TERRA BELLA COMMUNITY PLAN 2015 UPDATE

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Terra Bella Community Plan 2015 Update

September 2015

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TERRA BELLA COMMUNITY PLAN
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INTRODUCTION

The Terra Bella/Ducor community plan was adopted in December of 2004 and amended by General Plan Amendment (GPA) 01-005 is over 10 years old. The 2004 Terra Bella/Ducor Community Plan is a collection of goals, objectives, and policies for the physical development of the community. The primary purpose of the plan was to outline community goals regarding physical development and to promote the general welfare of the community. The plan (GPA 01-005) serves as a general guide for both public and private decisions affecting the community, and provides for the overall direction, density, and type of growth consistent with the needs of the community.

As part of this update, separate community plans have been prepared for Terra Bella and Ducor. An important objective in preparing a separate and comprehensive update of a Community Plan for Terra Bella is to develop a plan which can accurately reflect the needs and priorities of the unincorporated community of Terra Bella and of its residents, businesses, and employers. In addition, the County has prepared an Initial Study/Mitigated Negative Declaration (IS/MND). The IS/MND is an environmental document which will assist in fostering future economic development, grants, and economic development opportunities by addressing potential environmental impacts which may occur as the community builds-out during the planning period. This environmental clearance would allow development at a much quicker pace as potential impacts of such development would have been addressed in the MND.

Terra Bella is currently designated as an Unincorporated Community in the 2030 Tulare County General Plan (2012). It has become apparent that a more precise plan is needed to increase the availability of infrastructure funding (for things such as drinking water system improvements, [for example wells, water distribution piping, and storage tanks], curbs, gutters, sidewalks, etc.) and to stimulate economic development within the community.

As with any community plan, the contents of this document are not intended to be absolute. Planning is a continuous process and to be effective, requires periodic re-evaluation and revision to reflect changing needs and priorities. This Plan, therefore, should be reviewed on a periodic basis with the assistance and participation of local citizens, groups, and agencies. By doing so, it is envisioned that the Terra Bella Community Plan will continue to provide meaningful and necessary guidance toward the development of the community in the foreseeable future.

California Government Code Sections 65300 et seq. require that each local agency, city or county, prepare and adopt comprehensive long-term general plans for the physical development of lands within its jurisdiction. A general plan must function as "a statement of development policies" and must include a diagram and text setting forth goals, policies, standards, and plan proposals. The plan must include the following elements: land use, circulation, housing, conservation, noise, safety, and open space. State law also provides that a local agency may include one or more of several optional elements depending on the needs and characteristics of the jurisdiction.

In Tulare County, the General Plan has historically been developed on a County-wide basis or by large geographic sub-areas (such as rural valley, foothill and mountain), with development policies emphasizing county-wide and area-wide issues and concerns. In establishing land use planning policies on an area-wide basis, it has been recognized that several unincorporated communities, including Terra Bella, have localized land use needs and issues that should be addressed in a more specific manner particular to its community, geographic features, location of major roadways (such as State Route 65), population characteristics, availability of water, and other issues unique to the community's area. Therefore, the Terra Bella Community Plan 2015 Update has been prepared with an emphasis on land use and circulation, and infrastructure planning.

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LOCATION

The community of Terra Bella is located on the east side of the San Joaquin Valley near the base of the Sierra Nevada Mountains in the southeastern area of Tulare County. The community is situated approximately 40 miles north of Bakersfield and 65 miles southeast of Fresno. State Route 65 is located within the westerly portion of Terra Bella and State Route 99 is located approximately 13 miles west of State Route 65. Both of these highways serve as primary regional access routes to the area. (See Figure 1).

HISTORICAL PERSPECTIVE

Terra Bella was first called Deer Creek Switch, and then "Terrabella" until 1909. The Deer Creek area attracted sheep and cattlemen long before grain was planted in the area. Before the Southern Pacific Railroad came through in 1888, grain from the area had to be hauled to shipping platforms at Pixley, Tipton, and Alila. In 1890, the McNear Warehouse Company constructed warehouses in Terra Bella and Ducor, allowing grain to be shipped from both points.

Land colonization and real estate promotions brought citrus to Terra Bella. In 1908 a group incorporated the Terra Bella Development Company. The next year, a group from Southern California took control of the company. These men included George and Phillip Hart, Marco Hellman, F.J. Thomas, and Frank Ensign. They planned a townsite and built streets, sidewalks, and a water system. The Hart brothers also built a large hotel, a bank, and a depot. Seven thousand surrounding acres were divided into small farms. Excursion trains from Southern California brought in hundreds of prospective buyers.

Although Lindsay became the region's major center of olive processing, the first olive processing plant was built in Terra Bella in 1907 by A. Adams of the Sunland Processing Company of Southern California. Olives were originally shipped in as the first record of an olive grove planted in Terra Bella was 1911. That same year "STOMA", the Southern Tulare County Olive Marketing Association, was established in Terra Bella.

In 1909 a tract of land north east of Terra Bella was subdivided and sold to local German settlers. The Lutheran Colony grew and prospered over the years. The Zion Lutheran Church and the Zion School were built in 1909.

In the early 1900's, Terra Bella suffered from a lack of water for irrigation. The Terra Bella Irrigation District was formed in 1915 but a series of dry years in the 1920's, followed by the Depression, brought bankruptcy to many investors. Land was sold for unpaid taxes and many people were forced to move away.[1]

THE NEED FOR A COMMUNITY PLAN

Purpose

As stated, the Terra Bella Community Plan was adopted in 2004. Conditions in Terra Bella have changed over the last 10 years resulting in the need to update policies and implementation strategies to address existing conditions. The existing Urban Development Boundary (UDB) the black line indicated in Figure 2, is the existing extent of allowed development in the unincorporated community of Terra Bella, the study area (the area in red) is utilized for

[1] Historical records have been provided by the Tulare County Historical Society and Annie R. Mitchell in her classic historical account of Tulare County, *The Way It Was*.

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environmental impact analysis for any proposed changes within the Community itself. The Community Plan Update and the included IS/MND under CEQA are tools to be used to foster economic development and increase the potential for grant funding by identifying the current need for increased infrastructure and opportunities for development. This Community Plan is also a part of the implementation of the San Joaquin Valley Regional Blueprint, Tulare County Regional Blueprint, and the Tulare County 2030 General Plan, discussed in the Policy Framework Section below.

Relationship to the General Plan

The 2012 Tulare County General Plan (2030) provides a comprehensive statement of the objectives, themes and policies, which the community is seeking to achieve in the areas of land use, growth management, community design, transportation, open space, parks and public facilities, environmental conservation, health and safety, noise, and housing. The Terra Bella Community Plan is essentially an extension of the General Plan, but more specific to Terra Bella. Therefore, the Community Plan incorporates, by definition, the stated general objectives, themes and policies and, where more specific objectives and policies are stated makes reference to such objectives and policies. It also provides additional elaboration on the ways in which the Community Plan is responsive to this guidance. Relevant General Plan goals, policies, and programs that provide direction and input to this Community Plan are provided in this document. In addition, this plan has specific policies for the Community of Terra Bella.

PUBLIC OUTREACH

The purpose public workshops or community meetings is to engage in discussions with local residents and business owners regarding specific topics, e.g., transportation related improvements. Public outreach efforts were held in several formats including formally and informally. Formal community meetings were held at the local middle school, Carl Smith Middle School, located at 9121 Road 240 in Terra Bella.

Publicity for meeting times and locations generally consisted of local newsletter informational items, citizens distributing fliers, handing out bi-lingual fliers to school children to be given to the student's parents (or guardians), posting fliers at local community businesses, local school board meeting agendas, non-profit agency assistance, email and other forms of communication. Formal public meetings were held in the following dates listed. A summary of additional information – Tulare County Resource Management Agency Complete Streets and Community Plan Outreach (2015) – is provided in the Appendix A-6.

Terra Bella Public Meetings

- January 15, 2015
- March 12, 2015
- August 13, 2015

Community feedback was gathered and incorporated into the design of the Complete Street plans and the Community Plan update. These designs were edited to include feasible improvements and cost estimates were assigned to each project within the respective community for each study roadway segment.

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Figure 1 – Vicinity Map

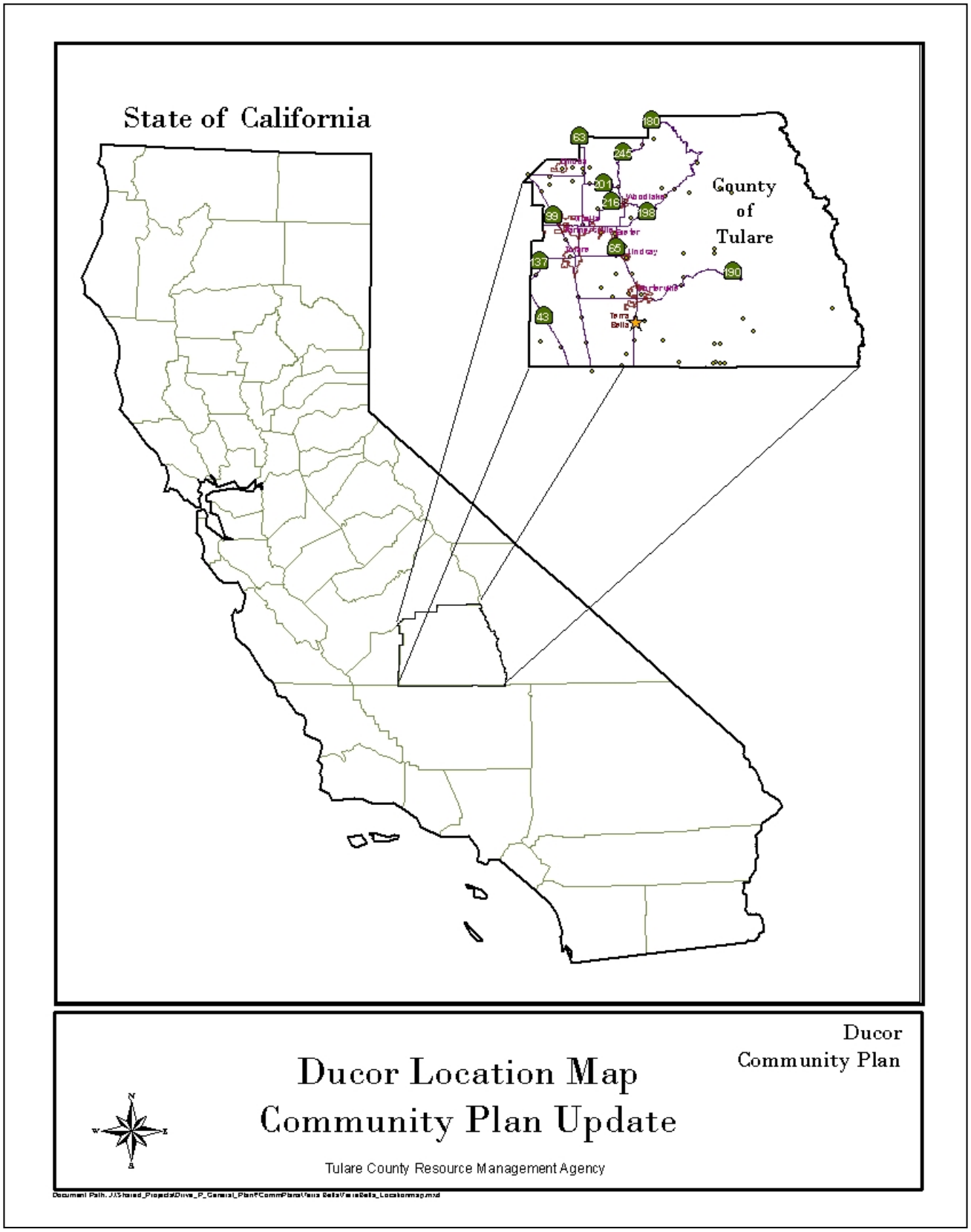
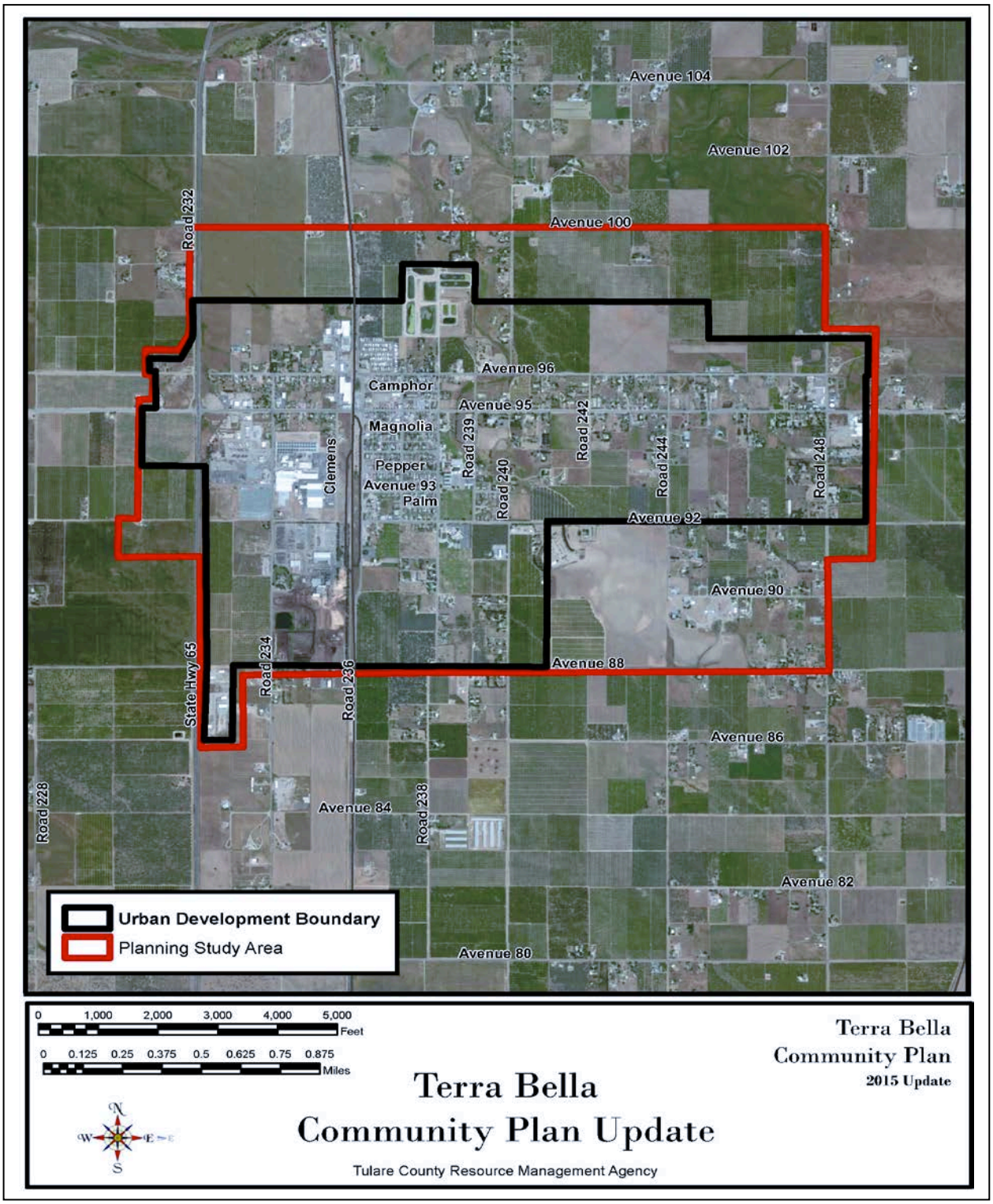


Figure 2 – Existing Terra Bella UDB and Study Boundary



EXISTING CONDITIONS

Planning Area

The Terra Bella Urban Development Boundary (UDB) area consists of 1,393 acres. The Land Uses within the UDB are described as follows. Agricultural activities, including orchards and pasture, currently occupy 14 percent of the 1,393 acres. Urban development, including urbanized uses such as residential, commercial, public and quasi-public facilities, and industrial development occupy 76 percent of the 1,393 acres. The remaining 10 percent are lands dedicated for Right-of-way.

Table 1 – Terra Bella Land Use

Land Use	Acres
Residential	608
Commercial	50
Industrial	288
Agricultural	196
Public/Institutional	101
Rights-of-way	139 (approx.)
Total	**1,393**

Source: Tulare County GIS

Severely Disadvantaged Community

Terra Bella is a severely disadvantaged community based upon household income. As defined by the State of California Public Resources Code Section 75005(g), a "[d]isadvantaged community" means a community with a median household income less than 80% of the statewide average. "Severely disadvantaged community" means a community with a median household income less than 60% of the statewide average."

In 2013, Terra Bella's median household income was $27,419 whereas the State of California's median household income was $61,632. Therefore, based upon Terra Bella's median household income of $27,419 (which is about 44.5% of the State of California's median household income), it is considered a severely disadvantaged community.

Climate

The southern San Joaquin Valley climate is influenced to a great extent by the Coast Ranges to the west which prevent the cool, moist sea breeze from reaching the valley. It is generally characterized as a Mediterranean climate (one of three similar zones in the world). The area in general has a climate that tends to be clear, sunny, warm and dry. The average temperatures range from a low of 34° F. (1.1° C) in January to a high of 100° F. (37.7° C) in July. Because of the Coast Ranges, the average rainfall for the area is very low, ranging from three to nine inches per year, with 90% of the yearly rainfall between November and April. There are periods in winter when the valley floor is covered with dense, wet ground fog; winds are typically light and from the northwest to the southeast.

Topography

Terra Bella is situated on relatively level terrain with a gentle slope falling to the west at about 25 feet per mile. A perennial stream channel (Fountain Spring Gulch) in the central portion of Terra Bella is steeper with 5% to 10% slopes. Deer Creek runs east-west approximately 1.5 miles north of Terra Bella. The Friant-Kern Canal runs north-south, parallel to State Highway 65, approximately 3 miles west of Terra Bella. The only other significant topographical features are the low-lying foothills rising slowly to the east.

Wildlife[2]

The Planning Study Area consists of highly disturbed residential, commercial, industrial, public/institutional, and

[2] California Department of Fish and Wildlife. Biogeographic Information & Observation System (BIOS). http://www.dfg.ca.gov/biogeodata/bios/; California Department of Fish and Wildlife. California Natural Diversity Database. CNDDB Maps & Data. http://www.dfg.ca.gov/biogeodata/cnddb/mapsanddata.asp; California Department of Fish and Wildlife. California Natural Diversity Database. June 17, 2015

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agricultural land uses that do not contain important wildlife movement corridors. Although Fountain Springs Gulch flows through the community, the nearest riparian corridor is Deer Creek, located approximately one mile north of the Project site.

A California Natural Diversity Database (CNDDB) search conducted on June 24, 2015 indicates there are special status species within the Terra Bella Quadrant Species List (which includes the Terra Bella Planning Study Area) consisting of three animal and one plant species: San Joaquin kit fox (Vulpes macrotis mulica, federal endangered); tricolored blackbird (Agelaius tricolor, state endangered); vernal pool fairy shrimp (Branchinecta lynchi, federal threatened); and San Joaquin adobe starburst (Pseudobahia peirsonii, federal threatened). Other species within the Terra Bella Quadrant include Hopping's blister beetle (Lytta hoppingi), hoary bat (Lasiurus cinereus), and Ewan's larkspur (Delphinium hansenii ssp. ewanianum); however; these species do not have federal or state listed status. The California Department of Fish and Wildlife (CDFW) Occurrence Reports indicate a last sighting of kit fox in 1975, while the adobe starburst is has been determined to be "extirpated" (that is, "A species no longer surviving in regions that were once part of their range") and is no longer within the Terra Bella project area.

Geology & Seismic Hazards[3]

"The Official Maps of Earthquake Fault Zones delineated by the California Geological Survey (CGS), State of California Department of Conservation, through December 2010, under the Alquist-Priolo Earthquake Fault Zoning Act, indicate that there are no substantial faults known to occur in Tulare County. The nearest known faults likely to affect Terra Bella are the San Andreas Fault (approximately 75 miles to the west), the Owens Valley Fault (approximately 65 miles to the northeast), and the Pond Fault (approximately 25 miles southwest).

According to the Five County Seismic Safety Element (FCSSE) and Figure 10-5 (Seismic/Geologic Hazards and Microzone) of the Tulare County 2030 General Plan Health and Safety Element (GPHSE), the Project area, [Terra Bella] is located in the V-1 zone, characterized as a moderately thick section of marine and continental sedimentary deposits overlying the granitic basement complex. The FCSSE further states that, "Amplification of shaking that would affect low to medium-rise structures is relatively high, but the distance to either of the faults that are expected sources of the shaking [the San Andreas and Owens Valley Faults] is sufficiently great that the effects should be minimal. The requirements of Zone II of the Uniform Building Code should be adequate for normal facilities."

Soils[4]

According to the United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS), and the Soil Survey of Tulare County, the following soil types are located in Terra Bella:

Centerville clay
San Joaquin loam
Havala loam
Honcut sandy loam
Greenfield sandy loam

Generally, these soils are moderately to very deep, are well drained, and run in a northwest to southeast direction

[3] California Department of Conservation, California Geological Survey: Earthquake Shaking Potential for California, 2008. http://www.conservation.ca.gov/cgs/information/publications/ms/Documents/MS48_revised.pdf; California Department of Conservation, Official Maps of Earthquake Fault Zones delineated by the California Geological Survey through December 2010 under the Alquist-Priolo Earthquake Fault Zoning Act. http://www.quake.ca.gov/gmaps/ap/ap_maps.htm

[4] United States Department of Agriculture, Natural Resources Conservation Service, Soils Map for Central Tulare County, 2009

throughout the Urban Development Boundary (UDB). The following descriptions are provided for the above soil types:

Centerville clay, 2 to 9 percent slopes, is moderately deep and well drained. The soil is suitable for orchards, cultivated crops and rangeland. It is not considered suitable for buildings, roads and septic tanks due to the high clay content, slow permeability and inability to support heavy loads.

San Joaquin loam, 0 to 2 percent slopes, is moderately deep to a hardpan, well drained and nearly level. This soil is suitable for orchards, vineyards, and cultivated crops but is somewhat limited by the presence of hardpan which restricts root growth. This problem can be alleviated by ripping and shattering the hardpan. The soil is poorly suited to urban uses because of a high clay content, very slow permeability and a cemented hardpan. Septic tank filter fields are severely limited for these reasons.

San Joaquin loam, 2 to 9 percent slopes, is moderately deep to hardpan, well drained and gently rolling. The soil is suited to cultivated crops and orchards. The main limitations are hardpan and a moderate erosion risk on steeper slopes. The soil is also suited for rangeland with erosion a slight limitation. The soil is unsuitable for building sites, roads and septic tank filter fields due to high clay content, very slow permeability and the cemented hardpan. This problem can be overcome by the importation of more suitable soils.

Havala loam, 2 to 5 percent slopes, is very deep, well drained and gently sloping. Most of this soil area is used for rangelands with a few orchards. The soil is suited for both uses with erosion slightly to moderately limiting. The soil is moderately suited to building sites and roads because of a moderate clay content. The main problem for septic tank absorption fields is the moderately slow permeability of the subsoil.

Honcut sandy loam, 2 to 5 percent slopes, is very deep, well drained and gently sloping. The soil is used as rangeland, although erosion is a slight limitation. The soil is well suited to urban development with few limitations for building sites, roads and septic tank absorption fields.

Greenfield sandy loam, 2 to 5 percent slopes, is very deep and well drained. Most of this soil is used for rangeland although erosion can be a moderate, though controllable, problem. The soil is well suited for urban development with few limitations for buildings, streets and septic tanks.

Cultural Resources[5]

The recorded history of Terra Bella dates back more than two centuries to when Spanish missionaries and explorers were looking for areas to settle. The native Yokut Indians had established trails in the area that were utilized by the scout Kit Carson and the soldier-explorer John C. Fremont. These trails were evolved into roads as population in the Valley grew.

The Southern San Joaquin Valley Historical Resources Information Center conducted a cultural resources records search on June 11, 2015, at the request of RMA Planning Branch staff. The records search included historic sites listed on the National Register of Historic Places, California State Historical Landmarks, California Register of Historical Resources, California Inventory of Historic Resources, and California Points of Historical Interest. According to the California Historical Resources Information System, there are no recorded cultural resources

[5] California Health and Safety Code Section 7050.5 and Public Resource Code Section 5097.98. http://www.leginfo.ca.gov/cgi-bin/displaycode?section=hsc&group=07001-08000&file=7050.5-7055 and http://nahc.ca.gov/codes/state-laws-and-codes/; California Historical Resources Information System. Records Search #15-228. June 11, 2015.; Tulare County General Plan 2030 Update, August 2012. Terra Bella Community Plan, 2015.

within the Project area or within a one-half mile radius of Terra Bella.

Native American Consultation[6]

The Native American Heritage Commission (NAHC) was notified on June 26, 2015, regarding the Mitigated Negative Declaration (MND) for the General Plan Amendment (GPA 15-008) to update the Terra Bella Community Plan. The Native American Heritage Commission maintains a contact list of Native American Tribes as having traditional lands located within the County's jurisdiction.

The Native American Heritage Commission (NAHC) was notified on June 10, 2015, regarding the Mitigated Negative Declaration (MND) for the General Plan Amendment (GPA 15-005) to update the Terra Bella Community Plan. The Native American Heritage Commission maintains a contact list of Native American Tribes as having traditional lands located within the County's jurisdiction. Tulare County RMA staff contacted these Native American Tribes by letter regarding the Update of the Terra Bella Community Plan - Kern Valley Indian Council, Santa Rosa Rancheria Tachi Yokut Tribe, Tubatulasbals of Kern Valley, Wuksache Indian Tribe/Eshom Valley Band, Tule River Indian Tribe, and Sierra Nevada Native American Coalition. (See MND Attachment C)

Air Quality[7]

The Terra Bella Plan Area is within the San Joaquin Valley Air Basin (SJVAB) and under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAB is classified non-attainment/severe for the State 0_3 1-hour standard, non-attainment for the State 0_3 8-hour standard, non-attainment for the State PM_{10} standard, non-attainment for the federal and State $PM_{2.5}$ standards, and attainment and/or unclassified for the remaining federal and State air quality standards. According to the Tulare County General Plan, the San Joaquin Valley has some of the worst air quality in the nation. The CO and NO_x emissions are typically generated by motor vehicles (mobile sources). The ROG emissions are generated by mobile sources and agriculture. Although emissions have been shown to be decreasing in recent years, the SJVAB continues to exceed state and federal air quality emission standards.

Executive Order S-3-05 issued by Governor Schwarzenegger in 2005, established targets for greenhouse gas (GHG) emissions for the State. The Global Warming Solutions Act of 2006 (or Assembly Bill (AB) 32 directed the California Air Resources Board (CARB) to develop and adopt statewide GHG emission limits in order to reduce emission levels to those experienced in 1990, by the year 2020. In order to achieve those targets, CARB adopted the Climate Change Scoping Plan in December 2008.

Sustainable Communities and Climate Protection Act of 2008, also known as Senate Bill (SB) 375, builds upon AB 32 by requiring CARB to develop regional GHG emissions reduction targets for passenger vehicles. Then each Metropolitan Planning Organization (MPO) must prepare a Sustainable Communities Strategy (SCS) to demonstrate how the region will meet its targets. The SCS will be incorporated into the Regional Transportation Plan (RTP).

The SJVAPCD provides a list of potential air quality mitigation measures that are applicable to General Plan updates and community plans:

[6] California Health and Safety Code Section 7050.5 and Public Resource Code Section 5097.98. http://www.leginfo.ca.gov/cgi-bin/displaycode?section=hsc&group=07001-08000&file=7050.5-7055 and http://nahc.ca.gov/codes/state-laws-and-codes/

[7] Air Quality Impact Analysis–Terra Bella Community Plan Update. Prepared by Jessica Willis, Planner IV, Tulare County RMA Planning Branch, July 2015; California Air Resources Board. 2005.; Air Quality and Land Use Handbook: A Community Health Perspective. http://www.arb.ca.gov/ch/landuse.htm; San Joaquin Valley Unified Air Pollution Control District. Guidance for Assessing and Mitigating Air Quality Impacts, March 19, 2015. http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf; Terra Bella Community Plan, 2015.

- Adopt air quality element/general plan air quality policies/specific plan policies;
- Adopt Local Air Quality Mitigation Fee Program;
- Fund TCM program: transit, bicycle, pedestrian, traffic flow improvements, transportation system management, rideshare, telecommuting, video-conferencing, etc.;
- Adopt air quality enhancing design guidelines/standards;
- Designate pedestrian/transit oriented development areas on general plan/specific plan/planned development land use maps;
- Adopt ordinance limiting wood burning appliances/fireplace installations;
- Fugitive dust regulation enforcement coordinated with SJVUAPCD;
- Energy efficiency incentive programs;
- Local alternative fuels programs;
- Coordinate location of land uses to separate odor generators and sensitive receptors;

Air quality is directly related to land use; it is also related to the configuration of land, vegetation, climate, wind direction and velocity, and production of man-made impurities which change the natural qualities of the air. Because Terra Bella is located near the southern end of the Valley with prevailing winds from the northwest, it is in a vulnerable position for the accumulation of adversely modified air, particularly when a temperature inversion occurs which holds down surface air along with its pollutants. Local air pollution sources within the Terra Bella community and its vicinity include State Route 65 due to its traffic volumes, industrial-related uses that may emit dust and odors, and agricultural-related activities.

Flooding[8]

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, Community-Panel Number 06107C1958E, 100 year flood zone meanders through Terra Bella (Figure 3). The expected source of this flooding hazard is Deer Creek and its distributary channels, located about one miles north of Terra Bella. FEMA requires development in Flood Zone AE to be constructed so that a building's ground floor elevation is above the flood contour line existing in the flood area.

"Official floodplain maps are maintained by the Federal Emergency Management Agency (FEMA). "Floodplain" or "flood-prone area" means any land area susceptible to being inundated by water from any source. "Base Flood" is the flood having a one percent chance of being equaled or exceeded in any given year. "One-hundred-year flood" or "100 year flood" has the same meaning as "base flood." "Special flood hazard area" is the land in the floodplain subject to a one percent or greater chance of flooding in any given year. "Floodway" means the channel of a river or other watercourse and the adjacent land area that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one (1) foot. The floodway is delineated on the Flood Boundary Floodway Map, on maps adopted by the State Reclamation Board when acting within its jurisdiction, and on the County Zoning Map (signified by the F-1 Primary Flood Plain Zone). The F-2 Secondary Flood Plain Combining Zone which is intended for application to those areas of the County which lie within the fringe area or setback of the flood plain and are subject to less severe inundation during flooding conditions than occur in the F-1 Zone.

FEMA determines areas subject to flood hazards and designates these areas by relative risk of flooding on a map for

[8] Federal Emergency Management Agency, 2009. National Flood Insurance Rate Map, Map Number 06107C1958E, Panel Number 1958 of 2550, June 16, 2009. https://msc.fema.gov/portal/

each community, known as the Flood Insurance Rate Map (FIRM). These areas are designated as Zone A, AO, A1-A30, AE, A99, or AH on the FIRM. A 100-year flood is considered for purposes of land use planning and protection of property and human safety. The boundaries of the 100-year floodplain are delineated by FEMA on the basis of hydrology, topography, and modeling of flow during predicted rainstorms. Within Terra Bella there are areas of localized ponding and puddling that occur during heavy rainfall events. Additional projects will be required in the future to further expand storm water drainage capacity. The elevation of building pads should eliminate the potential for loss of property should flooding occur.

The County of Tulare has taken steps to be a part of the National Flood Insurance Program (NFIP), which means the County of Tulare agreed to manage flood hazard areas by actively adopting minimum regulatory standards as set forth by Federal Emergency Management Agency (FEMA). The National Flood Insurance Program (NFIP) is administered by the (FEMA) to offer flood insurance to properties located in special flood hazard areas (SFHAs). Information about the NFIP, is available at the following website: www.fema.gov. As part of the county's participation in the NFIP, individuals are eligible to obtain flood insurance. Information regarding flood control in Tulare County is available at the County of Tulare Resource Management Agency at the following website: http://www.tularecounty.ca.gov/rma/index.cfm/public-works/engineering/flood-control/. On June 16, 2009, Tulare County adopted the new Digital Flood Insurance Rate Maps (DFIRMs). Information is available to determine if a property is located in a SFHA by using the following FEMA Map Service Center link as follows: https://msc.fema.gov/portal.

Noise[9]

Tulare County adopted a new noise element as part of the Health and Safety Chapter of the 2030 General Plan Update. The noise contours were prepared in terms of day-night average decibel level (Ldn), which are descriptive of the total noise exposure at a given location for an annual average day.

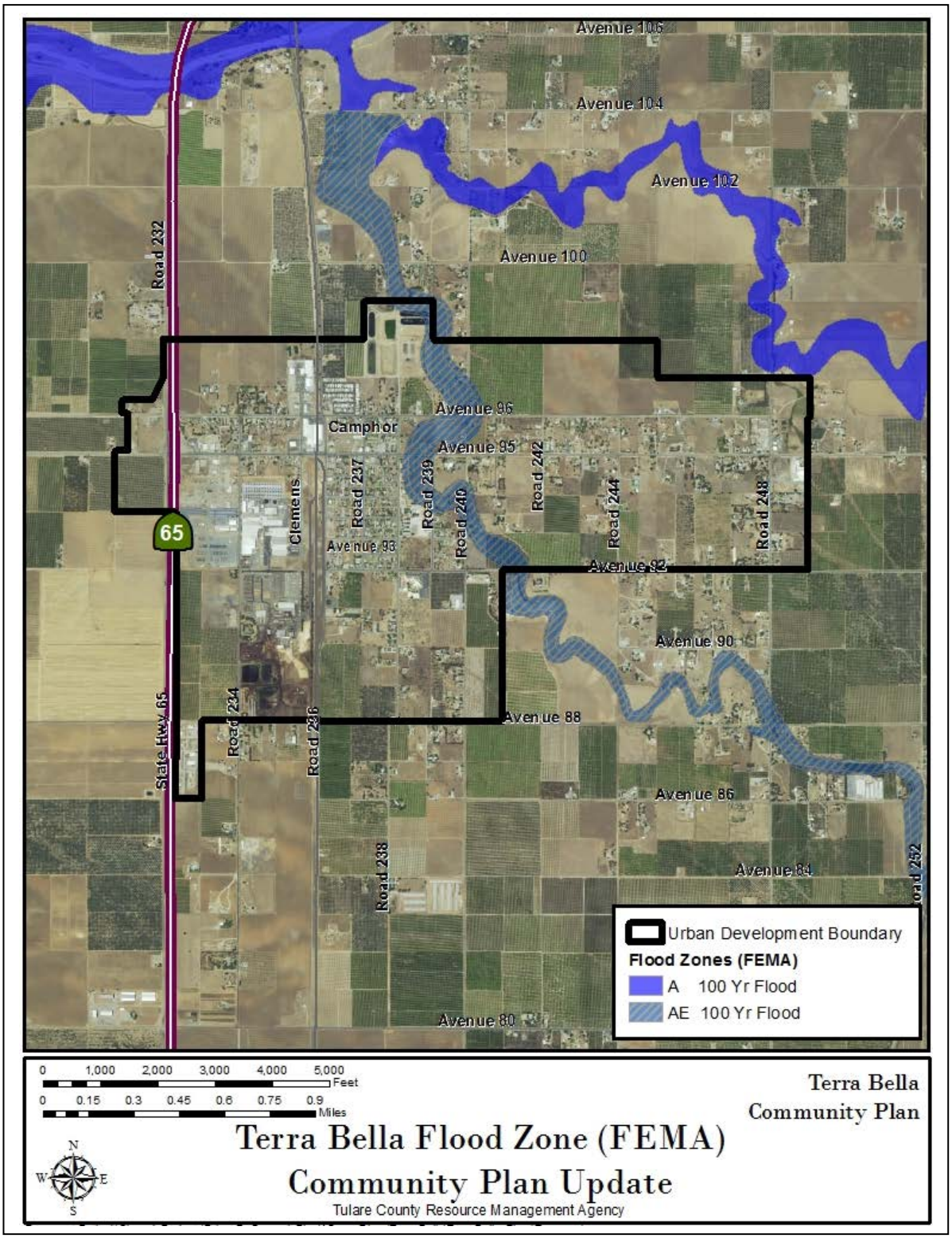
The Noise Element identifies noise-impacted areas throughout Tulare County. These areas include lands which have existing or projected noise levels exceeding 60 decibels (dBa) Ldn. This decibel figure is considered to be the maximum normally acceptable noise level for single family residential areas. Roadways and traffic noise are the dominant source of ambient noise in the County. Table 1 summarizes the daily traffic volumes along State Route 65 from the South County Line to Avenue 56. Together, these noise sources place a portion of Terra Bella's urbanized areas within the 60 dB Ldn noise contour. The Noise Element includes performance standards for new residential or other noise-sensitive land uses which are to be located near noise-impacted areas. The Element indicates that these uses will not be permitted unless effective design measures can be integrated into the development to mitigate the impact of noise.

This Community Plan Update does not include any changes to land use patterns, as such, the areas where most noise impacts occur (the SR 65 corridor) are, and will remain, predominantly commercial and residential reserve land uses. If development within the residential reserve area occurs during the planning period, design features such as noise attenuating walls and setback distances can be incorporated into the design of future residential areas along SR 65 to prevent exceedances of the 60 dB Ldn (or CNEL) as specified in General Plan policy HS-8.3 and Table 10.1 (Land Use Compatibility for Community Noise Environments) of the Tulare County Health and Safety Element. Commercial and Industrial areas have a higher noise standard (65 dB Ldn - 75 dB Ldn, respectively) and,

[9] Tulare County General Plan 2030 Update, August 2012.; United States Department of Transportation, Federal Transit Administration. Transit Noise and Vibration Impact Assessment, FTA-VA-90-1003-06; May, 2006. http://www.fta.dot.gov/documents/FTA_Noise_and_Vibration_Manual.pdf; United States Department of Transportation, Federal Transit Administration. Construction Noise Handbook, 2006. http://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm and http://www.fhwa.dot.gov/environment/noise/construction_noise/special_report/hcn04.cfm#sou

as development occurs, could also include noise attenuating walls and building material insulation to prevent exceedances of these standards.

Figure 3 – FEMA Flood Map



DEMOGRAPHICS

An important part of planning is having information that describes the characteristics of a community's population. Collectively, these characteristics are known as "demographics" which is data typically consisting of the age, gender (i.e., male or female), income, race, employment, and other characteristics of a community. This data, and looking at historical trends of this data, allows a reasonable way to project what may occur in the future and thereby provides a guide to which issues need to be addressed in a community plan. For example, knowing the age and percentage of a population allows proper planning for school needs for school-age children; knowing how many people may eventually live in a community allows for proper planning to meet housing needs and the amount of land needed to provide housing for a growing population. If a population can be estimated, it is possible to project how much water and/or sewer service may be needed for a community. The following information provides a summary of some of the more important demographic data needed to craft a plan that can realistically address the needs of smaller communities such as Terra Bella.

Population

According to information provided by the 2000 and 2010 U.S. Census, the population of Terra Bella decreased from 3,466 in 2000 to 3,310 in 2010.

Projected Population

"The San Joaquin Valley faces major challenges. One concerns how to handle future growth. Population in the Valley is expected to nearly triple by 2050, from 3.6 million to 9.4 million people, the equivalent of adding 11 new towns the size of Fresno to the area. Tulare County is expected to grow to over 1,000,000 residents by 2050, well over doubling its current population."[10]

Growth Rate

As noted in the 2010 General Plan Background Report, the unincorporated areas of Tulare County have a 1.3% projected annual growth rate from 2007 to 2030. This 1.3% annual growth rate has been used to project Terra Bella's population during the Planning Period (see Table 2).

Table 2 – Projected Annual Growth Rates

	Historic Growth Rates 1990-2007	Projected Growth Rates 2007-2030
County Total	1.9%	2.4%
Incorporated	2.8%	2.9%
Unincorporated	0.46%	1.3%

Source: DOF, 2007; TCAG, 2008, 2010 General Plan Background Report

Median Age

Terra Bella's population is younger than the median age throughout all of Tulare County. Terra Bella's median age of 24.9 is lower than the median age of the State of California (see Table 3).

Table 3 – Median Age (2013)

Geography	Median age (years)
California	35.4
Tulare County	29.9
Terra Bella CDP	24.9

Source: US Census

[10] Tulare County Regional Blueprint, page 7

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ETHNICITY AND RACE

In 2010, approximately 43% of Terra Bella's population was White, less than 1% was African American, 1% was Native American, 2% was Asian, and 1% was two races or more (see Table 4). Approximately 87% was Hispanic (of any race). This statistic is important because persons of Hispanic origin may speak a language other than English (in this case, likely to be Spanish) and the needs of the Spanish-speaking community should be considered in order to reach out to persons on issues which may affect their community.

Table 4 – Race & Ethnicity

Geography	2010						
	Total Population	White	Hispanic or Latino (of any race)	Black or African American	American Indian and Alaska Native	Asian	Total Population of Two or More Races
California	37,253,956	21,453,934	14,013,719	2,299,072	362,801	4,861,007	1,815,384
Tulare County	442,179	265,618	268,065	7,196	6,993	15,176	18,424
Terra Bella CDP	3,310	1,426	2,894	5	20	75	49

Source: California Department of Finance

ECONOMIC CONDITIONS

Employment Projections California

"By the end of the 2008-2018 projection periods, total nonfarm employment in California is projected to grow to nearly 16.5 million jobs. This exceeds peak job level of just over 15.2 million jobs reached before the Great Recession by over 1.2 million jobs. From June 2007 to June 2009, 1.1 million jobs were lost (not seasonally adjusted). Over the 2008-to-2018 projections period, nonfarm employment is expected to rebound by 1,511,100 jobs as the economy recovers from these recessionary job losses. More than 50 percent of all projected nonfarm job growth is in education services (private), health care, and social assistance, and professional and business services. The largest number of new jobs is expected in education services, health care, and social assistance, with a gain of more than 421,000 jobs.

Factors fueling the economic recovery in California include the state's population growth and a rise in foreign imports and exports. The state's population increased by more than 3.3 million from 2000 to 2010 and the California Department of Finance projects the population will increase by another 4.3 million from 2010 to 2020. A steady increase in foreign imports and exports has strengthened the wholesale, retail, and transportation industry sectors."[11]

Tulare County's Local Economy

"Similar to the broader Central Valley area, Tulare County's economy has been largely based on agriculture, food processing, and manufacturing, while professional services jobs have been limited. Tulare is the most productive

[11] California Labor and Market and Economic Analysis, 2012, page 27

agricultural county in a State that itself is by far the most productive in the nation. Overall, agribusinesses produced billions of dollars in commodities, with the County considered as the largest milk producers in the United States.

Tulare County is also a major distribution hub because of its central location in the State, 200 miles north of Los Angeles and 225 miles south of San Francisco. The County's employment base has been significantly impacted by the recent downturn with unemployment increasing to 18.3 percent in January 2010, significantly above the historic range of between 8.5 and 18.2 since 1990. In 2008, the median household income was approximately $44,000.

The County's major employers are Tulare County government, Porterville Development Center, 2 Kaweah Delta Healthcare, and Ruiz Food Products. The top 20 employers combine for about 19,300 jobs, or 11 percent of the overall county employment. The major distributors include Jo-Ann Fabrics, VF Distribution, Wal-Mart, and Best Buy Electronics that combine for nearly 3.5 million square feet of distribution space. The county's overall industrial market includes about 23 million square feet of building space."[12]

Employment in Terra Bella

According to the Tulare County 2030 General Plan Update, the County's economy has historically been driven by agriculture and has had one of the largest agricultural outputs of any county in the US. Despite this, the Tulare County unemployment rate has remained consistently higher than the State average, which can be largely attributed to the seasonal nature of agricultural production.

According to the California Department of Finance, the 2007-2011 American Community Survey indicated that the unemployment rate for Terra Bella was about 15.1% while the rate for Tulare County was 13.5%. The unemployment rate for the State of California was (10.1%). Keeping in mind that the 15.1% includes only the employable labor force (that is, not every person of the population) results in about 241 unemployed persons of Terra Bella's 1,575 person labor force (Table 5).

Table 5 – 2007-2011 American Community Survey: Unemployment

Geography	Population	Total Civilian labor force	Unemployment Rate Percent
California	28,796,402	18,618,649	10.1
Tulare County	309,977	193,878	13.5
Terra Bella CDP	2,236	1,575	15.1

Source: California Department of Finance

Income

Mean and Median income in Terra Bella is very low compared to Tulare County and the State of California. Terra Bella's median household income was $27,419, compared to $43,550 for Tulare County and $61,632 for the State of California. This statistic is important because it provides information on how much income a household may have (Table 6).

Table 6 - 2007-2011 American Community Survey: Income

Geography	Median household income (dollars)	Median family income (dollars)	Per capita income (dollars)
California	$61,632	$70,231	$29,634
Tulare County	$43,550	$46,881	$17, 968
Terra Bella CDP	$27,419	$27,500	$9,280

Source: California Department of Finance

[12] Visalia General Plan Update: Existing Conditions Report, page 3-16

Poverty

According to the California Department of Finance, the 2007-2011 American Community Survey indicated that 43.9% of families in Terra Bella lived below the poverty line (see Table 7). This statistic is important because, based on income, it provides information on how much income a household may have and the ability of persons living in a household to spend their income for items such as housing (whether owning or renting), food, clothing, fuel for their vehicles, utilities, and other needs. This percentage was lower for married couples but higher for single moms and persons under 18. Terra Bella had a higher level of poverty overall at 38.6% compared to Tulare County at 21.50% and the State of California at 12%. The highest differential was the poverty rate of single moms. Terra Bella's poverty rate for single moms was 69% compared to 42% for Tulare County and 27% for the State of California.

Table 7 – 2007-2011 American Community Survey: Poverty

Geography	All families	Married couple families	Families with female householder, no husband present	All people	Persons under 18 years
California	12%	7.2%	27.4%	15.9%	22.1%
Tulare County	21.50%	14.4%	42.0%	26.2%	35.8%
Terra Bella CDP	38.6%	33.8%	69.2%	43.9%	64.6%

Source: California Department of Finance

Severely Disadvantaged Community

Public Resources Code Section 75005(g) states that a "[d]isadvantaged community" means a community with a median household income less than 80% of the statewide average. "Severely disadvantaged community" means a community with a median household income less than 60% of the statewide average. As stated above, Terra Bella's median household income was $27.419 in 2013. The State of California's median household income in 2013 was $61,632. Therefore, Terra Bella's median household income is about 44.5% of the statewide average and is considered severely disadvantaged.

HOUSING CHARACTERISTICS

Terra Bella is a "bedroom community", that is, most people who live in Terra Bella have jobs away from the town and/or travel to shop outside of Terra Bella, as there are limited employment and shopping opportunities within the community. Housing characteristics account for things such as the number of living quarters (called "housing units" as they can be homes or apartments), housing types (which can be single-family homes, mobile homes, and/or apartments), tenure (ownership or renting of places where one lives), housing conditions and age (which sometimes go hand-in-hand because the age of a unit can affect its condition), household size (that is, the number of persons living in a housing unit) and vacancy rate (which is important because it typically indicates the number of places to live that are available or unavailable). As the community grows, it will be important to provide new housing opportunities, allow expansion of the size of existing housing (for example, increase a unit by an additional bedroom), and allow various housing types (such as mobile homes).

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Housing Units

During the decade between 2000 and 2010, the number of housing units in Terra Bella increased from 817 to 824, which represents an increase of 0.8% (see Table 8). This increase was higher than the percent increase in Tulare County of 18.4% and the State of California at 12%.

Table 8 – Housing Units (2000 & 2010)

Geography	2000 Total housing units	2010 Total housing units	Percent Increase
California	12,214,549	13,680,081	12.00%
Tulare County	119,639	141,696	18.44%
Terra Bella CDP	817	824	0.8%

Source: California Department of Finance

Housing Types

There are a variety of housing types; for example, a single-family detached housing unit (home) means that a structure does not have a common, shared wall with another housing structure whereas an attached home means it has a common, shared wall. Most housing in Tulare County are single-family, detached units. According to the California Department of Finance, the 2009-2013 American Community Survey indicated that 443 housing units (53.8%) in Terra Bella were single-detached. 18 (2.2%) were single-family attached, 24 (2.9%) were two unit apartments, (10.9%) were 3 or 4 unit apartments, 17 (1.9%) were 5 to 9 unit apartments, and 232 (28.2%) were mobile homes. Table 9 shows the 2009-2013 housing stock in Terra Bella.

Table 9 – 2009-2013 Existing Housing Stock Terra Bella

UNITS IN STRUCTURE	
1, detached	53.8%
1, attached	2.2%
2 apartments	2.9%
3 or 4 apartments	10.9%
5 to 9 apartments	1.9%
10 or more apartments	0.0%
Mobile home or other type of housing	28.2%

Source: Department of Finance, Housing Survey, 2009-2013.

Tenure

Tenure is essentially a description of how a household is being occupied, that is, whether the owners or renters are living in a housing unit (see Table 10). During the decade between 2000 and 2010, the home ownership percentage in California decreased by approximately 1%. In Tulare County that percentage decreased by approximately 3%. In Terra Bella the homeownership percentage increased by approximately 19% from 54% to 73%.

Table 10 – Ownership and Household Size (2000 & 2010)

Geography	2000 Percent Ownership	2000 Average household size of owner-occupied units	2000 Average household size of renter-occupied units	2010 Percent Ownership	2010 Average household size of owner-occupied units	2010 Average household size of renter-occupied units
California	57%	2.93	2.79	56%	2.95	2.83
Tulare County	62%	3.18	3.43	59%	3.24	3.52
Terra Bella CDP	54%	4.41	4.48	73%	2.16	2.07

Source: California Department of Finance

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Housing Conditions

The condition of housing is typically categorized as sound, deteriorated, or dilapidated. A "sound" housing unit (house) is one that is in good-to-excellent condition requiring no structural or other improvements. Deteriorated housing means a housing unit may need some level of maintenance/repair to improve the condition of the housing. Deterioration is classified as minor, moderate, or substantial. Dilapidated means a unit is not considered suitable for living. There may be structural, electrical, plumbing or other conditions that could endanger the well-being and safety of persons living in dilapidated housing. Housing condition is an indicator of a person's ability to afford maintenance/repair of the house they live in. Without income to pay for maintenance/repair, it is likely that a house, as it ages, will continue to deteriorate over time. Table 11 shows 1992, 2003, and 2009 results of the housing condition surveys. Terra Bella's overall housing conditions have improved. It is possible that the economic downturn required maintenance/repair of the existing housing stock as it was more affordable for persons to purchase a home requiring repair rather than buying a new home.

Table 11 – Percentages of Substandard Housing Units Unincorporated Communities in Tulare County 1992-2009

	1992 Survey Results	2003 Survey Results	2009 Survey Results
Terra Bella	71%	60%	65%

Source: 1992, 2003, 2009 Tulare County Housing Survey of Unincorporated Communities, 2009 Housing Element

According to the 2009 Tulare County Housing Element, Housing Conditions Survey, a sampling of housing conditions in Terra Bella indicated that approximately 49% of the housing units were sound. Approximately 51% of Terra Bella's housing units were deteriorated and 15% were dilapidated (See Table 12).

Table 12 – 2009 Housing Conditions Survey

Survey Area	Sound		Deteriorated						Dilapidated		Total Units
			Minor		Moderate		Substantial				
	Units	%	Units	%	Units	%	Units	%	Units	%	
Terra Bella	33	35%	10	11%	22	23%	16	17%	14	15%	95

Source: Tulare County 2009 Housing Condition Survey, Tulare County 2009 Housing Element

Age of Structures

According to the US Census, the 2009-2013 American Community Survey noted that 45.9% of the housing structures in Terra Bella were built between 1960 and 1979 (See Table 13). Approximately 11.1% of housing structures were built after 2000. 21.7% of housing structures were built between 1980 and 1999. Approximately 21.3% of housing structures were built between 1940 and 1959. As indicated in Table 13, about 67% of the housing in Terra Bella is 35 years or older. As noted above, without proper maintenance/repair housing conditions will change over time as houses age.

Table 13 – 2009-2013 American Community Survey, Age of Structures in Terra Bella

Age of Structures	Number	Percentage
2010 or later	0	0.0%
2000 to 2009	61	11.1%
1980 to 1999	69	21.7%
1960 to 1979	101	45.9%
1940 to 1959	158	21.3%
1939 or earlier	44	0.0%
Total:	**433**	-

Source: US Census

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Household Size (Overcrowding)

Between 2000 and 2010, the average household size in Terra Bella decreased from 4.44 to 4.19 persons per household (see Table 14). During this decade, the average household size increased in Tulare County from 3.28 to 3.36. Also, the average household size in the State of California also increased from 2.87 to 2.90. Although Terra Bella's average household size decreased, it was still higher than Tulare County's and the State of California's average household size.

Table 14 – Average Household Size (2000 & 2010)

Geography	2000 Average Household size	2010 Average Household size
California	2.87	2.90
Tulare County	3.28	3.36
Terra Bella CDP	4.44	4.19

Source: California Department of Finance

By definition, the most common measure of overcrowding is persons per room in a dwelling unit.[13] More than one person for each room of a dwelling unit is considered overcrowding. It is important to note that the measure is based on all rooms of a dwelling unit, not just the number of bedrooms. It is not uncommon for persons to share a bedroom, for example siblings or adults.

Vacancy Rate

Vacancy rate is important as it provides an indicator of unoccupied housing units. Vacancies may occur as people move away from a housing unit and it remains vacant until the next persons/family moves in. Vacancy allows persons to decide whether to choose owning or renting housing based on their need and income. Typically, a vacancy rate of about 5-6% is considered normal; however, vacancy rates above 6% can be a reflection of affordability or housing condition.

In 2000, the vacancy rate in Terra Bella was 4.7%, which was lower than Tulare County at 7.7% and the State of California at 5.8%. In 2010, the vacancy rate in Terra Bella was 4.5%, which was lower than Tulare County at 8% and the State of California at 8.1%, (see Table 15). While the State of California's rental vacancy rate increased from 3.7% to 6.3%, the rental vacancy rate in Terra Bella slightly increased from 3.2% in 2000 to 3.8% in 2010. Tulare County's rental vacancy rate remained at 5.8% during this decade.

Table 15 – Vacancy Rate (2000 & 2010)

Geography	2000			2010		
	Vacancy rate	Homeowner vacancy rate (1)	Rental vacancy rate (1)	Vacancy rate	Homeowner vacancy rate (1)	Rental vacancy rate (1)
California	5.8%	1.4%	3.7%	8.1%	2.1%	6.3%
Tulare County	7.7%	1.8%	5.8%	8.0%	2.4%	5.8%
Terra Bella CDP	4.7%	0.5%	3.2%	4.5%	1.0%	3.8%

Source: California Department of Finance

[13] U.S. Department of Housing and Urban Development, "Measuring Overcrowding in Housing" 2007. Page 2 See: http://www.huduser.org/publications/pdf/Measuring_Overcrowding_in_Hsg.pdf

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COMMUNITY LAND USE

Land Use and Circulation

The expansion of urban development within the Planning Area could significantly affect the area's environmental character, most noticeably as urban development replaces existing agricultural lands and rural open spaces. Urbanization may also adversely impact other aspects of the local environment such as ambient noise levels, air quality, indigenous wildlife and flora, surface water drainage patterns, and the underground water reservoir. The Land Use and Circulation portions of this Plan provide the mechanism to minimize or avoid the potential adverse impacts of urban growth. An orderly, harmonious land use pattern and appropriate implementation measures are designed to reduce potential conflict between neighboring uses. The land use pattern concentrates commercial uses generally along both sides of Avenues 95 and Road 236.

One other commercial use area is located at the corner of State Route 65 and Avenue 96. Industrial uses are located between SR 65 Avenue 88, Road 238, and Avenue 95. Residential and agricultural-related uses dominate the remainder of the UDB. The Community Plan evolves from, and is founded upon, community goals and objectives. As such, the Plan defines the most efficient and productive long-term use of all properties within the UDB based upon the interest and welfare of the general public. Table 1 shows the existing land uses in the Community Plan Area within the UDB.

Residential

There are currently approximately 608 acres developed with residential uses within the community of Terra Bella. The current distribution of housing types is shown in Table 9.

Commercial

Approximately 50 acres of existing development is categorized as commercial. Commercial development within the Terra Bella UDB is generally located along Avenue 95 and Road 236.

Industrial

Approximately 288 acres are developed or partially developed with industrial uses.

Agriculture

Approximately 196 acres within the Project Area are used as agricultural-related uses. According to the Farmland Monitoring Mapping Program, 49 acres is designated as "Prime Farmland," 479 acres are designated at Urban or Built-Up Land.

Parks

There are no County-owned/-operated public parks in Terra Bella. The athletic grounds of the local schools serve as playing fields during after-school hours.

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Figure 4 – Existing Land Use Plan

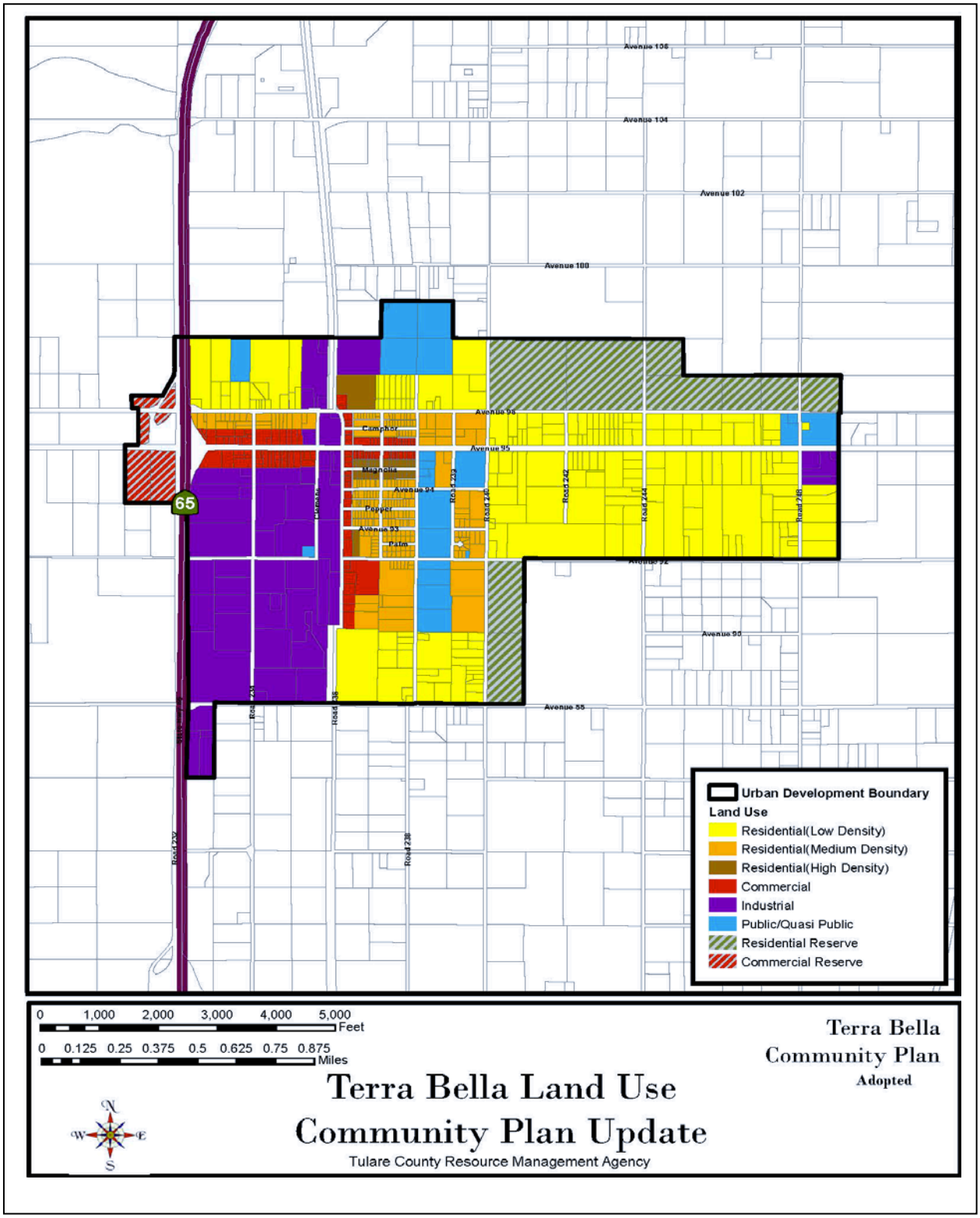


Figure 5 – Existing Zoning Districts

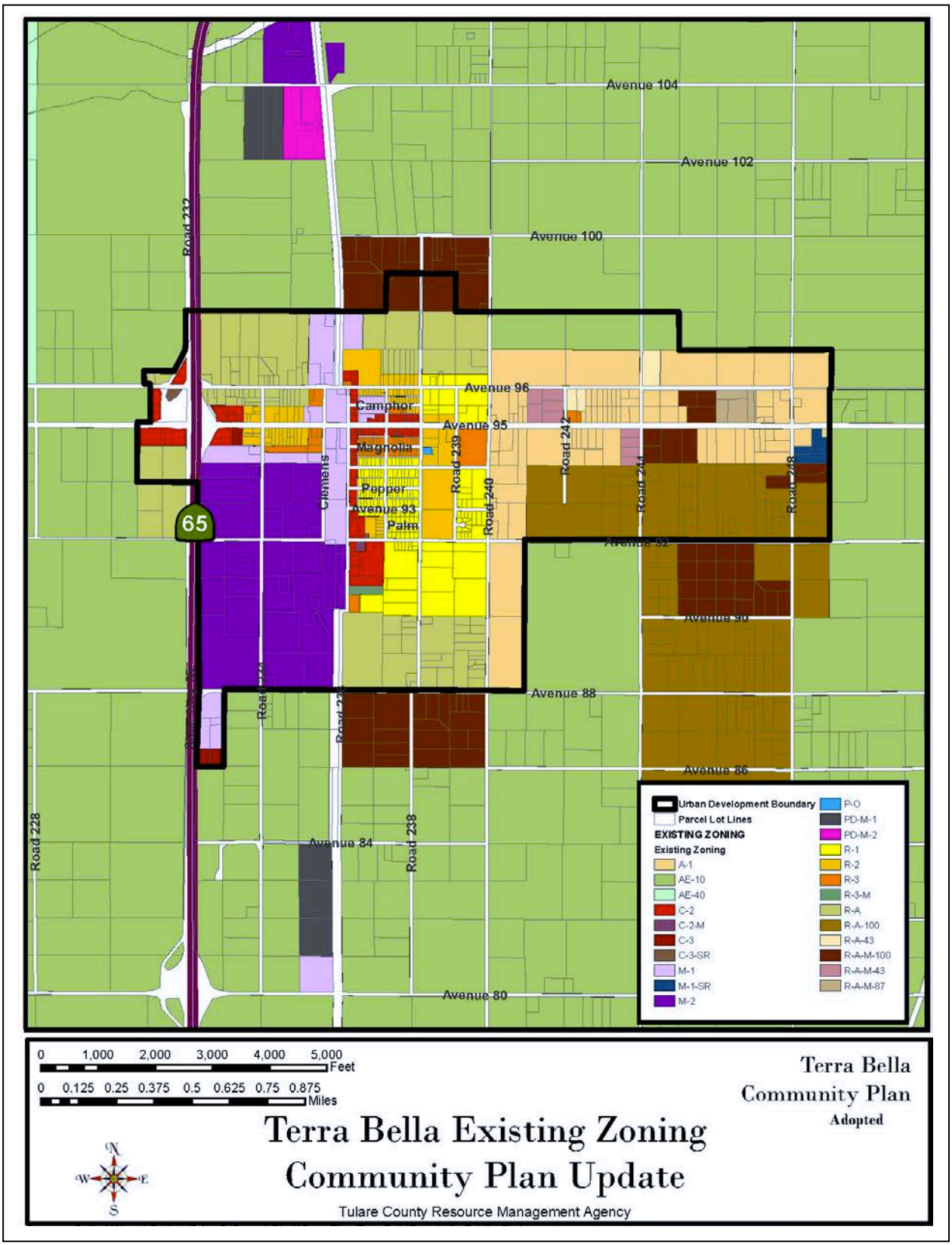


Figure 6 – Williamson Act Map

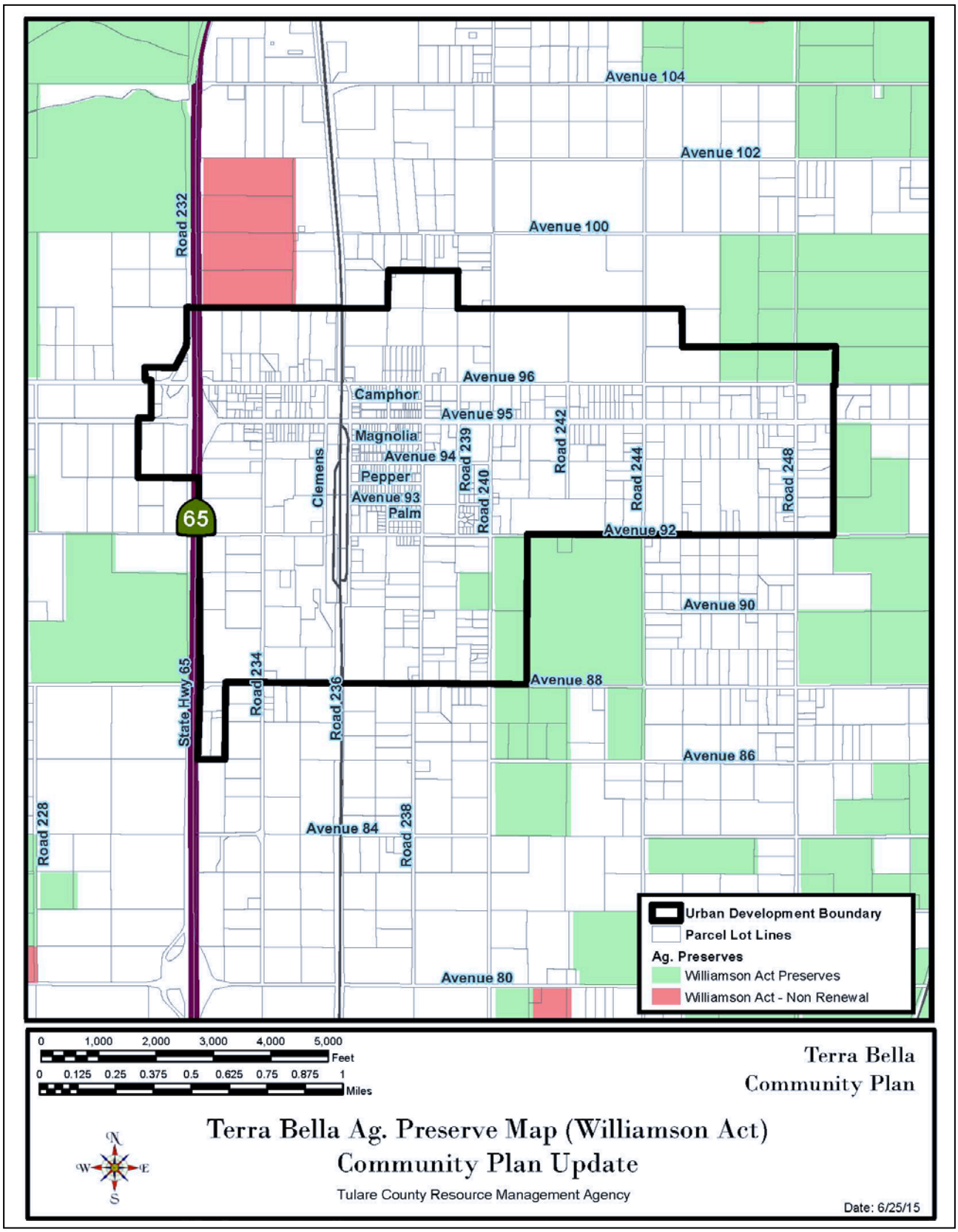
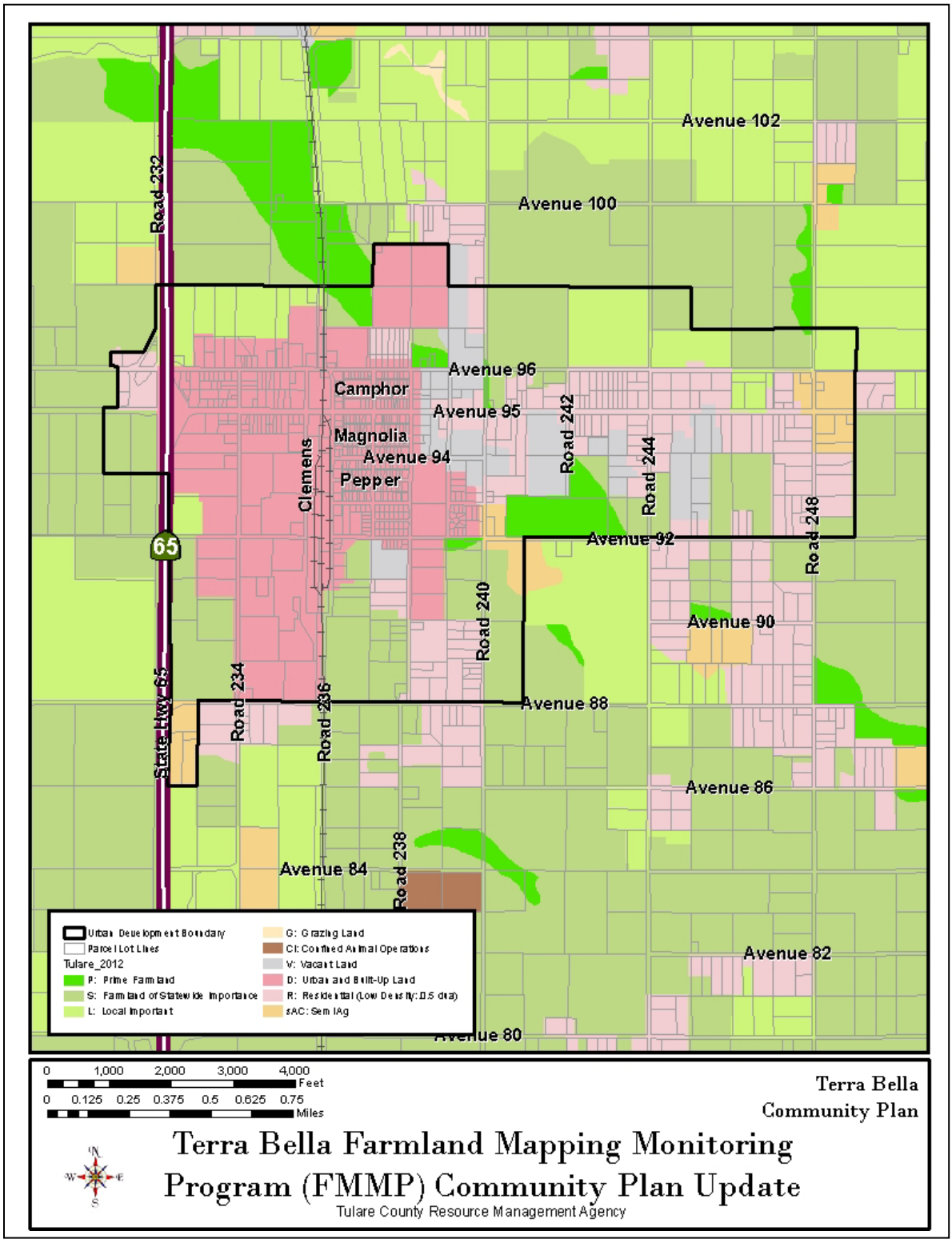


Figure 7 – FMMP Map



INFRASTRUCTURE

Infrastructure is defined as "the basic physical and organizational structures needed for the operation of a society or enterprise or the services and facilities." In regards to Terra Bella, this Community Plan Update is intended to address deficiencies and the need for improvements to the drinking water system improvements, (for example wells, water distribution piping, and storage tanks), curbs, gutters, streets, sidewalks, etc.).

"The Terra Bella Irrigation District, formed in January 1915, performs the following functions: provision of irrigation and domestic water. Domestic water is the primary service provided by the Terra Bella Irrigation District that is subject to a MSR."[14]

"The District has a water contract with the U.S. Bureau of Reclamation to receive 29,000 acre feet of water per year from the Friant Kern Canal (water which is used for both domestic and irrigation purposes). The District's treated domestic water system is in good operating condition, and could be expanded to support 600 to 700 additional connections, according to District staff.

The District operates a separate water system that has a primary function of providing irrigation water to the outlying rural areas of the community. This water is untreated. There are also domestic water connections to the District's rural (irrigation) water system that primarily serve rural residential homes related to agricultural. The water supplied by this system does not meet Federal drinking water standards, and is therefore considered to be non-potable.

The District sends out a quarterly letter to all residents which receive untreated tap water indicating that the water does not meet Federal drinking water standards, is considered to be non-potable, and shall not be used for drinking or cooking. The potable water source for such connections is considered to be bottled water."[15]

Water Supply & Quality

"The Terra Bella Irrigation District is responsible for providing domestic and irrigation water services within the District's designated Boundaries. The District's water system is regulated by the California Department of Health Services Division of Drinking Water and Environmental Management, which is responsible for the administration and enforcement of the Safe Drinking Water Act involving those systems in California with more than 200 connections.

The Terra Bella Irrigation District operates two separate water systems, one system which receives surface water from the Friant Kern Canal, which is treated before entering the distribution system. This system is the primary source for domestic water service within the urban area of the District. This system has two standby wells that are used as backup supplies. Based upon information provided by District staff, there are approximately 700 connections which receive treated surface water. The District's water treatment plant was constructed in 1998, and was constructed to allow for additional capacity (approximately double according to District staff) above and beyond what the expected 1998 demands would be. The District has a water contract with the U.S. Bureau of Reclamation to receive 29,000 acre feet of water per year from the Friant Kern Canal (water which is used for both domestic and irrigation purposes). The District's treated domestic water system is in good operating condition, and could be expanded to support 600 to 700 additional connections, according to District staff.

[14] Tulare County LAFCO Group 3 Municipal Service Reviews, page. 9-6
[15] Tulare County LAFCO Group 3 Municipal Service Reviews, page. 9-2

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The District also operates a second water system that has a primary function of providing irrigation water to the outlying rural areas of the community. Water for this rural water system is supplied from a series of underground wells and surface water from the Friant Kern Canal. This water is untreated. There are also domestic water connections to the District's rural (irrigation) water system that primarily serve rural residential homes related to agricultural. The water supplied by this system does not meet Federal drinking water standards, and is therefore considered to be non-potable. The District sends out a quarterly letter to all residents which receive tap water from this system indicating that the water does not meet Federal drinking water standards, is considered to be non-potable, and shall not be used for drinking or cooking. The potable water source for such connections is considered to be bottled water."[16]

Sewer

"The Terra Bella Sewer Maintenance District is responsible for providing sanitary sewer service to residents within its Boundary. The total number of connections to the District's sewer system is unknown. Raw sewage is collected and transported to a wastewater treatment and disposal facility (WWTF) located north of the community.

The District's WWTF is operated under the provisions of Waste Discharge Requirements Order No. 95-029 issued by the California Regional Water Quality Control Board (RWQCB), Central Valley Region. Order No. 95-029 prescribes that the monthly average discharge flow shall not exceed 0.30 MGD. According to the Wastewater User Charge Survey Report FY 2005-06 (Cal EPA-State Water Resources Control Board, May 2006), the average dry weather flow at the WWTF is approximately 0.28 MGD.

Based upon available information, it can be concluded that the District's WWTF is currently operating at approximately 93% of its permitted capacity. This indicates that, at this time, there is very little capacity available for additional connections to the District's sewer system. Additional capacity will be needed in order to accommodate projected growth through year 2025. The District's WWTF is currently operating in full compliance with Order No. 95-029, issued by the RWQCB.

Without significant improvements to its WWTF to increase capacity, it is unlikely that the District would be able to provide sewer service to any significant development projects proposed with its current SOI, or any proposed SOI expansion areas.

The Terra Bella Sewer Maintenance District recycles its wastewater by irrigating adjacent olive orchards. The District's wastewater reclamation activities promote water conservation, groundwater recharge, and demonstrate the District's desire to conserve its potable water sources.

The District should begin planning for expansions to its WWTF, as current flows are above 90% of the plant's capacity. Ideally, capital improvement planning should begin when actual flows reach 75% of available capacity. This allows District's time to secure funding for and implement capital improvements to WWTFs before reaching capacity."[17]

[16] Tulare County LAFCO Group 3 Municipal Service Reviews, page. 9-13
[17] Tulare County LAFCO Group 3 Municipal Service Reviews, page. 10-11

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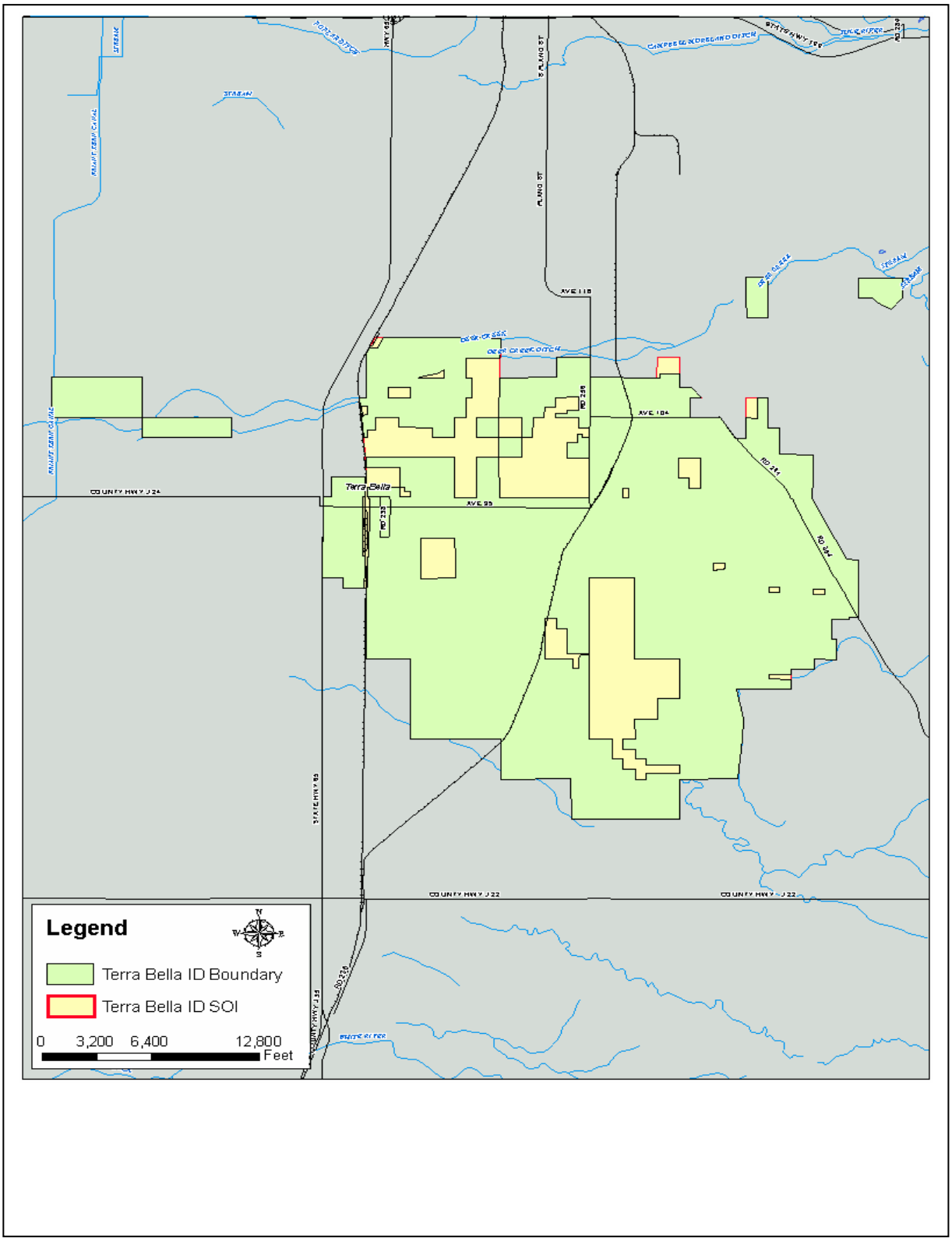
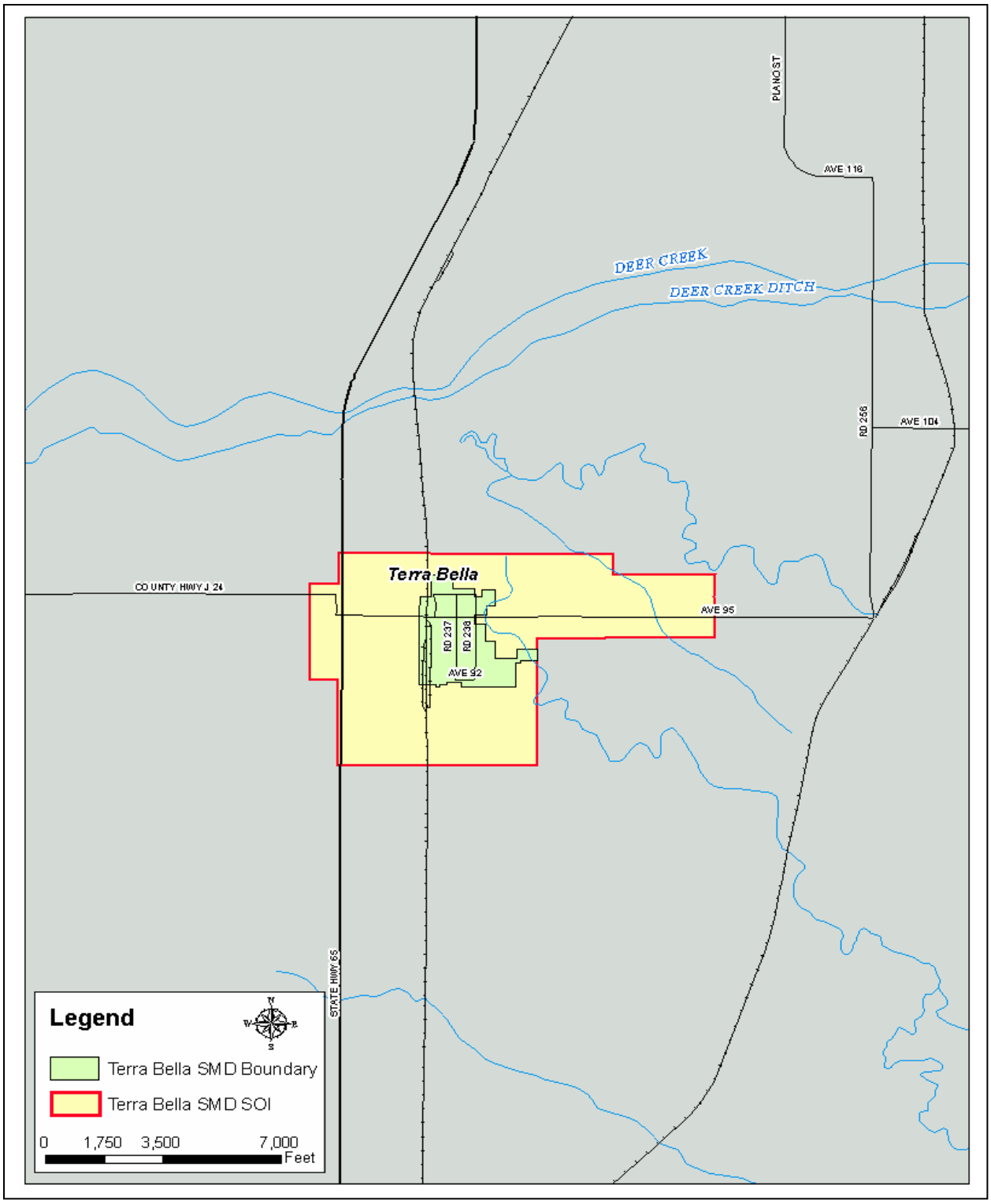
Figure 8 - Terra Bella Irrigation District



Source: Tulare County LAFCO Group 3 Municipal Service Reviews

Figure 9 - Terra Bella Sewer Maintenance District



Source: Tulare County LAFCO Group 3 Municipal Service Reviews

Drainage

A storm drainage system is designed to drain excess rain and groundwater (from roads, sidewalks, etc.) to some point where it is discharged into a channel, ponding basin, or piped system. The system itself typically consists of pipes connecting inlets and is facilitated by curbs and gutters, manholes, and sumps. The operation of the system consists of runoff being collected in the inlets and transported by pipes to a discharge location. Manholes provide access to storm drain pipes for inspection and cleanout. A sump is a shallow, artificial pond designed to infiltrate storm water through permeable soils into the groundwater aquifer. It does not typically discharge to a detention basin.

Storm drainage systems should be designed so they have adequate capacity to accommodate runoff that enters the system for the design frequency and should also be designed considering future development. An inadequate roadway drainage system could result in the following:

- ✓ Water overflowing the curb and entering adjacent property leading to damage;
- ✓ Accelerated roadway deterioration and public safety concerns may occur due to excessive water accumulation on roadways;
- ✓ Over saturation of the roadway structural section due to immersion will lead to pavemen;t
- ✓ Deterioration.

Drainage in Terra Bella is generally to the west and north of the community. A 700 to 800 foot drainage line runs under Avenue 96 and drains into Fountain Spring Gulch. Two other minor systems, both approximately 300 feet long, also drain into the gulch. A small ponding basin is situated along Road 234. Table 16 identifies the location of drainage inlets and sumps in Terra Bella.

Table 16 - Location of Existing Storm Drainage Facilities

No.	East-West Roadway	North-South Roadway	Type
1	Avenue 94	Road 238	Inlet
2	Avenue 94 alignment	Clemens Road	Inlet
3	Avenue 96	East of Road 236	Inlet
4	Avenue 96	East of Road 237	Inlet
5	Magnolia Avenue	Road 237	Inlet
6	Magnolia Avenue	Road 238	Inlet
7	North of Avenue 95	Clemens Road	Inlet
8	Pepper Avenue	Road 238	Inlet

Source: Tulare County Public Works; Tulare County Housing Element – Action Program 9

Energy

Southern California Edison (SCE) is the main provider of electrical power and Southern California Gas provides gas in Tulare County, which maintains an extensive network of high-voltage and low-voltage electrical lines, substations, natural gas mains, and related facilities. In addition to power produced by its plants, SCE purchases power from other producers for use within its service area.

On a region wide basis, electrical demand has increased while the available power supply has remained fairly constant. As a result, during peak demand periods, the reserve capacity of the overall system has dropped at times to under 3%. In response, SCE has planned for more stringent measures as reserve capacity diminishes. These measures include voluntary cutbacks, cutbacks for major users with whom PG&E has arrangements, and rolling blackouts.

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Solid Waste

Solid waste generated in Terra Bella can be disposed of at Teapot Dome Landfill, located on Avenue 128 east of Road 208, five miles southwest of the City of Porterville. The landfill opened in 1950 and the estimated closure date was anticipated in 2012. The design capacity is 6.5 million cubic yards.

Future development to accommodate projected growth as proposed in the Community Plan, including commercial and industrial development within the Project Area, will increase the amount of waste requiring disposal at landfills. The Tulare County Solid Waste Department may also determine continued operation or closure of Teapot Dome Landfill and transfer its operations to Woodville Landfill (south and east of the City of Tulare) or Visalia Landfill (north of the City of Visalia). To meet the required 50% diversion rate required by the State of California, each community will need to implement further programs, such as composting or establishing a location for the further separation and recovery of recyclable and other materials from the waste stream.

CIRCULATION AND TRAFFIC

Terra Bella is a small agricultural community and the most heavily traveled roadway is State Route 65 between the cities of Porterville and Bakersfield. The major rural collector roads within Terra Bella include Terra Bella, Cypress, Olive, Pepper, Acacia, Magnolia, and Camphor Avenues. Figure 10 shows the Terra Bella Community Plan major street and highway network of existing; there are no proposed major streets as part of this Update. The Community Plan circulation element includes a map specifying the type and location of major streets and highways together with goals and policies determined appropriate for establishing and maintaining this circulation system (Figure 10). This circulation system is intended to meet the travel demands generated by growth through the year 2030.

Circulation

Circulation within Terra Bella is provided by a general grid pattern of north-south and east-west streets. Street rights-of-way are generally adequate to meet current vehicle demands within residential, commercial and industrial areas. Following are typical street classifications within the County of Tulare:

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

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

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

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

A comprehensive circulation system is necessary for development resulting from the land use pattern of a plan to operate efficiently and effectively. The existing roadways must not be over-taxed to the point where their ability

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meet increased traffic over time results in unsafe and congested streets. Also, new roads must be planned so that one part of the community can be connected to another. Terra Bella has been developed within the Tulare County major roads grid. These roads are oriented to the cardinal points of the compass: north and south, east and west. Regional access is provided by State Route 65 which also can be used to ultimately connect to all other State Routes within Tulare County such as SRs 63, 99, 190, and 198. Avenue 120, Court Avenue, Davis Avenue and Terra Bella Avenue, all cross Highway 99 using grade separated bridges.

Tulare County General Plan Level of Service Standards

"Level of Service (LOS). Operational analyses typically focus on intersections rather than road segments since the capacity of the intersections is usually more critical than the capacity of the roadway. LOS is used to rank traffic operation on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, Level of Service A represents free flow conditions and Level of Service F represents forced flow or breakdown conditions."[18] Tulare County General Plan Policy **TC-1.16** establishes county level of service (los) standards which provide that the County shall strive to develop and manage its roadway system (both segments and intersections) to meet a LOS of "D" or better in accordance with the LOS definitions established by the Highway Capacity Manual.

Patterns of Blocks and Streets

The prominent grid pattern of County roads provides efficient and direct collector routes that provide ease of travel from place to place. In Terra Bella, the County roadway system grid complement access to and from SR 65 and there is no disruption of roadways by any railroad. At-grade crossing of the railroad occurring at Avenues 88, 95 (Terra Bella Avenue) and 96 have been removed as the railroad no longer travels through Terra Bella. As such, there are development opportunities for industrial, commercial, and residential uses to develop with minimal disruption in travel continuity within the grid system while maintaining efficient connectivity to SR 65.

Roadway Conditions

As indicated in the Tulare Housing Element – Action Program 9 document, "There are various roadways in Terra Bella that are in need of repair. Over time, roadway pavement can become damaged or begin to fail due to fatigue, aging, or surface abrasion. The binding agent within road pavement becomes rigid and less flexible as time passes and the surface of the pavement may start losing aggregates. If timely maintenance does not occur, potholes will start to occur within the road.

If the road is still structurally sound, a bituminous surface treatment, such as a chip seal or surface dressing can prolong the life of the road at low cost. Such repairs are considered medium if the maintenance strategy consists of:

- ✓ Chip seal - surface treatment in which the pavement is sprayed with asphalt and then immediately covered with aggregate and rolled. Chip seals are used primarily to seal the surface of a pavement with cracks not associated with heavy loads.

Some roadways require more extensive repairs such as resurfacing, grinding, remix and or reconstruction. These repairs are considered major if the maintenance strategy consists of:

[18] Tulare County General Plan, 2008 Goals and Policies Report, page 12-1.

- ✓ Grind and remix - process by which construction materials are recycled and reused to add structure to roadways;
- ✓ Overlay resurfacing operation - consists of grinding off selected areas of old asphalt, patching any potholes, placing a fabric (in some cases), placing and compacting hot mix asphalt pavement, and adjusting any street hardware;
- ✓ Asphalt reconstruction - consists of excavating the entire roadway, placing and compacting rock beneath the roadway, and placing and compacting hot mix asphalt; and
- ✓ Cold mix reconstruction - similar to asphalt reconstruction except cold mix asphalt is used. It is commonly used as patching material and on lower volume service roads.

Table 17-3 [in Tulare Housing Element – Action Program 9, and shown as Table No. 17 in this document] lists the roadways in need of repair, the limits, and type of maintenance strategy proposed. Figure 17-2 [in Tulare Housing Element – Action Program 9, graphically displays this information on a map."[19]

Table 17 - Roads in Need of Major and Medium Repair

No.	Roadway	Limits	Repair Code
1	2nd Street	Pepper Avenue to Terra Bella Avenue	CHIP
2	3rd Street	Avenue 88 to Avenue 92	CHIP
3	4th Street	Terra Bella Avenue to Avenue 96	CHIP
4	5th Street	Terra Bella Avenue to south end	CHIP
5	Acacia Avenue	Road 236 to 3rd Street	CHIP
6	Avenue 88	Road 234 to west end	GRX
7	Avenue 88	Road 234 to Road 236	CHIP
8	Avenue 88	Road 240 to Road 248	CHIP
9	Avenue 92	Road 234 to Clemens Road	CHIP
10	Avenue 92	Road 236 to 3rd Street	GRX
11	Avenue 92	Road 240 to Road 244	CHIP
12	Avenue 92	Road 244 to Road 248	GRX
13	Avenue 96	Road 236 to west end	CHIP
14	Avenue 96	Road 236 to 3rd Street	GRX
15	Avenue 96	3rd Street to 5th Street	CHIP
16	Avenue 96	Road 244 to Road 248	CHIP
17	Camphor Avenue	Road 236 to 3rd Street	CHIP
18	Clemens Road	Avenue 92 to Terra Bella Avenue	CHIP
19	Palm Drive	Road 239 to east end	CHIP
20	Road 234	Terra Bella Avenue to Avenue 96	CHIP
21	Road 236	Avenue 88 to Avenue 96	CHIP
22	Road 240	Avenue 88 to Avenue 92	CHIP
23	Road 242	Terra Bella Avenue to Avenue 96	CHIP
24	Road 244	Avenue 90 to Terra Bella Avenue	CHIP
25	Road 248	Avenue 92 to Terra Bella Avenue	CHIP
26	Road 248	Terra Bella Avenue to Avenue 96	GRX
27	Terra Bella Avenue	SR 65 to 4th Street	CHIP
28	Terra Bella Avenue	4th Street to Road 248	GRX

Source: County of Tulare Public Works, 2012
OLAY – overlay resurfacing operation; CHIP – chip seal reconstruction; GRX – grind and remix

[19] Tulare County Housing Element – Action Program 9. Pages 17-5 and 17-6. Prepared by VRPA Technologies, 2012

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Figure 10 - Terra Bella Major Street and Highway Network

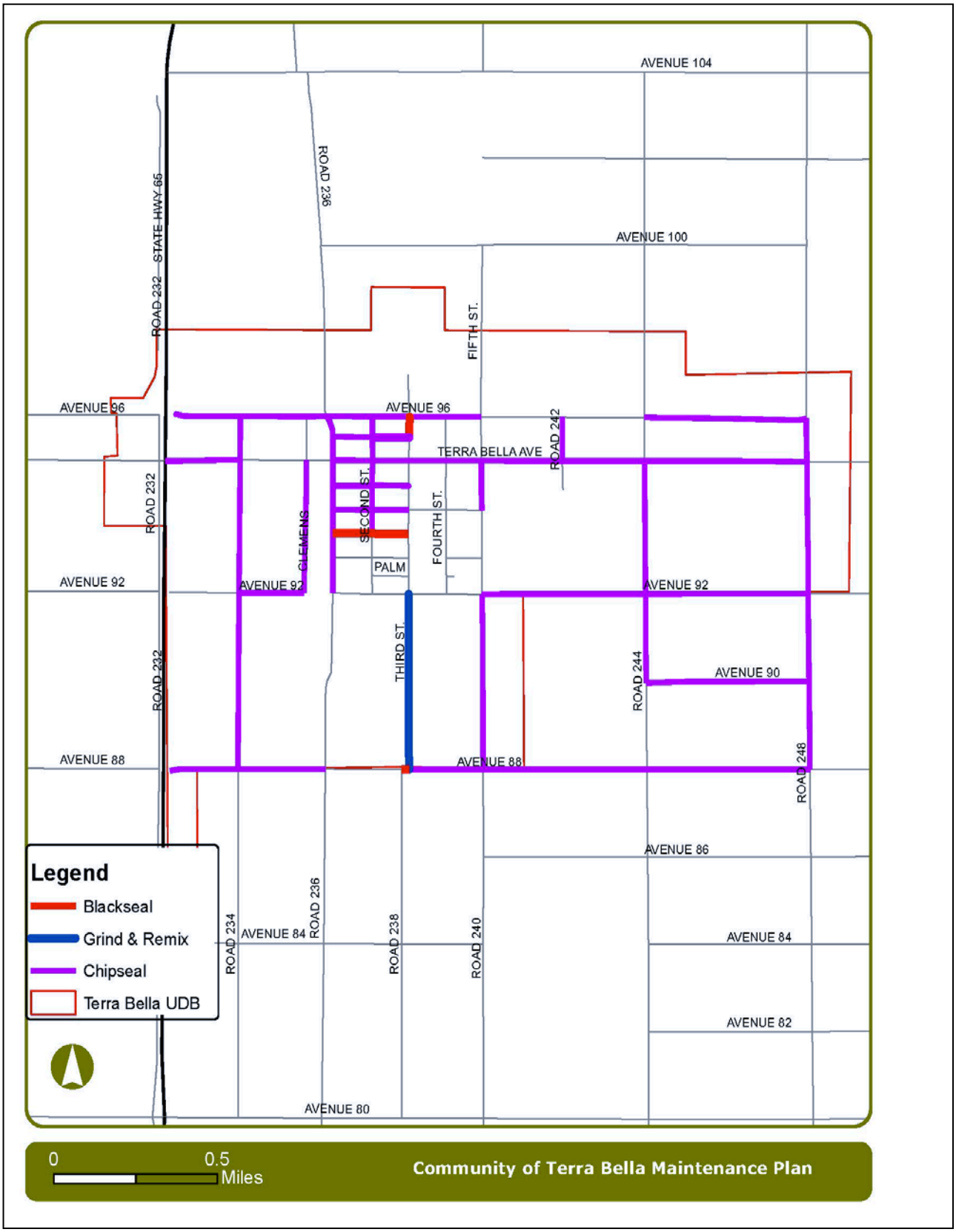
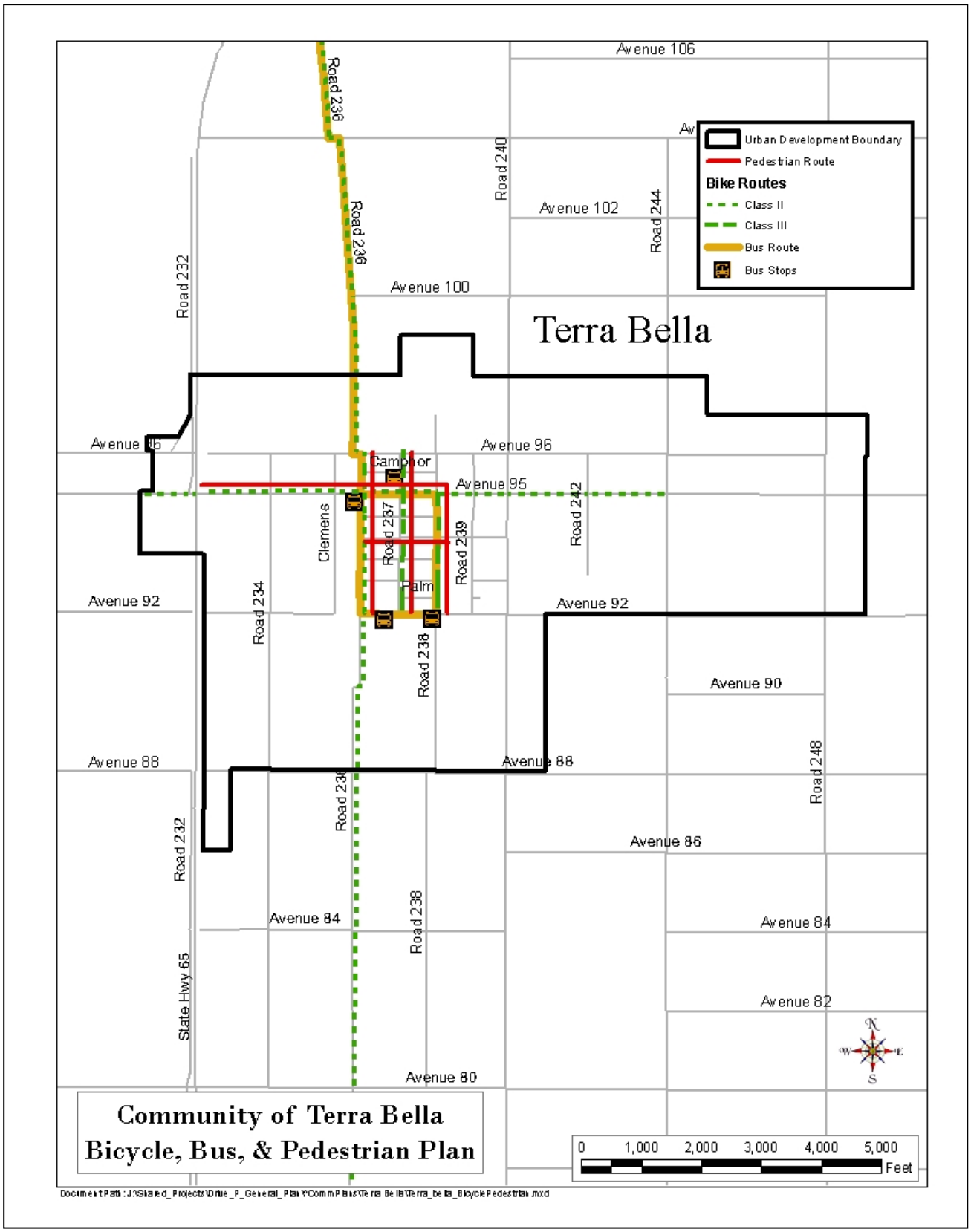


Figure 11 – Bicycle Pedestrian Plan



Regional access is available using State Route 65. This highway connects Terra Bella with Porterville, approximately six miles to the north, and also connects with Kern County and Bakersfield to the south. The major east-west roadway in Terra Bella is Terra Bella Avenue 56. Terra Bella Avenue (Avenue 96) continues easterly where it ends at the base of the foothills just east of Old Stage Road (M109) and westerly to SR 99.

Pedestrian Traffic (Sidewalks and Americans With Disabilities Act (ADA) Curb Ramps)

Pedestrian facilities include sidewalks, walkways, crosswalks, signals, lighting, and benches, among other items. Sidewalks are typically separated from a roadway by a curb and are designed to accommodate pedestrian travel. They improve mobility for those with disabilities and are also an important part of walking routes to schools. They provide the space for pedestrians to travel within the right-of-way while being separated from vehicles and bicycles. Where such facilities exist, people will be much more likely to make shorter trips by walking rather than by vehicle.

Many streets in the community of Terra Bella do not have sidewalks (see Table 18). Thus, new sidewalks are needed throughout the community. "Sidewalks are typically separated from a roadway by a curb and accommodate pedestrian travel. They improve mobility for those with disabilities and are also an important part of walking routes to schools. They provide the space for pedestrians to travel within the public right-of-way while being separated from vehicles and bicycles.

The 2010 California Building Code identifies a clear width minimum of 48 inches for sidewalks. This clear width minimum is the walkway width that is completely free of obstacles and not necessarily the sidewalk width. However, the 48 inch minimum does not provide sufficient passing space or space for two-way travel. Therefore, the guidelines state that for sidewalks less than 5 feet in clear width, passing lanes (wide enough for wheelchairs) shall be provided at 200-foot intervals. However, the clear width may be reduced to 3 feet if the enforcing agency determines that compliance with the 4-foot clear sidewalk width would create an unreasonable hardship due to right-of-way restrictions, natural barriers, or other existing conditions."[20]

Table 18 – Existing (2014) Sidewalks

No.	Roadway	Limits	Location
1	Avenue 92	Road 237 to Road 238	North side
2	Avenue 92	Road 238 to Road 239	South side
3	Avenue 96	Road 236 to Road 237	North side
4	Avenue 96	Road 237 to Road 238	South side
5	Camphor Avenue	Road 237 to Road 238	South side
6	Camphor Avenue	West of Road 237 to Road 238	North side
7	Palm Avenue	Road 237 to Road 238	North side
8	Palm Avenue	Road 237 to Road 238	South side
9	Road 236	Magnolia Avenue to Terra Bella Avenue	East side
10	Road 237	Terra Bella Avenue to Avenue 96	East side
11	Road 237	Terra Bella Avenue to Avenue 96	West side
12	Road 238	Avenue 92 to 325' south	East side
13	Road 238	Pepper Avenue to Avenue 94	East side
14	Road 238	Terra Bella Avenue to Avenue 96	West side
15	Terra Bella Avenue	Road 236 to Road 238	North side
16	Terra Bella Avenue	Road 236 to Road 237	South side

Source: County of Tulare Public Works and VRPA Technologies, February 2014

[20] Tulare County Housing Element – Action Program 9, Page 17-6

"The County and VRPA Technologies surveyed existing sidewalks within the Community. Figure 3-1 [in Action Program9] also displays this information graphically. The sidewalks represented in Table 3-5 [Table 19 of the Community Plan] and Figure 3-1 [Figure 11 of the Community Plan] do not distinguish between ADA compliant sidewalks and noncompliant sidewalks. The majority of sidewalks represented below were constructed prior to current ADA guidelines and would be considered non ADA compliant facilities. Such noncompliant facilities would require complete reconstruction to be considered ADA compliant."[21]

"The Americans with Disabilities Act (ADA) of 1990 included design requirements for persons with disabilities in the public rights-of-way. Curb ramps are an important part of making sidewalks and street crossings accessible to people with disabilities (especially those who use wheelchairs). An ADA compliant curb ramp is a short ramp cutting through or built up to a curb. It consists of the ramp itself which is sloped to allow wheelchair access from the street to the sidewalk and flared sides that bring the curb to the level of the street."[22]

Curb ramps are most typically found at intersections, but can also be located near on-street parking, transit stations and stops, and midblock crossings. Title II regulations require curb ramps at existing and new facilities.

Table 19 – Location of Existing ADA Ramps

No.	East-West Roadway	North-South Roadway	Location
1	Avenue 92	Road 238	SE Corner
2	Avenue 92	Road 239	SW Corner
3	Avenue 93	Road 236	NE Corner
4	Avenue 94	Road 236	NE Corner
5	Avenue 94	Road 236	SE Corner
6	Avenue 94	Road 237	NW Corner
7	Avenue 94	Road 237	SW Corner
8	Avenue 96	Road 236	SW Corner
9	Avenue 96	Road 237	SE Corner
10	Camphor Avenue	Road 237	SE Corner
11	Magnolia Avenue	Road 236	NE Corner
12	Terra Bella Avenue	Road 234	SE Corner
13	Terra Bella Avenue	Clemens Road	NW Corner
14	Terra Bella Avenue	Clemens Road	SW Corner
15	Terra Bella Avenue	Road 236	NE Corner
16	Terra Bella Avenue	Road 236	SE Corner
17	Terra Bella Avenue	Road 237	NE Corner
18	Terra Bella Avenue	Road 237	NW Corner
19	Terra Bella Avenue	Road 238	NW Corner

Source: County of Tulare Public Works and VRPA Technologies, August 2013

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[21] Tulare County Housing Element – Action Program 9. Page 17-8
[22] Ibid. 17-6

The County of Tulare completed a survey of ADA compliant ramps within the communities in August 2012."[23] According to the survey, there are several ADA compliant curb ramps located within Terra Bella and are listed in Table 19 [Table 3-3 in Tulare Housing Element – Action Program 9].

The health benefits from walking and bicycle riding include increased overall health, and a reduction in air quality and greenhouse emissions. According to the Caltrans accepted Victoria Transport Policy Institute, walking has a $.25 per mile health benefit, while the cost of Greenhouse Gas (CO2e) reductions is $23 per ton. According to the Federal Highway Administration, sidewalks reduce incidences (with vehicles) to pedestrians by over 80%.[24] The average cost per highway incidents (provided by Caltrans) is listed in Table 20.

Table 20 – Cost per accident

Highway Accident/Event	**Cost**
Fatal Accident	$4,800,000
Injury Accident	$67,400
Property Damage Only (PDO) Accident	$10,200
Average Cost per Accident	$52,500
Cost of a Fatality	$4,400,000
Type of Injury	**Cost**
Level A (Severe)	$221,400
Level B (Moderate)	$56,500
Level C (Minor)	$26,900
Cost of Property Damage	$2,500

Source: California Department of Transportation

Street Lights

"Street lights are typically located at the edge of roadways on top of utility poles. They are illuminated at night and improve the visibility and safety of the roadway and sidewalk by increasing motorist visibility and improving nighttime pedestrian security. They can also reduce nighttime pedestrian crashes by increasing the awareness of drivers relative to pedestrians.

Table 3-5 [Table 21 in this Community Plan] identifies the location of existing street lights that are maintained by Tulare County, in Terra Bella, as well as their specifications. Figure 3-1 also displays this information graphically. The below table specifies the locations, the pole number, lumens, pole type, arm direction and utility provider. Pole numbers can be arbitrary and are used to match the pole specifications with its location. Lumens measure the amount of light emitted from the bulb (the more lumens the brighter the light). The pole type "W" represents a wood post for which the light is commonly shared with a Utility provider. Similarly, "M" represents metal and "C" represents concrete."

Table 21 – Existing Street Lights

No.	East-West Roadway	North-South Roadway	Location	Pole	Lumens	Pole Type	Arm Direction	Utility
1	Avenue 92	Road 236	NE Corner	638596E	5800	W	W	SCE
2	Avenue 92	Road 237	NW Corner	4276498E	5800	W	S	SCE
3	Avenue 92	Road 238	SE Corner	1869733E	5800	W	W	SCE
4	Avenue 93	Road 239	SE Corner	1783369E	5800	W	W	SCE
5	Avenue 93	Road 236	NE Corner	NONE	5800	W	W	SCE
6	Avenue 93	Road 237	SW Corner	417424E	5800	W	E	SCE
7	Avenue 93	Road 238	SE Corner	417421E	5800	W	W	SCE
8	Avenue 94	Road 236	NE Corner	986959E	5800	W	W	
9	Avenue 94	Road 237	SW Corner	4691367E	5800	W	E	SCE
10	Avenue 94	Road 238	SE Corner	756253E	5800	W	W	SCE
11	Avenue 95	Road 234	NW Corner	2213086E	5800	W	S	SCE
12	Avenue 95	Clemens Road	NW Corner	4210445E	5800	W	S	SCE

[23] Ibid. 3-5
[24] http://www.dot.ca.gov/hq/tpp/offices/eab/benefit_cost/LCBCA-economic_parameters.html

13	Avenue 95	Road 236	NW Corner	2186665E	5800	W	E	SCE
14	Avenue 95	Road 237	NW Corner	345669E	5800	W	S	SCE
15	Avenue 95	Road 238	SE Corner	4076137E	5800	W	N	SCE
16	Avenue 95	Road 239	SE Corner	X16234E	9500	W	N	SCE
17	Avenue 95	SR 65	NE Corner	12-09	16000	W	S	SCE
18	Avenue 96	Road 234	SW Corner	802043E	5800	S	N	SCE
19	Avenue 96	Clemens Road	SW Corner	802039E	5800	W	N	SCE
20	Avenue 96	Road 236	NE Corner	2088954E	5800	W	W	SCE
21	Avenue 96	Road 237	SW Corner	802033E	5800	W	N	SCE
22	Avenue 96	Road 238	SE Corner	802030E	5800	W	N	SCE
23	Camphor Avenue	Road 236	West side	1635734E	5800	W	E	SCE
24	Camphor Avenue	Road 237	South Side	345667E	5800	W	E	SCE
25	Camphor Avenue	Road 238	East side	4200997E	5800	W	W	SCE
26	Camphor Avenue	Between Road 237 and Road 238	SW Corner	401285E	5800	W	N	SCE
27	Magnolia Avenue	Road 236	SW Corner	401285E	5800	W	E	SCE
28	Magnolia Avenue	Road 237	SE Corner	567675E	5800	W	E	SCE
29	Magnolia Avenue	Road 238	SE Corner	1783357E	5800	W	W	SCE
30	Palm Avenue	Road 238	NE Corner	821021E	5800	W	W	SCE
31	Palm Avenue	Road 237	SW Corner	4261953E	5800	W	E	SCE
32	Palm Avenue	Road 239	NE Corner	937960E	5800	W	W	SCE
33	Pepper Avenue	Road 236	NE Corner	986958E	5800	W	W	SCE
34	Pepper Avenue	Road 237	NE Corner	4600103E	5800	W	E	SCE
35	Pepper Avenue	Road 238	NE Corner	894594E	5800	W	W	SCE

Source: Tulare County Public Works, March 2013 from Tulare County Housing Element – Action Program 9. Page 17-9

Traffic

The 2014 Regional Transportation Plan and projections for Year 2040 traffic volumes do not exceed the LOS "C" threshold. Less than significant impacts will occur to SR 65 as a result of the Project primarily because increased traffic loads on SR 65, and its various entry and exit points, are more associated with growth in the Central Valley and the increased need for Californians to be able to travel north and south. As shown in Table 22, both the Highway Capacity Manual (HCM) and the Tulare County General Plan (TCGP) LOS remain at B or C through Year 2040 projections while the build-out time frame of the Community Plan is Year 2030.

Table 22 - Traffic Analysis Level of Service

Roadway	*Segment*	*2015 ADT (NW)*	*2015 ADT (SE)*	*2040 ADT (NW)*	*2040 ADT (SE)*	*Threshold*		*LOS*
						*HCM**	*TCGP***	
SR 65	N Ave 56	7,030	7,060	10,338	10,486	15,840 A	13,800 C	C
SR 65	S Ave 56	7,382	7,423	10,753	10,810	15,840 A	13,800 C	C
Ave 95	W SR 65	734	734	832	717	10,560 A	4,200 B	B
Ave 95	SR65-R236	640	609	753	729	10,560 A	4,200 B	B
Ave 95	R236-R238	660	650	876	863	10,560 A	4,200 B	B
Rd 236	S Ave 95	1,488	1,501	2,035	2,054	10,560 A	4,200 B	B
Rd 236	N Ave 95	1,676	1,709	2,354	2,384	14,520 A	4,200 B	B

Sources: Tulare County Association of Government 2015 and 2040 Traffic Model Run; Tulare County Public Works Level of Service Traffic Analysis; July 7, 2015

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The proposed Circulation Element and Complete Street Policies (see Appendix A-5) of the Terra Bella Community Plan contain policies and actions that will continue to maintain LOS C or better. The Plan's projected growth and its impact on the circulation system will continue to be less than significant as the additional goals and policies are implemented through the Community Plan. These policies and actions will be implemented by the County of Tulare over a 20 year time period. Mitigating the traffic congestion associated with-State Route 65 will be the responsibility of Caltrans given that traffic on SR 65 that travels along this route originates outside of Terra Bella as pass-by traffic. By implementing the policies and actions contained in the Community Plan, the traffic and circulation impacts directly associated with growth in Terra Bella will be accommodated.

Bicycle Facilities

The 2014 Regional Transportation Plan (adopted June 30, 2014) prepared by the Tulare County Association of Governments (TCAG) provides for a regional bicycle network intended to provide a safe alternative mode of travel. The 2014 RTP identified SR 65 as a proposed Class III Bike Project.[25] In Tulare County, bicycle travel is not yet considered a major mode of transportation and bicycles are rarely seen outside of cities and towns. The current bicycle plan provides for connections between the major urban areas and recreation facilities in the County and is expected to be satisfactory for the foreseeable future. The only bike route within or near the community is State Route 65.

Investment in bikeways provide an inexpensive environment-friendly transportation opportunity. Bicycling is considered an effective alternative mode of transportation that can help to improve air quality and reduce the number of vehicles traveling along existing highways, especially within the cities and unincorporated communities. While the numbers of cyclists is small in comparison to the amount of auto traffic, the size of the community of Terra Bella means that most local trips can be as fast by bicycle as by car.

Transit

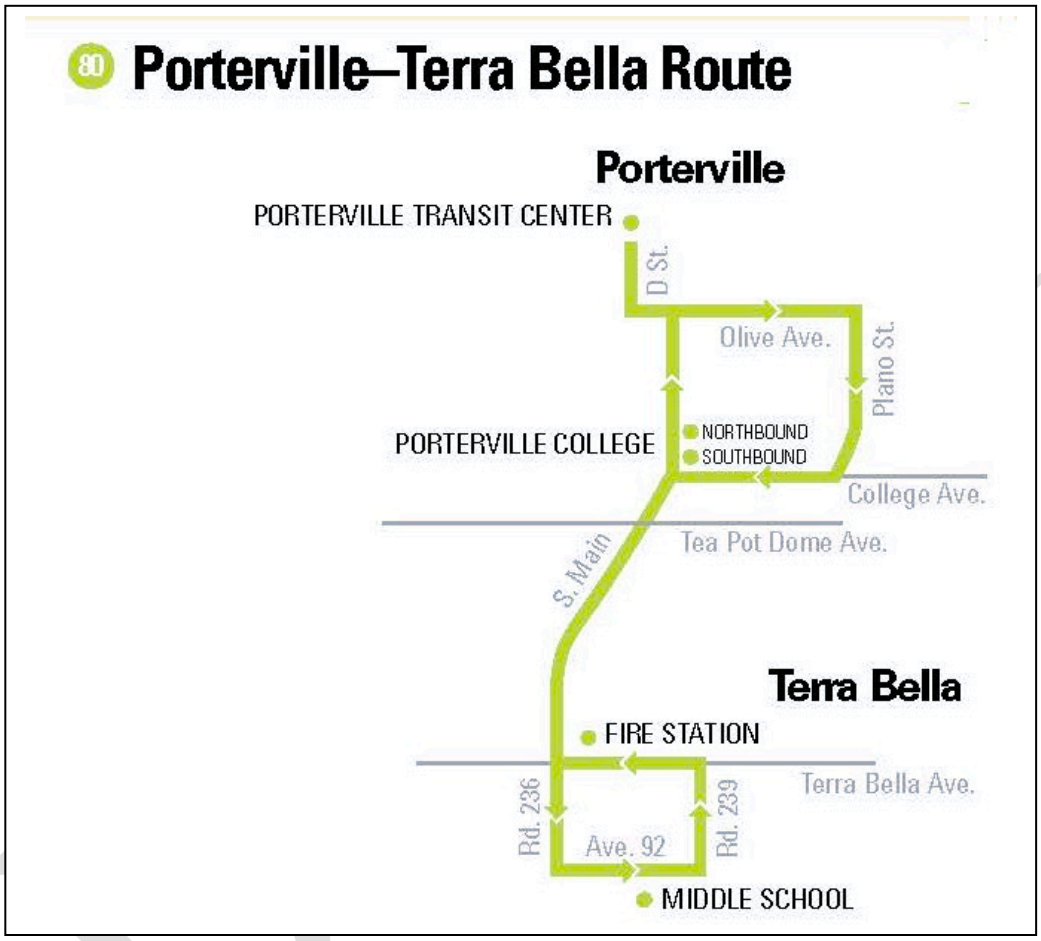
Recognizing the need to provide transportation services to those who are disadvantaged, the County of Tulare provides public transportation services to the elderly, handicapped, low-income, and residents without access to transportation. Public transit is currently available in Terra Bella. Tulare County Transit Agency (TCAT) operates fixed-route services currently available Monday through Friday on a fixed route bus service. TCAT provides round-trip transportation for Terra Bella residents to Porterville via the "80 – Porterville-Terra Bella Route" (See Figure 11) at the Fire Station (Terra Bella Avenue at Road 236) and the Middle School. Route 80 operates Monday through Friday with one morning and one afternoon pick-up/drop off.[26] Per TCAT staff, TCAT offers route deviation up to 3/4 of a mile from the designated bus route in Terra Bella, though this deviation may be limited to ADA soon. The only publically accessible provider is a common carrier (Orange Belt Lines) with an unstaffed stop at Terra Bella Avenue and Road 232.[27]

The Tulare County Transit Agency (TCAT) operates fixed-route services that link communities with each other and with Visalia and Tulare's urban transit systems. Terra Bella is connected via TCAT Route 80 to Porterville and its transit center. TCAT Porterville-Terra Bella Route 80 provides service to Porterville twice per day, Monday through Friday. In Porterville, transfers can be made to connect to Visalia, Tulare, Lindsay and Strathmore via Route 40 Southeast County and the remainder of the TCAT public transit system (see TCAT website at:

[25] TCAG Action Element, TCAG 2014 Regional Transportation Plan. Page 3-89.
[26] Tulare County Transit Agency information accessed on June 26, 2015 at: http://www.tularecounty.ca.gov/rma/index.cfm/documents-and-forms/public-works-documents/transportation-documents/tcat-bus-route-schedules-maps-and-fees/route-80-porterville-terra-bella-transit-schedule/
[27] Orange Belt Trailways But Stop information accessed on June 26, 2015 at: http://webstore.trailways.com/locations.asp?state=CA

http://www.tularecounty.ca.gov/rma/index.cfm/public-works/tulare-county-area-transit-tcat/). TCAT vehicles are wheelchair accessible and all full size buses include bike racks. As such, public transit is likely to remain a limited option due to fiscal constraints and the high cost of providing services to a community of less than one thousand residents. The low level of auto congestion in Terra Bella, now and as forecasted into the future, suggests that driving will continue to be more convenient in rural communities than the use of transit for those with access to a private car.

Figure 12 – Route 80 – Porterville-Terra Bella Route



Aviation

The nearest airport providing commercial air transportation services for residents of the Terra Bella community is Visalia Municipal Airport. Visalia Municipal Airport does not have the service demand to economically accommodate large passenger and cargo aircraft and is thus limited to extensive commuter air service. Visalia provides commuter air service to larger airports such as Los Angeles and San Francisco International Airports and Fresno Air Terminal. Porterville Municipal Airport (PMA) is located approximately 5 miles northwest of Terra Bella. PMA provides local charter service, flight schools, agricultural application services, fixed- and rotary-winged parts, maintenance, and repair services, and a U.S. Forest Service fire suppression operation.

Eckert Field is a privately owned and operated airport located approximately 13 miles north of Terra Bella (north of

Avenue 204, between Roads 232 and 236). It is located completely within the unincorporated area of the County. The Tulare County Comprehensive Airport Land Use Plan shows the facility's designation as a public use airport. Although privately owned, Eckert Field is open for public use and primarily serves the central foothill region and the community of Terra Bella. Annual aircraft operations number approximately 10,000, as established by the Tulare County Airport Land Use Commission (ALUC). Because of the proximity of Eckert Field to Terra Bella, the ALUC has adopted noise, land use and height restriction policies to provide compatible land uses within the airport environs. The goal of the ALUC is to promote the health, safety and general welfare of the public in accordance with Article 3.5 of the California Public Utilities Code.

Complete Streets

The current street system functions adequately and, barring unforeseen major development in Terra Bella, will continue to do so through the year 2040. Nonetheless, there are some areas of concern, such as the poor pavement condition of many local residential streets and the lack of sidewalks, curbs, and gutters throughout the community. The County is currently addressing these issues through a community *Complete Streets Program* (see Appendix A-5 of this document) within the limits of available resources. As indicated in Tulare County Housing Element – Action Program 9, two other issues include:

1. While almost all existing and future roadways need be no more than two travel lanes to accommodate projected traffic to Year 2040, wider rights-of-way may be needed at certain junctions to safely handle potential increased truck traffic, or to allow restricted turn movements into developed areas or at intersections.

2. Given Terra Bella's favorable location and availability of land and facilities for growth in goods movement activities, truck traffic and potential growth in truck traffic should be monitored. Streets and driveway plans should be updated to reflect new growth areas and changes in freight traffic patterns.

The facilities included as the Terra Bella Candidate Complete Streets 2015 are listed as follows:

- Avenue 95 from Highway 65 to Road 236: Replace sidewalk, Class 2 bike lane;
- Road 237 from Avenue 96 to Avenue 92: Replace sidewalk, Class 3 bike lane;
- Road 236 (Orange Belt) from trailer park north of U.S. Post Office to Avenue 88: Sidewalk, Class 2 bike lane, Class 2 bike lane north towards Porterville and south toward Ducor;
- Rd 238 from Avenue 95 to Avenue 92: Sidewalk, Class 2 or Class 3 bike lane; and
- Avenue 94 (Acacia) from Road 236 to Road 238: Sidewalk south side. Funded as part of ATP program, construction planned late 2015.

PUBLIC SERVICES

Sheriff

Police protection services are provided in Terra Bella by the Tulare County Sheriff's Department sub-station, located at 379 North 3rd Street, in Porterville, approximately 9.5 north of Terra Bella. The substation provides patrol services 24-hours per day, 365 per year. Additional Sheriff resources are available as needed via dispatch from the main Sheriff's Office in Visalia, CA.

Fire

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Fire protection and emergency medical services are provided for Terra Bella by the Tulare County Fire Department. The community is served by Tulare County Fire Department Station #21, located at 32658 Avenue 95 in Terra Bella. The station is staffed by one full time firefighter who is on duty at any given time, and has a volunteer crew. The fire department personnel also provide emergency medical aid. Fire Station #10, located in Richgrove approximately 9 miles southwest of Terra Bella, would also be available if required.

Schools

Schools are an especially important component of a community. Not only do they provide educational services to our children, but the physical facilities of the schools also serve the community at large. The quality of residential development is often measured by whether schools exist in close proximity to the neighborhood. As a result, schools are often a gravitational factor in attracting residential development to certain areas of a community.

"A total of 48 school districts provide education throughout Tulare County... Of the 48 school districts, seven are unified districts providing educational services for kindergarten through 12th grade. The remaining 41 districts consist of 36 elementary school districts and four high school districts. Many districts only have one school."[28]

Terra Bella Elementary School serves K-6 students in the two communities (Terra Bella and Ducor) as well as the smaller communities and surrounding rural areas. The Carl Smith Middle School in Terra Bella provides education for grades 7 and 8 for both Terra Bella and Ducor. High school students in both communities attend Porterville Union High School for Grades 9 to 12.

Libraries

"The Tulare County Public Library System is comprised of interdependent branches, grouped by services, geography and usage patterns to provide efficient and economical services to the residents of the county. At present, there are 14 regional libraries and one main branch."[29] Terra Bella's Branch Library information is shown on Table 23.

Table 23 – Library Location & Hours

Branch	Address	Public Hours (2015)
Terra Bella	23825 Avenue 92 P.O. Box 442 Terra Bella, CA 93270-0442	Monday : 8:30 am - 11:30 am,12 pm - 2:30 pm Tuesday : 8:30 am - 11:30 am, 12 pm - 2:30 pm Wednesday : 8:30 am - 11:30 am, 12 pm - 2:30 pm Thursday : 8:30 am - 11:30 am, 12 pm - 2:30 pm

Source: Tulare County website.

Parks

There are no County owned/operated public parks in Terra Bella. However, local residents make use of school athletic grounds after school hours. The nearest County owned/operated parks are Bartlett Park (8 miles east of Porterville) approximately 15 miles northeast of Terra Bella and Pixley Park (in the unincorporated community of Pixley) located east of SR 99 near the Park Street exit, approximately 20 miles west of Terra Bella.[30] Bartlett Park is located on approximately 110 acres just west of Lake Success. A number of parks are located within the city limits of Porterville and are operated by the City.

[28] General Plan Background Report, pages 7-75 and 7-76
[29] Ibid. 7-96
[30] Tulare County Parks and Recreation website: http://www.tularecounty.ca.gov/cao/index.cfm/general-services/parks-and-recreation/county-parks/

PLANNING FRAMEWORK

There are several local and regional planning documents that are considered when planning is done on a regional and local scale. As noted below, the overall and common goal of these documents is to develop a long-term regional growth strategy for the future of the San Joaquin Valley and Tulare County.

San Joaquin Valley Regional Blueprint

"The San Joaquin Valley Blueprint is the result of an unprecedented effort of the eight Valley Regional Planning Agencies (RPA), that include the i) Fresno Council of Governments, ii) Kern Council of Governments, iii) Kings County Association of Governments, iv) Madera County Transportation Commission, v) Merced County Association of Governments, vi) San Joaquin Council of Governments, vii) Stanislaus Council of Governments, and viii) Tulare County Association of Governments, to develop a long-term regional growth strategy for the future of the San Joaquin Valley. Following three years of visioning and outreach by the eight Valley RPAs, the Regional Policy Council (RPC), the decision-making body for the Valleywide process, adopted the Valley Blueprint in April 2009.

The Blueprint is a long range vision for a more efficient, sustainable, and livable future for the Valley. The Valleywide Blueprint is made up three elements: i) 2050 growth scenario diagram that identifies areas of existing development, new development, and future regional transit and highway improvements; ii) Valleywide average target density of 6.8 units per acre for new residential growth to the year 2050; and a iii) set of 12 Smart Growth Principles. Importantly, the Blueprint recognizes and incorporates by reference the visioning and outreach efforts undertaken by the eight Valley Regional Planning Agencies."[31]

Tulare County Regional Blueprint

"TCAG and its member agencies felt that it was important to prepare a Tulare County Regional Blueprint that clarified Tulare County's role in the Blueprint process. The Tulare County Regional Blueprint is a stand-alone policy document that is consistent with the San Joaquin Valley Regional Blueprint. This document represents Tulare County's local vision and goals as a participant in the San Joaquin Valley Regional Blueprint process."[32] Key elements of the preferred growth scenario outlined in the Tulare County Regional Blueprint include 25% increase in overall density and focused growth in urban areas.

Tulare County 2030 General Plan Implementation

This Community Plan is intended to implement the Tulare County 2030 General Plan. The General Plan Policies relevant to this Community Plan are outlined in General Plan Policies Section below. In addition to the General Plan Policies, this Community Plan outlines policies specific to Terra Bella. Following are the ways in which this Community Plan implements the General Plan:

- Update Zoning Map to match the Community Plan Land Use Map.
- Addition of Design Standards to replace use permit standards.
- Update Zoning text to outline allowed uses in this Community Plan.
- Introduction of a Mixed Use Overlay Zoning District.
- Provides an updated analysis of Terra Bella's population and housing characteristics.

[31] San Joaquin Valley Blueprint Roadmap Guidance Framework, page i
[32] Tulare County Regional Blueprint, page 3

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SUSTAINABILITY

Tulare County Climate Action Plan

Tulare County adopted a Climate Action Plan (CAP) on August 28, 2012. The CAP is an implementation measure of the 2030 General Plan Update. The policies, regulations, and programs considered in the CAP include those by federal, state, and local governments.

"The Tulare County Climate Action Plan (CAP) serves as a guiding document for County of Tulare ("County") actions to reduce greenhouse gas emissions and adapt to the potential effects of climate change. The CAP is an implementation measure of the 2030 General Plan Update. The General Plan provides the supporting framework for development in the County to produce fewer greenhouse gas emissions during Plan buildout. The CAP builds on the General Plan's framework with more specific actions that will be applied to achieve emission reduction targets consistent with California legislation."[33]

Tulare County General Plan Policies (Sustainability)

The Tulare County General Plan has a number of policies that apply to projects within Tulare County. The General Plan policies that relate to Sustainability include the following:

PF-3.4 Mixed Use Opportunities
Unless or until a traditional plan approach is requested by the hamlet and such a plan is adopted, land use designations within the HDB shall be the mixed use land use designations as provided in Chapter 4-Land Use that promotes the integration of a compatible mix of residential types and densities, commercial uses, public facilities and services, and employment opportunities.

LU-1.1 Smart Growth and Healthy Communities
The County shall promote the principles of smart growth and healthy communities in UDBs and HDBs, including:

- Creating walkable neighborhoods;
- Providing a mix of residential densities;
- Creating a strong sense of place;
- Mixing land uses;
- Directing growth toward existing communities;
- Building compactly;
- Discouraging sprawl;
- Encouraging infill;
- Preserving open space;
- Creating a range of housing opportunities and choices;
- Utilizing planned community zoning to provide for the orderly pre-planning and long term development of large tracks of land which may contain a variety of land uses, but are under unified ownership or development control; and
- Encouraging connectivity between new and existing development.

[33] Tulare County Climate Action Plan, page 1

LU-1.8 Encourage Infill Development
The County shall encourage and provide incentives for infill development to occur in communities and hamlets within or adjacent to existing development in order to maximize the use of land within existing urban areas, minimize the conversion of existing agricultural land, and minimize environmental concerns associated with new development.

LU-7.15 Energy Conservation
The County shall encourage the use of solar power and energy conservation building techniques in all new development.

LU-7.16 Water Conservation
The County shall encourage the inclusion of "extra-ordinary" water conservation and demand management measures for residential, commercial, and industrial indoor and outdoor water uses in all new urban development.

LU-7.17 Shared Parking Facilities
The County shall encourage, where feasible, the use of shared parking facilities. Such areas could include developments with different day/night uses.

AQ-3.3 Street Design
The County shall promote street design that provides an environment which encourages transit use, biking, and pedestrian movements.

AQ-3.5 Alternative Energy Design
The County shall encourage all new development, including rehabilitation, renovation, and redevelopment, to incorporate energy conservation and green building practices to [the] maximum extent feasible. Such practices include, but are not limited to: building orientation and shading, landscaping, and the use of active and passive solar heating and water systems.

AQ-3.6 Mixed Land Uses
The County shall encourage the clustering of land uses that generate high trip volumes, especially when such uses can be mixed with support services and where they can be served by public transportation.

<u>TCAG Sustainable Communities Strategy (2014 Regional Transportation Plan)</u>

AB 32 set emission targets for the State of California. SB375 requires the California Air Resources Board to set greenhouse gas emission targets for different regions in California. Under SB 375 Metropolitan Planning Organizations like TCAG are required to create a Sustainable Communities Strategy. TCAG included this strategy in the 2014 Regional Transportation Plan. A highlight of the implementation strategies include:

- Encourage jurisdictions in Tulare County to consider bicycle lanes, public transit, transit-oriented and mixed-use development, pedestrian networks, rain and other complete streets development during updates of general plan or other local plans.
- Implement a Complete Streets Program whereby agencies will prepare plans to accommodate all transportation users, including pedestrians, bicyclists, transit riders, and motor vehicle operators and riders, and implement those plans as aggressively as feasible.
- Provide for continued coordination and evaluation of the planned circulation system among cities and the County.
- Fund the development of capital improvement programs for complete streets and active transportation-type

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plans, as funds are available.

- Evaluate intersections, bridges, interchanges, and rail grade crossings for needed safety improvements.
- Develop funding strategies for safety projects in cooperation with Caltrans and member agencies.
- Examine alternative funding sources for streets, roads, state highways, rail systems, transit, bicycle, pedestrian, and other transportation mode improvements.
- Utilize Cap and Trade funds available for transit, if available, for projects in Tulare County.
- Encourage local agencies to support implementation of bicycle support facilities such as bike racks, showers, and other facilities during the project review process.
- Utilize Cap and Trade funds available for bicycle and pedestrian projects, if available, for projects in Tulare County.
- Encourage mixed-use developments in urbanized areas.
- Encourage provision of an adequate supply of housing for the region's workforce and adequate sites to accommodate business expansion to minimize interregional trips and long-distance commuting.
- Support and participate in efforts and coalitions promoting use of Cap and Trade funding for projects that help reduce greenhouse gas emissions in Tulare County.
- Support investment in bicycle and pedestrian systems, giving attention to projects and networks that will allow residents to walk and bicycle to frequented destinations, including schools, parks, healthcare institutions and transit stops.
- Provide environmental justice communities opportunities for input into transportation plans, programs, and projects in a manner consistent with Title VI of the 1964 Civil Rights Act and Executive Order 12898 on Environmental Justice, including the prohibition of intentional discrimination and adverse disparate impact with regard to race, ethnicity or national origin.

These implementation strategies are compatible with the Tulare County General Plan policies.

URBAN DEVELOPMENT BOUNDARY

The purpose of this section is to review the adequacy of the adopted Urban Development Boundary (UDB) and determine through analysis contained in this chapter whether modifications may be required. The UDB line establishes a twenty year growth boundary (consistent with the 2030 General Plan time horizon) for the community of Terra Bella. Over the years, services will be extended into this area, which will allow new growth to occur. The UDB boundaries define the areas where growth will occur, and where the policies of this community plan are focused.

In addition to defining the area in which future development of the community of Terra Bella will occur, designating an urban boundary can provide local agencies and citizens with other benefits, including:

- Encouraging coordination between land use planning and the provision of governmental services.
- Identifying and resolving potential interagency conflicts regarding service areas.
- Encouraging efficient, economical and effective delivery of public services.
- Allowing property owners to identify the type and level of service their lands presently receive or may receive in the future.
- Assisting in the County's efforts to preserve open space and productive agricultural land.

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Urban Boundaries

The existing Urban Development Boundary contains approximately 1,393 acres (including Rights-of-Way). The Urban Development Boundary includes areas in the Terra Bella Community Services District Sphere of Influence (including the sewer treatment facility) in order to provide for service area consistency.

UDB Policy Determinations

In determining a UDB and planning area for the Terra Bella Community Plan, it is important to fulfill both the requirements of State planning law, and the local goals and policies that regulate land uses in the area (see Figure 2). As discussed earlier, there are many County policies that guide development in the Terra Bella area. However, the following policies found in the Tulare County General Plan Planning Framework Element, have a direct effect on the establishment of the community's UDB.

PF-2.1 Urban Development Boundaries – Communities
The County shall limit urban development to the area within the designated UDB for each community. Each community's UDB is defined in the General Plan.

PF-2.2 Modification of Community UDB
The County may consider modification to a community UDB under any of, but not limited to the following circumstances:

- The location of the UDB shall be evaluated during preparation or update of a community plan.
- All community UDBs should be reviewed on a five-year cycle to reflect changes in growth and development patterns.
- A request for expansion of the UDB boundary can be applied for as part of a General Plan Amendment to the Land Use Diagram.
- At the request of a special district or the community.
- A UDB should be considered for expansion at such time as land for infill becomes limited. This condition is considered satisfied when 80 percent of the non-Williamson Act land within the UDB is developed for urban uses.
- UDBs should not be expanded onto Prime Farmland if Farmland of Statewide Importance or of lesser quality is available and suitable for expansion.
- Prior to approval of a UDB boundary expansion, the County shall ensure that infrastructure can be provided to serve the new areas added to the UDB and that sufficient water supplies are also available. This may require preparation of an infrastructure master plan that includes methods of financing of improvements and maintenance, as well as representation/documentation of availability and sufficiency of long-term water supplies.
- Preservation of productive agricultural lands shall be the highest priority when considering modifications. Expansion of a UDB to include additional agricultural land shall only be allowed when other non-agricultural lands are not reasonably available to the community or are not suitable for expansion.

PF-2.3 UDB and Other Boundaries
The County shall provide notice and opportunity for special districts, school districts, and other service providers to comment when evaluating the expansion of a Community's UDB.

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PF-2.8 Inappropriate Land Use
Areas within UDBs are hereby set aside for those types of urban land uses which benefit from urban services. Permanent uses which do not benefit from such urban services shall be discouraged within the UDBs. This is not intended to apply to agricultural or agricultural supported uses, including the cultivation of land or other uses accessory to the cultivation of land, provided that such accessory uses are time-limited through special use permit procedures.

Planning Study Area

No change is proposed to the Urban Development Boundary. The Planning Study Area is slightly larger than Urban Development Boundary.

POLICY PLAN

This Section of the Terra Bella Community Plan prescribes the policy framework which will govern the development of the community through the year 2030. It includes text, which sets out explicit policy statements about the quality, character, and manner in which development in the community will take place.

The Plan, although long range in scope, is intended to be used on a day-to-day basis to guide the decisions of County staff, the Planning Commission, and the Board of Supervisors, as they affect community development. Further, it will provide residents and property owners in the Community with direction and guidelines regarding the evolution and growth of their town, and its resources. And importantly, this Plan will aid other public agencies and entities, such as the school district and the Terra Bella Irrigation District, in their own long-range planning and capital expenditure programming. Each subsequent section of this chapter addresses a topical aspect of the community planning environment. For each aspect, background discussion of relevant issues is included, policies are stated, and implementation programs and activities are outlined.

Policy Relationship to the General Plan

The Terra Bella Community Plan is a component in Part III of the Tulare County General Plan, and as such, has the same force and effect as any other adopted element of the General Plan. Structurally, the Terra Bella Community Plan is part of the Land Use and Circulation Element of the overall General Plan. The principal emphasis of the Community Plan is on establishing local land use and circulation system patterns and establishing corresponding standards and policies. In addition to the specific standards and policies of the Community Plan, the broader policies and standards of the overall Land Use and Circulation Element of the Tulare County General Plan will continue to apply to Terra Bella.

Also applicable to Terra Bella, and governing how future development in the community will occur, are the other General Plan elements including Planning Framework, Environmental Resources Management, Air Quality, Health and Safety, Transportation and Circulation. In instances where the policies and/or standards of the Terra Bella Community Plan are more specific or more restrictive than those in other elements of the General Plan, the Community Plan shall take precedence (that is, have priority) and prevail (that is, have control).

Land Use Plan

One of the most important purposes of the Terra Bella Community Plan is to establish land use patterns and

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development policies and standards for the community through the year 2030. The general intent of the land use plan for Terra Bella is to identify the most appropriate types and distribution of land uses for the community, based on environmental, circulation, infrastructure, services, opportunities and constraints, urban development boundary suitability analysis and other economic capacities and concerns discussed in the previous chapters and sections of the Community Plan.

The County of Tulare, through existing policies, has encouraged both incorporated and unincorporated communities to establish urban development and land use patterns which are compact and contiguous. This policy position has reduced so-called "leap frog" development County-wide, has helped preserve agricultural lands, and has minimized land use conflicts (also known as compatibility or incompatibility) between urban and agricultural areas.

As illustrated in this proposed land use diagram (Figure 13), future urban development of the Community will remain east of State Route (SR) 65. The land use plan for the community provides for substantial expansion of additional highway commercial development along SR 65; allows for additional industrial development with good highway access; provides for the development of additional commercial uses potentially serving community-oriented demand; and enables the development of additional residential uses to meet demand generated by forecasted population growth.

Land Use Designations

The following land use designations and descriptions with densities and intensities are recommended for Terra Bella to address land demand needs through the 2030 planning horizon year.

Urban Reserve (UR)
This designation establishes a holding zone whereby properties shall remain zoned for agriculture or open space use until such a time as conversion to urban uses is deemed appropriate. The UR designation shall be appended by the intended future land use designation, for example, Urban Reserve – Heavy Industrial (UR-HI). When a rezoning occurs without a General Plan amendment, the UR designation shall be removed from the parcel. This designation applies primarily within UDBs.
Minimum Parcel Size: 1 Dwelling Unit per 10 Acres
Maximum Intensity: 0.02 FAR

Low-Medium Density Residential (LMDR)
This designation establishes areas suitable for single-family neighborhoods at relatively low densities on lots ranging from generally 5,000 to 12,500 square feet in urbanized areas. Uses typically allowed include detached single-family homes; secondary dwellings; and residential support uses such as churches, schools, parks, medical facilities, and other necessary public utility and safety facilities. This designation is used only within UDBs.
Maximum Density: 1-8 Dwelling Units/Acre

Medium Density Residential (MDR)
This land designation establishes areas for single-family and low-density multi-family dwellings. Uses typically allowed include single-family dwellings, second units, townhomes, duplexes, triplexes, and mobile home parks. This designation is used only within UDBs.
Maximum Density: 4-14 Dwelling Units/Acre

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High Density Residential (HDR)
This designation established areas for multi-family dwellings in urbanized areas. Uses typically allowed include: duplexes, townhouses, and apartments located near schools, parks, and other public services. This designation is used only within UDBs. Dwelling Units are based on Gross Acreage and development shall be no less than that identified as the intensity per gross acreage High Density Residential designated lands.
Maximum Density: 14-30 Dwelling Units/Acre

Service Commercial (SC)
This designation establishes areas for service commercial uses in urbanizing areas. Uses typically allowed include: automotive-related or heavy equipment sales and services; building maintenance services; construction sales and services; and warehousing. This designation is found primarily within UDBs.
Maximum Intensity: 0.5 FAR

General Commercial (GC)
This designation establishes areas for small, localized retail, recreational, and service businesses that provide goods and services to the surrounding community. Uses typically allowed include: eating and drinking establishments; food and beverage retail sales; limited personal, medical, professional services; repair services; and retail sales. Such facilities may range from a single use to a cluster of uses such as a shopping center. This designation is found primarily within UDBs.
Maximum Intensity: 0.5 FAR

Light Industrial (LI)
This designation establishes areas for a range of non-intensive business park, industrial park, and storage uses that do not have detrimental noise or odor impacts on surrounding urban uses. Uses typically allowed include: warehousing, welding & fabrication shops, manufacturing & processing, and business support uses such as retail or eating establishments that serve adjacent light industrial uses and employees. This designation is found primarily within UDBs and pursuant to regional growth corridor plans and policies.
Maximum Intensity: 0.5 FAR

Heavy Industrial (HI)
This designation establishes areas for the full range of industrial uses, which may cause noise or odor impacts on surrounding urban uses. Uses typically allowed include: manufacturing; processing; fabrication; ethanol plants; warehouses; asphalt batch plants; mills; wood processing yards; and support uses such as retail or eating establishments that support adjacent heavy industrial uses and employees. This designation is found both primarily within UDBs and pursuant to regional growth corridor plans and policies.
Maximum Intensity: 0.5 FAR

Public/Quasi-Public (P/QP)
This designation establishes areas for public and quasi-public services and facilities that are necessary to maintain the welfare of County residents and businesses. Uses typically allowed include: churches; schools; civic centers; hospitals; fire stations; sheriff stations; liquid and solid waste disposal sites; cemeteries; airports; and public utility and safety facilities. This designation is found primarily within UDBs and pursuant to regional growth corridor plans and policies.

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GENERAL PLAN POLICIES

Land Use Policies

PF-1.3 Land Uses in UDBs/HDBs
The County shall encourage those types of urban land uses that benefit from urban services to develop within UDBs and HDBs. Permanent uses which do not benefit from urban services shall be discouraged within these areas. This shall not apply to agricultural or agricultural support uses, including the cultivation of land or other uses accessory to the cultivation of land provided that such accessory uses are time-limited through Special Use Permit procedures.

PF-2.6 Land Use Consistency
The County shall require all community plans, when updated, to use the same land use designations as used in this Countywide General Plan (See Chapter 4-Land Use). All community plans shall also utilize a similar format and content. The content may change due to the new requirements such as Global Climate Change and Livable Community Concepts, as described on the table provided (Table 2.1: Community Plan Content). Changes to this format may be considered for unique and special circumstances as determined appropriate by the County. Until such time as a Community Plan is adopted for those communities without existing Community Plans, the land use designation shall be Mixed Use, which promotes the integration of a compatible mix of residential types and densities, commercial uses, public facilities, and services and employment opportunities.

PF-2.8 Inappropriate Land Use
Areas within UDBs are hereby set aside for those types of urban land uses which benefit from urban services. Permanent uses which do not benefit from such urban services shall be discouraged within the UDBs. This is not intended to apply to agricultural or agricultural supported uses, including the cultivation of land or other uses accessory to the cultivation of land, provided that such accessory uses are time-limited through special use permit procedures.

PF-4.7 Avoiding Isolating Unincorporated Areas
The County may oppose any annexation proposal that creates an island, peninsula, corridor, or irregular boundary. The County will also encourage the inclusion of unincorporated islands or peninsulas adjacent to proposed annexations.

LU-1.2 Innovative Development
The County shall promote flexibility and innovation through the use of planned unit developments, development agreements, specific plans, Mixed Use projects, and other innovative development and planning techniques.

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-1.4 Compact Development
The County shall actively support the development of compact mixed use projects that reduce travel distances.

LU-3.1 Residential Developments
The County shall encourage new major residential development to locate near existing infrastructure for employment centers, services, and recreation.

LU-3.2 Cluster Development
The County shall encourage proposed residential development to be clustered onto portions of the site that are more suitable to accommodating the development, and shall require access either directly onto a public road or via a privately-maintained road designed to meet County road standards.

LU-3.3 High-Density Residential Locations
The County shall encourage high-density residential development (greater than 14 dwelling units per gross acre) to locate along collector roadways and transit routes, and near public facilities (e.g., schools, parks), shopping, recreation, and entertainment.

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LU-3.4 Mountain, Rural, and Low-Density Residential
The Mountain, Rural, and Low-Density Residential development located outside of a UDB shall be subject to the following requirements:

- Able to meet the Rural Valley Lands Plan policies, Foothill Growth Management Plan policies, or Mountain Framework Plan policies and requirements,
- Areas which qualify for minimum densities greater than 1 unit per 10 acres must meet the following characteristics (unless clustering is used):
- Average slopes must be below a 30 percent grade,
- Not identified as a moderate-to-high landslide hazard area, and
- Access to new development is provided via an existing publicly-maintained road or via a new road improved consistent with adopted County standards.

LU-1.8 Encourage Infill Development
The County shall encourage and provide incentives for infill development to occur in communities and hamlets within or adjacent to existing development in order to maximize the use of land within existing urban areas, minimize the conversion of existing agricultural land, and minimize environmental concerns associated with new development.

ED-2.11 Industrial Parks
As part of new or updated community plans, the County shall designate sites for industrial development to meet projected demand.

Housing Policy 3.24
When locating agricultural industry in rural areas, a determination should be made that there are transit opportunities and an adequate employment base living within a reasonable distance to the site.

AQ-3.2 Infill near Employment
The County shall identify opportunities for infill development projects near employment areas within all unincorporated communities and hamlets to reduce vehicle trips.

AQ-3.6 Mixed Land Uses
The County shall encourage the clustering of land uses that generate high trip volumes, especially when such uses can be mixed with support services and where they can be served by public transportation.

PFS-8.4 Library Facilities and Services
The County shall encourage expansion of library facilities and services as necessary to meet the needs (e.g., internet access, meeting rooms, etc.) of future population growth.

<u>Circulation Policies</u>

Q-3.3 Street Design
The County shall promote street design that provides an environment which encourages transit use, biking, and pedestrian movements.

LU-7.3 Friendly Streets
The County shall encourage new streets within UDBs to be designed and constructed to not only accommodate traffic, but also serve as comfortable pedestrian and cyclist environments. These should include, but not be limited to:

- Street tree planting adjacent to curbs and between the street and sidewalk to provide a buffer between pedestrians and automobiles, where appropriate,
- Minimize curb cuts along streets,
- Sidewalks on both sides of streets, where feasible,
- Bike lanes and walking paths, where feasible on collectors and arterials, and
- Traffic calming devices such as roundabouts, bulb-outs at intersections, traffic tables, and other comparable techniques.

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-1.10 Roadway Access
The County shall require access to public roadways for all new development.

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SL-2.1 Designated Scenic Routes and Highways
The County shall protect views of natural and working landscapes along the County's highways and roads by maintaining a designated system of County scenic routes and State scenic highways by:

- Requiring development within existing eligible State scenic highway corridors to adhere to land use and design standards and guidelines required by the State Scenic Highway Program,
- Supporting and encouraging citizen initiatives working for formal designation of eligible segments of State Highway 198 and State Highway 190 as State scenic highways,
- Formalizing a system of County scenic routes throughout the County (see Figure 7-1), and
- Requiring development located within County scenic route corridors to adhere to local design guidelines and standards.

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 65 and other State Highways protects scenic resources and provides access to vistas of working and natural landscapes by:

- 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),
- Using regionally-appropriate trees and landscaping and incorporating existing landmark trees,
- Preserving historic and cultural places and vistas,
- 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
- 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:

- Maintaining narrow as possible rights-of-ways,
- Limiting the amount of curbs, paved shoulders, and other "urban" edge improvements,
- Preserving historic bridges and signage, and
- 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:

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

TC-1.1 Provision of an Adequate Public Road Network
The County shall establish and maintain a public road network comprised of the major facilities illustrated on the Tulare County Road Systems to accommodate projected growth in traffic volume.

TC-1.2 County Improvement Standards
The County's public roadway system shall be built and maintained consistent with adopted County Improvement Standards, and the need and function of each roadway, within constraints of funding capacity.

TC-1.6 Intermodal Connectivity
The County shall ensure that, whenever possible, roadway, highway, and public transit systems will interconnect with other modes of transportation. Specifically, the County shall encourage the interaction of truck, rail, and air-freight/passenger movements.

TC-1.7 Intermodal Freight Villages
The County shall consider the appropriate placement

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of intermodal freight villages in locations within the Regional Growth Corridors.

TC-1.8 Promoting Operational Efficiency
The County shall give consideration to transportation programs that improve the operational efficiency of goods movement, especially those that enhance farm-to-market connectivity.

TC-1.9 Highway Completion
The County shall support State and Federal capacity improvement programs for critical segments of the State Highway System. Priority shall be given to improvements to State Highways 65, 99, and 198, including widening and interchange projects in the County.

TC-1.10 Urban Interchanges
The County shall work with TCAG to upgrade State highway interchanges from rural to urban standards within UDBs.

TC-1.11 Regionally Significant Intersections
To enhance safety and efficiency, the County shall work to limit the frequency of intersections along regionally-significant corridors.

TC-1.12 Scenic Highways and Roads
The County shall work with appropriate agencies to support the designation of scenic highways and roads in the County.

TC-1.16 County Level Of Service (LOS) Standards
The County shall strive to develop and manage its roadway system (both segments and intersections) to meet a LOS of "D" or better in accordance with the LOS definitions established by the Highway Capacity Manual.

TC-1.18 Balanced System
The County shall strive to meet transportation needs and maintain LOS standards through a balanced Multimodal Transportation Network that provides alternatives to the automobile.

TC-2.1 Rail Service
The County shall support improvements to freight and expanding passenger rail service throughout the County.

TC-2.2 Rail Improvements
The County shall work with cities to support improvement, development, and expansion of passenger rail service in Tulare County.

TC-2.3 Amtrak Service
The County shall encourage Amtrak to add passenger service to the Union Pacific corridor in the County.

TC-2.5 Railroad Corridor Preservation
The County shall work with other agencies to plan railroad corridors to facilitate the preservation of important railroad rights-of–way for future rail expansion or other appropriate transportation facilities.

TC-2.7 Rail Facilities and Existing Development
The County will work with the California Public Utilities Commission (CPUC) to ensure that new railroads rights-of-ways, yards, or stations adjacent to existing residential or commercial areas are screened or buffered to reduce noise, air, and visual impacts. Similarly, the County should coordinate with the CPUC and railroad service providers to address railroad safety issues as part of all future new development that affects local rail lines. Specific measures to be considered and incorporated into the design of future projects affecting rail lines include, but are not limited to, the installation of grade separations, warning signage, traffic signaling improvements, vehicle parking prohibitions, installation of pedestrian-specific warning devices, and the construction of pull out lanes for buses and vehicles.

TC-4.7 Transit Ready Development
The County shall promote the reservation of transit stops in conjunction with development projects in likely or potential locations for future transit facilities.

TC-5.1 Bicycle/Pedestrian Trail System
The County shall coordinate with TCAG and other

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

TC-5.2 Consider Non-Motorized Modes in Planning and Development
The County shall consider incorporating facilities for non-motorized users, such as bike routes, sidewalks, and trails when constructing or improving transportation facilities and when reviewing new development proposals. For developments with 50 or more dwelling units or non-residential projects with an equivalent travel demand, the feasibility of such facilities shall be evaluated.

TC-5.3 Provisions for Bicycle Use
The County shall work with TCAG to encourage local government agencies and businesses to consider including bicycle access and provide safe bicycle parking facilities at office buildings, schools, shopping centers, and parks.

TC-5.4 Design Standards for Bicycle Routes
The County shall utilize the design standards adopted by Caltrans and as required by the Streets and Highway Code for the development, maintenance, and improvement of bicycle routes.

TC-5.5 Facilities
The County shall require the inclusion of bicycle support facilities, such as bike racks, for new major commercial or employment locations.

TC-5.7 Designated Bike Paths
The County shall support the creation and development of designated bike paths adjacent to or separate from commute corridors.

TC-5.8 Multi-Use Trails
The County shall encourage the development of multi-use corridors (such as hiking, equestrian, and mountain biking) in open space areas, along power line transmission corridors, utility easements, rivers, creeks, abandoned railways, and irrigation canals.

TC-5.9 Existing Facilities
The County shall support the maintenance of existing bicycle and pedestrian facilities.

Housing Policies

LU-3.5 Rural Residential Designations
The County shall not re-zone any new areas for residential development in the RVLP area, unless it can be shown that other objectives, such as buffers and the relationship of the development to surrounding uses, can be achieved.

Housing Guiding Principle 1.1
Endeavor to improve opportunities for affordable housing in a wide range of housing types in the communities throughout the unincorporated area of the County.

Housing Policy 1.11
Encourage the development of a broad range of housing types to provide an opportunity of choice in the local housing market.

Housing Policy 1.13
Encourage the utilization of modular units, prefabricated units, and manufactured homes.

Housing Policy 1.14
Pursue an equitable distribution of future regional housing needs allocations, thereby providing a greater likelihood of assuring a balance between housing development and the location of employment opportunities.

Housing Policy 1.15
Encourage housing counseling programs for low income homebuyers and homeowners.

Housing Policy 1.16
Review community plans and zoning to ensure they provide for adequate affordable residential development.

Housing Guiding Principle 1.2
Promote equal housing opportunities for all persons regardless of race, religion, sex, marital status,

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ancestry, national origin, color, family status, disability, or any other arbitrary basis.

Housing Guiding Principle 1.3
Strive to meet the housing needs of migrant and non-migrant farmworkers and their families with a suitable, affordable and satisfactory living environment.

Housing Policy 1.31
Encourage the provision of farmworker housing opportunities in conformance with the Employee Housing Act.

Housing Guiding Principle 1.4
Enhance and support emergency shelters and transitional and supportive housing programs that assist the homeless and others in need.

Housing Policy 1.51
Encourage the construction of new housing units for "special needs" groups, including senior citizens, large families, single heads of households, households of persons with physical and/or mental disabilities, minorities, farmworkers, and the homeless in close proximity to transit, services, and jobs.

Housing Policy 1.52
Support and encourage the development and improvement of senior citizen group housing, convalescent homes and other continuous care facilities.

Housing Policy 1.55
Encourage development of rental housing for large families, as well as providing for other housing needs and types.

Housing Guiding Principle 1.6
Assess and amend County ordinances, standards, practices and procedures considered necessary to carry out the County's essential housing goal of the attainment of a suitable, affordable and satisfactory living environment for every present and future resident in unincorporated areas.

Housing Policy 2.14
Create and maintain a matrix of Infrastructure Development Priorities for Disadvantaged Unincorporated Communities in Tulare County thorough analysis and investigation of public infrastructure needs and deficits, pursuant to Action Program 9.

Housing Guiding Principle 2.2
Require proposed new housing developments located within the development boundaries of unincorporated communities to have the necessary infrastructure and capacity to support the development.

Housing Policy 2.21
Require all proposed housing within the development boundaries of unincorporated communities is either (1) served by community water and sewer, or (2) that physical conditions permit safe treatment of liquid waste by septic tank systems and the use of private wells.

Housing Guiding Principle 3.1
Encourage "smart growth" designed development that serves the unincorporated communities, the environment, and the economy of Tulare County.

Housing Policy 3.11
Support and coordinate with local economic development programs to encourage a "jobs to housing balance" throughout the unincorporated area.

Housing Policy 3.23
Prepare new and/or updated community plans that provide adequate sites for a variety of types of housing within the development boundaries of community.

<u>Conservation Policies</u>

AG-1.1 Primary Land Use
The County shall maintain agriculture as the primary land use in the valley region of the County, not only in recognition of the economic importance of agriculture, but also in terms of agriculture's real

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contribution to the conservation of open space and natural resources.

AG-1.4 Williamson Act in UDBs and HDBs
The County shall support non-renewal or cancellation processes that meet State law for lands within UDBs and HDBs.

AG-1.5 Substandard Williamson Act Parcels
The County may work to remove parcels that are less than 10 acres in Prime Farmland and less than 40 Acres in Non-Prime Farmland from Williamson Act Contracts (Williamson Act key term for Prime/Non-Prime).

AG-1.6 Conservation Easements
The County shall consider developing an Agricultural Conservation Easement Program (ACEP) to help protect and preserve agricultural lands (including "Important Farmlands"), as defined in this Element. This program may require payment of an in-lieu fee sufficient to purchase a farmland conservation easement, farmland deed restriction, or other farmland conservation mechanism as a condition of approval for conservation of important agricultural land to non-agricultural use. If available, the ACEP shall be used for replacement lands determined to be of statewide significance (Prime or other Important Farmlands), or sensitive and necessary for the preservation of agricultural land, including land that may be a part of a community separator as part of a comprehensive program to establish community separators. The in-lieu fee or other conservation mechanism shall recognize the importance of land value and shall require equivalent mitigation.

AG-1.7 Preservation of Agricultural Lands
The County shall promote the preservation of its agricultural economic base and open space resources through the implementation of resource management programs such as the Williamson Act, Rural Valley Lands Plan, Foothill Growth Management Plan or similar types of strategies and the identification of growth boundaries for all urban areas located in the County.

AG-1.8 Agriculture within Urban Boundaries
The County shall not approve applications for preserves or regular Williamson Act contracts on lands located within a UDB and/or HDB unless it is demonstrated that the restriction of such land will not detrimentally affect the growth of the community involved for the succeeding 10 years, that the property in question has special public values for open space, conservation, other comparable uses, or that the contract is consistent with the publicly desirable future use and control of the land in question. If proposed within a UDB of an incorporated city, the County shall give written notice to the affected city pursuant to Government Code §51233.

AG-1.10 Extension of Infrastructure into Agricultural Areas
The County shall oppose extension of urban services, such as sewer lines, water lines, or other urban infrastructure, into areas designated for agriculture use unless necessary to resolve a public health situation. Where necessary to address a public health issue, services should be located in public rights-of-way in order to prevent interference with agricultural operations and to provide ease of access for operation and maintenance. Service capacity and length of lines should be designed to prevent the conversion of agricultural lands into urban/suburban uses.

AG-1.11 Agricultural Buffers
The County shall examine the feasibility of employing agricultural buffers between agricultural and non-agricultural uses, and along the edges of UDBs and HDBs. Considering factors include the type of operation and chemicals used for spraying, building orientation, planting of trees for screening, location of existing and future rights-of-way (roads, railroads, canals, power lines, etc.), and unique site conditions.

AG-1.13 Agricultural Related Uses
The County shall allow agriculturally-related uses, including value-added processing facilities by discretionary approvals in areas designated Valley or Foothill Agriculture, subject to the following criteria:

- The use shall provide a needed service to the surrounding agricultural area which cannot be

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provided more efficiently within urban areas or which requires location in a non-urban area because of unusual site requirements or operational characteristics;

- The use shall not be sited on productive agricultural lands if less productive land is available in the vicinity;
- The operational or physical characteristics of the use shall not have a significant adverse impact on water resources or the use or management of surrounding agricultural properties within at least one-quarter (1/4) mile radius;
- A probable workforce should be located nearby or be readily available; and
- For proposed value-added agricultural processing facilities, the evaluation under criterion "1" above shall consider the service requirements of the use and the capability and capacity of cities and unincorporated communities to provide the required services.

AG-1.16 Schools in Agricultural Zones
The County shall discourage the location of new schools in areas designated for agriculture, unless the School District agrees to the construction and maintenance of all necessary infrastructure impacted by the project.

AG-2.6 Biotechnology and Biofuels
The County shall encourage the location of industrial and research oriented businesses specializing in biotechnologies and biofuels that can enhance agricultural productivity, enhance food processing activities in the County, provide for new agriculturally-related products and markets, or otherwise enhance the agricultural sector in the County.

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.

LU-7.15 Energy Conservation
The County shall encourage the use of solar power and energy conservation building techniques in all new development.

LU-7.16 Water Conservation
The County shall encourage the inclusion of "extra-ordinary" water conservation and demand management measures for residential, commercial, and industrial indoor and outdoor water uses in all new urban development.

Housing Guiding Principle 4.1
Support and encourage County ordinances, standards, practices and procedures that promote residential energy conservation.

Housing Policy 4.13
Promote energy efficiency and water conservation.

Housing Policy 4.21
Promote energy conservation opportunities in new residential development.

Housing Policy 5.24
Encourage the development of suitable replacement housing when occupied housing units are demolished due to public action.

ERM-1.1 Protection of Rare and Endangered Species
The County shall ensure the protection of environmentally sensitive wildlife and plant life, including those species designated as rare, threatened,

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and/or endangered by State and/or Federal government, through compatible land use development.

ERM-1.2 Development in Environmentally Sensitive Areas
The County shall limit or modify proposed development within areas that contain sensitive habitat for special status species and direct development into less significant habitat areas. Development in natural habitats shall be controlled so as to minimize erosion and maximize beneficial vegetative growth.

ERM-1.3 Encourage Cluster Development
When reviewing development proposals, the County shall encourage cluster development in areas with moderate to high potential for sensitive habitat.

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-1.5 Riparian Management Plans and Mining Reclamation Plans
The County shall require mining reclamation plans and other management plans to include measures that protect, maintain, and restore riparian resources and habitats.

ERM-1.6 Management of Wetlands
The County shall support the preservation and management of wetland and riparian plant communities for passive recreation, groundwater recharge, and wildlife habitats.

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.

ERM-1.12 Management of Oak Woodland Communities
The County shall support the conservation and management of oak woodland communities and their habitats.

ERM-2.1 Conserve Mineral Deposits
The County will encourage the conservation of identified and/or potential mineral deposits, recognizing the need for identifying, permitting, and maintaining a 50 year supply of locally available PCC grade aggregate.

ERM-2.2 Recognize Mineral Deposits
The County will recognize as a part of the General Plan those areas of identified and/or potential mineral deposits.

ERM-3.2 Limited Mining in Urban Areas
Within the County UDBs and HDBs, new commercial mining operations should be limited due to environmental and compatibility concerns.

ERM-3.3 Small-Scale Oil and Gas Extraction
The County shall allow by Special Use Permit small-scale oil and gas extraction activities and facilities that can be demonstrated to not have a significant adverse effect on surrounding or adjacent land and are within an established oil and gas field outside of a UDB.

ERM-3.4 Oil and Gas Extraction
Facilities related to oil and gas extraction and processing in the County may be allowed in identified oil and gas fields subject to a special use permit. The extraction shall demonstrate that it will be compatible with surrounding land uses and land use designations.

ERM-4.1 Energy Conservation and Efficiency Measures
The County shall encourage the use of solar energy, solar hot water panels, and other energy conservation and efficiency features in new construction and renovation of existing structures in accordance with State law.

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ERM-4.2 Streetscape and Parking Area Improvements for Energy Conservation
The County shall promote the planting and maintenance of shade trees along streets and within parking areas of new urban development to reduce radiation heating.

ERM-5.20 Allowable Uses on Timber Production Lands
The County shall allow uses (not related to forest production) on lands designated Resource Conservation in forestry production areas, provided it is demonstrated that:

- They are compatible with forestry uses,
- Will not interfere with forest practices,
- Consider forest site productivity and minimize the loss of productive forest lands,
- Will meet standards relating to the availability of fire protection, water supply, and waste disposal, and
- Will not degrade the watershed and/or water quality due to increased erosion.

ERM-7.1 Soil Conservation
The County of Tulare shall establish the proper controls and ordinances for soil conservation.

WR-1.4 Conversion of Agricultural Water Resources
For new urban development, the County shall discourage the transfer of water used for agricultural purposes (within the prior ten years) for domestic consumption except in the following circumstances:

- The water remaining for the agricultural operation is sufficient to maintain the land as an economically viable agricultural use.
- The reduction in infiltration from agricultural activities as a source of groundwater recharge will not significantly impact the groundwater basin.

WR-1.5 Expand Use of Reclaimed Wastewater
To augment groundwater supplies and to conserve potable water for domestic purposes, the County shall seek opportunities to expand groundwater recharge efforts.

WR-1.6 Expand Use of Reclaimed Water
The County shall encourage the use of tertiary treated wastewater and household gray water for irrigation of agricultural lands, recreation and open space areas, and large landscaped areas as a means of reducing demand for groundwater resources.

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.

HS-9.2 Walkable Communities
The County shall require where feasible, the development of parks, open space, sidewalks and walking and biking paths that promote physical activity and discourage automobile dependency in all future communities.

PF-1.4 Available Infrastructure
The County shall encourage urban development to locate in existing UDBs and HDBs where infrastructure is available or may be established in conjunction with development. The County shall ensure that development does not occur unless adequate infrastructure is available, that sufficient water supplies are available or can be made available and that there are adequate provisions for long term management and maintenance of infrastructure and identified water supplies.

<u>Open-Space Policies</u>

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

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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.

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:

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

ERM-5.1 Parks as Community Focal Points
The County shall strengthen the role of County parks as community focal points by providing community center/recreation buildings to new and existing parks, where feasible.

ERM-5.2 Park Amenities
The County shall provide a broad range of active and passive recreational opportunities within community parks. When possible, this should include active sports fields and facilities, community center/recreation buildings, children's play areas, multi-use areas and trails, sitting areas, and other specialized uses as appropriate.

ERM-5.3 Park Dedication Requirements
The County shall require the dedication of land and/or payment of fees, in accordance with local authority and State law (for example the Quimby Act), to ensure funding for the acquisition and development of public recreation facilities.

ERM-5.5 Collocated Facilities
The County shall encourage the development of parks near public facilities such as schools, community halls, libraries, museums, prehistoric sites, and open space areas and shall encourage joint-use agreements whenever possible.

ERM-5.6 Location and Size Criteria for Parks
Park types used in Tulare County are defined as follows:

- **Neighborhood Play Lots (Pocket Parks)**. The smallest park type, these are typically included as part of a new development to serve the neighborhood in which they are contained. Typical size is one acre or less. If a park of this type is not accessible to the general public, it can not be counted towards the park dedication requirements of the County. Pocket Parks can be found in communities, hamlets, and other unincorporated areas.
- **Neighborhood Parks**. Neighborhood parks typically contain a tot lot and playground for 2-5 year olds and 5-12 year olds, respectively, one basketball court or two half-courts, baseball field(s), an open grassy area for informal sports activities (for example, soccer), and meandering concrete paths that contain low-level lighting for walking or jogging. In addition, neighborhood parks typically have picnic tables and a small group picnic shelter. These park types are typically in the range of 2 to 15 acres and serve an area within a ½ mile radius. Neighborhood parks can be found in communities, hamlets, and other unincorporated areas.
- **Community Parks**. Community parks are designed to serve the needs of the community as a whole. These facilities can contain the same facilities as the neighborhood park. In addition, these parks can contain sports facilities with night lighting, community centers, swimming pools, and facilities of special interest to the community. These parks are typically 15 to 40 acres in size and serve an area within a 2 mile radius. Community parks can be found in communities, planned community areas, and large hamlets.
- **Regional Parks**. Regional parks are facilities designed to address the needs of the County as a whole. These facilities may have an active recreation component (play area, group picnic area, etc.), but the majority of their area is maintained for passive recreation (such as hiking or horseback riding), and natural resource enjoyment. Regional parks are typically over 200

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acres in size, but smaller facilities may be appropriate for specific sites of regional interest.

The following guidelines should be observed in creating and locating County parks:

- The County shall strive to maintain an overall standard of five or more acres of County-owned improved parkland per 1,000 population in the unincorporated portions of the County;
- Neighborhood play lots (pocket parks) are encouraged as part of new subdivision applications as a project amenity, but are not included in the calculation of dedication requirements for the project;
- Neighborhood parks at three acres per 1,000 population, if adjoining an elementary school and six acres per 1,000 population if separate [ERME IV-C; Open Space; Policy 3; Pg. 101];
- Community parks at one-acre per 1,000 population if adjoining a high school and two acres per 1,000 population if separate [ERME IV-C; Open Space; Policy 4; Pg. 101];
- Regional parks at one-acre per 1,000 population;
- Only public park facilities shall be counted toward Countywide parkland standards; and
- A quarter mile walking radius is the goal for neighborhood parks.

ERM-5.12 Meet Changing Recreational Needs
The County shall promote the continued and expanded use of national and State forests, parks, and other recreational areas to meet the recreational needs of County residents.

ERM-5.13 Funding for Recreational Areas and Facilities
The County shall support the continued maintenance and improvement of existing recreational facilities and expansion of new recreational facilities opportunities for County, State, and Federal lands. The County shall strive to obtain adequate funding to improve and maintain existing parks, as well as construct new facilities.

ERM-5.15 Open Space Preservation
The County shall preserve natural open space resources through the concentration of development in existing communities, use of cluster development techniques, maintaining large lot sizes in agricultural areas, discouraging conversion of lands currently used for agricultural production, limiting development in areas constrained by natural hazards, and encouraging agricultural and ranching interests to maintain natural habitat in open space areas where the terrain or soil is not conducive to agricultural production.

HS-9.1 Healthy Communities
To the maximum extent feasible, the County shall strive through its land use decisions to promote community health and safety for all neighborhoods in the County by encouraging patterns of development that are safe and influence crime prevention, promote a high-quality physical environment and encourage physical activity by means such as sidewalks and walking and biking paths that discourage automobile dependency in existing communities.

<u>Noise Policies</u>

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

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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-8.14 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.

Safety Policies

HS-1.1 Maintain Emergency Public Services
The County shall ensure that during natural catastrophes and emergency situations, the County can continue to provide essential emergency services.

HS-1.9 Emergency Access
The County shall require, where feasible, road networks (public and private) to provide for safe and ready access for emergency equipment and provide alternate routes for evacuation.

HS-1.10 Emergency Services Near Assisted Living Housing
In approving new facilities, such as nursing homes, housing for the elderly and other housing for the mentally and physically infirm, to the extent possible, the County shall ensure that such facilities are located within reasonable distance of fire and law enforcement stations.

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:

- Critical facilities (those facilities which should be open and accessible during emergencies) shall not be permitted.
- Passive recreational activities (those requiring non-intensive development, such as hiking, horseback riding, picnicking) are permissible.
- 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-5.8 Road Location
The County shall plan and site new roads to minimize disturbances to banks and existing channels and avoid excessive cuts and accumulations of waste soil and vegetative debris near natural drainage ways.

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.

HS-5.10 Flood Control Design
The County shall evaluate flood control projects involving further channeling, straightening, or lining of waterways until alternative multipurpose modes of treatment, such as wider berms and landscaped levees, in combination with recreation amenities, are studied.

HS-5.11 Natural Design
The County shall encourage flood control designs that respect natural curves and vegetation of natural waterways while retaining dynamic flow and functional integrity.

HS-7.4 Upgrading for Streets and Highways
The County shall evaluate and upgrade vital streets and highways to an acceptable level for emergency services.

PFS-7.1 Fire Protection
The County shall strive to expand fire protection service in areas that experience growth in order to

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maintain adequate levels of service.

PFS-7.6 Provision of Station Facilities and Equipment

The County shall strive to provide sheriff and fire station facilities, equipment (engines and other apparatus), and staffing necessary to maintain the County's service goals. The County shall continue to cooperate with mutual aid providers to provide coverage throughout the County.

PFS-7.11 Locations of Fire and Sheriff Stations/Sub-stations

The County shall strive to locate fire and sheriff sub-stations in areas that ensure the minimum response times to service calls.

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.

PFS-8.3 Location of School Sites

The County shall work with school districts and land developers to locate school sites consistent with current and future land uses. The County shall also encourage siting new schools near the residential areas that they serve and with access to safe pedestrian and bike routes to school.

<u>Other</u>

PF-2.7 Improvement Standards in Communities

The County shall require development within the designated UDBs to meet an urban standard for improvements. Typical improvements shall include curbs, gutters, sidewalks, and community sewer and water systems.

ERM-6.3 Alteration of Sites with Identified Cultural Resources

When planning any development or alteration of a site with identified cultural or archaeological resources, consideration should be given to ways of protecting the resources. Development should be permitted in these areas only after a site specific investigation has been conducted pursuant to CEQA to define the extent and value of resource, and mitigation measures proposed for any impacts the development may have on the resource.

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).

WR-3.9 Establish Critical Water Supply Areas

The County shall designate Critical Water Supply Areas to include the specific areas used by a municipality or community for its water supply system, areas critical to groundwater recharge, and other areas possessing a vital role in the management of the water resources in the County.

PFS-6.1 Telecommunications Services

The County shall work with telecommunication providers to ensure that all residents and businesses have access to telecommunications services, including broadband internet service. To maximize access to inexpensive telecommunications services, the County shall encourage marketplace competition from multiple service providers.

PFS-8.4 Library Facilities and Services

The County shall encourage expansion of library facilities and services as necessary to meet the needs (e.g., internet access, meeting rooms, etc.) of future population growth.

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PFS-8.5 Government Facilities in Community Centers
The County shall actively support development and expansion of federal, State, County, districts, and other governmental offices and facilities where infrastructure exists within community core areas.

PFS-9.1 Expansion of Gas and Electricity Facilities
The County shall coordinate with gas and electricity service providers to plan the expansion of gas and electrical facilities to meet the future needs of County residents.

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HEALTH RELATED GENERAL PLAN POLICIES

PF-2.7 Improvement Standards in Communities (See Previous Section)

Land Use Element

LU-1.1 Smart Growth and Healthy Communities
The County shall promote the principles of smart growth and healthy communities in UDBs and HDBs, including:

- Creating walkable neighborhoods;
- Providing a mix of residential densities;
- Creating a strong sense of place;
- Mixing land uses;
- Directing growth toward existing communities;
- Building compactly;
- Discouraging sprawl;
- Encouraging infill;
- Preserving open space;
- Creating a range of housing opportunities and choices;
- Utilizing planned community zoning to provide for the orderly pre-planning and long term development of large tracks of land which may contain a variety of land uses, but are under unified ownership or development control; and
- Encouraging connectivity between new and existing development.

LU-1.2 Innovative Development (See Previous Section)

LU-1.3 Prevent Incompatible Uses (See Previous Section)

LU-1.4 Compact Development (See Previous Section)

LU- 1.5 Paper Subdivision Consolidations
The County shall encourage consolidation of paper parcels/subdivisions, especially those lots that are designated Valley Agriculture (VA), Foothill Agriculture (FA), or Resource Conservation (RC), are irregular in shape, inadequate in size for proper use, or lack infrastructure.

LU-1.6 Permitting Procedures and Regulations
The County shall continue to ensure that its permitting procedures and regulations are consistent and efficient.

LU-1.8 Encourage Infill Development (See Previous Section)

LU-1.10 Roadway Access (See Previous Section)

LU-3.1 Residential Developments
The County shall encourage new major residential development to locate near existing infrastructure for employment centers, services, and recreation.

LU-3.3 High-Density Residential Locations
The County shall encourage high-density residential development (greater than 14 dwelling units per gross acre) to locate along collector roadways and transit routes, and near public facilities (e.g., schools, parks), shopping, recreation, and entertainment.

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.

LU-7.3 Friendly Streets
The County shall encourage new streets within UDBs to be designed and constructed to not only accommodate traffic, but also serve as comfortable pedestrian and cyclist environments. These should include, but not be limited to:

- Street tree planting adjacent to curbs and between the street and sidewalk to provide a buffer between pedestrians and automobiles, where appropriate;

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- Minimize curb cuts along streets;
- Sidewalks on both sides of streets, where feasible;
- Bike lanes and walking paths, where feasible on collectors and arterials; and
- Traffic calming devices such as roundabouts, bulb-outs at intersections, traffic tables, and other comparable techniques.

LU-7.5 Crime Prevention through Design
The County shall encourage design of open space areas, bicycle and pedestrian systems and housing projects, so that there is as much informal surveillance by people as possible to deter crime.

LU-7.15 Energy Conservation
The County shall encourage the use of solar power and energy conservation building techniques in all new development.

LU-7.16 Water Conservation
The County shall encourage the inclusion of "extra-ordinary" water conservation and demand management measures for residential, commercial, and industrial indoor and outdoor water uses in all new urban development.

Housing Element

Housing Policy 1.51 (See Previous Section)

Housing Policy 3.12
Support locally initiated programs to provide neighborhood parks and recreational facilities for residential areas within unincorporated communities.

Housing Policy 3.13
Encourage subdivision and housing unit design, which provides for a reasonable level of safety and security.

Housing Policy 3.16
Actively seek federal, state, and private foundation grant funds for park and recreation facilities in unincorporated areas, including dual-use storm drainage ponding basins/recreation parks.

Housing Policy 4.21
Promote energy conservation opportunities in new residential development.

Housing Policy 4.22
Enforce provisions of the Subdivision Map Act regulating energy-efficient subdivision design.

Housing Policy 5.21
Administer and enforce the relevant portions of the Health and Safety Code.

Housing Policy 5.26
Prohibit concentrations of dwelling units near potentially incompatible agricultural uses as defined in the Animal Confinement Facilities Plan.

Environmental Resources Element

ERM-5.2 Park Amenities (See Previous Section)

Air Quality Element

AQ-1.3 Cumulative Air Quality Impacts (See Previous Section)
AQ-1.4 Air Quality Land Use Compatibility
The County shall evaluate the compatibility of industrial or other developments which are likely to cause undesirable air pollution with regard to proximity to sensitive land uses, and wind direction and circulation in an effort to alleviate effects upon sensitive receptors.

AQ-1.7 Support Statewide Climate Change Solutions
The County shall monitor and support the efforts of Cal/EPA, CARB, and the SJVAPCD, under AB 32 (Health and Safety Code §38501 et seq.), to develop a recommended list of emission reduction strategies. As appropriate, the County will evaluate each new project under the updated General Plan to determine its consistency with the emission reduction strategies.

AQ-1.8 Greenhouse Gas Emissions Reduction Plan/Climate Action Plan
The County will develop a Greenhouse Gas Emissions Reduction Plan (Plan) that identifies

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greenhouse gas emissions within the County as well as ways to reduce those emissions. The Plan will incorporate the requirements adopted by the California Air Resources Board specific to this issue. In addition, the County will work with the Tulare County Association of Governments and other applicable agencies to include the following key items in the regional planning efforts.

- Inventory all known, or reasonably discoverable, sources of greenhouse gases in the County;
- Inventory the greenhouse gas emissions in the most current year available, and those projected for year 2020; and
- Set a target for the reduction of emissions attributable to the County's discretionary land use decisions and its own internal government operations.

AQ-2.2 Indirect Source Review

The County shall require major development projects, as defined by the SJVAPCD, to reasonably mitigate air quality impacts associated with the project. The County shall notify developers of SJVAPCD Rule 9510 – Indirect Source Review requirements and work with SJVAPCD to determine mitigations, as feasible, that may include, but are not limited to the following:

- Providing bicycle access and parking facilities;
- Increasing density;
- Encouraging mixed use developments;
- Providing walkable and pedestrian-oriented neighborhoods;
- Providing increased access to public transportation;
- Providing preferential parking for high-occupancy vehicles, car pools, or alternative fuels vehicles; and
- Establishing telecommuting programs or satellite work centers.

AQ-2.3 Transportation and Air Quality

When developing the regional transportation system, the County shall work with TCAG to comprehensively study methods of transportation which may contribute to a reduction in air pollution in Tulare County. Some possible alternatives that should be studied are:

- Commuter trains (Light Rail, Amtrak, or High Speed Rail) connecting with Sacramento, Los Angeles, and San Francisco, with attractive services scheduled up and down the Valley;
- Public transportation such as buses and light rail, to serve between communities of the Valley, publicly subsidized if feasible;
- Intermodal public transit such as buses provided with bicycle racks, bicycle parking at bus stations, bus service to train stations and airports, and park and ride facilities; and
- Community transportation systems supportive of alternative transportation modes, such as cycling or walking trails, with particular attention to high-density areas.

AQ-3.2 Infill near Employment (See Previous Section)

AQ-3.3 Street Design (See Previous Section)

AQ-3.4 Landscape

The County shall encourage the use of ecologically based landscape design principles that can improve local air quality by absorbing CO_2, producing oxygen, providing shade that reduces energy required for cooling, and filtering particulates. These principles include, but are not limited to, the incorporation of parks, landscaped medians, and landscaping within development.

AQ-3.5 Alternative Energy Design (See Previous Section)

AQ-3.6 Mixed Land Uses (See Previous Section)

<u>Health and Safety Element</u>

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).

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HS-1.5 Hazard Awareness and Public Education
The County shall continue to promote awareness and education among residents regarding possible natural hazards, including soil conditions, earthquakes, flooding, fire hazards, and emergency procedures.

HS-1.6 Public Safety Programs
The County shall promote public safety programs, including neighborhood watch programs, child identification and fingerprinting, public awareness and prevention of fire hazards, and other public education efforts.

HS-1.7 Safe Housing and Structures
The County shall continue to seek grant funding for the rehabilitation of deteriorated and dilapidated structures and provide available information regarding housing programs and other public *services*.

HS-1.9 Emergency Access (See Previous Section)

HS-1.10 Emergency Services near Assisted Living Housing (See Previous Section)

HS-4.3 Incompatible Land Uses
The County shall prevent incompatible land uses near properties that produce or store hazardous waste.

HS-4.4 Contamination Prevention (See Previous Section)

HS-4.5 Increase Public Awareness
The County shall work to educate the public about household hazardous waste and the proper method of disposal.

HS-4.6 Pesticide Control (See Previous Section)

HS-4.8 Hazardous Materials Studies
The County shall ensure that the proponents of new development projects address hazardous materials concerns through the preparation of Phase I or Phase II hazardous materials studies for each identified site as part of the design phase for each project. Recommendations required to satisfy federal or State cleanup standards outlined in the studies will be implemented as part of the construction phase for each project.

HS-5.1 Development Compliance with Federal, State, and Local Regulations (See Previous Section)

HS-5.2 Development in Floodplain Zones (See Previous Section)

HS-8.5 State Noise Standards (See Previous Section)

HS-9.1 Healthy Communities (See Previous Section)

HS-9.2 Walkable Communities (See Previous Section)

<u>Water Resource Element</u>

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

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Control Board.

Transportation and Circulation Element

5.8.2 COMPREHENSIVE AIRPORT LAND USE PLAN

5.8.2.1 Safety Compatibility Zones

The safety compatibility zones are based on the existing 2,000-foot long runway and illustrated on Figure ECK-2. The safety compatibility zone dimensions are based on those for a short general aviation runway length of less than 4,000 feet shown on Figure 3A of the 2011 Caltrans *Handbook*.

5.8.2.2 Noise Compatibility

Aircraft operations at the Airport are estimated to total 3,850 annual aircraft operations. Almost all of these operations are by small single-engine aircraft. Therefore, it is not expected that the 60 and 65 dB CNEL aircraft noise exposure contours would extend beyond the airport property.

5.8.2.3 Airspace Protection Surfaces

The FAR Part 77 imaginary surfaces at Eckert Field are illustrated on Figure ECK-3. The approach surfaces to both ends of the runway are 20 to 1 visual approach surfaces. Therefore the FAR Part 77 conical surface, which the Tulare County Airport Land Use Commission (ALUC) uses to define the Airport Influence Area continues to extend out 9,000 feet from the primary surface. The horizontal surface continues to extend out 5,000 feet from the primary surface.

5.8.3 AIRPORT SPECIFIC ALUC POLICIES

The ALUC is proposing no special policies for Eckert Field.

5.8.4 LAND USE AND AVAILABLE LAND USE CONTROLS

Land use within the Eckert Field Airport Influence Area is primarily agricultural, although the unincorporated community of Terra Bella is located southwest of the Airport. Land use controls within the Eckert Field Airport Influence Area are provided by the Tulare County General Plan and Zoning Ordinance. Current zoning is primarily AE-20, except in the Terra Bella vicinity. As noted previously, the County of Tulare Zoning Ordinance includes Section 14.1, "Airport Impact Zone" (or "AP" zone) which implements land use policies for airport impact areas identified within the County General Plan. The ordinance provides a listing of permitted and specifically restricted land uses. Residential land uses are specifically restricted from the Airport Impact Zone. Separately in the Ordinance Code of Tulare County, Part VII, Chapter 13, "Airport Zoning Regulations" implements the California Airport Approaches Zoning Law. The County's Airport Zoning Map is established through this ordinance; however Eckert Field is not specifically included in this ordinance.

TC-1.18 Balanced System (See Previous Section)

TC-1.19 Balanced Funding

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

TC-4.1 Transportation Programs

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

TC-4.2 Determine Transit Needs

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

TC-4.3 Support Tulare County Area Transit

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

- Encouraging new and improving existing transportation services for the elderly and disabled; and
- Providing intercommunity services between unincorporated communities and cities.

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TC-4.4 Nodal Land Use Patterns that Support Public Transit
The County shall encourage land uses that generate higher ridership including; high density residential, employment centers, schools, personal services, administrative and professional offices, and social/recreational centers, to be clustered within a convenient walking distance of one another.

TC-5.1 Bicycle/Pedestrian Trail System (See Previous Section)

TC-5.2 Consider Non-Motorized Modes in Planning and Development (See Previous Section)

TC-5.3 Provisions for Bicycle Use (See Previous Section)

<u>Public Facilities and Services Element</u>

PFS-1.1 Existing Development
The County shall generally give priority for the maintenance and upgrading of County-owned and operated facilities and services to existing development in order to prevent the deterioration of existing levels-of-service.

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:

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

PFS-1.5 Funding for Public Facilities
The County shall implement programs and/or procedures to ensure that funding mechanisms necessary to adequately cover the costs related to planning, capital improvements, maintenance, and operations of necessary public facilities and services are in place, whether provided by the County or another entity.

PFS-1.6 Funding Mechanisms
The County shall use a wide range of funding mechanisms, such as the following, to adequately fund capital improvements, maintenance, and on-going operations for publicly-owned and/or operated facilities:

- Establishing appropriate development impact fees;
- Establishing assessment districts; and
- Pursuing grant funding.

PFS-1.7 Coordination with Service Providers
The County shall work with special districts, community service districts, public utility districts, mutual water companies, private water purveyors, sanitary districts, and sewer maintenance districts to provide adequate public facilities and to plan/coordinate, as appropriate, future utility corridors in an effort to minimize future land use conflicts.

PFS-1.8 Funding for Service Providers
The County shall encourage special districts, including community service districts and public utility districts to:

- Institute impact fees and assessment districts to finance improvements;
- Take on additional responsibilities for services and facilities within their jurisdictional boundaries

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up to the full extent allowed under State law; and

- Investigate feasibility of consolidating services with other districts and annexing systems in proximity to promote economies of scale, such as annexation to city systems and regional wastewater treatment systems.

PFS-1.9 New Special Districts
When feasible, the County shall support the establishment of new special districts, including community service districts and public utility districts, to assume responsibility for public facilities and services.

PFS-1.10 Homeowner Associations
The County shall support the creation of homeowner associations, condominium associations, or other equivalent organizations to assume responsibility for specific public facilities and services.

PFS-1.11 Facility Sizing
The County shall ensure that publicly-owned and operated facilities are designed to meet the projected capacity needed in their service area to avoid the need for future replacement to achieve upsizing. For facilities subject to incremental sizing, the initial design shall include adequate land area and any other elements to easily expand in the future.

PFS-1.12 Security
The County shall seek to minimize vulnerability of public facilities to natural and man-made hazards and threats.

PFS-2.1 Water Supply
The County shall work with agencies providing water service to ensure that there is an adequate quantity and quality of water for all uses, including water for fire protection, by, at a minimum, requiring a demonstration by the agency providing water service of sufficient and reliable water supplies and water management measures for proposed urban development.

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

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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-3.7 Financing
The County shall cooperate with special districts when applying for State and federal funding for major wastewater related expansions/upgrades when such plans promote the efficient solution to wastewater treatment needs for the area and County.

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-4.5 Detention/Retention Basins Design
The County shall require that stormwater detention/retention basins be visually unobtrusive and provide a secondary use, such as recreation, when feasible.

PFS-4.6 Agency Coordination
The County shall work with the Army Corps of Engineers and other appropriate agencies to develop stormwater detention/retention facilities and recharge facilities that enhance flood protection and improve groundwater recharge.

PFS-4.7 NPDES Enforcement
The County shall continue to monitor and enforce provisions to control non-point source water pollution contained in the U.S. Environmental Protection Agency National Pollution Discharge Elimination System (NPDES) program.

PFS-5.1 Land Use Compatibility with Solid Waste Facilities
The County shall ensure that solid waste facility sites (for example, landfills) are protected from the encroachment by sensitive and/or incompatible land uses.

PFS-5.8 Hazardous Waste Disposal Capabilities
The County shall require the proper disposal and recycling of hazardous materials in accordance with the County's Hazardous Waste Management Plan.

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-7.5 Fire Staffing and Response Time Standards
The County shall strive to maintain fire department staffing and response time goals consistent with National Fire Protection Association (NFPA) standards.

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Table 24- Fire Staffing and Reponses Time Standards			
	Demographics	**Staffing/ Response Time**	**% of Calls**
Urban	>1,000 people/sq. mi.	15 FF/9 min.	90
Suburban	500-100 people/sq. mi.	10 FF/10 min.	80
Rural	<500 people/sq. mi.	6 FF/14 min.	80
Remote*	Travel Dist.>8 min.	4 FF/no specific response time	90

*Upon assembling the necessary resources at the emergency scene, the fire department should have the capacity to safety commence an initial attach within 2 minutes, 90% of the time.
FF: fire fighters

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.

PFS-8.2 Joint Use Facilities and Programs
The County shall encourage the development of joint school facilities, recreation facilities, and educational and service programs between school districts and other public agencies.

PFS-8.3 Location of School Sites
The County shall work with school districts and land developers to locate school sites consistent with current and future land uses. The County shall also encourage siting new schools near the residential areas that they serve and with access to safe pedestrian and bike routes to school.

PFS-9.1 Expansion of Gas and Electricity Facilities
The County shall coordinate with gas and electricity service providers to plan the expansion of gas and electrical facilities to meet the future needs of County residents.

PFS-9.2 Appropriate Siting of Natural Gas and Electric Systems
The County shall coordinate with natural gas and electricity service providers to locate and design gas and electric systems that minimize impacts to existing and future residents.

PFS-9.3 Transmission Corridors
The County shall work with the Public Utilities Commission and power utilities so that transmission corridors meet the following minimum requirements:

- Transmission corridors shall be located to avoid health impacts on residential lands and sensitive receptors; and
- Transmission corridors shall not impact the economic use of adjacent properties.

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GOALS, OBJECTIVES AND POLICIES SPECIFIC TO TERRA BELLA

Goals, objectives and policies are the fundamental building blocks of the planning process. Goals describe the desirable results to which the plan is committed while objectives describe the intermediate steps or achievements which must be taken to reach the goals. Policies describe more specific actions or processes which must be undertaken in order to achieve objectives.

Taken as a whole, goals, objectives and policies provide the guidelines as to how the community is to grow in terms of type, quantity and quality of development. The goals, objectives and policies are an integral part of the plan itself and the final land use map and plan description must reflect the goals, objectives and policies of the community. The plan map then is a graphic portrayal of what goals, objectives and policies are intended to accomplish.

The goals, objectives and policies of this community plan are based on those contained in the Tulare County 2030 General Plan, 2004 Terra Bella Community Plan, and input received from Terra Bella citizens during the public outreach process. The goals, objectives and policies are divided into four categories: Community Development, Housing, Economic Base, and Environmental Quality.

Community Development

GOAL I: Foster a cohesive community with easy access to necessary services and support facilities

Objective: Prevent premature urban-type development on agriculturally productive lands.

Policies:

1. Encourage in-filling of vacant land and compatible development on underdeveloped land as a priority before development of agriculturally productive lands.

GOAL II: Avoid land use conflicts through planning separation of uses.

Objective: Promote concentrations of similar or compatible uses.

Policies:

1. Establish areas zoned exclusively for industry, commerce and residences consistent with the policies in this plan.
2. Phase-out existing nonconforming commercial and industrial concerns within planned residential areas through appropriate zoning amortization procedures.
3. Locate high density residential uses in close proximity to planned shopping areas.
4. Require public, quasi-public and high density residential uses to locate where direct access to major streets is available.
5. The County shall ensure that solid waste facility sites (for example, landfills) are protected from the encroachment by sensitive and/or incompatible land uses.
6. The County shall cooperate with all affected school districts to provide the highest quality educational services and school facilities possible.
7. The County shall work with the Terra Bella Union Elementary School District and Porterville Unified School District in facilitating the location and establishment of new school sites, or expansion of existing sites, as needed.
8. The County shall work with the Terra Bella Union Elementary School District and Porterville Unified School District to provide safe routes to school.
9. The County of Tulare will solicit recommendations from all interested public agencies on matters regarding the Terra Bella Community Plan.
10. The Terra Bella Community Plan should be reviewed every five years to determine if amendments are appropriate.
11. When considering any land use proposal, capital expenditure or other matters of community importance, the County of Tulare will request

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input from the local service district and other affected agencies.

Objective: Provide for appropriate buffers between areas set aside for commercial activities and single family residential uses.

Policies:
1. Require adequate setbacks, side and rear yards, landscaping and screening between living and working areas.
2. Utilize roadways, railroad right of ways and other physical features to separate planned living and working areas.

Objective: Encourage land uses adjacent to State Highway 65 and Avenue 56 which are consistent with noise impacts.

Policies:
1. Encourage commercial and/or industrial development to locate adjacent to Highway 65 where access is appropriate for such development.

2. Require installation of walls, berms or heavy planting along Highway 65 in conjunction with any new residential development.

3. Discourage new residential development on vacant lots within areas proposed for commercial and industrial development.

4. Encourage the eventual conversion of existing residential uses within areas proposed for commercial and industrial development to nonresidential uses; excepting living quarters used in conjunction with a business.

5. Phase-out existing non-conforming commercial and industrial uses within planned residential areas by zoning such areas residential, and by enforcement of local zoning regulations pertaining to illegal buildings and uses.

6. Tulare County shall designate and zone sufficient amounts of land to accommodate existing and projected industrial, commercial, residential, and public (e.g., parks and recreational) needs of the community.

7. Provide for appropriate buffers between areas set aside for commercial activities and single family residential uses.

GOAL III: Achieve development densities consistent with levels of available service.

Objective: Encourage merger of existing vacant substandard lots within the townsite of Terra Bella.

Policies:
1. Conduct a study of the Terra Bella townsite area to determine the impact of a comprehensive vacant lot merger action and undertake such a merger, if feasible.

GOAL IV: Coordinate Community Development Decisions with the Terra Bella Irrigation District & Terra Bella Sewer Maintenance District.

Objective: Ensure that all development can be served by the Terra Bella Irrigation District & Terra Bella Sewer Maintenance District during the planning period.

Policies:
1. Coordinate zoning with availability of utilities and community services.
2. Promote commercial and industrial development with wastewater discharge characteristics which can be accommodated by the Terra Bella Irrigation District & Terra Bella Sewer Maintenance District.
3. Before the issuance of any land use permit, the Tulare County Resource Management Agency must receive confirmation from Terra Bella Irrigation District & Terra Bella Sewer Maintenance District.
4. Investigate the necessity of preparing a drainage plan, within five years of adoption of the Community Plan, for diverting and disposing of storm water runoff.
5. Before the issuance of any land use permit, the Tulare County Planning and Development

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Department will require all project applications for new development to include storm water disposal plans in accordance with the recommendations of the Tulare County Public Works Department and Caltrans to prevent runoff flows into the State highway right-of-way.

Housing

GOAL I: Provide safer and adequate housing for all citizens within the community.

Objective: Reduce deficiencies in existing housing stock.

Policies:

1. Apply the health, safety and welfare standards of the Tulare County Ordinance Code, which may require demolition of vacant substandard housing units.
2. Encourage relocation of families from substandard housing units by expanding affordable housing opportunities within the community.
3. Inform potential rehabilitators of substandard housing that incentives such as reduced building permit fees are available.
4. Encourage housing advocacy groups, such as Habitat for Humanity and Self-Help Enterprises, to initiate home maintenance/repair programs in Terra Bella.

Objective: Encourage new housing construction within the community to meet the needs of low and moderate income residents.

Policies:

1. Enable the housing industry to proceed with construction in a timely and cost-efficient fashion by providing adequate amounts of residential zoning.

2. Assure that the housing industry is made aware of residential development potentials in Terra Bella.

3. Coordinate residential zoning with availability of utilities and community services.

5. Provide adequate amounts of residential zoning to encourage the housing industry to proceed with construction of residential development in a timely and cost-efficient fashion.
4. Encourage housing advocacy groups, such as Habitat for Human and Self-Help Enterprises, to construct new housing in Terra Bella.

Objective: Provide a role for mobile homes in satisfying community housing needs.

Policies:

1. Allow for development of mobilehome parks in appropriate locations.

2. Permit mobilehomes to be installed on residentially designated lots within the original townsite; however, mobilehomes shall not be allowed to occupy more than 25% of such lots.

3. Discourage mobilehomes on individual lots outside the original townsite, except when necessary for caretaker use in conjunction with commercial and industrial activities.

4. Require skirting or some other type of architectural screening to improve mobilehome appearance and safety.

5. Provide a role for mobilehomes and travel trailers in satisfying the seasonal housing needs of migrant populations.

Economic Base

GOAL I: Develop a strong and diversified economy.

Objective: Provide sufficient land for industrial and commercial development to meet the needs of the community and region and strengthen and maintain a viable community economy.

Policies:

1. Promote a concentration of industrial and

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commercial activities within selected areas to allow for cost efficient provision of necessary services and to protect residential neighborhoods.

2. Zone an area for a community shopping center in the northeastern portion of the community to meet local consumer needs.

3. Reserve areas with convenient highway access for highway-oriented commercial development, thereby encouraging outside cash flow into the community.

Objective: Provide the services necessary to support new industrial and commercial development.

Policies:
1. Encourage the Terra Bella Irrigation District & Terra Bella Sewer Maintenance District to give priority to community service development in the areas reserved for commercial and industrial growth on the plan.
2. Place emphasis on development and upgrading of water supply facilities to meet fire protection standards in planned commercial and industrial areas.

Objective: Provide the necessary safeguards to attract quality industrial and commercial development to the community.

Policies:
1. Assure that commercial and industrial developments are designed so that traffic will not impact upon residential areas.
2. Develop standards for signs, landscaping, and fencing to improve the attractiveness of industrial and commercial areas.

Environmental Quality and Public Safety

GOAL I: Preserve and enhance the quality of life for present and future generations of Terra Bella citizens.

Objective: Upgrade the level of community health, sanitation and safety.

Policies:
1. Encourage capital improvements (curbs, gutters, streets paving, lighting, etc.) within existing developed areas which will upgrade the community image and improve safety.

2. Tulare County shall, within its authority, protect the public from danger to life and property caused by fire.

3. Tulare County shall, within its authority, protect the public against crime against people and property.

Objective: Provide sufficient open space for community recreation needs.

Policies:
1. Encourage reservation of open space for recreational purposes in conjunction with future residential developments.

2. Facilitate innovation in housing and subdivision design so that private recreation and open space areas can be accommodated.

Objective: Protect Agricultural Lands:

Land within the respective Urban Development Boundary of Terra Bella, which is designated as residential reserve, commercial reserve, or industrial reserve shall be retained in agricultural use until such time as conversion to urban use (as defined in the Tulare County General Plan) is appropriate. When a rezoning occurs without a general plan amendment, the reserve designation shall be removed from the parcel.
The following criteria shall be used to determine when conversion to urban use is appropriate:

- The property is not subject to an agricultural preserve contract;
- Full urban services, schools, and infrastructure sufficient to serve urban development either are available or can be made available; and
- At least 30 % the property boundaries are contiguous on at least one side to existing urban development.

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- Until productive agricultural lands are ready to be developed they shall be retained in parcels of sufficient size to allow agricultural uses;
- Agricultural uses outside the UDB shall be protected from conflicting urban uses by aligning the UDB along streets, canals or other man-made or natural features in order to buffer the two uses to the extent possible;
- The County (and developers) shall carefully coordinate the extension of public water and sewer services in the planning area with the Terra Bella Irrigation District and the Terra Bella Sewer Maintenance District to promote logical and orderly development patterns;
- New agricultural preserves and contracts shall not be approved for properties within Terra Bella's UDB;
- Commercial and residential uses will be required to connect to public services provided by the Terra Bella Irrigation District & Terra Bella Sewer Maintenance District;
- Large lot agricultural zoning such as AE-20 shall be applied as a holding zone to properties which do not meet the criteria set forth in policy Agriculture Policy 2 above;
- Promote growth along Highway 65 for industrial and commercial uses to preserve adjacent agricultural lands consistent with the Corridor Framework Policies in the Tulare County General Plan.

Objective: Prohibit to the extent allowed by law activities that will have a significant adverse effect on the environmental quality of Terra Bella.

Policies:

1. Prohibit to the extent allowed by law residential development in excess of seven families per acre, until a sewage collection system is constructed.
2. Require a sufficient lot area for all new residential development to ensure an adequate area for on-site sewage disposal until a sewage collection system is constructed.
3. Prohibit to the extent allowed by law new intensive animal raising operations within the "windshed" area of Terra Bella.
4. Carefully evaluate proposed heavy industrial uses to be located east of State Highway 65 to assure that such uses will not have an adverse impact on the community.

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ASSESSMENT OF LAND NEEDS

Within the existing 1,393 acre Terra Bella Urban Development Boundary, agricultural activities, such as orchards and pasture, currently constitute fourteen percent (14%) of the UDB Area.

The ratio of urbanized acres per person is calculated by dividing the year 2014 population of 3,015 by 1,393 urbanized acres (area within the UDB), which equals .46 persons per urbanized acre (see Tables 25 and 26 showing population projections). Projecting the population at a 1.3% growth rate adds 692 persons in Year 2030. Multiplying the 692 persons by the .46 ratio suggests an additional 318 acres of land will be required to accommodate development by the Year 2030 if projections are realized.

Population Growth Forecast

Table 25 – Terra Bella Population Projections

Growth Rate	2014	2020	2030
0.013	**3,015**	**3,258**	**3,707**

Table 26 – Population Projections

Year	Population	Growth (%)
2015	3,054	0.013
2016	3,094	0.013
2017	3,134	0.013
2018	3,175	0.013
2019	3,216	0.013
2020	3,258	0.013
2021	3,300	0.013
2022	3,343	0.013
2023	3,386	0.013
2024	3,430	0.013
2025	3,475	0.013
2026	3,520	0.013
2027	3,566	0.013
2028	3,612	0.013
2029	3,659	0.013
2030	3,707	0.013

Demand Forecast: To determine whether there is enough land within the exiting UDB to accommodate anticipated growth within the community, the population growth and land use projections in Year 2030 were compared to the vacant land available within the UDB.

Population and Housing Units: The Year 2015 baseline population and was determined by projecting the 2013 American Community Survey (Survey)[34] data population by an annual growth rate of 1.3% annually. The Survey indicated that in Year 2013 the community had 815 dwelling units (including vacant dwellings) with a population of 2,976. At an annual growth rate of 1.3%, the projected housing units are 836 and 1,105 in Years 2015 and 2030, respectively, and projected population is 3,054 and 3,707 in Years 2015 and 2030, respectively.

The total land area developed in these existing residential units was provided by the Tulare County Resource Management Agency Geographic Information System (GIS) division. There are currently approximately 312 acres within the UDB that are developed for residential uses. Assuming that the land area needed to accommodate future population increases is consistent with annual population growth projections, the land use growth projections are also assessed at an annual growth rate of 1.3%. At this growth rate, there will be a total of approximately 378 acres of residential uses in Year 2030; that is, an increase of approximately 68 acres. As shown in Table 27, there are approximately 313 acres of undeveloped residential lands within the existing UDB. As such, there is adequate land available for development within the existing UDB to accommodate future residential growth through the Year 2030.

Commercial and Industrial Uses: The total land area developed in commercial and industrial units in Year 2015 was provided by the Tulare County Resource Management Agency Geographic Information System (GIS) division.

[34] See: http://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml.

There are currently approximately 21 acres within the UDB that are developed for commercial uses and approximately 132 acres developed for industrial uses. Assuming that the land area needed to accommodate future commercial and industrial growth is consistent with annual population growth projections, the land use growth projections are also assessed at an annual growth rate of 1.3%. At this growth rate, there will be a total of approximately 26 acres of commercial uses and approximately 160 acres of industrial uses in the Year 2030; that is, an increase of approximately 5 acres of commercial uses and approximately 28 acres of industrial uses. As shown in Table 27, there are approximately 32 acres of undeveloped commercial lands and approximately 152 acres of industrial lands within the existing UDB. As such, there is adequate land available for development within the existing UDB to accommodate future commercial and industrial growth through the Year 2030.

Land Need

The term highway commercial is used in various ways. A highway commercial zone or district can include many types of uses. In general, the purpose of such a district is to provide appropriate sites for the needs of recreation and business travelers. This district is intended to be applied to sites fronting on State Routes (Highways) or along arterial roads that provide access to major recreation destinations. Highway Commercial areas should be designed so that all or most of the needs of the traveling public can be accommodated at one stop. This district is not intended to be applied to strip commercial development along highways or arterials. The actual commercial needs based on the existing ratio within the UDB is roughly .016 acres of commercial per person. The increase in population will require 11 additional acres that can be met by the existing vacant commercially zoned land. The Terra Bella Community Plan includes a proposed Mixed Use Overlay Zone that is recommended along Avenue 95 and Road 236. Economic Development can be pursued with a wide variety of development potential. In addition, mixed use can allow for decreased vehicles miles traveled if residential uses are mixed with uses for employment.

Table 27 – Available Land Within Existing Terra Bella UDB

Land Use Type	Acres in UDB	Developed Acres in UDB	Available Acres in UDB
Agriculture (Urban Reserve)	291	65	225
Commercial	53	21	32
Industrial	284	132	152
Residential	624	312	313
Total *	**1,252**	**530**	**722**

** Total does not include the 141 acres of existing rights-of-way*
Note: Differences in total may occur due to rounding error.

Land need for lodging is based on anticipated need for a hotel to serve the highway traffic and the anticipated enhanced attractiveness of the area with new well-planned development. In addition, allowance is made for food service and convenience retail to service the visitor traffic on SR 65. This demand and land need would be in addition to the projected land need to meet the demand of the local residents. While no detailed visitor market analysis was available, the estimates are based on assumptions about the additional demand that might be generated by visitors, estimated as a percent of the local/regional demand.

Although there is currently a negative (that is, declining) growth trend, it is forecasted that residential demands will result in the need to increase residential developable land by 43 acres within the Community during the Year 2030 planning period based on population projections. Commercial land use demand is forecast to be 11 acres. Industrial land use demand is limited, and there is unused industrial vacant land that can be utilized within the existing zoned industrial acreage; therefore, it is unlikely that additional industrial land beyond what is already included in the UBD is needed.

OPPORTUNITIES

Complete Streets

The Complete Streets Act of 2007 (Assembly Bill 1358) requires counties when updating General Plans, to identify how the jurisdiction will provide for the routine accommodation of all users of the roadway including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation.

Affordable Housing

The community of Terra Bella has a median income of $26,633 which is considerably less than 60% of the State median income of $61,632.

As there is limited bus service in Terra Bella, reduced parking is not a realistic strategy to reduce development costs. Affordable housing will require more land in Terra Bella than would typically be required in an area where public transit is available. In terms of siting, medium to high density housing should be located along collector streets and/or arterials. As noted earlier, the Community Plan includes Goals, Objectives, and Policies that will encourage new housing construction within the community to meet the needs of low and moderate income residents.

Urban Development Boundary

Although State planning law does not define specific requirements for establishing planning area boundaries, it is generally agreed that the planning boundaries should include the territory within a community's probable ultimate physical boundaries and service area. Urban Development Boundaries provide a planning framework that promotes the viability of communities, hamlets, and cities while protecting the agricultural, open space, scenic, cultural, historic, and natural resource heritage of the County. In the past, the County used three key planning tools to guide urban development in all unincorporated areas of the County. The first was the Urban Boundaries Element; the second was the Area Plans; the third was the General Plans for identified incorporated cities and Community Plans for unincorporated communities. In 1974, Tulare County added an Urban Boundaries Element to its General Plan. The element required the designation of an urban boundary for every "viable" unincorporated community in the county. The Urban Boundaries Element also established Urban Improvement Areas (20-year planning boundaries) for certain communities. The 1974 Urban Boundaries Element designated both an Urban Area Boundary and an Urban Improvement Area for Terra Bella.

In 1983, the Urban Boundaries Element was amended to create Urban Development Boundaries (UDBs, which are also to function as 20-year planning boundaries) and to change the function of the Urban Area Boundary to simply a "comment line" around incorporated cities. Under the 1983 amendment, Urban Area Boundaries are no longer established around unincorporated communities and Urban Improvement Areas have been phased out and are replaced with UDBs resulting from GPA 88-01 and the General Plan 2030 Update Planning Framework Element.

For unincorporated communities, the UDB is a County adopted line dividing land to be developed from land to be protected for agricultural, natural, open space, or rural uses. It serves as the official planning area for communities over a 20 year period. Land within an unincorporated UDB is assumed appropriate for development and is not subject to the Rural Valley Lands Plan or Foothill Growth Management Plan.

Commercial Potential

There is no anticipated need to expand commercial zoning. With the addition of the mixed use overlay zone,

additional commercial potential is allowed. As there is limited discretionary income available from the community (based on the median incomes and proportions going toward housing), new commercial uses will mostly rely on the regional and highway market for revenue potential. As such, there is limited potential for large local community serving commercial uses. New commercial uses will likely be highway oriented, and fit under the new zoning district boundaries or under the new mixed use overlay boundary.

CONSTRAINTS

There are several constraints or restrictions (obstacles) which will impact the nature and location of future development within the community. In particular, these constraints pertain to existing problems of public health and safety: acceptable noise levels, impacts of deteriorating housing, the lack of a full range or capacity of community services. Following are constraints that were recognized in the preparation of this plan and suggested approaches to resolve, minimize, or remove obstacles to future development.

Noise

Constraint: As described in the General Plan Policies section of this Plan, noise exposure policies will restrict the type of land uses which can be developed within identified noise-impacted areas.

Solution: Mitigation measures identified in the Tulare County 2030 General Plan's Noise Element will allow the development of some land uses provided certain standards are met which reduce the impact of noise within the noise-impacted areas. Properties adjacent State Route 65 are areas designated as noise-impacted in the community.

Infrastructure Needs

Constraint: Additional sources of water and roadway maintenance and complete streets will be an important part of future growth within Terra Bella. The Terra Bella Irrigation District & Terra Bella Sewer Maintenance District serves only those residential/urban uses within the District's boundary. Not all areas within the Urban Development Boundary (UDB) are within the Terra Bella Irrigation District's & Terra Bella Sewer Maintenance District's existing boundaries, which constrains the immediate or near future development of urban uses.

Solution: Those areas planned for future urban development outside of the Terra Bella Irrigation District's & Terra Bella Sewer Maintenance District's boundary will require annexation to the district boundaries and connection to the Terra Bella Irrigation District's & Terra Bella Sewer Maintenance District's facilities.

Agricultural Lands

Constraint: There are 6 Williamson Act Land parcels within the Urban Development Boundary. Although a constraint, Agricultural Preserves prevent premature urban development of agricultural lands and encourage in-filling of existing vacant parcels within the immediate core of the Plan Area.

Solution: As the need arises for developable land (and if justifiable), Agricultural Preserves can be canceled by a landowner with the approval of the Tulare County Board of Supervisors. Another option available to landowners is nonrenewal of their ten-year contracts. This option allows their land to revert to "regular" agricultural lands over a ten-year period and, subsequently allowing the landowner an opportunity to develop his land through the regular permitting process.

ECONOMIC DEVELOPMENT

Tulare County's current Economic Development Strategy focuses on the agricultural industry and pursuing grants.

Agriculture

Tulare County has a booth at the World Agricultural Exposition (Ag Expo) every year. In 2014, the Economic Development Department partnered with the Purchasing Department and shared our tourism catalogs with their surplus store flyers. We also had our Tulare County Video play at our booth.

Grants

Tulare County was awarded an Active Transportation Grant for Terra Bella in 2014. This Grant is described below.

> Terra Bella – Acacia Sidewalk
> Tulare County was awarded $417,000 to design and construct sidewalk, curb and gutter, and remove and replace existing sidewalk, curb and gutter. Additionally, approximately 450 feet of fencing currently encroaching on the County right of way would have to be removed to allow a continuous sidewalk. Funds would also be used to install ADA curb ramps, crosswalks and miscellaneous drainage and irrigation improvements.
>
> Approximately 1,200 linear feet of curb, gutter and sidewalk would be installed. Approximately 450 feet of residential fencing is encroaching on the County right of way (4 parcels). These fences would need to be removed to allow a continuous sidewalk.
>
> This project would include ADA curb ramps, crosswalks, miscellaneous drainage and irrigation improvements as required. It is suitable for a Safe Routes to School type project due to its location near the Terra Bella Elementary School.
>
> Tulare County applied for $207,000 in funds in a joint application for the communities of Lemon Cove, Woodville, Richgrove, and Terra Bella. In regards to Terra Bella, this project includes installing Speed Feedback signs and four ADA ramps on Avenue 92, east and west of Road 238.

Tulare County Strategy

In rural areas, elimination of all barriers to economic development is the foundation for growth. This Plan addresses the following four potential barriers to Economic Development.

- ***Infrastructure:*** In order for more development to occur, service levels for water need to be expanded. Grant funding is needed to increase service levels.

- ***Use Permits:*** There are a number of uses that currently require Planning Commission approval. In many cases, these uses are beneficial for the community and do not necessarily need discretionary review. In order to reduce the cost of and length of time to obtain entitlements, use permit requirements are being reduced.

- ***Education:*** Tulare County has five satellite campuses for four year universities: California State University-Fresno, University of California-Davis, Fresno Pacific University, Brandman University, and the University of Phoenix. Community Colleges in Tulare County include the College of the Sequoias, Porterville College, and

San Joaquin Valley College. Workforce Development Partners include Proteus Inc., and CSET.

Based on the 2009-2013 American Community Survey (see Table 28), the educational barrier in Terra Bella begins in grade school. Of the adults age 25 and older, 60.7% had an educational level of less than 9th grade. This lack of education could limit the types of jobs that these adults would be qualified to undertake. Improving educational attainment needs to begin in elementary school. As part of the Safe Routes to Schools, Tulare County will provide pedestrian facilities for children to walk or bike to school. This would provide a safer and easier route for children to get to and from school.

Table 28 – Estimated Educational Attainment of Terra Bella Population (25 Years or Older)

	Percent Less than 9th grade	Percent 9th to 12th grade, no diploma	Percent High School graduate (includes equivalency)	Percent bachelor's degree or higher
California	10.4%	8.8%	21.1%	30.2%
Tulare County	20.3%	11.9%	24.2%	12.9%
Terra Bella CDP	60.7%	12.2%	7.2%	1.8%

Source: 2007-2011 American Community Survey, 5-year

- ***Health Care:*** Health care is important for economic development as businesses need healthy employees. The nearest medical offices are in Porterville.

Place

In terms of real estate, location is a major factor in development and expansion of businesses. There are two locational advantages in Terra Bella, access to State Route 65 and existing developed but underutilized areas. These locational advantages are discussed below.

Access to Highway 65: There is one primary freeway entry and exit point (Terra Bella Avenue/Avenue 95) which provides convenient access and/or egress to SR 65.

Physical improvements could include the following:

- Streetscape improvements could include sidewalks, curbs, gutters, and landscaping.
- Attractive, yet functional and practical, crosswalks at the Schools throughout Terra Bella.

Other improvements could be realized through implementation of the Terra Bella Candidate Complete Streets 2015 as follows:

- Avenue 95 from Highway 65 to Road 236: Replace sidewalk, Class 2 bike lane;
- Road 237 from Avenue 96 to Avenue 92: Replace sidewalk, Class 3 bike lane;
- Road 236 (Orange Belt) from trailer park north of U.S. Post Office to Avenue 88: Sidewalk, Class 2 bike lane, Class 2 bike lane north towards Porterville and south toward Ducor;
- Rd 238 from Avenue 95 to Avenue 92: Sidewalk, Class 2 or Class 3 bike lane; and
- Avenue 94 (Acacia) from Road 236 to Road 238: Sidewalk south side. Funded as part of ATP program, construction planned late 2015.

LAND USE AND ZONING DISTRICT UPDATE

As suggested earlier, and based on the forecasted growth and the recommended Urban Development Boundary in the Opportunities and Constraints Analysis, the Land Use Plan (Figure 13) and Zoning Plan map (Figure 14) have been updated.

Table 30 – Proposed Land Use

Proposed Land Use	Acres
General Commercial	77.57
Heavy Industrial	206.80
High Density Residential	18.27
Light Industrial	90.02
Low Medium Density Residential	480.63
Medium Density Residential	102.04
Public/Quasi Public	98.69
Service Commercial	7.65
Urban Reserve-Residential	170.54
Right-of Ways	140.80
Terra Bella UDB	1393.00

Table 31 – Proposed Zoning

Proposed Zones	Acres
A-1	239.30
AE-10	48.91
C-2-MU	77.57
C-3	7.65
M-1	90.02
M-2	243.18
P-O	0.50
R-1	106.44
R-2	36.87
R-3	25.97
R-A	168.44
R-A-100	177.30
R-A-43	20.82
R-A-87	9.25
Right-of Ways	140.80
Terra Bella UDB	1393.00

Figure 13 – Proposed Land Use Plan

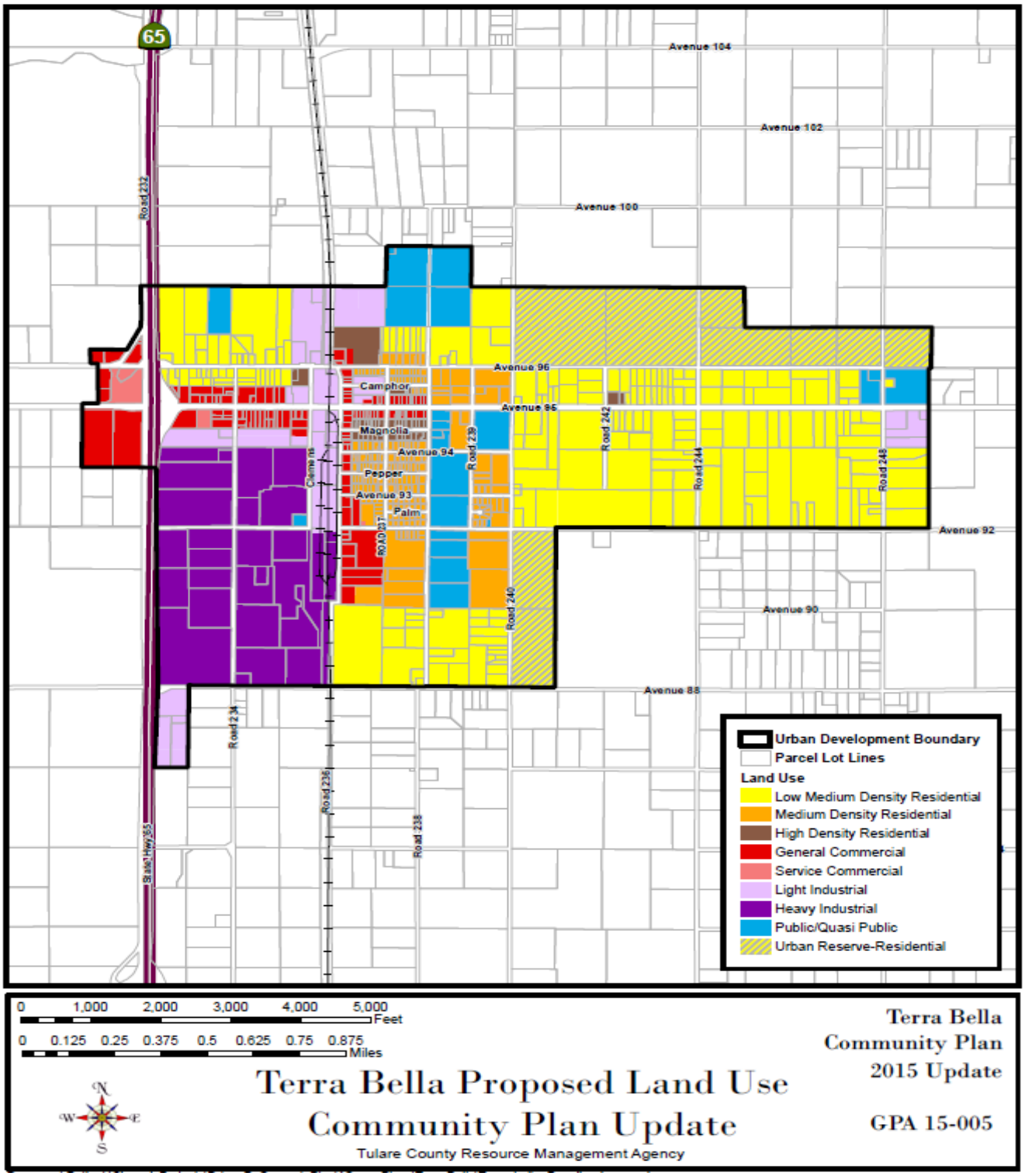


Figure 14 – Proposed Zoning Plan

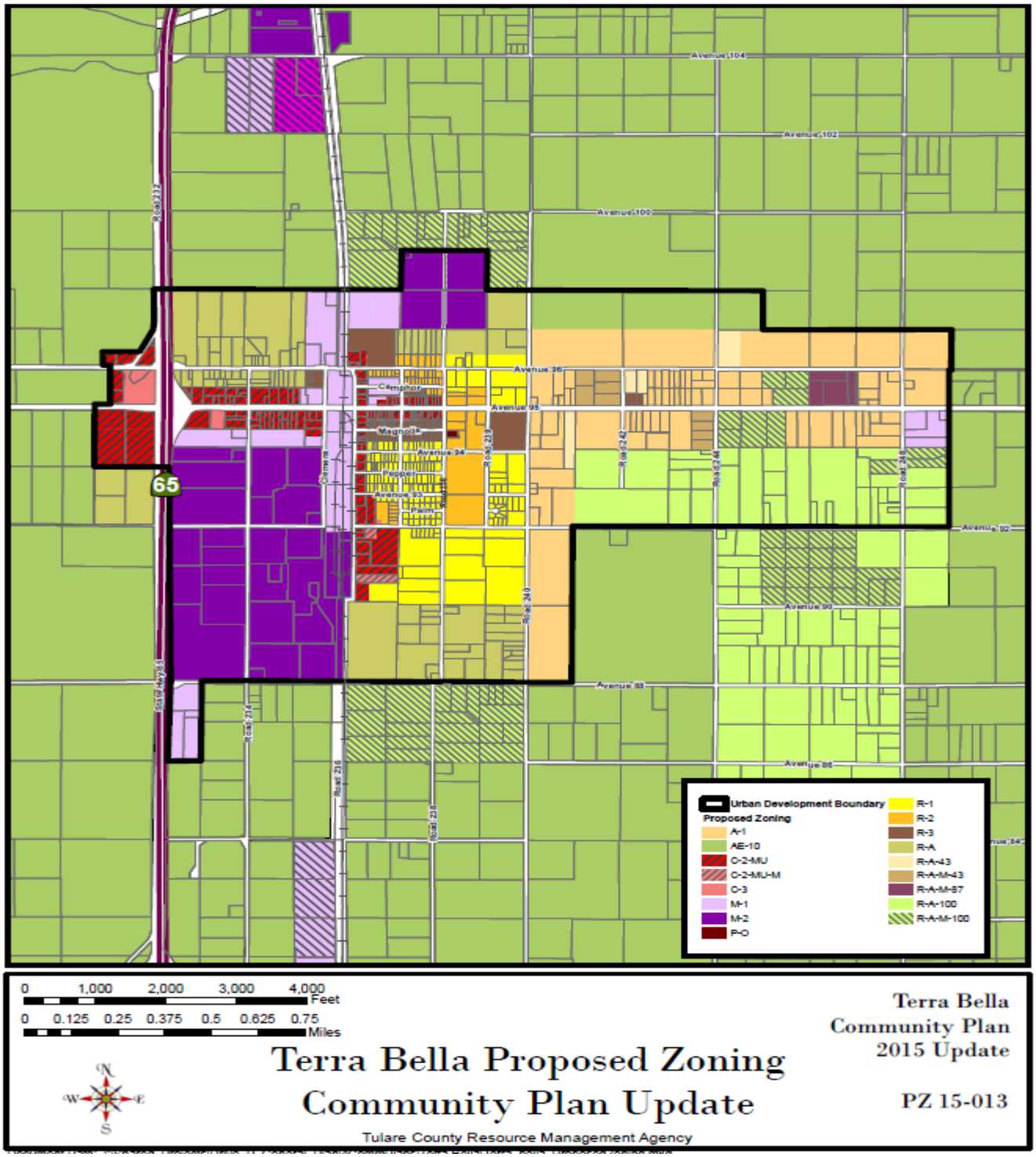
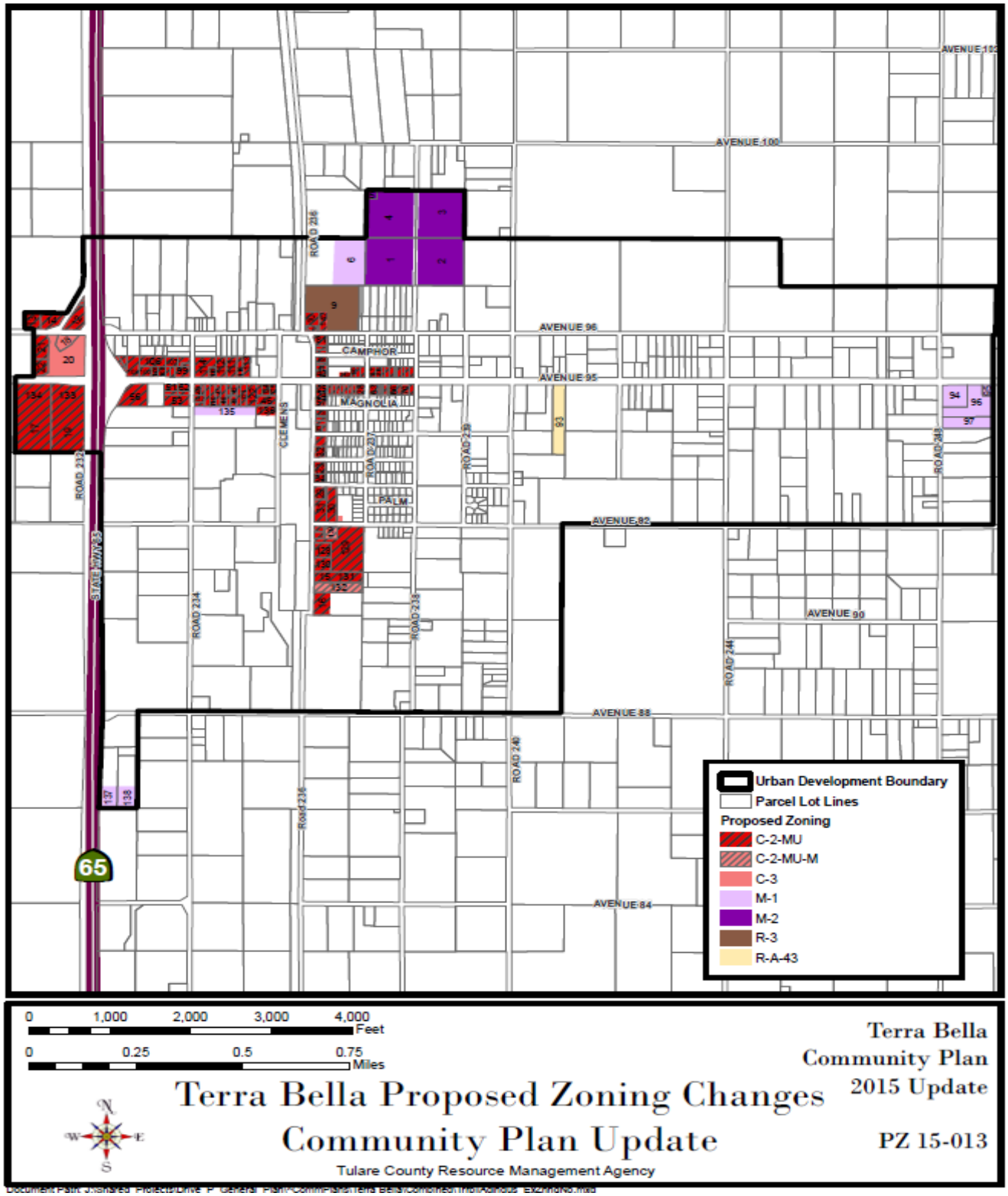


Figure 15 – Proposed Zoning Changes



CIRCULATION ELEMENT

The purpose of this Circulation Element Update for the community of Terra Bella is to provide for a safe, convenient and efficient transportation system. The Circulation Element has been designed to accommodate anticipated transportation needs based on the land use element. In compliance with state law, all city and county general plans must contain a circulation element that designates future road improvements and extensions, addresses non-motorized transportation alternatives, and identifies funding options. The intent of this Circulation Element is to:

- Identify transportation needs and issues within Terra Bella, as well as regional relationships that affect the transportation system;
- Consider alternatives to the single-occupant vehicle as a means of providing services and access to facilities; and,
- Establish policies that coordinate the Terra Bella transportation and circulation system with the General Plan and area plan land use maps, and provide direction for future decision-making.

Two changes are suggested to the Circulation Plan (see Figure 14) an extension of Road 92 between Clemens and Road 236 is proposed. The second change recommends the abandonment of Clemens between Avenue 92 and the general alignment of Magnolia. These changes are proposed to facilitate future expansion and access of the industrial areas west of Clemens. However, the changes described below to the circulation policies are being adopted as part of the Complete Streets Program for Terra Bella.

Tulare County Association of Governments (TCAG) Regional Transportation Plan

The Regional Transportation Plan (RTP) is a multi-modal, long-range planning document prepared by the Tulare County Association of Governments (TCAG). The RTP includes programs and policies for congestion management, transit, bicycles and pedestrians, roadways, freight, and finances for Tulare County. The RTP is prepared every four years and contains a listing of projects considered to be financially feasible within a 25-year planning time frame. All federally funded transportation projects must be consistent with the RTP.

The RTP for Tulare was updated and was adopted in July 2014. The 2014 RTP is the first to respond to state legislation (SB 375) that requires the RTP to show reductions in greenhouse gas emissions from passenger vehicles. Thus, there is a new emphasis in the RTP on promoting ridesharing (transit, van and carpools) and active transportation (walking and bicycling). To this end, the RTP now includes a Sustainable Communities Strategy (SCS), which is a blueprint for land use patterns and transportation facilities and services that are intended to result in fewer vehicle trips and, therefore, fewer vehicle miles traveled.

San Joaquin Valley Air Quality Management Plan

The San Joaquin Valley Air Pollution Control District (SJVAPCD) has prepared the Air Quality Management Plan (AQMP) and various other regulations to reduce air emissions. Both the plan and several regulations are intended to reduce emissions from mobile sources – automobiles and trucks, as well as other modes of transportation.

Figure 16 – Terra Bella Circulation Plan

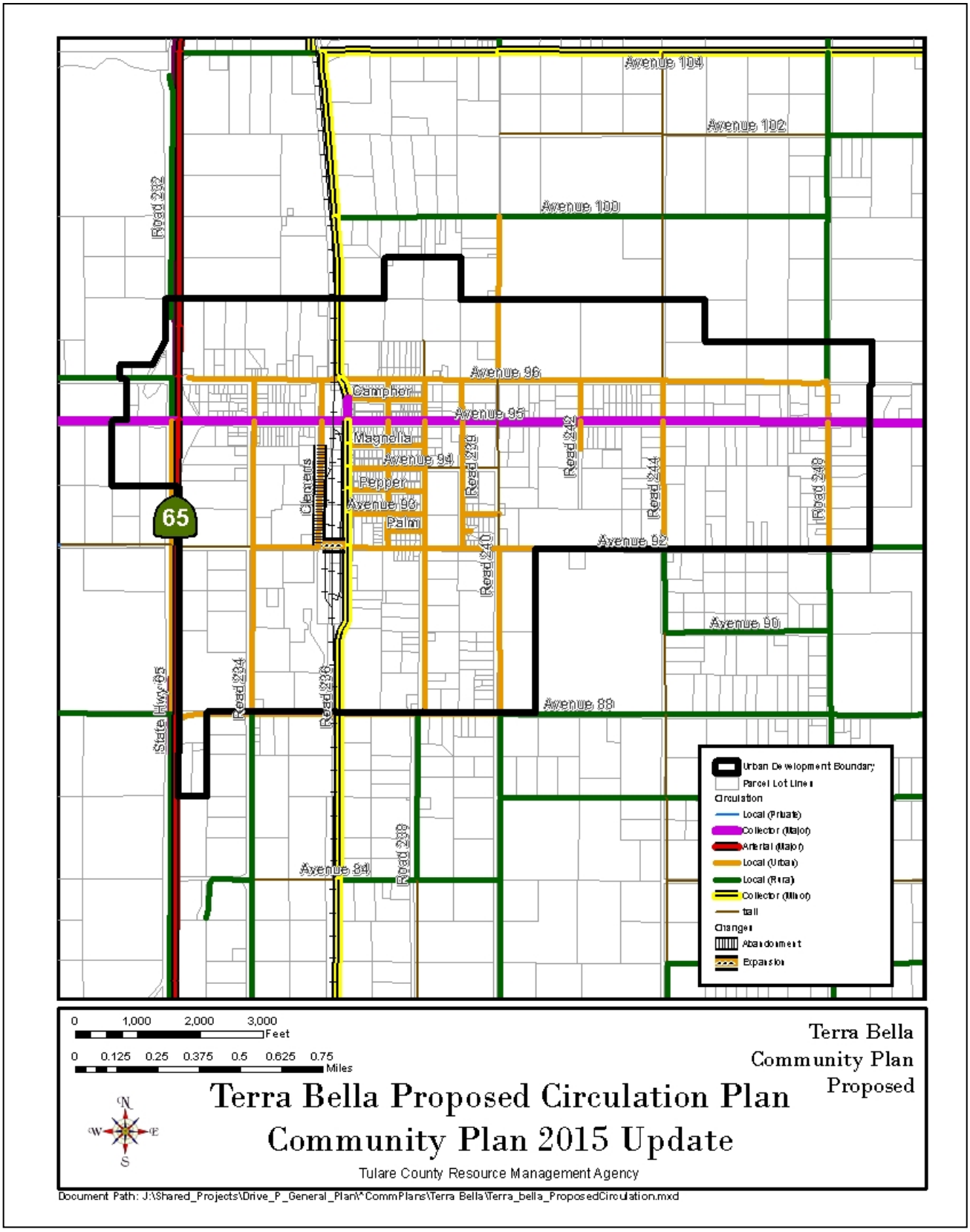


Figure 17 – Complete Streets

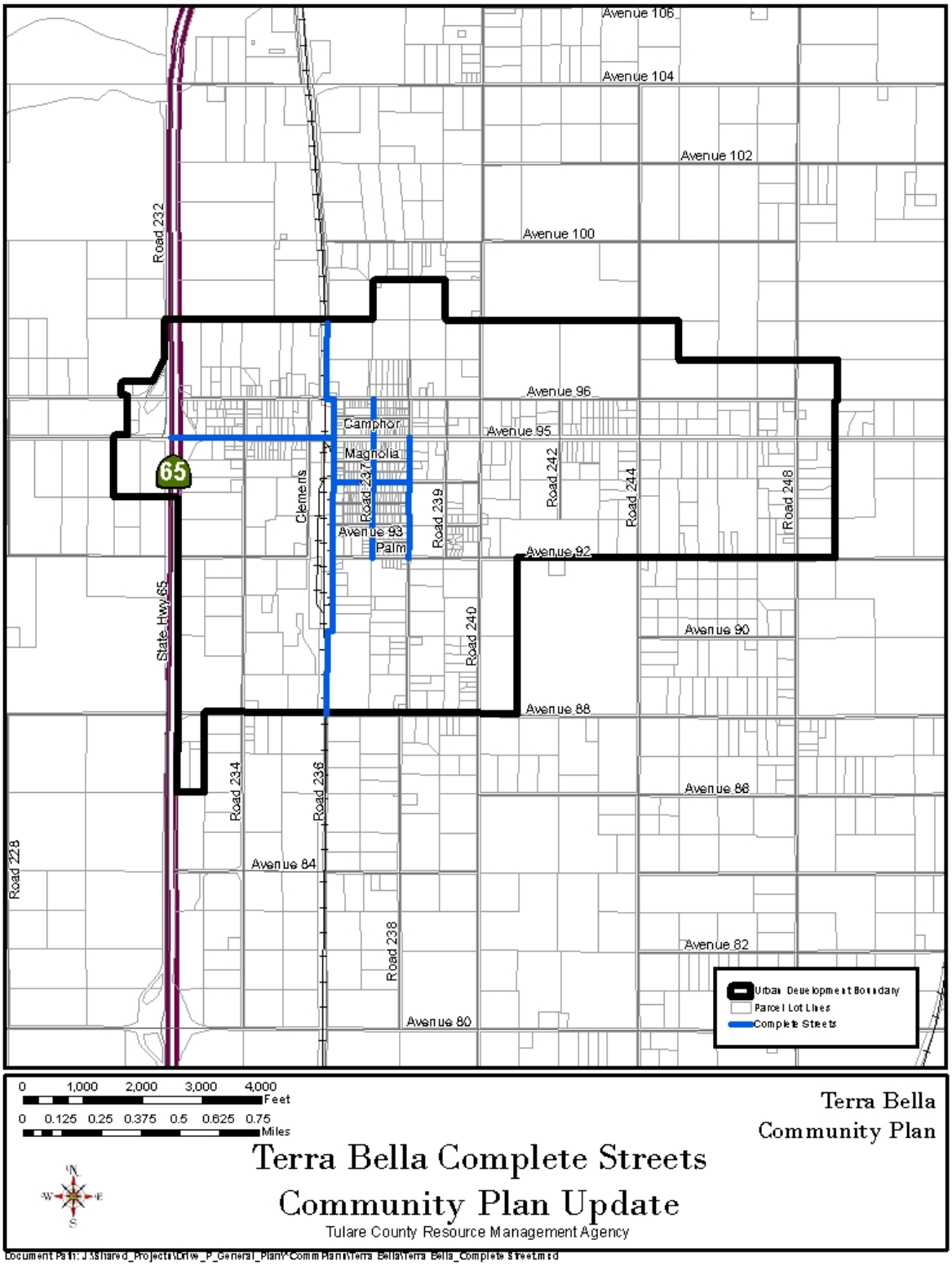
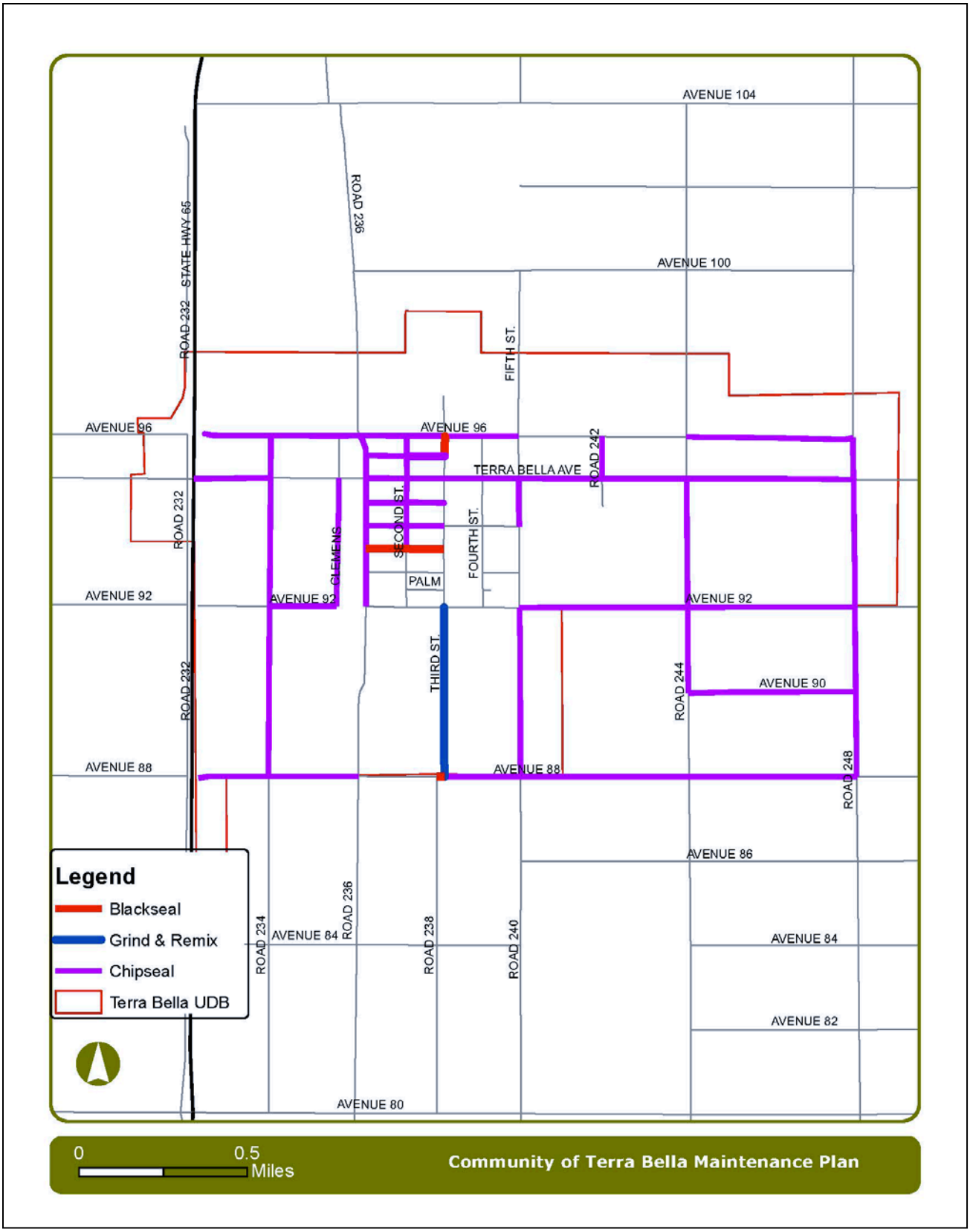


Figure 18 – Terra Bella Maintenance Plan



Measure R - One-half (½) Percent Sales Tax for Transportation

Measure R is the half-percent sales tax measure for transportation improvements passed by the voters of Tulare County in 2006 and managed by the Tulare County Transportation Authority (TCTA). The Measure provides funding for transportation-related projects (for example, highway, transit, and ridesharing) over the 20-year duration of the Measure. Measure R funds are used by the County in Terra Bella to repair streets, and to improve the existing and planned transportation system.

Public Transit and Active Transport Systems

While the private automobile is the dominant mode of travel within Terra Bella, as it is throughout Tulare County, other modes of transportation are important. The Census Bureau does not collect data on non-work trips, which represent a greater share of travel than work trips, but tend to be less concentrated in peak traffic periods. Off-peak trips also tend to have a greater proportion of shared ride and active (walk and bike) trips. While congestion is not a major issue in Terra Bella, overreliance on automobiles creates other costs for both society and households, and means that many in the community who cannot drive (the young, the old, the disabled, the economically challenged) must rely on those who can drive for their mobility. For this reason, it is important to encourage public transit systems and increased use of active modes of transportation, including bicycles and walking. The public transit system alternatives for Terra Bella include fixed route public transit systems and paratransit services.

Paratransit services are transportation services such as carpooling, vanpooling, taxi service, and dial-a-ride programs. The County supports reliable and efficient paratransit service by encouraging development of service systems that satisfy the transit needs of the elderly and physically handicapped. As noted earlier, Tulare County Area Transit (TCAT) Public transit is currently available in Terra Bella. TCAT operates fixed-route services currently available Monday through Friday. TCAT provides round-trip transportation for Terra Bella residents to Porterville via the 80 – Porterville-Terra Bella Route (see Figure 11) with bus stops at the Fire Station (Terra Bella Avenue at Road 236) and the Middle School. Route 80 operates Monday through Friday with one morning and one afternoon pick-up/drop off.[35] The only publically accessible provider is a common carrier (Orange Belt Lines) with an unstaffed stop at Terra Bella Avenue and Road 232.[36]

TCAT also operates fixed-route services that link communities with each other and with Visalia and Tulare's urban transit systems. Terra Bella is connected via TCAT Route 80 to Porterville and its transit center. In Porterville, transfers can be made to connect to Visalia, Tulare, Lindsay and Strathmore via Route 40 Southeast County and the remainder of the TCAT public transit system. TCAT vehicles are wheelchair accessible and all full size buses include bike racks.

Public transit is likely to remain a limited option due to fiscal constraints and the high cost of providing services to smaller communities such as Terra Bella. The low level of auto congestion in Terra Bella, now and as forecasted into the future, suggests that driving will continue to be more convenient in rural communities than the use of transit for those with access to a private car.

Goods Movement

The ability of Tulare County to compete domestically and internationally on an economic basis requires an efficient and cost-effective method for distributing and receiving products. Terra Bella is a part of this system with its

[35] Tulare County Transit Agency information accessed on June 26, 2015 at: http://www.tularecounty.ca.gov/rma/index.cfm/documents-and-forms/public-works-documents/transportation-documents/tcat-bus-route-schedules-maps-and-fees/route-80-porterville-terra-bella-transit-schedule/
[36] Orange Belt Trailways But Stop information accessed on June 26, 2015 at: http://webstore.trailways.com/locations.asp?state=CA

proximity to SR 65 and connectivity/accessibility to SR 198, SR 99, SR 137, and SR 190. Trucking is likely to be the predominant mode for freight movements within the County and Valley for the foreseeable future: Statewide, over three-quarters of all freight is shipped by truck. It is anticipated that the region's truck volumes will grow faster than auto traffic through 2040.

Designated truck routes are intended to be used for long-distance truck movement. Truck movements for local deliveries within a community may use the most direct route to the particular delivery location, including local streets.

Transportation Demand Management

Transportation Demand Management (TDM) strategies reduce dependence on the single-occupant vehicle, increase the ability of the existing transportation system to carry more people, and enhance mobility. Examples of TDM strategies include telecommuting, flexible work hours, and electronic commerce that enable people to work and shop from home. According to CalVans, the major vanpool broker in the Valley, vanpools are becoming more prevalent for short-to-medium range commute trips, as well as for traditional long-distance usage: Key vanpool users include agricultural workers, and employees at large firms and government agencies. Park-n-ride facilities and carpooling will also continue to be a significant link between highway and transit modes. For the remainder of the study area, an overall rate of traffic growth of one percent per year was determined to be a reasonable forecast assumption. This 1.3% rate of growth was applied to existing traffic count data to create future year (2040 traffic levels. This annual rate results in an overall growth in peak hour traffic of approximately 20% for the period 2014-2040 which still results in acceptable Levels of Service at LOS C or better.

Goals, Policies, and Standards

The intent of the Terra Bella Community Circulation Element is to establish a comprehensive multi-modal transportation system that is efficient, environmentally and financially sound, and coordinated with the Land Use Element.

Goal 1: Design and implement a multi-modal transportation system that will serve projected future travel demand, minimize congestion, and address future growth in Terra Bella.

Policies and Standards:

1. Utilize existing infrastructure and utilities to the maximum extent practical and provide for the logical, timely, and economically efficient extension of infrastructure and services.
2. Designate streets according to the following functional classifications:
    a. Freeways and Expressways carry regional traffic through the community with access only at interchanges with major streets.
    b. Arterials serve as the principal network for cross-town traffic flow. They connect areas of major traffic generation within the urban area and connect with important county roads and state highways. They also provide for the distribution and collection of through traffic to and from collector and local streets.
    c. Collectors provide for traffic movement between arterial and local streets, traffic movement within and between neighborhoods and major activity centers, and limited direct access to abutting properties.
    d. Local streets provide for direct access to abutting properties and for very localized traffic movements within residential, commercial and industrial areas.

   e. All facility-types above (except freeways) should be capable of accommodating transit and paratransit vehicles. Furthermore, all facility-types except freeway should include provisions for active modes of transportation (walking and cycling).
3. Develop and apply consistent standards for new streets (and existing streets where feasible without substantial ROW takes) based on the roadway classification.
4. Require applicants for new development projects to dedicate needed ROW and construct and/or upgrade to County standards the streets and roads that will serve their projects.
5. Plan new arterial and collector streets as needed to improve access and enhance the develop potential of land designated for commercial and industrial uses.
6. Improvement standards for local and minor streets shall include perpendicular curbs, gutters and adequate street lighting at intersections.
7. Access to arterials by driveways, local and minor streets, and alleys should be controlled as needed in order to ensure efficient traffic flow and safety along these streets.
8. Local streets should be designed to discourage high traffic volumes and through traffic.
9. Develop a Circulation Map showing the public street system. Designated streets and recommended rights-of-way should be indicated on this map.
10. Allow standards for new street development to be altered or refined where it can be demonstrated that projected traffic flows can be accommodated.
11. Plan for peak-hour Level of Service (LOS) "D" or better throughout the circulation network.
12. Make intersection improvements to the existing major street system selectively, favoring traffic engineering solutions rather than major structural improvements. This could include signalization, intersection channelization, use of directional signs, and diversion of traffic onto underutilized streets.
13. Use complete streets concepts in the design of new local streets where such techniques will improve safety and manage traffic flow.
14. Ensure the street network provides efficient routes for emergency vehicles, meeting necessary street widths, turn around radius, and other factors as determined by the County in consultation with fire and other emergency service providers.
15. Cooperate with local, regional, State and Federal agencies to plan for, establish and maintain good connectivity to an efficient multimodal regional transportation system.

Goal 2: Provide designated routes and loading standards that reduce the noise and safety concerns associated with truck traffic.

Policies and Standards:

1. Design interior street systems for commercial and industrial subdivisions to accommodate the movement of heavy trucks.
2. Restrict heavy duty truck through-traffic in residential areas and plan land uses so that trucks do not need to traverse these areas.
3. Design off-street loading facilities for all new commercial and industrial developments so that they do not face surrounding roadways or residential neighborhoods. Truck backing and maneuvering to access loading areas shall not be permitted on the public road system, except when specifically permitted by the County Engineer.

Goal 3: Provide safe and convenient pedestrian access between residential neighborhoods, open space, and schools that service those neighborhoods.

Policies and Standards:

1. Provide a safe walking environment for pedestrians.
2. New development should include safe and pleasant designs which promote pedestrian access to arterials and collectors and consider the location of community services, such as schools, parks and neighborhood shopping activity centers in the accessibility of their design for all persons.
3. Require the installation of sidewalks as an integral part of all street construction where appropriate.
4. Require street lighting within the rights-of-way of all public streets.
5. Include pedestrian signal indicators as an integral part of the installation of traffic signals.
6. Maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Special emphasis should be placed on the needs of disabled persons considering ADA regulations.
7. Plan for pedestrian access consistent with road design standards while designing street and road projects. Provisions for pedestrian paths or sidewalks and timing of traffic signals to allow safe pedestrian street crossing shall be included.
8. Collaborate with the Terra Bella Union Elementary School to ensure that school children have adequate transportation routes available, such as a local pedestrian or bike paths, or local bus service.
9. Encourage safe pedestrian walkways within commercial, office, industrial, residential, and recreational developments that comply with the Americans with Disabilities Act (ADA) requirements.
10. Coordinate with TCaT and private bus operators to ensure that pedestrian facilities are provided along and/or near transit routes, whenever feasible. New land developments may be required to provide pedestrian facilities due to existing or future planned transit routes even if demand for a pedestrian facility is not otherwise warranted.
11. Review all existing roadways without pedestrian facilities when they are considered for improvements (whether maintenance or upgrade) to determine if new pedestrian facilities are warranted. New roadways should also be assessed for pedestrian facilities.

Goal 4: Ensure the provision of adequate off-street parking for all land uses.

Policies and Standards:

1. Require all new development to identify adequate on-street and off-street parking based on expected parking needs.
2. Encourage shared parking among nearby uses with complementary parking demand patterns.
3. Provide adequate loading areas within off-street parking areas for all commercial and manufacturing land uses.
4. Anticipate parking needs at proposed and expected activity centers, particularly commercial areas.

Goal 5: Provide a transportation system that is integrated with the region.

Policies and Standards:

1. Coordinate local transportation planning with the TCAG Congestion Management Plan to ensure eligibility for state and federal funding.
2. Incorporate the Regional Transportation Plan, and the Tulare County Short- and Long-Range Transit Plans into the Community Plan Circulation Element, and encourage the active participation of Caltrans in the design of

highway capital improvement projects.

Goal 6: Encourage the use of public transit services to reduce reliance on the automobile.

Policies and Standards:

1. Encourage transit alternatives to meet the basic transportation needs of the young, the elderly, the handicapped, and people without access to an automobile.
2. Consider development of an integrated transit center within Terra Bella where all transit services can connect with each other as well as with private ridesharing.
3. Encourage and provide for ridesharing, park and ride, and other programs that can reduce emissions, save energy, and reduce monetary costs for firms and workers.
4. Planning and development of arterial and collector streets shall include design features which can be used at future public transit stops.
5. Support the expansion and improvement of transit systems and ride sharing programs to reduce the production of automobile emissions.
6. Support the use of alternate fuel vehicles and fueling stations for public transit vehicles, and County public agency vehicles.
7. Support TCaT and other transit operators' programs to foster transit usage.
8. Support all operator efforts to maximize revenue sources for short and long range transit needs that utilize all funding mechanisms available including federal grants, state enabling legislation, and farebox revenue. This can be accomplished through TCAG and the Tulare County Transit Agency (TCaT) through the development of the Short and Long Range Transit Plans.
9. Support programs developed by transit agencies/operators to provide paratransit service.
10. Incorporate the potential for public transit service in the design of developments identified as major trip attractions (i.e. community centers and employment centers).
11. Explore potential development of a park-n-ride lot in Terra Bella.
12. Support continued improvements to AMTRAK rail passenger service within Tulare County and throughout the San Joaquin Valley.

Goal 7: Provide efficient goods movement

Policies and Standards:

1. Encourage the efficient movement of goods and people by rail through a shift of a portion of the goods previously moved by trucks onto the rail freight system.
2. Implement Street and highway projects to provide convenient and economical goods movement, including access to rail terminals, in areas where large concentrations of truck traffic exist.
3. Identify street and highway improvement and maintenance projects that will improve goods movement and implement projects that are economically feasible.
4. Encourage use of rail for goods movement whenever feasible.

Goal 8: Provide safe and convenient facilities for non-motorized modes of transportation that enhance the future livability and character of Terra Bella.

Policies and Standards:

1. Consider developing a Bikeway plan for Terra Bella based on the following facility designations:

2. Bike Path (Class I). A special pathway for the exclusive use of bicycles, which is separated from motor vehicle facilities by space or a physical barrier. It is identified by guide signing and pavement markings.
3. Bike Lane (Class II). A lane on the paved area of a road for preferential use by bicycles. It is usually located along the right edge of the paved area or between the parking lane and the first motor vehicle lane. It is identified by a "Bike Lane" guide sign, special lane lines, and other pavement markings.
4. Bike Route (Class III). A recommended route for bicycle travel along an existing right-of-way, which is signed but not striped.
5. Bikeway. All facilities that explicitly provide for bicycle travel. The bikeway can be anything from a separate facility to a simple signed street.
6. Give priority to bikeways that will serve the highest concentration of cyclists and destination areas of highest demand, especially Terra Bella Union Elementary School.
7. Provide bikeways in proximity to major traffic generators such as commercial centers, schools, recreational areas, and major public facilities.
8. Develop a visually clear, simple, and consistent bicycle system with standard signs and markings, as designated by the State of California Traffic Control Devices Committee and the State Bikeway Committee.
9. Support the installation of bike parking racks at public and private places of assembly such as parks, schools, employment sites, churches, and retail commercial developments.
10. Provide non-motorized alternatives for commuter travel as well as recreational opportunities.
11. Provide separate rights-of-way for non-motorized facilities whenever economically and physically feasible.
12. Develop bikeways in compliance with the standards established in the Caltrans Highway Design Manual or other appropriate standards.

Goal 9: Design, construct, and operate the transportation system in a manner that maintains a high level of environmental quality.

Policies and Standards:

1. Control dust (e.g., by using dust control rules/regulations adopted by the Valley Air District) and mitigate other environmental impacts during all stages of roadway construction.
2. Protect residents from transportation generated noise hazards. Increased setbacks, walls, landscaped berms, other sound absorbing barriers, or a combination thereof shall be provided along four lane highways in order to protect adjacent noise-sensitive land uses from traffic generated noise impacts. Additionally, noise generators such as commercial, manufacturing, and/or industrial activities shall use these techniques to mitigate exterior noise levels to no more than 60 decibels (dB Ldn or CNEL).
3. Review and monitor proposals for expansion of pipelines for the transport of suitable products and materials, and require mitigation of environmental impacts.
4. Encourage the use of non-polluting vehicles for both public and private uses.
5. Include noise mitigation measures in the design of roadway projects in Terra Bella.

Goal 10: Support the use of Transportation Demand Management (TDM) strategies to reduce dependence on the single-occupant vehicle, increase the ability of the existing transportation system to carry more people, and enhance mobility along congested corridors.

Policies and Standards:

1. New development shall consider Transportation System Management and Transportation Demand Management as strategies for the mitigation of traffic and parking congestion. Public transit, traffic management, ride sharing and parking management are to be used to the greatest extent practical to implement

transportation management strategies.
2. Coordinate with Caltrans, TCAG, transit agencies and other responsible agencies to identify the need for additional park-and-ride facilities along major commuter travel corridors.

Goal 11: Utilize Intelligent Transportation Systems (ITS) to improve the safety and performance of the surface transportation system using new technology in detection, communication, computing, and traffic control.

Policies and Standards:

1. Encourage the integration of Intelligent Transportation Systems (ITS) consistent with the principles and recommendations referenced in the TCAG Regional Transportation Plan.

COMPLETE STREETS

The Complete Streets Programs Policies, Objectives, and Standards are hereby incorporated by reference. Included in the plan are policies and implementation measures, as provided. The physical plan includes a bicycle network and connected pedestrian travel system incorporating complete safe routes to school network (see Figure 15).

Complete Streets Pedestrian Facilities

The facilities included as the Terra Bella Candidate Complete Streets 2015 are listed as follows:

- Avenue 95 from Highway 65 to Road 236: Replace sidewalk, Class 2 bike lane;
- Road 237 from Avenue 96 to Avenue 92: Replace sidewalk, Class 3 bike lane;
- Road 236 (Orange Belt) from trailer park north of U.S. Post Office to Avenue 88: Sidewalk, Class 2 bike lane, Class 2 bike lane north towards Porterville and south toward Ducor;
- Rd 238 from Avenue 95 to Avenue 92: Sidewalk, Class 2 or Class 3 bike lane; and,
- Avenue 94 (Acacia) from Road 236 to Road 238: Sidewalk south side. Funded as part of ATP program, construction planned late 2015.

Implementation Strategy

The purpose of this section is to prescribe a proposed approach to implement the general plan recommendations contained in the Terra Bella Community Plan. The following components comprise the Terra Bella Community Plan implementation strategy:

Zoning Code Changes (changes to Use Permit issuance, eliminating the SR Combining Zone, Mixed-Use Overly District, Zoning Map Update);
Complete Streets/Safe Routes to School .

Zoning District Changes

As part of this Implementation Program for the Community Plan for Terra Bella, there are a variety of changes to existing zoning districts. These changes are described below.

Revise Chapter 16 of the Zoning Code to limit the uses that require a Use Permit: As part the Economic Development Strategy, use permit requirements are streamlined to allow for uses to be developed without discretionary review. That is, proposed uses will not have to undergo an approval process that involves a decision making action by the Tulare County Planning Commission or Board of Supervisors. Project design features and Administrative approval will serve as the mechanism to allow (regulate) land uses, activities, densities, and other conditions typically applied through the special use permit process.

Elimination of SR Combining Zone: The SR combining zone requires site plan review for most uses in the combining zone. This alternative would eliminate the SR combining zone designation in the community of Terra Bella.

Mixed Use Overlay District: This alternative involves the creation of a Mixed Use Zoning Designation for the Community of Terra Bella along Avenue 95 and Road 236.

Zoning Map Update: The current Zoning Map for Terra Bella will be amended to be compatible with the Land Use Map outlined in the General Plan. There are a couple of zoning district changes that are proposed to allow the General Plan and Zoning Ordinance to be in conformity with each other (See Figure 13 Terra Bella Proposed Zoning). Several parcels west of SR 65 are designated as mixed use to promote highway commercial opportunities. The wastewater treatment plant is designated as heavy industrial. The M overlay is also proposed to be eliminated due to the urban nature of the community.

A-1 Use Permit Requirement Changes (Zone Change Text)

H. Permitted Uses

All of the following, and all structures and accessory uses directly related thereto in this section are entitled without a Special Use Permit (Conditional Use Permit). The following is allowed only in the various zones indicated below and within a community plan that adopted development standards for such entitled use. The proposed use must adhere to the adopted development standards of the community. The proposed use must also qualify for an exemption under the California Environmental Quality Act as determined by the Permit Center. The Permit Center will review the project for General Plan Policy, Community Plan Policy and development standard consistency and determine which environmental document is appropriate. Projects where the Permit Center is unable to make an immediate determination will be required to go through the Project Review Committee (PRC).

Uses that have an environmental effect on adjacent properties or necessitate mitigation measures through the California Environmental Quality Act will be required to apply for a PRC and a typical use permit and legislative process through the County. Projects with a square footage of 80,000 or more will also require a traditional use permit. Uses may have environmental or land use issues that may not be compatible with adjacent uses. These impacts may include but are not limited to; hours of operation (night time), noise (i.e. power tools such as impact drivers, or loudspeaker, etc.) air quality (idle running vehicles, odors, noxious fumes, dust), and traffic, (number of vehicles). The Permit Center process is used to determine whether a proposed use is by-right or must go through the typical use permit process. Table 32 lists the following uses and zones to be considered:

Table 32 – Permitted Uses

Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Animal hospital, clinic, and veterinarian office wherein only small/domestic animals (i.e. dogs, cats, etc.) are treated.	C-1, C-2, C-3, M-1, M-2	
Antique and art store.	C-2, C-3, M-1, M-2, R-3	C-2, C-3, M-1
Antique store.	C-1,C-2, C-3, M-1, R-2, R-3	C-1,C-2, C-3, M-1
Apartment Hotel.	O, CO, C-1,C-2, C-3, M-1, R-3	O
Apparel stores.	CO, C-1,C-2, C-3, M-1, R-3	C-1, C-2, C-3, M-1
Arcades, including video.	O, CO, C-1,C-2, C-3, M-1, R-3	C-2, C-3, M-1
Assemblage of people for educational or entertainment purposes.	O, CO, C-1,C-2, C-3, M-1, M-2	
Assembly of electric appliances such as lighting fixtures, irons, fans, toasters and electric toys, refrigerators, washing machines, dryers, dishwashers and similar home appliances.	C-2, C-3, M-1, M-2	M-1
Assembly of small electrical equipment such as home and television receivers.	O, CO, C-1,C-2, C-3, M-1, R-3	M-1
Assembly of typewriters, business machines, computers, and similar mechanical equipment.	O, CO, C-1,C-2, C-3, M-1, M-2, R-3	M-1
Automated car wash (coin operated only).	O, CO, C-1,C-2, C-3, M-1,M-2, R-3, AP	C-2,C-3, M-1
Automobile parking lots, public parking areas or storage garages.	O, CO, C-1,C-2, C-3, M-1, M-2, R-3, AP	
Automobile supply stores.	O, CO, C-1,C-2, C-3, M-1, R-3	C-2, C-3, M-1
Automobile washing, including the use of mechanical conveyors, blowers and steam cleaning.	C-2, C-3, M-1, M-2	C-3, M-1

Table 32 – Permitted Uses		
Zoning District Uses	**New Entitled Zone**	**Prior Entitled Zone**
Bakery [employing not more than five (5) persons on premises].	O, CO, C-1,C-2, C-3, M-1, R-3	C-1,C-2, C-3, M-1
Bakery goods store.	CO, C-1,C-2, C-3, M-1	C-2,C-3, M-1
Banks and financial institutions.	C-1,C-2, C-3, M-1, R-3	C-1,C-2, C-3, M-1
Barber shop or beauty parlor.	C-1,C-2, C-3, M-1, R-3	C-1,C-2, C-3, M-1
Bed and Breakfast Home with three or more guests rooms (Up to 5).	CO, C-1,C-2, C-3, M-1, R-3, R-2	R-1
Bicycle shops. Structure.	CO, C-1,C-2, C-3, M-1, R-3	C-2, C-3, M-1
Billiard or Pool hall Structure.	C-2, C-3, M-1	C-2, C-3, M-1
Bird store or pet shop.	O, CO, C-1,C-2, C-3, M-1	C-2,C-3, M-1
Blueprinting and Photostatting shop.	CO, C-1,C-2, C-3, M-1, AP	C-2, C-3, M-1
Boat sales and service.	O, CO, C-1,C-2, C-3, M-1	C-3, M-1
Book binding.	O, CO, C-1,C-2, C-3, M-1, R-3	C-3, M-1
Book or stationary store.	O, CO, C-1,C-2, C-3, M-1, R-3	C-1,C-2, C-3, M-1
Business and professional schools and colleges.	CO, C-1,C-2, C-3, M-1	C-2,C-3, M-1
Business, professional and trade schools and colleges.	CO, C-1,C-2, C-3, M-1	C-3, M-1
Catering Shops.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Ceramic shops.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Christmas tree sales lots as a temporary use.	CO, C-1,C-2, C-3, M-1	C-1, C-2, C-3, M-1
Church.	CO, C-1,C-2, C-3, M-1	
Clothes cleaning and pressing establishment.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Clothing and costume rental.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Confectionery store.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Conservatory of Music.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Contractor's Storage Yards.	CO, C-1,C-2, C-3, M-1, AP	
Dairy products store.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Department store.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Digesters.	M-1	
Drug store or pharmacy.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Dry goods or notions store.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Electric appliance stores and repairs.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Expansion, Alteration or Replacement of non-conforming buildings and uses.	CO, C-1,C-2,M-1, R-1, R-2, R-3, R-A	
Family Day Care Home, Large (Up to Ca State maximum).	CO, C-1,C-2, R-1, R-2, R-3, RA	
Family Day Care Home, small.	CO, C-1,C-2, R-1, R-2, R-3, RA	R-1, R-2 R-3, C-1,C-2, C-3, M-1
Feed and seed stores.	CO, C-1,C-2, C-3, M-1, AP	C-3, M-1
Fire Station.	CO, C-1,C-2, C-3, M-1, AP	
Firewood sales yard.	CO, C-1,C-2, C-3, M-1	C-3, M-1

Table 32 – Permitted Uses		
Zoning District Uses	**New Entitled Zone**	**Prior Entitled Zone**
Florist shop.	CO, C-1,C-2,M-1, R-1, R-2, R-3, RA	C-1,C-2, C-3, M-1
Furniture store.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Furniture warehouses for storing personal household goods, provided ground floor front is devoted to stores.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Gasoline filling station.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Gift, novelty or souvenir.	CO, C-1,C-2,M-1, R-2, R-3, RA	C-2, C-3, M-1
Glass shop, retail, excluding major service activities.	C-2, C-3, M-1	C-2, C-3, M-1
Grocery store.	CO, C-1,C-2, C-3, M-1	
Grocery store, fruit store or supermarket.	C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Gunsmith shops.	CO, C-1,C-2, C-3, M-1	C-3, M-1
Healthcare Facilities.	All Zones	
Hobby and art supply store.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Hospital, sanitarium and nursing home.	C-1,C-2, C-3, M-1, PO	
Household and office equipment and machinery repair shops.	C-2, C-3, M-1, PO	C-3, M-1
Household appliance stores.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Ice storage house of not more than 5-ton storage capacity.	CO, C-1,C-2, C-3, M-1, AP	
Incidental manufacturing, processing and treatment of products.	C-2, C-3, M-1	C-2, C-3, M-1
Interior decorating store.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Jail or correctional (public facilities only).	C-2, C-3, M-1, M-2	
Jewelry store, including clock and watch repair.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Laundries.	C-2, C-3, M-1	C-3, M-1
Laundry, coin operated machines only.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Leather goods and luggage stores.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Linen supply services.	C-2, C-3, M-1	C-3, M-1
Liquor store. Not within 300' of residential/School Site.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Locksmiths.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Massage or physiotherapy establishment.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Meat market or delicatessen store.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Medical and orthopedic appliance stores.	CO, C-1,C-2, C-3, M-1, PO	C-2, C-3, M-1
Medical laboratory.	CO, C-1,C-2, C-3, M-1, PO	C-2, C-3, M-1
Memorial building, theatre, auditorium.	CO, C-1,C-2, C-3, M-1, R-3	
Micro-brewery. *Allowed in C-1 and C-2 in conjunction with a restaurant.	M-1, M-2, C-3,*C-2, *C-1	M-2
Mini-warehouses.	C-2, C-3, M-1, AP	C-3, M-1
Mobilehome for use by caretaker or night watchman.	CO, C-1,C-2, C-3, M-1	O, C-2, C-3, M-1
Motorcycle sales and service.	C-2, C-3	C-3, M-1
Musical instrument repair shops.	CO, C-1,C-2, C-3, M-1	C-3, M-1
Name plates.	CO, C-1,C-2, C-3, M-1, R-3	R-3, C-1,C-2, C-3, M-1

Table 32 – Permitted Uses		
Zoning District Uses	**New Entitled Zone**	**Prior Entitled Zone**
Nursery school.	CO, C-1,C-2, M-1, R-1, R-2, RA, R3, R-A	
Office, business or professional.	CO, C-1,C-2, M-1, R-1, R-2, R-3,PO	C-1,C-2, C-3, M-1
Opticians and optometrists shops.	CO, C-1,C-2, C-3, M-1, PO	C-2, C-3, M-1
Paint and wallpaper stores.	C-1, C-2, C-3, M-1	C-2, C-3, M-1
Pet shops.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Photo processing pick-up and delivery outlets.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Photographic and blueprint processing and printing.	CO, C-1,C-2, C-3, M-1	C-3, M-1
Photographic developing and printing.	CO, C-1,C-2, C-3, M-1	C-3, M-1
Photographic supply stores.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Picture framing shops.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Plumbing fixtures for retail sales.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Plumbing shops.	C-2, C-3, M-1	C-3, M-1
Police station.	O,CO, C-1,C-2, C-3, M-1, M-2	
Post Office.	CO, C-1,C-2, C-3, M-1, R-1, R-2, R-3, PO	O, C-1,C-2, C-3, M-1
Pressing establishments.	C-2, C-3, M-1	C-3, M-1
Printing, lithography, engraving.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Private club, fraternity, sorority and lodge.	CO, C-1,C-2, C-3, M-1	
Private greenhouses and horticultural collections.	CO, C-1,C-2, C-3, M-1, R-1, R-2, R-3, R-A	R-1, R-2 R-3, C-1, C-2, C-3, M-1
Public library.	CO, C-1,C-2, C-3, M-1, R-1, R-2, R-3, R-A	R-3, C-1,C-2, C-3, M-1
Public Park or playground.	O, MR, CO, C-1,C-2, C-3, M-1, M-2 R-1, R-2, R-3, R-A, AP	
Public utility structure.	CO, C-1,C-2, C-3, M-1, MR, RO, R-1, R-2, R-3, R-A, PO, O, AP	
Radio and television broadcasting studios.	C-2, C-3, M-1	C-3, M-1
Radio and television repair shops.	C-2, C-3, M-1	C-3, M-1
Radio, microwave and television towers (Over 75 feet or within 2 miles of an airport).	C-2, C-3, M-1, M-2	
Real Estate Offices.	CO, C-1,C-2, C-3, M-1, R-1, R-2, R-3, R-A	
Recreation center.	CO, C-1,C-2, C-3, M-1	
Repairing and altering of wearing apparel.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Resort.	CO, C-1,C-2, C-3, M-1	
Restaurant.	CO, C-1,C-2, C-3, M-1	
Restaurant, tea room or cafe.	CO, C-1,C-2, C-3, M-1, R-1, R-2, R-3, R-A	C-1,C-2, C-3, M-1
Retail office equipment sales.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1

Table 32 – Permitted Uses		
Zoning District Uses	**New Entitled Zone**	**Prior Entitled Zone**
Retail sales of sporting goods, boats, boat motors, boat trailers, trailer coaches and their repair, rental and storage.	O, CO, C-1,C-2, C-3, M-1	
Retail stores and offices incidental to and located on the site of a hotel, motel, resort, restaurant or guest ranch.	O, CO, C-1,C-2, C-3, M-1	
Rug and carpet cleaning and dyeing.	CO, C-1,C-2, C-3, M-1	C-3, M-1
Satellite antenna sales.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Satellite television antennas.	CO, C-1,C-2, C-3, M-1	
School, private.	CO, C-1,C-2, C-3, M-1, PO	
School, public.	CO, C-1,C-2, C-3, M-1, PO	
Scientific instrument stores.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Secondhand stores, pawn shops and thrift shops.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Shoe repair shop.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Shoe store.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Sign painting shops.	C-2, C-3, M-1	C-3, M-1
Small appliance sales and service.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Soda fountains.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Sporting goods store.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Stamp and coin stores.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Storage of petroleum products for use on the premises.	CO, C-1,C-2, C-3, M-1	
Studios (except motion picture).	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Tinsmith.	C-2, C-3, M-1	C-2, C-3, M-1
Tire sales (no retreading or recapping).	C-2, C-3	C-2, C-3, M-1
Tobacco and cigar stores.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Tourist Court.	CO, C-1,C-2, C-3, M-1	
Toy store.	CO, C-1,C-2, C-3, M1	C-2, C-3, M-1
Trailer and recreation vehicle sales, service and rentals.	C-2, C-3, M-1, M-2, AP	C-3, M-1
Travel agencies.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Variety store.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Video machine and tape sales/rental.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Warehouses except for the storage of fuel or flammable liquids and explosives.	CO, C-1,C-2, C-3, M-1	C-3, M-1
Watch and clock repair shop.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Wedding chapel.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1

A-2 Mixed Use Overlay District

The following regulations shall apply in the community of Terra Bella, unless otherwise provided in this Ordinance.

PURPOSE: The purpose of this zone is to allow for mixed uses. Allowing a mix of uses promotes flexibility in the types of entitlements that can be issued. Economic Development can be pursued with a wide variety of development potential. In addition, mixed use can allow for decreased vehiclesmiles traveled if residential uses are mixed with uses for employment.

APPLICATION: This overlay zone only applies to the communities of Traver, Pixley, Strathmore, Tipton, Ducor, and Terra Bella.

USE: No building or land shall be used and no building shall be hereafter erected or structurally altered, except for one or more of the following uses allowed in this overlay zone are outlined in the communities of Traver, Pixley, Strathmore, Tipton, Ducor, and Terra Bella.

Within the Mixed Use Zoning District, all uses outlined in the M-1, C-1, C-2, C-3, R-1, R-2, and R-3 uses are allowed. Uses and activities that are found by the Planning Director to be similar to and compatible with those specific zoning districts are also allowed. In addition, use and activities determined to be compatible by the Planning Commission (see Table 33) and the Board of Supervisors with the above mentioned zoning districts are also allowed.

Table 33: Uses/Combination of Uses reviewed by Planning Commission
Autowrecking and Residential
Battery Manufacture and Residential or Commercial
Biomass Fuel Production and Residential
Flammable Liquids over 10,000 gallons
Hazardous Waste Facility
Planing Mills and Residential or Commercial
Sand blasting
Slaughterhouse and Residential
Solid Waste Recycling and Residential
Super service stations and Residential
Airport
Heliport

All conditional uses allowed in these zoning districts shall also be allowed by right with exception of the following combination of uses:

- All uses shall not be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood, or to the general welfare of the County. All uses shall limit impacts related to smoke, fumes, dust, gas, noise, odor, vibrations and other hazards to be considered an allowed use without the need for a special use permit. All allowed uses are subject to the determination of appropriateness by the Director of Planning.

- The Director of Planning has the option of deferring any land use application allowed in this district to the Planning Commission for review and decision.

A-3 Development Standards for Terra Bella

1. Height: No building or structure hereafter erected or structurally altered shall exceed six (6) stories or seventy five (75) feet to uppermost part of roof.

2. Front Yard: 0 Feet.

3. Side Yard: Where a lot abuts upon the side of a lot in any "R" Zone (R-A, R-O, R-1, R-2 and R-3), there shall be a side yard of not less than five (5) feet. Where a reversed corner lot rears upon a lot in any "R" Zone, the side yard on the street side of the reversed corner lot shall be not less than fifty (50) percent of the front yard required on the lots in the rear of such corner lot. In all other cases, a side yard for a commercial building shall not be required.

4. Rear Yard: Where a lot abuts upon the rear of a lot in any "R" Zone (R-A, R-O, R-1, R-2 and R-3), there shall be a rear yard of not less than fifteen (15) feet. In all other cases, a rear yard for a commercial building shall not be required.

5. Lot Area: The minimum lot area shall be ten thousand (10,000) square feet; provided, however, that where a lot has less area than herein required and was of record at the time this paragraph became effective, said lot may be occupied by not more than one (1) main building subject to the provisions of this Section.

6. Floor Area Ratio: The maximum Floor Area Ratio is 2. The Floor Area Ratio is the amount of square feet of all structure allowed on a parcel based on parcel size.

7. Distance between structures: The minimum distance between structures is 10 feet.

8. Parking: Off-street parking and loading shall be required in conformance with Section 15 of the Tulare County Zoning Ordinance.

9. Fences, Walls, and Screening: Where the side or rear lot line of a site adjoins or is located across an alley from any "R" Zone (R-A, R-O, R-1, R-2, and R-3), there shall be a solid wall, fence or equivalent landscaping screening at least six (6) feet in height located along the common lot line, except in the required front or side yard. Open storage of materials and equipment shall be permitted only within an area surrounded and screened by a solid wall or fence or compact evergreen hedge (with solid gates where necessary), not less than six (6) feet in height, provided that no materials shall be stored to a height greater than that of the wall, fence, or hedge. Fulfillment of the requirement of this paragraph shall not be required for buildings and uses which were established in accordance with all applicable buildings and zoning regulations and which were existing in a commercial or manufacturing zone on the effective date of this paragraph, until such time as a permit or other grant of approval for expansion, alteration or development of property is approved by Tulare County.

All other Development Standards are outlined in the Community Plan for Terra Bella. Conformance to development standards is required for all development; however, the Planning Director, Planning Commission, or Board of Supervisors may provide exemptions to particular development standards when deemed appropriate.

To promote Economic Development within the Terra Bella Urban Development Boundary, a Mixed Use Overlay zoning district is being established to allow for flexibility in the allowed uses within Terra Bella. In addition, the use permit restriction is updated to allow for ministerial approval by the Planning Director. Development standards are

established to ensure high quality development within this mixed use overlay district.

ARCHITECTURE (A)

A-1 Entries to buildings should be individualized and clearly identifiable.

A-2 Retail spaces should be accessed directly from the sidewalk, rather than through lobbies or other internal spaces.

A-3 Entrances to upper story uses should not be as prominent as the primary entrances to first story uses.

A-4 The height of first floor commercial should have a minimum ceiling height of 12 feet.

A-5 Architecturally distinguish the ground floor from the upper façade, to form a visual base for the building. Create an intimate scale for the pedestrian environment.

A-6 Each building should have a defined base, body, and cap segment.

A-7 Blank walls on ground floor facades adjacent to public sidewalks, public right-of-ways, and public spaces are prohibited to the extent allowed by law.

A-8 Ground floor window openings should range between fifty (50) to eighty (80) percent of the ground floor façade adjacent to sidewalks and private and public plazas, patios, and courtyards. These window openings should consist of transparent "storefront" windows. Second story windows should not exceed fifty (50) percent of the total exterior wall surface.

A-9 Three-dimensional cornice lines, parapet walls, and/or overhanging eaves should be used to enhance the architectural character of the building.

A-10 Wall surfaces should not exceed 250 square feet without including some form of articulation. Acceptable forms of articulation include use of windows, varied reveal patterns, change in material, texture, color, or detail; and a change in wall plane location or direction.

A-11 Openings in the façade should be accentuated with paint, tile, shutters, awnings, planters, and/or other appropriate architectural features in order to create varied shadows and a rich visual texture.

A-12 Articulation and detailing of the exterior walls at the ground level, should be integrated with landscape features (trees, plants, walls, trellises, and unique land forms) to ensure an appropriate transition from ground to wall plane.

A-13 An equal level of architectural detail and landscaping should be incorporated into all sides of freestanding buildings, because they are generally visible from all sides.

A-14 Architectural details should be fully integrated into the design of the building to avoid the appearance of afterthought elements or elements that are "tacked on" to a building.

A-15 Finish materials that give a feeling of permanence and quality should be used at ground level facades.

A-16 A consistent use of window style, size, trims, and accents should be used to ensure a consistent character along the building façade.

A-17 Exposed structural elements (beams, trusses, frames, rafters, etc.) are acceptable when appropriately designed to complement the over design of the façade.

A-18 Tilt-up buildings should incorporate decorative trim, recessed/projecting panels, recessed windows/doors, accent materials, and varied roof height to increase visual interest.

A-19 New buildings located at the corner of the block may be more massive in scale than adjacent buildings to better define the street intersection.

A-20 Corner buildings should have a strong relationship to the corner of the intersection by

incorporating a unique architectural element or detail at the corner; such as a tower or primary building entrance.

A-21 Corner buildings should present equally important facades of similar appearance on both streets.

A-22 Articulate side and rear facades in a manner compatible with the design of the front façade. Avoid large blank wall surfaces on side and rear facades which are visible from public areas. In these locations, display windows, store entrances, and upper windows are encouraged. When this is not feasible, consider the use of ornament, murals, or landscaping along large blank walls.

A-23 Remove alterations whose design and/or materials are not consistent with the overall character of the building.

A-24 Where off-street parking or an alley is provided behind a building, a secondary entrance to both first floor and upper floor uses should be provided at the rear of the building.

A-25 Locate and design required vents and access doors to minimize their visibility from public spaces.

A-26 Use high quality detailing for new buildings and replacement elements. For example, new or replacement windows should have sash and frame thicknesses and window depths which are similar to those of original or historic windows. Such level of detailing provides interplay between light and shadow which adds interest and visual depth to the façade.

A-27 Loading docks, storage areas, and service facilities should be located at the rear of the building and screened from the street as necessary.

A-28 Conceal all electrical boxes and conduits from view, and position light sources to prevent glare for pedestrians and vehicles.

ROOFS AND AWNINGS (RA)

RA-1 Awnings should be compatible with other awnings nearby, particularly those on the same building, when these awnings complement the architectural character of the building.

RA-2 Canopies and awnings should be compatible with the style and character of the structure on which they are located.

RA-3 Use matte canvas fabric for awnings; not vinyl, fiberglass, plastic, wood or other unsuitable materials. Glass and metal awnings may be appropriate for some buildings, but must be consistent with the architectural style of the building.

RA-4 Include architectural features such as awnings, canopies, and recessed entries that can protect pedestrians from inclement weather. Design these features as integral parts of the building.

RA-5 Awnings and canopies should not hang below the top of the first floor storefront window. In addition, awnings and canopies should be at least ten (10) feet above the sidewalk.

RA-6 Canopies and awnings should not project more than seven (7) feet from the surface of the building.

RA-7 Awnings and canopies that project into the public right-of-way should not impede pedestrian or vehicular movement.

RA-8 Roof forms, lines, masses, and materials should be continuous and consistent with the overall style, character, scale, and balance of the building.

RA-9 Roof overhangs and exposed structural elements should be designed to be consistent with the overall style and character of the building.

RA-10 Roof mounted HVAC equipment, ducts, vents, and other equipment should be screened from public view.

RA-11 Mansard roofs are prohibited, to the extent allowed by law.

RA-12 All flat roofs should have 90% of the roof

area covered by solar panels to the extent feasible. All sloped roofs should have 50% of the roof area covered by solar panels to the extent feasible. Roofs should be painted or colored with a bright white (or similar color) with a reflective glossy finish.

SITE PLANNING (SP)

SP-1 Place entrances to storefronts and other ground floor uses so that they are accessible directly from the public sidewalk, not internal lobbies.

SP-2 On corner sites, a prominent streetscape presence should be established and visual interest should be created by either locating buildings near the intersection to enliven the streetscape or using landscaping to frame the intersection. Parking areas immediately adjacent to intersections are discouraged.

SP-3 Structures and site improvements should be located and designed to avoid conflict with adjacent uses.

SP-4 Gates to parking areas should be designed with materials and color that are compatible with the site.

SP-5 Multi-story buildings that overlook private or common area open space of adjacent residences should be designed to protect privacy of these spaces.

SP-6 Gates to parking areas should be located to prevent vehicle stacking or queuing on the street.

SP-7 Primary site and building entry points are strongly encouraged to generate visual interest with special design features such as decorative or textured paving, flowering accents, special lighting, monuments, walls, shrubs, water features, and the use of sizeable specimen trees.

SP-8 To the extent feasible and practicable, parcels should share access driveways to minimize curb cuts and traffic congestion.

SP-9 Cul-de-sacs are inappropriate except when a freeway, railroad, or canal prevents connectivity.

SP-10 Block lengths should be short, averaging 200 to 300 feet. Maximum block length is 500 feet.

LANDSCAPING (LA)

LA-1 Projects should provide, and maintain, landscaped buffers between commercial uses and low-density residential uses, between industrial and residential uses, and between commercial and industrial uses. Plant material will be placed in a manner to suggest natural growth as opposed to a rigid barrier.

LA-2 A predominance of deciduous tree species is encouraged to shade western, southern, and southwestern exposures.

LA-3 The parking lot should not be the dominant visual element of the site as viewed from the street. Locate or place parking lots at the side and rear of buildings or use parking lot screening to soften their appearance. Screen parking lots: Utilize a hedge (recommended height of 36 inches) with a rolling berm to screen parking at the street periphery (Minimum shrub container size should be 5 gallons.)

LA-4 Project sites should be designed so that areas used for outdoor storage, and other potentially unsightly areas are screened from public view. All service yards and outdoor storage areas should be enclosed or screened from view.

LA-5 Loading areas, access and circulation driveways, trash, and storage areas, and rooftop equipment should be adequately screened from the street and adjacent properties, as deemed necessary. To the fullest extent possible, loading areas and vehicle access doors should not be visible from public streets.

LA-6 Loading driveways should not back onto streets or encroach into landscaped setback areas.

LA-7 Loading doors should be integrated into building elevations and given the same architectural treatment where feasible.

LA-8 Utility equipment such as electric and gas

meters, electrical panels, and junction boxes should be screened from view or incorporated into the architecture of the building.

LA-9 Utility devices, such as transformers and backflow preventers, should not dominate the front landscape area.

LA-10 All utility lines from the service drop to the site should be located underground.

LA-11 When security fencing is required, it should be a combination of solid walls with pillars and offsets, or short solid wall segments and segments with metal fencing. Chain-link fencing is strongly discouraged when facing public view and should only be used as interior fencing.

LA-12 Retaining walls at retention basins should utilize a stepped or terraced motif as a visual tool to maintain appropriate human scale.

LA-13 Retention basins visible to public view and common open spaces should be contoured and landscaped in a creative manner to minimize a harsh utilitarian appearance. When feasible, it is recommended to beneficially use the run-off storm water as supplemental watering for the landscape plants.

LA-14 Parking lot run-off should be routed through turf or other landscaping.

LA-15 Parking lots located adjacent to the sidewalks or right-of-ways should be screened to a height of thirty six (36) inches above the grade with landscaping and/or low high quality fencing.

REFUSE AND STORAGE AREAS (R)

R-1 Trash storage must be enclosed within or adjacent to the main structure or located within separate freestanding enclosures.

R-2 Trash enclosures should be unobtrusive and conveniently accessible for trash collection but should not impede circulation during loading operations.

R-3 Trash enclosures should be located away from residential uses to minimize nuisance to adjacent properties.

R-4 Trash and storage enclosures should be architecturally compatible with the project design. Landscaping should be incorporated into the design of trash enclosures to screen them and deter graffiti.

LIGHTING (L)

LI-1 Provide lighting at building entrances and for security at ground level.

LI-2 Lights should be shielded and point down toward the ground.

LI-3 Parking lot should have uniformly spaced night lighting.

LI-4 Well-lit sidewalks and/or pedestrian walkways should be located to provide safe access from the parking lot to the street sidewalk.

LI-5 Exterior architectural lighting should fully compliment a building's design and character. Light fixtures should work in conjunction (size, scale, and color) with the building's wall, roof.

LI-6 Street lighting features should be "pedestrian scale" at twelve (12) to eighteen (18) feet in height above the curb.

WALLS AND FENCES (WF)

WF-1 Wall/fence design should complement the project's architecture. Landscaping should be used to soften the appearance of wall surfaces.

WF-2 Walls and fences within front and exterior side yards of commercial sites should be avoided.

WF-3 Unless walls are required for screening or security purposes they should be avoided.

WF-4 Security fencing should incorporate solid pilasters, or short solid wall segments and view fencing.

WF-5 Front yard fences should not abut the sidewalk. The fence should be set back from the sidewalk at least 2 to 3 feet to allow room for landscape materials to soften the fence and to ensure pedestrian comfort.

WF-6 Walls and fences should be designed in such a manner as to create an attractive appearance to the street and to complement the architecture of the industrial park.

WF-7 Gates should be provided in walls or fences where necessary to allow emergency access.

WF-8 High perimeter walls and walls topped with barbed wire, razor wire, or broken glass are strongly discouraged.

WF-9 Inordinately long walls or fences should be broken up by landscaping, pilasters, offsets in the alignment of the wall or fence, and/or changes in materials and colors.

WF-10 Chain link fences should not be visible from streets.

WF-11 Long expanses of fence or wall surfaces should be offset and architecturally designed to prevent monotony. Landscape pockets (12-feet wide by 3- feet deep) should be provided at 70-foot minimum intervals along the wall.

STREETSCAPE (ST)

ST-1 A consistent pavement material of varied texture and color should be applied to all crosswalks to clearly define pedestrian crossings, to slow down traffic.

ST-2 Sidewalks widths, excluding curbs, should be a minimum of five (5) feet.

ST-3 Curb and gutters should be constructed with all new development.

ST-4 A planting strip, or tree lawn, 3 to 5 feet wide should be located between the sidewalk and the curb of the street. Existing tree lawns should be preserved.

ST-5 New street trees should be planted on the curb edge of the sidewalk in front of all new development projects.

SIGNAGE (SI)

SI-1 Sign letter and materials should be professionally designed and fabricated.

SI-2 Each storefront with a ground floor entrance should be allowed two signs that should be attached to the building.

SI-3 All electrical conduits should be concealed from public view.

SI-4 For commercial uses, the primary wall sign should be in the space above a storefront and visibly oriented towards the street.

SI-5 For commercial uses, a secondary sign should be smaller than the primary sign and be oriented towards passing pedestrians. It should extend out perpendicular to the building façade and be mounted or hung from the wall beneath an awning or above a first floor window. The bottom of the wall-mounted sign should be located at least eight (8) feet above the sidewalk. The outer face of the sign should not extend more than four (4) feet from the edge of the building surface, and the maximum area of the sign should have no more than six (6) square feet.

SI-6 Signs should be designed to be compatible with building design in terms of relative scale, overall size, materials, and colors. No sign should dominate the façade. Signage elements should incorporate materials colors, and shapes that appropriately reflect and compliment the building's architecture.

SI-7 Large signs that dominate a building façade or the streetscape should not be permitted.

SI-8 Signage should be constructed of high quality, low maintenance, and long lasting materials. Except for banners, flags, temporary signs, and window signs, all signs should be constructed of permanent

materials and should be permanently attached to the ground, a building or another structure by direct attachment to a rigid wall, frame, or structure.

SI-9 No more than twenty (20) percent of window area should be obstructed by signs, posters, advertisements, painted signs, and/or merchandise, and the top one half of the window should be permanently clear and free of obstructions. Awning signage should be of a replaceable-type to accommodate tenant turnover.

SI-10 Wall, canopy, under-canopy, and marquee signs should not exceed three-fourths (3/4) square foot of aggregated display area per lineal foot of frontage.

SI-11 Awning sign should be mounted on the hanging border of the awning and should not protrude beyond the awning surface.

SI-12 Wall signs or advertisements should not project more than twelve (12) inches from the wall face to which they are mounted, should not project beyond building eaves, and should be mounted flat throughout their length and height.

SI-13 Signs for individual tenants within a multiple-tenant, such as offices located above the ground floor, should be grouped together and appropriately scaled to a pedestrian-oriented retail environment.

SI-14 Fin signs or under marquee sign are permitted provided that they are installed with a minimum of eight (8) feet clearance from the lowest point on the sign and support to the top of the walking surface below it.

SI-15 Awning signs and face-mounted signs are permitted provided that the sign should have no more than one line of text and that maximum text height is twelve (12) inches.

SI-16 No signs should be erected in any manner in which the sign, in whole or in part, would create a hazardous condition to pedestrian or automobile traffic alike.

SI-17 Additional business signs should be permitted on windows and on the vertical face of awning valances provided that the signs are permanent in nature and of high quality.

SI-18 The following signs are strictly prohibited, to the extent allowed by law:
Roof signs, signs located above the roof or parapet lines;
Permanent banner signs;
Posters;
Painted window advertisements;
Billboards;
Large auto-oriented pole-mounted or "lollipop signs;"
Moving signs and flashing signs.

SI-19 Signs advertising an activity, business product, or service no longer conducted on the premises, and/or signs frames, structural members, or supporting poles remaining unused for a period of six (6) months should be removed from the site or building by the property owner.

SI-20 Address markers should be easily identifiable and readable from the street.

SI-21 Freestanding, ground-mounted and monument signs should be not less than one (1) foot behind a property line or designated right-of-way for vehicular and pedestrian traffic, but in no case should be more than ten (10) feet behind a sidewalk and ten (10) feet from any vehicular entrance or driveway. These signs should not interfere with the safety of vehicular traffic entering or exiting the premises.

SI-22 The maximum height of monument signs should be five (5) feet above the top of concrete curb.

SI-23 One freestanding or monument sign with a maximum of thirty-two (32) square feet of display area should be allowed on each street frontage of more than fifty (50) feet. Where two (2) or more freestanding or monument signs are allowed on a single street frontage, one freestanding or monument sign with a maximum of fifty (50) square feet of display area may be used in lieu of several signs on the same frontage.

SI-24 All gateway signs should have a consistent character and style.

SI-25 A hierarchy of gateways signs should be established to differentiate between major and minor gateway entrances.

SI-26 Major gateway signs should be designed as visually prominent towers, monuments, or street spanning arches.

SI-27 Minor gateway signs should be visible to automobile traffic, but also be low enough to be visible to pedestrian traffic.

SERVICE STATIONS AND CAR WASHES (SS)

SS-1 Service and carwash bays should not face residential properties or the public street. The visibility of service bays and carwash opening should be minimized.

SS-2 Gas pump canopies should be ancillary to the main building structure. The retail market/office building segment of the facility should be oriented along the street frontage, whenever possible.

SS-3 All structures on the site (including kiosks, carwash buildings, gas pump columns, etc.) should be architecturally consistent and related to an overall architectural theme.

SS-4 Canopy light fixtures should be recessed into the canopy.

SS-5 Outdoor equipment, such as vent risers and clean air separators, should be screened either with an enclosure or if site configuration topography permits, away from street view, screened with landscaping or located at a grade differential.

SS-6 Site-specific architectural design contextual to surroundings is strongly encouraged. Designs based solely on corporate or franchise models are strongly discouraged.

AUTO REPAIR SERVICES (AR)

AR-1 Building design should be stylistically consistent, and compatible with surrounding buildings through use off similar scale, materials, colors, and/or detailing.

AR-2 Building materials should have the appearance of substance and permanency; lightweight metal or other temporary appearing structures are discouraged.

AR-3 Vehicle drop-off areas should be provided to prevent vehicle overflow to adjacent streets.

CONTRACTOR, BUILDING SUPPLY, OR LANDSCAPING YARDS (BS)

BS-1 The main office or building should be located along the street frontage to screen outdoor sales and minimize the visibility of storage of materials and vehicles.

BS-2 Customer parking should be provided close to the building and not interspersed in the yard.

BS-3 All outdoor contractor vehicle storage areas should be enclosed with a screen of sufficient height and constructed with durable and high-quality materials that are compatible with the building and site.

CONSUMER STORAGE FACILITIES (SF)

SF-1 The administrative office should be located in a building or building element that is human scale and located in proximity to the street.

SF-2 Parking for visitors should be located near the administrative office, outside of any gated portion of the facility.

SF-3 A storage facility should be consistent with its surrounding area in scale and appearance, through the use of building size transitions, architecture, and landscaping.

SF-4 Loading doors for individual storage units should not face outward toward streets.

SF-5 In order to break up the mass of larger

buildings which containing storage units, provide horizontal and vertical articulation through the use of building offsets, windows, and variations in colors and materials.

SF-6 Any area intended for the storage of automobiles and recreational vehicles should be located towards the rear of the site or screened with an enclosure of adequate height

SPECIAL CONDITIONS (SC)

SC-1 The project should emit no smoke or should reduce the amount of smoke from an existing use.

SC-2 The project should emit no fumes or should reduce the amount of fumes from an existing use.

SC-3 The project should implement dust control measures sufficient to minimize or prevent dust emissions. Measures should be consistent with, or more effective than, those required by the Valley Air District.

SC-4 The project should emit no odors or should reduce the amount of odors from an existing use.

SC-5 The project should not create noticeable vibrations.

A-4 Table 34 - General Plan Land Use And Zoning Consistency Matrix

Tulare County Zoning Districts	**R-A**	**R-1**	**R-2**	**R-3**	**C-1**	**C-2**	**C-3**	**M-1**	**M-2**	**AE-20**	**AE-40**	**O**	**CO**	**PO**
General Plan Land Use Designations														
Urban Reserve Residential	■	■	■	■						■	■			
Low Density Residential	■	■								■	■			
Low-Medium Density Residential	■	■								■	■			
Medium Density Residential		■	■							■	■			
Medium-High Density Residential			■	■						■	■			
High Density Residential				■						■	■			
Neighborhood Commercial					■					■	■			
General Commercial						■				■	■			
Community Commercial						■				■	■			
Highway Commercial					■	■				■	■			
Town Center			■	■	■	■				■	■			
Service Commercial							■			■	■			

Tulare County Zoning Districts	R-A	R-1	R-2	R-3	C-1	C-2	C-3	M-1	M-2	AE-20	AE-40	O	CO	PO
Office Commercial					■	■	■			■	■			■
Commercial Recreation										■	■		■	
Urban Reserve Commercial					■	■	■			■	■			
Mixed Use		■	■	■	■	■	■	■		■	■	■	■	■
Planned Community Area	■	■	■	■	■	■	■	■		■	■	■	■	■
Light Industrial								■		■	■			
Heavy Industrial									■	■	■			
Urban Reserve Industrial								■	■	■	■			
Public/Quasi-Public		■	■	■					■	■	■	■		■
Public Recreation				■	■	■				■	■	■	■	

Note 1: A shaded box denotes consistency between land use designations and zone; a blank box denotes a lack of consistency.
Note 2: A General Plan Amendment is not required to develop land designated under a reserve classification provided that the proposed development is consistent with policy Land Use 1.6.
Note 3: AE-20 and AE-40 may be used as a holding zone in certain areas pending availability of services.
Note 4: The Mixed Use Zoning Overlay may be applied to the following zoning districts, R-1, R-2, R-3, C-1, C-2, M-1 and vacant or agricultural land zoned AE-20 or AE-40.

A-5 Complete Streets

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Tulare County Complete Streets Terra Bella

Draft

Prepared by:

Tulare County Resource Management Agency

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Tulare County Complete Streets – Terra Bella

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Appendix A – Proposed Complete Streets Projects

Appendix B – Circulation Plan

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Appendix D – Road Maintenance Plan

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Introduction

Complete Streets Vision

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

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

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

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

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

Complete Streets Definition

Complete Streets are roadways designed to safely and comfortably accommodate all users, regardless of age, ability or mode of transportation. Users include motorists, cyclists, pedestrians and all vehicle types, including public transportation, emergency responders, and freight and delivery trucks among others. In addition to providing safety and access for all users, Complete Street design treatments take into account accommodations for disabled persons as required by the ADA. Design considerations for connectivity and access management are also taken into account for non-motorized users of the facility.

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

Complete Streets Attributes

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

Report Outcomes

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

(i) *Addressed* congestion, climate change and oil dependence by shifting to lower-carbon modes;

(ii) *Improved* safety by addressing shoulders, sidewalks, better bus placement, traffic speed reduction, treatments for travelers with disabilities;

(iii) *Created* "livable communities" by encouraging walking and bicycling for health, and by providing a safe walking and bicycling environment as an essential part of improving transportation movement and safety within the roadways studied.

These outcomes were achieved by the following:

(a) *Included all users* namely, pedestrians, bicyclists, transit vehicles and users, and motorists. In drafting this report, all users were invited to comment on how the County could better serve the community. The implementation of complete streets directly shifts the emphasis to lower-carbon (using) modes of transportation. The shift from the gas using automobile to pedestrian and bicycle transport is achieved through the creation of sidewalks, improving sidewalks, and including bike lanes and/or bike routes for a wider ranger of people to use. The shift to transit is included in improving policies, programs and facilities in the operations of County's transit systems.

(b) *Created a comprehensive integrated and connected network* that supports "livable communities" that promote a safe interwoven fabric are provide for by the Policies Section using the transportation goals in the 2030 General Plan Circulation Element and by further defining complete streets network (see Appendix C).

(c) *Emphasized flexibility* recognizing that all streets with these communities are different, and thus, balancing user needs. No one standard was applied to all streets and the street designs were adjusted to existing conditions, differing jurisdictions and the desires of the community.

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(d) *Considered both new and retrofit projects*, including design, planning, maintenance, and operation, for the entire right-of-way within these communities. In addition to the various sections discussed below Appendix A – D include plans that show the plans, designs, and existing and proposed maintenance plans and operations of the Complete Streets Plan.

(e) *Used the latest and best design standards*. By using newer design standards as represented in the preliminary design plans verses the County's Roadway Standards the County is able to provide wider sidewalks and include such amenities as traffic calming measures (bulbouts).

(f) *Conducted extensive public outreach* to ascertain the solutions that best fit within the context of these communities. The community was consulted every two weeks throughout the 3 month window that this report was drafted. Two "walkability" audits were conducted in July. This culminated in two meeting, wherein the Community provided final feedback on the preliminary designs.

Conclusions and Future Funding Opportunities

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

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

- **California Safe Routes to Schools Funds**
- **Federal Safe Routes to Schools Funds**
- **Highway Safety Improvement Funds**
- **Federal Transportation Activity Program (TAP) Funds**
- **Federal Transit Funds**
- **Federal Communities Putting Prevention to Work Grant**
- **Federal Highway Administration Pedestrian Safety and Design**
- **Strategic Growth Council**
- **Walkable and Livable Communities Institute**
- **California's Local Public Health and Built Environment Program**
- **State Cap and Trade Funding**

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Implementation

Selection of Communities

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

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

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

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

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

Avenue 95

As selected as the highest priority, Avenue 95 from Highway 65 to Road 236., the project proposes to install new curb, gutter, sidewalk, at designated intersections, pedestrian ramps, relocate utilities and drainage. In the spirit of Safe Routes to School, land uses along this corridor include residential, highway commercial (mini-marts, service stations), with the school and children as the main focus of the safety improvements. This project will include two travel lanes, a two-way turn lane, cross walks, parallel parking, street lights, improved/new bus stops, street signage and sidewalks with curb and gutter for drainage.

Road 237

The Road 237 corridor extends between Avenue 96 to Avenue 92 through the residential neighborhood of Terra Bella. This project proposes to install new curb, gutter, sidewalk, pedestrian ramps and drainage

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facilities along portions of the north and south sides. Land uses affected by this project include residential, quasi-public.

Project Phasing

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

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

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Complete Street Policies

Complete Street Goals

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

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

Complete Streets Objectives

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

Complete Streets Policies

Tulare County General Plan Policies

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

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Principle 1: County-wide Collaboration

Support countywide transportation plans that provide choices in travel modes.

Principle 2: Connectivity

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

Principle 3: Community Circulation

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

Principle 4: Pedestrian and Bicycle Facilities

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

These principles are expressed mainly in following policies including:

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

Complete Street Policy Design Criteria

1. Tulare County promotes the incorporation of Complete Streets concepts and design standards in all appropriate new and retrofit County public streets (except State highways and freeways).
2. Tulare County will seek every opportunity to provide funding for the planning, design, and implementation of Complete Streets.
3. New Class I Multi-use Paths should be a minimum of eight (8) feet wide.
4. New Class II Bike Lanes should be a minimum of five (5) feet wide.
5. New sidewalks should be a minimum of five (5) feet wide.
6. Bulb-outs should be considered in areas of higher speed (35 mph or greater) where sufficient turning radii for trucks is available or as determined by the County Engineer.
7. As determined by the County Engineer, installation of posted speed limit vehicle activated traffic calming signs (VATCS) are encouraged in instances of high speed to promote safety.
8. Transit shelters and benches are encouraged at all County transit stops if FTA grants are available.
9. Street lighting and cross walk are encouraged to promote safety if considered feasible by the County Engineer.
10. Design policies should be consistent with the Tulare County Improvement Standards; other references include existing design guides, such as those issued by Caltrans, AASHTO and the ADA Accessibility Guidelines.

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11. Public streets excluded from this policy include those where:
    - Complete streets concepts is in conflict with existing laws, codes, or ordinances.
    - Compliance with this policy would conflict with goals or physical conditions related to the unique aspects of the location.

12. Exceptions from Complete Street Policies:
    - Accommodation is not necessary where non-motorized use is prohibited, such as freeways.
    - Cost of accommodation is excessively disproportionate to the need or probable use as determined by the County Engineer.
    - A documented absence of current or future need.

Complete Street Mobility Plan

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

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

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

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

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

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

> *The Community Complete Streets Network comprises four types of facilities—vehicular, pedestrian, bicycle, and public transit. This complete streets approach will enable*

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residents to choose which travel mode best suits them. It also will ensure that streets are designed with the users in mind—accommodating for businesses, children, the elderly, bicyclists, and transit users.

Caltrans and Complete Streets

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

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

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

Tulare County Climate Action Plan (CAP)

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

Bicycle Facilities

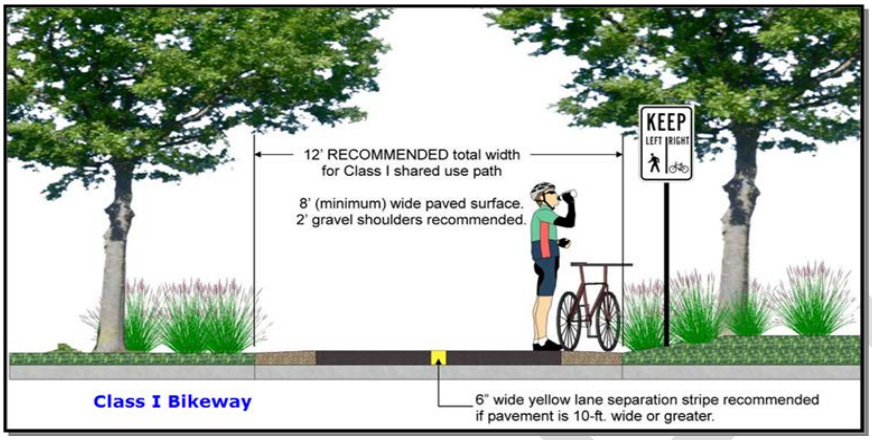
Bicycle facilities consist of Class I, Class II, and Class III facilities as defined below. In Tulare County, this General Plan and the Bicycle Transportation Plan envision a system of bicycle lanes on roadways that will connect the activity centers of the communities to the residents. County has identified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

The 2014 Regional Transportation Plan (adopted June 30, 2014) prepared by the Tulare County Association of Governments (TCAG) provides for a regional bicycle network intended to provide a safe alternative mode of travel. The 2014 RTP identified SR 65 as a proposed Class III Bike Project[1]. In Tulare County, bicycle travel is not yet considered a major mode of transportation and bicycles are rarely seen outside of cities and towns. The current bicycle plan provides for connections between the major urban areas and recreation facilities in the County and is expected to be satisfactory for the foreseeable future. The only bike route within or near the community is State Route 65.

[1] TCAG Action Element, TCAG 2014 Regional Transportation Plan. Page 3-89.

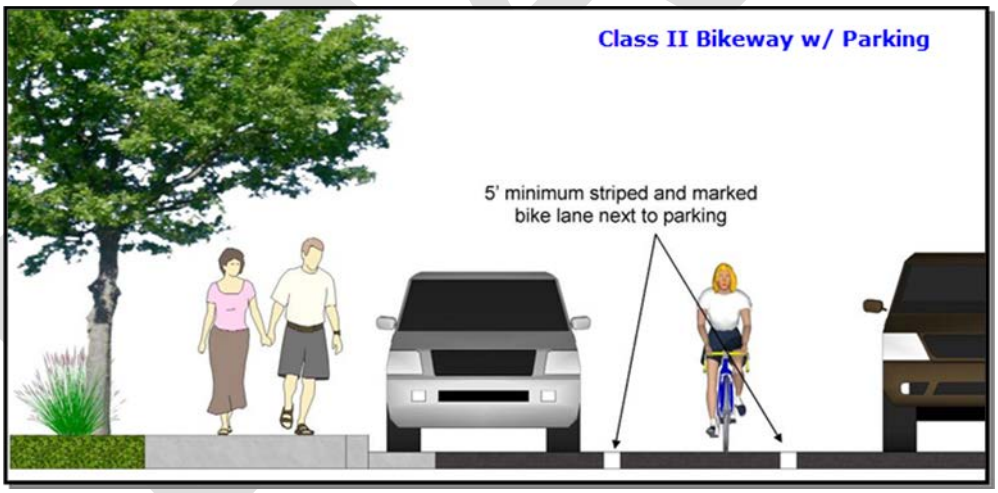
Class I

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



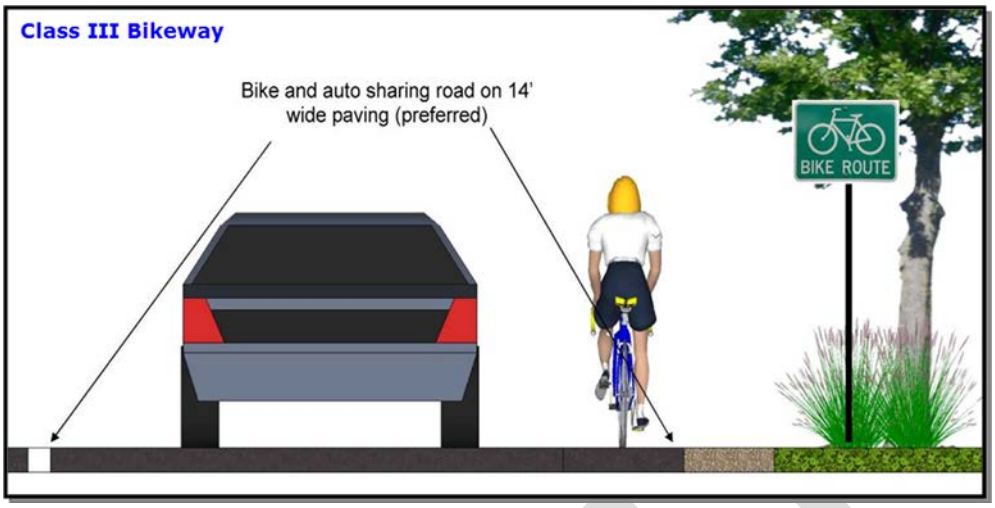
Class II

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



Class III

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



Pedestrian Facilities

Pedestrian Paths and Sidewalks

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

Multiuse Trails

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

Transit Facilities

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

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

Public Bus Service

Public bus service is provided by Tulare County Area Transit (TCaT) in rural areas such as Terra Bella and by local City transit agencies in transitioning areas, which enables commuters to travel within the communities and adjacent cities with minimal transfers. Existing transit routes and designated bus stops are shown in the following figures.

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Tulare County Area Tranist (TCAT)

Tulare County Transit Agency (TCAT) operates fixed-route services currently available Monday through Friday on a fixed route bus service. TCAT provides round-trip transportation for Terra Bella residents to Porterville via the "80 – Porterville-Terra Bella Route" (See Figure 11) at the Fire Station (Terra Bella Avenue at Road 236) and the Middle School. Route 80 operates Monday through Friday with one morning and one afternoon pick-up/drop off.[2] Per TCAT staff, TCAT offers route deviation up to 3/4 of a mile from the designated bus route in Terra Bella, though this deviation may be limited to ADA soon. The only publically accessible provider is a common carrier (Orange Belt Lines) with an unstaffed stop at Terra Bella Avenue and Road 232.

The Tulare County Transit Agency (TCAT) operates fixed-route services that link communities with each other and with Visalia and Tulare's urban transit systems. Terra Bella is connected via TCAT Route 80 to Porterville and its transit center. TCAT Porterville-Terra Bella Route 80 provides service to Porterville twice per day, Monday through Friday. In Porterville, transfers can be made to connect to Visalia, Tulare, Lindsay and Strathmore via Route 40 Southeast County and the remainder of the TCAT public transit system (see TCAT website at: http://www.tularecounty.ca.gov/rma/index.cfm/public-works/tulare-county-area-transit-tcat/). TCAT vehicles are wheelchair accessible and all full size buses include bike racks. As such, public transit is likely to remain a limited option due to fiscal constraints and the high cost of providing services to a community of less than one thousand residents. The low level of auto congestion in Terra Bella, now and as forecasted into the future, suggests that driving will continue to be more convenient in rural communities than the use of transit for those with access to a private car.

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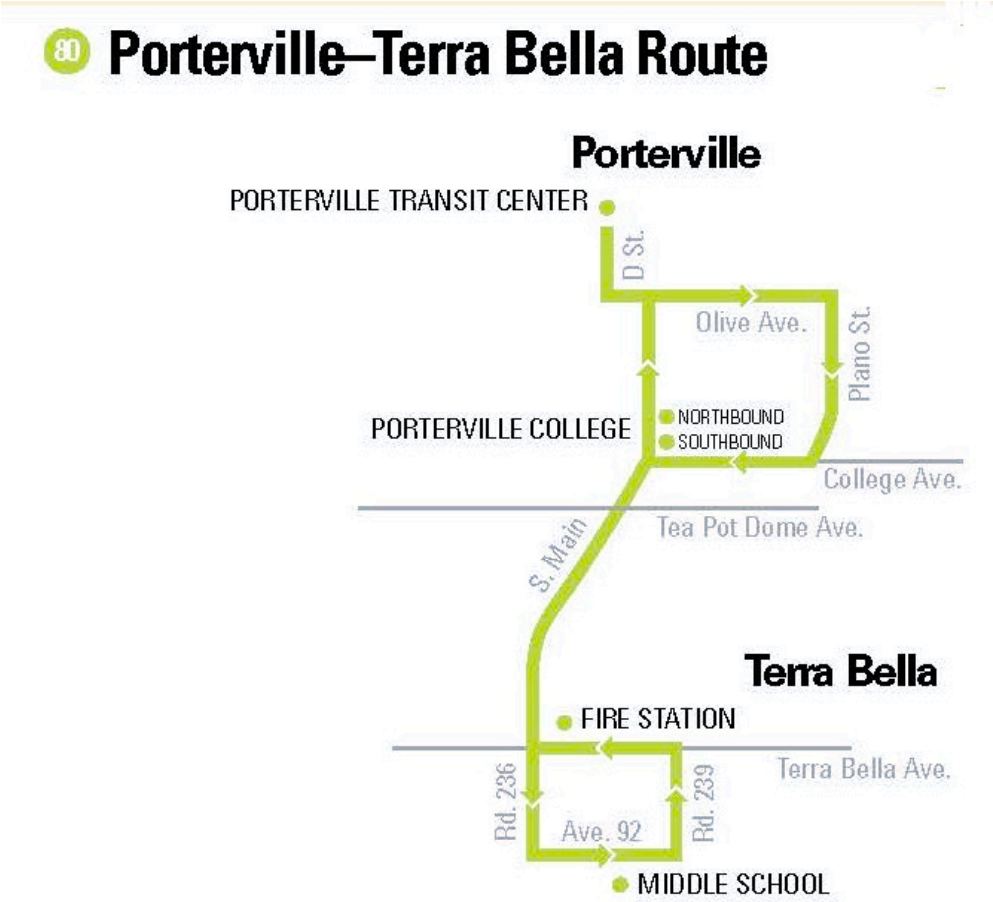
[2] Tulare County Transit Agency information accessed on June 26, 2015 at: http://www.tularecounty.ca.gov/rma/index.cfm/documents-and-forms/public-works-documents/transportation-documents/tcat-bus-route-schedules-maps-and-fees/route-80-porterville-terra-bella-transit-schedule/



Additionally, Tulare County has provided guidance for including transit within facilities. These guidelines should be applied when considering new development to ensure appropriate connectivity and design features to support bus service.

Paratransit Service

Paratransit is an alternative mode of passenger transportation that does not follow fixed routes or schedules. Typically, vans or minibuses are used to provide paratransit service. Paratransit services vary considerably on the degree of flexibility they provide their customers. The most flexible systems offer on-demand, call-up, door to door service from any origin to any destination in a service area.

Park-and-Ride Lots

Park-and-ride lots provide places for people to meet up and carpool to areas outside of the Community. A Park and Ride facility could also provide a compressed natural gas refueling station. As the community's population grows and given the large number of commuters, a park-and-ride location would be best sited near the edges of the Community along Highway 99.

Cost Benefits Analysis, Implementation, and Funding Mechanisms

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

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

Benefits of Complete Streets

The health benefits from walking and bicycle riding include increased overall health, and a reduction in air quality and green house emissions. According to the Caltrans accepted, Victoria Transport Policy Institute, walking has a $.25 per mile health benefit, while the cost of Greenhouse Gas (GHG) reductions is $23 per ton. According to the Federal Highway Administration, sidewalks reduce incidences to pedestrians over 80%.[3] According to Caltrans, the average costs of highway incidents are stated below.

Cost of Highway Accident	**Dollars Per Accident**
Fatal Accident	$4,800,000
Injury Accident	$67,400
Property Damage Only (PDO) Accident	$10,200
Average Cost per Accident	$52,500
Cost of an Event	**Dollars Per Event**
Cost of a Fatality	$4,400,000
Cost of an Injury	
Level A (Severe)	$221,400

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

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Level B (Moderate)	$56,500
Level C (Minor)	$26,900
Cost of Property Damage	$2,500

Source: California Department of Transportation

Community Specific Complete Street Implementation Measures

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

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

Measure R

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

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

The Goals of Measure R include air quality improvement efforts that will be addressed in the Measure R Expenditure Plan through the Transit/Bike/Environmental Program, which includes funding for transit, bike, and pedestrian environmental projects. The goal of this program is to expand or enhance public transit programs that address the transit dependent population, improve mobility through the construction of bike lanes, and have a demonstrated ability to get people out of their cars and improve air quality and the environment.

Active Transportation Program (ATP)

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

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Citizen Feedback

Public Outreach Efforts

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

Publicity for meeting times and locations generally consisted of newspaper releases, local newsletter informational items, citizens distributing fliers, handing out bi-lingual fliers to school children to be given to the student's guardian, posting fliers at local community businesses, local school board meeting agendas, area congressional office and non-profit agency assistance, local senior centers and health clinics (if applicable), email and other forms of communication. Formal public meetings were held in the various communities shown below. A summary of additional information – Tulare County Resource Management Agency Complete Streets and Community Plan Outreach (2015) – is located in Appendix Tip.

Terra Bella Public Meetings

- Complete Streets Meeting February 22, 2015
- Complete Streets Meeting March 2, 2015
- Complete Streets Meeting March 16, 2015
- Complete Streets Meeting March 23, 2015
- Complete Streets Meeting April 6, 2015
- Complete Streets Meeting April 20, 2015
- Complete Streets Meeting May 4, 2014

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

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Design Facilities

Improvement Standards

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

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

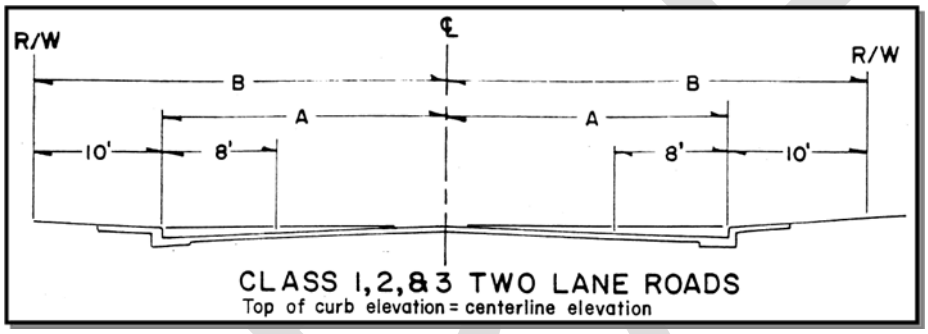

Figure 1 - Tulare County Class 1, 2 & 3 Two Lane Roads

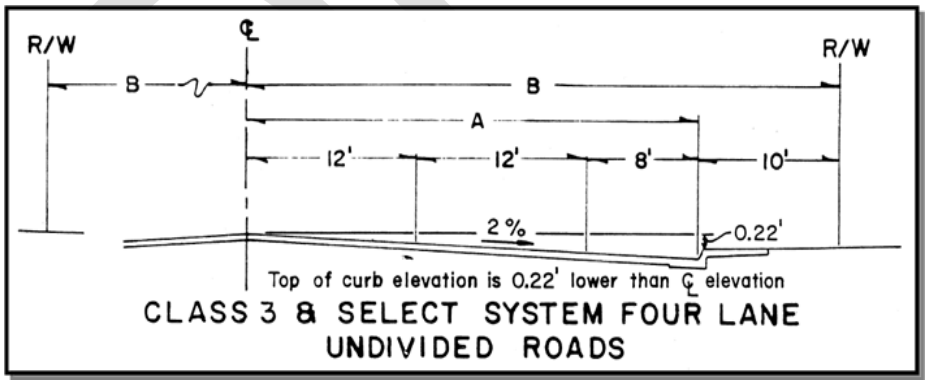

Figure 2 - Tulare County Class 3 Four Lane Road

Tulare County Pavement Management System

Pavement Management

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

Pavement Management System

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

Typical tasks performed by Tulare County PMS include:

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

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

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

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Projects

Complete Streets Project Plans

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

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

- Avenue 95 from Highway 65 to Road 236:
    - Replace sidewalk,
    - Class 2 bike lane;
- Road 237 from Avenue 96 to Avenue 92:
    - Replace sidewalk,
    - Class 3 bike lane;
- Road 236 (Orange Belt) from trailer park north of U.S. Post Office to Avenue 88:
    - Sidewalk, Class 2 bike lane, Class 2 bike lane north towards Porterville and south toward Ducor;
- Rd 238 from Avenue 95 to Avenue 92:
    - Sidewalk, Class 2 or Class 3 bike lane; and
- Avenue 94 (Acacia) from Road 236 to Road 238:
    - Sidewalk south side.
    - Funded as part of ATP program, construction planned late 2015

Complete Streets Funding Opportunities

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

Cost Estimates (To be completed with 30% designs anticipated in September 2015)

Detailed cost estimates are included in the Appendix.

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Appendix A –

Proposed Complete Streets Projects

- Avenue 95 from Highway 65 to Road 236:
    - Replace sidewalk,
    - Class 2 bike lane;
- Road 237 from Avenue 96 to Avenue 92:
    - Replace sidewalk,
    - Class 3 bike lane;
- Road 236 (Orange Belt) from trailer park north of U.S. Post Office to Avenue 88:
    - Sidewalk, Class 2 bike lane,
    - Class 2 bike lane north towards Porterville and south toward Ducor;
- Rd 238 from Avenue 95 to Avenue 92:
    - Sidewalk, Class 2 or Class 3 bike lane; and
- Avenue 94 (Acacia) from Road 236 to Road 238:
    - Sidewalk south side.
    - Funded as part of ATP program, construction planned late 2015

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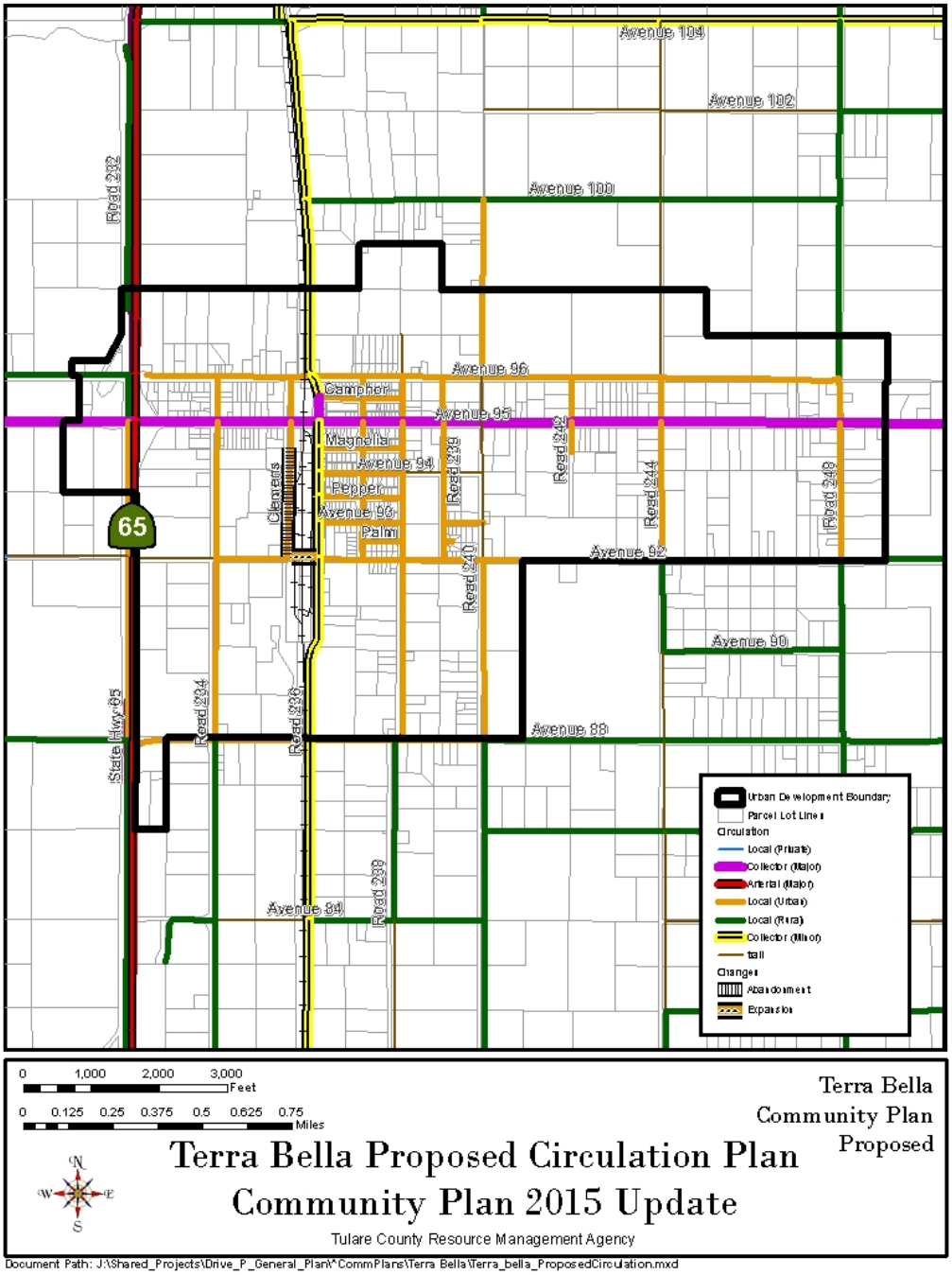
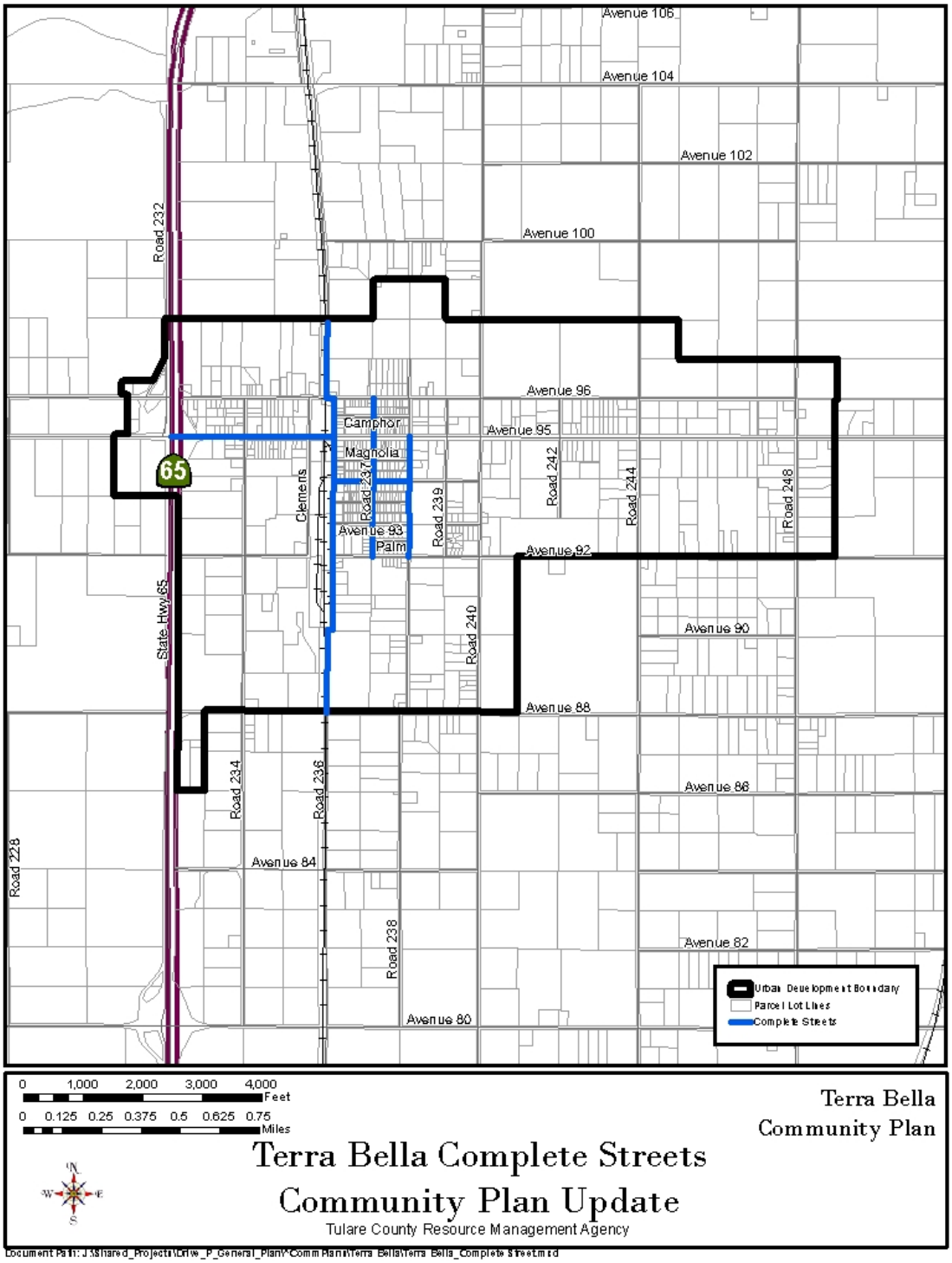
Appendix B –

Circulation Plan



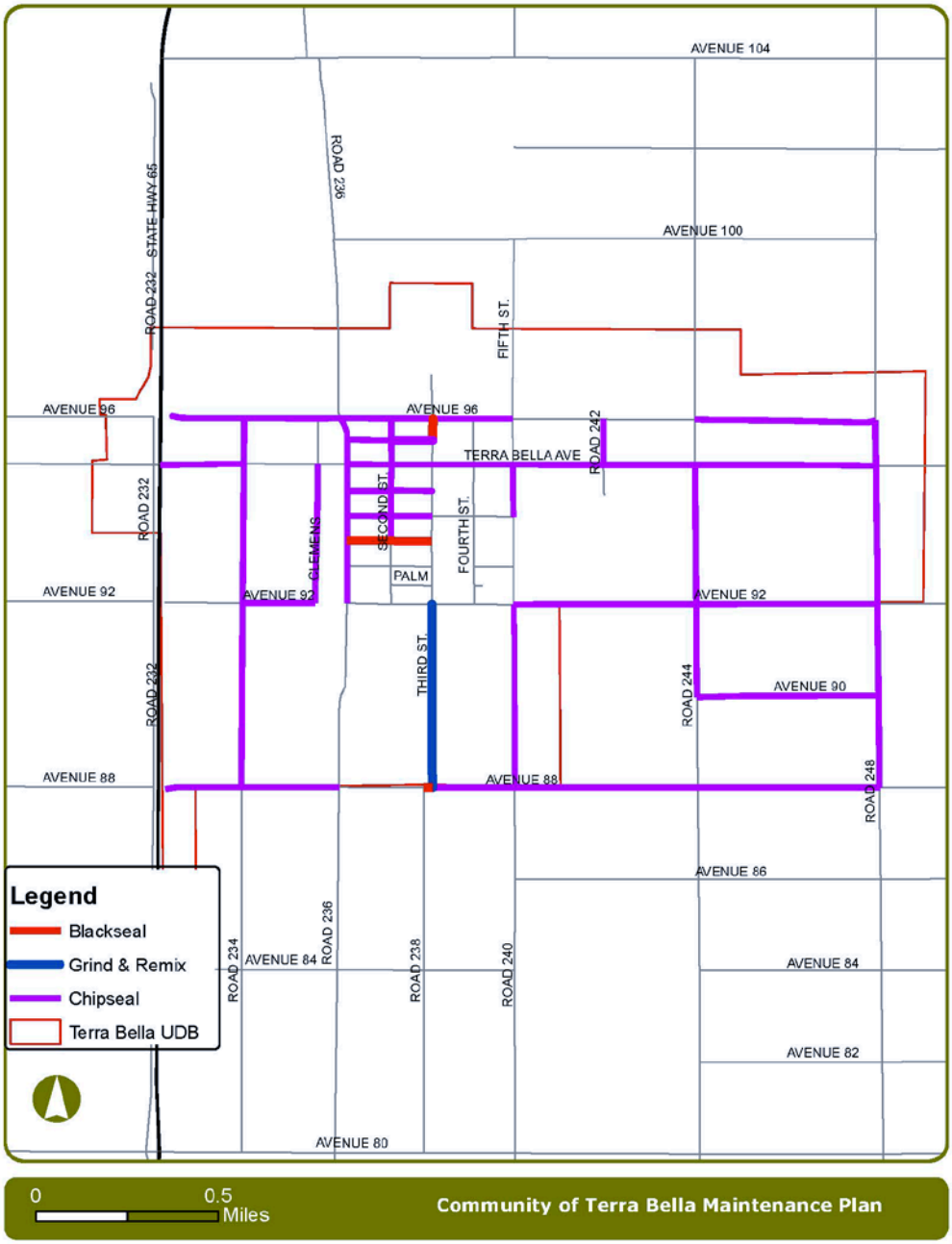
Appendix C –

Bicycle, Bus, and Pedestrian Plan



Appendix D –

Road Maintenance Plan



Appendix E –

Complete Streets Outreach

Planning Meeting Summary

The purpose public workshops or community meetings is to engage in discussions with local residents and business owners regarding specific topics, e.g., transportation related improvements. Public outreach efforts were held in several formats including formally and informally. Formal community meetings were held at the local middle school, Carl Smith Middle School, located at 9121 Road 240 in Terra Bella.

Publicity for meeting times and locations generally consisted of local newsletter informational items, citizens distributing fliers, handing out bi-lingual fliers to school children to be given to the student's parents (or guardians), posting fliers at local community businesses, local school board meeting agendas, non-profit agency assistance, email and other forms of communication.

Terra Bella Public Meetings

- January 15, 2015
- March 12, 2015
- August 13, 2015

Community feedback was gathered and incorporated into the design of the Complete Street plans and the Community Plan update. These designs were edited to include feasible improvements and cost estimates were assigned to each project within the respective community for each study roadway segment.

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The Tulare County Resource Management Agency will be hosting a

Terra Bella Community Plan Update and

Complete Streets Workshop on

***Thursday, January 15, 2015, at 6:30p.m.* at the**

Terra Bella School Cafeteria

9121 Road 240

Terra Bella, CA

We will be discussing updating the existing Terra Bella Community Plan which will include proposed Land Use, Zoning, and Circulation changes in the area. Our discussion will also include a new Complete Streets Program. We will be discussing proposed new changes in the area and are asking for community input on these important Community projects. This is the start of a series of meetings we will have with the community.

For more information call: Kyria at 559-624-7154

El condado de Tulare va dar una **Presentación Informativa de Planificación y Ingenieria** para la comunidad de Terra Bella el dia

Jueves 15 de enero a las

6:30 p.m. en la

Cafeteria de la escuela de Terra Bella

9121 Road 240

Terra Bella, CA

Por favor venga y únase a nosotros para un seguimiento de la presentación de Comunidades Saludables y discusión de usos de la tierra. Vamos a discutir propuestas de nuevos cambios en el área y pedir opiniones de la comunidad.Esta es parte de una serie de reuniones que el condado esta haciendo.

Si quiere mas informacion llame a: Kyria -559-624-7154

TERRA BELLA UNION SCHOOL DISTRICT
BOARD OF TRUSTEES' MEETING
AGENDA

Thursday, January 15, 2015
6:10 P.M. Open Session
6:15 P.M. Closed Session
6:35 P.M. Open Session

CAFETERIA
Carl Smith Middle School

****

O. CALL TO ORDER: Time: _____

1. PLEDGE OF ALLEGIANCE: Led by: _____

2. ROLL CALL:

		Arrive:	Depart:	Absent:
Chairman	Suzanne Lujan	_____	_____	_____
Clerk	Anthony Giannetto	_____	_____	_____
Trustee	Juan Figueroa, Jr.	_____	_____	_____
Trustee	Vicki Jaggers	_____	_____	_____
Trustee	Mariana Lopez	_____	_____	_____
Secretary	Frank H. Betry	_____	_____	_____

3. CONVENE INTO CLOSED SESSION AT 6:15 P.M.

3.1 PERSONNEL (Gov. Code, 54957) It is the intention of the Board to meet in Closed Session to: discuss employment for the 14-15 school year.

3.2 CONFERENCE WITHY LABOR NEGOTIATOR (Gov. Code 54957.6) It is the intention of the Board to meet in Closed Session to Review its position with the District's bargaining units and to instruct its Labor Negotiator, Frank Betry.

3.3 Reconvene into OPEN SESSION at: _____ P.M.

3.4 Pledge of Allegiance with Audience Led by: _____

4. Introduction of Visitors:

5. APPROVAL OF MINUTES: Regular Meeting held on December 11, 2014.

6. HEARING OF THE PUBLIC AND ADA ACCOMMODATIONS REQUIREMENTS:

6.1 Members of the public that wish to address the Board about an agenda item will be allowed five (5) minutes each at this time or prior to the Board's vote during the actual item. Members of the public may also bring before the Board matters that are not on the agenda. The Board will take no action on such items, but may place them on future agendas for discussion or action.

6.2 Persons who are in need of a disability-related modification or accommodation in order to participate in the board meeting may make a request for accommodation to District Superintendent, Frank H. Betry, or designee, at the Terra Bella Union Elementary School District Office, 9121 Road 240, Terra Bella, CA 93270, Telephone (559) 535-4451. Such a request may be made in writing, in person, or by telephone. A request for accommodation should specify the nature of the modification or accommodation requested, including any necessary auxiliary aids or services required and the name and telephone number of the person making the request. The request should be made as soon as possible and no later than 2 days before the meeting. The agenda, agenda packet and any written documents distributed to the Board during a public meeting will be made available in appropriate alternative formats upon request by a person with a disability as required by the American with Disabilities Act.

6.3 Notice: If documents are distributed to board members concerning an agenda item within 72 hours of a regular Board Meeting, at the same time the documents will be available for public inspection at the Terra Bella Union Elementary School District Office located at 9121 Road 240, Terra Bella, CA 93270.

Complete Streets/Community Plan Meeting Sign in Sheet

01/15/2015

	Name	Mailling Address	Email	Phone #	Add to mailing list?
1					Y/N
2	[illegible]				Y/N
3	Maria Morado				Y/N
4	Maria Luisa Cazares				Y/N
5	Brenda Valadez				Y/N
6	Norma Moreno				Y/N
7	Cinacita Tapia				Y/N
8	Angelica Gonzalez				Y/N
9	Janet Martinez				Y/N
10	[illegible]				Y/N
11	Mariana Ramos				Y/N
12	Kyria Flores				Y/N
13	Eric Coyne				Y/N
14	Aaron Bock				Y/N
15	Sup. Mike Ennis				Y/N

Thursday, January 15, 2015
Carl F. Smith Middle School Cafeteria
23825 Avenue 92
Terra Bella, CA 93270

The Tulare County Planning team and Supervisor Mike Ennis held two meetings on Jan 15 to kick off the Terra Bella Community Plan update process. This is a summary of issues raised at a business community meeting held with Setton Pistachio officials and a separate public presentation given this same evening at the Terra Bella School Board meeting.

Issues raised by business community:

Tax and/or recording issue for property swap between Setton Pistachio and Porterville Citrus:

We are trying to facilitate a land swap for a couple of very important industrial customers: Setton Pistachio and Porterville Citrus.

Basically, these folks want to swap two adjacent parcels of vacant land to facilitate both companies' business interests.

Once Setton completes this exchange, Setton intends to double the size of the Setton Park that they built for the community along one long linear strip. Porterville Citrus will then develop their two parcels, which will now be lined up in one long contiguous M-1 zoned parcel.

This has been hung up for some time. Rita Woodard is working with Roland Hill on this right now.

Road closure and road extension:

After the land swap is complete, Setton and Porterville Citrus want to vacate the county road between their existing businesses and the newly aligned Porterville Citrus properties. They will be the principal parties affected by this closure (in a positive way).

Then, as part of this action, they request that we extend Ave. 95 through to allow commercial truck traffic to be re-routed away from the urban center of Terra Bella and away from the areas most frequented by kids and pedestrians.

Locals have also requested a road sign be installed at Ave. 95 and Road 234. (Sign ordered and scheduled for installation)

Abatement of condemned commercial building in downtown area.

This boarded up substandard unused Commercial building located west of Setton Processing Plant. It is currently boarded up.

We were notified of a collapsing eave about a year ago and we subsequently closed the sidewalk and attempted to remove the eave that overhangs this sidewalk because of health and safety concerns. School Baord members have been complaining to the county for more than a year that they are worried about roof tiles falling on kids or people walking by this building.

The current owner is not opposing demolition, rather the owner can not afford a full demolition, which could cause as much as $60-$80K.

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The barrier to just pulling down the eave is the Air Board's concern and requirement for an asbestos assessment. Dennis Lehman has spoken to the property owner's attorney Brodersen. They appear to have performed an asbestos assessment and the county is attempting to obtain a copy.

When the County launched its substandard building abatement program last year, they chose to also focus on one "big" project - demo of Tagus Ranch, which cost more than abating almost a dozen other properties. Given budget, RMA would like to create a secondary abatement program that focuses on at least one massive or large scale abatement project each year. RMA Code Enforcement unanimously recommends that if this becomes fiscally possible, they would like to focus on removal of this building in Terra Bella, primarily for health and safety reasons and secondary for blight. There is also a compelling economic development strategy to do so.

We discussed internally, and county workers are not comfortable removing the eyebrow or eave of this building and thus want to contract out removal, with the associated costs being levied against the tax bill for this property.

We currently have placed A frames up, caution signs and caution tap to prevent people from walking along the building front and under the eave.
During the Terra Bella school board meeting held Thursday 1/15 the board members specifically cited health the health concerns for children related to this building.

Abandoned Labor Camp located adjacent to Setton Pistachio plant:

Setton Pistachios raised health and safety concerns about this building's infestation with rats and the dilapidated building conditions. Setton reports the back side of the abandoned labor camp - viewable from inside the Setton Property - most of the roof structure is missing and has been patched with metal signs. Setton reports they have seen people who are living there. Next week we will have an inspector to confirm any occupancy, if any. In addition, to what appears to be an unsafe roof structure or and if anyone living their Setton expressed their concern of rats coming into their property from the labor camp.

Recommended actions:
Code enforcement will reinspect the abandon labor camp.
Visit the condemned commercial building to address any changes/verify sidewalk barriers still in place.

Code enforcement would like to create a special budget for the demolition of the condemned abandoned commercial building for FY 15/16, if funding is available. This would be an addition to any continued funding for substandard demos.

County staff in attendance: Aaron Bock, Kyria Fierros, Eric, Coyne, Supervisor Mike Ennis and Dave Bryant.

Participants included adults, children, Terra Bella school officials, County Planners, and County Staff.

It was presented bilingual.

The meeting was held in the Terra Bella , 23825 Avenue 92.

The meeting started at 7:00p.m. and ended at 7:30p.m.

We concluded the meeting by telling the community we would host another meeting at their community parent meeting. Frank Betry was going to let us know the dates.

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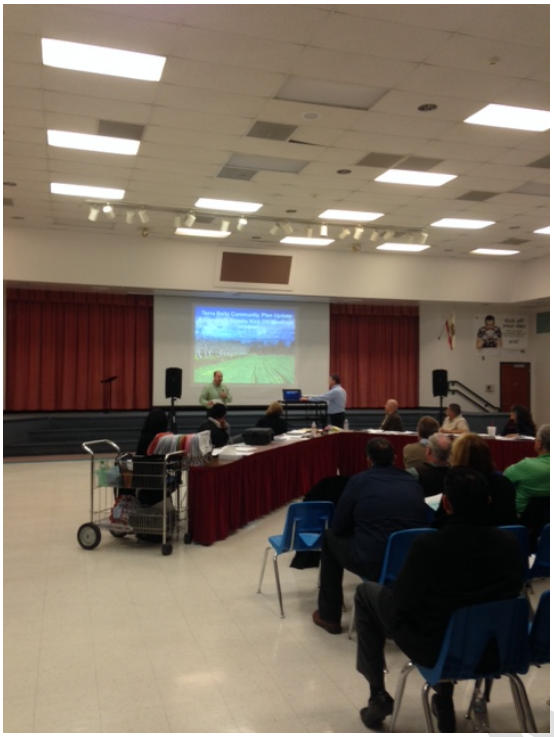
Terra Bella Community Plan Update

Terra Bella Community Plan Update

The Tulare County Resource Management Agency will be hosting a

Terra Bella Community Plan Update and

Complete Streets Workshop on

Thursday, March 12, 2015, at 6:30p.m. **at the**

Terra Bella School Cafeteria

9121 Road 240

Terra Bella, CA

We will be discussing updating the existing Terra Bella Community Plan which will include proposed Land Use, Zoning, and Circulation changes in the area. Our discussion will also include a new Complete Streets Program. We will be discussing proposed new changes in the area and are asking for community input on these important Community projects. This is a series of meetings we will have with the community.

For more information call: Kyria at 559-624-7154

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Marzo 12 a las

6:30 p.m. en la

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Description of Funding Sources

CalTrans Active Transportation Program (ATP):

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The projects associated with the Completes Streets Program for the Community of Terra Bella will be suggested at the next available round of ATP funding.

Tulare County Measure R

On November 7, 2006, the voters of Tulare County approved Measure R, imposing a 1/2 cent sales tax for transportation within the incorporated and unincorporated area of Tulare County for the next 30 years (i.e., Year 2036). The transportation measure will generate slightly more than $652 million over 30 years to assist Tulare County in meeting its transportation needs.

Local Projects (35% of Measure R Funding)

The Measure R Expenditure Plan allocated 35% of revenues to local programs. Each city and the county will receive funding based on a formula using population, maintained miles, and vehicle miles traveled. The funding will help cities and the County to meet scheduled maintenance needs and to rehabilitate their aging transportation systems.

Regional Projects (50% of Measure R Funding)

The Regional Projects Program comprises 50% of Measure R and includes specific funding for: interchange improvements, regional bridges, regional railroad crossings, regional signals, regional widening projects, and signal synchronization projects. These projects provide for the movement of goods, services, and people throughout Tulare County. Major highlights of this program include the funding of regional projects throughout the County.

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

The Goals of Measure R include air quality improvement efforts that will be addressed in the Measure R Expenditure Plan through the Transit/Bike/Environmental Program, which includes funding for transit, bike, and pedestrian environmental projects. The goal of this program is to expand or enhance public transit programs that address the transit dependent population, improve mobility through the construction of bike lanes, and have a demonstrated ability to get people out of their cars and improve air quality and the environment.

San Joaquin Valley Air Pollution Control District (SJVAPCD or District) Bike Path Grants

The District has a grants program for the construction of bicycle infrastructure projects, including Class I (Bicycle Path Construction) or Class II (Bicycle Lane Striping) projects. These grants provide funding to assist with the development or expansion of a comprehensive bicycle-transportation network.

Strategic Growth Council Grants (SGC)
Affordable Housing - Sustainable Communities

The SGC will allocate 50% of its Cap and Trade funding toward disadvantaged communities and 50% for affordable housing. Projects will include: affordable housing that supports infill and compact development, transit capital and programs that support transit ridership, active transportation projects (infrastructure, and non-infrastructure), TOD projects, capital projects that implement complete streets, projects that reduce CHG emissions by reducing auto trips and VMT, acquisition of easements or other approaches to protect agricultural lands under threat of development, planning to support SCS (sustainable communities scope) implementation, including

local plans, must be in draft or adopted SCS, subject to SGC guidelines.

Congestion Mitigation Air Quality (CMAQ) (TCAG Funds)
Congestion Mitigation Air Quality (CMAQ) funds are allocated through the Tulare County Association of Governments (TCAG). The CMAQ program funds transportation projects or programs that will contribute to improved air quality standards. Projects include: transportation activities, transportation control measures, public-private partnerships, alternative fuel programs, traffic flow improvements, transit, bicycle/pedestrian projects, rideshare activities, telecommuting, planning, experimental pilot projects, intermodal freight, and public outreach.

Department of Transportation (DOT): Transportation Investment Generating Economic Recovery (TIGER) Grant
TIGER is a multimodal, merit-based discretionary grant program that funds surface transportation capital projects, including transit and rail. Open to state, tribal, local agencies, and subdivisions.

Community Development Block Grant (CDBG) - Business Assistance
The CDBG Economic Development grant provides assistance to local businesses and low-income microenterprise owners to create or preserve jobs for low-income workers in rural communities. Funding includes planning and evaluation studies related to any activity eligible for these allocations, business lending, and public infrastructure.

Choice Neighborhoods Planning Grants support the development of comprehensive neighborhood revitalization plans which focused on directing resources to address three core goals: Housing, People and Neighborhoods. To achieve these core goals, communities must develop and implement a comprehensive neighborhood revitalization strategy, or Transformation Plan. The Transformation Plan will become the guiding document for the revitalization of the public and/or assisted housing units while simultaneously directing the transformation of the surrounding neighborhood and positive outcomes for families.

Choice Neighborhoods Implementation Grants support those communities that have undergone a comprehensive local planning process and are ready to implement their "Transformation Plan" to redevelop the neighborhood.

California Department of Water Resources (DWR) Prop 50 (Contaminant Removal)
Funds are available to disadvantage communities for developing UV or Ozone systems to disinfect drinking water or to set up pilot/demonstration sites.

Drought Response Funding (State Water Regional Control Board (SWCB))
The Governor and Legislature have directed DWR to expedite the solicitation and award of $200 million (of the $472.5 million) in IRWM funding to support projects and programs that provide immediate regional drought preparedness, increase local water supply reliability and the delivery of safe drinking water, assist water suppliers and regions to implement conservation programs and measures that are not locally cost-effective, and/or reduce water quality conflicts or ecosystem conflicts created by the drought.

DWR: Water-Energy Grant Program
The 2014 Water-Energy grant supports the implementation of residential, commercial, and institutional water efficiency programs or projects that reduce Green House Gas emissions and also reduce water and energy use. Funding will go toward urban water management, groundwater management, and surface water diversion.

California Department of Public Health (CDPH) Clean Water State Revolving Fund (SRF)
The Safe Drinking Water State Revolving Fund (SDWSRF) provides funding to correct public water system deficiencies based upon a prioritized funding approach that addresses the systems' problems that pose public health risks, systems with needs for funding to comply with requirements of the Safe Drinking Water Act, and systems most in need on a per household affordability basis.

iBank (Infrastructure State Revolving Fund Program and Economic Development Bank)
iBank provides low cost, long term financing for local governments to fund a variety of public infrastructure projects. (Although this is not a grant, loan rates are largely determined by level of distress within a disadvantaged community).

A-6 Complete Streets and Community Plan Outreach (2015)

Complete Streets Outreach

Planning Meeting Summary

The purpose public workshops or community meetings is to engage in discussions with local residents and business owners regarding specific topics, e.g., transportation related improvements. Public outreach efforts were held in several formats including formally and informally. Formal community meetings were held at the local middle school, Carl Smith Middle School, located at 9121 Road 240 in Terra Bella.

Publicity for meeting times and locations generally consisted of local newsletter informational items, citizens distributing fliers, handing out bi-lingual fliers to school children to be given to the student's parents (or guardians), posting fliers at local community businesses, local school board meeting agendas, non-profit agency assistance, email and other forms of communication.
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Terra Bella Public Meetings

- January 15, 2015
- March 12, 2015
- August 13, 2015

Community feedback was gathered and incorporated into the design of the Complete Street plans and the Community Plan update. These designs were edited to include feasible improvements and cost estimates were assigned to each project within the respective community for each study roadway segment.

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TERRA BELLA UNION SCHOOL DISTRICT
BOARD OF TRUSTEES' MEETING
AGENDA

Thursday, January 15, 2015
6:10 P.M. Open Session
6:15 P.M. Closed Session
6:35 P.M. Open Session

CAFETERIA
Carl Smith Middle School

****

O. CALL TO ORDER: Time: _____

1. PLEDGE OF ALLEGIANCE: Led by: _____

2. ROLL CALL:

		Arrive:	Depart:	Absent:
Chairman	Suzanne Lujan	_____	_____	_____
Clerk	Anthony Giannetto	_____	_____	_____
Trustee	Juan Figueroa, Jr.	_____	_____	_____
Trustee	Vicki Jaggers	_____	_____	_____
Trustee	Mariana Lopez	_____	_____	_____
Secretary	Frank H. Betry	_____	_____	_____

3. CONVENE INTO CLOSED SESSION AT 6:15 P.M.

3.1 PERSONNEL (Gov. Code, 54957) It is the intention of the Board to meet in Closed Session to: discuss employment for the 14-15 school year.

3.2 CONFERENCE WITHY LABOR NEGOTIATOR (Gov. Code 54957.6) It is the intention of the Board to meet in Closed Session to Review its position with the District's bargaining units and to instruct its Labor Negotiator, Frank Betry.

3.3 Reconvene into OPEN SESSION at: _____ P.M.

3.4 Pledge of Allegiance with Audience Led by: _____

4. Introduction of Visitors:

5. APPROVAL OF MINUTES: Regular Meeting held on December 11, 2014.

6. HEARING OF THE PUBLIC AND ADA ACCOMMODATIONS REQUIREMENTS:

6.1 Members of the public that wish to address the Board about an agenda item will be allowed five (5) minutes each at this time or prior to the Board's vote during the actual item. Members of the public may also bring before the Board matters that are not on the agenda. The Board will take no action on such items, but may place them on future agendas for discussion or action.

6.2 Persons who are in need of a disability-related modification or accommodation in order to participate in the board meeting may make a request for accommodation to District Superintendent, Frank H. Betry, or designee, at the Terra Bella Union Elementary School District Office, 9121 Road 240, Terra Bella, CA 93270, Telephone (559) 535-4451. Such a request may be made in writing, in person, or by telephone. A request for accommodation should specify the nature of the modification or accommodation requested, including any necessary auxiliary aids or services required and the name and telephone number of the person making the request. The request should be made as soon as possible and no later than 2 days before the meeting. The agenda, agenda packet and any written documents distributed to the Board during a public meeting will be made available in appropriate alternative formats upon request by a person with a disability as required by the American with Disabilities Act.

6.3 Notice: If documents are distributed to board members concerning an agenda item within 72 hours of a regular Board Meeting, at the same time the documents will be available for public inspection at the Terra Bella Union Elementary School District Office located at 9121 Road 240, Terra Bella, CA 93270.

Complete Streets/Community Plan Meeting Sign in Sheet

01/15/2015

	Name	Mailing Address	Email	Phone #	Add to mailing list?
1					Y/N
2	[illegible]				Y/N
3	Maria Morado				Y/N
4	Maria Luisa Cazares				Y/N
5	Brenda Valadez				Y/N
6	Norma Moreno				Y/N
7	C. NACIRA TAPIA				Y/N
8	Angelica Sanchez				Y/N
9	Janet Martinez				Y/N
10	[illegible]				Y/N
11	Mariana Ramos				Y/N
12	Kyrica Flores				Y/N
13	Eric Coyne				Y/N
14	Aaron BOCK				Y/N
15	Sup. Mike Ennis				Y/N

Terra Bella School Board meeting in conjunction with the Resource Management Agency Complete Streets Meeting/ Community Plan Kick off Meeting
Terra Bella, CA
Thursday, January 15, 2015
Carl F. Smith Middle School Cafeteria
23825 Avenue 92
Terra Bella, CA 93270

The Tulare County Planning team and Supervisor Mike Ennis held two meetings on Jan 15 to kick off the Terra Bella Community Plan update process. This is a summary of issues raised at a business community meeting held with Setton Pistachio officials and a separate public presentation given this same evening at the Terra Bella School Board meeting.

Issues raised by business community:

Tax and/or recording issue for property swap between Setton Pistachio and Porterville Citrus:

We are trying to facilitate a land swap for a couple of very important industrial customers: Setton Pistachio and Porterville Citrus.

Basically, these folks want to swap two adjacent parcels of vacant land to facilitate both companies' business interests.

Once Setton completes this exchange, Setton intends to double the size of the Setton Park that they built for the community along one long linear strip. Porterville Citrus will then develop their two parcels, which will now be lined up in one long contiguous M-1 zoned parcel, This has been hung up for some time. Rita Woodard is working with Roland Hill on this right now.

Road closure and road extension:

After the land swap is complete, Setton and Porterville Citrus want to vacate the County road between their existing businesses and the newly aligned Porterville Citrus properties. They will be the principal parties affected by this closure (in a positive way).

Then, as part of this action, they request that we extend Ave. 95 through to allow commercial truck traffic to be re-routed away from the urban center of Terra Bella and away from the areas most frequented by kids and pedestrians.

Locals have also requested a road sign be installed at Ave. 95 and Road 234. (Sign ordered and scheduled for installation)

Abatement of condemned commercial building in downtown area.

This boarded up substandard unused Commercial building located west of Setton Processing Plant. It is currently boarded up.

We were notified of a collapsing eave about a year ago and we subsequently closed the sidewalk and attempted to remove the eave that overhangs this sidewalk because of health and safety concerns. School Baord members have been complaining to the county for more than a year that they are worried about roof tiles falling on kids or people walking by this building.

The current owner is not opposing demolition, rather the owner cannot afford a full demolition, which could cost as much as $60-$80K

The barrier to just pulling down the eave is the Air Board's concern and requirement for an asbestos assessment. Dennis Lehman has spoken to the property owner's attorney Tom Brodersen. They appear to have performed an asbestos assessment and the County is attempting to obtain a copy.

When the County launched its substandard building abatement program last year, they chose to also focus on one "big" project - demo of Tagus Ranch, which cost more than abating almost a dozen other properties. Given budget considerations, RMA would like to create a secondary abatement program that focuses on at least one massive or large scale abatement project each year. RMA Code Enforcement unanimously recommends that if this becomes fiscally possible, they would like to focus on removal of this building in Terra Bella, primarily for health and safety reasons and secondary for blight. There is also a compelling economic development strategy to do so.

We discussed internally, and County workers are not comfortable removing the eyebrow or eave of this building and thus want to contract out removal, with the associated costs being levied against the tax bill for this property.

We currently have placed A frames up, caution signs and caution tape to prevent people from walking along the building front and under the eave.

During the Terra Bella school board meeting held Thursday 1/15 the board members specifically cited health the safety concerns for children related to this building.

Abandoned Labor Camp located adjacent to Setton Pistachio plant:

Setton Pistachios raised health and safety concerns about this building's infestation with rats and the dilapidated building conditions. Setton reports the back side of the abandoned labor camp - viewable from inside the Setton Property - most of the roof structure is missing and has been patched with metal signs. Setton reports they have seen people living there. Next week we will have an inspector to confirm occupancy, if any. In addition, to what appears to be an unsafe roof structure or and if anyone living their Setton expressed their concern of rats coming into their property from the labor camp.

Recommended actions:

Code enforcement will reinspect the abandoned labor camp;

Visit the condemned commercial building to address any changes/verify sidewalk barriers still in place

Code enforcement would like to create a special budget for the demolition of the condemned abandoned commercial building for FY 15/16, if funding is available. This would be an addition to any continued funding for substandard demos.

County staff in attendance: Aaron Bock, Kyria Fierros, Eric, Coyne, Supervisor Mike Ennis and Dave Bryant.

Participants included adults, children, Terra Bella school officials, County Planners, and County

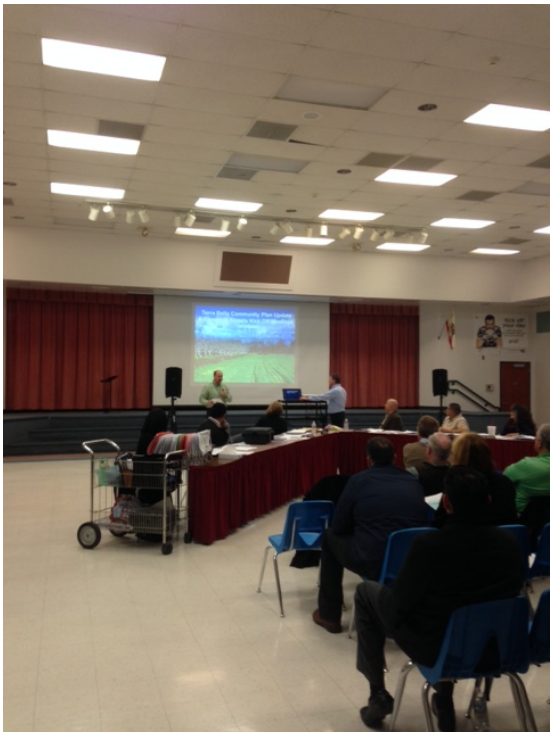
Staff.

It was presented bilingual.

The meeting was held in the Terra Bella , 23825 Avenue 92.

The meeting started at 7:00p.m. and ended at 7:30p.m.

We concluded the meeting by telling the community we would host another meeting at their community parent meeting. Frank Betry was going to let us know the dates.



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