

# TERRA BELLA COMMUNITY PLAN

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- 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<sup>8</sup>

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

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<sup>8</sup> 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/>

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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](http://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<sup>9</sup>

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,

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<sup>9</sup> 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](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](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](http://www.fhwa.dot.gov/environment/noise/construction_noise/special_report/hcn04.cfm#sou)