Traver Community Plan
2014 Update

Traver Community Plan
2014 Update

Adopted Tulare County Board of Supervisors December 16, 2014
Resolution No. 2014-0898

County of Tulare
Resource Management Agency
5961 S Mooney Boulevard
Visalia, CA 93277-9394
559-624-7000

Tulare County Board of Supervisors

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Pete Vander Poel – District 2
Phillip Cox – District 3
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Hector Guerra, Chief Planner, Environmental Planning
David Bryant, Chief Planner, Special Projects
Sung H. Kwon, Planner IV (Principal Author)
Jose A. Saenz, Planning Technician II

KMA UB

BEFORE THE BOARD OF SUPERVISORS
COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF AN AMENDMENT TO THE TULARE COUNTY GENERAL PLAN GPA 14-003, ZONING ORDINANCE NO. 352 PZ 14-002, PZ 14-003, TRAVER COMMUNITY PLAN UPDATE	)	**RESOLUTION NO. 2014-0898** **AGREEMENT NO. 3466 & 3467**

UPON MOTION OF SUPERVISOR WORTHLEY, SECONDED BY SUPERVISOR VANDER POEL, THE FOLLOWING WAS ADOPTED BY THE BOARD OF SUPERVISORS, AT AN OFFICIAL MEETING HELD DECEMBER 16, 2014, BY THE FOLLOWING VOTE:

AYES: SUPERVISORS ISHIDA, VANDER POEL, COX, WORTHLEY AND ENNIS
NOES: NONE
ABSTAIN: NONE
ABSENT: NONE

BOARD OF SUPERVISORS TULARE COUNTY, CAL.

ATTEST: JEAN M. ROUSSEAU
ADMINISTRATIVE OFFICER
CLERK, BOARD OF SUPERVISORS

BY: Denise A. Ybarra
Deputy Clerk

1. Held the Public Hearing at 9:30 a.m. or shortly thereafter.

2. Certified that the Board has reviewed and considered the information contained in the Mitigated Negative Declaration prepared for the project is applicable to the General Plan Amendment, Change of Zoning Districts, and associated Zoning Ordinance Amendments as being in compliance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines.

3. Found there is no substantial evidence that said Zoning Ordinance Amendment will have a significant effect on the environment and that based on substantial evidence in the record that the analysis presented in the Initial Study and Mitigated Negative Declaration for the Traver Community Plan Updated inclusive of GPA 14-003, PZ 14-002 and PZ 14-003, has been completed in compliance with the California

Environmental Quality Act and the State Guidelines for the Implementation of the California Environmental Quality Act of 1970.

4. Adopted the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program as recommended by the Planning Commission in Resolution 9013.

5. Directed the Environmental Assessment Officer of the Tulare Resource Management Agency to file a Notice of Determination with the Tulare County Clerk.

6. Adopted the findings of approval for the General Plan Amendment, Change of Zoning Districts, and associated Zoning Ordinance Amendments as set forth in the Planning Commission Resolutions 9014, 9015, and 9016.

7. Waived the final reading and adopted the Amendment to the Tulare County Zoning (Ordinance 352) pertaining to the adoption of a Mixed-Use Overlay Combining Zone and Zoning District map changes to the community of Traver (PZ 14-002); and an Amendment to Zoning Ordinance Section 16 (PZ 14-003) to allow "by-right" uses within the Traver UDB as recommended by the Planning Commission.

8. Directed the Clerk of the Board to publish once in the Visalia Times-Delta newspaper the summary of the ordinance amendments and amended zoning map with the names of the Board of Supervisors voting for and against the amendment and to post a certified copy of the full ordinance amending the Tulare County Zoning Ordinance with the names of the Board of Supervisors voting for and against the amendment, within fifteen (15) days as required by Section 25124 et. seq.

RMA
Co. Counsel
Library

DAY
12/29/14

BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF THE INITIAL STUDY	)	
AND MITIGATED NEGATIVE DECLARATION	)	
FOR GPA 14-003 TRAVER COMMUNITY	)	RESOLUTION NO. 9013
PLAN UPDATE, COMMUNITY PLAN	)	
REZONING PZ 14-002 AND PZ 14-003	)	
MIXED USE OVERLAY ZONE	)	

Resolution of the Planning Commission of the County of Tulare recommending adoption to the Board of Supervisors of the Initial Study and Mitigated Negative Declaration, Mitigation Monitoring Plan for the entire Traver Community Plan Update (Community Plan Update) including a General Plan Amendment No; GPA 14-003, Change of Zone No; PZ 14-002, and Zoning Ordinance Amendment No; PZ 14-003 including the Traver Complete Streets Report (incorporated by reference herein). The General Plan Amendment is to Update the Traver Community Plan. A Zone Ordinance Amendment adopting a Mixed-Use Overlay Zone; Amendment to Section 16 of the Zone Code to allow additional "by-right" uses only within the Traver Urban Development Boundary Area located in the Community of Traver under CEQA Section 15070 through 15073 of the CEQA Guidelines generally. The unincorporated area of Traver is located at SEC; 16, T17S, R 23E MDB & M.

WHEREAS, On December 10, 2013 the Tulare County Board of Supervisors (BOS) approved, the Planning Branch proposal to update the Community Plan;

WHEREAS, this resolution of the Planning Commission (Commission) of the County of Tulare recommending adoption of this Initial Study and Mitigated Negative Declaration (SCH # 2014091044) ("IS/MND") for Community Plan Update, as being in compliance with the California Environmental Quality Act ("CEQA") and the State CEQA Guidelines;

WHEREAS, on or about September 17, 2014, under CEQA Guideline Section 15073, the Notice of Availability and Notice of Completion were sent for posting for this IS/MND to the Visalia Times Daily, the State Clearinghouse, the relevant State Agencies, and the adjacent property owners, for public review, with a review period that started on September 17, 2013 and closed on October 16, 2014;

WHEREAS, this IS/MND is for Community Plan inclusive of, a General Plan Amendment No; GPA 14-003, Change of Zone No; PZ 14-002, and Zoning Ordinance Amendment No; PZ 14-003 including the Traver Complete Streets Report (incorporated by reference herein). The General Plan Amendment is to Update the Traver Community Plan. A Zone Ordinance Amendment adopting a Mixed-Use Overlay Zone; Amendment to Section 16 of the Zone Code to allow additional "by-right" uses only within the Traver Urban Development

Boundary Area located in the Community of Traver under CEQA Section 15070 through 15073 of the CEQA Guidelines generally;

WHEREAS, the public hearings were conducted for this matter at the meeting of the Commission held on October 22, 2013;

WHEREAS, this resolution recommended approval and certification of the IS/MND for the Traver Community Update at the meeting on October 22, 2013;

WHEREAS, the Commission finds that the Staff of Tulare County RMA has conducted the necessary investigations (including environmental review of this matter); prepared written Staff Reports (made a part hereof), and provided additional information affecting this IS/MND at the public hearings noticed, convened and conducted for this matter; and based on substantial evidence, submitted this IS/MND for the consideration of, and action by, the Commission;

WHEREAS, through a good faith and substantial analysis of environmental impacts from this Project in the Initial Study, staff found, and the Commission agrees, that there are no significant impacts and that all impacts are less than significant; and therefore, that an Initial Study / Mitigated Negative Declaration was the appropriate level of environmental review under CEQA for this Project;

WHEREAS, The Traver Community Plan Update will become consistent with the recent approval of the General Plan 2030 Update, and will include the following primary goals and objectives;

1) Land Use and Environmental Planning - Promote development within planning areas next to the Regional Highway 99 Corridor in order to implement the following General Plan goals:

a) Ensure that the text and mapping of the Community Plan Designations and Zoning Reclassifications address various development matters such as encouraging Agricultural Adaptive Reuse activities, recognizing Non-Conforming Use activities, and facilitating Ministerial Permit approvals through an amendment of the Land Use Element to incorporate use designations contained in the proposed Traver Community Plan;
b) Encourage infill development within Urban Development Boundaries, thereby discouraging leapfrog development within Tulare County;
c) Reduce development pressure on agriculturally-designated lands within the Valley Floor, thereby encouraging agricultural production to flourish;
d) Reduce vehicle miles travelled throughout the County, thereby positively affecting air quality and greenhouse gas reduction; and
e) Help to improve the circulation, transit and railroad transportation system within this community, including, but not limited to, laying the groundwork for the construction of key projects such as Safe Routes to Schools, Complete Streets, and Bike Lanes/Pedestrian Paths through an amendment to the Transportation and Circulation Element to incorporate appropriate circulation plan designations in the proposed plan;

f) Promote Economic Development through the reduction of entitlement requirements and flexibility of land uses from the mixed use overlay zone so that the County can more readily adapt to current market conditions;

2) Improvements for a "disadvantaged community" - It is expected that the community planning areas will be improved for the following reasons:

a) With faster project processing resulting from an updated community plan, increased employment opportunities are more likely to be provided by the private sector as proposed project developments can be approved as expeditiously as possible;
b) Increased housing grant awards are more likely to occur based on updated community plans that are consistent with the policies of the recently adopted (August 2012) General Plan Update and Housing Element; and
c) With updated community plans, enhanced infrastructure grant awards are more likely, thereby providing access to funding to install or upgrade road, water, wastewater, and storm water facilities;

3) Strengthening Relationship with TCAG - An important benefit of this expedited community plan process will be the opportunity for RMA to strengthen the County's relationship with the Tulare County Association of Governments (TCAG) in that this and other community plans will help to facilitate the funding and implementation of several key transportation programs such as Safe Routes to Schools, Complete Streets, and Bike/Pedestrian Projects;

By pursuing these transportation programs through a heightened collaborative process, the likelihood of getting actual projects in the ground will be realized faster than historically achieved; In doing so, these communities and others can become safer and healthier by providing a more efficient transportation network; and

WHEREAS, an Initial Study and Mitigated Negative Declaration for said General Plan Amendment, Zone Change and Zoning Ordinance Amendment was prepared by Tulare County Staff and approved for public review by the Tulare County Environmental Assessment Officer; submitted for 30-day public review, comment and response on September 17, 2014;

WHEREAS, in accordance with state and local ordinance, RMA Staff has given due notice of the public hearing regarding the Mitigated Negative Declaration and said notice of public hearing that would be held for the purpose of receiving comment on the environmental documents for GPA 14-003, PZ 14-002 and PZ 14-003;

WHEREAS, the Mitigated Negative Declaration, Staff Report, and Environmental Impacts Checklist were duly circulated for a 10-day public review period commencing on October 10, 2014 and ending October 20, 2014;

WHEREAS, a public hearing was conducted on October 22, 2014 at the regular Planning Commission Meeting in the Board of Supervisors Chambers where public testimony was received on the project;

NOW, THEREFORE, BE IT RESOLVED as follows:

1. This Planning Commission hereby recommends certification based on their findings, that based on substantial evidence in the record that the analysis presented in the Initial Study and Mitigated Negative Declaration for the Traver Community Plan Updated inclusive of GPA 14-003, PZ 14-002 and PZ 14-003, has been completed in compliance with the California Environmental Quality Act and the State Guidelines for the Implementation of the California Environmental Quality Act of 1970;

2. The Commission further finds that the public review period for the IS/MND closed October 16, 2014, and Public Hearing was opened and closed at the conclusion of the items discussion, at a regular meeting of the Commission held on October 22, 2014.

3. The Commission is deemed the recommending body with respect to the IS/MND and Community Plan Update for the Project, unless duly appealed to the Tulare County Board of Supervisors. In the context of the California Environmental Quality Act ("CEQA"), the County is the "lead agency."

4. Therefore, the findings made in regards to this Initial Study/Mitigated Negative Declaration for the Project are recommended by the Planning Commission as the Lead Agency on this date October 22, 2014 by Resolution No. ~.

5. Consistent with Public Resource Code section 21081 and Guidelines sections 15091 through 15093 (including Public Resources Code section 21061.1 and Guidelines section 15364 relating to the definition of "feasibility"), the Commission hereby makes various findings relating to the less than significant effects identified in the IS/MND for the Project. Based on substantial evidence in the IS/MND and Pursuant to the discussion in each section of the IS/MND, and the Public Record of Proceedings, the Commission finds and declares that the no mitigation measures are required and that the Project will not cause a significant impact to the environment with adoption of these mitigation measures.

AND, BE IT RESOLVED THAT:

A. The Commission finds that the County has required that the County undertake Mitigation Measures, as attached hereto as Attachment A. These Measures are restrictive and are applied only to this Community Plan. Thus, it is in the public interest for the County to implement the General Plan and advance socially desirable, necessary and enlightened Projects, which are both environmentally and economically sound.

B. The Secretary of the Planning Commission is hereby directed to file the Notice of Determination upon completion of the appeal period for this project.

C. The IS/MND is available at the Tulare County Resource Management Agency at 5961 South Mooney Boulevard, Visalia, California 93277 (Telephone No. (559) 624-7000). The custodian for these documents and other materials is Mr. Hector Guerra, Chief Environmental Planner, Environmental Planning Division.

The foregoing resolution was adopted upon motion of Commissioner Whitlatch, seconded by Commissioner Aguilar, at a regular meeting of the Planning Commission on 22th of October 2014, by the following roll call vote:

AYES: Aguilar, Dias, Elliott, Gong, Millies, Whitlatch
NOES: None
ABSTAIN: None
ABSENT: Pitigliano

TULARE COUNTY PLANNING COMMISSION

Michael Washam

Michael Washam, Secretary

Exhibit "A"

Mitigation Monitoring and Reporting Program

Mitigation Monitoring Reporting Program

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared in compliance with State law and the Environmental Impact Report (EIR) (State Clearinghouse No.) prepared for the project by the County of Tulare.

The California Environmental Quality Act (CEQA) Section 21081.6 requires adoption of a reporting or monitoring program for those measures placed on a project to mitigate or avoid adverse effects on the environment.[1] The law states that the reporting or monitoring program shall be designed to ensure compliance during project implementation. The Mitigation Monitoring and Reporting Program contains the following elements:

- **Action and Procedure.** The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify implementation of several mitigation measures.

- **Compliance and Verification.** A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.

- **Flexibility.** The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the Mitigation Monitoring and Reporting Program. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program.

The Mitigation Measures contained in this MMRP are derived from technical biological and cultural studies prepared in support of the Mitigated Negative Declaration by Live Oak Associates, Inc. ("Traver Community Plan Update Biological Evaluation Tulare County, California", May 7, 2014) and Sierra Valley Cultural Planning (Cultural Resources Assessment, Proposed Planning Study Area for the Traver Community Plan Update, Tulare County, California", C.K. Roper 2014) and are incorporated by reference herein.

[1] Public Resource Code §21081.6

Mitigation Monitoring Reporting Program Table

Mitigation Monitoring Reporting Program							
Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Biological-Valley - Elderberry Longhorn Beetle							
Mitigation Measure 3.3.1a (Avoidance)	Prior to initiation of a given project within the PPSA, a survey for elderberry shrubs will be conducted by a qualified biologist, unless the entire project area is completely devoid of shrubby vegetation, in which case a elderberry survey is not necessary. If elderberry shrubs are identified during the survey, then they will be avoided. Typically, the USFWS considers a 100-foot disturbance-free buffer around elderberry shrubs complete avoidance. However, a buffer of as little as 20 feet may be arranged in consultation with the USFWS. The buffer will be clearly delineated with orange construction fencing with the appropriate signage posted. This elderberry avoidance area will be clearly marked with signs, fencing, and/or flagging, and maintained for the duration of work in that area. No construction personnel or equipment shall enter the elderberry avoidance area, except for as provided under	Prior to Construction	Consultation with the USFWS, approval of qualified biologist. Verification by County of incorporation of project design features and issuance of building permits	USFWS & County of Tulare Planning Department			

Mitigation Monitoring Reporting Program Table

Mitigation Monitoring Reporting Program							
Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	Mitigation Measure 3.3.3b below.						
Mitigation Measure 3.3.1b (Construction Monitoring)	If project activities necessitate temporary entry into the elderberry avoidance area, approval will first be obtained from the USFWS and a qualified biologist will be on-site to monitor such activities for their duration within the avoidance area.	Prior to Construction	Verification by County of incorporation of project design features prior to construction	County of Tulare Planning Department			
3.3.1c (Employee Education Program)	Prior to implementation of projects with elderberry shrubs on site, construction personnel will receive worker environmental awareness training in the identification of the VELB and its host plant.	Prior to Construction	Verification by County of incorporation of project design features prior to construction	County of Tulare Planning Department			
3.3.1d (Compensation)	If it is not feasible to completely avoid all elderberry shrubs, then impacts to the shrubs will be mitigated in accordance with the *Conservation Guidelines for the Valley Elderberry Longhorn Beetle* (USFWS 1999). This generally involves 1) conducting a protocol-level elderberry survey to assess the degree of "take" that will occur, 2) transplanting the shrubs to on-site or off-site lands protected in perpetuity under conservation easement ("conservation area"), or to a VELB mitigation bank, and 3) replacing each impacted stem with new elderberry plantings at a ratio of 1:1 to 1:8 (depending on stem diameter, presence of beetle exit holes, and	Prior to Project implementation	Consultation with USFWS and CFWS	USFWS, CFWS, and County of Tulare Planning Department			

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Mitigation Monitoring Reporting Program Table

Mitigation Monitoring Reporting Program							
Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	habitat type) *or* purchasing an equivalent number of credits at a VELB mitigation bank.						
Biological Resources - Project-Related Mortality of San Joaquin Kit Fox							
Mitigation Measure 3.3.2a (Pre-construction Surveys)	Pre-construction surveys shall be conducted no less than 14 days and no more than 30 days prior to the beginning of ground disturbance, construction activities, and/or any project activity likely to impact the San Joaquin kit fox. These surveys will be conducted in accordance with the USFWS *Standard Recommendations*. The primary objective is to identify kit fox habitat features (e.g. potential dens and refugia) on the project site and evaluate their use by kit foxes through use of remote monitoring techniques such as motion-triggered cameras and tracking medium. If an active kit fox den is detected within or immediately adjacent to the area of work, the USFWS and CDFW shall be contacted immediately to determine the best course of action.	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Retention of professional biologist/ ongoing monitoring/ Submittal of Report of Findings, if applicable	County of Tulare Planning Department			
Mitigation Measure 3.3.2b (Avoidance)	Should a kit fox be found using any of the sites during preconstruction surveys, the project will avoid the habitat occupied by the kit fox and the Sacramento Field Office of the USFWS and the Fresno Field Office	Prior to issuance of grading permits Ongoing monitoring during subsurface	Retention of professional biologist/ ongoing monitoring/ Submittal of Report of Findings, if applicable	County of Tulare Planning Department			

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Mitigation Monitoring Reporting Program Table

Mitigation Monitoring Reporting Program							
Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	of CDFW will be notified.	excavation					
Mitigation Measure 3.3.2c (Minimization)	Construction activities shall be carried out in a manner that minimizes disturbance to kit foxes. Minimization measures include, but are not limited to: restriction of project-related vehicle traffic to established roads, construction areas, and other designated areas; inspection and covering of structures (e.g., pipes), as well as installation of escape structures, to prevent the inadvertent entrapment of kit foxes; restriction of rodenticide and herbicide use; and proper disposal of food items and trash	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Retention of professional biologist/ ongoing monitoring/ Submittal of Report of Findings, if applicable	County of Tulare Planning Department			
Mitigation Measure 3.3.2d (Employee Education Program)	Prior to the start of construction the applicant will retain a qualified biologist to conduct a tailgate meeting to train all construction staff that will be involved with the project on the San Joaquin kit fox. This training will include a description of the kit fox and its habitat needs; a report of the occurrence of kit fox in the project area; an explanation of the status of the species and its protection under the Endangered Species Act; and a list of the measures being taken to reduce impacts to the species during	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Retention of professional biologist/ ongoing monitoring/ Submittal of Report of Findings, if applicable	County of Tulare Planning Department			

Mitigation Monitoring Reporting Program Table

Mitigation Monitoring Reporting Program							
Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	project construction and implementation.						
Mitigation Measure 3.3.2e (Mortality Reporting)	The Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW will be notified in writing within three working days in case of the accidental death or injury of a San Joaquin kit fox during project-related activities. Notification must include the date, time, location of the incident or of the finding of a dead or injured animal, and any other pertinent information.	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Retention of professional biologist/ ongoing monitoring/ Submittal of Report of Findings, if applicable	County of Tulare Planning Department			
Biological Resources - Project-Related Mortality of Burrowing Owl							
Mitigation Measure 3.3.3a (Pre-construction Surveys)	A pre-construction survey for burrowing owls will be conducted by a qualified biologist within 30 days of the onset of project-related activities involving ground disturbance or heavy equipment use. The survey area will include all suitable habitat on and within 500 feet of project impact areas, where accessible.	Prior to initiation of construction, qualified biologist will conduct surveys	Retention of professional biologist. Verification by County of incorporation of project design features and issuance of building permits	CFWS and County of Tulare Planning Department			
Mitigation Measure 3.3.3b (Avoidance of Active Nests).	If pre-construction surveys and subsequent project activities are undertaken during the breeding season (February 1-August 31) and active nest burrows are located within or near project impact areas, a 250-foot construction setback will	Qualified biologist will determine buffers as appropriate within or near construction zones.	Verification by County of incorporation of project design features.	CFWS and County of Tulare Planning Department			

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Mitigation Monitoring Reporting Program Table

Mitigation Monitoring Reporting Program							
Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	be established around active owl nests, or alternate avoidance measures implemented in consultation with CDFW. The buffer areas will be enclosed with temporary fencing to prevent construction equipment and workers from entering the setback area. Buffers will remain in place for the duration of the breeding season, unless otherwise arranged with CDFW. After the breeding season (i.e. once all young have left the nest), passive relocation of any remaining owls may take place as described below.						
Mitigation Measure 3.3.3c (Passive Relocation of Resident Owls).	During the non-breeding season (September 1-January 31), resident owls occupying burrows in project impact areas may be passively relocated to alternative habitat in accordance with a relocation plan prepared by a qualified biologist. Passive relocation may include one or more of the following elements: 1) establishing a minimum 50 foot buffer around all active burrowing owl burrows, 2) removing all suitable burrows outside the 50 foot buffer and up to 160 feet outside of the impact areas as necessary, 3) installing one-way doors on all potential owl burrows within the 50	The passive relocation of resident owls must be conducted according to a Burrowing Owl Relocation Plan developed by a qualified biologist.	Retention of professional biologist. Verification by County of incorporation of project design features	CFWS and County of Tulare Planning Department			

Mitigation Monitoring Reporting Program Table

Mitigation Monitoring Reporting Program							
Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	foot buffer, 4) leaving one-way doors in place for 48 hours to ensure owls have vacated the burrows, and 5) removing the doors and excavating the remaining burrows within the 50 foot buffer.						
Biological Resources – Project-Related Mortality/Disturbance of Nesting Raptors and Migratory Birds							
3.3-4a (Avoidance)	In order to avoid impacts to nesting raptors and migratory birds, individual projects within the PPSA will be constructed, where possible, outside the nesting season, or between September 1st and January 31st	Prior to construction-related activities	Verification by County of incorporation of project design features prior to construction	County of Tulare Planning Department			
3.4-4b (Preconstruction Surveys)	If project activities must occur during the nesting season (February 1-August 31), a qualified biologist will conduct preconstruction surveys for active raptor and migratory bird nests within 30 days of the onset of these activities. The survey will include the proposed work area(s) and surrounding lands within 500 feet for all nesting raptors and migratory birds save Swainson's hawk; the Swainson's hawk survey will extend to ½ mile outside of work area boundaries. If no nesting pairs are found within the survey area, no further mitigation is required.	Prior to initial construction-related activities	Qualified biologist will conduct preconstruction surveys. Verification by County of incorporation of project design features prior to construction	CFWS and Tulare County Planning Department			

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Mitigation Monitoring Reporting Program Table

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Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
3.4-4c (Establish Buffers)	Should any active nests be discovered near proposed work areas, the biologist will determine appropriate construction setback distances based on applicable CDFW guidelines and/or the biology of the affected species. Construction-free buffers will be identified on the ground with flagging, fencing, or by other easily visible means, and will be maintained until the biologist has determined that the young have fledged.	Prior to initial construction-related activities	Verification by County of incorporation of project design features prior to construction	CFWS and Tulare County Planning Department			
Biological Resources – Project-Related Mortality of Roosting Bats							
Mitigation Measure 3.3.5a (Temporal Avoidance).	To avoid potential impacts to maternity bat roosts, removal of buildings and trees should occur outside of the period between April 1 and September 30, the time frame within which colony-nesting bats generally assemble, give birth, nurse their young, and ultimately disperse.	Prior to initial construction-related activities	Qualified biologist will conduct preconstruction surveys. Verification by County of incorporation of project design features prior to construction	CFWS and Tulare County Planning Department			
Mitigation Measure 3.3.5b (Preconstruction Surveys).	If removal of buildings or trees is to occur between April 1 and September 30 (general maternity bat roost season), then within 30 days prior to these activities, a qualified biologist will survey affected buildings and trees for the presence of bats. The biologist will look for	Prior to initiation of construction	Retention of professional biologist. Verification by County of incorporation of project design features	Qualified biologist and County of Tulare Planning Department			

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Mitigation Monitoring Reporting Program Table

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Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	individuals, guano, and staining, and will listen for bat vocalizations. If necessary, the biologist will wait for nighttime emergence of bats from roost sites. If no bats are observed to be roosting or breeding, then no further action would be required, and construction could proceed.						
Mitigation Measure 3.3.5c (Minimization)	If a non-breeding bat colony is detected during preconstruction surveys, the individuals will be humanely evicted via partial dismantlement of trees or structures prior to full removal under the direction of a qualified biologist to ensure that no harm or "take" of any bats occurs as a result of construction activities.	Prior to initiation of construction	Retention of professional biologist. Verification by County of incorporation of project design features	Qualified biologist and County of Tulare Planning Department			
Mitigation Measure 3.3.5d (Avoidance of Maternity Roosts).	If a maternity colony is detected during preconstruction surveys, a disturbance-free buffer will be established around the colony and remain in place until a qualified biologist deems that the nursery is no longer active. The disturbance-free buffer will range from 50 to 100 feet as determined by the biologist.	Prior to initiation of construction	Retention of professional biologist. Verification by County of incorporation of project design features	Qualified biologist and County of Tulare Planning Department			
Biological Resources – Project-Related Impacts to Waters of the United States							
3.3.6a(Avoidance and/	Individual projects within the	Prior to initiation					

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Mitigation Monitoring Reporting Program Table

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Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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or Minimization)	PPSA will be designed to avoid and/or minimize impacts to waters of the U.S. to the maximum extent practicable while still achieving its goal of expanding the planning area.	of construction					
3.3.6b(Compliance with Terms of the Permits)	If Banks Ditch is determined to be a water of the U.S. by the US Army Corp of Engineers USACE, then the applicant will be required to follow the permit requirements which may include an employee education program, implementation of Best Management Practices, placement of protective fencing between nearby unaffected waters and construction areas during construction, removal of temporary fills, and restoring temporarily disturbed areas to pre-project conditions, among others.	Prior to initiation of construction	Section 404 Permit or finding by USACE that waterway is non-jurisdictional	USACE and County of Tulare			
3.3.6c (Compensatory Mitigation)	If the ditch is determined to be a water of the U.S., then compensatory mitigation will be provided at a minimum of 1:1 for all losses of waters that exceed 0.5	Prior to initiation of construction	Section 404 Permit or finding by USACE that waterway is non-jurisdictional	USACE and County of Tulare			

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Mitigation Monitoring Reporting Program Table

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Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	acre. Compensatory mitigation will be provided in the form of either on-site or off site preservation or creation, through payment into an in-lieu fee program (if one is available), purchase of credits from an approved Mitigation Bank in the vicinity, or some combination of one or more of these options. Preserved and/or created waters would have to be placed under conservation easement held by a third party and managed in perpetuity with an approved endowment fund. If losses are 0.5 acre or less, then impacts would be considered to be less than significant, and compensatory mitigation would not be necessary for purposes of CEQA.						
Cultural Resources							
CUL-1	If, in the course of construction or operation within the Project area, any archaeological or historical resources are uncovered, discovered, or otherwise detected or observed, activities within fifty (50) feet of the find shall be ceased. A qualified archaeologist shall be contacted and advise the County of the site's significance. If the findings are deemed significant by	Prior to issuance of grading permits Ongoing monitoring during subsurface excavation	Retention of professional paleontologist/ ongoing monitoring/ submittal of Report of Findings, if applicable	County of Tulare Planning and Public Works Department			

Mitigation Monitoring Reporting Program Table

Mitigation Monitoring Reporting Program							
Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	the Tulare County Resources Management Agency, appropriate mitigation measures shall be required prior to any resumption of work in the affected area of the proposed Project. Where feasible, mitigation achieving preservation in place will be implemented. Preservation in place may be accomplished by, but is not limited to: planning construction to avoid archaeological sites or covering archaeological sites with a layer of chemically stable soil prior to building on the site. If significant resources are encountered, the feasibility of various methods of achieving preservation in place shall be considered, and an appropriate method of achieving preservation in place shall be selected and implemented, if feasible. If preservation in place is not feasible, other mitigation shall be implemented to minimize impacts to the site, such as data recovery efforts that will adequately recover scientifically consequential information from and about the site. Mitigation shall be consistent with CEQA Guidelines section 15126.4(b)(3).						
CUL-2	If cultural resources are encountered	Prior to issuance	Retention of	County of			

Mitigation Monitoring Reporting Program Table

Mitigation Monitoring Reporting Program							
Mitigation Measure		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	during project-specific construction or land modification activities work shall stop and the County shall be notified at once to assess the nature, extent, and potential significance of any cultural resources. If such resources are determined to be significant, appropriate actions shall be determined. Depending upon the nature of the find, mitigation could involve avoidance, documentation, or other appropriate actions to be determined by a qualified archaeologist. For example, activities within 50 feet of the find shall be ceased.	of grading permits Ongoing monitoring during subsurface excavation	professional paleontologist/ ongoing monitoring/ submittal of Report of Findings, if applicable	Tulare Planning and Public Works Department			

BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF AMENDMENT TO THE LAND USE AND CIRCULATION ELEMENTS OF THE TULARE COUNTY GENERAL PLAN TRAVER COMMUNITY PLAN UPDATE-GPA 14-003	))))	RESOLUTION NO. 9014

Resolution of the Planning Commission of the County of Tulare approving a Planning Commission initiated action to recommend adoption of the proposed amendment to the Land Use and Circulation Elements of the Tulare County General Plan for the Traver area.

WHEREAS, the Tulare County Board of Supervisors, by Resolution No. 2013-0860, initiated action to amend the Tulare County General Plan pursuant to title 7, Chapter 3, Articles 5 and 6 of the Government Code of the State of California, and

WHEREAS, the Planning Commission has given notice of the proposed amendment to the General Plan as provided in Sections 65353 and 65090 of the Government Code of the State of California, and

WHEREAS, staff has made such investigation of fact bearing upon the proposed amendment to assure action consistent with the procedures and purposes set forth in the California Government Code, the State General Plan Guidelines, and other elements of the Tulare County General Plan, and

WHEREAS, a public notice was printed in the Visalia Times Delta on October 10, 2014 ten days prior to a public hearing and that hearing was held at which public testimony was received at a regular meeting of the Planning Commission on October 22, 2002; and

WHEREAS, a public hearing was held and an opportunity for public testimony was provided at a regular meeting of the Planning Commission on October 22, 2014, and

WHEREAS, at that meeting of the Planning Commission public testimony was received and recorded.

NOW, THEREFORE, BE IT RESOLVED as follows:

A. This Planning Commission hereby certifies that it has reviewed and considered the information contained in the Community Plan and Mitigated Negative Declaration prepared for the community of Traver for compliance with the CEQA and the State Guidelines for the Implementation of the California Quality Act, prior to taking action on the proposed amendment to the, Land Use and Circulation Elements of the Tulare County General Plan for the Traver area.

B. This Planning Commission, after considering all of the evidence presented, hereby determines the following findings to be relevant in evaluating the proposed general plan amendment:

1. The amendment of the Land Use Element to incorporate the land use designations contained in the Traver Community Plan Update;

2. The amendment of the Circulation Element to incorporate circulation plan designations contained in the Plan;

3. No changes are proposed to Urban Development Boundary, as set forth in the Traver Community Plan adopted in GPA 89-01 and affirmed in the General Plan 2030 Update for the Planning Framework Element, adopted by the Tulare County Board of Supervisors August 2012.

4. Initiated the planning process to amend the Zoning Ordinance to implement the Community Plan to reflect and remain consistent with the Land Use Plan for the community.

5. State law requires that the County General Plan shall be internally consistent. The proposed amendments are consistent with the Planning Framework, Land Use, and Circulation Elements of the Tulare County General Plan.

6. The Environmental Assessment Officer approved the Mitigated Negative Declaration prepared for the project.

7. This Planning Commission hereby finds, based on substantial evidence that the analysis presented in the Mitigated Negative Declaration for GPA 14-003 has been completed in compliance with the California Environmental Quality Act and the State Guidelines for the Implementation of the California Environmental Quality Act of 1970.

AND, BE IT FURTHER RESOLVED as follows:

A. This Planning Commission hereby recommends that the Tulare County Board of Supervisors certify the adequacy of the Environmental Assessment prepared for GPA 14-003 and find:

1. The Traver Community Plan and Mitigated Negative Declaration are adequate and adopt the environmental findings that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made or agreed to by the project proponent.

2. That the County's environmental assessment reflects the agency's independent judgment and analysis.

B. This Planning Commission hereby recommends that the Tulare County Board of Supervisors approve the Traver Community Plan and Mitigated Negative Declaration.

The foregoing resolution was adopted upon motion of Commissioner Whitlatch, seconded by Commissioner Aguilar, at a regular meeting of the Planning Commission on the 22th day of October, 2014, by the following roll call vote:

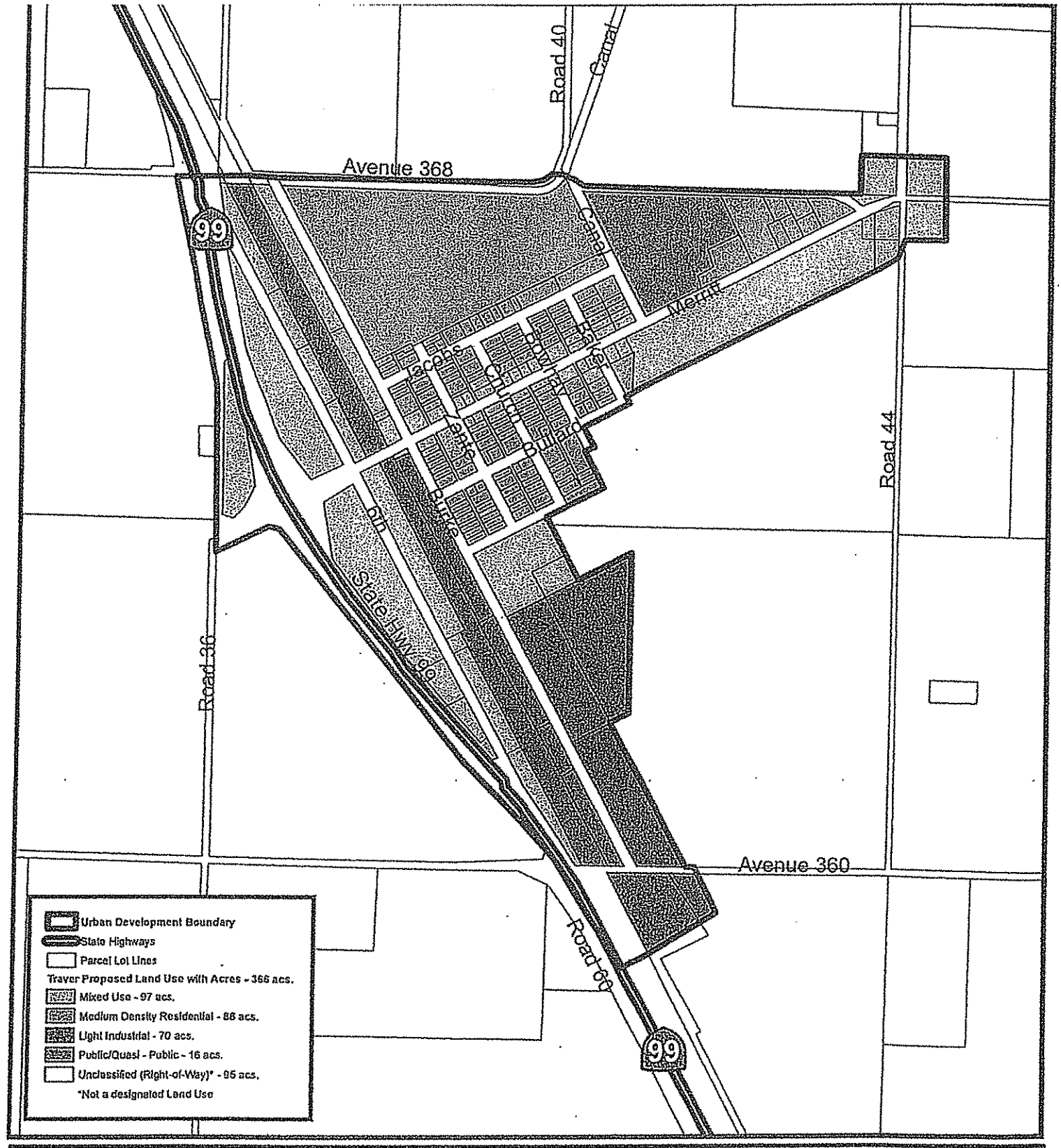
AYES:	Aguilar, Dias, Elliott, Gong, Millies, Whitlatch
NOES:	None
ABSTAIN:	None
ABSENT:	Pitigliano

TULARE COUNTY PLANNING COMMISSION

Michael Washam, Secretary

Exhibit "A"

Traver proposed Land Use Map



0 500 1,000 1,500 2,000 2,500 Feet

0 0.125 0.25 0.375 0.5 Miles

N W E S

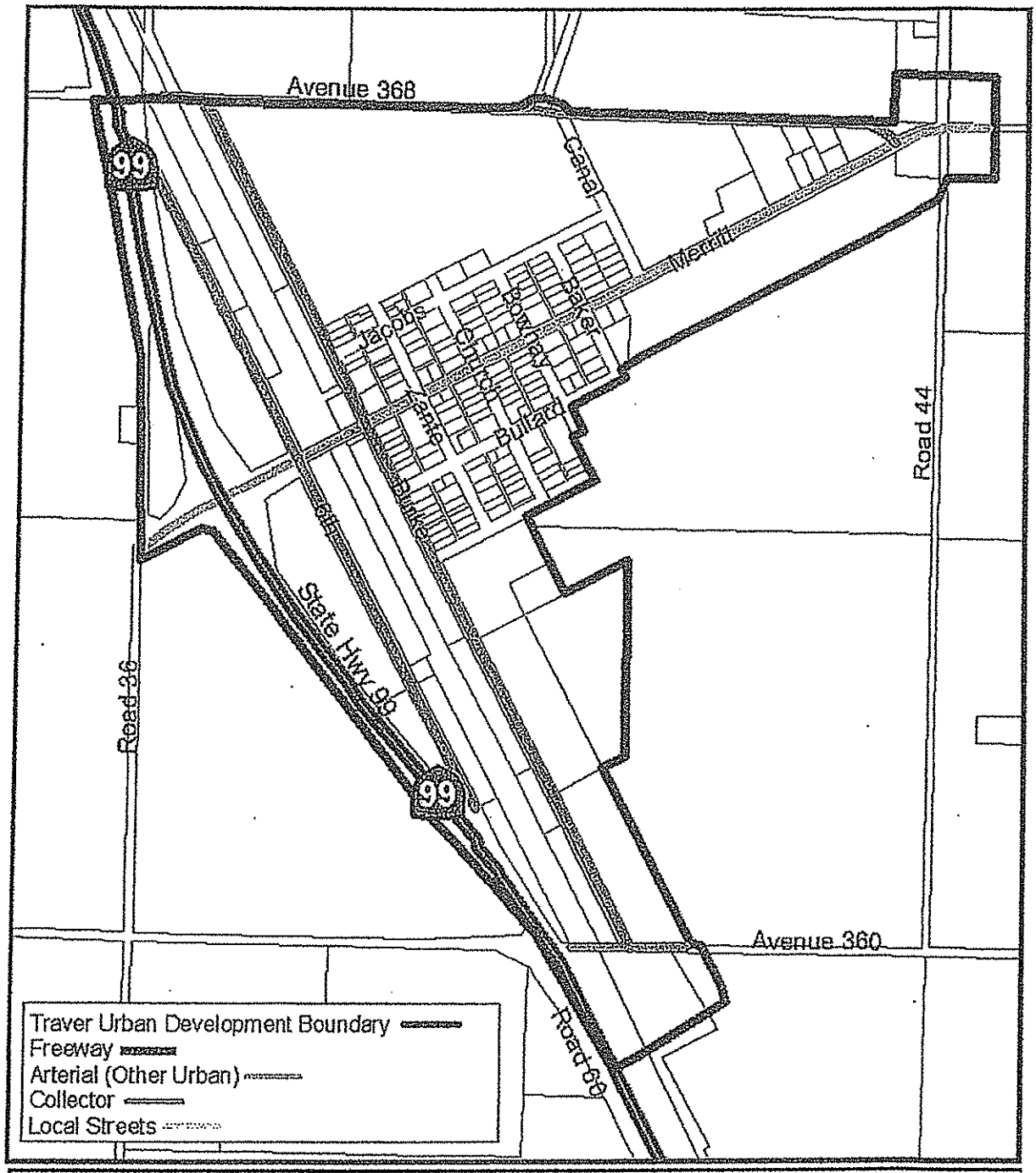
Traver
Proposed Land Use

Traver
Community Plan
2014 Update

Tulare County Resource Management Agency

Exhibit "B"

Traver proposed Circulation Map



0 0.05 0.1 0.2 0.3 0.4 Miles

0 315 630 1,260 1,890 2,520 Feet

Traver
Community Plan
2014 Update

Traver
Circulation Plan

Tulare County Resource Management Agency

BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF AMENDMENT TO THE ZONING REGULATIONS, CASE NO. PZ 14-002 MIXED-USE OVERLAY ZONE AND TRAVER COMMUNITY PLAN UPDATE REZONING	))))	RESOLUTION NO. 9015

Resolution of the Planning Commission of the County of Tulare recommending the Board of Supervisors approve Resolution of the Planning Commission of the County of Tulare to approve a proposal to establish Section 18.9 of Ordinance No. 352, the Zoning Ordinance, a Mixed-Use Overlay Combining Zone "Exhibit A" and applying said zone implemented through a rezoning proposal to reclassify properties located within the Urban Development Boundary of the community of Traver consistent with the adopted Traver Community Plan Update, as amended, and recommending approval of rezoning plan as shown on the attached map, Exhibit "B", in the community of Traver.

WHEREAS, a petition has been filed pursuant to the regulations contained in Section 17 of Ordinance No. 352, the Zoning Ordinance, and

WHEREAS, the Planning Commission has given notice of the Ordinance amendment as provided in Section 18 of said Ordinance No. 352 and Section 65854 of the Government Code of the State of California, and

WHEREAS, staff has performed necessary investigations, prepared a written report (made a part hereof), and recommended approval of this Ordinance amendment, and

WHEREAS, a public hearing was held and an opportunity for public testimony was provided at a regular meeting of the Planning Commission on October 22, 2014, and

WHEREAS, at that meeting of the Planning Commission public testimony was received and recorded.

NOW, THEREFORE, BE IT RESOLVED as follows:

A. This Planning Commission hereby certifies that it has reviewed and considered the information contained in the Mitigated Negative Declaration that was prepared for the project and is applicable to the project area and the said Change of Zone and Mixed Use Overlay Zoning District, together with any comments received during the public review process, consistent with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, prior to taking action on the Change of Zone.

B. This Planning Commission hereby determines the following findings were relevant in evaluating this application:

1. The Tulare County Board of Supervisors, by Resolution No. 2013-0860, initiated action to amend the Tulare County General Plan for the Traver Area pursuant to title 7, Chapter 3, Articles 5 and 6 of the Government Code of the State of California.

2. The purpose of this proposal is to obtain the appropriate zoning consistent with the adopted Traver Community Plan Update and to promote sustainability through mixed land uses while providing economic development and prosperity in the Community of Traver.

3. The purpose of this Mixed Use Overlay Zoning District 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 vehicles miles traveled if residential uses are mixed with uses for employment.

4. The change in zone district designations identified in the attached rezoning plan "Exhibit B" is consistent with General Plan policy.

5. This Mixed Use Overlay Zoning District only applies to the community of Traver.

6. 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 this overlay zone are outlined in the community plan for Traver.

7. Within the Mixed Use Overlay Zoning District, all uses outlined in the M-1, C-3, C-2, C-1 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 and the Board of Supervisors with the above mentioned zoning districts are also allowed.

8. All conditional uses allowed in these zoning districts shall also be allowed by right with exception of the following combination of uses: Auto wrecking 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, and Heliport.

9. 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.

10. 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.

C. This Planning Commission, after considering all of the evidence presented, hereby finds the proposed Ordinance amendment to be consistent with the purpose of Ordinance No. 352 and further finds the petition is in conformance with the adopted General Plan for the County of Tulare.

AND, BE IT FURTHER RESOLVED as follows:

A. This Commission hereby recommends that the Board of Supervisors find there is no substantial evidence that said Change of Zone and Mixed Use Overlay Zoning District will have significant effect on the environment. That the Mitigated Negative Declaration that was prepared for the current said Change of Zone and Mixed Use Overlay Zoning District proposal reflects the independent judgment of the County and has been completed in compliance with the California Environmental Quality Act and the State Guidelines for the Implementation of the California Environmental Quality Act.

B. This Commission hereby recommends that the Board of Supervisors approve the Amendment to the Zoning Regulations Case No. PZ 14-002 as proposed.

The foregoing resolution was adopted upon motion of Commissioner Whitlatch, seconded by Commissioner Aguilar, at a regular meeting of the Planning Commission on October 22, 2014, by the following roll call vote:

AYES: Aguilar, Dias, Elliott, Gong, Millies, Whitlatch

NOES: None

ABSTAIN: None

ABSENT: Pitigliano

TULARE COUNTY PLANNING COMMISSION

Michael Washam, Secretary

EXHIBIT A

SECTION 18.9: "MU" Mixed Use Combining Zone

(Adopted by Ord. No. ___, Effective ____)

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

PURPOSE

A. 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 vehicles miles traveled if residential uses are mixed with uses for employment.

APPLICATION

B. This overlay zone only applies to the community of Traver.

USE

C. 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 this overlay zone are outlined in the community plan for Traver.

Within the Mixed Use Zoning District, all uses outlined in the M-1, C-3, C-2, C-1 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 and the Board of Supervisors with the above mentioned zoning districts are also allowed.

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

Table A2-1: 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 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.

DEVELOPMENT STANDARDS

D.

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.

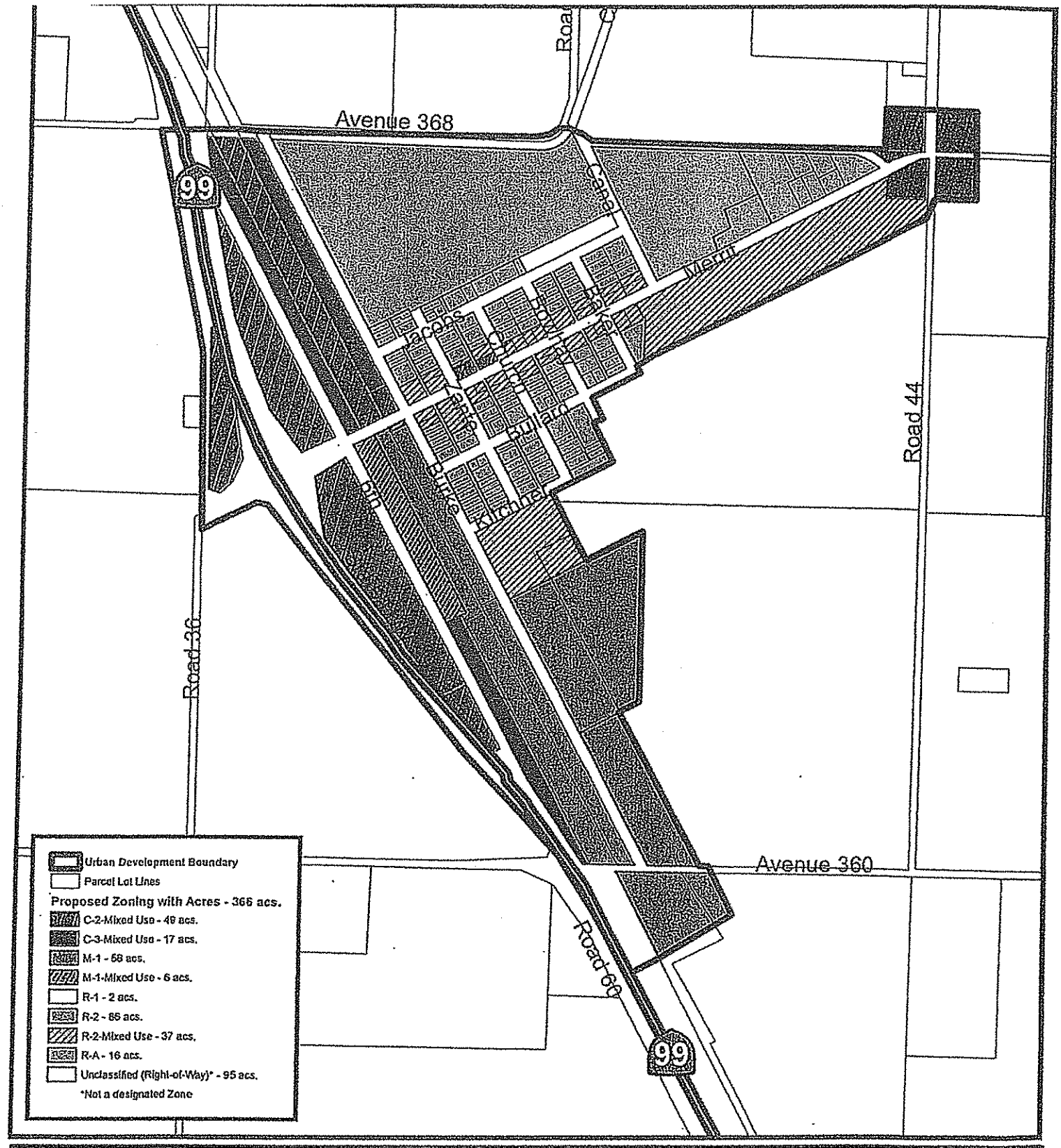
9. Fences, Walls, and Screening: Where the side or rear lot line of a site adjoins or is located across an alley from any "R" Zone (R-A, R-O, R-1, R-2, and R-3), there shall be a solid wall, fence or equivalent landscaping screening at least six (6) feet in height located along the common lot line, except 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.

E. All other Development Standards are outlined in the Community Plan for Traver. 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.

Exhibit "B"

Draft Zone Ordinance Map



0 0.05 0.1 0.2 0.3 0.4 Miles

0 350 700 1,400 2,100 2,800 Feet

Traver
Community Plan
2014 Update

Traver Proposed Zoning

Tulare County Resource Management Agency

BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF AMENDMENT TO THE ZONING REGULATIONS- SECTION 16: AMENDMENT TO ALLOW ADDITIONAL "BY- RIGHT" USES IN THE TRAVER UDB	))))	RESOLUTION NO. 9016

Resolution of the Planning Commission of the County of Tulare recommending the Board of Supervisors approve an amendment to Ordinance 352 Section 16 of the Zone Code to allow additional "by-right" uses in the Traver Urban Development Boundary Area "Exhibit A". Allowing a mix of uses promotes flexibility in the types of entitlements that can be issued of the Tulare County Zoning Ordinance. This proposal would provide opportunities for Economic Development that 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.

WHEREAS, the proposed Zoning Ordinance Amendment was initiated by the Tulare County Board of Supervisors as part of the General Plan Initiation Request for the Traver Community Plan Update on December 10, 2013 by Resolution No. 2013-0860; and

WHEREAS, the Planning Commission has given notice of the proposed Ordinance amendment as provided in Section 16 of said Ordinance No. 352 and Section 65854 of the Government Code of the State of California; and

WHEREAS, staff has performed necessary investigations, prepared a written report, and recommended modifications and approval of this proposed Ordinance amendment; and

WHEREAS, a public hearing was held and an opportunity for public testimony was provided at a regular meeting of the Planning Commission on October 22, 2013; and

NOW, THEREFORE, BE IT RESOLVED as follows:

1. Recommend that the Board of Supervisors find there is no substantial evidence that said Zone Amendment will have a significant effect on the environment and determines that a Mitigated Negative Declaration for said Zone Amendment reflects the independent judgment of the County and has been completed in compliance with the California Environmental Quality Act and the State Guidelines for the Implementation of the California Environmental Quality Act of 1970; and

2. Approve the amendment to the Tulare County Zoning Ordinance (Ordinance 352 as amended), pertaining amendment to Ordinance 352 Section 16 of the Zone Code to allow additional "by-right" uses in the Traver Urban Development Boundary Area.

The foregoing resolution was adopted upon motion of Commissioner Whitlatch, seconded by Commissioner Aguilar, at a regular meeting of the Planning Commission on the 22th day of October, 2014, by the following roll call vote:

AYES: Aguilar, Dias, Elliott, Gong, Millies, Whitlatch
NOES: None
ABSTAIN: None
ABSENT: Pitigliano

TULARE COUNTY PLANNING COMMISSION

Michael Washam, Secretary

EXHIBIT A

SECTION 16 Use Permit Requirement Changes

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 traditional use permit and legislative process through the County. These 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) traffic, (number of vehicles) and odor. The Permit Center process is to determine the whether the use is by right or must go through the traditional use permit process.

The following uses and zones shall be considered:

Animal hospital, clinic, and veterinarian office wherein only small/domestic animals (i.e. dogs, cats, etc.) are treated. Structure < 10,000 sq. ft. C-1, C-2, C-3, M-1, M-2.

Antique and art store. Structure < 10,000 sq. ft. C-2, C-3, M-1, M-2, R-3.

Antique store containing less than one thousand (1,000) square feet of floor area C-1, C-2, C-3, M-1, R-2, R-3.

Apartment Hotel Structure < 10,000 sq. ft. O, CO, C-1, C-2, C-3, M-1, R-3.

Apparel stores. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1, R-3.

Arcades, including video. Structure < 10,000 sq. ft. O, CO, C-1, C-2, C-3, M-1, R-3.

Assemblage of people for educational or entertainment purposes. Structure < 10,000 sq. ft. 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. Structure < 10,000 sq. ft. C-2, C-3, M-1, M-2

Assembly of small electrical equipment such as home and television receivers. Structure < 10,000 sq. ft. O, CO, C-1, C-2, C-3, M-1, R-3

Assembly of typewriters, business machines, computers, and similar mechanical equipment. Structure < 10,000 sq. ft. O, CO, C-1, C-2, C-3, M-1, M-2, R-3

Automated car wash (coin operated only). Structure < 10,000 sq. ft. O, CO, C-1, C-2, C-3, M-1, M-2, R-3, AP

Automobile parking lots, public parking areas or storage garages. Structure < 10,000 sq. ft. 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

Automobile washing, including the use of mechanical conveyors, blowers and steam cleaning. C-2, C-3, M-1, M-2

Bakery [employing not more than five (5) persons on premises]. O, CO, C-1, C-2, C-3, M-1, R-3

Bakery goods store. CO, C-1, C-2, C-3, M-1

Banks and financial institutions. C-1, C-2, C-3, M-1, R-3

Barber shop or beauty parlor. C-1, C-2, C-3, M-1, R-3

Bed and Breakfast Home with three or more guests rooms (Up to 5). Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1, R-3, R-2)

Bicycle shops. Structure. CO, C-1, C-2, C-3, M-1, R-3

Billiard or Pool hall Structure. C-2, C-3, M-1

Bird store or pet shop. O, CO, C-1, C-2, C-3, M-1

Blueprinting and Photostatting shop. CO, C-1, C-2, C-3, M-1, AP

Boat sales and service. Structure < 10,000 sq. ft. O, CO, C-1, C-2, C-3, M-1

Book binding. Structure < 10,000 sq. ft. O, CO, C-1, C-2, C-3, M-1, R-3

Book or stationary store. Structure < 10,000 sq. ft. O, CO, C-1, C-2, C-3, M-1, R-3

Business and professional schools and colleges. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Business, professional and trade schools and colleges. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Catering Shops. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Ceramic shops. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Christmas tree sales lots as a temporary use. CO, C-1, C-2, C-3, M-1

Church. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Clothes cleaning and pressing establishment. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Clothing and costume rental. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Confectionery store. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Conservatory of Music. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Contractor's Storage Yards. CO, C-1, C-2, C-3, M-1, AP

Dairy products store. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Department store Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Drug store or pharmacy. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Dry goods or notions store. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Electric appliance stores and repairs Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Expansion, Alteration or Replacement of non-conforming buildings and uses. Structure < 10,000 sq. ft. 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

Feed and seed stores. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1, AP

Fire Station. CO, C-1, C-2, C-3, M-1, AP

Firewood sales yard. CO, C-1, C-2, C-3, M-1

Florist shop. Structure < 10,000 sq. ft. CO, C-1, C-2, M-1, R-1, R-2, R-3, RA

Furniture store. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Furniture warehouses for storing personal household goods, provided ground floor front is devoted to stores. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Gasoline filling station. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Gift, novelty or souvenir. Structure < 10,000 sq. ft. CO, C-1, C-2, M-1, R-2, R-3, RA

Glass shop, retail, excluding major service activities. Structure < 10,000 sq. ft. C-2, C-3, M-1

Grocery store. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Grocery store, fruit store or supermarket. Structure < 10,000 sq. ft. C-1, C-2, C-3, M-1

Gunsmith shops. Structure < 10,000 sq. ft.CO, C-1, C-2, C-3, M-1

Hobby and art supply store. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Hospital, sanitarium and nursing home. Structure < 10,000 sq. ft. C-1, C-2, C-3, M-1, PO

Household and office equipment and machinery repair shops. Structure < 10,000 sq. ft. C-2, C-3, M-1, PO

Household appliance stores. Structure < 10,000 sq. ft. CO, C-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. Structure < 10,000 sq. ft. C-2, C-3, M-1

Interior decorating store. Structure < 10,000 sq. ft. CO, C-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. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Laundries. Structure < 10,000 sq. ft. C-2, C-3, M-1

Laundry, coin operated machines only. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Leather goods and luggage stores. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Linen supply services. Structure < 10,000 sq. ft. C-2, C-3, M-1

Liquor store. Structure < 10,000 sq. ft. Not within 300' of residential/School Site. CO, C-1, C-2, C-3, M-1

Locksmiths. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Massage or physiotherapy establishment Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Meat market or delicatessen store. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Medical and orthopedic appliance stores. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1, PO

Medical laboratory. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1, PO

Memorial building, theatre, auditorium. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1, R-3

Mini-warehouses. Structure < 10,000 sq. ft. C-2, C-3, M-1, AP

Mobile home for use by caretaker or night watchman. CO, C-1, C-2, C-3, M-1

Motorcycle sales and service. Structure < 10,000 sq. ft. C-2, C-3

Musical instrument repair shops. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Name plates. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1, R-3

Nursery school. Structure < 10,000 sq. ft. CO, C-1, C-2, M-1, R-1, R-2, RA, R3, R-A

Office, business or professional. Structure < 10,000 sq. ft. CO, C-1, C-2, M-1, R-1, R-2, R-3, PO

Opticians and optometrists shops. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1, PO

Paint and wallpaper stores. Structure < 10,000 sq. ft. C-1, C-2, C-3, M-1

Pet shops. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Photo processing pick-up and delivery outlets. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Photographic and blueprint processing and printing. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Photographic developing and printing. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Photographic supply stores. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Picture framing shops. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Plumbing fixtures for retail sales. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Plumbing shops. Structure < 10,000 sq. ft. C-2, 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

Pressing establishments. Structure < 10,000 sq. ft. C-2, C-3, M-1

Printing, lithography, engraving. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Private club, fraternity, sorority and lodge. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Private greenhouses and horticultural collections. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A

Public library. CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A

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. Structure < 10,000 sq. ft. C-2, C-3, M-1

Radio and television repair shops. Structure < 10,000 sq. ft. C-2, 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. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A

Recreation center. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Repairing and altering of wearing apparel. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Resort Structure. < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Restaurant. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Restaurant, tea room or cafe. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A

Retail office equipment sales. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Retail sales of sporting goods, boats, boat motors, boat trailers, trailer coaches and their repair, rental and storage. Structure < 10,000 sq. ft. 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. Structure < 10,000 sq. ft. O, CO, C-1, C-2, C-3, M-1

Rug and carpet cleaning and dyeing. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Satellite antenna sales. Structure < 10,000 sq. ft. CO, C-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. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Secondhand stores, pawn shops and thrift shops. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Shoe repair shop. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Shoe store. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Sign painting shops. Structure < 10,000 sq. ft. C-2, C-3, M-1

Small appliance sales and service. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Soda fountains. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Sporting goods store. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Stamp and coin stores. Structure < 10,000 sq. ft. CO, C-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). Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Tinsmith Structure < 10,000 sq. ft. C-2, C-3, M-1

Tire sales (no retreading or recapping). Structure < 10,000 sq. ft.
C-2, C-3

Tobacco and cigar stores. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Tourist Court. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Toy store. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Trailer and recreation vehicle sales, service and rentals. Structure < 10,000 sq. ft. C-2, C-3, M-1, M-2, AP

Travel agencies. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Variety store. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

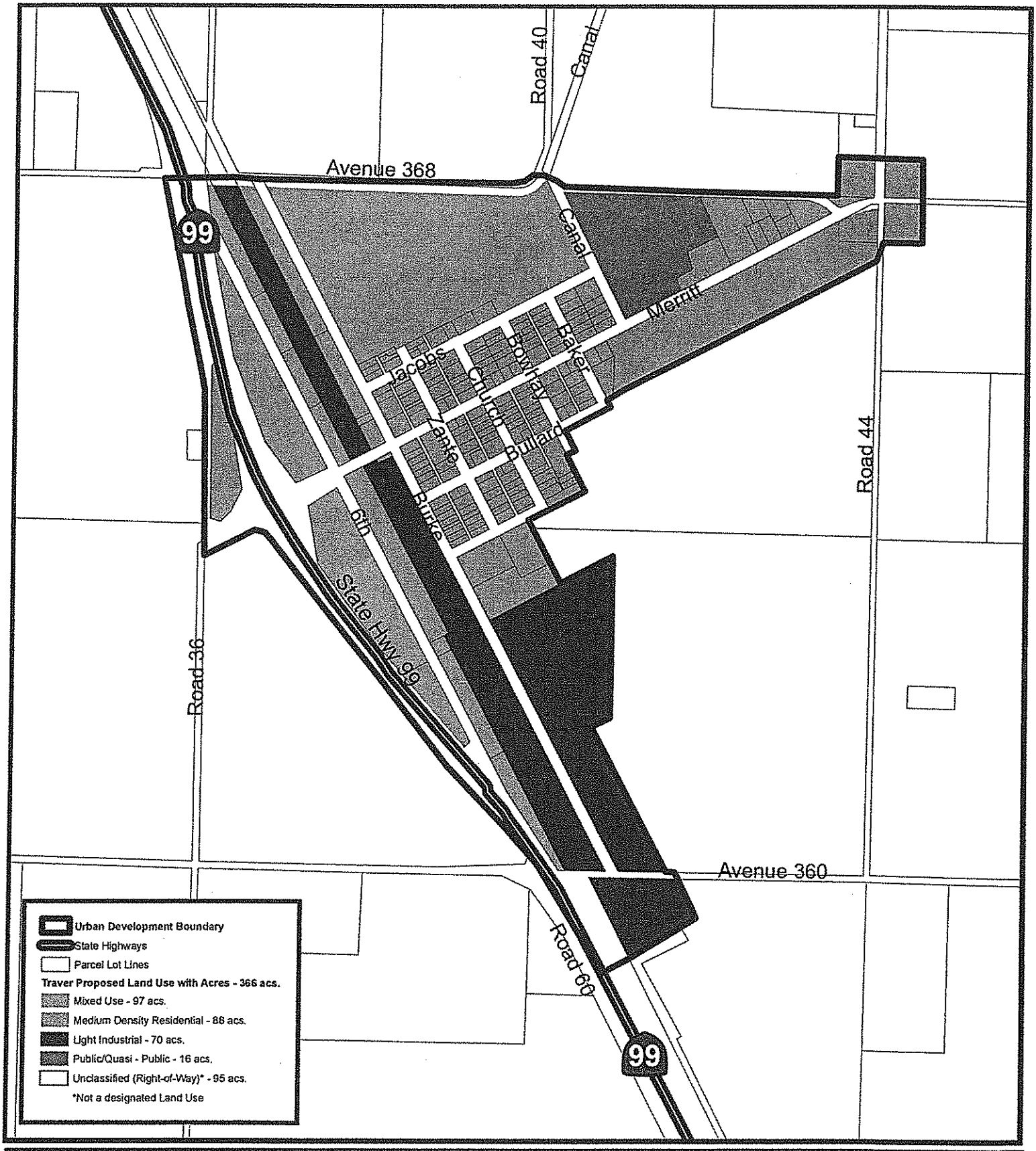
Video machine and tape sales/rental. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Warehouses except for the storage of fuel or flammable liquids and explosives. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Watch and clock repair shop. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Wedding chapel. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Attachment No. 2:
General Plan Amendment Map



0 500 1,000 1,500 2,000 2,500 Feet

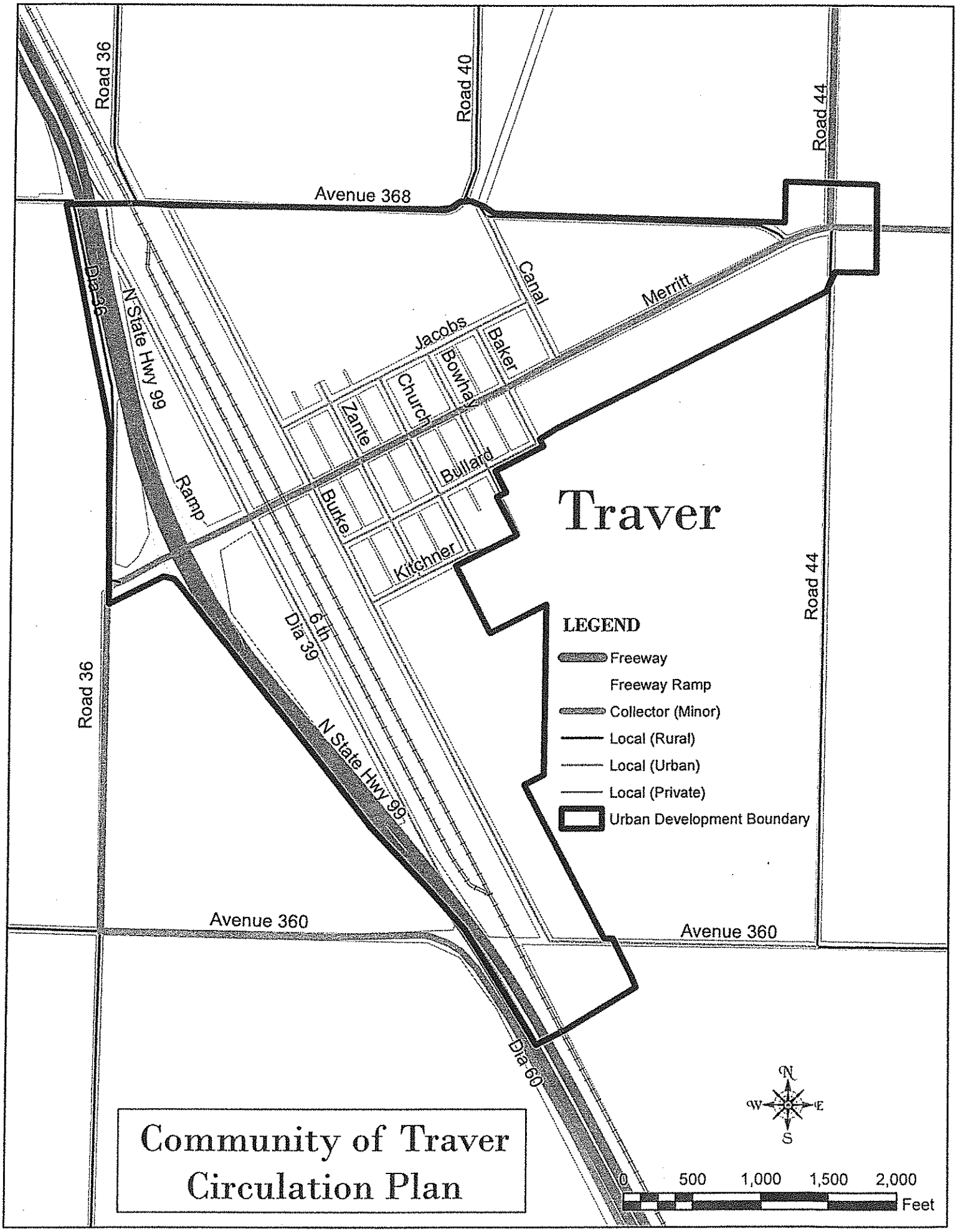
0 0.125 0.25 0.375 0.5 Miles

N W E S

Traver
Proposed Land Use

Tulare County Resource Management Agency

Traver
Community Plan
2014 Update



Community of Traver Circulation Plan

Attachment No. 3:
Ordinance Amendments and Zoning Map

ORDINANCE NO. 3466

AN ORDINANCE AMENDING ORDINANCE NO. 352, THE ZONING ORDINANCE OF TULARE COUNTY, PERTAINING TO SECTION 16 TO ALLOW ADDITIONAL"BY-RIGHT USES IN THE TRAVER UDB PZ-14-003.

THE BOARD OF SUPERVISORS OF THE COUNTY OF TULARE DO ORDAIN AS FOLLOWS:

Section 1. Section 16 is hereby amended to Tulare County Ordinance No. 352, as amended from time to time, to read as follows:

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

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 traditional use permit and legislative process through the County. These 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) traffic, (number of vehicles) and odor. The Permit Center process is to determine the whether the use is by right or must go through the traditional use permit process.

The following uses and zones shall be considered:

Animal hospital, clinic, and veterinarian office wherein only small/domestic animals (i.e. dogs, cats, etc.) are treated. Structure < 10,000 sq. ft. C-1, C-2, C-3, M-1, M-2.

Antique and art store. Structure < 10,000 sq. ft. C-2, C-3, M-1, M-2, R-3.

Antique store containing less than one thousand (1,000) square feet of floor area C-1, C-2, C-3, M-1, R-2, R-3.

Apartment Hotel Structure < 10,000 sq. ft. O, CO, C-1, C-2, C-3, M-1, R-3.

Apparel stores. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1, R-3.

Arcades, including video. Structure < 10,000 sq. ft. O, CO, C-1, C-2, C-3, M-1, R-3.

Assemblage of people for educational or entertainment purposes. Structure < 10,000 sq. ft. 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. Structure < 10,000 sq. ft. C-2, C-3, M-1, M-2.

Assembly of small electrical equipment such as home and television receivers. Structure < 10,000 sq. ft. O, CO, C-1, C-2, C-3, M-1, R-3.

Assembly of typewriters, business machines, computers, and similar mechanical equipment. Structure < 10,000 sq. ft. O, CO, C-1, C-2, C-3, M-1, M-2, R-3.

Automated car wash (coin operated only). Structure < 10,000 sq. ft. O, CO, C-1, C-2, C-3, M-1, M-2, R-3, AP.

Automobile parking lots, public parking areas or storage garages. Structure < 10,000 sq. ft. 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.

Automobile washing, including the use of mechanical conveyors, blowers and steam cleaning. C-2, C-3, M-1, M-2.

Bakery [employing not more than five (5) persons on premises]. O, CO, C-1, C-2, C-3, M-1, R-3.

Bakery goods store. CO, C-1, C-2, C-3, M-1.

Banks and financial institutions. C-1, C-2, C-3, M-1, R-3.

Barber shop or beauty parlor. C-1, C-2, C-3, M-1, R-3.

Bed and Breakfast Home with three or more guests rooms (Up to 5). Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1, R-3, R-2).

Bicycle shops. Structure. CO, C-1, C-2, C-3, M-1, R-3.

Billiard or Pool hall Structure. C-2, C-3, M-1.

Bird store or pet shop. O, CO, C-1, C-2, C-3, M-1.

Blueprinting and Photostatting shop. CO, C-1, C-2, C-3, M-1, AP.

Boat sales and service. Structure < 10,000 sq. ft. O, CO, C-1, C-2, C-3, M-1.

Book binding. Structure < 10,000 sq. ft. O, CO, C-1, C-2, C-3, M-1, R-3.

Book or stationary store. Structure < 10,000 sq. ft. O, CO, C-1, C-2, C-3, M-1, R-3.

Business and professional schools and colleges. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Business, professional and trade schools and colleges. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Catering Shops. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Ceramic shops. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Christmas tree sales lots as a temporary use. CO, C-1, C-2, C-3, M-1.

Church. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Clothes cleaning and pressing establishment. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Clothing and costume rental. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Confectionery store. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Conservatory of Music. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Contractor's Storage Yards. CO, C-1, C-2, C-3, M-1, AP.

Dairy products store. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Department store Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Drug store or pharmacy. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Dry goods or notions store. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Electric appliance stores and repairs Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Expansion, Alteration or Replacement of non-conforming buildings and uses. Structure < 10,000 sq. ft. 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.

Feed and seed stores. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1, AP.

Fire Station. CO, C-1, C-2, C-3, M-1, AP.

Firewood sales yard. CO, C-1, C-2, C-3, M-1.

Florist shop. Structure < 10,000 sq. ft. CO, C-1, C-2, M-1, R-1, R-2, R-3, RA.

Furniture store. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Furniture warehouses for storing personal household goods, provided ground floor front is devoted to stores. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Gasoline filling station. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Gift, novelty or souvenir. Structure < 10,000 sq. ft. CO, C-1, C-2, M-1, R-2, R-3, RA.

Glass shop, retail, excluding major service activities. Structure < 10,000 sq. ft. C-2, C-3, M-1.

Grocery store. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Grocery store, fruit store or supermarket. Structure < 10,000 sq. ft. C-1, C-2, C-3, M-1.

Gunsmith shops. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Hobby and art supply store. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Hospital, sanitarium and nursing home. Structure < 10,000 sq. ft. C-1, C-2, C-3, M-1, PO.

Household and office equipment and machinery repair shops. Structure < 10,000 sq. ft.C-2, C-3, M-1, PO.

Household appliance stores. Structure < 10,000 sq. ft. CO, C-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. Structure < 10,000 sq. ft. C-2, C-3, M-1.

Interior decorating store. Structure < 10,000 sq. ft. CO, C-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. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Laundries. Structure < 10,000 sq. ft. C-2, C-3, M-1.

Laundry, coin operated machines only. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Leather goods and luggage stores. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Linen supply services. Structure < 10,000 sq. ft. C-2, C-3, M-1.

Liquor store. Structure < 10,000 sq. ft. Not within 300' of residential/School Site. CO, C-1, C-2, C-3, M-1.

Locksmiths. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Massage or physiotherapy establishment Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Meat market or delicatessen store. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Medical and orthopedic appliance stores. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1, PO.

Medical laboratory. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1, PO.

Memorial building, theatre, auditorium. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1, R-3.

Mini-warehouses. Structure < 10,000 sq. ft. C-2, C-3, M-1, AP.

Mobile home for use by caretaker or night watchman. CO, C-1, C-2, C-3, M-1.

Motorcycle sales and service. Structure < 10,000 sq. ft. C-2, C-3.

Musical instrument repair shops. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Name plates. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1, R-3.

Nursery school. Structure < 10,000 sq. ft. CO, C-1, C-2, M-1, R-1, R-2, RA, R3, R-A.

Office, business or professional. Structure < 10,000 sq. ft. CO, C-1, C-2, M-1, R-1, R-2, R-3, PO.

Opticians and optometrists shops. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1, PO.

Paint and wallpaper stores. Structure < 10,000 sq. ft. C-1, C-2, C-3, M-1.

Pet shops. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Photo processing pick-up and delivery outlets. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Photographic and blueprint processing and printing. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Photographic developing and printing. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Photographic supply stores. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Picture framing shops. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Plumbing fixtures for retail sales. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Plumbing shops. Structure < 10,000 sq. ft. C-2, 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.

Pressing establishments. Structure < 10,000 sq. ft. C-2, C-3, M-1.

Printing, lithography, engraving. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Private club, fraternity, sorority and lodge. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Private greenhouses and horticultural collections. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A.

Public library. CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A.

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. Structure < 10,000 sq. ft. C-2, C-3, M-1.

Radio and television repair shops. Structure < 10,000 sq. ft. C-2, 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. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A

Recreation center. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Repairing and altering of wearing apparel. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Resort Structure. < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Restaurant. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Restaurant, tea room or cafe. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A.

Retail office equipment sales. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Retail sales of sporting goods, boats, boat motors, boat trailers, trailer coaches and their repair, rental and storage. Structure < 10,000 sq. ft. 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. Structure < 10,000 sq. ft. O, CO, C-1, C-2, C-3, M-1.

Rug and carpet cleaning and dyeing. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Satellite antenna sales. Structure < 10,000 sq. ft. CO, C-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. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Secondhand stores, pawn shops and thrift shops. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Shoe repair shop. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Shoe store. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Sign painting shops. Structure < 10,000 sq. ft. C-2, C-3, M-1.

Small appliance sales and service. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Soda fountains. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Sporting goods store. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Stamp and coin stores. Structure < 10,000 sq. ft. CO, C-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). Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Tinsmith Structure < 10,000 sq. ft. C-2, C-3, M-1.

Tire sales (no retreading or recapping). Structure < 10,000 sq. ft. C-2, C-3.

Tobacco and cigar stores. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1

Tourist Court. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Toy store. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Trailer and recreation vehicle sales, service and rentals. Structure < 10,000 sq. ft. C-2, C-3, M-1, M-2, AP.

Travel agencies. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Variety store. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Video machine and tape sales/rental. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Warehouses except for the storage of fuel or flammable liquids and explosives. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Watch and clock repair shop. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Wedding chapel. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Section 2. This Ordinance shall take effect thirty (30) days from the date of the passage hereof, or if published more than 15 days after the date of passage, then 30 days after publication, whichever is later, and, shall be published once in the Visalia Times-Delta, a newspaper printed and published in the County of Tulare, State of California, together with the names of the members of the Board of Supervisors voting for and against the same.

AYES: SUPERVISORS ISHIDA, VANDER POEL, COX, WORTHLEY AND ENNIS
NOES: NONE
ABSTAIN: NONE
ABSENT: NONE

COUNTY OF TULARE

By: Phillip A. Cox
Chairman, Board of Supervisors

ATTEST: JEAN M. ROUSSEAU
County Administrative Officer/
Clerk of the Board of Supervisors

By: Denise A. Ybarra
Deputy Clerk

ORDINANCE NO. 3467

AN ORDINANCE AMENDING ORDINANCE NO. 352, THE ZONING ORDINANCE OF TULARE COUNTY, PERTAINING TO ESTABLISH SECTION 18.9 OF ORDINANCE NO. 352, THE ZONING ORDINANCE, A MIXED-USE OVERLAY COMBINING ZONE, AND PARAGRAPH B OF SECTION 3 TRAVER COMMUNITY PLAN REZONING.

THE BOARD OF SUPERVISORS OF THE COUNTY OF TULARE DO ORDAIN AS FOLLOWS:

Section 1. SECTION 1. Section 18.9 is hereby added to Tulare County Ordinance No. 352, as amended from time to time, to read as follows:

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

PURPOSE A. 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 vehicles miles traveled if residential uses are mixed with uses for employment.

APPLICATION B. This overlay zone only applies to the community of Traver.

USE C. 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 this overlay zone are outlined in the community plan for Traver.

Within the Mixed Use Zoning District, all uses outlined in the M-1, C-3, C-2, C-1 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 and the Board of Supervisors with the above mentioned zoning districts are also allowed.

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

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 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.

DEVELOPMENT STANDARDS D. 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.

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.

E. All other Development Standards are outlined in the Community Plan for Traver. 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

Section 2. This Ordinance shall take effect thirty (30) days from the date of the passage hereof, or if published more than 15 days after the date of passage, then 30 days after publication, whichever is later, and, shall be published once in the Visalia Times Delta, a newspaper printed and published in the County of Tulare, State of California, together with the names of the members of the Board of Supervisors voting for and against the same.

THE FOREGOING ORDINANCE was passed and adopted by the Board of Supervisors of the County of Tulare, State of California, on the 16th day of December, 2014, at a regular meeting of said Board duly and regularly convened on said day by the following vote:

AYES: SUPERVISORS ISHIDA, VANDER POEL, COX, WORTHLEY AND ENNIS
NOES: NONE
ABSTAIN: NONE
ABSENT: NONE

COUNTY OF TULARE

By: Phillip A. Cox
Chairman, Board of Supervisors

ATTEST: JEAN M. ROUSSEAU
County Administrative Officer/
Clerk of the Board of Supervisors

By: Denise A. Ybarra
Deputy Clerk

TRAVER COMMUNITY PLAN
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INTRODUCTION

Traver, an unincorporated Community in Tulare County, is located in the northwest portion of the County south of the Kings River and adjacent to State Route (SR) 99. The majority of the developed area in Traver is located east of SR 99, which runs west of and parallel to the Southern Pacific Railroad (S.P.R.R.) tracks. Merritt Drive provides access and egress to and from SR 99 while the Sixth Street off-ramp provides an exit point from northbound SR 99 into Traver. A local railroad crossing is located on Merritt Drive between Sixth Street and Burke Drive. This Community Plan is focused on providing economic opportunities and sustainable growth for the Community.

Traver's current Community Plan is nearly 25 years old, as it was adopted in June of 1989 and amended by General Plan Amendment 95-002. 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 serves as a general guide for both public and private sector decisions affecting the Community and provides for the overall direction, density, and type of growth consistent with, and to meet, the needs of the Community.

The Traver Community Plan has been prepared to establish and describe the extent and character of future development to occur in the Community. State of California planning law, in the form of Government Code Section 65300 et. seq., requires every city and county to prepare, adopt and implement a comprehensive long-range general plan to guide the physical, economic and social development of the jurisdiction. Such general plans are comprised principally of statements of generalized land use patterns, development policies, and recommended approaches and programs to facilitate the accomplishment of the goals and objectives of the community.

Tulare County has fulfilled the requirements of State planning law by adopting and implementing a County-wide general plan, comprised of the seven distinct elements mandated by the State and a series of optional elements, as well. Supplementing the General Plan, the County has also prepared a number of more precise community plans for the larger unincorporated communities located in the County. Tulare County General Plan Policy 2.4 ensures that the County will prepare, update and maintain community plans throughout its communities. The Traver Community Plan is one such plan. (1989 Traver CP)

<u>Location</u>

Traver is located near the center of California's San Joaquin Valley, in the extreme northwest corner of Tulare County. The Community lies in the midst of one of the most productive agricultural regions in the world, and is essentially surrounded by row crops, orchards and vineyards. In 2014, the County of Tulare achieved the top agricultural producing county within the State. Visalia, the County seat of Tulare County, is about 15 miles southeast. State Route 99, one of the busiest north-south arterial routes in California, passes through the westerly portion of the community. The Union Pacific Railroad maintains a line parallel to (east of) SR 99 and through the western edge of the community.

Historical Perspective

The town of Traver was established in 1884, when the 76 Land and Water Company (now Alta Irrigation District) completed construction of its main canal to a point on the Southern Pacific Railroad a few miles south of where the railroad crosses the Kings River. A detached 2,000-acre segment of the 76 Company's 30,000 acre holdings lay along the railroad at that location. A portion of this 2,000.acre tract was surveyed for the town site, and the balance subdivided and sold as colony lots. The town site was named for Charles Traver, one of the company's directors.

Within one year of its establishment, Traver had grown to 400 residents and a thriving commercial district. In 1887, however, a substantial portion of the business district was destroyed by fire. At about the same time, the appearance of alkali in nearby farm soils began to adversely affect local agricultural activities.

In 1888 The Southern Pacific Railroad constructed its line from Fresno to Porterville, and the towns of Reedley and Dinuba were established along this rail line about 12 mile north and east of Traver, respectively. Many local farmers abandoned the Traver area about that time and relocated closer to these “new” towns. For years thereafter, Traver continued to serve as a shipping and warehousing point along the Southern Pacific Railroad line. Ultimately, as trucking began to supplant rail freight for much agricultural shipping and warehousing were discontinued in the community.

Today, Traver serves as a residential center for the workforce contributing to agricultural production of the surrounding region. It also serves as a highway-oriented commercial site along State Route 99 and includes a small amount of industrial development. In recent years, population of the community has been stable, and steps have been undertaken to provide many physical improvements to the town's environment. (1989 Traver CP) Modern-day Traver remains largely agricultural and agricultural-service oriented and includes roadside rest stops co-located with a specialty cheese-maker and other agri-tourism attractions along its SR 99 frontage. There are many prime agricultural and industrial properties available in this community. Traver has immediate access to rail and highway.

The Need for a Community Plan

The Traver Community Plan was adopted in 1989. Conditions in Traver have changed and policies and implementation strategies should be updated to address existing conditions. This Community Plan update will be used to foster economic development by identifying opportunities for development. This Community Plan is also a part of the implementation of the San Joaquin Valley Regional Blueprint, Tulare County Regional Blueprint, Sustainable Highway 99 Corridor Plan and the Tulare County 2030 General Plan.

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 Fresno Council of Governments, the Kern Council of Governments, the Kings County Association of Governments, the Madera County Transportation Commission, the Merced County Association of Governments, the San Joaquin Council of Governments, the Stanislaus Council of Governments, and the 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: a 2050 growth scenario diagram that identifies areas of existing development, new development, and future regional transit and highway improvements; a Valleywide average target density of 6.8 units per acre for new residential growth to the year 2050; and a 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."[1]

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 process."[2] 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.

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

TCAG in 2014 updated a Regional Bicycle Plan that does not include any bicycle facilities through the Community of Traver. TCAG funded the grant for this Complete Streets Policy and in the RTP Action Element describes 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.

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

Tulare County Climate Action Plan (CAP)

Under State Assembly Bill 32 and Senate Bill 375, the Tulare County CAP calls for a reduction on a project (over 50 vehicles) by project basis of 6% through a mixture of measures that are spelled out in Appendix J of the CAP. Utilization of alternative means of transportation will reduce GHG emissions and will help projects and the region meet their targets.

Senate Bill 244, Housing Element Implementation

Senate Bill (SB) 244, passed by the California Legislature and signed into law in 2011, requires California municipalities analyze the inequality and infrastructure deficits within disadvantaged unincorporated communities (DUCs), which lack basic community infrastructure like sidewalks, safe drinking water, and adequate waste processing. As a part of this process and the implementation of the Housing Element the County continues to identify housing related infrastructure needs, such as; water, sewer, natural gas or streetlights, using community needs assessments, housing condition surveys, public comments at community meetings, redevelopment implementation plans and amendments, community plans and other relevant information from the Health & Human Services Agency (HHSA) Environmental Health Services, Regional Water Quality Control Board, public utility districts, community services districts and other agencies. The County of Tulare is also preparing an infrastructure needs assessment of the County in conjunction with SB 244 and Action Program 9 of the Tulare County Housing Element.

Sustainable State Route (SR) 99 Corridor Plan

The Sustainable SR 99 Corridor Plan is a plan that will serve as a foundation planning document to guide the preparation of future community plans for unincorporated and economically disadvantaged communities along the corridor, and provide sustainable planning practices, standards and strategies for the abundant agricultural and natural lands in between the communities. The primary project objectives of this plan are as follows: Promote Public Health, Promote Equity, Increase Affordable Housing, Revitalize Urban and Community Centers, Protect Natural Resources and Agricultural Lands, Reduce Automobile Usage and Fuel Consumption, Improve Infrastructure Systems, Promote Energy Efficiency and Conservation, Strengthen the Economy.

Cal Poly Traver Urban Design Plan (2006)

The Traver Urban Design Plan is a report that presents the result of eleven weeks of a collaborative effort taken by a California Polytechnic State University, San Luis Obispo (Cal Poly) undergraduate planning class during the Fall Semester of 2006. The plan was to create a vision for future development in the community of Traver. The development of the Traver Urban Design Plan entailed a process of gathering, analyzing, and utilizing information obtained from several sources: visits to the community, consultations with the Tulare County database, and research of multiple professional publications. Subsequent objectives and design concepts determined how each goal would be achieved based on the guided vision that was developed for the project. The products of these initial phases

were presented to the community and reactions and comments from the community members were incorporated into the development of the class' final proposals contained in this report.

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 Traver. 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 a Market Analysis of the Traver Area.
- Provides an updated analysis of Traver's population and housing characteristics.
- Defines an economic development strategy.

Community Plan Update Project Description and Objectives

On December 10, 2013, the Tulare County Board of Supervisors (BOS) approved the Planning Branch proposal to update the Traver Community Plan. The Traver Community Plan Update will become consistent with the recent approval of the General Plan 2030 Update, and will include the following primary goals and objectives.

Land Use and Environmental Planning - Promote development within planning areas next to the Regional Highway 99 Corridor in order to implement the following General Plan goals:

a) Ensure that the text and mapping of the Community Plan Designations and Zoning Reclassifications address various development matters such as encouraging Agricultural Adaptive Reuse activities, recognizing Non-Conforming Use activities, and facilitating Ministerial Permit approvals through an amendment of the land Use Element to incorporate land use designations contained in the proposed Traver Community Plan;
b) Encourage infill development within Urban Development Boundaries, thereby discouraging leapfrog development within Tulare County;
c) Reduce development pressure on agriculturally-designated lands within the Valley Floor, thereby encouraging agricultural production to flourish;
d) Reduce vehicle miles travelled throughout the County, thereby positively affecting air quality and greenhouse gas reduction;

e) Help to improve the circulation, transit and railroad transportation system within this community, including, but not limited to, laying the groundwork for the construction of key projects such as Safe Routes to Schools, Complete Streets, and Bike Lanes/Pedestrian Paths through an amendment to the Transportation and Circulation Element to incorporate appropriate circulation plan designations in the proposed plan.
f) Promote Economic Development through the reduction of entitlement requirements and flexibility of land uses from the mixed use overlay zone so that the County can more readily adapt to current market conditions

Improvements for a "disadvantaged community" - It is expected that the community planning areas will be improved for the following reasons:

a) Housing Element Implementation of Action Program 9 in conjunction with SB 244; and
b) Increased housing grant awards are more likely to occur based on updated community plans that are consistent with the policies of the recently adopted (August 2012) General Plan Update; and
c) With faster project processing resulting from an updated community plan, increased employment opportunities are more likely to be provided by the private sector as proposed project developments can be approved as expeditiously as possible;
d) With updated community plans, enhanced infrastructure grant awards are more likely, thereby providing access to funding to install or upgrade road, water, wastewater, and storm water facilities.

Strengthening Relationship with TCAG - An important benefit of this expedited community plan process will be the opportunity for RMA to strengthen the County's relationship with the Tulare County Association of Governments (TCAG) in that this and other community plans will help to facilitate the funding and implementation of several key transportation programs such as Safe Routes to Schools, Complete Streets, and Bike/Pedestrian Projects. By pursuing these transportation programs through a heightened collaborative process, the likelihood of getting actual projects in the ground will be realized faster than historically achieved. In doing so, these communities and others can become safer and healthier by providing a more efficient transportation network.

Community Outreach

Community Meetings were held in cooperation with the Traver School on February 18, 2014, March 25, 2014, April 30, 2014 and July 30, 2014. The meetings involved local residents and stakeholders such as the local school district and the water company. The meetings included visioning to determine future land uses and new infrastructure improvements such as sidewalks, bike lanes, and storm drainage facilities identified as part of the Complete Streets Charrette process. On July 30, 2014, the community recommended that the community plan and complete streets program be considered by the Planning Commission and Board of Supervisors for approval

POLICY PLAN

This chapter of the Traver Community Plan prescribes the policy framework which will govern the development of the community over the term of the planning period (through the year 2030). It includes text which sets out explicit policy statements about the quality, character, and manner in which development m the community will take place

The plan, although long range in scope, is 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 water company, 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 Traver 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 Traver 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 prescribing associated standards and policies. In addition to the specific prescriptions of the community plan, the broader policies and standards of the overall Land Use and Circulation Element apply to Traver.

Also applicable to Traver, and governing all future development in the community, are the other elements (e.g. Planning Framework, Environmental Resources Management, Air Quality, Health and Safety, Transportation and Circulation, etc.) of the Tulare County General Plan. In instances where the policies and/or standards of the Traver Community Plan are more specific or more restrictive than those in other elements of the general plan, the community plan shall take precedence and prevail.

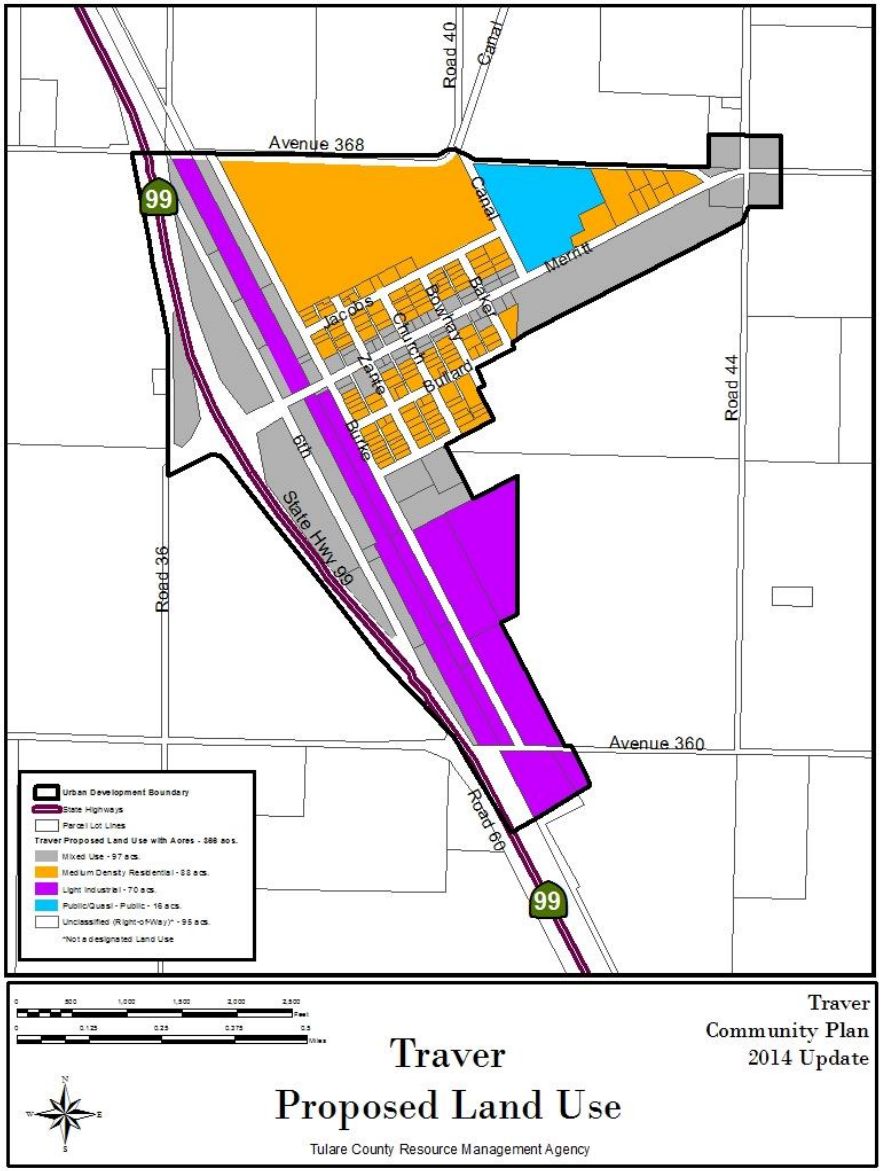
Land Use Plan

One of the most important purposes of the Traver Community Plan is to establish land use patterns and development policies and standards for the community for the planning period, through the year 2030. The general intent of the land use plan for Traver 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 of the 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 between urban and agricultural areas. In Chapter Three of this plan document, analysis supporting the establishment of an Urban Development Boundary (UDB) for Traver is described, and the UDB is delineated. This boundary is sensitive to and consistent with the County-wide policy of encouraging compact and contiguous urban growth, and at the same time enables the community to accommodate any foreseen demand for economic and population expansion. ***Figure 1***, on the following page, depicts and prescribes the proposed land use pattern development recommended for Traver.

As illustrated in this proposed land use diagram, future urban development of the community will be concentrated on the east side of Highway 99, with the exception of anticipated highway-oriented commercial use of a small segment of land at the Merritt Drive overpass west of the highway. The land use plan for the community provides for substantial expansion of other highway commercial development along Highway 99; allows for additional industrial development with good highway and rail 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.

Figure 1– Traver Proposed Land Use Diagram



Land Use Designations

The following land use designations along with descriptions including density and intensity are recommended for Traver to address land demand needs through the 2030 planning horizon year.

Mixed Use (MU)
This designation establishes areas appropriate for the planned integration of some combination of retail; office; single and multi-family residential; hotel; recreation; limited industrial; public facilities or other compatible use. Mixed Use areas allow for higher density and intensity development, redevelopment, or a broad spectrum of compatible land uses ranging from a single use on one parcel to a cluster of uses. These areas are intended to provide flexibility in design and use for contiguous parcels having multiple owners, to protect and enhance the character of the area. The consideration of development proposals in Mixed Use areas should focus on compatibility between land uses, and the development potential of a given area compared to the existing and proposed mix of land uses and their development impacts. Density bonuses for residential units of 25 % to 35% may be granted, according to the Density Bonus Ordinance or State law, to Mixed Use areas to encourage the development of affordable housing units, compact development in the implementation of development strategies that support the use of mass transit, reduction of air impacts, and implementation of measures that contribute to the reduction of global warming. Specific plans may be required to assist in the consideration of Mixed Use development proposals. This designation is found within UDBs, HDBs, PCAs, and MSCs and pursuant to regional growth corridor plans and policies.

Maximum Density: 1-30.0 Dwelling Units/Acre
Maximum Intensity: 0.5 FAR

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

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

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.

Density/Intensity: None Specified

URBAN DEVELOPMENT BOUNDARY

The purpose of this chapter 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 proposed UDB will also function as the planning area boundary of the Traver Community Plan. The UDB line establishes a twenty year growth boundary for the community of Traver. Over the years, services will be extended into this area which will allow new growth to occur. Since the UDB line defines the area where growth will occur, it is logical that it also serve as the planning area boundary for this plan.

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

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

Policy Framework

In determining a UDB and planning area for the Traver Community Plan, it is important to not only fulfill the requirements of State planning law, but to the greatest degree possible, fulfill the local goals and policies that regulate land uses in the area. As discussed earlier, there are many County policies that guide development in Traver area. However, those which have direct effect on the establishment of the community's urban boundary include the following policies in the Tulare County General Plan Planning Framework Element:

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 as shown on Figures 2.2-2 thru 2.2-22.

PF-2.2 **Modification of Community UDB**

1. The County may consider modification to a community UDB under any of, but not limited to the following circumstances:
   a. The location of the UDB shall be evaluated during preparation or update of a community plan.

b. All community UDBs should be reviewed on a five-year cycle to reflect changes in growth and development patterns.
c. A request for expansion of the UDB boundary can be applied for as part of a General Plan Amendment to the Land Use Diagram.
d. At the request of a special district or the community.
e. 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.
f. UDBs should not be expanded onto Prime Farmland if Farmland of Statewide Importance or of lesser quality is available and suitable for expansion.

2. 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.

3. 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.

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.

Based on these policies, this community plan update does not change the Urban Development Boundary.

COMMUNITY PROFILE (EXISTING CONDITIONS)

The Community Profile Existing Conditions Report summarizes the project area, environmental characteristics of the climate, predominate land uses, and geography. One of the most important functions of this Community Plan is to address any deficiency and need for improvements to infrastructure within a community this includes water, waste water, drainage, solid waste, streets, and energy that is provided to the Community.

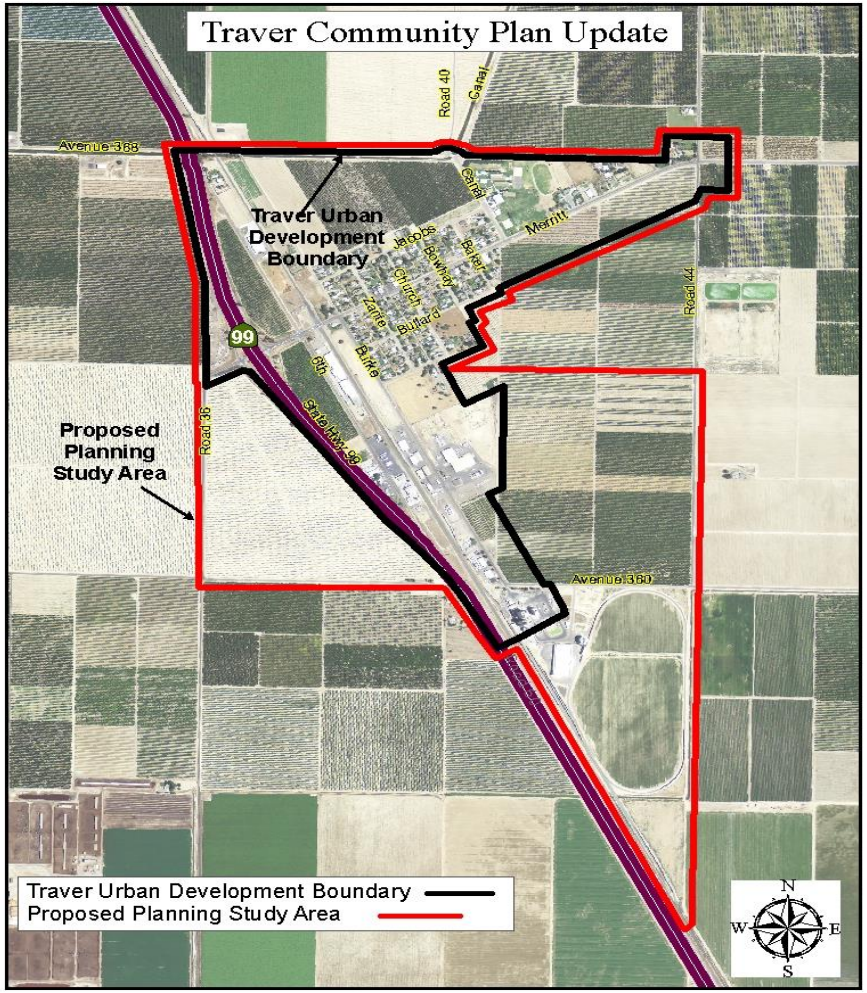
Planning Area

The Traver Urban Development Boundary (UDB) area consists of approximately 368 acres as displayed in ***Figure 2***. SR 99, one of the busiest north-south arterial routes in California, passes through the westerly portion of the Community. The Union Pacific Railroad maintains a line parallel to (east of) SR 99 and through the Community.

Land Use

There are a variety of land uses within the Planning Study Area. Along SR 99, there is a mix industrial, agricultural, and commercial uses. The west side of SR 99 is dominated by agricultural uses. Merritt Drive is the main arterial facility traversing the community and includes some community serving commercial uses, a bus line, post office, and Traver Elementary School. Residential uses are located on both sides of Merritt Drive.

Figure 2 – Planning Study Area



Climate

"The Traver area has a semi-arid climate typical of the central valley of California. Precipitation records from the five nearby weather stations at Hanford, Lemon Cove, Orange Cove, Lindsay and Visalia show an average annual rainfall on the order of ten to twelve inches, occurring primarily between November and April.

Average temperatures range from forty-four degrees Fahrenheit in January to seventy-c1 t degrees Fahrenheit in August. Normal daily maximum temperatures in the area approach 100 degrees, with extreme maximum exceeding 110 degrees. The average minimum temperature in the winter is generally above freezing. However, extreme minimum temperatures of twenty to twenty-five degrees Fahrenheit are not uncommon."[3]

Biological Resources

"The community of Traver and immediately surrounding environs are dominated by urban land uses and intensive agriculture. Accordingly, naturally-occurring flora and fauna species are limited in distribution.

Eviastrum Hooverii is the only sensitive plant species that may be present in the vicinity. This species requires sandy soils and will not tolerate repeated disturbance. No known locations of *Eviastrum Hooverii* are reported for the Traver vicinity.

The wildlife community is typical of intensive agricultural areas. A relatively large variety of birds can be found, particularly when orchards dominate the agricultural landscape. Finches, sparrows, starlings, robins, scrub jays, crows, valley quail, ring-necked pheasants and mourning doves are representatives of avian species common to the planning areas. Predatory avian species, including owls and hawks, are also relatively common in the area. Mammals and reptiles are less abundant due to the constant manipulation of local soils as part of agricultural development and use. Historically, several species which are now considered rare, endangered or sensitive, may have occurred in the Traver area. However, the loss of available habitat through agricultural conversion has extirpated these species from the area…. No evidence of any threatened, candidate, proposed, or endangered wildlife species was found in the area."[4]

As noted in the May 7, 2014 biological report, a Western Mastiff Bat was identified in the Planning Study Area. The California Tiger Salamander was identified northwest of the Planning area and Swainson's Hawk was identified south of the Planning Area.

[3] Traver Community Plan 1989, page 23
[4] Traver Community Plan 1989, page 23

Soils

Soils underlying the community and surrounding vicinity have been mapped by the U.S. Department of Agriculture Soil Conservation Service. Generally, these soils are sandy loams which have significant amounts of clay in the surface layers. These soils absorb water slowly and are alkaline in nature. At depths below three to 3-1/2 feet, hardpan was encountered which was sufficiently dense that it could not be penetrated with a hand power auger or hand auger. The areas around Traver with Traver fine sandy loam soils are classified in capability Class II, and are considered prime agricultural land. Most of the other soils around Traver are Classes II and III.

Agriculture

The surrounding area of Traver is agricultural-based with orchards, vineyards, and row crops (e.g., alfalfa). Much of the Urban Development Boundary fringe is bordered by orchards and undeveloped areas. According to the Tulare County General Plan Update, agricultural products are one of the County's most important resources. Farmland of Statewide Importance (as determined by California Department of Conservation) is located within and adjacent to the Traver Plan Area. Within the UDB of Traver there is Urban Built-up Land and Other Land. Prime Farmland is farmland with the best combination of physical and chemical features to sustain long-term agricultural production. Farmland of Statewide Importance is similar, but has other limiting physical features such as greater slopes or a lesser ability to store soil moisture. Williamson Act contracted lands are located in the southwest, northeast, and southeast quadrants of the planning study area.

Geology & Seismic Hazards

The southern San Joaquin Valley is a broad arid plain, essentially level underlain by about 28,000 feet of marine and continental strata with the sediments derived from areas now occupied by mountain ranges. "Seismicity varies greatly between the two major geologic provinces represented in Tulare County. The Central Valley is an area of relatively low tectonic activity bordered by mountain ranges on either side. The Sierra Nevada Mountains, partially located within Tulare County, are the result of movement of tectonic plates which resulted in the creation of the mountain range. The Coast Range on the west side of the Central Valley is also a result of these forces, and the continued uplifting of Pacific and North American tectonic plates continues to elevate these ranges. The remaining seismic hazards in Tulare County generally result from movement along faults associated with the creation of these ranges."[5]

"Groundshaking is the primary seismic hazard in Tulare County because of the county's seismic setting and its record of historical activity. Thus, emphasis focuses on the analysis of expected levels of groundshaking, which is directly related to the magnitude of a quake and the distance from a quake's epicenter. Magnitude is a measure of the amount of energy released in an earthquake, with

[5] General Plan Background Report, page 8-5

higher magnitudes causing increased groundshaking over longer periods of time, thereby affecting a larger area. Groundshaking intensity, which is often a more useful measure of earthquake effects than magnitude, is a qualitative measure of the effects felt by population. The valley portion of Tulare County is located on alluvial deposits, which tend to experience greater groundshaking intensities than areas located on hard rock. Therefore, structures located in the valley will tend to suffer greater damage from groundshaking than those located in the foothill and mountain areas. However, existing alluvium valleys and weathered or decomposed zones are scattered throughout the mountainous portions of the county which could also experience stronger intensities than the surrounding solid rock areas. The geologic characteristics of an area can therefore be a greater hazard than its distance to the epicenter of the quake."[6]

"There are three faults within the region that have been, and will be, principal sources of potential seismic activity within Tulare County. These faults are described below:

- **San Andreas Fault.** The San Andreas Fault is located approximately 40 miles west of the Tulare County boundary. This fault has a long history of activity, and is thus the primary focus in determining seismic activity within the county. Seismic activity along the fault varies along its span from the Gulf of California to Cape Mendocino. Just west of Tulare County, in the Parkfield area, lies the "Central California Active Area," where many earthquakes have originated.
- **Owens Valley Fault Group.** The Owens Valley Fault Group is a complex system containing both active and potentially active faults, located on the eastern base of the Sierra Nevada Mountains. The Group is located within Tulare and Inyo Counties and has historically been the source of seismic activity within Tulare County.
- **Clovis Fault.** The Clovis Fault is considered to be active within the Quaternary Period (within the past two million years), although there is no historic evidence of its activity, and is therefore classified as "potentially active." This fault lies approximately six miles south of the Madera County boundary in Fresno County. Activity along this fault could potentially generate more seismic activity in Tulare County than the San Andreas or Owens Valley fault systems. In particular, a strong earthquake on the Fault could affect northern Tulare County. However, because of the lack of historic activity along the Clovis Fault, inadequate evidence exists for assessing maximum earthquake impacts."[7]

The Tulare County General Plan states there are no known active faults in Tulare County, with the San Andreas Fault being the nearest major fault line which is located 40 miles west of the County. Because of its distance from the San Andreas Fault, Tulare County rarely feels the effects of earthquakes originating from this fault line.

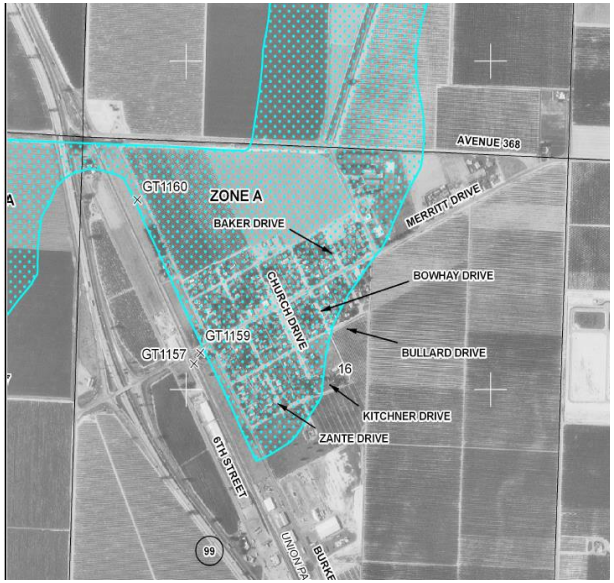
[6] General Plan Background Report, page 8-7
[7] General Plan Background Report, pages 8-6 and 8-7

Flooding

"Flooding is a natural occurrence in the Central Valley because it is a natural drainage basin for thousands of watershed acres of Sierra Nevada and Coast Range foothills and mountains. Two kinds of flooding can occur in the Central Valley: general rainfall floods occurring in the late fall and winter in the foothills and on the valley floor; and snowmelt floods occurring in the late spring and early summer. Most floods are produced by extended periods of precipitation during the winter months. Floods can also occur when large amounts of water (due to snowmelt) enter storage reservoirs, causing an increase in the amount of water that is released."[8] "Flood events in the Tulare Lake region are caused by rainfall, snowmelt, and the resultant rising of normally dry lakes. Although significant progress has been made to contain floodwaters in the region, improvements to the flood control system are still needed to lessen the flood risk to life and property."[9]

"Official floodplain maps are maintained by the Federal Emergency Management Agency (FEMA). FEMA determines areas subject to flood hazards and designates these areas by relative risk of flooding on a map for each community, known as the Flood Insurance Rate Map (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."[10] Although some areas of Tulare County have experienced major flooding along its major rivers, the Traver Plan Area has not.

Figure 3 – 100 Year Flood Zone



Development within flood prone areas not only threatens property and life , but can also increase the possibility of flooding downstream. Additionally, the County and its property owners risk the loss of federally-sponsored flood insurance programs if the County's development regulations do not minimize the risks of flooding. The 100-year flood plain is the basic planning criteria to identify areas in which precautions should be taken. A substantial portion of the planning area in Traver is subject to 100-year flood hazard (Flood Zone A; see ***Figure 3***).

[8] General Plan Background Report, page 8-13
[9] California Water Plan Update 2009, Tulare Lake, page TL-28 to TL-29
[10] General Plan Background Report, page 8-14

Noise

There are a variety of sources that produce noise in the Traver Plan Area and include traffic, railroad operations, airport operations, and agricultural operations. Traffic noise is the most dominant source of ambient noise in the County, according to the Tulare County General Plan EIR. SR 99 runs through the Traver Plan Area and is the largest source of traffic noise in the area due to the high volumes of traffic. Noise from SR 99 adversely impacts an area through Traver making properties in close proximity to the highway less desirable for new housing construction.

Operations along the Union Pacific railroad line are another significant source of noise in Traver. According to the Tulare County General Plan EIR, there are more than twenty (20) freight train operations per day along the Union Pacific rail line in Tulare County and may occur at any time of day or night. Noise levels are higher at at-grade crossings due to the warning horn. As such, Traver is impacted by warning horn noise whenever a train crosses Merritt Drive thereby impacting adjacent land uses whenever a train passes through the community.

The 2010 RDEIR prepared for the Tulare County General Plan Update included the following information regarding freeway and railroad noise. Baseline traffic noise contours for major roads in the County were developed using Sound32 (Caltrans' computer implementation of the FHWA Traffic Noise Prediction Model). Table 3.5-3 in the RDEIR summarized the daily traffic volumes, and the predicted Ldn noise level at 100 feet from the roadway centerline is approximately 79 feet, and the distance from the roadway centerline to the 60-, 65-, and 70-dB-Ldn contours are 82 feet, 1,813 feet, and 3,907 feet respectively.

Mainline operations on the Union Pacific Railroad in Tulare County affect the community of Traver. According to the Trainmaster's office in Fresno, there are more than 20 freight train operations per day in the Tulare County Area. Passenger trains presently do not operate on Union Pacific tracks in Tulare County. Train speeds on the mainline are generally 45-65 mph and train movements may occur at any time during the night or day. According to the Wyle methodology, the above-described type and frequency of operation results in noise exposures of 65 and 60 dB Ldn at approximately 335 and 660 feet, respectively, from the center of the tracks for present operations, and at approximately 440 and 800 feet, respectively, from the center of the tracks for estimated future operations. Noise levels in the vicinity of grade crossings are somewhat higher than this due to the use of the warning horn.

Air Quality

"Tulare County falls within the southern portion of the San Joaquin Valley Air Basin (SJVAB), which is bordered on the east by the Sierra Nevada range, on the west by the Coast Ranges, and on the south by the Tehachapi Mountains. These features restrict air movement through and out of the SJVAB.

The topography of Tulare County significantly varies in elevation from its eastern to western borders, which results in large climatic variations that ultimately affect air quality. The western portion of the County is within the low-lying areas of the SJVAB. This portion of the County is much dryer in comparison to the eastern portion that is located on the slopes of the Sierra Nevada Mountains. The higher elevation contributes to both increased precipitation and a cooler climate.

Wind direction and velocity in the eastern section varies significantly from the western portion of the County. The western side receives northwesterly winds. The eastern side of the County exhibits more variable wind patterns, but the wind direction is typically up-slope during the day and down-slope in the evening. Generally, the wind direction in the eastern portion of the County is westerly; however terrain differences can create moderate directional changes.

Generally, the temperature of air decreases with height, creating a gradient from warmer air near the ground to cooler air at elevation. This gradient of cooler air over warm air is known as the environmental lapse rate. Inversions occur when warm air sits over cooler air, trapping the cooler air near the ground. These inversions trap pollutants from dispersing vertically and the mountains surrounding the San Joaquin Valley trap the pollutants from dispersing horizontally. Strong temperature inversions occur throughout the Basin in the summer, fall, and winter. Daytime temperature inversions occur at elevations of 2,000 to 2,500 feet above the San Joaquin Valley floor during the summer and at 500 to 1,000 feet during the winter. The result is a relatively high concentration of air pollution in the valley during inversion episodes. These inversions cause haziness, which in addition to moisture may include suspended dust, a variety of chemical aerosols emitted from vehicles, particulates from wood stoves, and other pollutants. In the winter, these conditions can lead to carbon monoxide "hotspots" along heavily traveled roads and at busy intersections. During summer's longer daylight hours, stagnant air, high temperatures, and plentiful sunshine provide the conditions and energy for the photochemical reaction between reactive organic gases (ROG) and oxides of nitrogen (NOx), which results in the formation of ozone."[11]

The formation of air emissions which impacts air quality is directly related to land use (e.g., land types, densities, and intensities); it is also related to the configuration of land, vegetation, climate, wind direction and velocity, and production of man-made contributions which change the natural qualities of the air. Traver is located near the southern end of the Valley with prevailing winds from the northwest, which places it in a location susceptible to the accumulation of adverse air emissions. In addition to temperature inversions which can hold down surface air along with its pollutants, the high temperatures prevalent during summer months result in production of ozone, an air pollutant harmful to human health.

Greenhouse Gases

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)

[11] Tulare County 2030 General Plan RDEIR, page 3.3-9

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.

The 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).

CIRCULATION

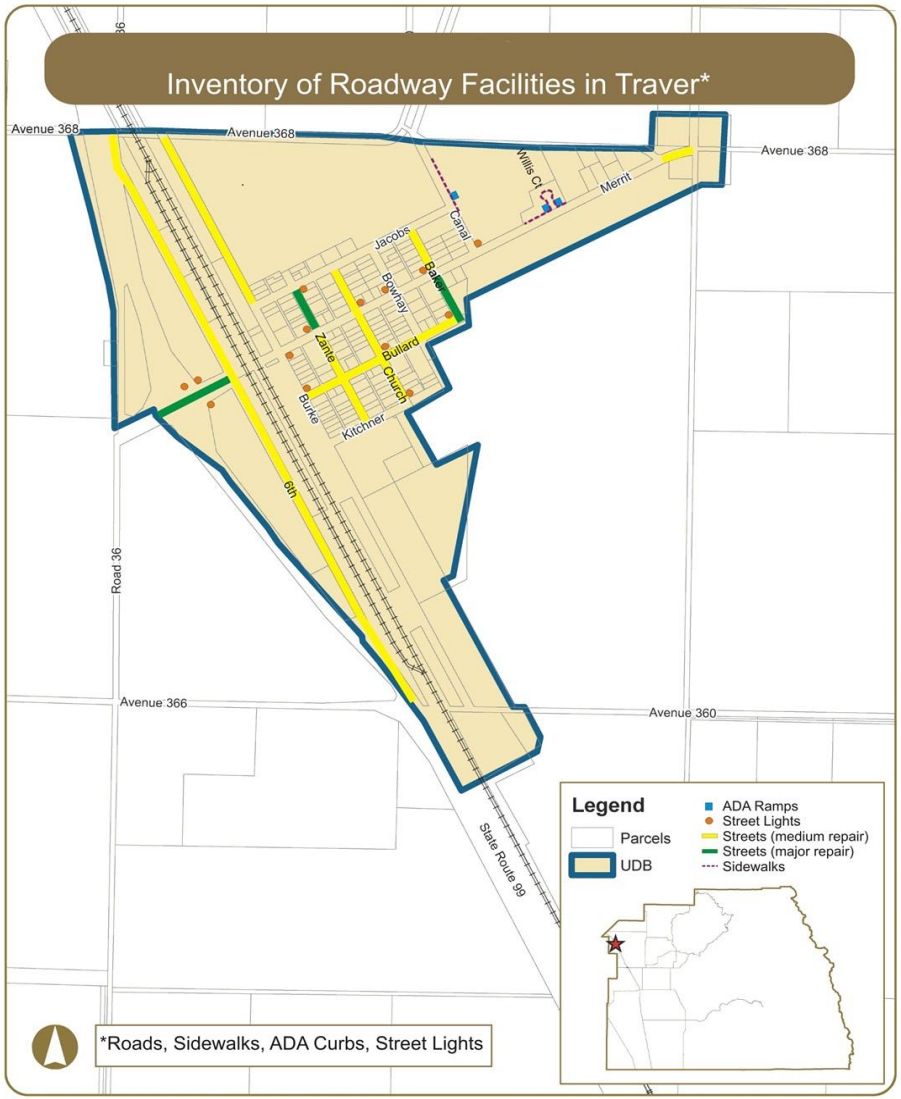
Freeways provide for the ability to carry large traffic volumes at high speeds for long distances. Access points are fully controlled. Freeways connect points within the County and link the County to other parts of the State.

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.

Figure 4 – Inventory of Roadway Facilities Existing Conditions



Tulare County General Plan Level of Service Standards

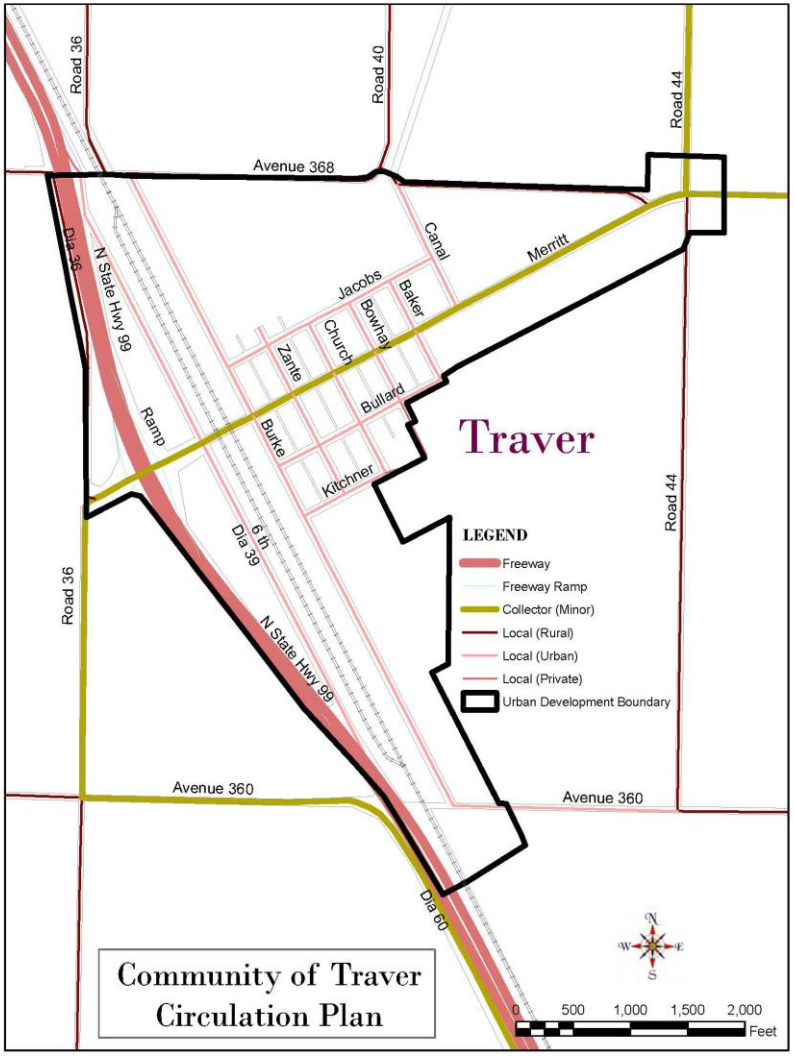
"Level of Service (LOS). Operational analyses typically focus on intersections rather than road segments since the capacity of the intersections is usually more critical than the capacity of the roadway. LOS is used to rank traffic operation on various types of facilities based on traffic volumes and 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."[12] 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.

Circulation Plan

An efficient, functional traffic circulation network is an essential component of a well-planned community. The relationship of traffic circulation to the potential for development of the community is a clear one. The essential circulation needs of the community are comprised of adequate access to residential and commercial uses, local residents commuting to places of employment outside Traver and for including parking; adequate and convenient access off of and onto Highway 99, for prospective patrons of Traver's highway-oriented commercial outlets; and the ability to conveniently serve local industrial operations with truck and rail freight and employee access and parking.

Figure 5, illustrates the Circulation Plan prescribed by the

Figure 5 – Proposed Circulation Diagram



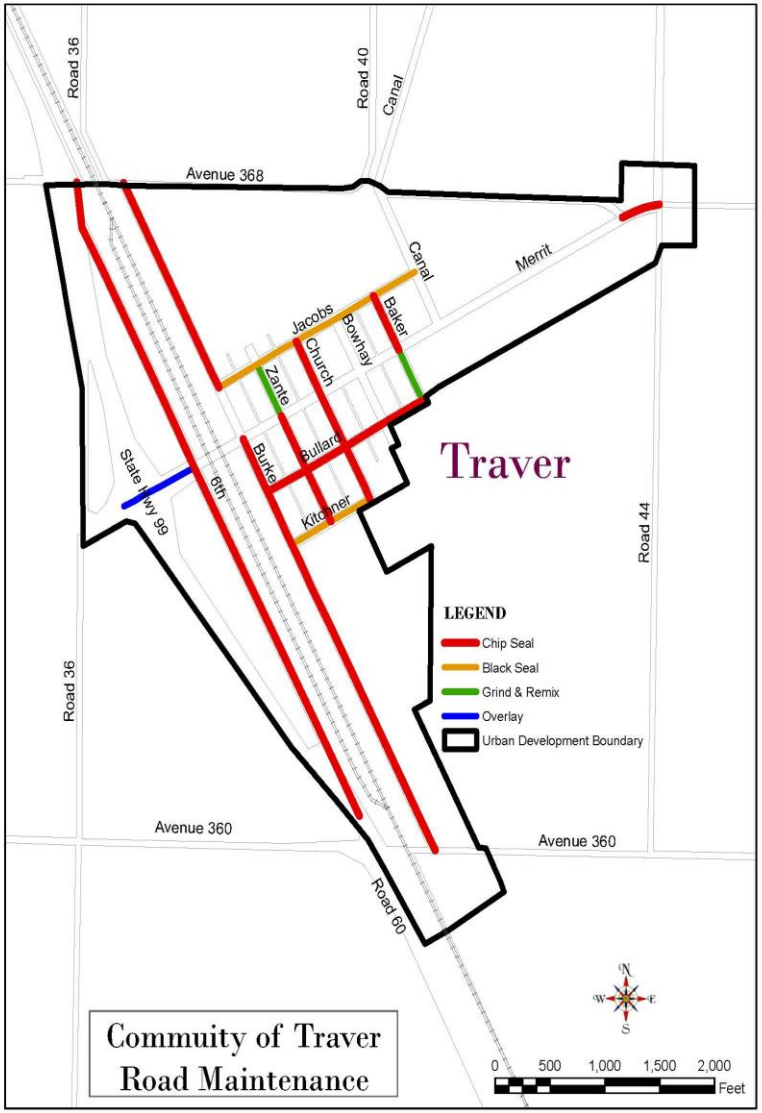
[12] Tulare County General Plan, 2008 Goals and Policies Report, page 12-1.

Traver Community Plan. This plan establishes a functional street classification system consistent with that of the Tulare County Transportion and Circulation Element. The Circulation Plan also includes a recommended Bike Plan along with pedestrian improvements consistent with Complete Streets and Safe Routes to School Programs. In addition Circulation system-related policies established by this plan. and associated implementation programs and activities, are outlined below.

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

An efficient traffic circulation system is fundamental requirement of any well-planned community. The movement of people and goods into, out of and around the local business and residential environment must be a priority in developing a community plan. State Route 99 is the dominant traffic circulation feature in the community. A full freeway diamond interchange, providing access into and from Traver, exists at Merritt Drive. Merritt Drive is the main arterial leading into and through Traver. Burke Street, Sixth Street, and Avenue 368 are currently designated as collector streets. According to the traffic analysis prepared for the environmental study associated with this community plan update, it concluded that all intersections meet or exceed the County LOS D standard under all scenarios. In fact, all intersections will perform at LOS C or better, with the exception of the Church/Merritt intersection in

Figure 6 –Community of Traver Road Maintenance



2030 PM, goes to LOS D, with still acceptable average delay of 28 seconds during the most heavily trafficked hour of the day.

"There are various roadways in Traver that are in need of repair. The Tulare County Pavement Management System provides annual updates regarding the condition of roads in the County maintained mileage system. (see ***Table 1***). 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."[13]

Table 1 - Road Maintenance Strategies

No.	Roadway	Limits	Repair Code
1	6th Street	SR 99 to Avenue 368	CHIP
2	Avenue 368	Merritt Drive to Road 44	CHIP
3	Baker Drive	Bullard Drive to Merritt Drive	GRX
4	Baker Drive	Merritt Drive to Jacobs Drive	CHIP
5	Bullard Drive	Burke Drive to Baker Drive	CHIP
6	Burke Drive	Jacobs Drive to Avenue 368	CHIP
7	Church Drive	Kitchner Drive to Jacobs Drive	CHIP
8	Merritt Drive	SR 99 SB Ramps to 6th Street	OLAY
9	Zante Drive	Kitchner Drive to Merritt Drive	CHIP
10	Zante Drive	Merritt Drive to Jacobs Drive	GRX

Source: Tulare County Housing Element – Action Program 9
OLAY = overlay resurfacing operation
CHIP = chip seal
GRX = grind and remix
ACST = asphalt reconstruction
RCST = cold mix reconstruction

Pedestrian Traffic

Most streets in the community of Traver do not have sidewalks. Thus, new sidewalks are needed throughout the community. Table 3 provides the location of existing sidewalks in Traver.

"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.

Table 2 - Location of Existing Sidewalks

No.	Roadway	Limits	Location
1	Canal Drive	Jacobs Drive to Avenue 368	East side
2	Merritt Drive	West of Willis Court to Willis Court	North side
3	Willis Court	Merritt Drive to north end	East side
4	Willis Court	Merritt Drive to north end	West side

Source: Tulare County Housing Element – Action Program 9

[13] Tulare County Housing Element – Action Program 9, page 20-4

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."[14]

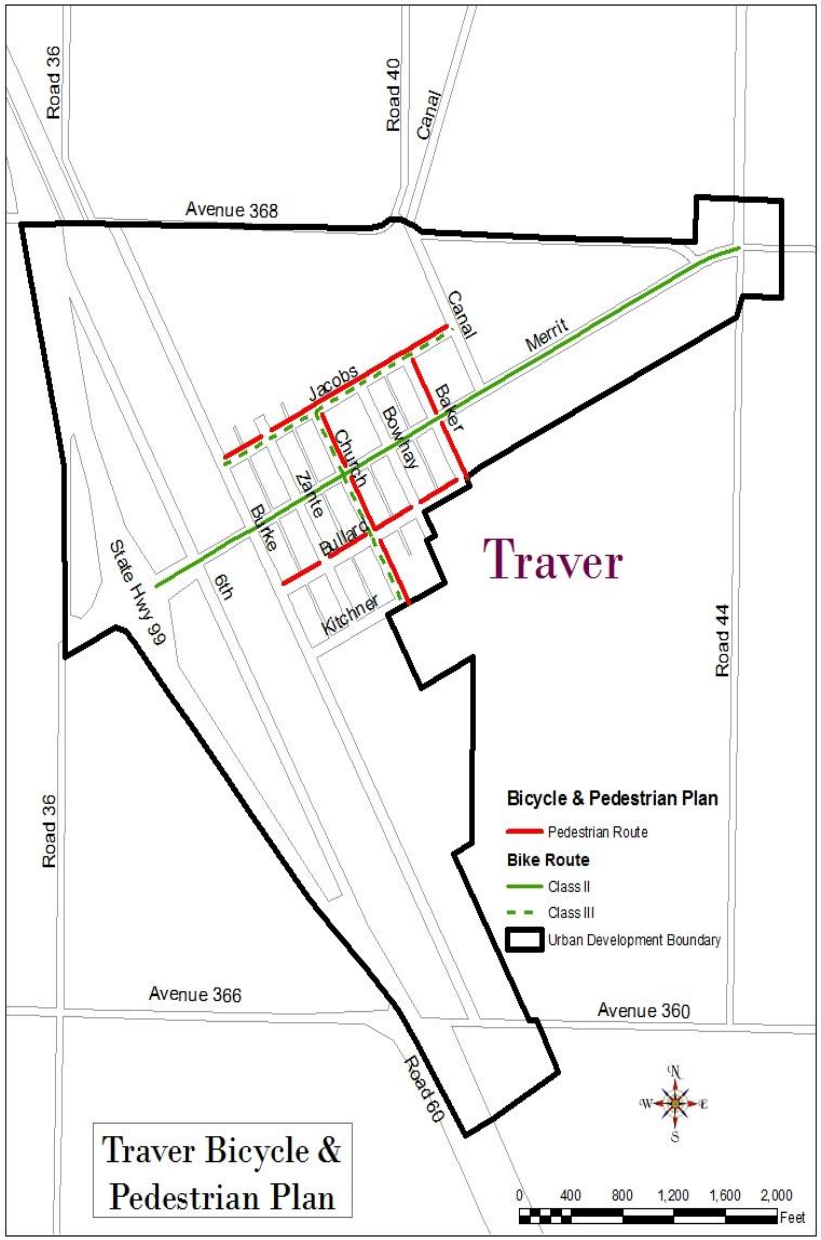
"The County of Tulare completed a survey of ADA compliant ramps within the communities in August 2012. According to the survey, there are several ADA compliant curb ramps located within Traver and are listed in ***Table 3***…"[15]

Table 3 - Location of Existing ADA Ramps

No.	East-West Roadway	North-South Roadway	Location
1	Jacobs Drive	Canal Drive	NE Corner
2	Merritt Drive	Willis Court	NE Corner
3	Merritt Drive	Willis Court	NW Corner

Source: Tulare County Housing Element – Action Program 9

Figure 7 – Proposed Bicycle and Pedestrian Plan



[14] Tulare County Housing Element – Action Program 9, page 20-6
[15] Tulare County Housing Element – Action Program 9, page 20-5

Bicycle Traffic

The Tulare County General Plan includes a map of the Regional Bicycle Transportation Plan network. A bicycle transportation network does not currently include the community of Traver. Bicycle facilities consist of Class I, Class II, and Class III facilities. Currently, the Traver Community has no bicycle facilities.

***Class I* –** Bike path providing completely separated right-of-way designated for the exclusive use of bicycles and pedestrians. In Yucca Valley, Class I facilities will primarily be implemented through TCAG. Future bicycle facilities have also been identified through the Tulare County Bicycle Master Plan (2011).

***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. In Tulare County, this General Plan and the San Bernardino County Non-Motorized Transportation Plan envision a system of bicycle lanes on roadways that will connect the activity centers of the Town to the Town's residents, as shown on

***Class III* –** Bikeway providing route designation by signage. Roadways are shared between bicyclists and motorists.

Caltrans Transportation Concept Reports

Caltrans has prepared a number Transportation Concept Reports for State Routes, Interstate Routes, and U.S. Routes for each of its California Districts. Tulare County is located in Caltrans District 6. The Transportation Concept Report for Highway 99, segment 19 applies to Traver. Highway 99 is currently being improved to three lanes in each direction through Traver. Concept LOS C is designated for Highway 99 and concept LOS C is anticipated with improvements in 2035.

Complete Streets

Legislatively, the California Complete Streets Act (AB 1358) requires all cities and counties to identify how to provide for routine accommodation of all roadway users, including motorists, pedestrians, bicyclists, people with disabilities, seniors, and users of public transportation. In a nutshell, this integrated approach is characterized as "designing complete streets for all users." On August 13, 2014, the Board of Supervisors approved the submittal of a grant application, along with a detailed scope of work, to the Tulare County Association of Governments (TCAG) in the amount of $150,000 for development of a Complete Streets Policy. Funding was awarded from TCAG to develop complete streets policies for the communities of Traver, Goshen and Pixley. A scope of work has been developed that includes a comprehensive analysis of the selected streets including (a) traffic analysis, (b) public meetings and workshops, (c) walkability audits of the project area, and (d) recommendations regarding the accommodations that are needed to make each street more complete, thus insuring that all affected streets can better accommodate all users. The selected streets in Traver include, Merritt Drive, from Burke Street to Canal Drive and 6th Street, from SR99 to Merritt Drive. Thus, these Complete Street Policies, once approved, can lead to an award of construction funding from TCAG for communities in Tulare County.

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.

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 (CO2e) reductions is $23 per ton. According to the Federal Highway Administration, sidewalks reduce incidences to pedestrians over 80%.[16] The average cost per highway incidents (provided by Caltrans) is listed in ***Table 4***.

Table 4 – 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

Streetlights

"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."[17]

[16] http://www.dot.ca.gov/hq/tpp/offices/eab/benefit_cost/LCBCA-economic_parameters.html
[17] Tulare County Housing Element - Action Program, page 20-6

Table 5 identifies the location of existing street lights that are maintained by the County of Tulare in Traver, as well as their specifications including; location, 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). 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."[18]

Table 5 - Specifications of Existing Street Lights

No.	East-West Roadway	North-South Roadway	Location	Pole	Lumens	Pole Type	Arm Direction	Utility
1	Bullard Drive	Burke Drive	NE Corner	792	5800	W	W	PG&E
2	Bullard Drive	Church Drive	NE Corner	793	5800	W	W	PG&E
3	Bullard Drive	Baker Drive	NW Corner	802	5800	W	E	PG&E
4	Jacobs Drive	Zante Drive	SE Corner	799	5800	W	N	PG&E
5	Kitchner Drive	Church Drive	NE Corner	800	5800	W	W	PG&E
6	Merritt Drive	Burke Drive	SE Corner	794	5800	W	N	PG&E
7	Merritt Drive	Zante Drive	NW Corner	795	5800	W	S	PG&E
8	Merritt Drive	Church Drive	NE Corner	796	5800	W	S	PG&E
9	Merritt Drive	Bowhay Drive	NW Corner	797	5800	W	S	PG&E
10	Merritt Drive	Baker Drive	NW Corner	798	5800	W	S	PG&E
11	Merritt Drive	Canal Drive	NE Corner	801	5800	W	S	PG&E
12	Merritt Drive	SR 99 NB Ramps	NE Corner	N/A	N/A	N/A	W	PG&E
13	Merritt Drive	SR 99 NB Ramps	NW Corner	N/A	N/A	N/A	S	PG&E
14	Merritt Drive	SR 99 NB Ramps	SE Corner	965	5800	W	N	PG&E

Source: Tulare County Housing Element – Action Program 9

2013 County of Tulare Capital Improvement Plan

The 2013 County of Tulare Capital Improvement Plan includes the following projects:

- Traver Elementary School Safety Improvements (Measure R – Funds, Project Cost: $180,000):
- Start Design: December 2013; End Design: April 2014
- Install A/C 10 ft. wide pathway on Merritt Drive, 6th to Canal Drive (Pathway provides a safe walking for school children to travel)
- Install 180 ft. of curb, gutter and sidewalk on Canal Drive

[18] Tulare County Housing Element – Action Program 9, page 20-6

INFRASTRUCTURE

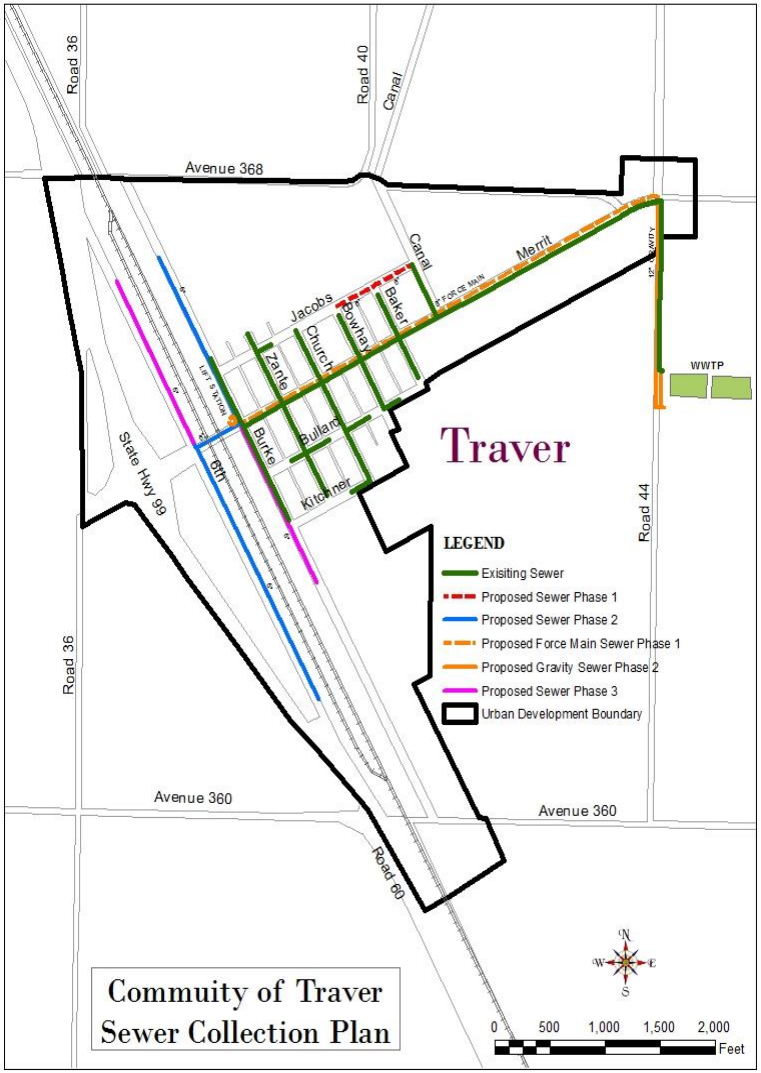
Infrastructure is the basic physical and organizational structures needed for the operation of a society or enterprise or the services and facilities. One of the most important functions of this Community Plan is to address any deficiency and need for improvements to this infrastructure within a community this includes water, waste water, drainage, solid waste, streets, and energy that is provided to the Community.

Sewer

"On May 2, 2006, the California State Water Resources Control Board (SWRCB) adopted Statewide General Waste Discharge Requirements (WDRs), No. 2006-003, for all Sanitary Sewer Collection Systems. These WDRs are the regulatory mechanism for all federal and state agencies, municipalities, counties, districts and other public entities that own or operate sanitary sewer collection systems, more than one mile in length, and convey untreated, or partially treated, wastewater to a publicly owned treatment facility within the State of California. This regulatory measure was developed to reduce the number and frequencies of sanitary sewer overflows (SSOs), as well as decrease the risk to human health and the surrounding environment, if an overflow occurs.

Each collection system operator is required to develop and implement a facility specific Sanitary Sewer Management Plan (SSMP) which must include applicable elements that provide proper and cost effective management, operation and maintenance of collection systems. It must also include a spill response plan that establishes standard procedures for immediate response to an SSO to minimize water quality impacts and potential nuisance conditions.
Tulare County is required to comply with the WDR as it has jurisdictional authority provided by the establishment of County

Figure 8 – Community of Traver Sewer Collection Plan

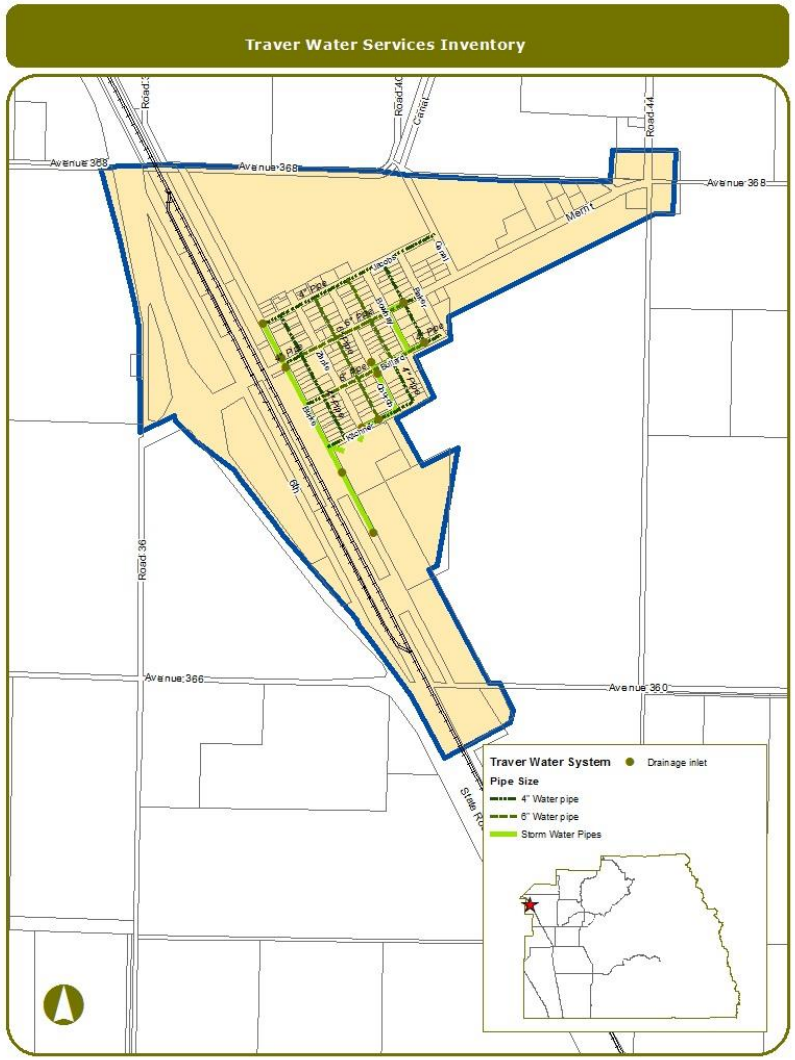


Service Area 1 to operate four (4) wastewater treatment facilities and five (5) sewer lift stations more than one mile in length that convey untreated wastewater to a publicly owned treatment facility. Tulare County has submitted a Notice of Intent to the State for coverage under the WDR and is currently utilizing the statewide electronic reporting system for SSOs."[19]

"Tulare County's Traver Wastewater Treatment Facility (WWTF) serves 178 residential users, 4 churches, 2 commercial facilities and 2 small schools. It is located at 36550 Road 44, 0.5 miles south of Avenue 369, in Traver, California and includes 2.6 miles of gravity sewer line, 0.03 miles of force main, and 0.05 miles of laterals. The main lines are constructed of polyvinyl chloride."[20]

The County of Tulare contracts with Water Dynamics, Inc. to oversee the operations and maintenance of the Traver WWTF. All services provided are under the supervision of a State Certified WWTF Operator, Grade I, II, and V. A computerized maintenance program schedules preventative maintenance work orders, organizes are maintenance activities and records historical data about the system. Water Dynamics, Inc. responds to all sewage spills, seven (7) days a week, 24 hours a day with assistance from Tulare County personnel. This program meets the requirements of the WDR[Waste Discharge Requirements]."[21]

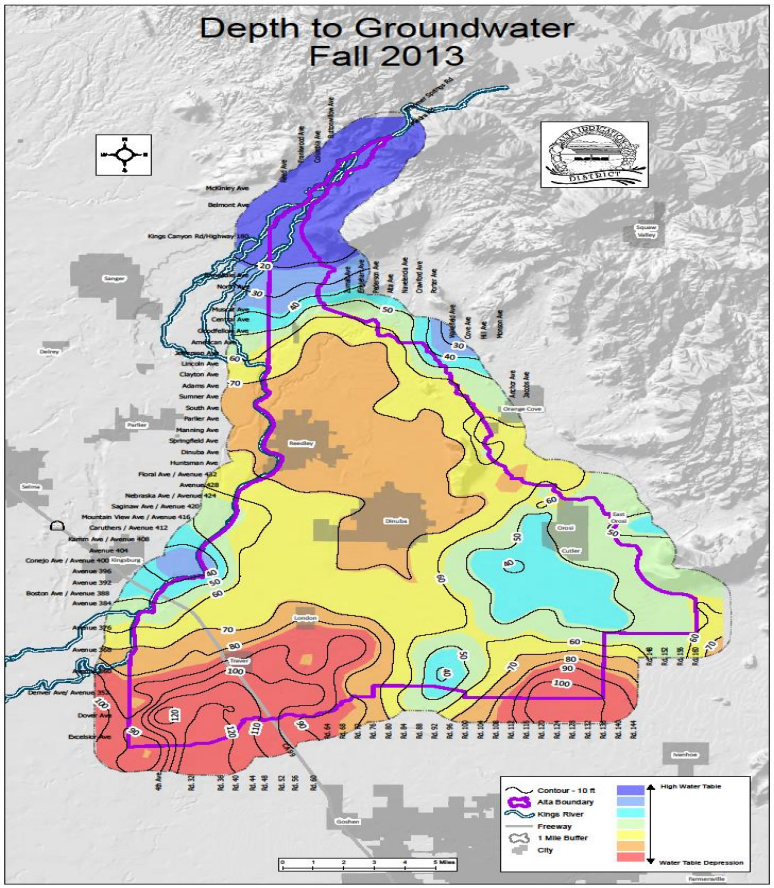
As of January 2014, the Traver WWTF and collection system has the capacity to serve all entities that the County has current commitments to serve. This includes infill development throughout the community, currently proposed development along Jacobs Dr. and a proposed medical building located east of the Traver Elementary School.[22]



[19] 2010 Traver Wastewater Treatment Facility Sewer System Management Plan (SSMP), page v
[20] 2010 Traver Wastewater Treatment Facility Sewer System Management Plan (SSMP), page 1
[21] 2010 Traver Wastewater Treatment Facility Sewer System Management Plan (SSMP), page 1
[22] Traver Community Sewer Collection and Wastewater Treatment Evaluation Supplement to Study Prepared in June 2005

"The sewer and water systems serve only the primary part of the community between Burke and Road 44. The sewer system is limited by the 8 inch diameter main to the wastewater plant which restricts the number of additional connections that can be made to the current system. Development outside the primary community cannot take place unless a larger sewer trunk line or force main is constructed as well as the expansion of the wastewater plant."[23]

Figure 10 – Depth to Groundwater



Water

No natural surface water features exist in the community or immediate vicinity. A number of irrigation canals, however, provide water to the agricultural area surrounding Traver, and flow on a seasonal basis. The Kings River channel lies approximately two and a half miles north of the community.

According to David McGlasson, in an August 14, 2104 water memo, "the capacity of the existing water supply wells will be exceeded over the course of the planning horizon, and additional wells, pumps, and a storage tank will be needed to meet those increased demands."

Storm Drain Areas

"The physical features of the highway and railroad splits the Traver Urban Development Boundary (UDB) into the designated Zone 1, Zone 2, and Zone 3" [24] "Zone 1 is the area west of State Highway 99 and north of Merritt Drive. It is hemmed in between the highway and Road 36 which is the west boundary of the UDB and is currently undeveloped … It is essentially a drainage area unto itself that is apart and isolated from most of the Traver community.

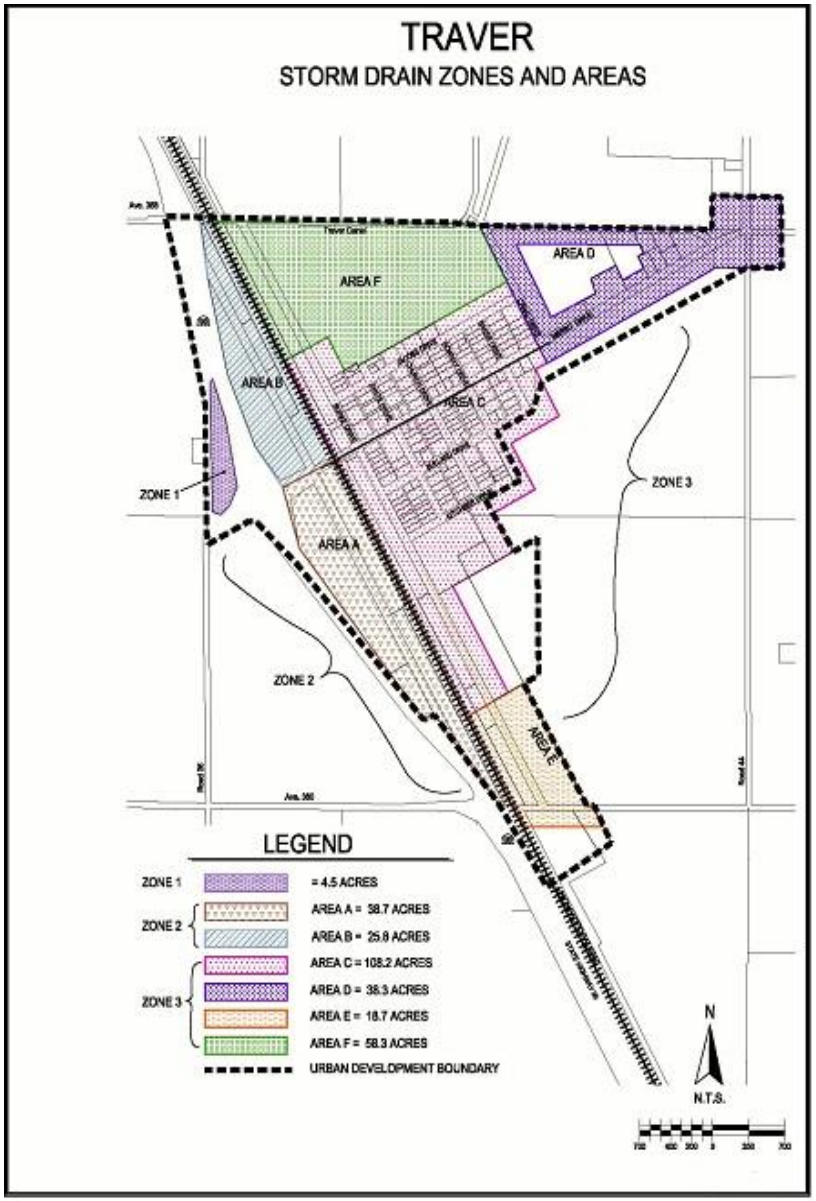
[23] Traver Storm Drain Master Plan, page 3
[24] Traver Storm Drain Master Plan, page 9

Zone 2 is the corridor between the highway and railroad and has commercial and industrial development down Sixth Street with no curb, gutter or sidewalks. The road crown of Merritt Drive creates a ridge and high point where this zone is split into a drainage Area A south of Merritt and Area B north of Merritt. A major portion of Zone 2 is currently orchards and undeveloped such that the street and surface drainage flows west to the orchard or east to the railroad track. There are currently two businesses along Sixth Street that handle their drainage with an on-site basin where one basin exists north of Merritt in Area B and the other south of Merritt in Area A… Localized flooding has occurred in the south part of Area A just at the exit of the highway off-ramp where in a low spot on the east side near the tracks accumulates rain runoff... A drainage inlet exists on the south part of Bravo Farms where it appears to drain towards a small depressed area near the highway.

Zone 3 is east of the railroad and is bounded to the south by Avenue 360 and to the north by Avenue 368 as well as the Traver Canal. The UDB extends east to the intersection of Road 44 and Merritt Drive which turns into Avenue 360. This zone has four drainage study areas that are created by topographic features of terrain and elevation high points. These areas consists of the primary community designated as Area C, school area east of Canal Drive designated as Area D, south of Burke Drive industrial designated as Area E and the undeveloped north of Jacobs Drive designated as Area F...

Area C of Zone 3 is the primary portion of the community that exists between Canal on the east and Burke on the west with the drainage study boundary extending just north of Jacobs and south of Kitchner. This area consists mostly of residential houses with little or no curb, gutter and sidewalk improvements except for a small section on the southeast corner of Merritt and Baker. The community had predominantly developed over time where all streets and roads were graded to drain to private property. The lay of the land defined the grade at which the streets, buildings and lots were situated. Certain areas were natural low spots while others were created by traffic rutting and various road overlays. During rain events, localized

Figure 11– Storm Drain Zones and Areas



puddles occur at various low spots throughout the community where significant nuisance water accumulates on Merritt at Burke and Bowhay. Burke has a high spot about a quarter mile south of Kitchner where flows split to create a low spot just in front of Britz Fertilizer Company. This portion is incorporated into Area C as well as a portion north of Jacobs on Burke where a high spot drains south into this drainage area.

Area D is the school area east of Canal Drive where the high road crown has created a drainage boundary bordering Area C. Area D extends east to Road 44 where it encompasses the intersection of Avenue 368 and the surrounding area up to the UDB. These parcels are currently undeveloped with a commercial land use category. A residential cul-de-sac subdivision east of the school has a small existing basin off Merritt where existing curb, gutter and sidewalk improvements drain this subdivision and the church east of it There are no other improvements east of the church and only residential houses and orchards exist. Past flooding in front of the school parking lot on the east side of Canal Drive has prompted the school to recently construct a small on-site basin to drain the parking lot with inlets and storm drain lines.

Area E is an industrial area along Burke Street about a quarter mile south of Kitchner where a high point in the topography has the surface drainage flow south. This high point makes the northern drainage boundary and extends south to Avenue 360 and the UDB. Various industrial businesses exist along Burke near Avenue 360 where there is no curb and gutter. A drop inlet exists on the southwest corner of Burke and Avenue 360 which is believed to drain south towards a basin on-site of the grain silo business. The lots adjacent to the railroad drain toward some swales adjacent to the tracks. The grain silos south of Avenue 360 have acted as a landmark for Traver and the business site has several on-site basins to control their drainage.

Area F is north of Jacobs and is bordered to the north by both the Traver Canal and Avenue 368 with Canal Drive on the east and Burke Drive on the west. The railroad creates a boundary on the west and a high point along Burke just north of Jacobs separates Area C from Area F. This existing orchard area predominantly slopes southwest from the Traver Canal and Canal Drive intersection towards Burke. The undeveloped orchard has had some interest for development and has been categorized as residential land use. Development will require an on-site basin and will take the street drainage of Burke and the drainage of the parcels between Burke and the railroad. Incorporating undeveloped Area F into the drainage and collection system of Area C has too many uncertainties and would not be cost effective due to long distance a pipeline would have to be extended to reach the proposed basin site at Kitchner.

Since most of the area within the Traver Urban Development Boundary is rural and has no improvements, any standing rainfall runoff appears to be absorbed and percolated into the native soil. The existing native soil has been classified by USDA/NRCS as predominantly silty sand; either a Traver loam or Cajon sandy loam. Previous soil reports have indicated the presence of a hardpan layer about 3 to 4 feet below the ground surface and a very sandy layer below the hardpan. Based on similar sites and soil conditions, the community has the potential for percolation systems that reduces the drainage and basin size. These systems of minimal environmental impact like percolation by permeable concrete or permeable pavement will not be pursued in this study but will be

suggested as an alternative to minimize runoff and retention at basins."[25] ***Figure 10***, provided by Alta Irrigation District, displays the depth to groundwater in Nov. 2013. Estimated depth to groundwater in Traver is about 90 feet.

Storm Drain Plan

"The storm drain master plan for the community of Traver provides a drainage plan that sets flow grades for improvement and development within the Urban Development Boundary (UDB). Assumptions were made for the expected runoff, drainage boundaries, basin site and future development. The storm drain study used existing roadway elevations to identify the current drainage flow patterns. The low and high areas defined the proposed drainage grades and the lowest spots dictated the collection points for the storm drain pipeline to direct to the basin.

…The drainage areas of Zone 1, Area A, Area B, Area E and Area F are mostly undeveloped lands with existing orchard where the street drainage will go to the lowest part of the drainage area. Basin location for the zone or area is proposed at a site on a downstream vacant parcel and configured to fit the downstream vacant parcel boundary as seen in Exhibit B. Zone 1, Area A, Area B, and Area E have one road in the zone or area where the surface drainage can be directed by the gutter grades to a downstream basin site which precludes a piped storm drain collection system. The surface flow shall be directed to street inlets that will have short segments of pipeline flow to the basin site.

The basin sites and their acquisitions are the initial processes of implementing the storm drain master plan. The basin sites will be developed with perimeter fencing, gate, earth ramp and outfall structure. This study sizes the basin for the drainage boundaries conservatively and assumes no influence by on-site basins that currently exist or are developed in the future. On-site basins will be required for large parcels and for future development of the orchard areas. The basin site for Area C is proposed at Kitchner and Burke where it is the most ideal location for the storm drain collection. Existing basins in Area D are to be utilized such that the basin in front of the school retains the parking lot drainage and the basin off Merritt Drive retains the remaining drainage boundary with a proposed expansion.

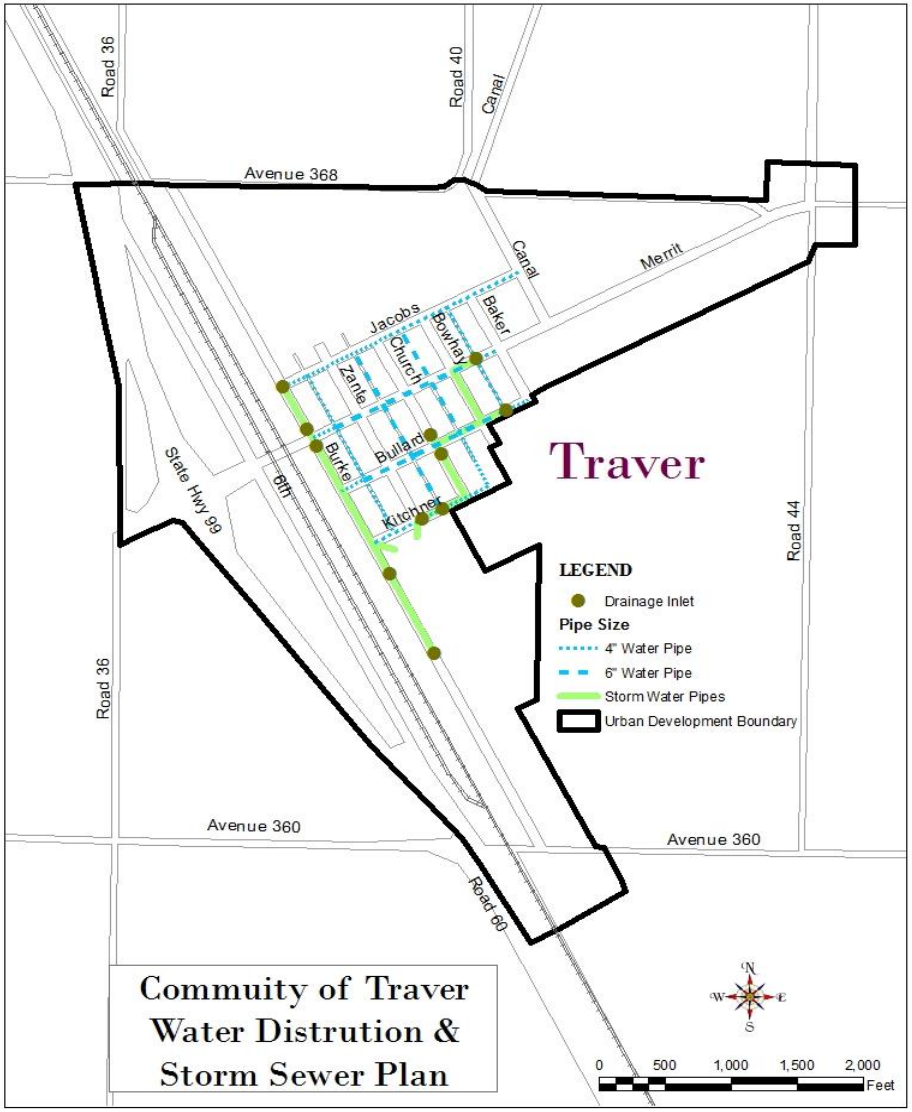
In Zone 1, Area A and Area B, the highway overpass has runoff coming off Merritt. This will require cooperation and coordination with Caltrans to arrange a suitable retention basin to take runoff of both overpass and the Sixth Street drainage. The overpass runoff is currently dispersed to the adjacent orchard or open space next to the orchard. Zone 1 and Area B proposes a basin on the south end of the zone or area to capture the runoff of the overpass and the street. Area A proposes a basin on the south end of the area and to retain the runoff of the drainage boundary south of Merritt plus runoff of the highway. The overpass runoff is split by the Merritt road

[25] Traver Storm Drain Master Plan, page 9 to10

crown where one side drains to basin site in Area B and the other to basin site in Area A or it can be combined to flow north of Merritt into Area B's proposed basin site. The highway off ramp on the south end of Area A near Bravo Farms will have runoff to be coordinated and arranged with Caltrans drain into Area A's proposed basin site.

In Zone 3, Area C is the primary residential community with several streets having low spots in different parts of the community as seen in Exhibit A. There is approximately three (3) foot difference in elevation from the higher area on Canal and the lower area at Kitchner. Key spots of the street crown elevations were used to adjust and propose a grading pattern for surface flow and establish a drainage and grading plan. Proposed grades at intersection of streets, grade breaks and low spots are shown on the grading plan and will facilitate future curb and gutter grades. Major changes in crown elevation were done on Jacob and other streets so that the well traveled Merritt Drive would receive minimum impact and disruption. It was felt that construction on Merritt Drive would impact the community significantly and any effort to change the road on Merritt would be a major reconstruction of the frequently over-laid and paved road compared to the rest of the streets in the community. The proposed road crown elevations or grades are found in Appendix C under Grading Plan along with a schematic diagram of the existing and proposed crown and flow line grades. The schematic diagram is in a spreadsheet format that is modeled in a configuration of the community streets. It illustrates the proposed flow line grades at the returns plus proposed intersection elevations and low points as well as the existing road crown grades and proposed gutter slopes. The schematic diagram assumes a 2%

Figure 12 Community of Traver Water Distribution & Storm Water Sewer Plan



cross slope of the road cross section to determine the flow line grade and neglects the cross slope of the gutter lip to flow line. The crown grades are proposed in the center of the street right-of-way although in some cases the existing street crown is slightly offset from the proposed split of the right-of-way. The southeast corner of Burke and Kitchner provided the most ideal basin site since it is currently vacant, at the downstream end of most of the community and is owned by the school to be planned for a park. An alternate basin site would be on the west side of Burke adjacent to the railroad and between Merritt and Kitchner.

The proposed grading plan for Area C defined the sub-boundaries of each drainage influence to an inlet and the collection system was designed and analyzed using StormCAD. The storm drain collection system was routed and sized using the preferred proposed route minimizing the impact to the heavily traveled Merritt Drive. Other routes were not presented since it would not vary too much from that presented and the differences would be in the length and cost of the pipe… The basin configuration in Area C could better derive a community benefit if a dual purpose usage of drainage basin could be done. The proposed basin site near Kitchner and Burke having intentions of being a park could be used for the dual purpose of basin and soccer field. It would serve as a storm water retention basin during winter and recreational facility in summer. This would involve a larger configuration than the standard size proposed basin to accommodate a gentler side slope and provide the appurtenances for recreational activities such as a soccer field, landscaped picnic area and other public park facilities.

The storm drain collection system can be done in phases where a temporary basin could be located at Burke and Jacobs adjacent to the railroad before developing the site at Kitchner & Burke. This would allow improvements to take place down Jacobs for a potential Safe Routes to School project. Another phase could locate a temporary basin at the southeast corner of Church and Bullard to drain the low spot at Merritt and Bowhay. This would allow improvements along Merritt to facilitate pedestrian traffic to access the market and post office along Merritt as well as a potential for a Safe Routes to School project. Eventually the collection system can be constructed and continue to the basin site at Kitchner and Burke or at the alternate site west of Kitchner & Burke where the temporary basins can lead be eliminated. Many scenarios and phases could be presented but would not vary much from the preferred storm drain collection system. Due to the uncertain nature of the basin site acquisition and the uncertain underground conflicts of the proposed storm drain route, no storm drain construction drawings were prepared as “shelf ready” for construction for this study. East of Canal Drive is where Area D has most of the drainage area occupied by the Traver School. Drainage will be directed to the existing basin site off Merritt just east of the school where the existing basin will be enlarged or expanded. The existing basin expansion will encroach upon the school grounds and a project to provide a dual purpose basin and recreation field is possible as a joint venture. The flooding problem in front of the school parking lot on Canal was alleviated with a recently constructed drop inlets, pipelines, manholes and basin on-site. The school parking lot section is too low to surface drain with adequate slope southeasterly towards Merritt which is the predominant direction of flow for Canal Drive. This section in front of the school will remain the same with the drainage retained in the school on-site basin.

The option of incorporating Area D with Area C would involve extending the storm drain collection system down Merritt from Bowhay to drain the existing basin off Merritt and the school on-site basin which eventually eliminates these small basins. This was not pursued due to the increased costs of extending and constructing a longer and deeper pipeline as well as changing the basin

configuration at Kitchner & Burke. The basin configuration would be a two stage basin where one area is a deeper smaller basin for retention and the other shallower for recreation. One other option that was not pursued but provided as suggestion is to totally reconstruct Merritt Drive with a change in road centerline profile where a straight grade from Road 44 would dip at Bowhay and rise with a straight grade to the railroad. The same storm drain route would be proposed and would allow combining drainage Area C and Area D to surface flow to Bowhay and eliminate the basins at school and off Merritt. There will be significant property and street transitions to all areas adjacent to Merritt where cuts and fills would transition with grading, paving, retaining walls and ramps.

The option to provide one huge master storm drainage basin to collect all of the zones drainage into one was not considered due to the uncertainty of development brought on by the limited sewer and water infrastructure. The uncertain development makes the sizing of one huge master storm drain basin difficult. Theoretically, the downstream master drainage basin would have to be situated on the west side of the highway which is impractical and cost prohibitive to bore under the highway and railroad with storm drain pipe. Another option that was considered but not pursued was the master storm drain basin for the UDB area east of the railroad which would situate the basin at Burke and Avenue 360 and combine drainage Areas C, D, E and F. This option would have large size storm drain pipe extended a longer distance and at a deeper construction to take storm water about three quarters of a mile from Merritt/Bowhay to Burke/Avenue 360 or further as Area F is included. Most these options were not pursued since it is unlikely that this small community could derive a benefit of such an extensive storm drain collection system and have the ability to fund such a project considering that the sewer and water infrastructure limitation is a more pressing concern.

Some future proposals to minimize the runoff would be to utilize the alleys in the community. There are several existing alleys in Area C that can be utilized as an underground detention, storage structure or percolation basin to reduce the runoff water generated by the road, curb, gutter and sidewalk. Preliminary investigation of the existing soil conditions is favorable for such storage/percolation or permeable concrete/pavement design. Based on similar communities, the under laying soil shows a promising percolation rate capable of handling a 2 year 24 hr storm event but will require verification before implementation. This detention/storage basin in the alley or curb with permeable gutters could provide an interim system for the community to construct the much needed curb, gutter and sidewalk without incurring the large capital cost of a storm drain collection system. Other interim measures would utilize dry well inlets and cross drain bubble-up for eventual hookup to the future storm drain collection system. Costs or these systems were not provided due to the numerous assumptions and scenarios that would be made as well as various methods and products that could be considered to reduce the runoff and drainage.

The storm drain master plan would need funding for the basin site and the construction of the storm drain collection system to prepare for the improvement to be constructed. Funding by means of developmental fees or drainage fees or other fee assessments may be necessary to implement the master storm drain system. As improvements are constructed, concern for curb and gutter constructed in unimproved areas where the street runoff accumulates at the downstream end of the construction with no continuation of flow meaning that it floods at the end of the constructed curb and gutter, it is suggest to require an on-site basin and drainage agreement to

capture the street and property runoff when construction is granted. Certain on-site basins may be eliminated as all improvements and the master basin for the boundary area are constructed."[26]

Undergrounding Electricity (Rule 20A)

The California Public Utilities Commission (CPUC) Rule 20 includes policies and procedures for the undergrounding of overhead power lines. Rule 20A projects are funded by utility ratepayers for projects of public benefit.

PG&E has one proposed Rule 20A project in Traver. This project involves Merritt Drive from Sixth Street to Canal Road. The formation of an underground utility district for this project will be considered by the Board of Supervisors.

[26] Traver Storm Drain Master Plan, page 26 to28

PUBLIC SERVICES

The Public Services the County provides to the Traver Community includes policing (sheriff), fire protection, recreation, schools and libraries. The Community Plan addresses these services below and discusses the operations of the facilities within and outside the Community.

Sheriff

According to Lt. Jim Franks, the Tulare County Sheriff's Department has an Orosi Substation covering 289 square miles and serving a rural population to include the unincorporated communities of Cutler, New London, Orosi, Seville, Sultana, Traver and Yettem. Within this area the department serves approximately 53,250 persons. The Substation runs a four shift operation which includes 23 deputies, four sergeants and one lieutenant. There are a minimum of three deputies and one sergeant in the field at all times. In addition to that general shift staffing the communities of Cutler, Orosi and New London/Traver have assigned Community Based Officers assigned specifically to those area. The majority of criminal activity in the New London/Traver area and involve burglaries, thefts, assaults, malicious mischief, domestic disputes, narcotics and gang issues. The substation is open for walk-ins from 8am to 5pm Monday thru Friday. After hours and weekends there is a phone provided outside the substation that calls directly into the dispatch center. There was a Traver substation, however, this facility closed in late 2007/early 2008 due to budget issues.

Fire

According to Capt. Kevin Riggi, fire protection in the Traver Plan Area is provided by Tulare County which provides countywide fire services. Fire response is currently provided by one County Fire Station serving Traver. The Tulare County Fire Station #2, Kings River Station, is located approximately five miles north of Traver in Kingsburg, CA. The Kings River Station has one (1) Fire Engine and it is staffed with one (1) Company officer on a forty eight (48) hour shift. This station has three (3) Company officers assigned to it, two (2) Fire Lieutenants and one (1) Fire Captain. Eight (8) Paid On-Call Fire Fighters are assigned to this station and they respond when called or toned out to an incident. Response time is approximately seven (7) minutes from this station to Traver.

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

Table 6 – Library Location & Hours

Branch	Address	Public Hours
Dinuba	Dinuba Branch 150 South "I" Street Dinuba, CA 93618-2399	Tuesday: 11 am - 5 pm, 6 pm - 8 pm Wednesday: 9 am - 1 pm, 2 pm - 6 pm Thursday: 11 am - 5 pm, 6 pm - 8 pm Friday: 9 am - 1 pm, 2 pm - 6 pm

Source: tularecountylibrary.org (Library hours current as of January 2014)

and one main branch."[27] The nearest library is located in Dinuba, approximately eight miles northeast of Traver.

Schools

School services are provided to the Community by the Traver Joint Elementary School District. The Traver Joint School District is in the Traver Community Plan Area and consists of Traver Elementary School (K-8). Based upon information provided on the school's website, the average daily attendance is 222 students. This number includes students from outside the Traver UDB. High School students attend Kingsburg High School (Kingsburg Joint Union High School).

Parks

There are no County owned/operated parks in Traver. The nearest County owned/operated parks are the Ledbetter Park in the unincorporated community of Cutler approximately 12.5 miles northeast of Traver and the Kings River Nature Preserve located 2 miles East of Hwy 99 on Road 28.

[27] General Plan Background Report, Page 7-96

DEMOGRAPHICS

As indicated in the 1989 Community Plan, there is an absence of data from the Federal Census Bureau or other reliable sources since Traver was not designated as a Census Designated Place (CDP) until the year 2000. As a result, historic population trends and growth patterns in Traver are difficult to identify. However, based upon historic County-wide growth rates for other unincorporated communities, retrospective population estimates for Traver were developed in the *Wastewater Facilities Plan· Final Report* done for the community in April, 1988. Using a factor of 0.50 percent per year, and applying this annual growth rate to the estimated current base population of the community, it has been calculated that Traver had a 1976 base population of approximately 582 residents.

Recent Population Growth

Traver's population decreased from 732 in 2000 to 713 in 2010. Traver continues to have more men than women.

The female population decreased from 357 in 2000 to 345 in 2010. The male population decreased from 375 in 2000 to 368 in 2010.

Table 7 – Population (2000 & 2010)

Geography	2000			2010		
	Total Population (2000)	Male (2000)	Female (2000)	Total Population (2010)	Male (2010)	Female (2010)
California	33,871,648	16,874,892	16,996,756	37,253,956	18,517,830	18,736,126
Tulare County	368,021	184,010	184,011	442,179	221,442	220,737
Traver CDP	732	375	357	713	368	345
Traver % of Total	-	51.23%	48.77%	-	51.61%	48.39%

Source: California Department of Finance

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."[28]

Table 8 – 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

[28] Tulare County Regional Blueprint, page 7

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 can be applied to Traver.

Median Age

The median age of Traver in 2000 was 25.2 which was younger than the State of California (33.3) and Tulare County (29.2). In 2010, the median age of Traver was 29.7 which is younger than the State of California (35.2) and slightly higher than Tulare County (29.6).

Table 9 – Median Age (2000 & 2010)

Geography	2000 Median age (years)	2010 Median age (years)
California	33.3	35.2
Tulare County	29.2	29.6
Traver CDP	25.2	29.7

Source: California Department of Finance

Traver has a lower percentage of persons under 18 at 21.1% than Tulare County (22.3%) and a higher percentage of persons under 18 than the State of California (16.4%).

Persons 55 years old and over made up 13.5% of Traver's population. Comparatively, persons 55 years and older in Tulare County was 12.7% and in the State of California was 14.6%.

Table 10 – 2010 Age Percentage

Geography	Persons Under 5 years	Persons Under 18 years	Persons Age 21+	Persons Age 55+	Persons Age 60+	Persons Age 65+
California	4.5%	16.4%	46.3%	14.6%	10.7%	7.5%
Tulare County	6.4%	22.3%	42.8%	12.7%	9.3%	6.5%
Traver CDP	5.7%	21.1%	42.7%	13.5%	9.8%	7.3%

Source: California Department of Finance

Ethnicity & Race

In 2000, about 53% of Traver's residents were classified as White, 0% Black, 0.1% Asian, 2.3% Native American, and 5% two or more races. Approximately 75.4% of the residents were classified as Hispanic.

In 2010, about 42% of Traver's residents were classified as White, 0.1% Black, 0.8% Asian, 3.1% Native American, and 4% as two or more races. Approximately 77% of the residents were classified as Hispanic.

From 2000 to 2010, the population decreased from 732 to 713. In addition, the proportion of the White population has decreased from 53% to 42%.

Table 11 – Race & Ethnicity (2000)

Geography	Total Population	White	Hispanic or Latino (of any race)	Black or African American	Asian	American Indian and Alaska Native	Total Population of Two or More Races
California	33,871,648	20,170,059	10,966,556	2,263,882	3,697,513	333,346	1,607,646
Tulare County	368,021	213,751	186,846	5,852	12,018	5,737	16,938
Traver CDP	732	390	552	0	1	17	17

Source: California Department of Finance

Table 12 – Race & Ethnicity (2010)

Geography	Total Population	White	Hispanic or Latino (of any race)	Black or African American	Asian	American Indian and Alaska Native	Total Population of Two or More Races
California	37,253,956	21,453,934	14,013,719	2,299,072	4,861,007	362,801	1,815,384
Tulare County	442,179	265,618	268,065	7,196	15,176	6,993	18,424
Traver CDP	713	302	551	1	6	22	23

Source: California Department of Finance

ECONOMIC CONDITIONS

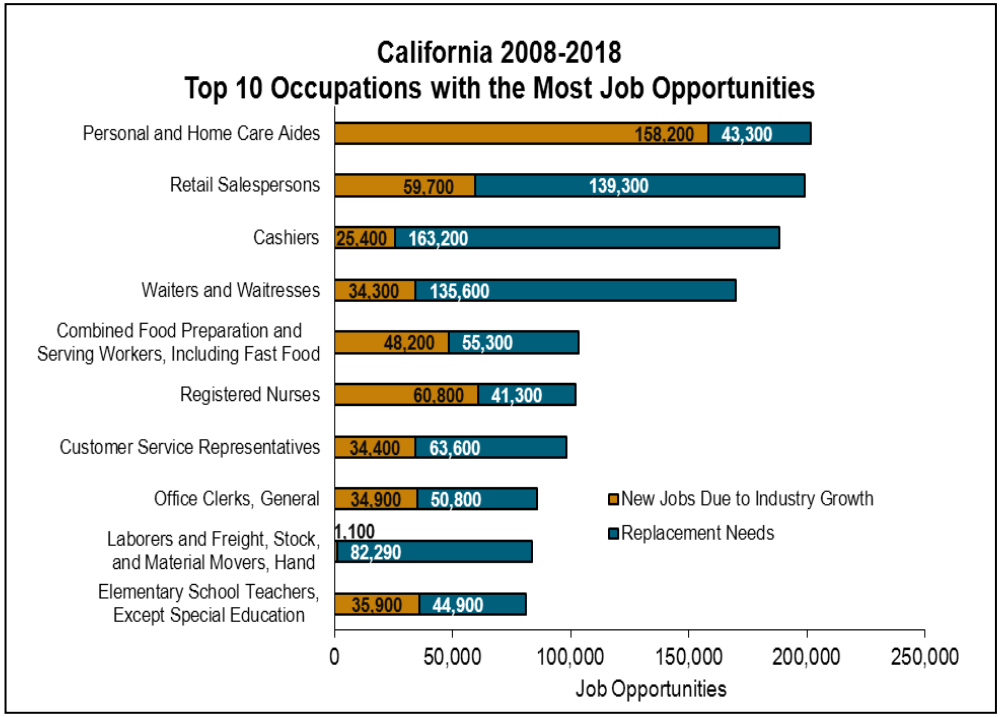
The following section provides existing conditions and forecasts related to economic conditions in the State, County, and community of Traver:

Employment Projections in California

"By the end of the 2008-2018 projection period, 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."[29]

Figure 13 – Occupations with Most Job Opportunities



Source: California Employment Development Dept., California Labor and Market and Economic Analysis, 2012

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

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 second most productive agricultural county in a State that itself is by far the most productive in the nation. Overall, agribusinesses produced $5 billion in commodities in 2008 with the County considered one of 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, 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."[30]

Table 13 – Number of Employees in Tulare County (2011)

NAICS code description	Paid employees	%	Total establishments	%
Agriculture, forestry, fishing and hunting	1580	1.9%	102	1.7%
Mining, quarrying, and oil and gas extraction	41	0.0%	7	0.1%
Utilities	0	0.0%	23	0.4%
Construction	3682	4.4%	585	9.6%
Manufacturing	**12035**	**14.3%**	**238**	**3.9%**
Wholesale trade	4304	5.1%	355	5.8%
Retail trade	**14400**	**17.2%**	**1056**	**17.3%**
Transportation and warehousing	4760	5.7%	289	4.7%
Information	967	1.2%	61	1.0%
Finance and insurance	3037	3.6%	342	5.6%
Real estate and rental and leasing	1244	1.5%	291	4.8%
Professional, scientific, and technical services	2498	3.0%	426	7.0%
Management of companies and enterprises	309	0.4%	21	0.3%
Administrative and support and waste management and remediation services	6472	7.7%	279	4.6%
Educational services	945	1.1%	49	0.8%
Health care and social assistance	**14497**	**17.3%**	**830**	**13.6%**
Arts, entertainment, and recreation	1413	1.7%	58	0.9%
Accommodation and food services	**8048**	**9.6%**	**563**	**9.2%**
Other services (except public administration)	3026	3.6%	518	8.5%
Total for all sectors	83911		6109	

Source: 2011 County Business Patterns

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

Employment in Traver

According to the U.S. Census, Traver had 12 businesses in 2011. The size of these businesses ranged from 1 to 249 employees.

Table 14 – Business Establishments

Industry Code Description	Total	1-4 Employees	5-9 Employees	10-19 Employees	20-49 Employees	50-99 Employees	100-249 Employees
Total for all Sectors	12	6	3	1	0	1	1
Manufacturing	5	2	1	0	0	1	1
Wholesale trade	1	1	0	0	0	0	0
Retail trade	4	3	1	0	0	0	0
Transportation & Warehousing	1	0	0	1	0	0	0
Accommodation & Food Services	1	0	1	0	0	0	0

Source: 2011 County Business Patterns

Unemployment in Traver

The unemployment rate in Traver is consistent with California and Tulare County rates. In (Year), Traver had an unemployment rate of 12% while Tulare County's unemployment rate was 13.5%. The State of California's unemployment rate was 10.1%.

Table 15 – 2007-2011 American Community Survey: Unemployment

Geography	Population	Total Civilian labor force	Unemployment Rate Percent
California	28,796,402	18,472,288	10.1
Tulare County	309,977	193,537	13.5
Traver CDP	780	609	12%

Source: California Department of Finance

Income

Median income in Traver is comparable to Tulare County but not the State of California. Traver's median household income was $39,375 (approximately 90% of Tulare County's) compared to $43,550 for Tulare County and $61,632 (approximately 64 % of the State's) for the State of California. Travers's mean family income was $55,888, compared to $62,360 for Tulare County and $94,747 for the State of California. Traver's per capita income was $12,639 (approximately 90% of Tulare County's) compared to $17,986 for Tulare County and $29,634 (approximately 43% of the State's) for the State of California.

Table 16 – 2007-2011 American Community Survey: Income

Geography	Median household income (dollars)	Mean household income (dollars)	Median family income (dollars)	Mean family income (dollars)	Per capita income (dollars)
California	$61,632	$85,148	$70,231	$94,747	$29,634
Tulare County	$43,550	$58,931	$46,881	$62,360	$17,986
Traver CDP	$39,375	$55,888	$36,731	$46,330	$12,639

Source: California Department of Finance

Poverty

According the California Department of Finance, the 2007-2011 American Community Survey, 27.3% of families in Traver lives below the poverty line. Approximately 45.3% of female householders with no husband in Traver lives under the poverty line. Approximately 39% of persons under 18 also lives under the poverty line.

Traver has a higher level of family poverty at 27.3% compared to Tulare County at 19.5% and the State of California at 10.8%. The highest differential is the poverty rate of female householder with no husband. Traver's poverty rate for female householder with no husband is 45.3% compared to 39.4% for Tulare County and 25.5 % for the State of California. Traver's poverty rate for all people is 24.5% compared to 23.8% for Tulare County and 14.4% for the State of California.

Table 17 – 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	10.80%	6.40%	25.50%	14.40%	19.90%
Tulare County	19.50%	13.30%	39.40%	23.80%	32.80%
Traver CDP	27.3%	11.3%	45.3%	24.5%	39%

Source: California Department of Finance

HOUSING CHARACTERISTICS

The following information provides data that assist the County and TCAG to determine the number of housing units that need to be replaced and constructed in the future.

Housing Units

During the decade between 2000 and 2010, the number of housing units in Traver increased from 182 to 184, which represents an increase of 1.1%. This increase was much lower than the percent increase in Tulare County of 18.4% and the State of California at 12%.

Table 18 – 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%
Traver CDP	182	184	1.1%

Source: California Department of Finance

Housing Types

According to the California Department of Finance, the 2007-2011 American Community Survey indicated that 54.5% of the housing units in Traver were 1 unit detached. In Tulare County 75.4% of the housing units were 1-unit detached. In California 58.2% of housing units were 1-unit detached.

Table 19 – 2007-2011 American Community Survey: Unit Types %

Geography	1-unit, detached	2 Units
California	58.2%	2.6%
Tulare County	75.4%	2.8%
Traver CDP	54.5 %	6.1%

Source: California Department of Finance

Table 20 – 2007-2011 American Community Survey: Unit Types

Geography	1-unit, detached	2 Units
California	7,929,196	348,194
Tulare County	105,970	3,892
Traver CDP	126	14

Source: California Department of Finance

Tenure (Home Ownership)

According to the California Department of Finance, the 2007-2011 American Community Survey indicated that 57% of the housing units in Traver were owner occupied. Similarity, 58.9% of housing units were owner occupied in Tulare County and 56.7% of housing units were owner occupied in the State of California.

During the decade between 2000 and 2010, the home ownership percentage in California went down by approximately 1%. In Tulare County that percentage went down by approximately 3%. In Traver, the homeownership percentage went up by approximately 1%.

The average household size went up in the State of California and Tulare County between 2000 and 2010. The average household size decreased Traver between 2000 and 2010.

Table 21 – 2007-2011 American Community Survey: Tenure

Geography	Occupied Housing Units	Owner-occupied	%	Renter-occupied	%	Average household size of owner-occupied unit	Average household size of renter-occupied unit
California	12,433,172	7,055,642	56.7	5,377,530	43.3	2.97	2.82
Tulare County	128,324	75,640	58.9	52,684	41.1	3.27	3.48
Traver CDP	173	98	57	75	43	4.01	4.52

Source: California Department of Finance

Table 22 – Ownership and Household Size (2000 & 2010)

	2000			2010		
Geography	**Percent Ownership**	**Average household size of owner-occupied units**	**Average household size of renter-occupied units**	**Percent Ownership**	**Average household size of owner-occupied units**	**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
Traver CDP	57%	4.01	4.52	58%	4.02	4.80

Source: California Department of Finance

Housing Conditions

According to the 2009 Tulare County Housing Element, approximately 27% of the housing units in Traver were sound (i.e., in standard condition). Approximately 41% were deteriorated and 31% were dilapidated (i.e., in sub-standard condition).

The percentage of substandard housing in Traver has increased between 1992 and 2009. The percentage was 52% in 1992, 67% in 2003 and 73% in 2009.

Table 23 – 2009 Housing Conditions Survey

Survey Area	Sound		Deteriorated						Dilapidated		Total Units
			Minor		Moderate		Substantial				
	Units	%	Units	%	Units	%	Units	%	Units	%	
Traver	18	27%	2	3%	17	25%	9	13%	21	31%	67

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

Table 24 – Percentages of Substandard Housing Units Unincorporated Communities in Tulare County 1992-2009

	1992 Survey Results	2003 Survey Results	2009 Survey Results
Traver	52%	67%	73%

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

Age of Structures

According to the U.S. Census, the 2005-2009 Community Survey noted that approximately 18.4% of the housing structures were built between 1960 and 1999. Approximately 50% of housing structures were built between in 2005 or later.

Table 25 – 2005-2009 American Community Survey: Age of Structures in Traver

Age of Structures	Number	Percentage
Built 2005 or later	**187**	**50.0%**
Built 2000 to 2004	7	1.9%
Built 1990 to 1999	0	0.0%
Built 1980 to 1989	25	6.7%
Built 1970 to 1979	9	2.4%
Built 1960 to 1969	**69**	**18.4%**
Built 1950 to 1959	21	5.6%
Built 1940 to 1949	5	1.3%
Built 1939 or earlier	25	6.7%
Total:	**374**	**-**

Source: US Census

Household Size (Overcrowding)

Between 2000 and 2010, the average household size increased from 4.23 to 4.35 persons per household in Traver. 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 increased from 2.87 to 2.90. As shown in Table 26, Traver's average household size increased and it remained higher than Tulare County's and the State of California's average household size.

Table 26 – 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
Traver CDP	4.23	4.35

Source: California Department of Finance

Vacancy Rate

In 2000, the vacancy rate in Traver was 4.9%, which was lower than Tulare County at 7.7% and the State of California at 5.8%. In 2010, the vacancy rate in Traver was 10.9%, which was higher than Tulare County at 8% and the State of California at 8.1%. During the ten year period between 2000 and 2010, Traver's vacancy rate more than doubled.

While the State of California's rental vacancy rate increased from 3.7% to 6.3%, the rental vacancy rate in Traver increased from 1.3% to 2.8% between 2000 and 2010. Tulare County's rental vacancy rate remained at 5.8% during this decade.

Table 27 – 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%
Traver CDP	4.9%	2.0%	1.3%	10.9%	4.0%	2.8%

Source: California Department of Finance

Renter Affordability

According to the California Department of Finance, the 2007-2011 American Community Survey indicated that median rent in Traver was $575. The median rent was $781 in Tulare County and $1,185 in the State of California. In Traver, the percentage of households paying 35% or more of income on housing was 28.7%. The percentage of households paying 35% or more of income on housing was 43.7% in Tulare County and 46.3% in the State of California.

Table 28 – 2007-2011 American Community Survey: Renter Cost

		Gross Rent as a % of Household Income					
Geography	**Median Rent**	**Less than 15.0 %**	**15.0% to 19.9 %**	**20.0% to 24.9%**	**25.0% to 29.9%**	**30.0% to 34.9%**	**35.0% or more**
California	$1,185	9.30%	10.9%	12.2%	11.9%	9.4%	46.3%
Tulare County	$781	11.5%	11.5%	13.4%	10.4%	9.5%	43.7%
Traver CDP	$575	25.2%	13%	11.3%	12.2%	9.6%	28.7%

Source: California Department of Finance

Owner Affordability

According to the California Department of Finance, the 2007-2011 American Community Survey indicated that median owner cost (with mortgage) in Traver was $1,200. The median owner cost was $1,487 in Tulare County and $2,377 in the State of California. In Traver, the percentage of households paying 35% or more of income on housing was 48%. The percentage of households paying 35% or more of income on housing was 35.5% in Tulare County and 41.6% in the State of California.

Table 29 – 2007-2011 American Community Survey: Owner Cost

	Mortgage as a % of Household Income					
Geography	**Median Owner Cost (with mortgage)**	**Less than 20.0%**	**20.0% to 24.9%**	**25.0% to 29.9%**	**30.0% to 34.9%**	**35.0% or more**
California	$2,377	22.6%	13.2%	12.3%	10.3%	41.6%
Tulare County	$1,487	27.4%	13.3%	13.2%	10.6%	35.5%
Traver CDP	$1,200	40%	12%	0%	0%	48%

Source: California Department of Finance

Regional Housing Needs Assessment (RHNA) Plan

"State housing element law assigns the responsibility for preparing the Regional Housing Needs Assessment (RHNA) for the Tulare County region to the Tulare County Association of Governments (TCAG). TCAG, and other California councils of governments (COGs), undertake the RHNA process prior to each housing element cycle. The current RHNA is for the fifth housing element cycle and covers a 9.75-year projection period (January 1, 2014 – September 30, 2023). The Regional Housing Needs Plan (RHNP) describes the methodology developed to allocate the region's housing needs in four income categories (very low, low, moderate, and above moderate) among Tulare County's eight cities and the unincorporated county in accordance with the objectives and factors contained in State law."[31]

The allocation for the unincorporated portion of the County is provided in the ***Table 30***. The estimated demand for new housing units in Traver is provided in the land demand forecast section.

Table 30 – Draft RHNA Allocations by Income Category

Tulare County Region January 1, 2014 to September 30, 2023								
Jurisdiction	1/1/2014 Housing Unit Control Totals	2023 Housing Unit Control Totals	Estimated 9/30/2023 Housing Units		2024 Housing Unit Control Totals	Housing Units 9/30/2023 (Based on Allocation of 26,910 units)		
			Housing Units	Percent of Total		Total Housing Units	Percent of Total	Net New Housing Units 1/1/2014-9/30/2023
	A	B	C	D	E	F	G	H
Dinuba	6,223	7,106	7,186	4.05%	7,212	7,188	4.05%	965
Exeter	3,803	4,305	4,426	2.50%	4,365	4,428	2.50%	625
Farmersville	2,878	3,253	3,343	1.89%	3,298	3,344	1.89%	466
Lindsay	3,384	3,858	3,972	2.24%	3,914	3,974	2.24%	590
Porterville	17,764	20,331	20,952	11.82%	20,639	20,960	11.82%	3,196
Tulare	20,022	22,908	23,606	13.32%	23,255	23,616	13.32%	3,594
Visalia	47,380	55,411	57,379	32.37%	56,386	57,401	32.37%	10,021
Woodlake	2,187	2,486	2,558	1.44%	2,521	2,559	1.44%	372
Unincorporated County	46,774	52,477	53,834	30.37%	53,151	53,855	30.37%	7,081
Total	**150,415**	**172,134**	**177,255**	**100.00%**	**174,741**	177,325	100.00%	26,910

Sources
Columns A, B, and E: TCAG 2040 Demographic Forecast (2013)
Column C: Estimated using trendline growth between Columns B and E
Column D: Column C divided by countywide total from Column C (177,225)
Column F: Proportionally scaled up from Column D to 9/30/2023 countywide total (177,325)
Column G: Column F divided by countywide total from Column F (177,325)
Column H: Column A subtracted from Column F

[31] Draft Regional Housing Needs Plan, page i

GENERAL PLAN AND ZONING ORDINANCE CONSISTENCY

The following figures compare adopted general plan land use designations in the Traver Community Plan as amended and adopted zoning districts for comparative purposes. The State Planning, Zoning and Development Laws require zoning districts to be consistent with adopted general plans. The differences between adopted general plan land use designations and adopted zoning districts are primarily attributable to areas designated as residential or industrial reserve in the general plan that retain agricultural zoning districts.

Table 31 – Traver Community Adopted Zoning

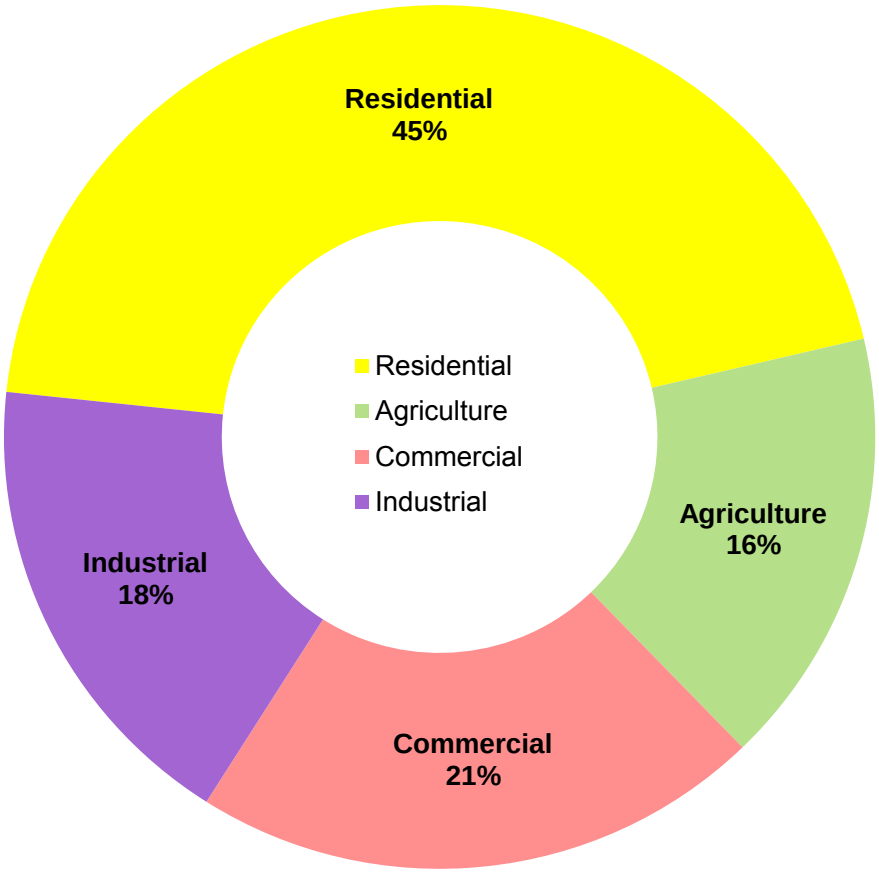
Zoning	Acres
AE-40	44.4
C-2	13.1
C-2-SR	27.6
C-3	16.7
M-1	47.8
R-1	2.1
R-2	48.6
R-A	70.1
Unclassified (Right-of-Way)	94.6
TOTAL	**365**

Table 32 – Community Adopted Land Use as Amended

Land Use	Acres
Commercial	55.5
Industrial	64.6
Public/Quasi Public	24
Reserve - Industrial	8.9
Reserve - Residential	67.8
Residential (Med. Density)	49
Unclassified (ROW)	94.6
TOTAL	**364.4**

General Plan Land Use & Zoning Consistency

This matrix displays consistency between individual general plan land use and zoning districts. The General Plan Land Use and Zoning Consistency Matrix is found in ***Appendix A-4***.


Residential
45%
Agriculture
16%
Commercial
21%
Industrial
18%
Residential
Agriculture
Commercial
Industrial

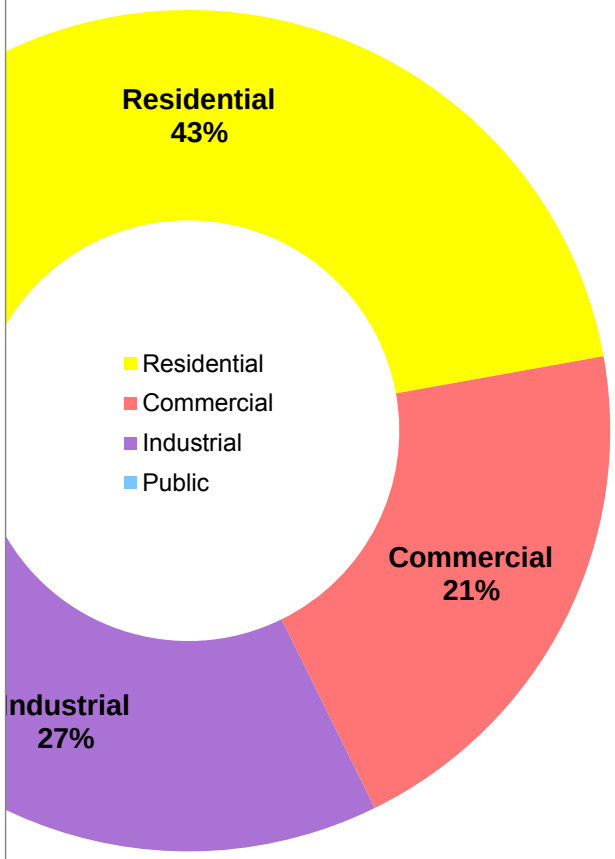

Residential
43%
Commercial
21%
ndustrial
27%
Residential
Commercial
Industrial
Public

Figure 14– Existing Adopted Zoning Map

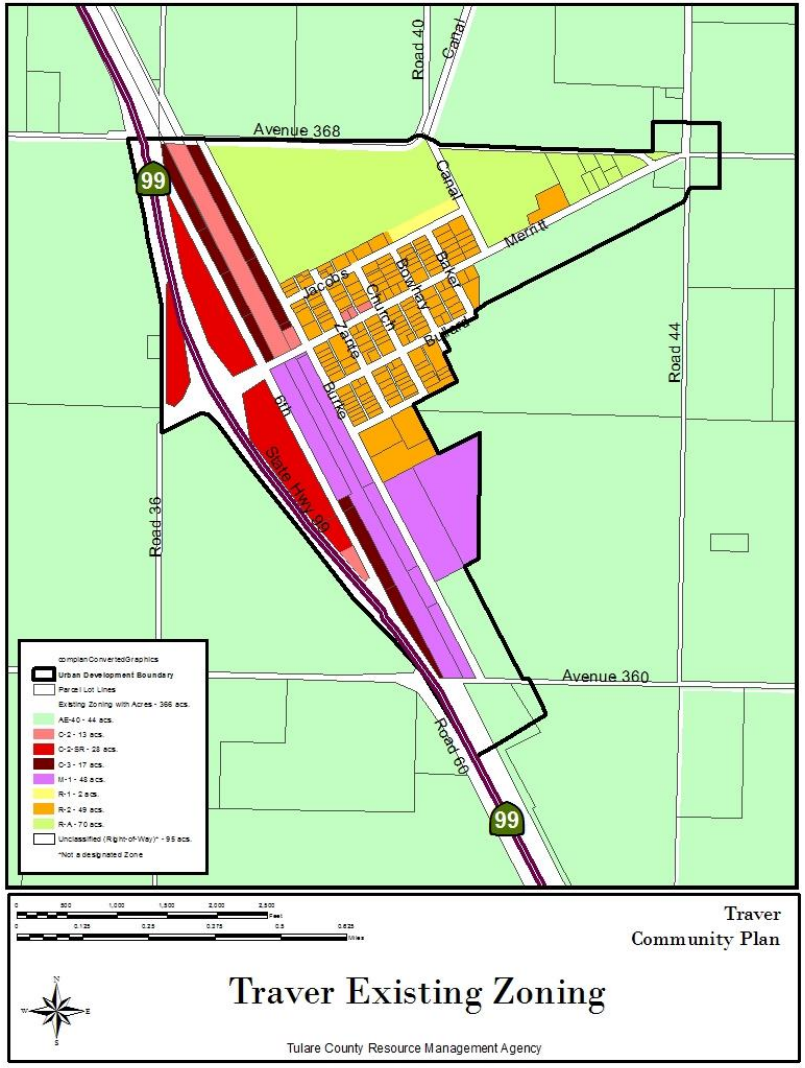
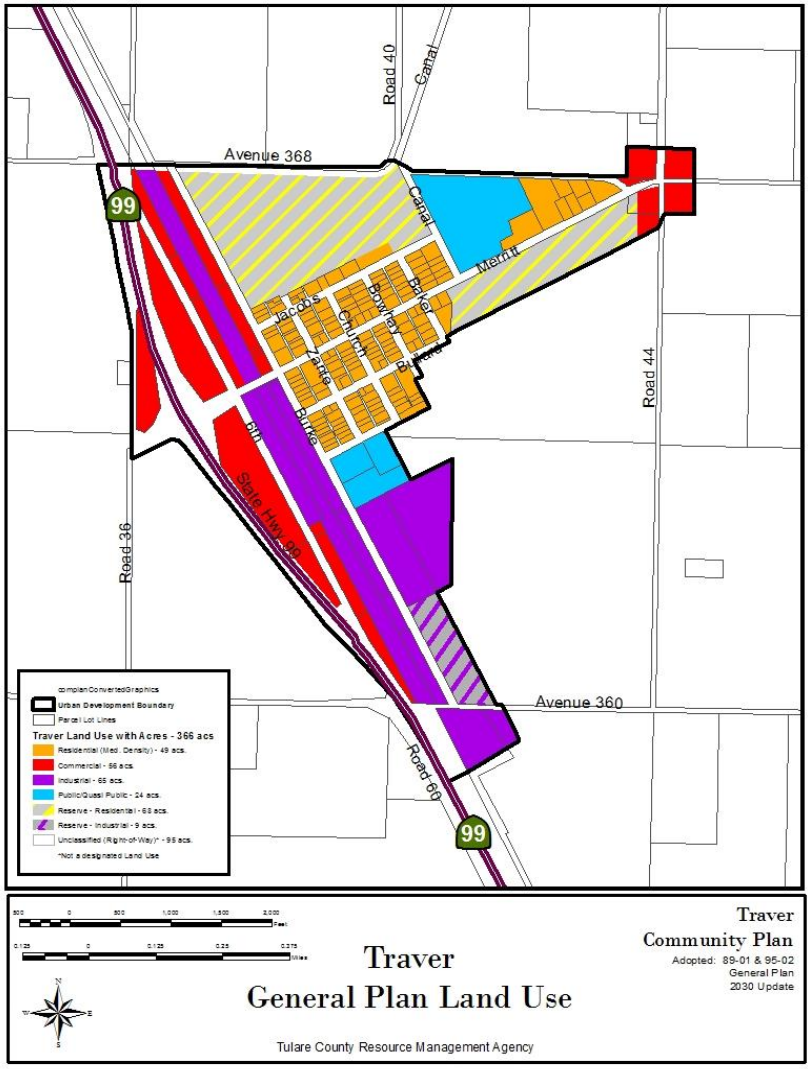


Figure 15– Existing Adopted Land Use Map



General Plan Policies

The following adopted policies from the Tulare County General Plan are applicable to the Traver Community Plan. Policies throughout the General Plan use the terminology "shall" and "should." For the purposes of interpreting the policies in the General Plan, the term "shall" indicates a mandatory or required action or a duty to undertake an action unless the context indicates otherwise, in which case the term is synonymous with "should." The term "should" indicates a directive subject to discretion and requires at least review or consideration and, in that context, substantial compliance with the spirit or purpose of these General Plan policies. The term "may" indicates at the sole discretion of the County.

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-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.

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.

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.

Circulation Policies

AQ-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:
1. Street tree planting adjacent to curbs and between the street and sidewalk to provide a buffer between pedestrians and automobiles, where appropriate,
2. Minimize curb cuts along streets,
3. Sidewalks on both sides of streets, where feasible,
4. Bike lanes and walking paths, where feasible on collectors and arterials, and
5. 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.

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:
1. 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,
2. Supporting and encouraging citizen initiatives working for formal designation of eligible segments of State Highway 198 and State Highway 190 as State scenic highways,
3. Formalizing a system of County scenic routes throughout the County (see Figure 7-1), and
4. 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 99 and other State Highways protects scenic resources and provides access to vistas of working and natural landscapes by:
1. Limiting the construction of sound walls that block views of the County's landscapes (incorporate setbacks to sensitive land uses to avoid noise impacts whenever feasible),

2. Using regionally-appropriate trees and landscaping and incorporating existing landmark trees,
3. Preserving historic and cultural places and vistas,
4. Avoiding excessive cut and fill for roadways along State scenic highways and County scenic routes, and along areas exposed to a large viewing area, and
5. Promote highway safety by identifying appropriate areas for traffic pull-outs and rest areas.

SL-4.2 Design of County Roads

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

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

SL-4.3 Railroads and Rail Transit

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

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

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 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-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-5.4 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

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, 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 1.52
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 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:
1. The use shall provide a needed service to the surrounding agricultural area which cannot be provided more efficiently within urban areas or which requires location in a non-urban area because of unusual site requirements or operational characteristics;
2. The use shall not be sited on productive agricultural lands if less productive land is available in the vicinity;
3. 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;
4. A probable workforce should be located nearby or be readily available; and
5. 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.

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 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, 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-1.8 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-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.

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-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.

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.

Open-Space Policies

LU-2.3 Open Space Character
The County shall require that all new development requiring a County discretionary approval, including parcel and subdivision maps, be planned and designed to maintain the scenic open space character of open space resources including, but not limited to, agricultural areas, rangeland, riparian areas, etc., within the view corridors of highways. New development shall utilize natural landforms and vegetation in the least visually disruptive way possible and use design, construction and maintenance techniques that minimize the visibility of structures on hilltops, hillsides, ridgelines, steep slopes, and canyons.

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-5.3 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 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:

1. 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,
2. 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,
3. 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],
4. 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],
5. Regional parks at one-acre per 1,000 population,
6. Only public park facilities shall be counted toward Countywide parkland standards, and
7. 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.

Noise Policies

HS-8.7 Inside Noise
The County shall ensure that in instances where the windows and doors must remain closed to achieve the required inside acoustical isolation, mechanical ventilation or air conditioning is provided.

HS-8.8 Adjacent Uses
The County shall not permit development of new industrial, commercial, or other noise-generating land uses if resulting noise levels will exceed 60 dB Ldn (or CNEL) at the boundary of areas designated and zoned for residential or other noise-sensitive uses, unless it is determined to be necessary to promote the public health, safety and welfare of the County.

HS-8.9 County Equipment
The County shall strive to purchase equipment that complies with noise level performance standards set forth in the Health and Safety Element.

HS-8.10 Automobile Noise Enforcement
The County shall encourage the CHP, Sheriff's office, and local police departments to actively enforce existing sections of the California Vehicle Code relating to adequate vehicle mufflers, modified exhaust systems, and other amplified noise.

HS-8.11 Peak Noise Generators
The County shall limit noise generating activities, such as construction, to hours of normal business operation (7 a.m. to 7 p.m.). No peak noise generating activities shall be allowed to occur outside of normal business hours without County approval.

HS-8.14 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-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 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.

GENERAL PLAN POLICIES THAT RELATE TO HEALTH

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.

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:

1. Creating walkable neighborhoods,
2. Providing a mix of residential densities,
3. Creating a strong sense of place,
4. Mixing land uses,
5. Directing growth toward existing communities,
6. Building compactly,
7. Discouraging sprawl,
8. Encouraging infill,
9. Preserving open space,
10. Creating a range of housing opportunities and choices,
11. 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
12. Encouraging connectivity between new and existing development.

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- 1.5 Paper Subdivision Consolidation
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-1.7 Development on Slopes
The County shall require a preliminary soils report for development projects in areas with shallow or unstable soils or slopes in excess of 15 percent. If the preliminary soil report

indicates soil conditions could be unstable, a detailed geologic/hydrologic report by a registered geologist, civil engineer, or engineering geologist shall be required demonstrating the suitability of any proposed or additional development.

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

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:

1. Street tree planting adjacent to curbs and between the street and sidewalk to provide a buffer between pedestrians and automobiles, where appropriate,
2. Minimize curb cuts along streets,
3. Sidewalks on both sides of streets, where feasible,
4. Bike lanes and walking paths, where feasible on collectors and arterials, and
5. 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 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 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
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.

Air Quality Element

AQ-1.3 Cumulative Air Quality Impacts
The County shall require development to be located, designed, and constructed in a manner that would minimize cumulative air quality impacts. Applicants shall be required to propose alternatives as part of the State CEQA process that reduce air emissions and enhance, rather than harm, the environment.

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 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.

1. Inventory all known, or reasonably discoverable, sources of greenhouse gases in the County,
2. Inventory the greenhouse gas emissions in the most current year available, and those projected for year 2020, and
3. 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:

1. Providing bicycle access and parking facilities,
2. Increasing density,
3. Encouraging mixed use developments,
4. Providing walkable and pedestrian-oriented neighborhoods,
5. Providing increased access to public transportation,
6. Providing preferential parking for high-occupancy vehicles, car pools, or alternative fuels vehicles, and
7. 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:

1. 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,
2. Public transportation such as buses and light rail, to serve between communities of the Valley, publicly subsidized if feasible,
3. 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
4. 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

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

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

AQ-3.4 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
The County shall encourage all new development, including rehabilitation, renovation, and redevelopment, to incorporate energy conservation and green building practices to 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.

Health and Safety Element

HS-1.4 Building and Codes
Except as otherwise allowed by State law, the County shall ensure that all new buildings intended for human habitation are designed in compliance with the latest edition of the California Building Code, California Fire Code, and other adopted standards based on risk (e.g., seismic hazards, flooding), type of occupancy, and location (e.g., floodplain, fault).

HS-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
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-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
The County shall review new development proposals to protect soils, air quality, surface water, and groundwater from hazardous materials contamination.

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
The County shall monitor studies of pesticide use and the effects of pesticide on residents and wildlife and require mitigation of the effects wherever feasible and appropriate.

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

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

HS-5.2 Development in Floodplain Zones
The County shall regulate development in the 100-year floodplain zones as designated on maps prepared by FEMA in accordance with the following:

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

HS-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-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.

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.

Water Resource Element

WR-2.1 Protect Water Quality
All major land use and development plans shall be evaluated as to their potential to create surface and groundwater contamination hazards from point and non-point sources. The County shall confer with other appropriate agencies, as necessary, to assure adequate water quality review to prevent soil erosion; direct discharge of potentially harmful substances; ground leaching from storage of raw materials, petroleum products, or wastes; floating debris; and runoff from the site.

WR-2.2 National Pollutant Discharge Elimination System (NPDES) Enforcement
The County shall continue to support the State in monitoring and enforcing provisions to control non-point source water pollution contained in the U.S. EPA NPDES program as implemented by the Water Quality Control Board.

WR-2.3 Best Management Practices (BMPs)
The County shall continue to require the use of feasible BMPs and other mitigation measures designed to protect surface water and groundwater from the adverse effects of construction activities, agricultural operations requiring a County Permit and urban runoff in coordination with the Water Quality Control Board.

Transportation and Circulation Element

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

TC-1.19 Balanced Funding
The County shall promote a balanced approach to the allocation of transportation funds to optimize the overall County transportation system.

TC-4.1 Transportation Programs
The County shall support the continued coordination of transportation programs provided by social service agencies, particularly those serving elderly and/or handicapped.

TC-4.2 Determine Transit Needs
The County will continue to work with TCAG, cities, and communities in the County to evaluate and respond to public transportation needs.

TC-4.3 Support Tulare County Area Transit
The County shall request the support of TCAG for development of transit services outlined in the County's Transit Development Plan (TDP). Efforts to expand Tulare County Area Transit should be directed towards:

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

TC-4.4 Nodal Land Use Patterns that Support Public Transit

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

TC-5.1 Bicycle/Pedestrian Trail System

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

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

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

TC-5.3 Provisions for Bicycle Use

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

Public Facilities and Services Element

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:

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

PFS-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:
1. Establishing appropriate development impact fees,
2. Establishing assessment districts, and
3. 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:
1. Institute impact fees and assessment districts to finance improvements,
2. Take on additional responsibilities for services and facilities within their jurisdictional boundaries up to the full extent allowed under State law, and
3. 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 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.

Table 33 - 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-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.

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:

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

Traver Specific Health Policies

1) The impact on the health of a community, its members, and health equity will be considered.

2) Encourage convenient and safe opportunities for physical activity for all residents.

3) Encourage the development of communities such that residents can regularly walk, bicycle or use public transit for their daily activities.

4) Promote convenient to healthy foods including fresh fruits and vegetables.

5) Encourage neighborhoods that promote mental health, social capture, and civic engagement.

6) Encourage the location of health services throughout the county to assure access for residents.

7) Promote the coordination the public transit routes and schedules with health care services.

EXISTING ADOPTED LAND USE PLAN

Table 34 shows that a majority of the land in the adopted Traver Community Plan area is designated Residential Reserve (64 acres) and the Medium Density Residential (54 acres) lands. In total, there is about 368 acres of designated lands in the Traver Community Plan Area. 161 acres within the plan area is dedicated to rights-of-way, waterways, and other uses.

Table 34 – Traver Land Use Designations, Tulare County, 2006

Designation	Total Acreage
Medium Density Residential	54
Residential Reserve	64
Commercial	50
Industrial	43
Industrial Reserve	9
Quasi-Public	0
School	16
Park	8
Subtotal Designated	**244**
Other (Non-designated)	161
Total	405

Source: Traver Community Plan, 1989; Tulare County GIS, 2006; Tulare County Assessors Database, 2003; Mintier &

The following discussion provides a description of the existing adopted land uses in the Traver Community Plan which include the following land Uses.

Residential Reserve - The utilization of "Reserve" designations, in addition to specific land use designations, will identify portions of the planning area to be retained in agricultural use until such time as urban development becomes appropriate. The following criteria shall be applied to determine when the "Reserve" designation may be removed from any parcel and conversion to urban use deemed to be appropriate:

1. The property is not subject to an agricultural preserve contract;
2. Full urban services and infrastructure sufficient to serve urban development either are available or can be made available; and
3. The property is contiguous on at least one side to existing urban development

Medium Density Residential - Land designated for single and two family residential development, with a minimum of 3,000 square feet of lot area per dwelling unit. Medium Density Residential allows 4 to 14 units per acre.

Commercial - Land designated for commercial uses covering a range of retail, office and service activities.

Industrial - Land designated for industrial uses or agriculturally related industries. Heavy industrial uses shall be processed under a conditional use permit.

Industrial Reserve - Land within the Plan Area which is recognized as suitable for industrial uses or agriculturally-related industries and is designated for eventual conversion to commercial use, but which is expected to be left in exclusive agricultural zoning until it is determined that conditions warrant conversion to industrial use. The following criteria shall be

applied to determine when the "Reserve" designation may be removed from any parcel and conversion to urban use deemed to be appropriate:

1. The property is not subject to an agricultural preserve contract;
2. Full urban services and infrastructure sufficient to serve urban development either are available or can be made available; and
3. The property is contiguous on at least one side to existing urban development.

Quasi Public - 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.

TRAVER GOALS AND POLICIES

Land Use Plan Policies

1.1 Urbanization in the Traver planning area shall, to the extent practicable, be contiguous and compact.

1.2 In order to provide adequate separation (buffer distance) between future urban and agricultural uses, the UDB line should be established and maintained along roads, railroads and watercourses, to the extent practicable.

1.3 Residential development in the Traver planning area, except for infilling existing vacant lots, should be limited to such time that the Traver wastewater collection and treatment system can be upgraded to accommodate (that is, provide service to) new areas.

1.4 Land uses permitted and maintained in Traver shall reflect the long-term function of the Community as a highway-oriented commercial, agriculturally-oriented, industrial, and rural residential center.

1.5 Development densities and intensities for Traver shall be consistent with those prescribed by the Land Use and Circulation Plan diagram accompanying the text of this Community Plan.

1.6 The utilization of "Urban Reserve" designations, in addition to specific land use designations, will identify portions of the planning area to be retained in agricultural use until such time as urban development becomes appropriate. The following criteria shall be applied to determine when the "Urban Reserve" designation may be removed from any parcel and conversion to urban use deemed to be appropriate:

1. The property is not subject to an agricultural preserve contract;
2. Full urban services, schools, and infrastructure sufficient to serve urban development either are available or can be made available; and
3. At least 30 percent of the property boundaries are contiguous to existing urban development.

1.7 Land use designations and permitted development in Traver provided for by this Plan shall encourage the creation of opportunities for economic improvement in the Community.

Implementation of Land Use Policies

1.11 Development proposals and applications for projects in Traver shall be reviewed for consistency with this Plan by Resource

Management Agency staff.

Circulation Plan Policies

2.1 Applicants for new development projects shall be required to construct and/or upgrade to County standards the streets and roads which will serve their projects.

2.2 Improvement standards for collector streets shall include perpendicular curbs and gutters, and shall also include sidewalks when the collector street serves as a major pedestrian route for school children.

2.3 Improvement standards for local and minor streets shall include perpendicular curbs, gutters, and street lights.

2.4 Access to arterials by driveways, local and minor streets, and alleys shall, to the extent practicable, be controlled in order to ensure efficient traffic flow and safety along these roadways.

2.5 Left hand turn pockets shall, to the extent practicable, be provided on arterial streets when they intersect with collectors and other arterials.

2.6 Where possible, local and minor streets, alleys and driveways which intersect arterials should be concentrated into fewer access points.

2.7 Local streets should be designed to discourage high traffic volumes and through traffic.

2.8 Local streets shall, to the extent practicable, be constructed to improve access and open up land designated for commercial and industrial uses.

Implementation of Circulation Policies

2.11 Tulare County RMA, Public Works branch shall establish engineering design standards for the streets identified in the Plan.

2.12 Tulare County RMA, Planning branch, shall coordinate and collaborate with the Public Works branch in seeking funds for the upgrading and improvement of the existing local street network.

Industrial Development Policies

3.1 The County shall encourage industrial development in Traver.

3.2 Industrial development should be located and improved to minimize environmental impacts and land use conflicts.

3.3 Industrial development should be located in areas where water and sewer collection services, if required, can be provided in a cost-effective manner.

3.4 Lands designated for industry shall be buffered from potentially conflicting land uses by the Southern Pacific Railroad and streets.

Implementation of Industrial Development Policies

3.11 The County should encourage the Tulare County Economic Development Corporation (EDC) to seek out industries which require or can readily operate in a rural community setting with rail and SR 99 access.

3.12 Tulare County RMA, Planning branch, should actively seek and develop methods of assisting industries (e.g., through locating in financial assistance) expressing interest in locating in Traver.

3.13 Tulare County RMA, Planning branch, should continue to seek and evaluate methods of upgrading and improving local water supply and wastewater disposal systems.

Commercial Development Policies

4.1 The County will support and encourage the development of new community and convenience-oriented commercial uses in Traver to serve the existing and future needs of the local and area populations.

4.2 The County will support and encourage the development of new, and/or expansion of existing, highway-oriented commercial uses in Traver to enhance the general condition of the local and County-wide economy and maintain and enhance the image of the community, as perceived by highway travelers, as a prosperous and vital part of Tulare County.

4.3 All new commercial uses shall be designed in such a manner that land use compatibility conflicts will be avoided or minimized

to the extent practicable.

Implementation of Commercial Development Policies

4.11 The land use plan set out in the Traver Community Plan designates the intersection of Avenue 368, Road 44, and Merritt Drive for commercial development, with the intent that ultimately one or more sites at that location will be converted to community-oriented commercial use.

4.12 The Tulare County RMA, Planning branch, shall work cooperatively with prospective commercial developers in Traver to identify funding or financing programs including other developer incentives.

4.13 The County shall work toward enhancing Traver's highway commercial potential by improving, to the extent permitted by Caltrans, signage, access, and infrastructure services to existing and prospective sites.

Housing Policies

5.1 New residential development should be located in areas that comply with General Plan policies regarding noise standards, comply with General Plan Level of Service criteria for traffic, adequately buffered from incompatible land uses, and serviceable with sewer and water.

5.2 The County of Tulare should encourage residential in-fill and redevelopment of existing large and irregular shaped parcels prior to developing agricultural land which surrounds Traver.

5.3 The County will encourage and support the efforts of non-profit organizations, the private sector, and public agencies to rehabilitate existing housing for lower income households in Traver.

5.4 Mobilehome parks and subdivisions that are consistent with other policies of the Traver Community Plan shall be encouraged in the community to provide affordable and seasonal housing opportunities.

5.5 The County will encourage and support the efforts of non-profit organizations, the private sector, and public agencies to rehabilitate existing housing for lower income households in Traver.

5.6 The County will actively undertake and support programs and activities to eliminate blighted conditions in the planning area.

5.7 The County recognizes that housing overcrowding is a problem in the planning area and will work with all for-profit and non-

profit organizations to provide additional housing stock which has a sufficient number of bedrooms per unit to relieve the overcrowding conditions in Traver.

Implementation of Housing Policies

5.11 The County will provide technical assistance to Self-Help Enterprises, the Tulare County Housing Authority, and other entities interested in constructing or placing low income housing in the planning area. Examples of technical assistance include identifying sites where new housing will not conflict with adopted development policies; expediting the processing of permits; and assisting groups with informational requirements of State or federal agencies or private sector financial organizations.

5.12 The County will encourage and assist non-profit and for-profit groups who demonstrate the ability and skill to undertake rehabilitation programs to apply for State and federal funds for rehabilitation programs.

5.13 Tulare County RMA, Planning branch, will actively enforce all local and State laws regarding the removal of abandoned or inoperable motor vehicles in the planning area.

5.14 Tulare County RMA, Public Works branch, shall begin an active program of abandoning unnecessary alleys in the planning area. Further, the Department shall explore means of upgrading the level of street maintenance in the community.

5.15 The Tulare County Housing Authority shall be encouraged to construct or lease public housing in the planning area that shall, to the greatest extent possible, provide housing that will accommodate large families in order to alleviate overcrowded conditions.

Public Services Policies

6.1 Development and growth in Traver shall not be permitted to exceed the capacity of local public service delivery systems, including Sheriff's protection, fire protection, and school capacity.

6.2 The County shall encourage the local school district to seek means for expanding its capacity to accommodate forecasted community growth.

Implementation of Public Services Policies

6.11 Tulare County RMA, Planning branch, shall evaluate the potential impacts on public services attributable to any development proposal in Traver and shall recommend appropriate mitigation measures or denial of project applications, as appropriate, if

public service delivery system capacities would be exceeded by a project.

Infrastructure Policies

7.1 New residential development in the Traver planning area, except for infilling existing vacant lots, should be limited until the Traver wastewater collection and treatment system can be upgraded to service new areas.

7.2 New commercial and industrial development, and/or expansion of existing commercial or industrial uses, may be permitted if it can be demonstrated that adequate water supplies and on-site wastewater disposal capacities are available.

7.3 The costs of upgrading and/or expanding water and wastewater systems to serve new development shall be borne by the benefitted development.

7.4 As required to promote the public health, safety and welfare of the Community, and the County-at-large, the County will exercise reasonable powers of eminent domain to acquire easements and/or ownership of property necessary to accommodate community water and wastewater facilities.

Implementation of Infrastructure Policies

7.11 The County shall complete the construction of the proposed community wastewater collection and treatment system.

7.12 Tulare County RMA, Planning branch, shall cooperate with the Public Works branch in evaluating the feasibility of County assumption of ownership and operation of the Traver Water Company's domestic water supply system under the auspices of the County-wide Services Area.

7.13 The County shall continue to actively seek available funding assistance for the improvement of community infrastructure.

Community Facilities Policies

8.1 Improvement of the community park site in Traver shall be a priority of the County as the community grows.

8.2 Park improvement costs will be financed by the County to the extent that new available revenue sources for that purpose can be identified.

Implementation of Community Facilities Policies

8.11 Tulare County RMA, Planning branch, shall seek sources of funding (e.g. grants, redevelopment tax increment revenues, etc.) to finance park improvements.

Environmental Concerns Policies

9.1 The County shall protect noise-sensitive land uses from existing or future noise generators by requiring noise mitigation measures (for both existing or future noise generators) or by locating future noise generators within compatible noise environments.

9.2 New noise generators, or new developments locating near noise generators, shall incorporate operational design or construction features required by the Tulare County Noise Element or the State Noise Insulation Standards.

9.3 Land designated for residential development along State Route 99, and/or the Southern Pacific Railroad, shall incorporate design features which meet the noise standards set forth in the Tulare County Noise Element.

9.4 New development shall conform to construction standards and guidelines necessary to protect it from flood hazards.

9.5 Industrial development shall comply with all applicable rules and regulations required by the San Joaquin Valley Air District in order to prevent adverse local and regional ambient air quality impacts to Traver specifically and the County in general.

Implementation of Environmental Concerns Policies

9.11 When appropriate, County staff will evaluate the noise sensitivity and the noise generating potential of proposed projects and their surrounding uses. If a project is incompatible with uses in the surrounding area, it shall be required to implement noise mitigation measures or directed (generally) to a more compatible/suitable location in the Community.

9.12 County staff will review development proposals in the identified flood hazard zone to determine their compliance with local and federal flood-related construction standards.

9.13 An evaluation of potential air quality impacts will be conducted by or for the County prior to approval of industrial uses with the potential to release air contaminants or pollutants in excess of standards, thresholds, criteria, etc. by the San Joaquin Valley Air Pollution Control District.

Agricultural Lands Policies

10.1 Agricultural land surrounding Traver shall be protected from intruding urban uses.

10.2 Land within the Urban Development Boundary of Traver which is designated as residential, commercial, or industrial "reserve" shall be retained in agricultural use until such time as conversion to urban use (as defined in the Planning Framework Element of the General Plan) is appropriate. The criteria which shall be used to determine when conversion to urban use is appropriate are outlined in Policy No. 1.6, appearing earlier in this Chapter.

Implementation of Agricultural Lands Policies

10.11 Lands inside the Traver UDB which are designated as residential, commercial or industrial "Urban Reserve" shall be zoned for agricultural use as a holding zone, until such time as it is determined that urbanization is appropriate, consistent with the criteria referenced above.

MARKET ANALYSIS

A market analysis is necessary to demonstrate the needs and ability of the Traver Community to support certain uses and to establish land uses and zoning to reflect the economic realities and infrastructure.

The Community of Traver has a small number of businesses, which include:

- Bravo Farms Cheese Factory - Stores, Gift Shop, and Restaurant
- MAF Industries Inc.
- Best Agri Marketing
- Bamford Dairy Caddle LLC
- 76 Gas Station - RJ's Travel Center
- Shell Gas Station
- Subway
- El Dorado Mexican Restaurant
- Navarro Truck Tires - Oil Change
- Traver Mini Market - Food Mart/Gas Station
- Tri-M's Market

Table 35 – Estimated Current Discretionary Income in Traver

Traver Mean Income 2011	$55,888
Households 2010	164
Gross Income	**$9,165,632**
Average Tax rate (estimated)	20%
Tax	$1,833,126
After Tax Income	**$7,332,506**
Rental Units	115
Rent (monthly)	575
Rent Expense (Yearly)	**$793,500**
Units with mortgage	50
Cost with mortgage (monthly)	$1,200
Units without mortgage	45
Cost without mortgage (monthly)	$277
Mortgage Expense (Yearly)	**$869,580**
Households	164
Food spending per week (HH with kids)	$173
Weeks per year	52
Total Food Expense (Yearly)	**$1,475,344**
Estimated Bills	20%
Other Bills	**$1,466,501**
Est. Discretionary Income	**$2,727,580**

Source: Census Data 2010, 2011
http://www.gallup.com/poll/156416/americans-spend-151-week-food-high-income-180.aspx

Table 36 – Average Annual Revenues of Businesses

Business	Yearly Revenue
Convenience Store	$ 145,000
Subway	$ 452,000
Gas Station	$ 700,000
Starbucks	$ 1,060,000
Five Guys Burgers & Fries	$ 1,139,000
Dollar General	$ 1,530,000
Dollar Tree	$ 1,600,000
In-N-Out Burger	$ 1,925,000
McDonalds	$ 2,400,000
Longhorn Steakhouse	$ 3,000,000
Olive Garden	$ 4,700,000
Albertsons (Grocery Store)	$ 16,264,607
Trader Joes (estimated)	$ 23,255,814
Whole Foods	$ 35,464,000

Sources:
http://www.abmi.net/pages/convenience_store_division
http://www.qsrmagazine.com/reports/top-50-sorted-average-sales-unit
Trader Joe's vs. Whole Foods Market: A Comparison of Operational Management, MIT
Darden 2012 Annual Report
Dollar General 2013 10K
Dollar Tree 2013 10K
Whole Foods 2012 10K
Supermarket Industry Overview 2006

Traver had 164 households in 2010. As noted in the Market Analysis Section, approximately 5,000 households are typically required to support a grocery store. With an estimated household spending of $173 per week, approximately $1.4M is spent annually on food by the residents of Traver.

As noted in ***Table 35***, approximately $16M of yearly revenue is required to support a typical grocery store. The estimated amount of money spent on food by the community of Traver (on a yearly basis) is not enough to support a grocery store (e.g., Albertsons).

The community of Traver has had limited development between 1992 and 2012. In this time period, only 13 traditional housing units were built and 26 mobile homes were built.

This community had about 24,500 sq. ft. of commercial development and 133,688 sq. ft. of industrial development during the 1992-2012 time period.

Table 37 – Construction in Traver

	Residential (Single Family & Multifamily)	Mobile homes	Commercial	Industrial	Agriculture
	Units	Units	Sq. Ft.	Sq. Ft.	Sq. Ft.
1992		2			
1993	1	3	1,242		
1994	1	1			
1995		4			
1996		1		9,900	
1997		2	1,761	25,200	
1998	1	4	1,800	34,235	
1999	2	2			768
2000		3			
2001	1			6,622	3600
2002	1			4,500	
2003	1			11,104	
2004					1480
2005					
2006	1	2	4,221		
2007		2	10,785	1,920	188,578
2008	1				
2009	2		4,710		
2010	1			18,000	
2011				10,374	146,036
2012				11,833	209,554
Total	13	26	24,519	133,688	550,016

Based in information from Tulare County's Permit Tracking System

Population Growth Forecast

Table 38 – Traver Population Projections

Growth Rate	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
0.013	**713**	722	732	741	**751**	761	770	780	791	801	**811**	822	833	843	854	865	877	888	900	911	**923**

Demand Forecast

Based on the data and analysis contained above, the following table includes the year 2030 square footage and residential unit demand forecast for the Traver planning area.

Table 39 – Traver Commercial Development Projections

Commercial (Acres)		2014	2020	2030
Comm Const 1992 to 2012 (sf)	24,519			
Annual Average (sf)	1,226			
Increase from 2014			**7,356**	**19,615**

Table 40 – Traver Industrial Development Projections

Industrial (Acres)		2014	2020	2030
Ind Const 1992 to 2012	133,688			
Annual Average (sf)	6,684			
Increase from 2014			**40,106**	**106,950**

Table 41 – Traver Housing Development Projections

Housing Type	% of Total	2014	2020	2030
Single Family Homes	54.50%			
Increase from 2014			**11**	**30**
Multi Family Homes	7.40%			
Increase from 2014			**1**	**4**
Mobile Homes	38.10%			
Increase from 2014			**7**	**21**

Residential percentages from 2007-2011 Census

OPPORTUNITIES & CONSTRAINTS

OPPORTUNITIES

Enterprise Zones

Tulare County has a number of Enterprise Zones. Enterprise zones involve a series of statewide incentives that have recently been eliminated. Although Enterprise Zone area boundaries remain in existence, there are no long term economic benefits of these zones.

Affordable Housing

The community of Traver has a median income of $39,375 which is considerably less than 60% of the State median income of $61,632. Approximately 38.3% of the households in Traver spend 30% or more of their income on Rent. Approximately 48% of the households in Traver spend 30% or more of their income on a mortgage. As such, there is a high need for affordable housing.

As 17.8% of the households include single parents with children and Traver's average household size is 4.35, Traver has an average household size that larger than the county average which is 3.35 persons per household. The 2009 adopted Tulare County Housing Element on page 45 indicates that in 1980, the average household size was 2.98 persons and now, according to the 2005-2007 American Community Survey, the average household size is 3.35. This 12.5 percent increase may be attributed to several factors, including doubling-up of families in the urban areas due to housing costs and the migration of population sub-groups with families larger than average household size (e.g. undocumented farmworkers).

There is one public bus line along Merritt Drive which has a single bus stop in Traver. As such, public transportation is not a viable alternative for most people living in Traver. Within this context, reduced parking is not a realistic strategy to reduce development costs of affordable housing. Typically, affordable housing will require more land in Traver than would typically be required in an area where public transit is available.

There are large vacant parcels surrounding the elementary school. These parcels are ideally located for affordable housing as it would provide a walkable opportunity for the children to attend elementary school.

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 are the Area Plans; the third are 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 Traver.

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 are to be phased out over time (replaced with UDBs) as each community's boundaries are updated.

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.

CONSTRAINTS

State Route 99

SR 99 is a major route between cities within the Central Valley. SR 99 is the primary route between Fresno to the north and Bakersfield to the south. SR 99 is located on the western edge of Traver. Access (entry) and egress (exit) to SR 99 is available at Merritt Drive; egress is available from northbound SR 99 at Sixth Street at the southern edge of Traver.

Southern Pacific Railroad

In 1888, the Southern Pacific Railroad constructed its line from Fresno to Porterville. The towns of Reedley and Dinuba were established on this new line, about twelve miles to the north and east of Traver, respectively. As local farmers in the Traver area lost their battle with the alkaline soils, they finally abandoned Traver and relocated to these new towns and other areas.

For years thereafter, Traver served as a as a shipping and warehousing point along the Southern Pacific Railroad line. Ultimately, as trucking began to supplant rail freight for much agricultural shipping, shipping and warehousing were discontinued in the community.

Traver serves as a residential center for the workforce contributing to agricultural production of the surrounding region. It also serves as a highway-oriented commercial site along State Route 99 and includes a small amount of industrial development. Many parcels adjacent to the Railroad are vacant and underutilized. This provides an opportunity for a variety of uses to induce additional development.

Water

With no available water supply connections, development potential is limited. There are two options to address this issue. The first option is for the water district to expand their facilities. The second option is for development projects to include a well to provide water for each specific development project.

Storm Drain

Storm drain facilities are sporadic throughout Traver. As such, new development should be required to construct storm drain facilities. This requirement could increase the cost of development.

Flood Zone

Most areas and most development in Traver is located within the 100-year flood zone. This could be remedied with improvements to Traver Canal located on the northern edge of the Community.

Waste Water Treatment Facility and Collection System

The existing Wastewater Treatment Facility and Collection System is nearing limiting capacity. As such, new development should be required to construct waste water facility upgrades. This requirement could increase the cost of development.

Development Suitability Analysis

The purpose of a development suitability analysis is to determine the areas of the community and surrounding vicinity which could most appropriately accommodate new growth. It is a means of identifying areas free of development constraints and areas in which improvements must be made before urban only to determine the location of the Traver Urban Development Boundary, but development can be allowed. This development suitability analysis will be used not also to help establish land use patterns for the community's future growth.

To determine development suitability, factors that either encourage or constrain development were selected and mapped. Each factor was assigned a suitability rating to show the level of influence it will have on potential new development Suitability ratings used in this study include:

Very High: *These areas are "infill lands", or are surrounded on three sides by existing urbanized land and are, or can be easily be, serviced with urban services.*

High: *These areas are lands free of development constraints and which are either adjacent to existing development and are, or can be, served with community sewer and water service. Wastewater service areas but which are near existing urban development.*

Moderate: *These lands are outside existing boundaries of local water and these lands also exhibit other qualities that make them suitable for future development.*

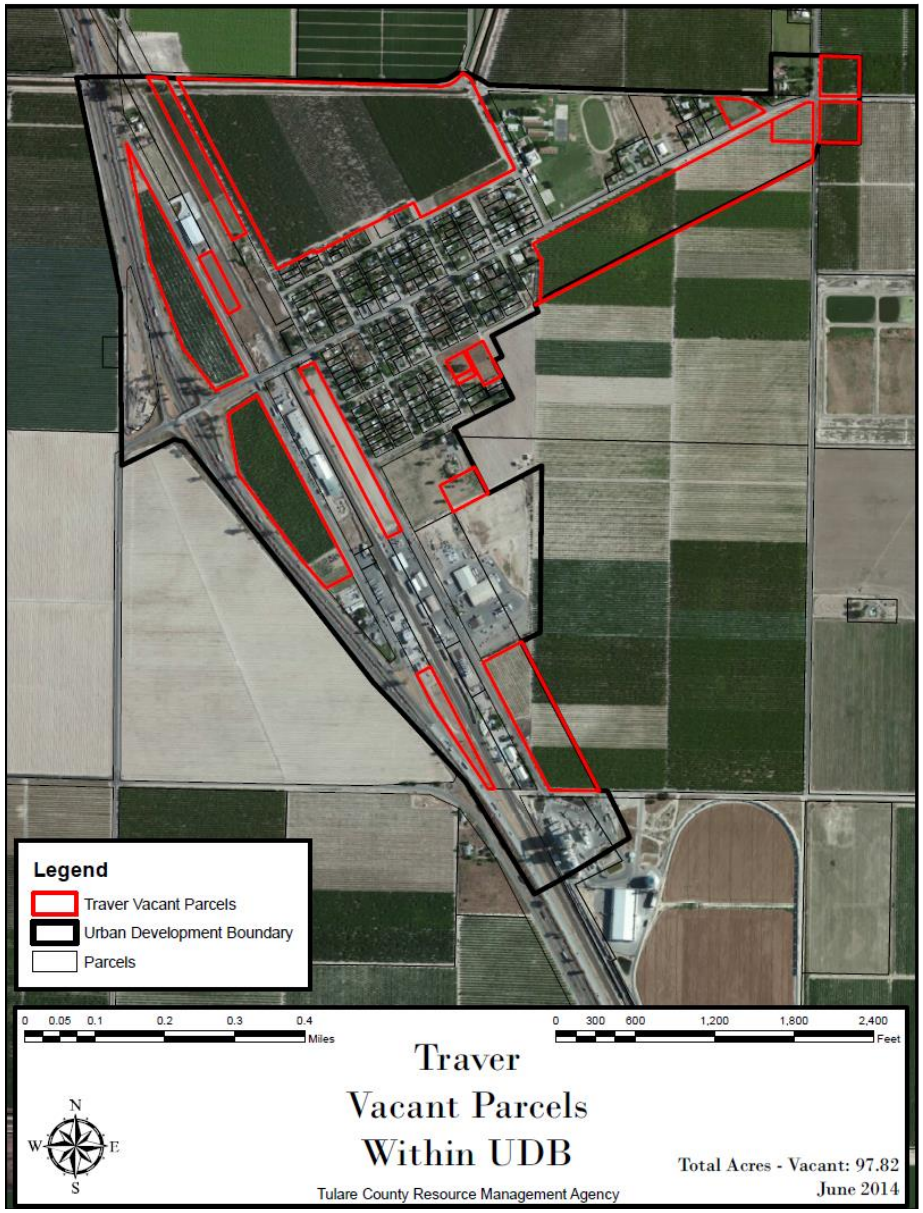
Low: *These lands should be precluded from intensive development until certain constraining conditions can be changed or corrected. Examples of such constraints include flooding and Williamson Act lands.*

From the process of mapping of the various factors potentially influencing the developability of the community and surrounding environs, a composite analysis of the application of these factors to each segment of the planning area is possible. The patterns which emerged from this composite analysis have enabled the overall developed suitability of the planning area to be mapped, in conformance with the ratings described above.

It is recommended, based on the Market Analysis, Opportunities and Constraints analysis as contained above that the existing configuration of the Urban Development Boundary as adopted is appropriate and reflective of the development suitability criteria contained above.

Within the existing 368 acre UDB, approximately 244 acres are urbanized. By dividing the estimated 2014 population of 751 by 244 urbanized acres, a ratio of 3.07 persons per urbanized acres is calculated. The forecasted increase in population from 2014 to 2030 is 172 persons. Projecting this ratio into the future (172 persons divided by 3.07) suggests that an additional 56 acres will be needed by the year 2013. The existing Urban Development Boundary contains approximately 98 acres (please see ***Figure 16***). The additional projected need of 56 acres can easily be accommodated within the 98 acres that are vacant within the existing UDB. The 98 vacant acres provides a flexibility factor of almost 100% to accommodate projected growth. Of the 98 vacant acres that are available for new development, approximately 50% of those parcels are proposed for Mixed Use or Medium Density Residential uses. Utilizing a conservative figure of 10 residential units per acre, and multiplying those 10 units per acre times 50 acres would yield approximately 500 residential units that could be constructed within the UDB during the planning horizon period. Dividing the forecasted increase in population from 2014 to 2030 of 172 persons times an average 3 persons per household indicates that approximately 57 new residential units are required to meet the forecasted population demand. As County Policies require contiguous development and an orderly extension of services, the recommendation not to amend the location of the existing UDB not only satisfies development suitability requirements, but also provides the requisite area needed to meet forecast land demand in the Traver Community.

Figure 16– Vacant Parcels in Traver UDB



ECONOMIC DEVELOPMENT STRATEGY

Tulare County's current Economic Development Strategy focuses on the agricultural industry, solar projects and pursuing grants. Tulare County has started using social media in early 2014.

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.

Solar Projects

ImModo Energy Services has invested over $40 million in its first portfolio of 5 large solar projects in Tulare County. In Feb, ImMODO had their first grand opening in Kingsburg. Through the construction phase of these projects, ImMODO has directly paid $5.5 million to local contractors and created 143 construction jobs that produced an estimated $2.1 million payroll. The total five projects will produce 22 megawatts of clean renewable energy to Tulare County. All five projects are approximately twenty acres in size and are located around Tulare County near communities of Kingsburg, Ivanhoe, Exeter, Lindsay and Tulare. ImMODO will be constructing 4 additional projects and is currently looking to develop additional projects.

Grants

Tulare County is seeking $14,074,518 from the US Department of Transportation to improve the rural route of the San Joaquin Valley Railroad in Tulare County. The funds are requested to improve the short line railroad route that runs from Exeter to Fresno. The improvements include replacing the aging infrastructure and rail by installing 17 miles of new 115lb welded rail, 31 miles of replacement, 50 miles of surfacing, 60 crossing and 45 bridges which will provide safer and more efficient operations that will boost the economic liveliness of the region.

Online Presence

Tulare County is currently developing and growing the Economic Development Website by offering content that is current, informative and useful for decision- makers in an effort to attract, retain and expand a diverse business community in all regions of the County. We are currently building an online industrial/commercial property inventory. We are reaching out to brokers in order to post their listings on our website.

The Tulare County Economic Development has a Facebook and Twitter page up and running. We have also created a Tulare County Film Commission Channel with all the videos of our grand opening events. Content development and management will continue to grow over time.

SWOT ANALYSIS

Strengths

- Tulare County has a strong agricultural economy.
- There is a park located along Kitchner Drive.
- Traver has an elementary school. This school also has recreational facilities.
- There is an on- and off-ramp to and from State Route 99 at Merritt Drive.
- There is a north-bound off-ramp (Sixth Street) from SR 99 into southern Traver.
- The cost of living is low in Tulare County.

Weaknesses

- Traver is considered a severely disadvantaged community with a median income of $39,375.
- Water connections are not currently available for new development.
- The Storm drain system is inadequate and several stormwater basins are required.
- There is no High School in Traver.
- Sidewalks are needed.
- Merritt Drive is not established as a traditional downtown.
- Traver has limited public transportation options. There is one bus line and one bus stop in Traver.

Opportunities

- Vacant land is available.
- Rail Line is available.
- Traver is located next to State Route 99 which has 17,500,000 annual trips (or about 48K AADT)
- The Traver Elementary School is surrounded by farmland. As such, there is a potential for Medium/High Density Residential near the Elementary School.
- There are 50 Sewer Connections available.
- A Mixed Use Overlay Zone would allow for additional development.
- There is growth in distribution jobs in California.

Threats

- Traver competes with Visalia, Tulare, Dinuba, and other parts of the County. Traver also competes with the City of Kingsburg and Selma in Fresno County.
- Farms are getting larger and relying more on automation. This can reduce jobs and incomes.
- Tulare County has a limited budget for road improvements. Budgeting for roadway maintenance could be reduced depending upon the financial health of Public Works branch.
- Small businesses are sensitive to changes in tax rates, minimum wage, requirement of health care provisions and other nationally established policies and requirements.
- National and Statewide economic trends can impact Traver's economy.
- Traver's population has declined from 732 in 2000 to 713 in 2010.
- Most of the community is located within a flood zone.

Economic Development Enhancements for Traver

In addition to the Economic Development Department's current strategy, this Community Plan provides an analysis of the potential for Economic Development in Traver and outlines potential tasks to further enhance Economic Development.

REDUCING BARRIERS TO ECONOMIC DEVELOPMENT

California Competes

"The California Competes Tax Credit is an income tax credit available to businesses that want to locate in California or stay and grow in California. Tax credit agreements will be negotiated by GO-Biz and approved by a newly created "California Competes Tax Credit Committee," consisting of the State Treasurer, the Director of the Department of Finance, the Director of GO-Biz, one appointee from the Senate, and one appointee from the Assembly."[32]

"The California Competes Tax Credit only applies to state income tax owed to the Franchise Tax Board. The credit is non-refundable, and in the case where the credit allowed exceeds tax owed, the excess may be carried over to reduce the tax in the following year, and the succeeding five years if necessary, until exhausted."[33]

"The value of the credit will be based on the following factors:

- The number of jobs the business will create or retain in this state.
- The compensation paid or proposed to be paid by the business to its employees, including wages and fringe benefits.
- The amount of investment in this state by the business.
- The extent of unemployment or poverty where the business is located.
- The incentives available to the business in this state, including incentives from the state, local government, and other entities.
- The incentives available to the business in other states.
- The duration of the business' proposed project and the duration the business commits to remain in this state.
- The overall economic impact in this state of the business.
- The strategic importance of the business to the state, region, or locality.
- The opportunity for future growth and expansion in this state by the business.
- The extent to which the anticipated benefit to the state exceeds the projected benefit to the business from the tax credit."[34]

"The tentative amount of credits that GO-Biz can allocate is as follows:

[32] California Competes Tax Credit FAQ
[33] California Competes Tax Credit FAQ
[34] California Competes Tax Credit FAQ

- $30 million in fiscal year 2013/14.
- $150 million in fiscal year 2014/15.
- $200 million in each fiscal year 2015/16 through 2017-18."[35]

"…25 percent of the total credits available each year is expressly reserved for small businesses (gross receipts of less than $2 million during the previous taxable year)."[36]

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:*** The water system is at capacity and the wastewater system is near limiting capacity. In order for more development to occur, service levels for water and wastewater 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.

Table 42 – Estimated Educational Attainment of Traver 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%
Traver CDP	30.6%	23.6%	21.2%	2.1%

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

Based on the 2007-2001 American Community Survey, the educational barrier in Traver begins in grade school. Of the adults age 25 and older, 30.6% had an educational level of less than 9th grade. This limits the types of jobs that these adults are qualified for. 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 should make it easier for children to get to school.

[35] California Competes Tax Credit FAQ
[36] California Competes Tax Credit FAQ

▪ ***Home Occupation Regulations:*** Encouraging small scale entrepreneurship is one way to foster economic development. Although some home occupations are allowed by right, these home occupations have regulations which limit the type and scope of allowed businesses. By reducing some of these regulations, we can eliminate a few barriers to small scale entrepreneurship. The following are proposed changes to the Zoning Ordinance

Eliminate:

Section 15.A.7.a.6 "No one other than residents of the dwelling shall be employed in the conduct of a home occupation."
Section 15.A.7.b.6 "No one other than residents of the dwelling shall be employed in the conduct of a home occupation."
Section 15.A.7.c.5 "A rural home occupation shall be limited in employment to residents of the property and not more than one (1) additional person."

Replace with:

"Employment in a rural occupation shall be limited to residents of the property and not more than three (3) additional non-resident persons."

Add:

All home occupations located within the Traver UDB will not require a use permit.

▪ ***Health Care:*** Health care is important for economic development as businesses need healthy employees. There are no medical offices in Traver. The nearest medical offices are in Kingsburg, Visalia, and Dinuba.

MARKETING STRATEGY

Place

In terms of real estate, location is a major factor (influence) in develo
expansion of businesses. There are two locational advantages in Traver, acc
Route 99 and industrial clusters. These locational advantages are discussed b

- *Access to Highway 99:* There is one primary freeway entry and exit p
provides convenient access and/or egress to SR 99.
- *Industrial clusters:* One of the goals of this Community Plan is to str
current businesses located in Traver by taking advantage of existing in
agricultural uses. With the establishment of industrial clusters, existing
can attract other type of similar businesses. Along SR 99 is an
production cluster. This cluster includes a cheese factory, a packi
fertilizer production and grain production.
- *Quality of Life:* It is possible to increase the desirability of visiting ar
Traver. With physical improvements, the quality of life can be impro
are a number of potential projects that can improve the quality of life
New recreational facilities and aesthetic improvements have most the vi
on the quality of life as the perception of these improvements project
image enhancements. Physical improvements could include the followin
  1. Streetscape improvements for Merritt Drive. Streetscape improvements could include sidewalks, curbs, gutters, and landscaping.
  2. Attractive, yet functional and practical, crosswalks at Traver Elementary School at Canal Drive and Merritt Drive.

Price

New businesses consider price of land and/or rent in their formation of business plan. The cost of the land and/or the cost of rents for commercial and/or industrial uses provide an estimate of the cost of development. See cost outlined below.

- *Cost of Land:* Staff reviewed assessor data and calculated the average assessed value of land per acre based on zoning district. See ***Table 43***.

Table 43 - Cost of Vacant Land (Assessed Value)

Zoning	Average Cost Per Acre
AE-40	$3,021
C-2-SR	$8,572
R-2	$18,534
R-A	$20,459
C-3	$32,490
M-1	$37,742

- *Industrial Rents:* "The county's overall industrial market consists of about 23 million square feet of space with vacancy below 5 percent. Monthly rents range between $0.15 and $0.30 per square foot on a triple-net basis."[37]
- *Commercial Rents:* Annual retail rents in the City of Visalia range widely from $9 per square foot to $28 per square foot on a triple-net basis. Staff has no information on the retail rents in Traver; however, staff assumes that retail rents in Traver are lower to match the smaller market size of the commercial establishments in Traver.

Product

The products to be marketed in Traver are vacant land and available buildings.

- *Vacant Land:* Staff has prepared a vacant parcel inventory which identifies vacant parcels of various sizes and various zoning districts. See ***Table 44***.
- *Available Buildings:* There are limited opportunities to use buildings for commercial or industrial uses. When individual spaces become available, it would behoove a property owner to coordinate with a real estate agent to lease out each space.
- *Inventory:* The Tulare County Economic Development Department is reaching out to local real estate brokers to develop a parcels availability database. In addition, the County will be providing links from its Economic Development Webpage to individual broker webpages which can serve to advertise the availability, location, size, etc., of parcels.

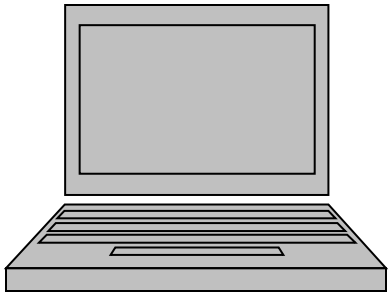
Table 44 – Vacant Parcels

APN #	Size/Acres	Zoning
043-133-020	2.1	AE-40
045-010-022	2.14	AE-40
040-010-027	1.98	AE-40
040-020-064	9.01	AE-40
040-010-023	9.91	C-2-SR
040-020-077	11	C-2-SR
040-010-002	1.18	C-3
040-010-018	3.58	C-3
040-020-075	2.27	C-3
040-020-070	3.99	M-1
040-033-009	1.01	R-2
040-033-011	0.51	R-2
040-033-012	0.17	R-2
040-020-060	1.52	R-2
040-010-025	0.42	R-2
040-060-019	1	R-A

Promotion

Promotion of Traver and properties in Traver is a continual need for effective economic development. The following tasks can be used to promote the community of Traver.

- *Companies to Target:* As Traver is a small community along the SR 99 corridor, economic development should be focused on enhancing existing assets. Based on the existing businesses, the County of Tulare should target the following types of businesses:
  1. Agricultural Food Packing
  2. Cold Storage
  3. Food Processing (Dairy-related products such as milk, ice cream, yogurt, butter, etc.)
  4. Distribution Centers



[37] Visalia General Plan Update: Existing Conditions Report, page 3-33

- *Online Presence:* Content is one of the most important aspects of an online presence. The amount of content provides relevancy and usefulness. The following could be done to improve the County of Tulare's online presence:
  1. Constantly improve (and keep current) the Economic Development website
  2. Additional information about Tulare County could be added to this website. Pictures from Tech Fair Photo Contest are available for use by Tulare County Departments.
  3. Write and submit articles for trade magazines and bloggers.
  4. Develop a Tulare County Economic Development Blog.
  5. In addition to social media sites Facebook and Twitter, Tulare County's Economic Development Department could utilize other Social Media sites such as Instagram, YouTube, Flicker, etc.
  6. Encourage Traver to create a Chamber of Commerce.

- *Brochures:* Brochures provide specific and relevant information. Brochures should be designed for the following.
  1. Specific Site Handouts brochures with the following information: APN, address, size, price, contact information, pictures of site, pictures of the neighborhood, zoning designation, and a location map.
  2. A Food Production Industry Cluster brochure with the following information: a list of available properties, pictures of the area, prices of land, highlights of the Agricultural Industry in Tulare County.
  3. A Solar/Alternative Energy Industry Cluster brochure with the following information: a list of available properties, pictures of the area, prices of land, highlights of the Solar/Alternative Energy Industry in Tulare County.
  4. A brochure that lists the real estate brokers in Tulare County. This brochure should include contact information such as name, address, phone and email.

- *Advertising:* Tulare County's Economic Development Department and the community of Traver can be advertised in targeted trade journals. These trade journals could include:
  1. California Leagues of Food Processors
  2. Food Manufacturing Magazine
  3. Food Processing Magazine
  4. Food Business News Magazine
  5. Logistics Business Magazine
  6. Food and Beverage Packing Magazine
  7. Packing World
  8. Packing Digest

- *Events:* Conferences and other events are excellent venues for networking. Traver could be promoted at the following conferences.
  1. World Ag Expo

2. Food Shows

- *Videos:* Promotional videos could be available online and displayed on conferences.
  1. Powerpoint presentation video of pictures and statistics.
  2. Videos of movies filmed in Tulare County.

IMPLEMENTATION STRATEGY

The purpose of this chapter is to prescribe a proposed approach to implement the general plan recommendations contained in chapters I through IV of the Traver Community Plan. There are several components that comprise the Traver Community Plan implementation strategy:

1. Zoning Code Changes
2. Complete Streets
3. Infrastructure

Zoning District Changes

As part of this Implementation Program for the Community Plan for Traver, 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 Traver. The elimination of the SR combining zone would only affect one commercial zoning district, C-2 SR. This zone change would only affect 4 parcels within Traver and as such, elimination of this combining zone would not have a noticeable effect on Traver.

Mixed Use Overlay District

This alternative involves the creation of a Mixed Use Zoning Designation for the Community of Traver along Merritt Drive and Highway 99. There is a proposed drainage park in the prior adopted plan that could be converted into a mixed use development. Most of the parcels along Merritt Drive have single family homes. Transitioning Merritt Drive to a traditional downtown will most likely occur over decades. The parcels along State Route 99 are proposed for mixed use to allow for flexibility in order to respond to market conditions.

Zoning Map Update

The current Zoning Map for Traver 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 18 Traver Proposed Zoning).

Complete Streets

Bicycle Facilities

In Traver, Class II/III facilities are envisioned to be implemented along the major circulation segments of roadway that connect the overall County roadway network. This includes Class II facilities on Merritt Drive, and Class III facilities on Church Drive, and Jacobs Drive, as shown on Figure 17, Proposed Bicycle Facilities.

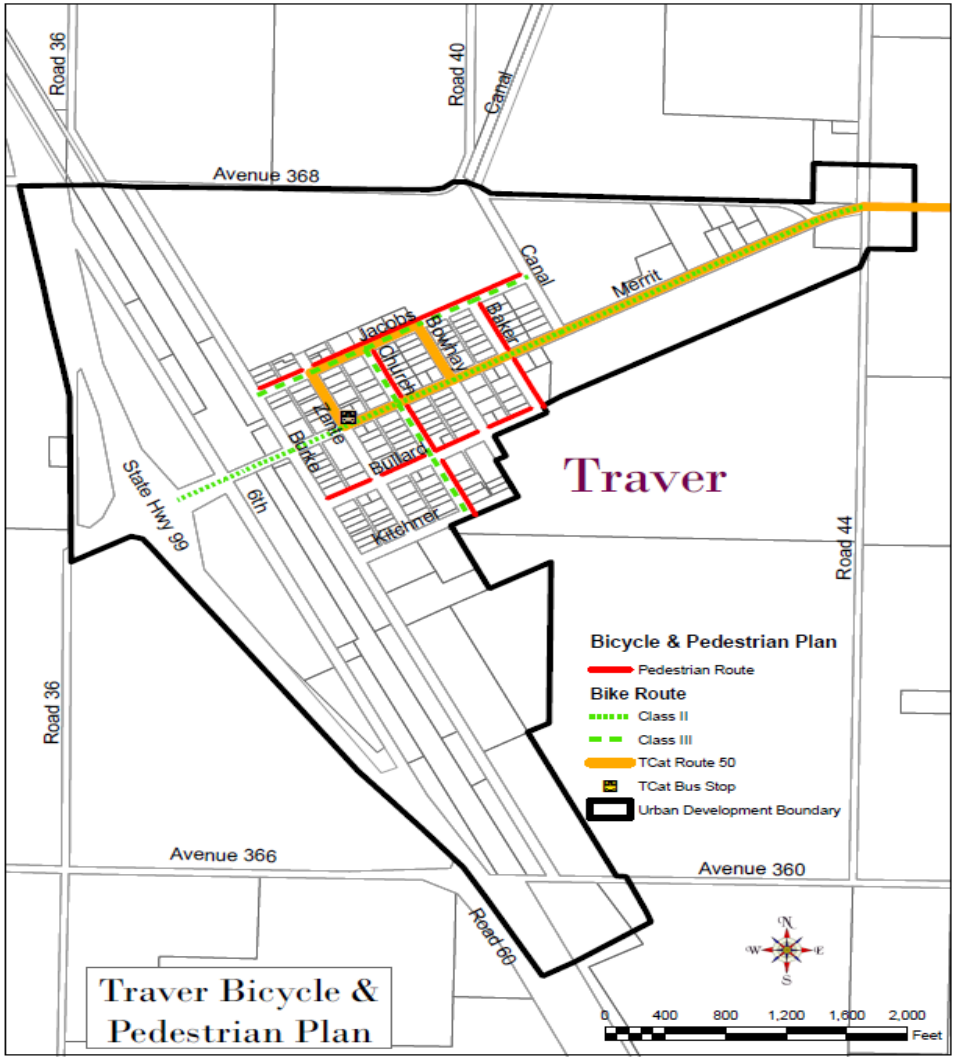
Multiuse Trails

Multiuse trails are facilities that can be used by bicycles, pedestrians, equestrians, and other recreational users. There are currently no multiuse trails in the Traver Community. Future multiuse trails could be implemented and addressed along undeveloped areas of the community.

Pedestrian Paths and Sidewalks

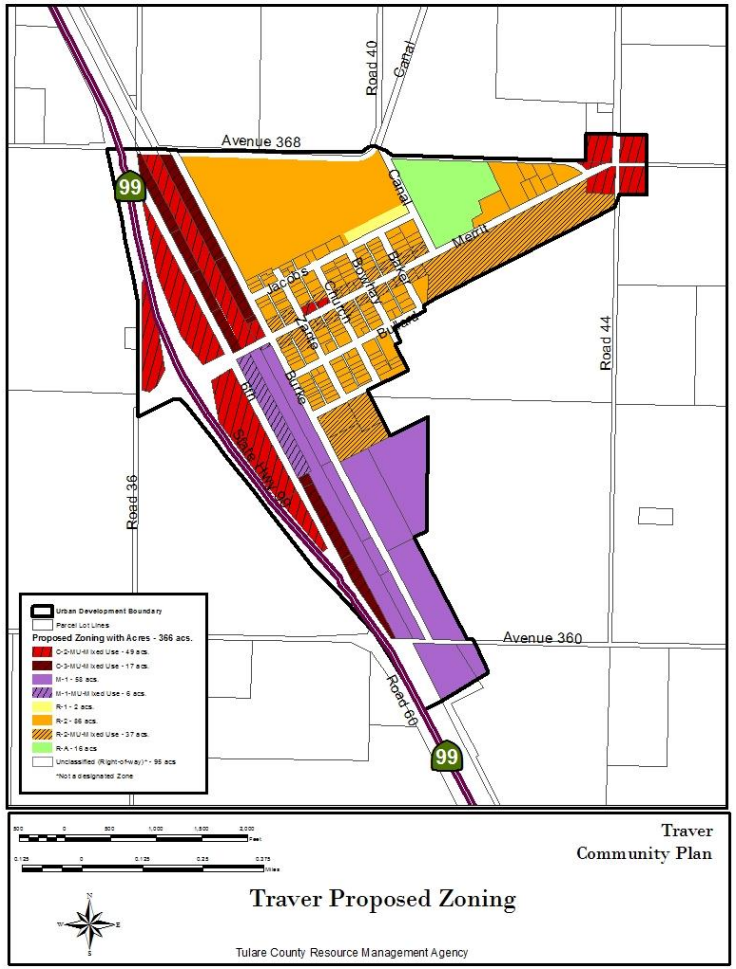
Pedestrian paths are primarily developed as part of the roadway and trail systems of a community and reflect the interconnected nature of circulation and transportation systems as a whole. Constructing wide streets increases the distance a pedestrian must travel to cross a street, thereby making it inconvenient for public use and inhibiting pedestrian circulation in the Community. Currently, limited continuous sidewalks are provided along major routes in the Community. Only one sidewalk currently exists. In addition to connecting available

Figure 17 – Traver Bicycle & Pedestrian Plan



pedestrian resources, the Community has prioritized the completion of sidewalks along safe routes to school. Enhanced pedestrian crossings and sidewalks should also be considered in areas where high pedestrian demand occurs (such as to and around the schools).

Figure 18 – Traver Proposed Zoning



FINANCING PLAN

Traver Complete Streets - 6th Street Improvements

Description:	6th Street between Traver SR 99 Off-ramp to Merritt Dr. (approx. 2400 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramp, drainage facilities and paveout of the roadway on both sides.	
Purpose and Need:	Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles	
Cost:	$ 2,300,000	
Funding:	$ 500,000	Highway Safety Improvement Program Safe Routes to School (HSIP)
	$ 1,500,000	Transportation Enhancement (TE)
	$ 2,300,000	Active Transportation Programs (ATP)
	$ 230,000	Measure R

Note: The cost for each funding source reflected above are the eligible portions for that funding source.

Traver Complete Streets - Merritt Street Improvements

Description:	Merritt Drive between 6th & Canal, (approx. 2600 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramp, class II bike lanes, drainage facilities and paveout of the roadway on both sides.	
Purpose and Need:	Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles	
Cost:	$ 2,800,000	
Funding:	$ 500,000	Federal Safe Routes to School (SRTS)
	$ 2,800,000	Federal Safety Improvement Program (HSIP)
	$ 1,500,000	State Transportation Improvement Program (STIP)
	$ 1,800,000	Transportation Improvement (TE)
	$ 2,800,000	Active Transportation Programs (ATP)
	$ 280,000	Measure R

Note: The cost for each funding source reflected above are the eligible portions for that funding source.

Traver Complete Streets - Church Street Improvements

Description:	Church Street between Kitchner & Jacob (approx. 1700 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramp, class III bike lanes, drainage facilities and paveout of the roadway.	
Purpose and Need:	Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles.	
Cost:	$ 1,300,000	
Funding:	$ 500,000	Federal Safe Routes to School (SRTS)
	$ 500,000	Federal Safety Improvement Program (HSIP)
	$ 1,000,000	Transportation Improvement (TE)
	$ 1,300,000	Active Transportation Programs (ATP)
	$ 130,000	Measure R

Note: The cost for each funding source reflected above are the eligible portions for that funding source.

Traver Complete Streets - Bullard Street Improvements

Description:	Bullard Street between Burke & Baker (approx. 1700 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramp, drainage facilities and paveout of the roadway.	
Purpose and Need:	Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles	
Cost:	$ 1,100,000	
Funding:	$ 500,000	Federal Safe Routes to School (SRTS)
	$ 1,100,000	Transportation Improvement (TE)
	$ 1,100,000	Active Transportation Programs (ATP)
	$ 110,000	Measure R

Note: The cost for each funding source reflected above are the eligible portions for that funding source.

Traver Complete Streets - Jacob Street Improvements

Description:	Jacob Street between Burke & Canal (approx. 2100 feet), the project proposes install curb, gutter, sidewalk, driveways, ramp, class III bike lanes, drainage facilities and paveout of the roadway.	
Purpose and Need:	Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles.	
Cost:	$ 1,700,000	
Funding:	$ 500,000	Federal Safe Routes to School (SRTS)
	$ 1,700,000	Transportation Improvement (TE)
	$ 1,700,000	Active Transportation Programs (ATP)
	$ 170,000	Measure R

Note: The cost for each funding source reflected above are the eligible portions for that funding source.

Traver Infrastructure Development - Storm Drainage System

Description:	The storm drain system is proposed and installed before the street improvements are started. Basin site will be acquired and the pipeline, manholes & inlets shall be installed.	
Purpose and Need:	The storm drain system is proposed and installed before the street improvements are started. Basin site will be acquired and the pipeline, manholes & inlets shall be installed.	
Cost:	$ 3,600,000	
Funding:	$ 1,000,000	Community Development Block Grant
	$ 3,600,000	Measure R

Note: The cost for each funding source reflected above are the eligible portions for that funding source.

Traver Infrastructure Development - Sewer Expansion System

Description: The sewer expansion system is proposed and is to be installed before any other developments can be added to the community. The wastewater plant is to be expanded as well as construction of force main and pipelines to the wastewater plant.

Purpose and Need: Increase community growth and development of commercial and residential usages.

Cost: $ 10,400,000

Funding:

$ 10,400,000	State Revolving Funds
$ 10,400,000	Safe Drinking Water Act
$ 8,300,000	USDA Funding/Loans
$ 10,400,000	Other State Proposition Funding

Note: The cost for each funding source reflected above are the eligible portions for that funding source.

Traver Infrastructure Development - Water Distribution System

Description: The water distribution system is proposed and is to be installed before any other developments can be added to the community. The wells, pipelines, pressure & storage tanks are to be constructed with developmental growth.

Purpose and Need: Increase community growth and development of commercial and residential usages. (Current water needs are provided by a Private Purveyor with limited service)

Cost: $ 1,000,000

Funding:

$ 1,000,000	State Revolving Funds
$ 1,000,000	Safe Drinking Water Act
$ 800,000	USDA Funding/Loan
$ 1,000,000	Proposition 50 Funding
$ 1,000,000	Proposition 84 funding
$ 1,000,000	Other State Proposition Funding
$ 1,000,000	2015 Clean Water Act 319(h) – Planning/Assessement

Note: The cost for each funding source reflected above are the eligible portions for that funding source.

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 traditional use permit and legislative process through the County. These 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) traffic, (number of vehicles) and odor. The Permit Center process is to determine the whether the use is by right or must go through the traditional use permit process. The following uses and zones shall be considered:

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. Structure < 10,000 sq. ft.	C-1, C-2, C-3, M-1, M-2	
Antique and art store. Structure < 10,000 sq. ft.	C-2, C-3, M-1, M-2, R-3	C-2, C-3, M-1
Antique store containing less than one thousand (1,000) square feet of floor area	C-1,C-2, C-3, M-1, R-2, R-3	C-1,C-2, C-3, M-1
Apartment Hotel Structure < 10,000 sq. ft.	O, CO, C-1,C-2, C-	O

	3, M-1, R-3	
Apparel stores. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1, R-3	C-1, C-2, C-3, M-1
Arcades, including video. Structure < 10,000 sq. ft.	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. Structure < 10,000 sq. ft.	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. Structure < 10,000 sq. ft.	C-2, C-3, M-1, M-2	M-1
Assembly of small electrical equipment such as home and television receivers. Structure < 10,000 sq. ft.	O, CO, C-1,C-2, C-3, M-1, R-3	M-1
Assembly of typewriters, business machines, computers, and similar mechanical equipment. Structure < 10,000 sq. ft..	O, CO, C-1,C-2, C-3, M-1, M-2, R-3	M-1
Automated car wash (coin operated only). Structure < 10,000 sq. ft.	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. Structure < 10,000 sq. ft.	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

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). Structure < 10,000 sq. ft.	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. Structure < 10,000 sq. ft.	O, CO, C-1,C-2, C-3, M-1	C-3, M-1
Book binding. Structure < 10,000 sq. ft.	O, CO, C-1,C-2, C-3, M-1, R-3	C-3, M-1
Book or stationary store. Structure < 10,000 sq. ft.	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. Structure <	CO, C-1,C-2, C-3,	C-2,C-3, M-1

10,000 sq. ft.	M-1	
Business, professional and trade schools and colleges. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-3, M-1
Catering Shops. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Ceramic shops. Structure < 10,000 sq. ft.	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. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	
Clothes cleaning and pressing establishment. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Clothing and costume rental. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Confectionery store. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Conservatory of Music. Structure < 10,000 sq. ft.	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. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1

Department store Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Drug store or pharmacy. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Dry goods or notions store. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Electric appliance stores and repairs Structure < 10,000 sq. ft.	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. Structure < 10,000 sq. ft.	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. Structure < 10,000 sq. ft.	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
Florist shop. Structure < 10,000 sq. ft.	CO, C-1,C-2,M-1, R-1, R-2, R-3, RA	C-1,C-2, C-3, M-1
Furniture store. Structure < 10,000 sq. ft.	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. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Gasoline filling station. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Gift, novelty or souvenir. Structure < 10,000 sq. ft.	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. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-2, C-3, M-1
Grocery store. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	
Grocery store, fruit store or supermarket. Structure < 10,000 sq. ft.	C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Gunsmith shops. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-3, M-1
Hobby and art supply store. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Hospital, sanitarium and nursing home. Structure < 10,000 sq. ft.	C-1,C-2, C-3, M-1, PO	
Household and office equipment and machinery repair shops. Structure < 10,000 sq. ft.	C-2, C-3, M-1, PO	C-3, M-1
Household appliance stores. Structure < 10,000 sq. ft.	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. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-2, C-3, M-1
Interior decorating store. Structure < 10,000 sq. ft.	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. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Laundries. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Laundry, coin operated machines only. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Leather goods and luggage stores. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Linen supply services. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Liquor store. Structure < 10,000 sq. ft. 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. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Massage or physiotherapy establishment Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Meat market or delicatessen store. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Medical and orthopedic appliance stores. Structure < 10,000 sq.	CO, C-1,C-2, C-3,	C-2, C-3, M-1

ft.	M-1, PO	
Medical laboratory. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1, PO	C-2, C-3, M-1
Memorial building, theatre, auditorium. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1, R-3	
Mini-warehouses. Structure < 10,000 sq. ft.	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. Structure < 10,000 sq. ft.	C-2, C-3	C-3, M-1
Musical instrument repair shops. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-3, M-1
Name plates. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1, R-3	R-3, C-1,C-2, C-3, M-1
Nursery school. Structure < 10,000 sq. ft.	CO, C-1,C-2, M-1, R-1, R-2, RA, R3, R-A	
Office, business or professional. Structure < 10,000 sq. ft.	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. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1, PO	C-2, C-3, M-1
Paint and wallpaper stores. Structure < 10,000 sq. ft.	C-1, C-2, C-3, M-1	C-2, C-3, M-1
Pet shops. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1

Photo processing pick-up and delivery outlets. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Photographic and blueprint processing and printing. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-3, M-1
Photographic developing and printing. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-3, M-1
Photographic supply stores. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Picture framing shops. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Plumbing fixtures for retail sales. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Plumbing shops. Structure < 10,000 sq. ft.	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. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Printing, lithography, engraving. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Private club, fraternity, sorority and lodge. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	

Private greenhouses and horticultural collections. Structure < 10,000 sq. ft.	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. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Radio and television repair shops. Structure < 10,000 sq. ft.	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. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1, R-1, R-2, R-3, R-A	
Recreation center. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	

Repairing and altering of wearing apparel. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Resort Structure. < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	
Restaurant. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	
Restaurant, tea room or cafe. Structure < 10,000 sq. ft.	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. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Retail sales of sporting goods, boats, boat motors, boat trailers, trailer coaches and their repair, rental and storage. Structure < 10,000 sq. ft.	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. Structure < 10,000 sq. ft.	O, CO, C-1,C-2, C-3, M-1	
Rug and carpet cleaning and dyeing. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-3, M-1
Satellite antenna sales. Structure < 10,000 sq. ft.	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. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Secondhand stores, pawn shops and thrift shops. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Shoe repair shop. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Shoe store. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Sign painting shops. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Small appliance sales and service. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Soda fountains. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Sporting goods store. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Stamp and coin stores. Structure < 10,000 sq. ft.	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). Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Tinsmith Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-2, C-3, M-1

Tire sales (no retreading or recapping). Structure < 10,000 sq. ft.	C-2, C-3	C-2, C-3, M-1
Tobacco and cigar stores. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Tourist Court. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	
Toy store. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Trailer and recreation vehicle sales, service and rentals. Structure < 10,000 sq. ft.	C-2, C-3, M-1, M-2, AP	C-3, M-1
Travel agencies. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Variety store. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Video machine and tape sales/rental. Structure < 10,000 sq. ft.	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. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-3, M-1
Watch and clock repair shop. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Wedding chapel. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1

A-2 Mixed Use Overlay District (Zone Change Text)

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

PURPOSE **A.** 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 vehicles miles traveled if residential uses are mixed with uses for employment.

APPLICATION **B.** This overlay zone only applies to the community of Traver.

USE **C.** 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 this overlay zone are outlined in the community plan for Traver.

Within the Mixed Use Zoning District, all uses outlined in the M-1, C-3, C-2, C-1 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 and the Board of Supervisors with the above mentioned zoning districts are also allowed.

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.

Table A2-1: 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

DEVELOPMENT

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.

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 Traver. 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.

A-3 DEVELOPMENT STANDARDS (MIXED USE ZONING DISTRICT)

To promote Economic Development within the Traver Urban Development Boundary, a Mixed Use Overlay zoning district is being established to allow for flexibility in the allowed uses within Traver. 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. To promote Economic Development within the Traver Urban Development Boundary, a Mixed Use Overlay zoning district is being established to allow for flexibility in the allowed uses within Traver. 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-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.

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 an 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-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.

RA-12 All flat roofs should have 90% of the roof area covered by solar panels. All sloped roofs should have 50% of the roof area covered by solar panels. Roofs should be painted or colored with a bright white (or similar color) with a reflective glossy finish.

SITE PLANNING

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 be 500 feet.

LANDSCAPING

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-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

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-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-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-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:

- 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-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-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-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-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-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 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
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
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 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 Traver 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. The transportation measure will generate slightly more than $652 million over 30 years to Tulare County's 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 vehicles 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 (SJAPCD) 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.

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.

DOT: TIGER
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.

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
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 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 (SWRCB)
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.

CDPH Clean Water 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

Traver Complete Streets Policy Document (As Separate Document)

Planning Meeting Summary