The thesis of the Plan is that the community can accomplish something attractive, impressive and lasting by directing all available resources to contribute to a consistent theme.

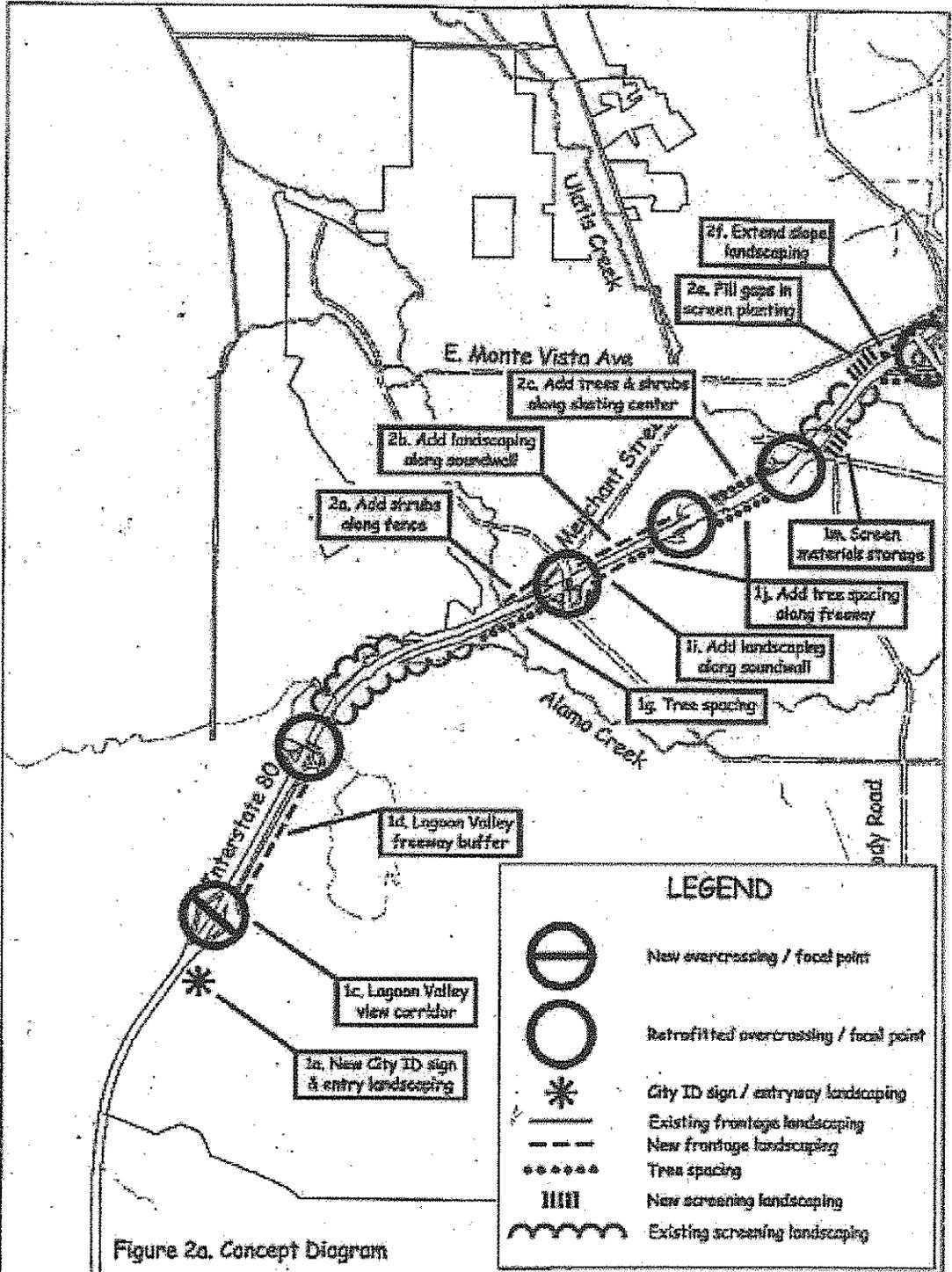
A. **Concept Diagram** - The Concept Diagram, depicted in Figures 2a and 2b, highlights the existing and future improvements that would implement this City Gateways Plan. The improvements focus on the portion of I-80 from the Lagoon Valley Road Interchange on the west to the Leisure Town Road Interchange on the east, and the portion of I-505 from the Midway Road Interchange to the connection with I-80.

Notes on the Concept Diagram reference the following listed improvements that would occur within the various sections of I-80 and I-505.

#### 1. South side of I-80

- a. City Identification Sign - A City identification sign, matching the existing sign along I-80 near the Kaiser complex, would be installed to the west of the Lagoon Valley Road Interchange. Distinctive landscaping would also be provided to connect to the Lagoon Valley Rd. Interchange and signal this western gateway to the City.
- b. Lagoon Valley Road Interchange - The Lower Lagoon Valley Policy Plan calls for the widening of the overcrossing to six lanes with new ramps, funded by development in the area. This provides the opportunity to add distinctive features to the new structures, landscape the interchange, and provide directional signing. Should a

- lesser level of development occur in the Valley, the existing interchange should be retrofitted to meet the Plan standards.
- c. Lagoon Valley View Corridor - This open area, specified in the Lower Lagoon Valley Policy Plan, would maintain the existing view from the freeway to the Lagoon Valley Lake and the ridgeline in the background. Landscaping near the freeway should be consistent with this Plan.
  - d. Lagoon Valley Freeway Buffer - A 112-foot wide landscaped area incorporating detention basins is planned between I-80 and the proposed commercial and office development. The preliminary landscape plan for the buffer should be revised to incorporate more irrigated plantings in areas visible from the freeway, consistent with this Plan.
  - e. Pena Adobe Interchange - This existing facility would be retrofitted with a color and texture band, decorative safety screens, and directional signs. Landscaping should build around the existing Oak trees within the interchange ramps.
  - f. Laguna Creek Corridor - The existing tree canopy on either side of the freeway would be retained. Additional shrubs would be added between the freeway and the Butcher Road bike path to reduce the perceived impact of the freeway on riders and pedestrians. To the extent practical, Oak trees would be planted on the adjoining natural and man-made slopes north and south of the freeway. If funding becomes available, a soundwall should be integrated into the landscaping to shield the bike path and Pena Adobe Park from the freeway impacts.
  - g. Butcher Road Frontage - A spacing of trees would be added in the parkway between Butcher Road and the freeway fence and along the one development site abutting the freeway. Vines could also be added on the freeway fence.
  - h. Alamo Interchange - The overcrossing fascia and the safety screen would be retrofitted to add a color band and a decorative screen treatment. Directional signs and additional landscaping to provide color and landscape consistency with this Plan would be added.
  - i. Gramercy Park Soundwall - Additional planting would be added to soften and screen the stark look of the existing brown, metal soundwall. The focus would be the existing gaps in the landscaping and the unlandscaped eastern portion of the wall that is very near the freeway.
  - j. Bella Vista to Mason St. Frontage - A spacing of trees would be added in the parkway on the north side of Bella Vista St. at the rear of development sites adjoining the freeway and on the slopes where the freeway is above grade.
  - k. Davis Interchange - Tall trees, placed so as not to conflict with the sign identifying the Brenden Theaters area, would be added to emphasize the area, the remaining odd areas would be landscaped, and directional signs would be added.
  - l. Cliffside Drive Freeway Ramps - The south side of Cliffside Dr. would be landscaped with a combination of shrubs and tree spacing, and directional signing would be added.
  - m. Slope East of the Mason Overcrossing - Screening landscaping would be installed to block the view of outdoor storage.



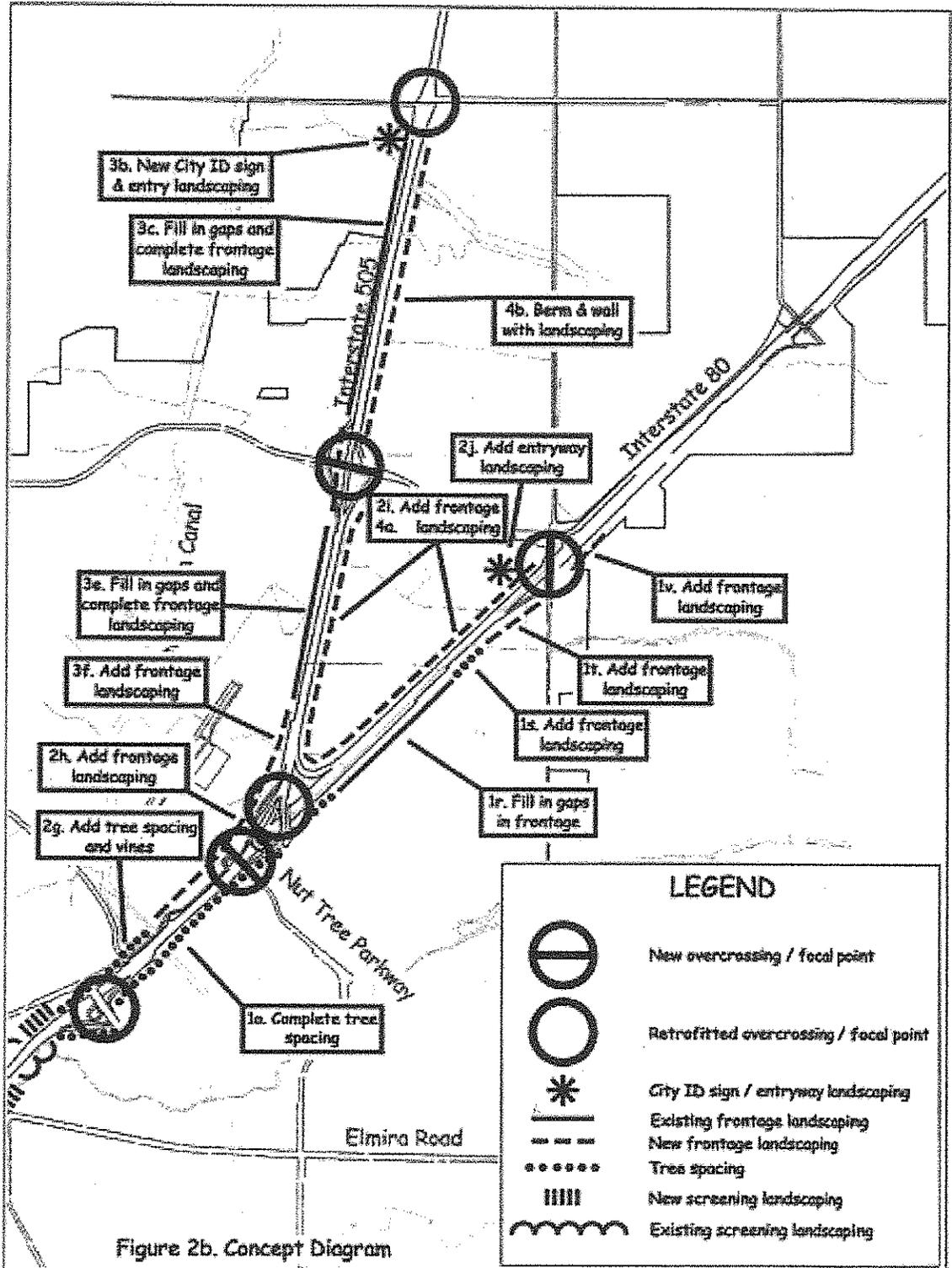


Figure 2b. Concept Diagram

- n. Allison Interchange -The decorative features would be changed to a terra cotta color to make them more distinctive, with seasonal color elements and directional signs added.
  - o. Allison Overcrossing to I-505 Ramps Frontage - The undeveloped areas would receive tree spacing and landscaping as development occurs. Also, vines, shrubs, or some other alternative would be added to screen the concrete crash barriers from In-N-Out Burgers to the east side of Comp USA. A spacing of trees should also be added to help soften the back of the Coffee Tree Plaza consistent with the area to the west.
  - p. Nut Tree Overcrossing - The widening of the overcrossing to four lanes would occur on both sides of the structure as part of the Traffic Impact Fee Program. This would include the provision of distinctive features and landscaping of the slopes per this Plan.
  - q. I-505 Interchange - The existing Eucalyptus and Aleppo Pine trees would provide a base for additional landscaping to change the dry, barren look of the interchange area. The area has substantial spaces that would be utilized for massing of trees and shrubs as well as seasonal color shrubs and flowers. Addition of a color and texture band on the overcrossing insets would also occur. As with other areas, additional basic maintenance and mowing is needed.
  - r. Orange Tree Business Park - The Orange Tree area needs only minor fill-in of shrubs or groundcover to cover a few bare spots.
  - s. Auto Center - A distinctive massing of shrubs in the freeway foreground would serve to identify and unite the auto sales sites.
  - t. Green Tree Area - The area would have a 20-foot wide frontage landscaped in conjunction with development of the adjoining property per the adopted Policy Plan. Improved maintenance is also needed in front of the Horse Creek channel.
  - u. Leisure Town Road Interchange - The construction of a new six-lane overcrossing is planned as part of the Traffic Impact Fee Program. This would include the provision of distinctive features, landscaping, and directional signing that would identify this eastern entrance into Vacaville. The relocation of the overcrossing to the west will permit the development of a large landscaped area on the north side of the freeway, building upon the existing Aleppo Pine trees.
  - v. East of Leisure Town Road - The area would have a 20-foot wide frontage landscaped in conjunction with development of the adjoining property per the adopted Policy Plan.
2. **North side of I-80** (improvements to interchanges and overcrossings from prior descriptions are not repeated)
- a. City Identification Sign - The existing sign would be incorporated into an enlarged, distinctive entryway landscape feature connected to the new Leisure Town Road Interchange. Undergrounding of the utilities along the freeway would also occur to improve the view of the sign and the Kaiser complex.
  - b. Vaca Valley Business Park Frontage - The Policy Plan for the area calls for a 30-foot wide landscaped area along I-80 including an intermittent berm that would be

installed as the area develops. The master landscape plan for the Business Park requires some updating and that updating can incorporate landscaping that does not feature nonirrigated grasses. Coordination with the property owner to implement appropriate changes will be required. Additionally, the property between the convergence of I-80 and I-505 should be targeted to accommodate a major freeway identity feature.

- c. Nut Tree Site Frontage - The 1985 Policy Plan, which predates the City's traffic modeling, requires complete updating related to circulation as well as the potential of new uses. It is likely that the street network in the area will be substantially revised to accommodate the projected traffic. The updated plan should provide for a 20 to 30-foot wide frontage landscape treatment and undergrounding of utilities.
  - d. Monte Vista Ave. Commercial Area - A combination of tree spacing and vines on the freeway fence would be added along the parkway between E. Monte Vista Avenue and the freeway fence and behind the Denny's to soften the view.
  - e. Slope area west of Allison Dr. - The pattern of trees and shrubs near Allison Dr. would be extended to include the remaining slope area to soften the view of back-up commercial sites.
  - f. From Ulatis Creek to the Slope - Additional trees and shrubs would be added to fill the gaps in the existing screening of the soundwall and materials storage area.
  - g. Depot Street Freeway Ramps - The Depot St. on and offramps would be landscaped in conjunction with development of the adjoining sites and directional signs would be provided. Trees would also be added on the slope areas.
  - h. Skating Center Area - A few trees and shrubs would be added to fill gaps in the recently planted screening and fill unplanted areas along the south side of the building. The sign at the southeast corner of the building would be framed but not obscured by plantings.
  - i. Village Area Soundwall - The wall frontage would be landscaped, as much as possible within the limited space, to break up the stark view. It is anticipated that this landscaping will be implemented as a Caltrans project.
  - j. Oakcreek Park Villas Backup - A few shrubs would be added to soften the fence, which separates the RV storage area from the westbound onramp.
3. **West side of I-505** (improvement to interchanges and overcrossings from prior descriptions are not repeated)
- a. Midway Road Interchange - The interchange would be landscaped to serve as the northerly gateway to the City and initiate the overall landscape theme.
  - b. City Identification Sign - A City identification sign, matching the existing one along I-80 near the Kaiser complex, would be installed near the Midway Road Interchange. Landscaping would tie the sign to the interchange.
  - c. Interchange Business Park Frontage - The existing planting along the I-505 frontage would be supplemented to fill in gaps. The Policy Plan for the area

provides for a 30-foot wide planting area along Crocker Drive frontages and where the property directly abuts I-505 just north of Vaca Valley Pkwy. This would be installed when the adjoining property develops. The Policy Plan would be modified to clearly indicate the same 30-foot standard for the undeveloped area north of the Lucky's (Albertson's) distribution center.

- d. Vaca Valley Parkway Interchange - The widening of the overcrossing to four lanes and improvement of the ramps would occur as part of the Traffic Impact Fee Program. This would include the provision of distinctive features, landscaping and directional signing. Landscaping would build on the recent planting of small Oak trees.
  - e. Vacaville Business Park - The existing planting along the I-505 frontage would be supplemented to fill in gaps. The Policy Plan for the area provides for a 30-foot wide planting area along E. Monte Vista Ave. frontages and where the property directly abuts I-505 just south of Vaca Valley Pkwy. This would be installed when the adjoining property develops.
  - f. Airport Business Policy Plan Area - The Policy Plan should be modified to clarify that the parkway between E. Monte Vista Ave. and I-505 will be planted in conjunction with initial development of both the Airport and Glockner properties. The Policy Plan for the area also provides for a 30-foot wide planting area along E. Monte Vista Ave. site frontages.
4. **East side of I-505** (improvements to interchanges and overcrossings from prior descriptions are not repeated)
- a. VacaValley Business Park Frontage - The Policy Plan for the area calls for a 30-foot wide landscaped area along I-80 and I-505 including an intermittent berm to be installed as the area develops. Discussion should occur with Genentech regarding the addition of more irrigated materials versus the dry, meadow grass treatment along the site frontage. The master landscape plan for the Business Park should be updated to incorporate design features from this Plan.
  - b. North Village - The Specific Plan for the area calls for a 96-foot wide landscaped area along I-505. Freeway noise impact on the adjoining residential development would be mitigated with a berm and wall (maximum three-foot high) combination such that about 45 feet of the landscaping width would be visible from I-505. A 35-foot wide landscaped area would be provided where the business park portion of the project adjoins the northbound onramp to I-505. The landscape plan for the freeway frontage should be consistent with this Plan.

**B. Design Elements** - The City Gateways Plan is based on the idea that a consistent and repeated range of planting, structures, and accessory features can create an attractive and unique visual experience without substantially increasing the anticipated, total public and private cost for these improvements. The use of some consistent materials will serve to provide continuity to the view along the freeway. These design elements are outlined below to serve as the basic building blocks of the Concept Plan. Public and private landscaping on the freeway right-of-way and along freeway frontages will not be limited to

the materials noted but these materials should be featured. Initial designs should incorporate these elements and plan checking by the City should ensure their utilization.

1. **Landscaping** - Landscaping will be added along the freeways as the major visual improvement to the corridor. A specific palette of landscape materials has been chosen to incorporate successful existing features and plants, then adding a few materials that are adapted to the local climate, have the ability to naturalize or be drought-tolerant, are relatively low-maintenance, and offer some substantial aesthetic benefit. It is intended that landscaping identify the City as being strikingly different from the surrounding rural areas, emphasizing greenery and seasonal color bursts as opposed to the dry, brown grass colors that otherwise dominate the area for the majority of the year. Landscaping adjacent to the freeway and generally within 100 feet of the freeway would be required to incorporate these elements.

a. **Trees**

- **Objective** - The dominant landscape element to provide large-scale focus, tie areas together and to provide backdrop and seasonal color.
- **Species** - **Large trees** - Valley and Coast & Interior Live Oak , Aleppo Pine, Deodar Cedar, Sycamore, Coast Redwood (along I-505)
- **Smaller trees** - Chinese Pistache, Crape Myrtle, Aristocrat Pear, Ginko Bilba
- **Locations** - Grouped at interchanges to create focus, spaced between interchanges, as part of frontage planting or screening

b. **Shrubs**

- **Objective** - Secondary element in mass plantings to provide seasonal color bursts and softening and to screen undesirable views.
- **Species** - **Seasonal color** - Polyanthas Rose, Redbud, Oleander  
**Groundcover** - Acacia Redolens, Comprosmia, Wilton's Juniper, Manzanita Spp., Ornamental Grasses (i.e. Blue or California Fescue), Star Jasmine, Vinca Major  
**Groupings or Parkways** - Cotoneaster Parnyi, Silverberry Eleganus Pungens, Cal Bay Toyon, Photinia, Xylosma
- **Locations** - Part of larger landscaped areas, small, odd spaces such as onramp triangles, in rows in parkways and medians and massed as screening in identified locations.

c. **Vines**

- **Objective** - Secondary element to soften walls, fences and sterile views
- **Species** - **Walls** - Boston Ivy, Creeping Fig  
**Fences** - Honeysuckle, Trumpet Vines, Virginia Creeper
- **Locations** - Areas with minimal planting area and as a backdrop to other plantings

d. **Naturalized Perennial Flowers**

- **Objective** - Short term emphasis element to provide strong bursts of seasonal color in mass plantings

- **Species** - Daffodils, Wild Onion, Iris, Day Lilies
  - **Locations** - High visibility emphasis areas of minimum size
- e. **Non-planting Landscape Materials**
- **Objective** - Accessory element to provide foreground and texture with minimal maintenance
  - **Materials** - Coarse mulch, gravels, cobbles, boulders
  - **Locations** - In front of planting areas, in odd, unplantable areas, and along roadway margins
- f. **Irrigation** - All new landscaped areas will be automatically irrigated with a hard-line system preferred. Irrigation may be discontinued only for completely naturalized materials when adequate growth is achieved.
- g. **Median Plantings** - The rows of Oleanders in the median dividing I-80 are a very attractive and desirable feature from both an aesthetic and safety perspective. Caltrans has given consideration to removing the Oleanders. It is the position of the City that such median plantings should be maintained and enhanced. This position should be conveyed to Caltrans management.
- **Objective** - Continue to utilize Oleanders as the median planting within the City of Vacaville as follows:
    - Maintain the Oleander rows in the I-80 median.
    - Replace the plants lost to fire, accidents or other factors (currently two several sections within the City need replacing).
    - Replace any plants lost as part of construction projects (a proposed bridge replacement project on I-80 at Ulatis Creek will temporarily remove the existing oleanders).
    - Expand the Oleander plantings to include the I-505 median.
2. **Public Art** - Public art will be incorporated in large and small-scale forms along the freeways. Art components should be strongly encouraged as part of larger projects or considered as part of a standardized fee program. Examples of significant larger scale public art include the grape crusher along Highway 29, south of Napa and the large, red upright sculpture adjoining I-80 in Roseville. The Cultural Arts Advisory Committee should have an advisory role in the selection of publicly funded artwork.
- **Objective** - Add a dynamic, positive dimension to the visual experience.
  - **Elements** - Additional metal trees at key offramps, relocation of sculptures from the City Hall site upright sculptures, horizontal fence sculpture, graphics on overcrossings and murals underneath and color weaving in safety screens. Include lighting for nighttime visibility.
  - **Locations** - Key, visible points adjacent to the freeways, overcrossings and at key exits.
3. **Interchanges and Overcrossings** - Consistent decorative features and theme landscaping will be provided in all new or expanded interchanges and overcrossings and existing overcrossings will be retrofitted with decorative features.

- **Objective** - Make interchanges and overcrossings into visual focal points. Enhance all overcrossings and interchanges to reflect a consistent design and color scheme. Copy/adapt decorative features from the Allison overcrossing with a stronger emphasis color such as terra cotta. Include complete landscaping as part of all new interchanges and overcrossings and add landscaping to all existing interchanges to implement this Plan.
  - **Elements** - Color, bands on all overcrossing spans, color and texture on other features of new overcrossings, decorative safety screens on all overcrossings with pedestrian access to match the Allison Overcrossing. Public art in various forms. Landscaping featuring large tree forms, grouping of smaller trees and shrubs, seasonal color shrubs and perennial flowers where space permits.
  - **Locations** - All interchanges and overcrossings in the Project Area.
4. **Public Signing** - Install public signing to enhance the utility of the freeway corridor by identifying major entrances to the community, promoting community events, and directing visitors to major destinations.
- a. **Community Identification Signs**
- **Objective** - Identify the City at freeway gateways to the community on I-80 and I-505 and promote community events and community service messages.
  - **Elements** - Large City ID signs (12' wide x 30' high) with changeable copy displays like the existing sign along I-80 west of the Leisure Town Interchange.
  - **Locations** - I-80 Westbound (west of the Leisure Town Road Interchange)  
I-80 Eastbound (west of the Lagoon Valley Road Interchange)  
I-505 Southbound (near the Midway Road Interchange)
- b. **Offramp Directional Signs**
- **Objective** - Direct motorists at key offramps leading to visitor destinations such as Downtown Vacaville, the Vacaville Skating Center and Brenden Theaters, the Vacaville Cultural Center, Factory Stores and the Kaiser Clinic. Also, to provide directions to return to the freeway from key destinations.
  - **Elements** - Consistent, downsized versions of the City ID signs (approx. 6'wide x 12'high) with City logo on top and fixed directional panels.
  - **Locations** - At key offramp stops such as Alamo Drive, Davis Street, Allison Drive, Leisure Town Road, etc.
- c. **City Entrance Signs**
- **Objective** - Provide a positive welcome feature into the City at key, non-freeway entrance points.
  - **Elements** - Consistent, downsized versions of the City ID signs (approximately 5'wide x 10'high) with City logo on top text such as "Welcome to Vacaville."
  - **Locations** - At major surface streets entering the City such as Peabody Road, Vanden Road, Fry Road, Leisure Town Road, Gibson Canyon Road, etc.  
Note: These locations are outside of the Project Area.

5. **Billboard Removal** - Continue to pursue the removal of billboards from the I-80 corridor within the developed area of the City through all available means.
  - **Objective** - Eliminate unattractive billboards from the I-80 corridor. The area east of the Mason Street Overcrossing is the top priority. Continue to preclude new billboards except through relocation agreements which result in:
    - Less total sign faces and sign area
    - Relocation to the area east of the Willow Road alignment
    - Net benefit to the community
6. **Undergrounding of Utilities** - Develop and implement a program to underground the aboveground electric and telephone service lines along and crossing the freeways.
  - **Objective** - Incrementally underground the utility lines that detract from aesthetics of the freeway corridor (Figure 3 depicts the priorities for undergrounding).

C. **Capital Funding** - A wide range of funding sources will be utilized for the publicly constructed improvements that are planned along the freeway corridor. It is anticipated that sources will include the following:

1. **Community Redevelopment Agency** - Agency funds may be used for improvements that further the objectives of the two project areas including economic development and the provision of infrastructure. Funding could come from annual tax increments or in a lump sum from a future bond sale.
2. **Development Impact Fees** - Development Impact Fees fund the construction of interchanges, overcrossings and street improvements along the freeways. Such projects will include landscaping and other aesthetic improvements to the City's standards as established in this Plan.
3. **General Fund** - At the discretion of the City Council, City General Fund revenues may be used to fund freeway corridor improvements. Given the demands on the General Fund for public safety and maintenance needs, however, substantial funding from this source is not anticipated.
4. **Financing Districts** - Assessment or Community Facilities Districts that fund infrastructure to serve development projects along the freeways commonly include landscaping, public art, and other improvements to benefit the assessed area.
5. **Caltrans In-House Projects** - The California Department of Transportation (Caltrans) has annual funding at the discretion of each District for landscaping and other projects along the freeway system. Solano County was recently moved to Caltrans District 4, which appears to place a higher priority on landscaping. An effective working relationship with the District 4 staff should be maintained. It is important to note

that Caltrans can install and maintain landscaping as "warranted plantings" adjoining areas that were developed prior to June 30, 1987.

6. **State and Federal Grants and Allocations** - Various State and federal transportation funding sources are available, from time to time, which can help fund these freeway corridor improvements. These monies are generally allocated through the Solano Transportation Agency or the Metropolitan Transportation Commission. Additionally, non-transportation funding is available related to highway beautification, public art, or other governmental objectives. Sources may include State grants administered through the Solano Arts Council and National Endowment for the Arts. Pursuit of these funds should be established as a priority for the City.
7. **Foundations and other Private Entities** - Private foundations and other private corporations and non-profit entities can be a source of funding for aesthetic improvements especially public art. The City should evaluate these sources and pursue those that appear viable.
8. **Community Organizations** - Community organizations and service clubs can be a source of funding for identifiable individual projects along the corridor. As the Plan is initiated, these organizations should be solicited for individual projects. Means of identifying the contributors and highlighting their projects should be developed.

D. **Maintenance Funding** - Additional maintenance of the public areas of the freeway corridor is needed to avoid the unkempt look that currently detracts from the view of the City. New freeway corridor improvements will also require ongoing maintenance in order to continue to accomplish the objectives of this Plan. While the Landscaping elements of this Plan were chosen with minimum maintenance in mind, it is still recognized that an increasing maintenance effort will be required as this Plan is implemented. Potential sources of funding for maintenance include the following:

1. **Caltrans** - Caltrans maintains the roadways, structures and much of the landscaping in the freeway right-of-way. The change to District 4 jurisdiction additionally holds promise of more and improved landscape maintenance. For example, Caltrans has accepted the landscape maintenance of the plantings that were installed by the City with the recent construction of the Allison Interchange. The City should continue to work closely with Caltrans staff to improve and maximize their maintenance of the freeway corridor improvements. . It is important to note that Caltrans can install and maintain landscaping as "warranted plantings" adjoining areas that were developed prior to June 30, 1987.



2. **General Fund** - The City General Fund will need to be a major source of funding for maintenance of some improvements. The City Council made an initial effort in the FY 99/00 budget by budgeting additional funds for maintenance of landscaping along the freeway. Recognizing the competing demands for funding, a priority must be the maximization of the maintenance provided through other sources. It is also important that the City stretch the impact of General Fund maintenance dollars by using the least cost means of maintenance such as contractual services and/or use of seasonal workers.
  3. **Lighting and Landscape Maintenance Districts** - Landscaping along the freeway, both on the right-of-way and adjoining it, can benefit the adjacent development projects and add value to properties. Therefore, it is commonly possible to fund the maintenance of landscaping, public art and other features through Landscaping and Lighting Maintenance Districts, which charge benefiting property owners for their proportionate share of the maintenance costs. The City has recently used this tool for maintenance of the slope plantings along the former Basic Vegetable site and the freeway frontage landscaping between Nut Tree Parkway and I-80.
  4. **Community Organizations or Businesses** - Caltrans has operated a successful "adopt a highway" program for trash pickup along roadways for many years. This same concept can also be applied to the maintenance of freeway corridor improvements. Discussions with Caltrans and community organizations and businesses should be pursued in order to implement this program.
- E. **Development Standards** - The City's development standards establish the minimum requirements for new development outside of the freeway right-of-way. The City has the opportunity within these standards to direct buildings, site improvements and landscaping that will be attractive when viewed from the freeway and will also implement the provisions of this Plan.
1. **General Policies** - The following general development policies are adopted and reaffirmed to help implement this Plan. These Policies should additionally be incorporated into and detailed within the proposed commercial development guidelines.
    - a. Modify development standards to help implement this Plan - Revisions to the Land Use and Development Code and selected Policy Plans are specified below.
    - b. Require maintenance of ridgeline views from the freeway as part of development review - New uses in the vicinity of ridgeline areas should be set back from the freeway and located such that they do not substantially block the view of the ridgelines from the freeway.
    - c. Maintain the policy precluding residential development adjoining I-80.
    - d. Maintain standards for Lagoon Valley view corridor, landscape corridor, and view-related height limits.
    - e. Maintain substantial or complete berm design for North Village acoustic mitigation.

- f. Require that new development projects abutting the freeways and located at intersections directly connected to freeway ramps incorporate the highest standards in architectural design and site layout.
  - g. Require double-faced architectural treatments for buildings backing up to the freeways, and preclude blank building faces adjoining the freeways.
  - h. Preclude solid lines of multiple buildings or uses within 100 feet of the freeways and direct broken vs. solid line building configurations.
  - i. Preclude unscreened storage areas or industrial machinery in any area of the City that is visible from the freeway.
  - j. Require that new development projects along the freeway provide for the undergrounding of any above ground utility lines.
2. **Specific Revisions to Development Standards - Modify the City's Land Use and Development Code and all Policy Plans for property adjoining freeways as follows:**
- a. **Land Use and Development Code Amendments**
    - i. Amend Chapter 14.084 to require that all freeway frontage landscaping (within 100 feet of a freeway) incorporate landscaping consistent with the Design Elements of this Plan.
    - ii. Amend Chapter 14.170 to clarify the existing requirement that all new utility distribution lines and all expansions of existing, above-ground utility distribution lines shall be underground.
  - b. **Policy Plan Amendments**
    - i. All Policy Plans for areas adjoining I-80 or I-505 (Vaca Valley Business Park, Green Tree Park, Orange Tree Business Park, Willow-Kilkenny, Nut Tree Ranch, Nut Tree Business Park, Allison Business Area, Interstate 80-Alamo Drive, Lower Lagoon Valley, Interchange Business Park, Vacaville-Golden Hills Business Park, and Airport Business Area Policy Plans, and the North Village Specific Plan). If development agreements preclude such specific amendments, require consistent landscaping as part of landscaping plan review.
      - Require that all freeway frontage landscaping (within 100 feet of a freeway) incorporate landscaping consistent this Plan.
      - Require that minimum landscaped setbacks from the freeway in commercial areas be in addition to any required emergency vehicle areas.
      - Require that new development projects abutting the freeways and located at intersections directly connected to freeway ramps incorporate the highest standards in architectural design and site layout.
    - ii. Nut Tree Ranch Policy Plan - Provide for a frontage landscape treatment consistent with other business park areas as follows:

- If E. Monte Vista Ave. remains in its current location: Require that a ten foot wide parkway adjoining the freeway be landscaped and maintained through a Landscaping and Lighting Maintenance District and provide for a landscape area at least 20 feet wide on the north side of the street.
  - If E. Monte Vista Ave. is relocated away from the freeway: Provide for a landscaped area of 20 to 30 feet in width along the freeway frontage with a common maintenance vehicle.
  - Additionally, specify that the undergrounding of the utility lines along E. Monte Vista Avenue is required.
- iii. Airport Business Area Policy Plan - Specify that a parkway landscaping treatment along the west side of E. Monte Vista Avenue be installed to extend the pattern to the north in conjunction with the initial development of both the County Airport and the Glockner ownerships. Also require that a Landscaping and Lighting Maintenance District be formed to fund the maintenance of the parkway area. Additionally, specify the undergrounding of the utility lines along E. Monte Vista Avenue is required.
- iv. Interchange Business Park - Specify that a thirty foot wide freeway frontage landscape area is required for the undeveloped area north of the Lucky's (Albertson's) distribution center.
- v. Undergrounding of the utility lines on the site is required
3. **Maintenance of Landscaping** - Ongoing maintenance of landscaped areas is required by the Land Use and Development Code. Emphasis should be given to the following considerations.
- i. Require an effective common maintenance vehicle for freeway frontage landscaping involving business park areas, multiple property owners, or public property. Options include:
    - A Landscaping and Lighting Maintenance District
    - A private common association with a Landscaping and Lighting Maintenance District established as a backup
  - ii. Actively monitor uses along freeways and contact property and business owners in a cooperative manner to:
    - Require replacement of lost landscaping materials and repair of irrigation systems.
    - Require compliance with conditions of approval related to storage of vehicles and materials or other use factors related to the view from the freeways.

#### IV. Implementation and Follow-up Actions and Responsibilities

The major visual improvement contemplated by this City Gateways Plan will only occur if the City takes coordinated and timely steps to implement the Plan. To ensure and facilitate that follow-up, this section schedules specific implementation responsibilities. These steps include the major City actions required to bring this City Gateways Plan to fruition.

**A. Design Masterplan Preparation** - The next step in the implementation process of the City Gateways Plan is the preparation of a Design Masterplan that will detail the improvements that are proposed for the various areas of the freeway corridor. The masterplan will further define the concepts contained in this Plan. For example, the masterplan will include a generalized planting and improvement plan for each interchange and each segment of the freeway in between those focal point areas. It will permit the development of more accurate cost estimates for budget purposes and the preparation of consistent construction plans as projects are funded and constructed over time. The Masterplan will include the preparation of a capital improvement plan for the public improvement aspects of the Plan.

1. **Schedule** - Prepare Design Masterplan for adoption by the City Council by the summer of 2000.
2. **Responsibility** - Deputy City Manager as project manager, City Landscape Architect preparing designs with assistance from the Engineering Services Division of the Public Works Department.
3. **Approval** - Approval by the City Council following recommendation by the Planning Commission.

**B. Landscaping Partnership Improvements** - This Plan proposes to supplement landscaping on private property in several locations adjacent to the freeway to help achieve the goals of the Plan. The City would provide funding for the additional plantings subject to the property owners agreement to maintain the planting. The implementation of this concept will require agreements, construction coordination and follow-up. Identified areas for Partnership improvements include:

- Along I-80 adjacent to the south side of the Vacaville Skating Center, between the metal columns - addition of shrubs.
- Along I-80 behind the Coffee Tree Center - addition of tree spacing.
- Along I-80 behind the RV storage area fence at Oakcreek Park Villas - addition of shrubs.

1. **Schedule** - Contact property owners and develop agreements for the plantings by the summer of 2000.

2. **Responsibility** - Deputy City Manager and Engineering Services Division of the Public Works Department.
  3. **Approval** - Approval of funding by the City Council as part of the annual capital improvement program following recommendation by the Planning Commission.
- C. **Development Impact Fee Update** - The City has scheduled an update to its Development Impact Fee program (DIF) that will identify public improvement projects over the next 20 years and provide for fees to spread the cost in a fair and proportionate manner. Some of the improvements included in this Plan will occur as part of DIF projects such as new interchange construction. It is important that improvements which qualify for DIF funding be included in project descriptions and cost estimates.
1. **Schedule** - Initiate the DIF update in the fall of 1999, with completion in the summer of 2000.
  2. **Responsibility** - Deputy City Manager as project manager, with technical staffing assistance from the Engineering Services Traffic and Utilities Divisions of the Public Works Department.
  3. **Approval** - Approval by the City Council as specified by State law and the Municipal Code.
- D. **Capital Improvement Projects** - The City will implement certain public improvement provisions of the Plan through its capital improvement program. These will include projects to add landscaping and signing as well as retrofit of existing overcrossings. Also included will be new interchanges and widening of overcrossings which will include improvements directed by this Plan.
1. **Schedule** - Ongoing every year as part of the City's budget process, beginning with the adoption of the Plan.
  2. **Responsibility** - The Engineering Services Division of the Public Works Department.
  3. **Approval** - Annual approval by the City Council following recommendation by the Planning Commission.
- E. **Freeway Frontage Landscaping Infill** - A few gaps exist in freeway frontage landscape areas that are maintained through Landscaping and Lighting Maintenance Districts where plants have been lost to heavy frost or other factors. These locations need to be identified and then replacement plants must be chosen and planted. It is anticipated that

these improvements can be funded through the existing district mechanisms either as part of existing budgets or through allowable adjustments as part of annual budget review.

1. **Schedule** - Implement planting by the fall of 2000.
2. **Responsibility** - Parks Maintenance Division of the Public Works Department.
3. **Approval** - Annual approval by the City Council as part of Maintenance District budgets.

F. **Grant and Funding Applications** - The City will pursue funding for City Gateways Plan from public and private sources to minimize the time required to implement the Plan and maximize the quality of the improvements.

1. **Schedule** - Ongoing beginning with the adoption of the Plan.
2. **Responsibility** - The Engineering Services Division of the Public Works Department and Community Services Department (related to public art grants)
3. **Approval** - Approval by the City Council prior to grant applications.

G. **Development Review** - A major portion of the improvements anticipated by this City Gateways Plan will occur as part of development activity adjoining the freeways. Modification of Land Use and Development Code and Policy Plans will be required to implement some of the development review provisions of this Plan. Additionally, the provisions of these modifications must be applied to new development as it occurs in the future.

1. **Development Standards Revisions**

- a. **Schedule** - Prepare standards revisions for adoption by the City Council in the winter of 1999/00.
- b. **Responsibility** - Planning Division of the Community Development Department.
- c. **Approval** - Approval by the City Council following recommendation by the Planning Commission.

2. **New Project Review**

- a. **Schedule** - Ongoing beginning with the adoption of the Plan.
- b. **Responsibility** - Planning and Plan Check Divisions of the Community Development Department.
- c. **Approval** - Approvals by decisionmaker as specified in the land Use and Development Code.

It is proposed that the City Gateways Plan be substantially implemented over a timeframe of ten years. A capital improvement program for the public landscaping, public art, interchange and overcrossing retrofit and signing of the Plan will be prepared for approval by the City

Council as part of the Design Masterplan. The new interchanges and overcrossings, which will be funded by the City, may occur in that timeframe but their timing is dependent upon the pace of development in the City and the availability of funding sources. The frontage landscaping occurring with private development projects are expected to occur over a period of ten to twenty years as those properties develop.

**(9) CITY INCORPORATION REQUIREMENTS THROUGH LAFCO**

**ATTACHMENT 1  
TULARE COUNTY LAFCO POLICIES**

- E. The boundary configurations will not create or result in areas difficult to serve.
- F. The boundaries of the proposed formation must be definite and certain and must conform to lines of assessment whenever possible.
- G. The boundaries must not conflict with boundaries of other public agencies possessing the same powers unless properly justified.

**1.8. Standards for City Incorporation**

Incorporation will be given more favorable consideration if:

- A. A community is geographically located some distance from any other municipality;
- B. There is a demonstrable public need for additional governmental services and controls, or a need for a higher level of some or all of those being provided; and
- C. The needed governmental services can be shown to be most quickly and economically provided by incorporation.
- D. The area to be incorporated is compact and contiguous and possesses a community identify.
- E. The proposed incorporation must reflect and consider the general plans of the County and affected cities.
- F. The proposed incorporation must not conflict with the logical growth of adjacent cities as reflected in Commission approved spheres of influences.
- G. The proposed incorporation does not represent an attempt to incorporate only revenue-producing territories to preempt neighboring cities.
- H. The proposed boundaries do not create or result in areas that are difficult to serve.
- I. The proposed boundaries must be definite and certain and wherever possible should conform to lines of assessment.
- J. The effect of incorporation on Special Districts must be considered.
- K. Within the proposal there must be a cost versus benefits justification of the proposed incorporation.
- L. Sufficient revenue to supply required municipal services is evident in the incorporation proposal.
- M. Consideration will be given to the effect of incorporation upon adjacent landowners, governmental agencies, and the County.

# ***Policies and Procedures***

## ***Tulare County Local Agency Formation Commission***

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**Policy Number:** C-2

**Effective Date:** October 6, 2004

**Authority:** GC §56000 et. Seq., LAFCO Resolutions: 04-036, 05-051, 05-080, 06-012, 07-030, 10-030, 11-003

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**Title:** Change of Organization/Reorganization

**Policy:** It is the policy of Tulare County LAFCO to conform to the requirements outlined in the Cortese-Knox-Hertzberg Reorganization Act of 2000 (C-K-H Act of 2000) when processing proposals for a change in organization or reorganization.

**Purpose:** To provide a summary of the procedure by which all proposals for changes of organization may be processed by the manners prescribed in the C-K-H Act of 2000. (Note: This summary is not intended to conflict with the CKH Act. In the event of any conflicts with CKH, CKH shall control).

**Scope:** This procedure applies to all changes of organization submitted to LAFCO.

**History:** This policy was added to the Manual on 10/6/04. The Waiver of Protest Hearing Requirements section (C-2.11) was added on 8/23/05. References to Forms E-1 and E-8 were added on 12/7/05. The Waiver of Public Notice and Hearing section (C-2.10) was added on 3/1/06. Requirements were added for projects that qualify for waiver of public notice and hearing (C-2.10) on 6/6/07. The procedure was amended on 12/8/10 to add more detail to the LAFCO process and to adjust for changes in State law. The procedure was amended on 3/9/11 to add the fiscal impact assessment process.

**Procedure:**

**2.1. General Procedures for Changes in Boundaries or Organization to be processed by the Local Agency Formation Commission.**

The procedures for proposals considered by LAFCO are guided by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Government Code Section 56000 et seq.), and any proposal submitted must conform to the requirements outlined in the Act. The procedures outlined below represent broad guidelines as to the steps required.

**2.2. Initiation**

Generally, proposals for changes in boundaries, formations, or changes of organization can be submitted for the consideration of LAFCO by petition of the

registered voters or affected landowners; however, prior to the circulation of any petition, a "Notice of Intent to Circulate" must be presented to the LAFCO Executive Officer. A proposal may also be initiated by a resolution adopted by the governing body of any related public body (county, city, or special district). The proposal must be submitted on forms available from the LAFCO staff office, or on the LAFCO website, along with the applicable number of maps, legal descriptions, and filing fees to cover the proposal submitted. The contents of a complete application are listed in Form E-1.

### **2.3. LAFCO Staff Review Process**

Upon receipt of an application, the LAFCO staff does the following:

- A. A Notice of New LAFCO Case with a copy of the applying agency's application materials is distributed to various County departments. Information and comments are sent back to LAFCO staff when applicable.
  - I. The Elections Division will provide the number of registered voters within the change of organization area.
  - II. The County Surveyor will check the map and legal description for accuracy and consistency with the standards issued by the State Board of Equalization (BOE).
  - III. The Assessor will provide a list the Assessor Parcel Numbers (APNs) within the change of organization area.
  - IV. The Auditor will assign the tax rate area (TRA) or areas for the change of organization area and provide a Statement of TRA Assignment.

*NOTE: There is master property tax sharing agreement currently in effect in the County. If that agreement is ever terminated, no proposal can be considered by the Commission until LAFCO receives from the County Board of Supervisors (for itself and affected districts) and any affected city, a resolution approving any changes in ad valorem tax distribution which is caused by the proposed change.*
  - V. Other County departments such as Project Review, Countywide Planning, Community Development, County Counsel and Public Works may also provide comments.
- B. A Notice of Filing is sent to all interested (each agency that currently provides facilities or services in the affected territory) and subject (the proposing agency) agencies. In addition, this notice is required to be sent to the County Committee on School District Organization and each school superintendent whose school district overlies the change of organization area. (This notice can be sent by the applying agency prior to the submittal of the application to LAFCO.) [GC §56658(b)(1), GC §56654(c)]

- C. If a city change of organization area includes land under Williamson Act contract, within 10 days of receiving the application, a notice must be sent to the Director of the Department of Conservation. *[GC §56753.5]*
- D. After an application is determined to be complete, a Certificate of Filing is sent to the applicant. The Certificate of Filing can not be issued until at least 20 days after the Notice of Filing is issued. *[GC §56658(e)]*
- E. If the application is determined to be incomplete, a Notice of Incomplete Filing is sent to the applicant. This notice shall specify what parts of the application are incomplete and the manner in which it can be made complete. *[GC §56658(h)]*
- F. If the appropriate fees have been paid and no Certificate of Filing or Notice of Incomplete Filing has been issued then the application is deemed accepted for filing after 30 days from submittal. *[GC §56658(f)]*

#### **2.4 Fiscal Impact Assessment (outside of change of organization area)**

Pursuant to Policy C-1.4(D), a fiscal impact assessment may be required. ("Interested" and "subject" agencies are defined in C-2.3(B) and GC §§56047.5, 56077.)

- A. After LAFCO staff issues the Notice of Filing, an interested agency or existing contractor must notify LAFCO staff within 20 days if the change of organization would impact the interested agency's ability to provide service outside of the change of organization area. This notice shall include what service(s) would be impacted.
- B. After receipt of the notice from the interested agency or existing contractor, LAFCO staff shall issue a Notice of Incomplete Filing to the subject agency and attach a copy of the interested agency's notice.
- C. The responsibility for the fiscal impact assessment is determined as follows:
  - I. The fiscal impact assessment must be completed by the subject agency or contractor if the subject agency will use a sole source contractor to provide the service. (See subsections H and I.)
  - II. The fiscal impact assessment must be completed by the interested agency or existing contractor if the subject agency will not be using a sole source contractor to provide the service. (See subsections F and G.)
  - III. Upon agreement by both the interested agency and the subject agency, the agencies may request that LAFCO complete the fiscal impact assessment. The cost of the assessment would need to be determined on a case by case basis and would be paid for equally by both the subject and the interested agencies.

- D. For services that are being provided within a contract or license area, the fiscal impact assessment shall be limited to within the affected contract or license area of the interested agency.
- E. The scope and detail of fiscal impact assessments may vary substantially depending on the specific situation and services involved. However, the fiscal impact assessment shall include at minimum the following:
  - I. A description of the area proposed to be served by the subject agency and of the affected area currently being served by the interested agency. This includes a geographic description of the areas involved and the number of customers, hook-ups or other applicable measure of service.
  - II. Address the fiscal ability of the interested agency or existing contractor to continue to provide service to the remainder of the applicable service area. This should include an analysis of existing conditions within the affected service area and an analysis of conditions of the affected service area if the subject area is removed.
  - III. Address minimum level of service requirements pursuant to applicable federal, state and local regulations and ordinances.
    - a. For solid waste collection, the analysis must show that the impacted license area can still achieve a 35% diversion rate as currently required by County of Tulare ordinance.

Process for when the interested agency or contractor is responsible for the fiscal impact assessment

- F. Within 45 days of the interested agency's or existing contractor's notice of service impact, the interested agency or existing contractor shall provide a fiscal impact assessment of the affected service(s) to LAFCO staff and the subject agency.
  - I. Upon request by the interested agency or existing contractor, the Commission may extend the time period for the completion of the assessment if it is determined that additional time is warranted.
  - II. If the assessment isn't submitted within the required time period, the change of organization application will be deemed complete (if all other application requirements have also been met) and a Certificate of Filing will be issued to the subject agency.
- G. Within 45 days of the submittal of the interested agency's or existing contractor's fiscal impact assessment, the subject agency may provide comments or provide their own fiscal impact assessment.

- I. Upon request by the subject agency, the Commission may extend the time period for comments or the completion of the assessment if it is determined that additional time is warranted.
- II. The change of organization application will be deemed complete (if all other application requirements have also been met) and a Certificate of Filing will be issued to the subject agency after the subject agency provides comments or their own assessment or after the response time period has elapsed, whichever is sooner.

Process for when the subject agency or contractor is responsible for the fiscal impact assessment

- H. Within 90 days of the interested agency's or existing contractor's notice of service impact, the subject agency or its contractor must provide a fiscal impact assessment of the affected service(s) to LAFCO staff and the interested agency.
  - I. Upon request by the subject agency or its contractor the Commission may extend the time period for the completion of the assessment if it is determined that additional time is warranted.
  - II. The interested agency or existing contractor must provide all necessary information to the subject agency or its contractor for the completion of the assessment within 45 days of the interested agency's notice of service impact. If the interested agency doesn't provide the information, upon request by the subject agency or its contractor, the Commission may waive the assessment requirement and the Executive Officer may issue a Certificate of Filing to the subject agency. Notwithstanding any provision to the contrary, nothing herein is intended to require the interested agency or existing contractor to provide confidential and proprietary information to the subject agency or the contractor.
  - III. If the assessment isn't submitted within the required time period, the change of organization application will be terminated.
  - IV. The change of organization application will be deemed complete (if all other application requirements have also been met) and a Certificate of Filing will be issued to the subject agency after the subject agency or its contractor provides the fiscal impact assessment.
- I. Within 45 days of the submittal of the subject agency's or its contractor's fiscal impact assessment, the interested agency or existing contractor may provide comments or provide their own fiscal impact assessment.
  - I. Upon request by the interested agency or existing contractor, the Commission may extend the time period for comments or the

completion of the assessment if it is determined that additional time is warranted.

## **2.5. Environmental Review**

Environmental determinations are reviewed and considered prior to Commission evaluation of the proposal (*see Policy B-3*). The LAFCO review process cannot continue without a determination that the proposal:

- A. Qualifies for an exemption as defined within the California Environmental Quality Act (CEQA) and the Commission's environmental guidelines;
- B. Receives a Negative Declaration approved by the lead agency which indicates that, if approved, the project will have no adverse effects; or
- C. There is a completed Environmental Impact Report certified by the lead agency for the project.

## **2.6 Executive Officer's Report Preparation**

LAFCO Staff prepares and distributes the Executive Officer's Report making a recommendation to the Commission relating to the proposal. The Report includes recommended actions, findings and conditions of approval (when applicable). The factors and standards considered in the development of the Report are outlined in Policy C-1.

- A. The Report shall be completed not less than five days prior to date of the public hearing and shall be distributed to the following [*GC §56665*]:
  - I. The designees as listed in the change of organization application.
  - II. Each local agency whose boundaries or sphere of influence.
  - III. Each affected local agency which has filed a request for a report with the Executive Officer.
  - IV. The Executive Officer of another affected county when a district is or will be located in that other county.
  - V. Each affected city. (defined in GC §56011)

## **2.7 Conditions of Approval**

The Cortese-Knox-Hertzberg Reorganization Act of 2000 has given LAFCOs broad power to apply conditions of approval to changes of organization [*GC §§56375, 56885, 56885.5, 56886 et. Seq.*]. However, the Commission can not impose any conditions that would directly regulate land use density, intensity, property development, or subdivision requirements [*GC §56375(a)(6)*]. Conditions of approval may include but are not limited to the following:

- A. The inclusion of a surrounded or substantially surrounded unincorporated island. *[GC §56375(a)(5)]*
- B. The exclusion of land that would create a surrounded or substantially surrounded unincorporated island. *[GC §56744]*
- C. The initiation, conduct or completion of proceedings for another change of organization or a reorganization. *[GC §56885.5(a)(2)]*
- D. No subsequent change may be made to the general plan for the annexed territory or zoning that is not in conformance to the rezoning designations for a period of two years after the completion of the annexation, unless the legislative body for the city makes a finding at a public hearing that a substantial change has occurred in circumstances that necessitate a departure from the rezoning in the application to the Commission. *[GC §56375(e)]*
- E. The provision of services outside of the change of organization area and within the subject agency's sphere of influence (SOI). Services can be extended beyond the subject agency's SOI if the Commission finds that the condition would mitigate effects which are a direct result of the annexation. *[GC §56376]*
- F. Conditions relating to city annexation of Williamson Act land:
  - I. If the Commission determines that a city has a valid Williamson Act contract protest and the city exercises its option to not succeed to the contract, a Certificate of Contract Termination must be recorded at the same time as the Certificate of Completion. *[GC §§51243.5(h), 57330.5(b)]*
  - II. If there is no valid protest, the city shall not provide services to the site which support uses not allowed by the Williamson Act during the remaining life of the contract. *[GC §56754(a)]*
  - III. If there is no valid protest, the city shall adopt (if not already adopted) the rules and procedures required by the Williamson Act, including but not limited to the rules and procedures required by GC §§51231, 51237 and 51237.5. *[GC §56889]*
- G. The provision of a map and legal description which meets the State Board of Equalization's filing requirements. *[GC §54901(a)]*

**2.7. Public Notice**

For changes of organization that are subject to a public hearing, public notice must be provided at least 21 days prior to the public hearing.

- A. The notice must include the following:
  - I. Type of proposal

- II. Case number
  - III. Time, date and location of the public hearing
  - IV. Type and location of the environmental document used for the proposal
  - V. A description of the location of the proposal
  - VI. Contact information
- B. Notice of a public hearing must be posted in at least one newspaper of general circulation within the affected county, city or district. *[GC 56153]*
  - C. Notice of a public hearing must be mailed to the following:
    - I. Landowners owning land within the affected territory. *[GC 56661(h)]*
    - II. Registered voters residing within the affected territory. *[GC 56661(i)]*
    - III. Each affected city, district, county, the proponents and persons requesting special notice. *[GC §56661(a)(b)(c)]*
    - IV. The Director of the Department of Conservation if the change of organization involves a city annexation of land under Williamson Act contract. *[GC §56753, 56661(g)]*
    - V. To each city within three miles of a change of organization. *[GC §56661(d)]*
    - VI. To the Director of Forestry and Fire protection if the change of organization involves fire protection services within a state responsibility area. *[GC §56661(f)]*
  - D. Posted notice must be placed on or near the doors of the meeting room of the Commission or upon any official bulletin board used for the purpose of posting public notices by the Commission. *[GC §56158]*
  - E. Notice must be posted on Tulare County LAFCO's website: <http://www.co.tulare.ca.us/lafco/> *[GC §56300(f)]*

**2.8. Public Hearing/Commission Action**

The change of organization is considered by the Commission at a public hearing, and it either approves or denies the proposal.

- A. If the Commission denies the proposal, no further proceedings shall be taken on the proposal and no similar proposal involving the same or substantially the same territory shall be initiated for one year after the date of the adoption of the resolution terminating proceedings. However, the Commission may waive these requirements if it finds they are detrimental to the public interest. *[GC §56884]*
- B. If the Commission approves the proposal, LAFCO staff will provide a published Notice of Protest Proceeding announcing the date for

consideration of protest and the procedure and requirements for a valid written protest to the proposal. However, this process may be waived if the proposal is shown to meet the requirements of GC §56663(c) (for uninhabited proposals) or §56663(d) (for inhabited proposals).

- I. The protest hearing must be set within 35 days of Commission approval of the proposal. The hearing can not be held prior to the expiration of the 30 day reconsideration period. *[GC §57002(a)]*
  - II. The LAFCO Executive Officer will consider the item at the time and date indicated on the protest hearing notice, and will make a determination of the level of protest submitted. A recommendation for action to approve, deny, or submit the proposal to an election based on the amount of written protest received shall be submitted to the Commission at its next available hearing date. The protest hearing process is further defined in Policy C-4.
- C. Any person or affected agency may file a written request with the Executive Officer requesting amendments to or reconsideration to the change of organization within 30 days of the Commission's action *[GC §56895]*. The reconsideration process is further defined in Policy C-12.
- D. Upon the successful completion of the protest process and fulfillment of any required conditions of approval, LAFCO Staff files a "Certificate of Completion" with the appropriate bodies. The date on which the Certificate of Completion is recorded is the effective date of the action, unless a specific date is set by LAFCO pursuant to GC §56886(p).
- I. If a Certificate of Completion has not been filed within one year after the Commission approves a proposal, the proposal shall be deemed abandoned unless the Commission authorizes an extension of time. *[GC §57001]*
- E. After the recording of the Certificate of Completion, LAFCO Staff must file a Statement of Boundary Change or Creation with the State Board of Equalization with a filing fee from the subject agency. *[GC §57204(a)]*
- I. This filing does not apply to districts which are not funded by property taxes.

## **2.9. Waiver of Public Notice & Hearing**

- A. Certain proposals may qualify for waiver of public notice and hearing and will be placed on the Consent Calendar. The requirements are as follows:
  - I. There is 100% signed consent of landowners within the annexation, detachment or reorganization area pursuant to GC §56663(a) and,

- II. The subject city/district gives written consent waiving the requirement of mailed notice and, consents to the Commission to make determinations without notice and hearing pursuant to GC §56663(b) and,
  - III. A mailed Notice of Filing has been sent by LAFCO staff to all affected agencies (as defined by GC §56014) and,
  - IV. No affected agency has submitted a written demand for a public hearing within 10 days of the mailing of the Notice of Filing pursuant to GC §56663(b) and,
  - V. The project must have been found to be exempt from CEQA by the lead agency or a Negative Declaration has been adopted by the lead agency unless the Executive Officer finds that a shift in lead agency is required under Guidelines §15052 and,
  - VI. For cities and urban districts\*, the project must not exceed 30 acres or more than 10% of the total acreage of land within the existing city or district, whichever is less, and,
 

*\*For purposes of this policy, 'urban districts' are defined as districts which will provide urban services such as domestic water and/or wastewater collection.*
  - VII. For cities and urban districts, the project must not create or further envelope a County island (as defined by Policy C-10.1.C) and,
  - VIII. For cities and urban districts, the project must not contain any land under Williamson Act contract.
- B. Proposals which qualify for the waiver of public notice and hearing are still subject to all other applicable laws and policies and the Commission retains the option to pull these items for discussion.

**2.10. Waiver of Protest Hearing Requirements**

- A. Uninhabited annexations - Pursuant to GC §56663(c), the Commission may waive protest proceedings if both of the following apply:
  - I. All the owners of land within the affected territory have given their written consent to the change of organization or reorganization, and
  - II. No subject agency has submitted written opposition to a waiver of protest proceedings.
- B. Inhabited annexations – Pursuant to GC §56663(d), the Commission may waive protest proceedings if both of the following apply:
  - I. The Commission has provided written notice of commission proceedings to all registered voters or landowners within the affected territory and no written opposition from registered voters or landowners

within the affected territory is received prior to the conclusion of the commission meeting. The written notice shall disclose to the registered voters and landowners that unless written opposition is received regarding the proposal or the commission's intention to waive protest proceedings, that there will be no subsequent protest and election proceedings, and

- II. No subject agency has submitted written opposition to a waiver of protest proceedings.
- C. In addition to GC §56048(b), an "owner of land" or "landowner" does not include a public agency which owns highways, rights of way, easements, waterways, or canals, or the underlying fee-title holders of those highways, rights of way, easements, waterways, or canals if those underlying ownerships are not shown on the most recent assessment roll as separate parcels.

**4. CONTINUED DISCUSSION, DETAILED REVIEW  
OF GOAL 1 COMPATIBLE DEVELOPMENT**

2009 DRAFT  
THREE RIVERS COMMUNITY PLAN GOALS OBJECTIVES AND  
POLICIES

<b>GOAL 1: COMPATIBLE DEVELOPMENT</b>
Land uses and new development that are compatible and consistent with the existing development in Three Rivers, and preserve the unique community character.
<b>GOAL 2: APPROPRIATE DENSITIES</b>
Development patterns and densities that are appropriate and consistent with the capacity of public services and the natural environment.
<b>GOAL 3: ECONOMIC VITALITY</b>
A strong, diversified economic environment within Three Rivers which enhances the rural atmosphere of the community.
<b>GOAL 4: DIVERSE HOUSING OPTIONS</b>
A diversity of affordable and safe housing options for all Three Rivers residents, including families, seniors, and National Park Service employees.
<b>GOAL 5: PROTECTION AND CONSERVATION OF THE ENVIRONMENT</b>
Land use patterns and design solutions which protect and conserve the environmental quality and natural beauty in Three Rivers.
<b>GOAL 6: PROVIDE PUBLIC SERVICES AND COMMUNITY FACILITIES TO THE COMMUNITY</b>
High quality public services and community facilities to serve the existing and future needs of Three Rivers.
<b>GOAL 7: FOSTER SAFE AND ACCESSABLE TRANSPORTATION/CIRCULATION SYSTEM</b>
A safe and accessible transportation and circulation system in Three Rivers that enhances the character of the community.
<b>GOAL 8: PROVIDE ADEQUATE EMERGENCY AND SAFETY ACCESS</b>
Adequate emergency and safety access to all development in Three Rivers.
<b>GOAL 9: ENHANCE COMMUNITY CHARACTER</b>
Enhancing attributes in a community to make it unique, both in terms of the built and natural environment and its population.
<b>GOAL 10: PROVIDE SAFE AND SECURE ENVIRONMENT</b>
The health and safety of its residents will be protected and enhanced.

**GOAL 1: COMPATIBLE DEVELOPMENT**

*Land uses and new development that are compatible and consistent with the existing development in Three Rivers, and preserve the unique community character.*

**Objective 1.1 Development Compatibility:** Ensure compatibility between and within new and existing development.

	<b>Policies</b>	<b>Implementation Mechanism</b> <small>(Numbers refer to descriptions of mechanisms, which follow table)</small>
	<b>1.1.1</b> Ensure that new residential development is compatible with the character of the community through the enforcement of rural subdivision standards and guidelines.	<ul style="list-style-type: none"> <li>▪ Development Stds.</li> <li>▪ Design Guidelines</li> <li>▪ Site Plan Review</li> <li>▪ Development Review</li> </ul>
	<b>1.1.2</b> Ensure that new residential development is compatible with the character and scale of existing residential development.	<ul style="list-style-type: none"> <li>▪ Development Stds.</li> <li>▪ Design Guidelines</li> <li>▪ Site Plan Review</li> <li>▪ Development Review</li> <li>▪ Development Regulations (Zoning)</li> </ul>
	<b>1.1.3</b> Limit commercial or recreational uses that generate negative impacts, such as noise, lighting, traffic, odors and emissions in residential neighborhoods.	<ul style="list-style-type: none"> <li>▪ Development Stds.</li> <li>▪ Design Guidelines</li> <li>▪ Site Plan Review</li> <li>▪ Development Review</li> <li>▪ Development Regulations (Zoning)</li> </ul>
	<b>1.1.4</b> Encourage compatible commercial establishments necessary to serve residents and tourists that are compatible with existing development and preserve the natural environment.	<ul style="list-style-type: none"> <li>▪ Development Stds.</li> <li>▪ Development Review</li> <li>▪ Design Guidelines</li> <li>▪ Site Plan Review</li> </ul>
	<b>1.1.5</b> Cluster commercial uses in compact areas and development patterns to discourage strip development.	<ul style="list-style-type: none"> <li>▪ Community Plan Map</li> <li>▪ Development Review</li> <li>▪ Design/Dev. Tools</li> </ul>
	<b>1.1.6</b> Protect land uses adjacent to State Highway 198 from noise impacts by requiring adequate landscape screening and buffering.	<ul style="list-style-type: none"> <li>▪ Development Stds.</li> </ul>
	<b>1.1.7</b> Require adequate buffers (setback, side and rear yards, landscaping and screening) between commercial and/or industrial development and residential areas.	

	<p><b>1.1.8</b> Increase the opportunities for public involvement and participation for planning and development processes in Three Rivers.</p> <p>a. Increase the public notice radius for development projects to 3 adjacent parcels to the development site or 300 feet, whichever is greater.</p> <p>b. Post public notice for development projects in Three Rivers in a public, visible location.</p>	
<p><b>Objective 1.2 Rural Gateway Character:</b> Maintain the rural gateway character of Three Rivers.</p>		
	<p><b>1.2.1</b> Ensure that the size, type, and scale of new development in Three Rivers is compatible with the rural character of the community.</p>	<ul style="list-style-type: none"> <li>▪ Development Stds.</li> <li>▪ Design Guidelines</li> <li>▪ Development Review</li> <li>▪ Site Plan Review</li> <li>▪ Development Regulations (Zoning)</li> </ul>
	<p><b>1.2.2</b> Encourage visitor serving uses which are low intensity, and which do not have negative traffic, noise or visual impacts to the community.</p>	<ul style="list-style-type: none"> <li>▪ Development Review</li> <li>▪ CEQA Review</li> <li>▪ Development Regulations (Zoning)</li> </ul>
<p><b>Objective 1.3 Rural Development Standards:</b> Establish and implement standards for rural development which incorporate the rural standards of the community.</p>		
	<p><b>Policies</b></p>	<p><b>Implementation Mechanism</b> (Numbers refer to descriptions of mechanisms, which follow table)</p>
	<p><b>1.3.1</b> Require site plan review for all new development in Three Rivers.</p> <p>a. Apply rural compatibility standards through the site plan review process.</p>	<ul style="list-style-type: none"> <li>▪ Foothill Growth Management Plan</li> <li>▪ Site Plan Review</li> </ul>
	<p><b>1.3.2</b> Ensure that development proposals conform to all development standards and guidelines.</p>	<ul style="list-style-type: none"> <li>▪ Design Guidelines</li> <li>▪ Development Review</li> <li>▪ Development Stds.</li> <li>▪ Site Plan Review</li> </ul>
	<p><b>1.3.3</b> Apply the noise standards found in the Tulare County Noise Element (pg. 20, 3.3.4)</p>	<ul style="list-style-type: none"> <li>▪ Noise Element</li> </ul>

<p><b>1.3.4</b> Require adequate setbacks for residential, commercial and industrial uses, including, side and rear yards, landscaping and screening, as determined by the Site Plan Review Committee.</p> <p>a. Increase the required front and side yard setbacks for new development.</p>	<ul style="list-style-type: none"> <li>▪ Design Guidelines</li> <li>▪ Development Regulations (Zoning)</li> <li>▪ Development Stds.</li> <li>▪ Overlay Zone</li> </ul>
<p><b>1.3.5</b> Require standards for signage in Three Rivers, including regulations for: size, height, scale, color, lighting, and material. Incorporate Caltrans signage standards with community standards, as they apply to Highway 198.</p> <p>a. Ensure that signage is small and inconspicuous.</p> <p>b. Prohibit the use of exterior neon or blinking signs and source lit signs.</p>	<ul style="list-style-type: none"> <li>▪ Design Guidelines</li> <li>▪ Development Stds.</li> <li>▪ Site Plan Review</li> </ul>
<p><b>1.3.6</b> Establish lighting standards and guidelines to minimize light pollution, glare, and light trespass and to protect the dark skies in Three Rivers.</p> <p>a. Require outdoor light fixtures on public and private property to be fully shielded.</p> <p>b. Externally illuminated signs, displays, and building identification shall use top mounted light fixtures which shine light downward and which are fully shielded.</p> <p>c. Require motion sensors for security purposes, rather than intrusive security lights.</p> <p>d. Require that lights are pointed in a downward direction, and are turned off when not in use.</p> <p>e. Restrict the use of commercial lights during nighttime hours to indirect, non-glaring lighting.</p>	<ul style="list-style-type: none"> <li>▪ Design Guidelines</li> <li>▪ Development Stds.</li> <li>▪ Development Regulations (Building Code)</li> <li>▪ Site Plan Review</li> </ul>
<p><b>1.3.7</b> Establish vegetation standards for residential and commercial development, and encourage the use of native vegetation in landscaping, when visible to common roadways.</p> <p>a. Encourage the use of drought resistant vegetation.</p> <p>b. Minimize the disturbance of existing vegetation.</p> <p>c. Prohibit the use of non-invasive plant species.</p>	<ul style="list-style-type: none"> <li>▪ Design Guidelines</li> <li>▪ Development Stds.</li> <li>▪ Site Plan Review</li> </ul>
<p><b>1.3.8</b> Establish streetscape guidelines for roadways, paths, and sidewalks to ensure that they are compatible with the natural environment and scenic resources.</p>	<ul style="list-style-type: none"> <li>▪ Circulation Plan</li> <li>▪ Design Guidelines</li> <li>▪ Development Stds.</li> <li>▪ Development Review</li> </ul>

	<p><b>1.3.9</b> Establish standards for fences and other similar structures to ensure that they are aesthetically pleasing, and compatible with the character of the neighborhood.</p>	<ul style="list-style-type: none"> <li>▪ Design Guidelines</li> <li>▪ Development Stds.</li> <li>▪ Site Plan Review</li> </ul>
	<p><b>1.3.10</b> Implement a residential development height standard of 35 feet, based on the existing policies of the FGMP.</p>	<ul style="list-style-type: none"> <li>▪ Foothill Growth Management Plan</li> <li>▪ Site Plan Review</li> </ul>
	<p><b>1.3.11</b> Implement the standards of the Scenic Corridor Zoning Provision.</p>	<ul style="list-style-type: none"> <li>▪ Scenic Corridor Designation</li> </ul>
<p><b>Objective 1.4 Quality Office, Commercial and Light Industrial Development:</b> Establish and apply development and design standards to ensure quality professional office, commercial, and light, non-polluting industrial development.</p>		
	<p><b>1.4.1</b> Design professional office, commercial and light, non-polluting, industrial developments to minimize adverse traffic impacts to residential areas.</p>	<ul style="list-style-type: none"> <li>▪ Circulation Plan</li> <li>▪ Design/Dev. Tools</li> <li>▪ Development Review</li> <li>▪ Development Stds.</li> </ul>
	<p><b>1.4.2</b> Require office, commercial, and light industrial development to provide a naturally planted buffer strip, including shade trees, to separate the structures and the parking areas from State Highway 198.</p>	<ul style="list-style-type: none"> <li>▪ Development Standards</li> <li>▪ Site Plan Review</li> </ul>
	<p><b>1.4.3</b> Establish landscaping, signage requirements, screening, and visual standards for commercial and industrial uses along Highway 198.</p>	<ul style="list-style-type: none"> <li>▪ Development Stds.</li> <li>▪ Design Guidelines</li> </ul>
	<p><b>1.4.4</b> Require automobile storage yards and commercial and multi-family trash bins to be screened from view.</p>	<ul style="list-style-type: none"> <li>▪ Development Regulations (Building code)</li> <li>▪ Development Standards</li> </ul>
	<p><b>1.4.5</b> No new commercial resort development proposal which either exceed 40 acres in area or 100 guest rooms shall be allowed without approval of a Planned Unit Development pursuant to Section 18.6, Subsection G of the Tulare County Zoning Ordinance has been secured. (GPA 94-003)</p>	<ul style="list-style-type: none"> <li>▪ PUD</li> </ul>
	<p><b>1.4.6</b> Encourage mixed-use project review under the Planned Unit Development procedure instead of the conventional procedure in order to further achieve and promote the goals, objectives, and policies of this plan.</p>	<ul style="list-style-type: none"> <li>▪ PUD</li> </ul>

An Urban Area Boundary (UAB) will direct future growth to areas that are appropriate and have the carrying capacity to support development. The UAB will be based on existing development, available land, and environmental and infrastructure constraints. Growth and development shall not occur outside of the growth boundary except as permitted by the Foothill Growth Management Plan (FGMP), and land outside of the UAB will be maintained subject to the policies of the Foothill Growth Management Plan.

<b>Objective 1.5 Urban Area Boundary:</b> Establish an Urban Area Boundary (UAB) that is contiguous with the existing Planning Area Boundary.	
1.5.1 Consider areas within the UAB for future development, with growth directed to specific areas, such as a Town Center.	<ul style="list-style-type: none"> <li>▪ Community Plan Map</li> <li>▪ UAB</li> </ul>
1.5.2 Conduct development suitability analyses to determine areas within the UAB that are most suitable for future development.	<ul style="list-style-type: none"> <li>▪ Natural Resources Mapping</li> <li>▪ Public Health/Safety Requirements</li> </ul>
1.5.3 Require that development densities within the UAB are consistent with the adopted Community Plan.	<ul style="list-style-type: none"> <li>▪ Community Plan Map</li> </ul>
1.5.4 Encourage the application of the Foothill Growth Management Plan (FGMP) policies to areas adjacent to Three Rivers that are outside of the UAB.	<ul style="list-style-type: none"> <li>▪ Foothill Growth Management Plan (FGMP)</li> </ul>
1.5.5 Prohibit extension of public services outside of the UAB.	<ul style="list-style-type: none"> <li>▪ Extension of Public Services</li> </ul>
1.5.6 Establish a review of the UAB every five years.	<ul style="list-style-type: none"> <li>▪</li> </ul>

One of the shared visions for Three Rivers is a community with a strong central core area with clustered commercial development. Concentrated or clustered commercial development serves several purposes. A concentration of commercial development can help create a focal point or town center for the community, and can also reinforce a sense of place and community identity.

Community residents have a desire for a central area that can serve as a formal gathering place for civic events, as well as an informal gathering space where residents and visitors can shop, eat, and socialize. A concentrated commercial development in the center of the community can provide this space

Directing the commercial development to a central area will help to limit scattered development in areas that are not appropriate for that scale and intensity of development. Clustered commercial development may also help to reduce traffic impacts throughout the community.

<b>Objective 1.6 Town Center:</b> Create a Town Center in the community with a concentration of commercial, retail and social services to help strengthen Three Rivers as a livable community.	
1.6.1 Designate a "Town Center" site in Three Rivers as a potential future town center for the community.	<ul style="list-style-type: none"> <li>▪ Community Plan Map</li> </ul>
1.6.2 Develop a Specific Plan for the Town Center to ensure the appropriate mix of uses for this area of Three Rivers and a high quality development.	<ul style="list-style-type: none"> <li>▪ Specific Plan</li> </ul>

<p><b>1.6.3</b> Require commercial clustering adjacent to the existing Highway 198 commercial corridor and in the Town Center.</p>	<ul style="list-style-type: none"> <li>▪ Community Plan Map</li> <li>▪ Design/Development Tools</li> </ul>
<p><b>1.6.4</b> Encourage mixed-use development in the Town Center.</p> <p>a. Establish a mixed-use land use designation and zone.</p> <p>b. Integrate new high density residential uses with planned commercial areas in the Town Center.</p>	<ul style="list-style-type: none"> <li>▪ Community Plan Map</li> <li>▪ Design/Development Tools</li> <li>▪ Development Regulations (Zoning)</li> </ul>

**GOAL 2: APPROPRIATE DENSITIES**

*Development patterns and densities that are appropriate and consistent with the capacity of public services and the natural environment.*

**Objective 2.1 Capacity of Natural Environment:** Encourage development patterns and densities that are based on the capacity of the natural environment.

Policies	Implementation Mechanism (Numbers refer to descriptions of mechanisms, which follow table)
<p><b>2.1.1</b> Base residential densities on development suitability analysis of the natural environment, including: soil suitability, riparian setback requirements, slope gradient, and viewshed analysis.</p>	<ul style="list-style-type: none"> <li>▪ Natural Resource Mapping</li> </ul>
<p><b>2.1.2</b> Base density regulations on suitability of the soils to provide for proper disposal of septic tank effluent and the land's ability to provide water.</p>	<ul style="list-style-type: none"> <li>▪ Public Health/Safety Requirements</li> </ul>
<p><b>2.1.3</b> Encourage large lot single-family developments and planned cluster residential developments to conserve and protect open space, habitat areas, viewsheds, and natural resources from development disturbances.</p>	<ul style="list-style-type: none"> <li>▪ Natural Resource Mapping</li> <li>▪ Design/Dev. Tools</li> <li>▪ Development Review</li> <li>▪ Site Plan Review</li> </ul>

**Objective 2.2 Utilization of Existing Public Facilities:** Encourage development patterns and densities that will efficiently utilize existing public services.

<p><b>2.2.1</b> Require existing and new large-scale developments or subdivisions within the Community Services District to sponsor their share of certain needed public services. New development shall apply for water and sewer services, and these services shall be provided on a service area (Improvement District under the auspices of the Community Services District) basis.</p> <p>a. Require that engineered disposal systems for new residential, commercial and light industrial development are consistent with the standards of the State Water Quality Control Board, the Tulare County Health Department and Three Rivers Community Services District and be approved by the necessary authorities with respect</p>	<ul style="list-style-type: none"> <li>▪ Public Health/Safety Requirements</li> </ul>
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	to the protection of all existing waterways, including but not limited to seasonal and perennial creeks, manmade ditches, and ponds greater than 30' in diameter	
	<b>2.2.2</b> Ensure that new development shall not exceed the maximum physical holding capacity of the parcel.	<ul style="list-style-type: none"> <li>▪ Public Health/Safety Requirements</li> </ul>
	<p><b>2.2.3</b> Require sufficient lot area for all new residential development to ensure an adequate area for on-site sewage disposal.</p> <p>a. For properties within the CSD, encourage CSD staff to inspect all new septic system installations.</p> <p>b. Require property owners to repair or replace failing septic systems and require property owners to properly maintain their separate systems.</p>	<ul style="list-style-type: none"> <li>▪ Development Review</li> <li>▪ Development Regulations (Zoning and Subdivision Ordinance)</li> <li>▪ Public Health/Safety Requirements</li> </ul>
	<b>2.2.4</b> Through development review, ensure that utilities are adequately sized to accommodate proposed development.	<ul style="list-style-type: none"> <li>▪ Public Health/Safety Requirements</li> <li>▪ Maintenance Controls</li> <li>▪ Development Review</li> </ul>

In preparing a plan for the future of Three Rivers, the community is ensuring that adequate land will be available for future uses. It is necessary to provide adequate land supplies for residential, commercial, industrial, and public uses to allow for future growth and development. One of the main challenges in planning for the future of Three Rivers is to provide adequate land use supplies, while balancing the open space and agricultural land uses which serve to define the community.

<p><b>GOAL 3: ECONOMIC VITALITY</b></p> <p>A strong, diversified economic environment within Three Rivers which enhances the rural atmosphere of the community.</p>		
<p><b>Objective 3.1 Adequate Land Use Supplies:</b> Ensure adequate land use supplies for residential, commercial, industrial, and public uses to accommodate future growth and ensure the community's economic vitality.</p>		
	<p><b>Policies</b></p>	<p><b>Implementation Mechanism</b></p> <p>(Numbers refer to descriptions of mechanisms, which follow table)</p>
	<p><b>3.1.1</b> Accommodate light industrial development which is non-polluting and which does not create nuisance conditions, and which are totally enclosed or adequately screened from view. Light industrial uses shall be totally enclosed or adequately screened from view.</p>	<p>CEQA Review</p> <ul style="list-style-type: none"> <li>▪ Community Plan Map</li> <li>▪ Development Regulations (Zoning)</li> <li>▪ Development Stds.</li> </ul>

		<ul style="list-style-type: none"> <li>▪ Site Plan Review</li> </ul>
	<p><b>3.1.2</b> Encourage a mixed use community commercial shopping area and higher density residential development in the “Town Center” area in Three Rivers.</p>	<ul style="list-style-type: none"> <li>▪ Community Plan Map</li> <li>▪ Design/Dev. Tools</li> <li>▪ Specific Plan</li> </ul>
	<p><b>3.1.3</b> Promote a concentration of industrial, professional office, and commercial activities and high density residential development within selected areas to allow for cost efficient provision of necessary services and to protect residential neighborhoods from negative impacts.</p>	<ul style="list-style-type: none"> <li>▪ Community Plan Map</li> <li>▪ Development Regulations (Zoning)</li> </ul>
	<p><b>3.1.4</b> Maintain existing commercial areas along State Highway 198 for highway-oriented commercial development.</p>	<ul style="list-style-type: none"> <li>▪ Community Plan Map</li> <li>▪ Development Regulations (Zoning)</li> </ul>
	<p><b>3.1.5</b> Promote the use of the site approved for “Commercial-Recreation” development by GPA 94-003 for a destination-type resort such as a guest ranch, conference facility, health spa, golf course or equestrian establishment. Development of the site for retail or service commercial use, unless incidental to the primary use of the site for a destination-type resort, shall be prohibited. (GPA 94-003)</p>	<ul style="list-style-type: none"> <li>▪ Community Plan Map</li> <li>▪ Development Regulations (Zoning)</li> </ul>
<p><b>Objective 3.2 Agricultural Development:</b> Support agricultural development for economic benefit, visual diversity, and open space preservation.</p>		
	<p><b>3.2.1</b> Designate areas on the Land Use Plan for agricultural land and grazing activities.</p>	<ul style="list-style-type: none"> <li>▪ Community Plan Map</li> </ul>
	<p><b>3.2.2</b> Encourage agricultural land currently not in the Williamson Act to enter Agricultural Preserves Contracts pursuant to the Williamson Act.</p>	<ul style="list-style-type: none"> <li>▪</li> </ul>
	<p><b>3.2.3</b> Require that new development does not interfere with established agricultural water rights.</p>	<ul style="list-style-type: none"> <li>▪ CEQA Review</li> <li>▪ Development Review</li> </ul>
	<p><b>3.2.4</b> Provide economic incentives to lessen development pressure on agricultural land and open space such as conservation easements, Williamson Act, mitigation banks and other tax incentives.</p>	<ul style="list-style-type: none"> <li>▪</li> </ul>
	<p><b>3.2.5</b> Protect extensive and intensive agricultural areas as identified by the community plan from encroachment of non-agricultural uses through the use of large lot exclusive agricultural zoning.</p>	<ul style="list-style-type: none"> <li>▪ Development Regulations (Zoning)</li> </ul>

It is important to community members that Three Rivers continues to be a livable community with a diversity of housing types and commercial and civic uses. The community would like to ensure that residents are able to find adequate housing opportunities within the area during every stage in their life. This necessitates housing options that are appropriate for families with children as well as for senior citizens.

**GOAL 4: DIVERSE HOUSING OPTIONS**

A diversity of affordable and safe housing options for all Three Rivers residents, including families, seniors, and National Park Service employees.

**Objective 4.1 Housing Mix:** Maintain Three Rivers' predominant land use of single family residential, while providing for a mix of housing types and affordability levels throughout the community.

Policies	Implementation Mechanism (Numbers refer to descriptions of mechanisms, which follow table)
4.1.1 Provide for a variety of residential products in Three Rivers, including senior, low income, rural and estate housing to accommodate the housing needs of all segment's of the community's population.	<ul style="list-style-type: none"> <li>▪ Community Plan Map</li> <li>▪ Development Regulations (Zoning)</li> <li>▪ Development Review</li> </ul>
4.1.2 Educate property owners regarding available state and federal low interest housing loans for rehabilitation of deteriorated units, and assist them in qualifying for these loans.	<ul style="list-style-type: none"> <li>▪ Grant Programs</li> </ul>
4.1.3 Designate adequate land to accommodate multi-family and senior housing.	<ul style="list-style-type: none"> <li>▪ Community Plan Map</li> <li>▪ Development Regulations (Zoning)</li> </ul>
4.1.4 Promote cluster development of senior and affordable housing options in Three Rivers.	<ul style="list-style-type: none"> <li>▪ Design/Dev. Tools</li> <li>▪ Development Regulations (Zoning)</li> </ul>
4.1.5 Encourage mixed use development (including housing components) in Three Rivers.	<ul style="list-style-type: none"> <li>▪ Community Plan Map</li> <li>▪ Design/Dev. Tools</li> <li>▪ Development Regulations (Zoning)</li> </ul>

**Objective 4.1 Housing Mix (continued)**

4.1.6 Encourage large lot and planned cluster residential development.	<ul style="list-style-type: none"> <li>▪ Development Regulations (Zoning)</li> <li>▪ Site Plan Review</li> </ul>
4.1.7 Prohibit high density residential developments in areas with sensitive environmental or visual resources and in areas lacking suitable infrastructure or emergency access facilities.	<ul style="list-style-type: none"> <li>▪ CEQA Review</li> <li>▪ Community Plan Map</li> <li>▪ Natural Resources Mapping</li> <li>▪ Public Health/Safety Requirements</li> </ul>

**Objective 4.2 Mobilehomes:** Provide a role for mobilehomes in satisfying community housing needs while ensuring that the mobilehome development is attractive and compatible with existing development.

4.2.1 Permit mobilehome parks and recreation vehicle parks, by Special Use Permit, in designated commercial-recreation areas along State Highway 198 as shown on	<ul style="list-style-type: none"> <li>▪ Community Plan Map</li> <li>▪ Development Regulations (Zoning)</li> </ul>
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	the plan.	
	4.2.2 Require mobilehome parks and recreation vehicle parks adjacent to State Highway 198 to be screened from State Highway 198. Utilize such screening measures as masonry walls or other types of architectural fencing, earth berms, rock outcrops, and natural variation to topography. Require the use of natural vegetation where it exists supplemented by additional natural landscaping to soften the visible effect from the highway.	<ul style="list-style-type: none"> <li>▪ Development Regulations (Zoning)</li> <li>▪ Development Stds.</li> <li>▪ Site Plan Review</li> </ul>
	4.2.3 Require skirting or a similar type of architectural screening around the base of the mobilehome to improve mobilehome appearance and safety.	<ul style="list-style-type: none"> <li>▪ Development Stds.</li> <li>▪ Site Plan Review</li> </ul>
	4.2.4 Remove abandoned mobilehomes.	<ul style="list-style-type: none"> <li>▪</li> </ul>
	4.2.5 Ensure that mobilehome projects are located and designed in a manner that is compatible with existing development patterns and does not detract from the visual quality of the community.	<ul style="list-style-type: none"> <li>▪ Development Regulations (Zoning)</li> <li>▪ Development Stds.</li> <li>▪ Site Plan Review</li> </ul>

**Natural Environment**

The natural environment is Three River’s most valuable asset. The natural resources and diverse landscape of Three Rivers contribute to the beauty, character, and recreational opportunities enjoyed and valued by the community. The natural environment in Three Rivers encompasses the diverse and varied resources, including the Kaweah River, beautiful topography, and cultural resources. Throughout the planning process, the community has stated that maintaining a pristine natural environment and protecting the area’s valuable resources is the top priority in planning for the community’s future.

**GOAL 5: PROTECTION AND CONSERVATION OF THE ENVIRONMENT**  
Land use patterns and design solutions which protect and conserve the environmental quality and natural beauty in Three Rivers.

**Objective 5.1 Protection of the Natural Environment:** Protect the natural environment by prohibiting land uses, activities, and development patterns that will have an adverse effect on the environmental quality of Three Rivers.

	<b>Policies</b>	<b>Implementation Mechanism</b> <small>(Numbers refer to descriptions of mechanisms, which follow table)</small>
	5.1.1 Maintain a serene and attractive natural environment by prohibiting land use activities that create excessive and unwanted noise and/or light in the community	<ul style="list-style-type: none"> <li>▪ CEQA Review</li> <li>▪ Development Review</li> <li>▪ Development Stds.</li> </ul>

<p><b>5.1.2</b> Protect water quality and wildlife in Three Rivers by prohibiting land use activities that endanger water quality and/or wildlife as a result of pollution and/or sedimentation.</p> <p>a. Prohibit commercial and industrial development with excessive BOD (Biochemical Oxygen Demand) and COD (Chemical Oxygen Demand) waste water discharge characteristics as described by the State Water Quality Control Board and Army Corps of Engineers.</p>	<ul style="list-style-type: none"> <li>▪ CEQA Review</li> <li>▪ Development Review</li> <li>▪ Public Health/Safety Requirements</li> </ul>
<p><b>5.1.3</b> Ensure that new development does not excessively increase traffic flow through existing or planned residential areas.</p>	<ul style="list-style-type: none"> <li>▪ CEQA Review</li> <li>▪ Circulation Plan</li> <li>▪ Development Review</li> </ul>
<p><b>5.1.4</b> Design roads in residential subdivisions to minimize through traffic.</p>	<ul style="list-style-type: none"> <li>▪ Circulation Plan</li> <li>▪ Development Stds.</li> </ul>
<p><b>5.1.5</b> Maintain natural drainage courses to ensure that alterations do not lessen their capacity or cause obstructions, erosion, or sedimentation.</p>	<ul style="list-style-type: none"> <li>▪ Development Review</li> <li>▪ General Development Controls</li> <li>▪ Maintenance Controls</li> <li>▪ Natural Resource Mapping</li> <li>▪ Public Lands/Easements</li> </ul>

The Kaweah River is one of the most valuable natural assets in Three Rivers, and is an essential element of the community's unique character and quality natural environment. The floodways and floodplains along the river enhance the quality of life in Three Rivers, and promote biological and habitat diversity in the community. As part of the future vision for Three Rivers, residents would like to preserve the Kaweah River as a "living river", which maintains its natural course through the community. A living river describes the dynamic interaction between river flow, river form, people, plants, fish and wildlife to maintain the river in the natural, healthy form.

<p><b>Objective 5.2 Kaweah River:</b> Protect and preserve the natural features and quality of the Kaweah River and all of its tributaries, both perennial and intermittent.</p>	
<p style="text-align: center;"><b>Policies</b></p>	<p style="text-align: center;"><b>Implementation Mechanism</b></p> <p>(Numbers refer to descriptions of mechanisms, which follow table)</p>
<p><b>5.2.1</b> Protect and preserve the natural features and quality of the floodways of the Kaweah River.</p> <p>a. Establish a floodway setback, and monitor and enforce this setback.</p> <p>b. Prohibit structural development within the floodway, unless approved by local, state, or federal agencies with jurisdiction.</p> <p>c. Establish development standards to ensure that permitted</p>	<ul style="list-style-type: none"> <li>▪ Development Regulations (Zoning)</li> <li>▪ Development Stds.</li> <li>▪ Floodway Designation</li> <li>▪ Natural Resource Mapping</li> </ul>

	development in the floodway is compatible with the natural resources of the corridor	
	<p><b>5.2.2</b> Protect and preserve the natural features and the quality of the floodplains of the Kaweah River.</p> <p>a. Maintain the 100-year floodplain by prohibiting the development of residences or permanent structures within the floodplain (FGMP, pg. 16, Water Policy #3)</p>	<ul style="list-style-type: none"> <li>▪ Development Regulations (Zoning)</li> <li>▪ Development Stds.</li> <li>▪ Floodway Designation</li> <li>▪ Natural Resource Mapping</li> </ul>
	<p><b>5.2.3</b> Enforce applicable standards and regulations regarding floodway and floodplain preservation, and refer projects in the floodway and floodplain to applicable agencies.</p> <p>a. Encourage the appropriate state and federal agencies to update floodway and floodplain maps, and incorporate the updated maps into the planning process</p>	<ul style="list-style-type: none"> <li>▪ Development Regulations</li> <li>▪ Floodway Designation</li> <li>▪ Intergovernmental Coordination</li> </ul>
	<p><b>5.2.4</b> Create positive incentives for floodway and floodplain restoration and protection, including conservation easements and land trust management.</p>	<ul style="list-style-type: none"> <li>▪ Floodway Designation</li> <li>▪ Grant Programs</li> </ul>
	<p><b>5.2.5</b> Building improvements (homes, fences, etc.) and septic tank/leach line systems or other activities associated with construction (grading) shall not be permitted within 50' of an intermittent watercourse or 100' of a perennial watercourse. Where the combined effect of both rules is to eliminate all potential building sites, the rules shall be interpreted as to allow a minimal building site (no more than one residence or main building), as determined by the Site Plan Review Committee.</p>	<ul style="list-style-type: none"> <li>▪ Development Regulations (Zoning)</li> <li>▪ Development Review</li> <li>▪ Natural Resources Mapping</li> </ul>
	<p><b>5.2.6</b> Development proposals located in the designated river drainage areas shall be subject to site plan review.</p>	<ul style="list-style-type: none"> <li>▪ Natural Resources Mapping</li> <li>▪ Site Plan Review</li> </ul>
	<p><b>5.2.7</b> Protect the riparian areas along the Kaweah River and all of its tributaries.</p> <p>a. Discourage the removal of riparian native species, such as sycamores and valley oaks.</p>	<ul style="list-style-type: none"> <li>▪ Natural Resources Mapping</li> <li>▪ Public Lands and Easements</li> <li>▪ Site Plan Review</li> </ul>
	<p><b>5.2.8</b> Limit and control planting of non-native plants and trees in the riparian areas of the Kaweah River and all of its tributaries.</p>	<ul style="list-style-type: none"> <li>▪ Development Stds.</li> <li>▪ Public Lands and Easements</li> </ul>
	<p><b>5.2.9</b> Establish a greenway along the Kaweah River.</p>	<ul style="list-style-type: none"> <li>▪ Community Plan Map</li> <li>▪ Design/Development Tools</li> <li>▪ Development Regulations (Zoning)</li> </ul>

The area's vast forests and oak woodlands are an important resource to the Three Rivers community. Residents of Three Rivers cite the community's rural character and its proximity to Sequoia National Park as valuable community assets.

<b>Objective 5.3 Oak Woodlands: Protect and preserve oak woodlands.</b>		
	<b>Policies</b>	<b>Implementation Mechanism</b> <small>(Numbers refer to descriptions of mechanisms, which follow table)</small>
	<b>5.3.1</b> Removal or grading around native trees (6" or larger in diameter) which may disturb the root system shall not be allowed during the construction process unless the Site Plan Review Committee deems it is necessary because of road alignment or infrastructure improvements.	<ul style="list-style-type: none"> <li>▪ Natural Resources Mapping</li> <li>▪ Site Plan Review</li> </ul>
	<b>5.3.2</b> Removal of native trees in designated open space areas or on private property shall not be allowed unless the health, safety or welfare of residents associated with the adjacent development is endangered. <p style="margin-left: 40px;">a. Any trees proposed for removal must be indicated on the submitted site plan with accompanying information stating the reason for tree removal.</p>	<ul style="list-style-type: none"> <li>▪ Natural Resources Mapping</li> <li>▪ Public Lands and Easements</li> <li>▪ Site Plan Review</li> </ul>
	<b>5.3.3</b> Site plan review shall be utilized for residential development proposals to ensure the preservation of oak woodlands on the site.	<ul style="list-style-type: none"> <li>▪ Natural Resources Mapping</li> <li>▪ Site Plan Review</li> </ul>
	<b>5.3.4</b> Establish a replacement standard of 1:1 for the removal and replacement of oak woodlands.	<ul style="list-style-type: none"> <li>▪ Development Stds.</li> </ul>
	<b>5.3.5</b> Implement an educational program for community residents regarding blue oak woodlands, and encourage community participation in preservation efforts.	<ul style="list-style-type: none"> <li>▪ Grant Programs</li> </ul>
	<b>5.3.6</b> Limit and control non-native plant species that threaten native oak woodlands.	<ul style="list-style-type: none"> <li>▪ Development Stds.</li> <li>▪ Public Lands and Easements</li> <li>▪ Site Plan Review</li> </ul>
<b>Objective 5.4 Native Vegetation and Habitat: Protect and preserve native vegetation and wildlife habitat areas.</b>		
	<b>5.4.1</b> Prohibit unnecessary removal of native trees on development sites prior to the approval of development plans to control erosion, preserve wildlife habitat, and maintain the natural character of Three Rivers.	<ul style="list-style-type: none"> <li>▪ Development Regulations</li> <li>▪ Natural Resources Mapping</li> <li>▪ Public Lands and Easements</li> <li>▪ Site Plan Review</li> </ul>

5.4.2 Restrict the removal of natural vegetation, except for wildland fire prevention purposes.	<ul style="list-style-type: none"> <li>▪ Development Regulations</li> <li>▪ Natural Resources Mapping</li> <li>▪ Public Lands and Easements</li> </ul>
5.4.3 Prevent encroachment of development into riparian habitat areas and habitat of endangered species and wildlife of special concern.	<ul style="list-style-type: none"> <li>▪ Natural Resources Mapping</li> <li>▪ Site Plan Review</li> </ul>
5.4.4 Ensure that landscaping of development contains plant material compatible with the surrounding native vegetation.	<ul style="list-style-type: none"> <li>▪ Site Plan Review</li> </ul>

Three Rivers' location in the foothills of the Sierra Nevada at the gateway to Sequoia National Park provides the community with extraordinary views and vistas. To preserve the scenic quality of the region, it is necessary to establish development controls in areas that the community has identified as scenic resources.

The existing Foothill Growth Management Plan contains goals, policies and development standards that help to preserve viewsheds and ridgelines in the region, shall be a resource for policies and standards to preserve visual resources.

<b>Objective 5.5 Visual Resources:</b> Preserve visual resources in Three Rivers, including viewsheds and ridgelines.	
<b>Policies</b>	<b>Implementation Mechanism</b> <small>(Numbers refer to descriptions of mechanisms, which follow table)</small>
5.5.1 Implement the policies and standards of the Foothill Growth Management Plan regarding visual resources.	<ul style="list-style-type: none"> <li>▪ FGMP</li> </ul>
5.5.2 New development proposals shall be subject to site plan review to ensure minimal impacts to visual resources.	<ul style="list-style-type: none"> <li>▪ Site Plan Review</li> </ul>
5.5.3 Ensure the quality of design of structures along Highway 198 to maintain the visual quality of the views from the Highway.	<ul style="list-style-type: none"> <li>▪ Development Regulations (Zoning)</li> <li>▪ Development Standards</li> <li>▪ Site Plan Review</li> </ul>
5.5.4 Design roadways to minimize viewshed alteration and impact.	<ul style="list-style-type: none"> <li>▪ Development Review</li> <li>▪ Circulation Plan</li> <li>▪ Design/Development Tools</li> </ul>
5.5.5 Design hilltop development to preserve the skyline and maintain an unobstructed scenic panorama.	<ul style="list-style-type: none"> <li>▪ Development Review</li> <li>▪ Design Guidelines</li> <li>▪ Development Stds.</li> <li>▪ Site Plan Review</li> </ul>

	<p><b>5.5.6</b> Prohibit development on ridgelines. The top of structures shall be a minimum distance of 20' below the natural ridgeline.</p>	<ul style="list-style-type: none"> <li>▪ Development Regulations</li> <li>▪ Development Review</li> <li>▪ Natural Resources Mapping</li> <li>▪ Site Plan Review</li> </ul>
	<p><b>5.5.7</b> Prohibit development on slopes 30% or greater, unless the inherent problems associated with developing on steep slopes can be mitigated without excessive grading.</p>	<ul style="list-style-type: none"> <li>▪ Development Review</li> <li>▪ Natural Resources Mapping</li> </ul>
	<p><b>5.5.8</b> Require a grading and slope stabilization plan for the portion of the development exceeding slopes of 15% or greater.</p>	<ul style="list-style-type: none"> <li>▪ Development Review</li> </ul>
	<p><b>5.5.9</b> Prohibit alteration or cutting of existing slopes to decrease the gradient for the purpose of development, prior to the submittal of a development application.</p>	<ul style="list-style-type: none"> <li>▪ Development Review</li> <li>▪ General Development Controls</li> <li>▪ Natural Resources Mapping</li> <li>▪ Site Plan Review</li> </ul>

Three Rivers possesses significant historical and cultural resources that the community wishes to preserve and maintain as the area grows. The community is home to historical buildings and structures such as the Kaweah Post Office and historical bridges, as well as Native American cultural resources. According to archaeological surveys, Three Rivers has numerous archaeological sites.

Future development shall be limited and planned to minimize impact on the historical, cultural, and archaeological landscape of the planning area. Buildings and structures of historical and cultural significance shall be well maintained.

<p><b>Objective 5.6 Historical, Cultural and Archaeological Resources:</b> Preserve historical, cultural, and archaeological resources including the Kaweah post office, historical bridges, and Native American cultural resources.</p>		
	<p><b>Policies</b></p>	<p style="text-align: center;"><b>Implementation Mechanism</b></p> <p>(Numbers refer to descriptions of mechanisms, which follow table)</p>
	<p><b>5.6.1</b> Identify historical, cultural, and archaeological resources within the community.</p> <p style="padding-left: 40px;">a. Create a list of historic buildings and structures to be preserved in Three Rivers.</p>	<ul style="list-style-type: none"> <li>▪ Archaeological Survey</li> </ul>
	<p><b>5.6.2</b> Limit development on sites with identified significant cultural or historical value.</p>	<ul style="list-style-type: none"> <li>▪ Development Regulations (Zoning)</li> </ul>
	<p><b>5.6.3</b> Consider incentives to promote restoration of historic structures and cultural and archeological resources in the community.</p>	<ul style="list-style-type: none"> <li>▪ Grant Programs</li> </ul>

**Public Services**

Community public facilities services are an essential part of the quality of life in Three Rivers. High quality schools and recreation facilities contribute to creating a self-sustaining, healthy community with a sense of identity and character. It is important to maintain these facilities in the future to ensure a high quality environment for all residents and for future generations of Three Rivers residents.

<b>GOAL 6:</b> High quality public services and community facilities to serve the existing and future needs of Three Rivers.		
<b>Objective 6.1 School Facilities and Programs:</b> The County shall work cooperatively with the Three Rivers Union Elementary School District to that ensure needed school facilities and educational programs are provided in a timely manner in accordance with the pace of development.		
	<b>Policies</b>	<b>Implementation Mechanism</b> <small>(Numbers refer to descriptions of mechanisms, which follow table)</small>
	<b>6.1.1</b> The County shall coordinate with the Three Rivers Union Elementary School District to ensure uncrowded classrooms, buses, playgrounds, cafeterias and office space essential to offer a quality educational program.	<ul style="list-style-type: none"> <li>▪ Intergovernmental Coordination</li> </ul>
	<b>6.1.2</b> The County shall encourage the school district to plan future development activities, based on 5-year growth projections, with close attention to functional and architectural compatibility.	<ul style="list-style-type: none"> <li>▪ Intergovernmental Coordination</li> </ul>
	<b>6.1.3</b> The County shall encourage the school district to study methods of financing and developing a multi-use community school recreation/education building.	<ul style="list-style-type: none"> <li>▪ Grant Programs</li> <li>▪ Intergovernmental Coordination</li> </ul>
<b>Objective 6.2 Open Space and Recreation Facilities:</b> Provide sufficient open space, public recreational areas, and facilities for community recreation needs.		
	<b>6.2.1</b> Reserve open space for recreational purposes in conjunction with future residential developments.	<ul style="list-style-type: none"> <li>▪ Community Plan Map</li> <li>▪ Development Review</li> </ul>
	<b>6.2.2</b> Facilitate innovation in housing and subdivision design to accommodate private recreation and open space areas.	<ul style="list-style-type: none"> <li>▪ Design/Development Tools</li> </ul>
	<b>6.2.3</b> Develop a community facility in Three Rivers to provide educational, recreational, cultural, and meeting space for community residents.	<ul style="list-style-type: none"> <li>▪ Grant Programs</li> </ul>

	6.2.4 Ensure ongoing maintenance of existing and future public recreation areas and facilities.	<ul style="list-style-type: none"> <li>▪ Maintenance Controls</li> <li>▪ Public Health/Safety Requirements</li> </ul>
	6.2.5 Retain recreational open space in a natural state to avoid high maintenance costs and to maintain compatibility with the natural environment.	<ul style="list-style-type: none"> <li>▪ Development Regulations</li> </ul>
<p><b>Objective 6.3: Provision of Water and Sewer</b> Continue the efficient provision of water and sewer services within the Urban Area Boundary (UAB).</p>		
	6.3.1 Ensure that the provision of public services (water and sewer) are consistent with the Three Rivers Community Plan (map and text).	<ul style="list-style-type: none"> <li>▪ Extension of Services</li> <li>▪ Public Health/Safety Requirements</li> </ul>
	6.3.2 Provide an adequate, reliable and safe water supply, storage, and distribution system.	<ul style="list-style-type: none"> <li>▪ Extension of Services</li> <li>▪ Public Health/Safety Requirements</li> </ul>
	6.3.3 Require sewage collection systems in planned high density residential and/or commercial areas.	<ul style="list-style-type: none"> <li>▪ Development Review</li> <li>▪ Extension of Services</li> <li>▪ Public Health/Safety Requirements</li> </ul>
	6.3.4 Provide adequate sewer collection and treatment capacity for existing and planned development in Three Rivers that is within the boundaries of the CSD.	<ul style="list-style-type: none"> <li>▪ Extension of Services</li> <li>▪ Public Health/Safety Requirements</li> </ul>
	6.3.5 Require commercial areas to form Improvement Districts under the auspices of the Community Services District when community water and sewer systems are required.	<ul style="list-style-type: none"> <li>▪ Development Regulations</li> </ul>

### **Transportation and Public Safety**

Transportation Management in Three Rivers is integral to maintaining the rural character of the community, as well as ensuring public safety and welfare for residents and visitors. Due to its location at the gateway to Sequoia National Park, Three Rivers experiences high volumes of traffic, often at high speeds along Highway 198. Highway 198 is the only means of ingress and egress for the community. Traffic management measures and improvements such as traffic calming shall be utilized to reduce the speed of traffic through the area and to enhance the livability of the community. It is also important to consider the connection between land use and transportation in the community. Locating high intensity, traffic generating uses in close proximity to major roads and transportation corridors will help to minimize traffic impacts throughout the community.

**GOAL 7:**

A safe and accessible transportation and circulation system in Three Rivers that enhances the character of the community.

**Objective 7.1 Transportation and Circulation System:** Develop a safe and accessible transportation and circulation system in Three Rivers.

	Policies	Implementation Mechanism <small>(Numbers refer to descriptions of mechanisms, which follow table)</small>
	7.1.1 Coordinate with Caltrans to establish turnouts and rest areas as traffic calming devices along Highway 198.	▪ Intergovernmental Coordination
	7.1.2 Create left turn lanes from Westbound Highway 198 onto Cherokee Drive.	▪ Circulation Plan
	7.1.3 Improve ingress safety and access at the Shoshone Inn Location.	▪ Circulation Plan
	7.1.4 Improve ingress and egress safety and access to the Cherokee Oaks area.	▪ Circulation Plan
	7.1.5 Improve pedestrian safety and access in the community, particularly near the elementary school.  a. Construct a pedestrian walkway from the elementary school to the North Fork Bridge.	▪ Circulation Plan
	7.1.6 Establish a Dial-a-Ride program to improve access and mobility for seniors.  a. Participate in the annual Unmet Transit Needs hearing of transit providers.	▪ Intergovernmental Coordination
	7.1.7 Establish and maintain a high level of traffic enforcement in Three Rivers.	▪ Public Health/Safety Requirements ▪ Intergovernmental Coordination
	7.1.8 Require the installation of left and right hand turn lanes (as necessary) as development conditions.	▪ Development Review

**Objective 7.2 Access to Transportation:** Ensure that land uses are located with appropriate access to transportation corridors.

	Policies	Implementation Mechanism <small>(Numbers refer to descriptions of mechanisms, which follow table)</small>

<p><b>7.2.1</b> Require public, quasi-public, and high density residential uses to locate where there is direct and safe access to an appropriately designed or improved street.</p>	<ul style="list-style-type: none"> <li>▪ Circulation Plan</li> <li>▪ Community Plan Map</li> <li>▪ Development Review</li> </ul>
<p><b>7.2.2</b> Require commercial, professional office and light industrial development to locate in areas with adequate access to major transportation corridors.</p>	<ul style="list-style-type: none"> <li>▪ Circulation Plan</li> <li>▪ Community Plan Map</li> <li>▪ Development Review</li> </ul>

There are natural factors in Three Rivers, such as topography and vegetation, which contribute to the quality of the environment, which can also affect emergency and safety access to residential development. It is important to balance the rural character of the community with the need for adequate emergency and safety access.

<p><b>GOAL 8:</b> Adequate emergency and safety access to all development in Three Rivers.</p>	
<p><b>Objective 8.1 Adequate Emergency Access:</b> Ensure adequate access for emergency and safety vehicles, consistent with the State Response Area (SRA) standards.</p>	
<p><b>Policies</b></p>	<p><b>Implementation Mechanism</b> <small>(Numbers refer to descriptions of mechanisms, which follow table)</small></p>
<p><b>8.1.1</b> Incorporate residential safety standards, including driveway standards, address coding, and adequate street widths.</p>	<ul style="list-style-type: none"> <li>▪ Development Standards</li> <li>▪ Public Health and Safety Requirements</li> </ul>
<p><b>8.1.2</b> Require that new development is accessible to the Tulare County Fire Department and Sheriff’s Department.</p>	<ul style="list-style-type: none"> <li>▪ Development Review</li> <li>▪ Development Standards</li> <li>▪ Intergovernmental Coordination</li> <li>▪ Public Health and Safety Requirements</li> </ul>
<p><b>8.1.3</b> Pursue a local fire station and ambulance service in Three Rivers that will be operational throughout the entire year.</p>	<ul style="list-style-type: none"> <li>▪ Intergovernmental Coordination</li> </ul>
<p><b>8.1.4</b> Ensure that the rural characteristics of the community are maintained, along with the improvements to emergency access and public safety.</p>	<ul style="list-style-type: none"> <li>▪ Development Review</li> <li>▪ Development Stds.</li> </ul>
<p><b>8.1.5</b> Create and implement a numbering and identification system for all residences and businesses to ensure that they can be readily accessed by fire, ambulance, and law enforcement personnel and vehicles in the event of an emergency.</p> <p style="margin-left: 20px;">a. Adequate numbering will be a development condition for future development.</p> <p style="margin-left: 20px;">b. Ensure that this system is consistent between all effected</p>	<ul style="list-style-type: none"> <li>▪ Development Review</li> <li>▪ Development Stds.</li> <li>▪ Intergovernmental Coordination</li> </ul>

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