Adopted October 7, 2014

Tulare General Plan

For the City of Tulare

Adopted October 7, 2014

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1 INTRODUCTION

A. General Plans in California

State law requires each county and city to prepare and adopt a comprehensive and long-range general plan for its physical development (Government Code Section 65300). The general plan must address the seven topics (referred to as "elements") of land use, circulation, housing, open- space, conservation, safety, and noise (Government Code Section 65302), to the extent that the topics are locally relevant. It may also include other topics of local interest, as chosen by the city (Government Code Section 65303).

Together, the seven mandated elements of a general plan form a comprehensive set of planning policies. The land use element designates the general distribution and intensity of land uses within the planning area. The circulation element identifies the general location and extent of existing and proposed transportation facilities and util-

ities. The housing element is a comprehensive assessment of current and future housing needs for all segments of the city population, as well as a program for meeting those needs. The open-space element describes measures for the preservation of open space for the protection of natural resources, the managed production of resources, and for recreation and public health and safety. The conservation element addresses the conservation, development, and use of natural resources. The safety element establishes policies to protect the community from risks associated with natural and human-made hazards such as seismic, geologic, flooding, wildfire hazards, and air pollution. The noise element identifies major noise sources and contains policies intended to protect the community from exposure to excessive noise levels.

A comprehensive general plan provides a city with a consistent framework for land use decision-making. The general plan has been called the "constitution" for land use development to emphasize its importance to land use decisions. The general plan and its maps, diagrams, and development policies form the basis for city zoning, subdivision, and public works actions. Under California law, no specific plan, area plan, zoning ordinance, subdivision map, nor public works project may be approved unless the city finds that it is consistent with the adopted general plan.

A city may adopt a general plan in the format that best fits its unique circumstances (Government Code Section 65300.5). In doing so, the city must ensure that the general plan and its component parts comprise an integrated, internally consistent, and compatible statement of development policies. As part of this General Plan Update, the City of Tulare updated three General Plan elements (Land Use, Circulation, and Conservation and Open Space), and has integrated background information, goals and policies, and environmental analysis, as described below.

B. Community Involvement Process

In updating the General Plan, the City conducted an extensive community involvement process, which involved the components discussed in the following paragraphs.

1. Community Advisory Committee CCAC

To provide guidance in the General Plan Update, the City created a General Plan advisory committee – the CAC. The CAC was made up of individuals selected from

the community and was designed to provide additional community input to the Planning Commission and City Council and give input to City staff and the General Plan consulting team during the development of the General Plan.

2. Community Workshops

Four community workshops were held to gain public input on the development and content of the General Plan documents.

- Issues and Opportunities, September 27, 2005
- Actions and Alternatives, March 2, 2006
- Land Use Concepts, May 3, 2006
- Vision, November 14, 2006

3. City Council/Planning Commission Joint Workshops

During the development of the draft General Plan Update, three joint City Council/Planning Commission workshops were held. During these workshops, input was sought on the following:

- Formation of the CAC and identifying its membership.
- Defining the Planning Area for the General Plan.
- Evaluating issues and opportunities and providing direction on key policy solutions.
- Evaluating land use alternatives and defining a preferred alternative.

4. Public Hearings

The Planning Commission and the City Council held formal public hearings to solicit public input on the draft General Plan and associated EIR. The Planning Commission held a public hearing on November 25, 2013 and the City Council hearing on December 3, 2013.

5. Website

A website was maintained during preparation of the General Plan Update to provide up-to-date information on the program. This site contained schedules for future meetings and provided a location to download documents prepared during the update process. Following adoption of the General Plan Update, the final files were made available on the City's website.

To download a copy of the General Plan, please visit:
www.ci.tulare.ca.us

6. Newsletters

As part of the community involvement process, two newsletters were prepared to provide information on the progress of the General Plan Update.

- **Defining the Future.** This newsletter provided an overview of the General Plan Update process, including a description of what would be covered in the update and how to stay involved in the process.
- **Issues and Alternatives.** Based on inputs received from the public workshops, a newsletter summary of key issues and potential policy responses was prepared. This newsletter was presented and updated during workshops with the City Council and Planning Commission. The purpose of the newsletter was to identify and discuss the policy directions that would be used to guide the preparation of the General Plan Update. The final version of this newsletter became the Issues and Alternatives Report.

C. Environmental Analysis

As required by the California Environmental Quality Act (CEQA, Public Resources Code Section 21000, et seq.), the City Council considered the findings of an environmental impact report (EIR) prior to adopting the General Plan Update. In order to minimize redundancy, the General Plan Update and EIR have been prepared as a combined document, as allowed under Section 15166 of the State CEQA Guidelines. The components of the General Plan Update and EIR taken together met the CEQA requirements for EIR content and analysis. The General Plan Update – Goals and Policies Report was the project description and provided environmental mitigation in the form of goals, policies, and implementation measures. The EIR included the remaining components required by CEQA.

All mitigation measures recommended to reduce the potential environmental impacts of the General Plan Update below a level of significance that related to the three elements being updated were incorporated as policies and implementation measures in the General Plan Update. For mitigation measures related to other elements not covered by this update, a separate set of mitigations was prepared and adopted.

D. General Plan Organization

The Tulare General Plan 2035 sets out a hierarchy of goals, policies, and implementation programs to guide future development in the city, encouraging infill development and providing guidance for the city's orderly expansion in a manner that is economically sustainable.

Each element in this update contains the goals, policies, and implementation measures that will be used to guide the future of the city. In each element, goals and policies are numbered according to the topic they address. In the General Plan Update, a one-, two-, or three-letter acronym is given to each element. This acronym is used to identify all goals and policies in a given element, and is used to identify which policy and implementation measures go together. For example, goals and policies for the Land Use Element use the acronym "LU."

The General Plan is organized as shown below.

- **Chapter 1, Introduction.** The introduction covers general plans in California, the City of Tulare's General Plan update program, public participation, and organization of this document.
- **Chapter 2, Land Use Element.** This element establishes goals, policies, and implementation measures for residential, commercial, industrial, and other land uses in the city.
- **Chapter 3, Transportation and Circulation Element.** This element identifies goals, policies, and implementation measures to ensure that transportation and circulation needs are met within the city. In addition to automobile travel, this element also addresses pedestrian, bicycle, transit, trucking, parking, aviation, and other transportation issues.
- **Chapter 4, Conservation and Open Space Element.** This element identifies goals, policies, and implementation measures to ensure the appropriate use, enjoyment, and protection of natural and cultural resources in the city. This element also covers recreational facilities and activities.
- **Chapter 5, Safety Element.** This Element provides information about risks in Tulare due to natural and human-made hazards, and contains goals and policies to protect the community and its property from hazards. The City Council adopted the Safety Element on April 17, 1990. During this update to the Gen-

eral Plan, the Safety Element was reformatted and edited slightly. However, the content of this Element remains largely the same since the 1990 adoption.

- **Chapter 6, Air Quality Element.** As required by Assembly Bill 170, the Air Quality Element includes goals, policies, and implementation measures to improve the air quality in the San Joaquin Valley. This Element was adopted by the City Council on April 20, 2010. During this update to the General Plan, the Air Quality Element was reformatted and edited slightly. However, the content of this Element remains largely the same since the 2010 adoption.
- **Chapter 7, Noise Element.** The State-required Noise Element addresses noise problems, quantifies current and projected noise levels from a variety of sources, and establishes noise compatibility guidelines for different land uses. This Element was adopted by the City Council on July 19, 1988. During this update to the General Plan, the Noise Element was reformatted and edited slightly. However, the content of this Element remains largely the same since the 1988 adoption.

As stated above, this General Plan includes updates to three elements, which are further divided into related topic areas. To make the elements easier to use and reference, each element is organized using a similar structure.

1. Goal

Each element contains the goals and policies that will be used by the City to guide future land use, development, and environmental protection decisions. In general terms, a goal is a statement that describes in general terms a desired future condition or "end" state. A goal serves as a general direction-setter.

In this General Plan, goal statements will be formatted like the following example. In the example, the shaded box on the left is the goal's reference number: "LU" refers to the Land Use element and the "2" means this is the second goal under this topic. Each element will have one or more goals.

Example

LU-2	To grow in an orderly pattern consistent with the economic, social, and environmental needs of the City of Tulare.

For each goal, policy, and implementation measure, the information in the brackets at the end of the statement shows if this item is a modification of an existing General Plan component or something new with this update. These references are provided to assist in the review of the draft General Plan and will be removed in the adopted version.

2. Policy

A policy is a statement that guides a specific course of action for decision-makers to achieve a desired goal. A policy must be clear and unambiguous. In this General Plan, every goal has one or more policies associated with it. The letters and first number (e.g. "LU-P2.2") shows the number of the goal that the policy supports. The final number in the identifier (e.g., ".2") shows that this is the second policy that supports Goal LU-2.

3. Implementation Measures

To help ensure that appropriate actions are taken to implement the General Plan, a set of implementation measures are provided at the end of each element. An implementation measure is a specific measure, program, procedure, or technique that carries out plan policies. Following the goals and policies for each element, a table lists the implementation measures, states which policy(ies) the implementation measure supports, states what City departments are responsible to see this implementation is accomplished, and provides a timeline for when this implementation will be completed.

2 LAND USE ELEMENT

A. Background Information

Situated within the largely rural San Joaquin Valley, and in what was once almost solely a rural area itself, the City of Tulare finds itself an urbanizing City with an expanding population. Continuing at a slightly slower pace of development compared to the average annual growth rate from the last 20 years (1990-2010) of 2.9 percent, the City is expected to witness an additional 42,020 residents over the next 20 years at an average annual growth rate of 2.7 percent. In addition to accommodating future population growth, the City is working to create a pace that is both safe and offers a high quality of life in a manner that can be maintained from both resource and financial points of view.

Quality of life can be measured by many factors, including the sense of community, adequacy of services available, environmental quality, and other locally important factors. To maintain the City's quality of life, Tulare's ability to continue to develop unique urban forms that foster connectivity and community interaction is critical. Residents who identify with and establish ties to their neighborhoods and community enjoy a higher satisfaction with their quality of life.

This Land Use Element is based on the following guiding principles:

- **Ensure compliance with all laws while maintaining to the maximum extent local control**. The City is a charter city and, while intending to at least achieve full minimal compliance with all federal, State, regional, and other laws external to itself, the City also intends to preserve maximum local control. The City Council retains its powers consistent with the Charter and law to impose standards that exceed the applicable external laws. While not exclusive, the following are laws that the City intends to achieve at least minimal compliance with in the preparation of this General Plan:
  - Global Warming Solutions Act of 2006 (AB 32) and Sustainable Communities and Climate Protection Act of 2008 (SB 375)
  - 2007 California flood legislation (AB 162, SB 5, and others)
  - California Complete Streets Act (AB 1358)
  - California State housing law

- **Achieve the highest and best beneficial use for all property within the City.** Properties within the City, both individually and collectively, are to be used for their highest beneficial purposes. Such use results in the optimal benefit to the entire community.

- **Protect important natural resources and agricultural lands.** The natural land is one of the region's best assets. Protecting these vital resources will be paramount to the development of a sustainable and vibrant community.

- **Encourage sustainable design requirements.** The use of community design guidelines and policies that encourage the development of strong neighborhoods, efficient mobility, and natural and cultural resource protection will promote a healthy and economically viable city. Urban form and design are the building blocks of what defines neighborhoods, centers, and communities. From the downtown core to a residential neighborhood, the continuity among existing and new development helps identify the various places that make Tulare a great community in the Central Valley.

- **Ensure the provision of housing for all economic segments of the community.** These State mandated policies seek to promote the development of range of housing types, both through conservation and enhancement of existing housing and the promotion of new neighborhoods with a mixture of densities.
- **Neighborhoods and Villages.** Develop a series of interconnected neighborhoods and villages intended to embody features that encourage alternative modes of transportation and promote mixed-use and mixed density areas. To develop effective transportation choices that include auto, transit, pedestrian and bicycle facilities in new or redeveloped neighborhoods, the City is encouraging the development of compact and walkable villages. Village policies are centered on the foundation of the need to maximize sustainability and reduce external trips and reliance on the automobile.

This element prescribes the locations of various land uses and sets out the standards for future development and redevelopment. This element contains two major components. The first part describes the Land Use Diagram and the land use classification system and standards. The second part sets out goals, policies, and implementation programs for existing and future development.

The Land Use Element is divided into the following 15 sections:

- Land Use Diagram and Standards
- Growth Patterns
- Residential Development
- Commercial Development
- Downtown Development
- Industrial Development
- Mixed Use Development
- Villages
- Reserve Lands
- Airport
- Municipal Services
- Higher Education
- Community Character/Design
- Administration/Implementation
- Implementation Measures

1. Key Terms

- **Airport Influence Area (AIA).** The Airport Influence Area is an area around an airport that requires additional land use regulation to accommodate aircraft operations. The zone is identified in the Airport Land Use Compatibility Plan (ALUCP) by the Airport Land Use Commission (ALUC) and is subject to special use and development regulations including but not limited use, building height, low density residential uses, and other limiting factors. If an AIA that reflects current operations is not available, the AIA will be considered to be a two nautical mile buffer as measured from the runway(s) centerline. The runway will include helicopter take-off and landing zones if not on the primary runway.
- **Buffer.** An area established between potentially conflicting land uses, such as agricultural and residential uses, which, depending on the potential impact, may utilize landscaping or structural barriers such as setbacks or roads.
- **Buildout.** Development of land to its full potential, or theoretical capacity, as permitted under current or proposed planning or zoning designations.
- **City Limits.** The legal boundaries of the geographical area subject to the jurisdiction of the City of Tulare's government. For example, development applications for properties located within the city limits must be reviewed by the City.
- **Commercial.** A land use classification which permits facilities for the buying and selling of commodities and services.
- **Density.** This term is applied to residential development in the Urban Development Boundary (UDB) and is defined as the number of units per gross acre (dwelling units per acre or DU/A) on a given site.
- **Development.** This is the physical extension and/or construction of urban land uses. Development activities include, but are not limited to: storm drainage; subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities).
- **Floor Area Ratio (FAR).** The size of a building in square feet divided by land area, expressed as a decimal number. For example, a 60,000 square foot building on a 120,000 square-foot parcel would have a floor area ratio of 0.50. The FAR is used in calculating the building intensity of non-residential development.

- **Gross Acreage.** This term refers to the total area of a site. This General Plan utilizes gross acreage in the definition of density and intensity.
- **Industrial.** The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.
- **Infill Development.** Development that occurs on vacant or underutilized land within areas that area already largely developed.
- **Intensity.** This term is applied to non-residential development in the UDB, including commercial and industrial uses. Intensity is defined using a floor area ratio.
- **Local Agency Formation Commission (LAFCO).** A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCO is empowered to approve, disapprove, or conditionally approve such proposals.
- **Land Use.** Land use is the occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.
- **Land Use Classification.** A system for classifying and designating the appropriate use of properties.
- **Mixed-Use.** Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.
- **Office.** The use of land by general business offices, medical and professional offices, administrative or headquarters offices for large wholesaling or manufacturing operations, and research and development.
- **Open Space.** Open space is any parcel or area of land or water which is essentially unimproved and devoted to an open space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

- **Residential.** Land designated in the Tulare City General Plan and Zoning Ordinance for buildings consisting only of dwelling units. May be vacant or unimproved.
- **Specific Plan.** Under Article 8 of the Government Code (Section 65450 et seq), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any General Plan element(s). The contents are the same as those of a policy plan except they will be more comprehensive with respect to utilities and public facilities and their funding. (See also "Policy Plan" and "Planned Development")
- **Sustainable**. Describes practices that meet the needs of the present without compromising the ability of future generations to meet their own needs.
- **Transit-Oriented Development (TOD)**. Residential and commercial areas designed to maximize access by public transportation, such as trains and buses. TODs typically have a neighborhood center with a transit station, surrounded by relatively high-density development, with progressively lower-density spreading outwards.
- **Urban Development Boundary.** The UDB is identified in response to the requirements of the Tulare County Local Agency Formation Commission and identifies the amount of land needed to accommodate a 20-year development horizon.
- **Urban Form**. Urban form refers to the design and character of the built environment.
- **Zoning.** Zoning is the principal tool for implementing the general plan; it translates general plan land use guidelines and standards directly into enforceable regulations. In its most elementary form, zoning is the division of a community into districts and the specification of allowable uses and development standards for each of the districts. Typically, the zoning ordinance consists of text and a map delineating districts for such basic land uses as residential, commercial, and industrial and establishing special regulations for parking, floodplains, and other specific concerns. For each of the basic land uses, the zoning ordinance text typically includes an explanation of the purpose of the zoning district; a list of principal permitted uses; a list of uses allowed by conditional use permit; and standards for minimum lot size, density, height, lot coverage, and setback.

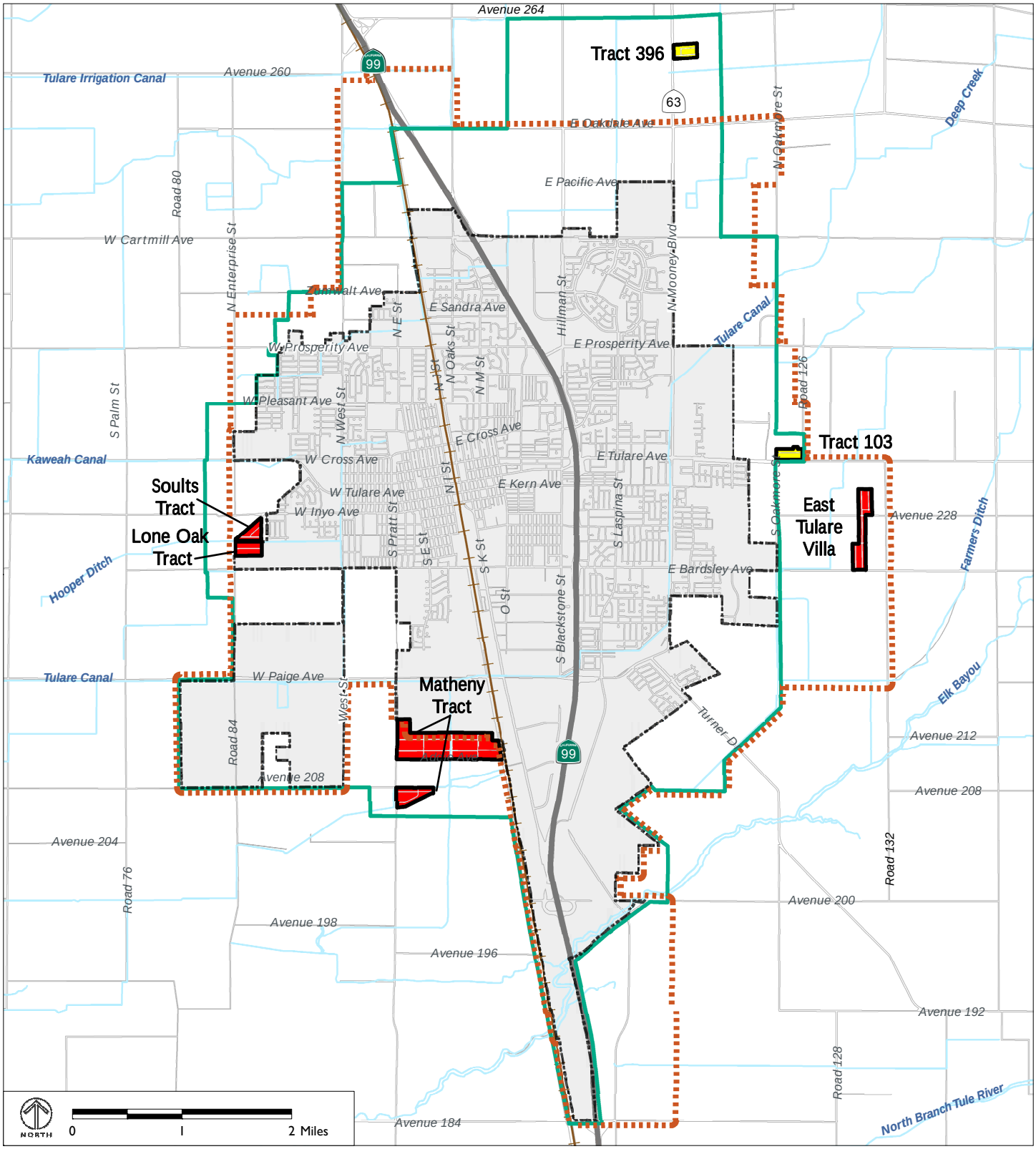
State law requires that zoning ordinances be consistent with the general plan. A zoning ordinance is consistent with an adopted general plan only if the various land uses authorized by the zoning ordinance "are compatible with the objectives, policies, and general land uses and programs specified in such a plan" (Government Code Section 65860[a]). State law also provides that in the event that a zoning ordinance becomes inconsistent with a general plan by reason of amendment to such a plan, the zoning ordinance must be amended within a reasonable time so that it is consistent with the general plan as amended (Government Code Section 65860 [a]).

2. Disadvantaged Communities

As required by Senate Bill (SB) 244 and codified in Government Code (GC) Section 65302.10(a), Cities and Counties are required to update their Land Use Elements with information about nearby disadvantaged communities upon the next adoption of their Housing Elements. The Tulare County LAFCO defines a disadvantaged community, "as an area that has a median household income 80 percent or less of the statewide average… and contains at least 20 dwelling units at a density not less than one unit per acre." Specifically, GC Section 56430 requires Cities and Counties to:

- Identify and describe "island" and "fringe" communities within a City's SOI.
- Analyze water, wastewater, stormwater, and fire protection needs or deficiencies for each identified community.
- Detail potential funding sources to improve any identified deficiencies.

Although the City of Tulare is not required to respond to the requirements of SB 244 until its year or year range of 2014-2022 Housing Element Update, the City is taking advantage of this General Plan update to begin an initial response to SB 244. The information presented below is based upon data included within the 2013 City of Tulare Municipal Service Review (MSR) prepared by the Tulare County Local Agency Formation Commission (LAFCO). This summary does not include information about stormwater infrastructure since the 2013 Tulare MSR lacks this data. However, in general, many of these communities lack an established curb and gutter network, which can cause stormwater drainage issues.



Source: City of Tulare, Tulare County, and The Planning Center | DC&E, 2012.

City Limit

2035 Urban Development Boundary (UDB)

Sphere of Influence

Disadvantaged Community

Non-disadvantaged Community

FIGURE 2-1

UNINCORPORATED COMMUNITIES AROUND TULARE

a. Unincorporated County Communities

The Tulare County LAFCO MSR identifies six unincorporated communities near Tulare that meet the criteria described above. Four are considered disadvantaged and two are considered non-disadvantaged unincorporated communities, as shown on Figure 2-1. These communities are described as follows:

- **Matheny Tract**. The Matheny Tract, located south of the city limit between Pratt and I Streets, is considered a disadvantaged community, with approximately 349 housing units and a population of 1,225 people (as of the 2010 Census). The County of Tulare's General Plan designates this area as Suburban Residential.
- **East Tulare Villa**. The East Tulare Villa, located east of the city limit and north of Bardsley Avenue, is considered a disadvantaged community, with approximately 201 housing units and a population of 737 people (as of the 2010 Census).
- **Lone Oak Tract**. The Lone Oak Tract, located west of the city limit, is a disadvantaged community that includes approximately 27 housing units and 139 residents (as of the 2010 Census). The County of Tulare's General Plan designates this area as Suburban Residential.
- **Soults Tract**. The Soults Tract, located west of the city limit, is a disadvantaged community that includes approximately 20 housing units and 125 residents (as of the 2010 Census). The County of Tulare's General Plan designates this area as Suburban Residential.
- **Tract 396**. Tract 396 is a non-disadvantaged community located north of the city limit and east of Mooney Boulevard. As of the 2010 Census, Tract 396 has approximately 72 housing units and a population of 221 people. The County of Tulare's General Plan designates this area as Suburban Residential.
- **Tract 103**. Tract 103 is a non-disadvantaged community located east of the city limit and north of Tulare Avenue. As of 2010, Tract 2013 includes 42 housing units and 95 residents. The County of Tulare's General Plan designates this area as Suburban Residential.

b. Water

Multiple water service providers deliver water to the unincorporated communities surrounding Tulare and are described as follows:

- **Matheny Tract**. Pratt Mutual Water Company serves the Matheny Tract. Water quality is an issue in the Matheny Tract due to arsenic levels off 15.7 micrograms per liter, which exceeds the State minimum of 10 micrograms per liter. The City of Tulare and Self-Help Enterprises, a local non-profit housing group, obtained State funding to improve the Matheny Tract's water infrastructure so it can be connected to the City of Tulare's water infrastructure.
- **East Tulare Villa**. CalWater's Tulco system serves East Tulare Villa. Water quality in the area meets State standards. However, the system uses one functional well to serve the area which would be problematic should the well fail sometime in the future. To remedy this situation, CalWater is working to connect to the City of Tulare's water system so the City can provide water service in an emergency situation.
- **Lone Oak Tract**. Lone Oak Tract relies upon the City of Tulare's water distribution system for water service.
- **Soults Tract**. The Soults Mutual Water Company provides water services to residents of the Soults Tract. In 2008, the water distribution system was connected to the City of Tulare's water system. However, the Soults system suffered water loss due to leakage or backflow as a result of the connection. To remedy the situation, the Soults Mutual Water Company has partnered with Self-Help Enterprises to secure State funding to resolve the connection issues. Additionally, in July 2011 the water system experienced nitrate contamination.
- **Tract 396**. CalWater's Visalia system serves Tract 396. An overview of Visalia's water system can be found in the City of Visalia's Municipal Service Review.
- **Tract 103**. Residents in Tract 103 use individual water wells to secure their water.

c. Sewer

All of the disadvantaged and non-disadvantaged communities adjacent to the City of Tulare use individual septic systems to dispose of wastewater. The County of Tulare is currently working on a project, funded by a Proposition 84 planning grant, to connect the Matheny Tract to the City's wastewater system. Depending on the availability of funding, the Soults Tract, Lone Oak Tract, and East Tulare Villa area are all adjacent to existing City wastewater infrastructure and could potentially be connected to the City's system. Tract 103 is approximately ½ mile from the closest City

sewer line. In addition, Tract 396 would likely be served by the City of Visalia due to its geographic proximity.

d. Fire Protection

Fire protection for the unincorporated communities is provided by City of Tulare, City of Visalia, and County of Tulare fire stations. The City of Tulare and County of Tulare operate under a mutual aid agreement to provide fire service. The nearest fire stations to the unincorporated communities are as follows:

- **Matheny Tract**: County Fire Station #25 is approximately 2 miles from the Matheny Tract.
- **East Tulare Villa**. County Fire Station #25 is approximately 3 miles from East Tulare Villa.
- **Lone Oak Tract**. City of Tulare Fire Station #62 is approximately 2 miles from the Lone Oak Tract.
- **Soults Tract**. City of Tulare Fire Station #62 is approximately 2 miles from the Soults Tract.
- **Tract 396**. City of Visalia Fire Station #52 is approximately 3 files from Tract 396.
- **Tract 103**. County Fire Station #35 is approximately 3 miles from Tract 103.

e. Potential Funding Sources

As mentioned, one of the requirements of SB 244 is to analyze potential funding mechanisms to help remedy identified infrastructure deficiencies. As identified by the California Office of Planning and Research (OPR), some of these financing mechanisms could include bonds, development impact fees, taxes, and the formation of assessment districts which levy an assessment on affected properties to pay for infrastructure service improvements. In addition, OPR suggests the following potential funding sources:

- California Department of Public Health Safe Drinking Water State Revolving Fund
- State Water Resources Control Board Revolving Fund Program
- State Water Resources Control Board Small Community Wastewater Grant Program

- Department of Water Resources Integrated Regional Water Management Grant Program
- Sustainable Communities Planning Grant and Incentive Program
- United States Department of Agriculture Rural Development Grants and Loans
- Community Development Block Grant Funds

B. Goals, Policies, and Actions

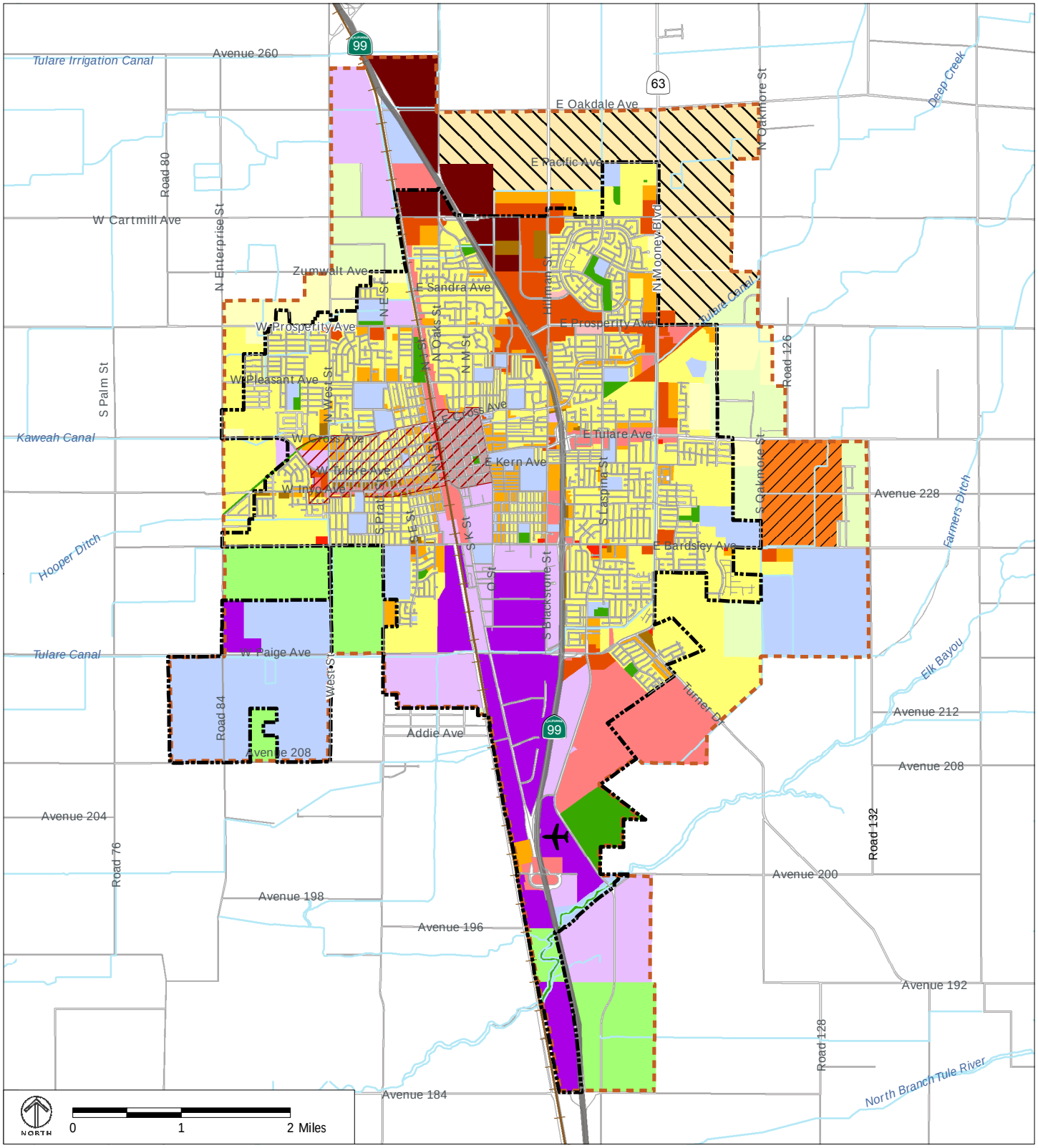
1. Land Use Diagram and Standards

State planning law requires general plans to establish "standards of population density and building intensity" for the various land use designations in the plan (Government Code Section 65302(a). To satisfy this requirement, the General Plan includes such standards for each land use designation appearing on the Land Use Diagram, as shown on Figure 2-2. These standards are stated differently for residential and non-residential development. Table 2-1 provides as summary of the land use designations and standards used in the City of Tulare. In addition, the land use designations and standards guide the zoning ordinance and zoning categories for more detailed development standards. Table 2-2 provides correspondence between the land use designations and zoning categories. The following summary explains how the land use designation standards operate.

a. Residential Development

Standards of development density for residential uses are stated as the allowable range of dwelling units per gross acre. The term "gross acre" includes all land (including streets and rights-of-way) designated for a particular residential use, while net acreage excludes streets and rights-of-way. In urban areas, net acreage is normally 20 to 25 percent less for a given area than gross acreage. In rural areas and open space areas, the difference between net and gross can be as low as 5 percent. Net acreage is the standard typically used in zoning, while gross acreage is more commonly used in general plan designations.

Standards of population density for residential uses can be derived by multiplying the maximum allowable number of dwelling units per gross acre by the average number of persons per dwelling unit assumed for the applicable residential designation. According to the State Department of Finance, in 2012 Tulare's average household size was 3.35 persons per household.



Source: City of Tulare, Tulare County, and The Planning Center | DC&E.

- City Limit
- 2035 Urban Development Boundary
- Rural Residential 0-2
- Residential Estate 2.1-3
- Low Density Residential 3.1-7
- Medium Density Residential 7.1-14
- High Density Residential 14.1-29
- Neighborhood Commercial
- Community Commercial
- Regional Commercial
- Service Commercial
- Central Business District
- Office Commercial
- Light Industrial
- Heavy Industrial
- Public/Quasi-Public
- Parks & Recreation
- Open Space/Agriculture
- Village*
- COS North TOD
- TOD Overlay

*Village areas require a Specific Plan and a General Plan Amendment prior to development.

FIGURE 2-2

2035 GENERAL PLAN LAND USE MAP

TABLE 2-1 LAND USE DESIGNATIONS

Land Use Designations	Land Use Label	Minimum Lot Size	DU per Gross Acre	Maximum FAR
Residential				
Rural Residential	RR	20,000 SF	0.0-2.0	--
Residential Estate	RE	12,500 SF	2.1-3.0	--
Low Density Residential	LDR	4,000 SF	3.1-7.0	--
Medium Density Residential	MDR	6,000 SF	7.1-14.0	--
High Density Residential	HDR	1,500 SF	14.1-29.0	--
Commercial				
Neighborhood Commercial	NC	2 Acres	--	0.6
Community Commercial	CC	7 Acres	--	0.27
Regional Commercial	RC	20 Acres	--	0.27
Central Business District	CBD	N/A	0-29.0	3.0
Service Commercial	SC	10,000 SF	--	0.6
Office Commercial	OC	4,000 SF	--	0.8
Industrial				
Light Industrial	LI	20,000 SF	--	0.6
Heavy Industrial	HI	40,000 SF	--	0.4
Other				
Public/Quasi-Public	PUB	N/A	--	0.6
Parks and Recreation	PR	N/A	--	--
Open Space/Agriculture	A	10 Acres	1 Unit/Lot	--
Mixed Use	MU	N/A	0-29.0	3.0
Village	V	See policies under Goal LU-8, Villages		
Transit-Oriented Development	TOD	See policies in Tulare TOD Plan		

Notes: DU = Dwelling Units, FAR = Floor Area Ratio, SF = Square Feet.

TABLE 2-2 ZONING CONSISTENCY MATRIX

Land Use Designations	Zone	RA	R1-4	R1-5	R1-6	R1-7	R1-8	R1-12.5	R1-20	RM-1	RM-2	RM-3	RM-4	C-1	C-2	C-3	C-4	M-1	M-2	PL	A	PUD	UR
Rural Residential		■							■											■			
Residential Estate								■	■											■			
Low Density Residential			■	■	■	■	■													■			
Medium Density Residential			■							■	■	■	■							■			
High Density Residential										■	■	■	■							■			
Neighborhood Commercial														■									
Community Commercial																■							
Regional Commercial																■							
Central Business District										■	■	■	■			■				■			
Service Commercial																	■						
Office Commercial															■								
Light Industrial																		■					
Heavy Industrial																			■				
Public/Quasi-Public																				■			
Parks and Recreation																				■			
Open Space/Agriculture		■																			■		
Village		Final zoning within Village designation contingent upon approved Specific Plan																					
Transit Oriented Development*																							
Mixed Use																					■	■	

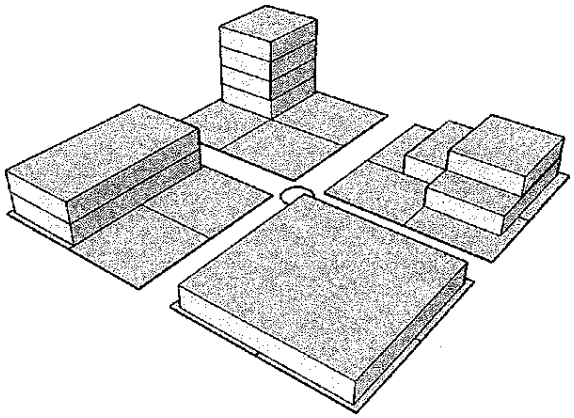
*Note: Subsequent to the adoption of the updated General Plan, the Zoning Ordinance will be updated to maintain consistency with the General Plan, including the addition of new zoning provisions to support the implementation of the new Transit Oriented Development General Plan land use designation.

b. Non-Residential Development

Standards of building intensity for non-residential uses such as commercial and industrial development are stated as maximum floor-area ratios (FARs). A floor-area ratio is the ratio of the gross building square footage on a lot to the net square footage of the lot (or parcel).

For example, on a lot with 10,000 square feet of land area, an FAR of 1.00 will allow 10,000 square feet of gross building floor area to be built, regardless of the number of stories in the building (e.g., 5,000 square feet per floor on two floors or 10,000 square feet on one floor). On the same 10,000-square-foot lot, an FAR of 0.5 would allow 5,000 square feet of floor area, and an FAR of 0.25 would allow 2,500 square feet. The diagram below shows graphically how various building configurations representing a FAR of 1.0 could cover a lot.

FAR 1.0 EXAMPLES



Goal LU-1	**To ensure that Tulare's future growth will proceed in an orderly manner, provide for an appropriate mix of land use opportunities, encourage and provide incentives for infill development, prevent urban sprawl, and promote the efficient and equitable provision of public services to all neighborhoods.**

Policies

LU-P1.1 **Land Use Diagram.** The City shall utilize and maintain the Land Use Diagram to designate the location and extent of each land use designation within the UDB.

It is typical for the Land Use Diagram to be updated over time. Please check with the Community Development Department to ensure you have the current version.

LU-P1.2 **Land Use Designations.** The City will utilize the land use designations presented on the following pages for regulating future growth within the UDB.

Residential Designations

- **Rural Residential (RR).** This designation establishes areas for single-family residential development on large lots. Uses typically include single-family dwellings and mini-farms or ranchettes where agricultural activity is secondary to the residential land use. Lots within this designation are typically large enough to support independent wastewater disposal (septic) systems.

Density Range	0-2.0 DU/A
Minimum Lot Size	20,000 Square Feet

- **Residential Estate (RE).** This designation establishes areas for large lot single-family estate dwellings. Uses typically allowed include detached single-family homes, secondary dwellings, and support uses (i.e., servant quarters and/or pool house).

Density Range	2.1-3.0 DU/A
Minimum Lot Size	12,500 Square Feet

- **Low Density Residential (LDR).** This designation establishes areas for single-family residences in a suburban configuration. Uses typically allowed include detached single-family homes, secondary dwellings, and residential support uses such as churches, schools, and other necessary public utilities and safety facilities.

Density Range	3.1-7.0 DU/A
Minimum Lot Size	4,000 Square Feet

- **Medium Density Residential (MDR).** This land designation establishes areas for single-family and low density multi-family dwellings located near neighborhood serving uses such as, grocery stores, schools, parks, and other public services. Uses typically allowed include single-family dwellings, second units, town homes, duplexes, triplexes, and mobile home parks.

Density Range	7.1-14.0 DU/A
Minimum Lot Size	6,000 Square Feet

- **High Density Residential (HDR).** This designation established areas for multi-family dwellings in urbanized areas with access to public transportation and residential-serving uses (i.e. grocers and drug stores). Uses typically allowed include duplexes, triplexes, townhomes, and apartments near schools, parks, and other public services.

Density Range	14.1-29.0 DU/A
Minimum Lot Size	1,500 Square Feet

Commercial Designations

- **Neighborhood Commercial (NC).** This designation establishes areas for daily convenience shopping services adjacent to residential neighborhoods. Uses typically allowed include supermarkets, drug stores, and other residential-serving uses that are convenient to vehicular access and highly accessible for pedestrians and bicyclists. These centers typically contain 30,000 to 100,000 square feet of floor area on approximately 2 to 5 acres. Neighborhood centers usually include a grocery store as a leading tenant, and generally require a support population or 3,000 to 40,000 people.

Maximum Intensity	0.6 FAR
Minimum Development Size	2 Acres

- **Community Commercial (CC).** This designation establishes areas for community-oriented uses with a community-wide market base. Uses typically allowed include community commercial centers, shopping plazas, and shopping centers that include a junior department store, or a large variety, discount, or department store with direct and convenient arterial access and

access for pedestrians, bicyclists, and public transit. These centers typically contain 100,000 to 300,000 square feet of floor area on 7 to 20 acres.

Maximum Intensity	0.27 FAR
Minimum Development Size	7 Acres

- **Regional Commercial (RC).** This designation establishes areas for regional retail centers capable of drawing consumers from outside the UDB. Uses typically allowed include regional malls and outlet centers that contain department stores, comparison, and specialty retail uses with direct and visual arterial and highway access. Developments in this designation typically contain 500,000 or more square feet of commercial space on approximately 20 to 50 acres, although larger sites are possible depending on the uses proposed.

Maximum Intensity	0.27 FAR
Minimum Development Size	20 acres

- **Central Business District (CBD).** This designation establishes the Downtown as the predominant urban area of the city to provide a central gathering place for commerce and living. Uses typically allowed include eating and drinking establishments, personal, medical, and professional services, retail sales, medium-high and high density residential dwellings, and mixed-use development.

Maximum Density	0.0-29.0 DU/A
Minimum Intensity	3.0 FAR
Minimum Lot Size	N/A

- **Service Commercial (SC).** This designation establishes areas for neighborhood, business, and industrial serving uses. Uses typically allowed include automotive-related or heavy equipment sales and services, building maintenance services, construction sales and services, and mini-storage.

Maximum Intensity	0.6 FAR
Minimum Development Size	10,000 Square Feet

- **Office Commercial (OC).** This designation establishes areas for the development of offices and office parks. Uses typically allowed include professional offices (including but not limited to finance, insurance, and real estate), large administrative centers, medical and dental clinics, research and development, and other similar compatible activities.

Maximum Intensity	0.8 FAR
Minimum Lot Size	4,000 Square Feet

Industrial Designations

- **Light Industrial (LI).** This designation establishes areas for a range of non-intensive business park, industrial park, and warehouse uses that do not have detrimental noise or odor impacts on surrounding urban uses. Uses typically allowed include warehousing, welding and fabrication shops, and business support uses such as retail or eating establishments that serve adjacent light industrial uses and employees.

Maximum Density	0.6 FAR
Minimum Lot Size	20,000 Square Feet

- **Heavy Industrial (HI).** This designation establishes areas for the full range of industrial uses, which may cause noise or odor impacts on surrounding urban uses. Uses typically allowed include manufacturing, processing, fabrication, trucking terminals, ethanol plants, warehouses, asphalt batch plants, mills, lumber yards, and aggregate mining operations and support uses such as retail or eating establishments that support adjacent industrial uses and employees.

Maximum Intensity	0.4 FAR
Minimum Lot Size	40,000 Square Feet

Other Designations

- **Public/Quasi-Public (PUB).** This designation establishes areas for public and institutional uses that serve the local community. Uses typically allowed include government facilities, schools, libraries, municipal corporation yards, sewer and water facilities, police and fire stations, and hospitals located

throughout the community to serve neighborhoods and businesses and promote public safety.

Maximum Intensity	0.6 FAR
Minimum Lot Size	N/A

- **Parks and Recreation (PR).** This designation establishes areas for outdoor recreation facilities that serve local and regional users. Uses typically allowed in this designation include pocket, neighborhood, community, regional, natural parks, and other outdoor recreation facilities, such as, golf courses, trails, and open space/habitat preserves. Recreation facilities should be connected with accessibility to pedestrians and bicyclists.

Maximum Intensity	None
Minimum Lot Size	None

- **Open Space/Agriculture (OSA).** This designation provides for agriculture and agriculture-related uses with a 10-acre minimum lot size, and is generally applied only to those lands outside of the city's Urban Development Boundary. Although this territory is not under the direct control of the City of Tulare, this designation expresses Tulare's preference that these areas remain in agricultural use and production during the timeline of the current General Plan or until development to urban uses is appropriate.

Maximum Density	1 DU/Lot
Minimum Lot Size	10 Acres

For policies relating to open space, agricultural, and park and recreation lands, see Goals COS-2, COS -3, and COS -4 in the conservation and open space element.

- **Mixed Use (MU).** This designation provides for a vibrant mix of compatible land uses in activity nodes outside the Downtown area that can include residential, administrative, and professional offices; retail and commercial service uses; and

public and quasi-public facilities. Development standards would be determined through a Special Use Permit.

Maximum Density	0.0-29.0 DU/A
Minimum Intensity	3.0 FAR
Minimum Lot Size	N/A

- **Transit-Oriented Development (TOD).** This designation provides for a mix of land uses centered on access to public transit. Key features of a TOD include a mix of housing types, businesses, and public uses at medium to high densities.

  The Transit-Oriented Development (TOD) designation is intended to create walkable and bikeable neighborhoods with easy access to bus service. Each of the TOD areas has a particular existing context and tailored future vision, as identified in the Transit-Oriented Development Plan, which helps shape the general parameters for future development.

  The TOD designation, like the TOD Overlay and Village designations below, is considered a "holding" category. The TOD designation promotes the development of a detailed specific or area plan that will provide the details needed to ensure a comprehensive TOD area is developed. A specific or area plan is required to be submitted and approved to ensure a TOD concept and compliance with the TOD Plan's design guidelines, and an approved specific or area plan is required prior to approval of an annexation request. The specific plan or area plan will establish the range of allowable densities within the plan area.

  As part of the specific or area plan, a land use diagram will be prepared that delineates the land uses and facilities to be developed within the TOD. On this diagram, land uses will utilize the designations shown on Table 2-1. This diagram will be used as the basis of the General Plan Amendment to update the Land Use Diagram.

Maximum Density	None
Minimum Lot Size	None

- **Transit-Oriented Development Overlay (-TOD).** An overlay is applied over an underlying land use designation. Overlays provide more specific regulations than the underlying designation, or they identify the area for a future planning effort such as an area plan or specific plan. The TOD overlay, like the TOD designation, allows a mix of land uses focused on access to public transit. When this overlay is applied, an area retains its base General Plan land use designation but property owners may choose to develop using either the underlying land use designation or the TOD overlay designation. The TOD overlay allows different land uses and higher densities than that of the base designation.

  The TOD Overlay designation, like the TOD and Village designations, is considered a "holding" category. The purpose of the TOD Overlay designation is to promote the development of a detailed specific or area plan that will provide the details needed to ensure a comprehensive TOD area is developed. A specific or area plan is required to be submitted and approved to ensure a TOD concept and compliance with the TOD Plan's design guidelines, and an approved specific or area plan is required prior to approval of an annexation request. The specific plan or area plan will establish the range of allowable densities within the plan area.

  As part of the specific or area plan, a land use diagram will be prepared that delineates the land uses and facilities to be developed within the TOD. On this diagram, land uses will utilize the designations shown on Table 2-1. This diagram will be used as the basis of the General Plan Amendment to update the Land Use Diagram.

Maximum Density	None
Minimum Lot Size	None

- **Village (V).** This designation establishes areas for planning new residential growth areas within the UDB. Key features of a village include a mix of single-family and multi-family devel-

opment, a neighborhood center, and a range of public uses such as schools and parks. The village center is comprised of neighborhood commercial, higher density residential, schools, public and open space uses.

The Village (V) designation is intended to promote a mixed-use village concept, incorporating the principles of smart growth and also recognizing the environmental and physical constraints of each village area. Each of the villages is assigned a particular land use mix, which will set the general parameters of urban development.

The Village designation is considered a "holding" category. The purpose of the Village designation is to promote the development of a detailed specific plan that will provide the details needed to ensure a comprehensive mixed-use area is developed. A specific plan is required to be submitted and approved to ensure a mixed-use concept, and an approved specific plan is required prior to approval of an annexation request.

As part of the specific plan, a land use diagram will be prepared that delineates the land uses and facilities to be developed within the village. On this diagram, land uses will utilize the designations shown on Table 2-1. This diagram will be used as the basis of the General Plan Amendment to update the Land Use Diagram.

Maximum Density	None
Minimum Lot Size	None

For additional policies on Villages, see policies under Goal LU-9.

2. Growth Patterns

Goal LU-2	**To grow in an orderly pattern consistent with the economic, social, and environmental needs of Tulare and taking regional impacts into account.**

Policies

LU-P2.1 **Adequate Land Supply.** The City shall maintain sufficient developable land within the UDB to avoid contributing to artificially inflated land prices by helping to maintain a robust and competitive real estate market. Developable land is defined as:

- Land that is undeveloped or otherwise vacant.
- Parcels that are greater than 1 acre where the majority of the parcel is undeveloped.

Sufficient developable land is defined as:

- The developable land in each land use designation needed to provide a 20-year supply of land using development rates for the previous five years to project a 20-year demand.

LU-P2.2 **Compact Development.** The City shall promote development patterns that are compact and use space in an efficient but aesthetic manner to promote more walking, biking, and use of public transit.

LU-P2.3 **Infill Development.** The City shall encourage and provide incentives for infill development to occur within or adjacent to existing development in order to maximize the use of land within existing urban areas as well as downtown revitalization, and not focus solely on development of undeveloped areas. This policy will help 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-P2.4 **Self-Sufficient Community.** The City shall establish a growth pattern that reduces reliance on areas outside of the city for shopping needs, and furthers the City's desire to be a self-sufficient, full-service community.

LU-P2.5 **Urban Development Boundary.** The City shall maintain an urban development boundary (UDB) that provides a 20-year land supply.

LU-P2.6 **Sphere of Influence.** The City shall work with LAFCO to maintain a sphere of influence (SOI) line at Avenue 264 and including the Tagus Ranch area.

LU-P2.7 **Cooperative Urban Centers.** The City shall continue to work with Tulare County to avoid urban development decisions for lands within the City's UDB without consultation with and affirmation by the City of Tulare.

LU-P2.8 **Regional Cooperation.** The City shall maintain a cooperative relationship with other local governments (i.e. Tulare County, the City of Visalia) to address regional issues and opportunities related to growth, transportation, infrastructure, greenhouse gas emissions reductions, and other planning issues. Special consideration for cooperation shall be applied when reviewing peripheral development proposals within or adjacent to the City's UDB, especially along the Mooney Boulevard corridor. This includes continued support of the Memorandum of Understanding (MOU) with the County of Tulare regarding development impact fees within the City and City UDB.

LU-P2.9 **Maintain Urban Edge.** The City shall maintain a distinct urban edge, while creating a gradual transition between urban uses, rural uses, and open space. The City shall maintain rural residential and residential estate designations, or utilize project design to incorporate a distinct urban edge, along the city's edge to provide this transition.

LU-P2.10 **Regional Planning.** The City shall participate and assist in the development of regional plans, such as the Regional Blueprint Plan and the California Partnership for the San Joaquin Valley's 2006 Strategic Action Proposal.

LU-P2.11 **Tulare County Regional Blueprint.** The City shall continue to support and facilitate implementation of the Tulare County Regional Blueprint.

LU-P2.12 **Innovative Development.** The City 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-P2.13 **Location of Support Services.** The City shall encourage the location of ancillary employee services (including, but not limited to, child care, restaurants, banking facilities, convenience markets) near major employment centers for the purpose of reducing midday vehicle trips.

LU-P2.14 **Development Impact Fees**. The City shall keep and maintain current development impact fee categories for new construction so that new construction adequately mitigates potential impacts to existing levels of service of infrastructure and public services.

3. Residential Development

Goal LU-3 **To designate, protect, and provide land to ensure sufficient residential development capacity and variety to meet community needs and projected population growth.**

Policies

LU-P3.1 **Neighborhood Housing Mix.** The City shall encourage mixed use neighborhoods to have a variety of housing types and densities to help create an overall healthy, balanced community.

LU-P3.2 **Executive Housing.** The City shall encourage the development of "upper end" housing to better accommodate the local market for "executive housing."

LU-P3.3 **Neighborhood Protection.** The City shall seek to prevent residential blight and promote healthy neighborhoods through public

and private resources/programs (e.g. enforcement of all codes, neighborhood rehabilitation programs, and redevelopment actions).

LU-P3.4 **Jobs-Housing Balance.** The City shall consider the effects of city land use proposals and decisions on the Tulare County area and the efforts to maintain a regional jobs-housing balance.

LU-P3.5 **Future Residential Development.** The City shall direct future residential development to areas adjacent or in close proximity to existing and future neighborhoods and neighborhood commercial areas to further Tulare as a self-sufficient, full-service city.

LU-P3.6 **High Density Residential Locations.** The City shall encourage the development of higher density housing including near commercial services, employment centers, principal arterial routes, and public transportation.

LU-P3.7 **Neighborhood Noise Abatement.** The City shall require the abatement of significant noise intrusion into existing and proposed new residential developments from the freeway, major arterials, the railroad, the airport, and other significant noise sources. The burden for mitigation shall be on the new user.

LU-P3.8 **Incompatible Uses.** The City shall protect existing residential neighborhoods from the encroachment of incompatible activities and land uses (i.e. traffic, noise, odors, or fumes) and environmental hazards (i.e. flood, soil instability).

LU-P3.9 **Planned Development.** The City shall encourage the use of planned development provisions in residential developments to provide flexibility, to meet various socio-economic needs, and to address environmental and site design constraints.

LU-P3.10 **Affordable Housing.** The City shall encourage the development of affordable housing to ensure that a variety of housing options are available to all income, age, and cultural groups.

4. Commercial Development

Goal LU-4	**To promote commercial development that meets present and future needs of Tulare residents, the regional community, and visitors and to enhance economic vitality and sustainability.**

Policies

LU-P4.1 **Neighborhood Commercial.** The City shall encourage the distribution of neighborhood commercial centers (typically anchored by a grocery store) throughout the city to ensure convenient access to Tulare residents and promote Tulare as a sufficient, full service community.

LU-P4.2 **Retail Tax Base.** The City shall strive to maintain and improve the City's retail and service commercial tax base.

LU-P4.3 **Meeting Consumer Demand.** The City shall encourage commercial development which provides for needed commercial opportunities and services currently not available in Tulare.

LU-P4.4 **Regional Retail Center.** The City shall continue to promote the development of regional commercial opportunities along the Highway 99 corridor. The City shall facilitate provision of the necessary municipal services to accommodate these opportunities.

LU-P4.5 **Future Commercial Development.** The City shall reserve appropriate locations, such as major intersections, for anticipated commercial needs beyond the 2035 timeframe.

LU-P4.6 **Grouping Commercial Development.** The City shall avoid continuous "strip commercial" in new development areas by encouraging the clustering of commercial land uses in appropriate locations.

LU-P4.7 **Office Employment.** The City shall seek to attract more administrative and office employment to Tulare.

LU-P4.8 **Buffer Commercial Land Uses.** The City shall require buffers between commercial and residential land uses through techniques

such as landscaping, soundwalls, living walls, berms, fencing, open space setbacks/greenbelts, and building orientation.

LU-P4.9 **Entertainment and Tourism.** The City shall promote the development of a regional entertainment venue in the City to increase tourism and provide additional activities to residents.

LU-P4.10 **Regional Auto Mall.** The City shall actively promote the development of a regional auto mall to provide additional shopping opportunities to residents and the region.

LU-P4.11 **Commercial Center Revitalization.** The City shall encourage and promote the reuse and revitalization of existing underutilized commercial areas and shopping centers.

LU-P4.12 **Commercial Signage.** The City shall require that signage in commercial development complement, rather than detract, from the visual quality of the commercial development and surrounding neighborhoods.

LU-P4.13 **Incorporation of Alternative Transportation.** Commercial facilities should be designed to encourage and promote transit, pedestrian, and bicycle access. The City shall require, when feasible, that new commercial development be designed to encourage and facilitate pedestrian and bicycle circulation within and between commercial sites and nearby residential areas.

LU-P4.14 **Minimize Visual Impact.** The City shall require new commercial development to be designed to minimize the visual impact of parking areas on public roadways.

For additional policies on parking and community design, see policies under Goal LU-13, Community Character / Design and Goal TC-5, Parking.

5. Downtown Development

Goal LU-5	**To maintain and enhance the downtown as a viable area, service commercial, specialty retail, office, cultural, and civic center and source of community pride.**

Policies

LU-P5.1 **Downtown as Asset.** The City shall continue to recognize Downtown as an important asset and seek to strengthen and revitalize it by encouraging appropriate land uses and activities in the area.

LU-P5.2 **Pedestrian Dependent Uses.** The City shall encourage the concentration of pedestrian dependent commercial uses (general merchandise, comparative shopping, specialty goods, and restaurants) in Downtown's central core that will generate both daytime and nighttime pedestrian traffic, consistent with the TOD Plan and Downtown TOD Overlay designation.

LU-P5.3 **Mutually Supportive Downtown Uses.** The City shall encourage the development of a mixture of complementary or mutually-supportive land uses in the Downtown, including recreational and cultural facilities, restaurants, and higher density residential, and other development that provides increased daytime and nighttime activity in the area.

LU-P5.4 **Professional/Administrative Services.** The City shall encourage increased professional and administrative office development in the downtown to complement shopping and commercial service activities, intensify land uses, encourage adaptive re-use of existing structures, and bring people into the area.

LU-P5.5 **Special Trip Commercial Uses**. The City shall direct development of "special trip" commercial uses to the periphery of the downtown (home furnishings and appliances, auto supplies, home improvement, motels, cleaners, farm equipment, etc.). This policy would make these land uses easily accessible by automobile, reserving the central downtown area for those uses which can benefit from good pedestrian access and concentrated pedestrian activity.

LU-P5.6 **Downtown Gateways**. The City shall identify key entry points on the edges of the Downtown and support programs and projects that enhance downtown gateways enhance downtown gateways and transitional zones between Downtown and the surrounding neighborhoods to make downtown more inviting for residents and visitors.

LU-P5.7 **Improvements.** The City shall continue to make improvements to Downtown to make it a visually distinct and pleasant place which projects a positive image of the City and attracts residents and visitors to the downtown area.

LU-P5.8 **Downtown TOD Overlay.** The City shall encourage and support the implementation of the TOD Overlay district in the Downtown.

For additional policies on parking in the Downtown, see policies under Goal TC-5, Parking.

For additional policies on historic structures, see policies under Goal COS-5, Cultural & Archaeological Resources.

6. Industrial Development

Goal LU-6	**To attract economic development that provides a stable, long-term, and diverse economic and employment base for Tulare residents.**

Policies

LU-P6.1 **Adequate Land Supply.** The City shall continue to make industrial growth a significant part of its effort to achieve a balanced economic portfolio of employment opportunities by maintaining a large inventory of industrial land attractive to industry with respect to location, access, price, public services, work force, and environmental compatibility.

LU-P6.2 **Year-Round Industrial Employment.** The City shall encourage industrial growth that provides year-round (non-seasonal) employment.

LU-P6.3 **Business Development Tools.** The City shall support reasonable opportunities and programs designed to stimulate business development.

LU-P6.4 **Agriculture-Related Industrial.** The City shall continue to maintain and encourage agriculture-related industry in Tulare such as an agricultural-related technology park.

LU-P6.5 **Environmental Impacts.** The City shall accommodate industrial land uses in a manner which minimizes impacts on the environment and encourages energy efficiency and conservation.

LU-P6.6 **Performance Standards.** The City shall rigorously enforce the existing performance standards for industrial uses set forth in Chapter 10.76 of the City of Tulare Zoning Ordinance.

LU-P6.7 **Industrial Transportation Access.** The City shall encourage new industrial uses with high truck and goods movement needs to locate along major transportation routes (e.g. near major highways, rail) to maximize the efficient movement of goods.

LU-P6.8 **Residential/Industrial Buffer.** The City shall locate light industrial or office uses between heavy industrial uses and residential uses to act as a buffer.

LU-P6.9 **Buffer Incompatible Uses.** The City shall require that industrial land uses be buffered from incompatible land uses and protected from encroachment by residential or other incompatible land uses through the use of techniques including, but not limited to, dense landscaping, soundwalls, living walls, berms, fencing, open space setbacks, greenbelts, and building orientation.

LU-P6.10 **Approval of New Industrial Uses.** The City shall only approve new industrial development that has, or will provide, adequate infrastructure and services, including sanitary sewer, storm drainage

and water facilities, as well as easy access to multiple modes of transportation.

LU-P6.11 **Clustering of Uses.** The City shall encourage the clustering of related industrial uses into areas that have common needs and are compatible in order to maximize their efficiency.

LU-P6.12 **Energy-Efficient Infrastructure.** The City shall encourage the incorporation of energy-efficient infrastructure in future industrial uses.

LU-P6.13 **Targeted Industrial.** The City shall maintain and encourage agribusiness (e.g., food processing, agricultural technology, and biotechnology, warehousing, and supply chain management).

7. Mixed Use Development

Goal LU-7	**To promote the development of mixed-use projects to promote the efficient use of land, reduce reliance on the automobile, and provide a variety of housing options.**

Policies

LU-P7.1 **Mixed-Use Development.** The City shall encourage mixed use development near and in Downtown and adjacent to existing transit routes.

LU-P7.2 **Vertical/Horizontal Mixture of Uses.** The City shall encourage the development of both horizontal and vertical mixed-use projects that incorporate housing with commercial or employment uses to reduce reliance on automobiles and provide new sources of housing.

LU-P7.3 **Adaptive Reuse.** The City shall encourage the development of mixed use projects in vacant buildings that are no longer suitable for their originally designed use.

See also the policies concerning Village development under Goal LU-9, Villages.

8. Transit-Oriented Development

The City shall use the TOD concept as the primary basis for planning development near transit areas, as designated on the Land Use Diagram. Key features of each TOD neighborhood will include mix of housing types (such as apartments, townhomes, and single-family homes), businesses (including retail, restaurants, and offices), and public uses (such as parks, libraries, and schools) at medium to high densities.

Goal LU-8 **To encourage a mix of housing types, businesses, and public uses at medium to high densities near transit to create more bikeable and pedestrian-friendly neighborhoods.**

Policies

LU-P8.1 **Transit-Oriented Development.** Development within the COS North, Downtown, or West Side TOD areas shall be consistent with the 2013 Transit-Oriented Development (TOD) Plan.

9. Villages

The City shall use the village concept as the primary basis for planning large, undeveloped land areas as designated on the Land Use Diagram. The Village concept described in this section will be the basic building block for major new development in the City. Key features of each village will include a mix of housing types and densities; development of a village center comprised of neighborhood commercial, higher density housing, schools, and public service uses (such as a fire station); bicycle and pedestrian trails; and open space.

Areas subject to the policies, development criteria, and standards included in this section are designated as Village (V) on the Land Use Diagram. The Village designation is considered a "holding" category. Unlike other designations, an applicant cannot simply submit a development proposal for consideration. While a very low density residential use is allowed by the designation, a specific plan, as specified in Policy LU-8.1, is required to be submitted and approved before higher intensity land uses will be allowed.

The purpose of the Village designation is to promote the development of a detailed specific plan that will provide the details needed to ensure a comprehensive mixed-use proposal is developed in the Village-designated areas.

Goal LU-9	**To organize new development areas into vibrant, neighborhoods characterized by a mix of land uses, pedestrian and transit accessibility, and neighborhood identity.**

Policies

LU-P9.1 **Village Specific Plans/General Plan Amendment.** The purpose of the Village designation is to promote the development of a detailed specific plan that will provide the details needed to ensure a comprehensive mixed-use proposal is developed in the Village designated areas.

CRITERIA
Specific Plan. Each Village area designated on the General Plan Land Use Diagram will require the preparation of a specific plan. Village areas may be combined into one or more specific plans in order to achieve a feasible development project. In combining Village areas into one or more specific plans no remnant (unplanned areas) shall be created. Village areas may also be combined with a Special Use District into one or more specific plans provided no remnants (unplanned areas) are created by the combination. The City's objective in this criterion is to have whole, fully integrated land use plans.
General Plan Amendment. The required General Plan Amendment will be done to modify the General Plan Land Use Diagram to reflect the land use diagram from the approved specific plan, which will be based on the land use designations shown on Table 2-1.

a. Specific Plan Content

All specific plans prepared for a village designated area must meet the requirements of State law and be comprised of four planning frameworks. Within each framework, the specific plan will provide the goals and policies that will guide future decisions on projects within the specific plan area. The frameworks will also include a detailed implementation plan that will identify responsibilities, financing requirements, and phasing/timing.

The **Land Use Framework** will include the proposed land use pattern (using the designations listed on Table 2-1), actual development densities in each neighborhood, and development phasing. The framework will also include specifics on development standards.

The Specific Plan prepared will provide complete guidance on the land use provisions that will guide future development within the UDB. At a minimum, these provisions will address the following topics. In consultation with City staff, other topics may be required depending on site-specific needs.

- **Land Use Classification.** A land use classification system that clearly identifies the uses that may be allowed in each area neighborhood. Based on the land use designations in Table 2-3, the specific plan will provide further details on development standards for each neighborhood. This classification system would use clear terminology to define and further describe allowable uses. The classification system will employ up-to-date terminology and an appropriate combination of specific and generic land use types, instead of a lengthy "encyclopedic" list of allowed uses that can quickly become obsolete. Both the land use classification system and the uses allowed within the various neighborhoods will provide for an overall mixed-use development.
- **General Site Planning and Development Standards.** These standards will specify the requirements that would be applied to all development and land uses regardless of the applicable land use designation. These would address, as appropriate, site access requirements and entry statements; energy efficiency; fences, walls, soundwalls, hedges, buffers, and other screening; noise regulations; outdoor lighting standards; performance standards (e.g. air quality, glare, vibration, etc.), undergrounding of utilities; and other similar topics. The City may require the application of form-based zoning principles within a village area.
- **Development Standards.** Development standards for each land use designation (e.g. building forms, design objectives, land use objectives, height limitations, setback requirements,

site coverage requirements, etc.) will be organized in tables and graphically illustrated wherever possible. Development standards shall be implemented through the application of form-based zoning principles.

- **Housing Mix.** The specific plan will discuss the proposed mix of housing types within the village. In keeping with the City's Housing Element, affordable housing requirements and bonus density provisions and related incentives will be incorporated as appropriate. A key to the housing component will be to incorporate a mix of housing types (as specified elsewhere in this section), and to provide phasing mechanisms that ensure to the City the development of this housing mix as a part of each phase of the project. For example, it will be undesirable to develop a village that leaves the majority of high density development (VHDR designations) to the final phases in the plan.

The Design Framework will provide detailed design guidelines that will be used as the specific plan is implemented/developed. The purpose of these guidelines will be to establish the expected level of design within the village while still maintaining project flexibility and innovation. The objective of this framework is not to dictate a specific design, but to establish design expectations.

The design guidelines provided will be illustrated to help explain the intent and expectations. This part of the Specific Plan will also incorporate detailed landscaping standards, including specific requirements for preliminary and final landscape plan submittal and review.

The Design Framework will also provide guidance on the integration of the streetscape into the overall project design. The framework will define building type requirements of each neighborhood and define how buildings address the street and interact with public improvements and the public rights-of-way to define the overall character of the streetscape (e.g. new urbanism principles and smart growth concepts). Design standards shall be implemented through the application of form-based zoning principles.

The Circulation Framework will include the proposed circulation network, system elements, design standards, and system phasing. This framework will address all components of the circulation system, including vehicular traffic, bicycles, pedestrian movement, and transit. This component will also address parking and loading standards if different from the standard City requirements.

The Infrastructure/Public Facilities Framework will cover infrastructure requirements (water, sewer, storm drainage, electricity, natural gas, and communications) as well as parkland, schools, and other public facilities. For infrastructure, the framework will address the proposed trunk infrastructure system improvements and system phasing necessary to support implementation of the land use plan.

LU-P9.2 **Village Components.** The City shall ensure that each village contains a mix of land use types. The following components will be required in each Village specific plan. The land uses allowed in each component are shown on Table 2-3.

TABLE 2-3 **VILLAGE COMPONENTS**

	VRR	VRE	VLDR	VMDR	VHDR	VMU
Village Center					■	■
Village Center Neighborhood				■	■	
Outer Village Neighborhoods			■	■	■	
Transitional Neighborhoods	■	■	■			

✓ = Allowed land use designation.

- **Village Center.** The Village Center is the heart of the village, containing a mix of neighborhood commercial, office, medium and high density residential, park/open space land, and public uses. The commercial component could include uses such as a supermarket, retail shops, restaurants, service commercial, and entertainment. Office and residential uses can be mixed in with

the commercial core as a second floor element. Other village-serving uses, such as a community center, day care center, fire station, and other similar uses are encouraged to locate in the Village Center.

The overall village should be designed so that the Village Center is the focal point for transit, pedestrian, and bicycle travel.

CRITERIA

- The Village Center will be located within the interior of the village and will not have direct access from roadways along the exterior of the village.
- The Village Center will be located along or in close proximity to a primary arterial street in the village to maximize access options, visibility, and transit orientation.
- The Village Center will be located only on one side of the arterial and shall incorporate design measures emphasizing pedestrian, bicycle, and public transit movements, convenience, and priority.
- Special consideration shall be given to sidewalk widths, planter strips, street furniture, automobile travel lane widths, neck-downs, curb radii, pedestrian crossing treatments, traffic-calming, and other enhancements.
- Each Village Center will have buildings that front directly on wide sidewalks with suitable deciduous trees on a regular spacing that will provide full canopy shade at maturity. Off-street parking is encouraged to be located behind primary buildings. Where off-street parking abuts a public street, landscape and other elements shall be provided to minimize visual impacts to the streetscape, and designated pedestrian access points shall be included to the primary buildings. On-street parking (diagonal and/or parallel) is encouraged and may count towards the overall Village Center parking requirement.
- The Village Center will maximize pedestrian connectivity to parks, open space, and other public or quasi-public amenities.
- The Village Center will have a mix of compatible uses including residential, retail, business services, and/or public quasi-public services. The Village Center will allow for a mix in both a horizontal and vertical integration.
- Each Village Center will have unique identifying features such as paving, street furniture/amenities, lighting, and materials of construction that are used in a thematic manner throughout the village to create a unique sense of place.

CRITERIA

- Each Village shall utilize a form based zoning criteria to direct development within the village. Within the Village Center, these criteria will allow for this mix of compatible uses and allow flexibility to respond to evolving market conditions over the life of the Village Center.
- The Village Center will not be located at an intersection of two or more arterial streets.
- The Village Center will be located to take advantage of transit opportunities.
- Every Village must have a Village Center. Villages can have more than one Village Center, but at least one center per 10,000 population is required.

- **Village Center Neighborhoods.** The Village Center Neighborhoods will contain a mix of housing types and densities (primarily VMDR and VHDR), but given the proximity of these neighborhoods to the Village Center, this area will have the highest overall residential density in the village. Professional office uses (VBP designation) are allowed as the bottom floor of mixed use buildings with a residential component.

  From a design standpoint, these neighborhoods will focus on pedestrian and bicycle circulation that provides easy access to the Village Center. Roadways in the neighborhoods should have a traditional grid system of streets, creating a formalized structure. The streetscape will include a landscaped parkway adjacent to curbs with landscaping that will provide a street canopy.

  Each neighborhood should contain small parks (neighborhood and pocket parks), and small plazas that create neighborhood amenities and a sense of place in the neighborhoods.

CRITERIA

- Village Center neighborhoods will be located to surround the Village Center.
- These neighborhoods should typically be within a ¼-mile (walking) distance of the Village Center.

- **Outer Village Neighborhoods.** The Outer Village Neighborhoods shall contain a mix of housing types and densities, but residential uses will be dominated by VLDR uses. These neighborhoods will also be used for land uses that will have a higher dependence on automobile traffic, such as schools, community parks, and other institutional and public land uses. Land uses that are to serve both the Village Center Neighborhoods and Outer Village Neighborhoods (such as schools) should be located near the boundary of the two areas.

  The design of these neighborhoods can have a more relaxed, informal character. Each neighborhood should be organized around a Neighborhood Center. The Neighborhood Center can be comprised of a neighborhood park, elementary school, and/or public facilities such as fire stations and libraries. When present in a neighborhood, these facilities should be collocated to the extent possible and located near the center of the neighborhood. Pedestrian and bicycle trails shall be designed to connect residential areas into the neighborhood center.

CRITERIA

- The largest area within a village. These areas lie outside and adjacent to the Village Center Neighborhoods.

- **Transitional Neighborhoods.** In some cases, villages may be developed adjacent to sensitive areas such as environmentally sensitive areas, agricultural areas, or rural areas. These neighborhoods should reflect lower intensity residential uses that provide a transition to the adjacent sensitive areas.

  From a design standpoint, these neighborhoods should be developed as neighborhoods with a distinctly rural flavor.

CRITERIA

- Neighborhood areas developed adjacent to sensitive areas such as environmentally sensitive areas, agricultural areas, or rural areas.

LU-P9.3 **Village Land Use Mixes.** The City shall ensure that each village area maintains a mix of residential types and densities, and that the

residential mix will provide appropriate transitional features that integrate the villages with the surrounding area. The distribution of residential designations within each village shall fall within the following ranges (based on percent of residential acreage):

Land Use	Percent of Residential
VR, VRE	13- 17% (combined)
VLDR	55-65%
VMDR	14- 16%
VHDR	4-6%

The above table shows targeted land use percentages. The specific plans will define the exact land uses based on site-specific information (e.g. topography, wetlands, and floodplains).

LU-P9.4 **Village Land Use Design.** The City will look at the following design concepts in the village areas:

- Provide a variety of transportation choices.
- Offer housing choices and opportunities.
- Take advantage of compact development
- Mixed land uses.
- Preserve open space and natural beauty through natural resources conservation, and preserve farmland in the surrounding unincorporated areas through design measures designed to avoid land use conflicts.
- Encourage distinctive, attractive communities with quality design.
- Incorporate park and open space areas within the Village Center.
- A neighborhood commercial center should complement other community areas within the Village Center.

- The Village Center shall provide a convenient hub for accessing transit services, and be supported by adequate parking and trail access.

LU-P9.5 **Connectivity.** The City shall require that new villages provide connectivity to the developed portions of the city. This connectivity shall be in the form of roadways, transit connections, and bicycle and pedestrian linkages.

LU-P9.6 **Village Roadways.** The City shall require that village roadways are designed to provide redundant connections to arterials in order to reduce their size, speed, travel times, and congestion.

LU-P9.7 **Roads Support Adjacent Land Use.** The City shall require that road sizes reflect both their transportation and land use function. Road design and speed shall support village and neighborhood residential and commercial activities.

LU-P9.8 **Shared Parking.** The City shall require parking for commercial portions of neighborhood centers to be shared among uses and have connected driveways, curb cuts, and pedestrian connections.

LU-P9.9 **Infrastructure Master Plans.** The City shall require that new village development comply with the City's adopted infrastructure master plans and provide fair-share contributions towards existing and future improvements necessary to serve the development. If developments vary in intensity and distribution from that assumed in the existing infrastructure master plans, the City master plans shall be updated and approved with that development.

LU-P9.10 **Community Center.** The City shall investigate providing a community center in one of the village areas. The community center will provide common meeting space and recreational amenities for village residents and should be integrated with a park and/or school in the Village Center.

LU-P9.11 **Open Space.** Within each village or specific plan area, the City shall require that a minimum of 10 percent of the gross area be reserved for open space. This open space will be identified in the re-

quired specific plan and secured from future development in a form acceptable to the City. The open space areas in a village are defined using the following criteria:

- Public parks.
- Public and private golf courses.
- Natural areas to be permanently retained as open space, such as streams, floodways, wetlands, and other water features.
- Land utilized for trails.
- Land within buffer areas.
- Land within utility corridors.
- Land utilized for natural open space.

The following land areas cannot be used towards meeting the open space requirement:

- Land owned by individual homeowners. Areas with a public access easement can be counted.
- Required roadway rights-of-way, including roadway medians. Areas in excess of required rights-of-way may be counted.

Detention facilities can be utilized in meeting part of a village's park requirements based on the usability of the basin for recreational purposes.

LU-P9.12 **Funding for Parks and Open Space**. Specific Plans shall include provisions to establish maintenance district financing or equivalent financing mechanisms to support park and open space maintenance.

LU-P9.13 **Trail and Open Space Connections.** The City shall require each village, and the neighborhoods they contain, to provide a well-connected network of trails, bikeways, and open spaces that provide convenient paths throughout the village and connect the village to surrounding neighborhoods and other existing or planned trails, bikeways, and open spaces in the City.

LU-P9.14 **Parkland Distribution.** The City shall encourage parks within each village to be distributed proportionally to match the distribution of population within the village. Park sizes and location will typically be in keeping with serving the population within a walking distance of the park (¼-mile). At least one community park should be placed within walking distance (¼-mile) of the neighborhood centers.

10. Airport

Goal LU-10 To ensure the highest and best use of the property surrounding the airport while protecting public health and safety.

Policies

LU-P10.1 **Consistency with Airport Land Use Commission Policies.** The City shall ensure that all development within 2 miles of the Airport be consistent with the policies adopted by the County Resource Management Agency (except where pursuant to Public Utilities Code Sections 21676 and 21676.5, the City Council, pursuant to a two-thirds vote, exercises its option to conclude that, notwithstanding a negative recommendation from the ALUC, the Council's proposed action is consistent with the purposes of providing for the orderly development of the Airport and the areas surrounding the airport while protecting the public health, safety, and welfare by minimizing the public's exposure to excessive and safety hazards).

LU-P10.2 **Airport Land Use Compatibility Plan.** The City shall work closely with appropriate agencies, including the Tulare County Airport Land Use Commission, to ensure compatibility of land uses with airport facilities and operations.

LU-P10.3 **Airspace Protection.** The City shall limit building heights for airspace protection in accordance with Federal Aviation Regulations Part 77.

LU-P10.4 **Avigation Easements.** The City shall require the dedication of avigation easements and/or deed notices when development is

proposed on property within the airport safety zones in accordance with the Tulare Airport Master Plan.

LU-P10.5 **Airport Industries.** The City shall promote new and expanded industries and commercial uses around the airport that take advantage of air freight and travel and provide additional employment opportunities to city residents.

LU-P10.6 **Development Surrounding Airport.** The City shall require that development around the Mefford Field Airport be consistent with the noise standards contained in the approved Airport Land Use Plan.

LU-P10.7 **Update Airport Master Plan.** The City shall coordinate with Tulare County Resource Management Agency (RMA) in updating the Airport Master Plan noise contours consistent with the anticipated use of the airport by larger aircraft.

LU-P10.8 **Appropriate Land Uses**. The City shall ensure that any future development within the airport safety zones shall be consistent with the Comprehensive Airport Land Use Plan (CALUP).

For additional policies on aviation see the policies under Goal TC-9, Aviation and Chapter 10 of the City of Tulare Zoning Ordinance.

11. Municipal Services

Goal LU-11 **To provide optimal municipal facilities and services, consistent with available resources, that are adequate to meet the needs of desired future growth.**

Policies

LU-P11.1 **Adequate Municipal Services.** The City shall approve development only when adequate municipal services are available or can be efficiently provided.

LU-P11.2 **Efficient Provision of Municipal Services.** The City shall maintain a development pattern that allows for efficient provision of municipal services.

LU-P11.3 **System Expansion.** The City shall require new development be responsible for expansion of existing facilities such as water systems, sewer systems, storm drainage systems, parks and other capital facilities made necessary to serve the new development.

LU-P11.4 **Water Supply System.** The City shall require that water supply systems be adequate to serve the size and configuration of land developments. Standards as set forth in the subdivision ordinance shall be maintained and improved as necessary.

LU-P11.5 **Water Supply for New Development.** For all new development, prior to the approval of any subdivision applications, the developers shall assure that there is sufficient available water supply to meet projected buildout.

LU-P11.6 **Adequate System Maintenance.** The City shall require maintenance funding for streets, storm drainage, and ponding basins for new development.

LU-P11.7 **Adequate Infrastructure Capacity.** The City shall only approve new development when it can be demonstrated by the applicant that adequate system capacity in the service area is or will be available to handle increases related to the project.

LU-P11.8 **Conditions of Approval.** During the development review process, the City shall not approve new development unless the following conditions are met:

- The applicant can demonstrate that all necessary infrastructures to serve the project will be installed or adequately financed;
- Infrastructure improvements are consistent with City infrastructure plans; and
- Infrastructure improvements incorporate a range of feasible measures that can be implemented to reduce public safety

and/or environmental impacts associated with the construction, operation, or maintenance of any required improvement.

LU-P11.9 **Adequate City Service Capacity.** The City shall only approve new development when it can be demonstrated by the applicant that adequate public service capacity in the area is or will be available to handle increases related to the project. School capacity will be discussed in the review of each development, and the City will ensure early coordination with the school districts serving the site. School capacity will be addressed as allowed under State law.

LU-P11.10 **Sewer Capacity.** The City shall provide adequate additional City sewer system capacity through the improvement of existing collection system lines and the construction of new trunk lines as proposed in the Sewer Master Plan.

LU-P11.11 **Wastewater Treatment Plant Buffer**. Consistent with the City's Sludge Management Plant, the City will evaluate the possibility of acquiring land in the vicinity of the Wastewater Treatment Plant as it becomes available, in order to preserve a buffer around the plant.

LU-P11.12 **Drainage Systems.** The City shall expand existing storm drainage systems as necessary to serve existing and future development.

LU-P11.13 **Adequate Storm Drainage Facilities.** The City shall provide storm drainage facilities with sufficient capacity to protect the public and private property from stormwater damage. The facilities will also be implemented in a manner that reduces public safety and/or environmental impacts associated with the construction, operation, or maintenance of any required drainage improvements (i.e., drainage basins, etc.).

LU-P11.14 **Improvement of Stormwater Infrastructure.** The City shall seek permanent funding sources to correct and improve deficient stormwater infrastructure.

LU-P11.15 **Maintenance of Stormwater Infrastructure.** The City shall seek permanent funding sources for maintenance of stormwater infrastructure.

LU-P11.16 **Detention Facilities.** The City shall utilize stormwater detention facilities to mitigate drainage impacts and reduce storm drainage system costs. To the extent practical, stormwater detention facilities should be designed for multiple purposes, including recreational and/or stormwater quality improvement.

LU-P11.17 **Fair Share Improvements.** The City shall ensure new development is required to participate on a fair-share basis in the completion of improvements to the existing sewer system, and/or the construction of new sewer trunk lines as described in the City's adopted Sewer Master Plan.

LU-P11.18 **Solid Waste.** The City shall promote maximum use of solid waste source reduction, recycling, composting, and environmentally-safe transformation of wastes.

LU-P11.19 **Recycling of Hazardous Materials.** The City shall require the proper disposal and recycling of hazardous materials.

LU-P11.20 **City Usage of Recycled Materials and Products.** The City should use recycled materials and products where economically feasible.

LU-P11.21 **Private Usage of Recycled Products.** The City shall work with recycling contractors to encourage businesses to use recycled products in their manufacturing processes and encourage consumers to purchase recycled products.

LU-P11.22 **Dedicated Sites.** The City shall negotiate with proponents of future development projects to secure the dedication of adequate sites for future fire and police stations.

LU-P11.23 **School Site Dedication.** The City shall negotiate with proponents of future development projects to secure the dedication of adequate sites for future school construction to meet anticipated future elementary, junior high, and high school expansion needs.

LU-P11.24 **Co-Location of Facilities.** The City shall encourage community facilities (such as community centers, schools, parks, libraries, fire

stations with community rooms), when proposed in the same area, to be co-located to form a stronger activity node within the neighborhood.

See also the policies under Goal COS-4, Parks and Recreation.

LU-P11.25 **Expand Library Services.** The City shall continue to expand library facilities and services as necessary to meet the needed growth and will endeavor to provide facilities at a square foot per capita of 0.4-square-foot of library space per resident.

LU-P11.26 **Evaluate Fiscal Impacts.** The City shall evaluate the fiscal impacts of new development and encourage a pattern of development that allows the City to provide and maintain a high level of urban services (including, but not limited to, water, sewer, transportation, fire stations, police stations, libraries, administrative, and parks), and community facilities, and utility infrastructure, as well as attract targeted businesses and a stable labor force.

LU-P11.27 **Urban Development Boundary.** The City shall evaluate the UDB every five years to ensure there is adequate utility, city service, and infrastructure capacity to accommodate anticipated growth.

LU-P11.28 **Infrastructure Assessment Districts.** When annexing unincorporated County parcels, the City shall establish assessment districts or identify other equally effective funding sources to bring existing infrastructure in these areas up to City standards.

12. Higher Education

Goal LU-12 To encourage and support the development of higher education facilities within Tulare County.

Policies

LU-P12.1 **UC Davis Veterinary Hospital.** The City shall support and encourage the continued operation of the University of California at

Davis Veterinary Teaching and Research Center within the Tulare UDB.

LU-P12.2 **Land Surrounding Higher Educational Facilities.** The City shall:

- Maintain the rural environment surrounding the University of California, Davis, Veterinary Medicine Teaching and Research Center.
- Ensure that land uses surrounding the College of Sequoias campus and other current and future higher education institutions are compatible with and complementary to the college, including the development foreseen under the TOD Plan's vision for the COS North area.

LU-P12.3 **New Four Year College/University.** The City shall support and encourage the development of a new University of California, California State college campus, or private college or university within Tulare County.

13. Community Character/Design

Goal LU-13 The City will continue to improve the appearance and image of the City.

Policies

LU-P13.1 **City Character and Identity.** The City shall reinforce the city's unique character, scale, and identity through urban design programs, including principles and guidelines.

LU-P13.2 **City Image.** The City shall encourage a high level of design quality (architectural and landscape) for all new development in order to create a pleasant living environment, a source of community pride, and an improved overall City image.

LU-P13.3 **Innovative Development.** The City shall promote flexibility and innovation in residential, commercial, industrial, mixed-use and other land uses through the use of planned unit developments, de-

veloper agreements, specific plans, mixed-use projects, and other innovative development and planning techniques.

LU-P13.4 **Public Art.** The City shall promote a stimulating and engaging environment through an increase in the incorporation of artwork in public places as part of new commercial centers and associated with new Village centers.

LU-P13.5 **Art in Private Projects.** The City shall encourage the private sector to invest in public art throughout the city.

LU-P13.6 **Art in Public Buildings and Parks.** The City shall include public art in City building and community parks projects when feasible.

LU-P13.7 **Art in Gateways Projects.** The City shall include public art in public works projects in gateways into the community when feasible.

LU-P13.8 **Neighborhood Identification.** The City shall encourage the creation of neighborhoods which have distinct individual identities based on incorporation of high quality individual residential designs and increased emphasis on common design elements (comfortable street scales, street tree canopies, designed entrances, common landscaping, custom street lighting and signage design, common open spaces, etc.).

LU-P13.9 **Neighborhood Interaction.** The City shall encourage the inclusion of elements in residential design which stimulate neighborhood interaction, (e.g., inclusion of front porches in home design, limitations on front yard fenced areas, etc.).

LU-P13.10 **Subdivision Design.** The City shall discourage residential design approaches within subdivisions which create monotonous or non-aesthetically pleasing neighborhoods (e.g., excessive repetition in house form, setback, and building height; repetitive driveway configurations; prominence of garage doors; etc.).

LU-P13.11 **Quality Multi-Family Housing.** The City shall promote quality design and appearance of all new multi-family units so that they

complement the existing fabric of the community, add value to the community's built environment, and reduce potential for community objection.

LU-P13.12 **Gateway/Streetscape Improvements.** The City shall visually enhance key gateways (e.g., city limit entries on Highways 99/137) and major thoroughfares using the following: street trees, welcome signs, decorative lighting, archways, and other streetscape design techniques.

LU-P13.13 **Visual Focal Points.** The City shall encourage existing and future City neighborhood and community park facilities be designed, improved, and maintained as key visual focal points, as well as recreational resources.

LU-P13.14 **Scenic Features and Views.** The City shall preserve its scenic features and view corridors to the mountains.

LU-P13.15 **Architectural Heritage.** The City shall encourage expressions of its cultural and historic heritage in key central area architectural and other physical design elements (such as murals and/or community art), as well as through encouragement of related cultural events and celebrations.

For additional policies on historic and cultural preservation see the Goal COS-5, Cultural & Archaeological Resources.

LU-P13.16 **Downtown Design Quality.** The City shall encourage an overall emphasis on design quality for all new development in the Downtown in order to maintain an attractive and pleasant downtown environment.

LU-P13.17 **Design Review.** The City shall continue to conduct design review of all multi-family, commercial, and industrial applications.

LU-P13.18 **Street Trees.** The City shall expand the City's street tree planting and maintenance program including facilitating the planting of

street trees in those neighborhoods where they do not currently exist.

LU-P13.19 **Street Beautification.** The City shall continue to pursue its existing street beautification efforts at key City entranceways and travel routes.

LU-P13.20 **Crime Deterrence through Design.** The City shall design 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-P13.21 **Form-Based Codes.** The City shall consider adopting form-based codes for areas of the city that may benefit from new community design or ensure that existing neighborhood and district design is maintained.

LU-P13.22 **Night Sky Protection.** Upon demonstrated interest by a village or neighborhood, the City will determine the best means by which to protect the visibility of the night sky.

LU-P13.23 **Lighting.** The City shall continue to improve and maintain proper lighting in park facilities and fields without undue nuisance light and glare spillage on adjoining residential areas.

LU-P13.24 **Minimize Lighting Impacts.** The City shall ensure that lighting in residential areas and along roadways shall be designed to prevent artificial lighting from reflecting into adjacent natural or open space areas.

LU-P13.25 **Outdoor Lighting.** The City shall ensure that future development includes provisions for the design of outdoor light fixtures to be directed/shielded downward and screened to avoid nighttime lighting spillover effects on adjacent land uses and nighttime sky conditions.

For additional policies on parking and parking facilities, see the policies under Goal TC-5, Parking.

14. Administration/Implementation

Goal LU-14 **To provide for the ongoing administration and implementation of the General Plan.**

Policies

LU-P14.1 **General Plan Consistency.** The City shall review and amend, as necessary, applicable ordinances and regulations (e.g., Zoning Ordinance and Subdivision Ordinance) to ensure consistency with the General Plan.

LU-P14.2 **Annual Review.** The City shall review the General Plan annually to assess implementation.

LU-P14.3 **Five-Year Review.** The City shall conduct a major review of the General Plan every five years and revise it as deemed necessary.

LU-P14.4 **Regional Coordination.** The City shall collaborate with other local communities and Tulare County to facilitate better land use and transportation planning. The City shall also cooperate with Tulare County regarding collection of development impact fees and mutually agreeable development within the UDB.

15. Implementation Measures

Table 2-4 documents the implementation measures included with the General Plan to implement the goals and policies included in this element.

TABLE 2-4 **IMPLEMENTATION MEASURES**

	Implementation	Implements What Policy	Who is Responsible	2013-2015	2015-2020	2020-2035	Ongoing
LU-1	The City shall evaluate the urban development boundary (UDB) every five years to ensure there is enough capacity to accommodate anticipated growth and adequate utility, city service, and infrastructure capacity to accommodate anticipated growth.	LU-P2.5	Development Services				■
LU-2	The City shall develop zoning incentives to encourage innovative design in both infill and newly developing areas that optimizes the use of vacant land through flexible development standards, shared parking, landscaping, and site amenities.	LU-P2.2 LU-P2.3	Development Services		■		
LU-3	The City shall develop and maintain an inventory of available vacant sites that have potential for infill development.	LU-P2.2	Development Services	■			■
LU-4	The City shall develop zoning incentives that encourage mixed- use redevelopment in the downtown area through the reuse of existing buildings.	LU-P2.1 LU-P7.2 LU-P7.3	Development Services		■		
LU-5	The City shall conduct a study to determine a suitable location and impacts of a regional auto mall in the city.	LU-P4.11	Development Services		■		
LU-6	The City shall consider adoption of an appropriate fee program for new development to ensure the provision, operation, and ongoing maintenance of appropriate public facilities and services (including, but not limited to, fire stations and equipment, police stations and equipment, ambulance or dispatch service, utility infrastructure, parks, recreational, and library facilities.	LU-P11.1 LU-P11.3 LU-P11.6 LU-P11.7 LU-P11.8 LU-P11.9 LU-P11.12 LU-P11.13					■

TABLE 2-4 **IMPLEMENTATION MEASURES**

	Implementation	Implements What Policy	Who is Responsible	2013-2015	2015-2020	2020-2035	Ongoing
LU-7	The City shall update its water master plan to address future water supply treatment, and distribution system. The water master plan shall explore: a. Water supply alternatives. b. Treatment alternatives, including wellhead and centralized treatment. c. Alternatives for reuse of grey water. d. Water conservation program.	LU-P11.1 LU-P11.2 LU-P11.3	Development Services	■			■
LU-8	The City shall periodically update the Sewer and Stormwater Drainage Master Plan based on the 2035 General Plan.	LU-P11.9	Development Services Engineering	■			■
LU-9	The City shall update its Street Tree Management Plan based on the 2035 General Plan	LU-P13.2 LU-P13.13 LU-P13.20	Development Services Recreation Parks Engineering	■			■
LU-10	The City shall require that entrances to the new subdivision fronting on arterials are accented with distinctive landscaping, pavement, and signage treatments.	LU-P13.8	Development Services				■
LU-11	Where applicable, the City shall require new development to incorporate complementary features into site and development planning to ensure its compatibility with existing historic structures.	LU-P13.15	Development Services				■
LU-12	The City shall encourage use of the assessment districts authorized by law and other available financing tools to fund street beautification, street lighting, street maintenance, storm drainage, park maintenance, and other common aesthetic improvements in new private residential and business development.	LU-P13.20	Development Services				■

TABLE 2-4 **IMPLEMENTATION MEASURES**

	Implementation	Implements What Policy	Who is Responsible	2013-2015	2015-2020	2020-2035	Ongoing
LU-13	The City shall review and evaluate its design review guidelines for application at selected key locations and to particular development types (e.g., mixed use development). Selected locations for such special design review should include key entranceways and thoroughfares; the Downtown; designated community and regional commercial areas; and designated office/business park areas.	LU-P13.18	Development Services	■			
LU-14	The City shall review and amend as necessary, applicable ordinances and regulations referenced herein to ensure consistency with the General Plan. These shall include the following: a. Zoning Ordinance b. Subdivision Ordinance c. Development Standards	LU-P14.1	Development Services	■			■
LU-15	The City shall implement the provisions of this General Plan through its ongoing project review process.	LU-P14.2 LU-P14.3	Development Services				■
LU-16	The Planning Commission shall review the General Plan annually, focusing principally on actions undertaken in the previous year to carry out the implementation programs of the Plan. The Planning Commission's report to the City Council shall include, as the Commission deems appropriate, recommendations for amendments to the General Plan. This review shall also be used to satisfy the requirements of Public Resources Code section 21081.6 for a mitigation monitoring program.	LU-P14.2	Development Services				■

3 TRANSPORTATION AND CIRCULATION ELEMENT

A. Background Information

Transportation is the process by which people and goods move within, to and from the community. The ability to provide efficient and effective transportation services is one of the major determinants of the direction of growth and the physical form for the City of Tulare and the San Joaquin Valley. The community's livability depends on a safe, efficient, and environmentally sustainable transportation system. Intertwined with land use and environmental implications, the city's mobility network must be planned to optimize transportation choices and innovative community designs.

This Transportation and Circulation Element is based on the following guiding principles:

- **Local focus, regional perspective.** Transportation is both a local and a regional issue. Effective improvements to the transportation system depend on the multi- jurisdictional cooperative efforts of multiple agencies beyond the City of Tulare, such as the State of California, the Tulare County Association of Governments, Tulare County, the regional transit providers, and adjacent cities.

- **Improve safety and capacity of transportation facilities and implement a plan for enhancement.** The city should focus on increasing the capacity of facilities to improve mobility and reduce congestion, while protecting environmental resources and fostering economic vitality. In addition gateway facilities, such as Highway 99, State Route 137, State Route 63, the "J"/"K" Street corridor, and other major thoroughfares should have featured identities. Improvements to these facilities should incorporate distinctive architecture and landscaping, along with state-of-the-art technologies. As one of the primary thoroughfares through the City of Tulare and other San Joaquin Valley communities, Highway 99 should be a safe and efficient transportation route.

- **Improve goods movement infrastructure and trade.** Infrastructure should be improved to increase economic vitality, safety, and mobility while decreasing congestion and air quality issues.

- **Promote the development of a multi-modal system.** Transportation is both a local and a regional issue. Effective improvements to the transportation system depend on the multi-jurisdictional cooperative efforts of multiple agencies beyond the City of Tulare. Land use and transportation are inextricably connected. They must be coordinated so that future development and transportation services will be balanced with each other. The land use and transportation policies in this Plan reflect this relationship.

- **Support and complement regional initiatives.** Policies for the City of Tulare should support the land use policies delineated in regional plans, such as the Regional Blueprint Plan. Collaborating with other regional entities will seek to minimize land use changes encouraged by transportation infrastructure decisions.

- **Link transportation improvements to economic development.** Economic development should be planned in conjunction with transportation investments. The dominance of the agricultural sector and the need for the development of additional economic drivers provides incentives for the expansion of the regional economic base. Improving the vitality of region requires the development of

outward-oriented sectors that will require efficient access to transportation infrastructure.

This element addresses various transportation issues, including automobile travel and parking, transit, non-motorized transportation (e.g., bicycle and pedestrian travel), goods movement (truck and rail), and air transportation. The Transportation & Circulation Element is divided into the following 11 sections:

- General (Section B.1)
- Roadway System (Section B.2)
- Road Improvement Funding (Section B.3)
- Transit (Section B.4)
- Parking (Section B.5)
- Non-Vehicular Circulation (Section B.6)
- Transportation System, Management/Transportation Demand, Management (Section B.7)
- Goods Movement (Section B.8)
- Aviation (Section B.9)
- Rail (Section B.10)
- Implementation Measures (Section C)

1. Key Terms

- **Average Daily Traffic (ADT) or Average Annual Daily Traffic (AADT).** ADT volume is based upon traffic counts that record the number of vehicles (cars and trucks) that travel on the roadway on a typical weekday (Tuesday, Wednesday, or Thursday). These counts are typically conducted by using "hose" or "tube" counts, but can also be collected utilizing more advanced sensor devices. Both of these methods have the ability to collect heavy-duty vehicle classification counts and directional information. In this report, the total ADT is used for the LOS analysis. It should be noted that in the transportation industry ADT is an acronym that is interchangeable with AADT, or the annual average daily traffic.

- **Class I Bikeway (Bicycle Path).** Provides for bicycle travel on a paved right of way completely separated from any street or highway. This type of bike path is often located along waterfronts, railroad right-of-ways (active and abandoned), through parks, or stream or river channels.

- **Class II Bikeway (Bicycle Lane).** Provides dedicated on-street space for bicyclists (usually to the right of travel lanes) delineated by a white stripe, signs, and pavement markings.
- **Class III Bikeway (Bicycle Route).** Provides shared-lane use with motor vehicle traffic. As defined by Caltrans, Class III bicycle routes have signs but no striping and should direct cyclists to the superior through route. To achieve the best conditions for bicyclists and motorists to share the lane, a wide curb lane should be considered. Class III bike routes provide the least benefit to bicyclists and should be used in limited situations, such as to fill short gaps along Bike Lane corridors where inadequate space exists for short distances, or along residential streets with low speeds and low traffic volumes.
- **Functional Classification System.** Functional Classification System identifies existing roadway classification based upon number of lanes, capacity, location, etc. Typically, functional classification refers to collectors, arterials, expressways, freeways, etc.
- **Highway Capacity Manual 2000 (HCM).** The Transportation Research Board's (TRB) HCM provides a collection of state-of-the-art techniques for estimating the capacity and determining the LOS for transportation facilities for intersections, roads, public transit, etc. Tulare County Association of Governments (TCAG) has adopted the HCM methodology.
- **Institute of Transportation Engineers (ITE).** ITE publishes the Trip Generation Manual (7th Edition) which is used to estimate trip generation for many categories of residential and non-residential land uses.
- **Level of Service (LOS).** LOS is used to measure the operating conditions of an intersection or a roadway segment by considering many factors including traffic volume and capacity. LOS is a qualitative measure of traffic operating conditions, whereby a letter grade "A" through "F" is assigned to an intersection or roadway segment representing progressively worsening traffic conditions.
- **Peak Hour.** That hour during which the maximum amount of travel occurs. It is typically specified as the peak one hour of traffic experience during the morning peak hour (between 7:00 and 9:00a.m.) and/or the afternoon peak hour (between 4:00 and 6:00 p.m.). In some of the agricultural areas in the county, the peak hour may be earlier than the times above due to seasonal factors such as harvesting, picking, etc. Peak hour roadway counts are usually used in analyzing intersections and interchanges.

- **State Routes (SR).** State Routes are highway facilities owned and operated by the State of California Department of Transportation (Caltrans).
- **Transit Hubs.** Major transfer points where various transportation modes (e.g., rail, bus, bicycle, pedestrians, and automobiles) facilitate passenger transfers between the modes. These transfer points are on a fixed schedule as opposed to "major transfer points" which may be scheduled based on headways. These types of facilities typically have a building or other structure associated with them to provide travelers with schedules and other related information.
- **Transportation Demand Management (TDM).** Programs to reduce travel demand and improve vehicle flow by encouraging mode shifts (i.e., bus, carpool, rapid transit, bicycle, etc.), and by applying operational efficiencies (i.e., signal synchronization, bus turnouts, bicycle lanes, etc.) to highway systems. TDM is intended to emphasize improved transportation systems efficiencies rather than road expansion or construction.
- **Transportation Systems Management (TSM).** Programs to improve congestion, traffic flow, and efficiency by utilizing technology and road improvements such as signal timing, striping, signage, and turning lanes.
- **Viper/TP+.** Viper/TP+ transportation planning software package used to develop daily traffic forecasts.

2. Circulation Diagram and Standards

The City's roadway network is designed to support the development of the land uses shown on the 2035 Land Use Diagram and to reserve adequate rights-of-way for development beyond 2035. The General Plan seeks to maintain the city's relatively free-flowing traffic conditions while allowing for future growth. The City's most important policy tool for ensuring upgrading and maintenance of its roadways to provide for effective and efficient traffic movement is the Circulation Diagram and its associated standards.

3. Circulation Diagram

The Circulation Diagram depicts the proposed circulation system needed to support development under the Land Use Diagram. This circulation system is represented on the diagram as a set of roadway classifications that have been developed to guide Tulare's long-range planning and programming. Roadways are systematically classified based on the linkages they provide and their function, both of which reflect their importance to the land use pattern and traveler.

4. Roadway Classification

Roadways serve two functions: traffic movement, or mobility, and accessibility to provide mobility and to provide property access. High and constant speeds are desirable for mobility, while low speeds are more desirable for property access, particularly in residential areas. A functional classification system provides for specialization in meeting the access and mobility requirements of the development permitted under the General Plan. Local streets emphasize property access; arterials emphasize high mobility for through-traffic; and collectors attempt to achieve a balance between both functions. The following roadway classifications are used in the City of Tulare:

- **State Freeways and Highway.** Freeways and highways provide for high volume, high speed, and interregional travel with limited local access via widely spaced interchanges (1-mile minimum). Freeway access is limited to designated interchanges; no direct access to adjacent land uses is permitted for any use.

- **Expressways.** Expressways are highways that carry large volumes of traffic relatively long distances within or through an urban or rural area. They also often serve considerable local traffic traveling short distances. Intersections along these expressways can be at grade to accommodate traffic entering and exiting the roadway. Expressways should be continuous through the urban or rural community they serve and link to arterial routes. The designated right-of- way for expressways varies dependent upon the needs of the specific facility. Additional right-of- way may be required at some intersection.

- **Arterials (Major Arterials and Arterials).** Arterials are intended to: (a) provide a high level of capacity in selected high volume corridors; (b) provide connections between the freeway system and arterials and collector streets via interchanges; and (c) provide access to major traffic generators. Arterials are moderate-speed through streets with average daily traffic over 10,000 vehicles per day. Access to an arterial should be primarily accomplished through primary collector and secondary collector streets. Limited direct access to industrial, commercial, and high density residential uses is permitted as approved through site plan review.

- **Industrial Collector Streets.** Industrial collector streets are intended to transfer truck traffic in industrial and heavy commercial areas to an arterial. Average daily traffic on a primary collector will usually average less than 10,000 vehicles per day. Direct access for commercial and industrial uses and developments should be permitted consistent with adopted improvement standards.

- **Primary Collector Streets.** Primary collector streets are intended to transfer traffic from collector and minor streets to an arterial. Average daily traffic on a primary collector will usually average less than 10,000 vehicles per day. Primary collector streets should provide direct linkages to neighborhood shopping areas. Primary collector intersections should be staggered to discourage their use as through access ways by-passing arterials. Direct access for low density residential, commercial, and industrial uses and developments should be permitted consistent with adopted improvement standards.

- **Secondary Collector Streets.** Secondary collector streets are intended to carry moderate volumes of traffic from local streets to primary collectors and arterials. Average daily traffic on a secondary collector normally averages 500-4,000 vehicles per day. Direct access should be permitted consistent with approved standards. Secondary collector streets are not delineated on the Circulation Diagram; instead they are located through the development and subdivision approval process.

- **Local Streets.** Local streets are intended as low capacity streets primarily serving low-density residential uses. Average daily traffic on a local street averages less than 1,000 vehicles per day, although most local streets average less than 500 vehicles per day. Direct access to local streets is permitted consistent with adopted improvement standards. Local streets are not delineated on the Circulation Diagram; instead, they are designated through the development and subdivision approval process.

5. Roadway Standards

- **State Freeways and Highways.** Freeway and highway right-of-way widths and pavement standards in Tulare are established by the State of California Department of Transportation (Caltrans). State Highways 63, 99 and 137 all pass through the City of Tulare. All three are projected to play an important role in future local and regional travel. State Highway 63 (Mooney Boulevard) provides a critical intercity connection between Tulare and Visalia. The upgrading of this facility to six lanes is anticipated in the future by both the state's Route Concept Report and the Tulare County Regional Transportation Plan adopted by the Tulare County Association of Governments.

TABLE 3-1 CITY OF TULARE ROADWAY CLASSIFICATIONS

State Freeways and Highways		
♦ Highway 99	♦ State Route 63	♦ State Route 137
Expressway		
♦ Liberty (Avenue 264) ♦ Road 132	♦ Commercial Avenue	♦ Enterprise Street
Major Arterials		
♦ Akers Street (north of Cartmill Avenue) ♦ Avenue 184 ♦ Cartmill Avenue ♦ Cartmill-J Street Connector Road ♦ Foster Drive (west of Mooney Boulevard)	♦ Hillman Street ♦ J Street (north of K Street) ♦ K Street (south of J Street) ♦ Laspina Street (south of Paige Avenue) ♦ Mooney Boulevard (south of Tulare Avenue) ♦ Oakdale Avenue (Ave 256)	♦ Oakmore Street (Rd 124) ♦ Paige Avenue ♦ Pratt Street (south of Bardsley) ♦ Prosperity Avenue (east of Blackstone) ♦ Tulare Avenue (west of Cross Avenue) ♦ Turner Drive
Minor Arterials		
♦ Akers Street (south of Cartmill Avenue) ♦ Bardsley Avenue ♦ Blackstone Street (Between Commercial and Prosperity Avenues) ♦ Corvina Avenue (west of Hillman Street) ♦ Cross Avenue ♦ E Street (south of Gail Avenue)	♦ Hosfield Drive ♦ I Street (south of Paige Avenue) ♦ Laspina Street (Between Paige and Prosperity Avenues) ♦ Leland Avenue ♦ M Street (north of Tulare Avenue) ♦ O Street (Between Bardsley and Tulare Avenues)	♦ Prosperity Avenue (west of Blackstone Street) ♦ Rankin Avenue (Avenue 200) ♦ Retherford Street ♦ Tulare Avenue (west of Cross Avenue) ♦ Tulare Drive ♦ West Street
Primary Collectors		
♦ Avenue 228 (east of Oakmore Street) ♦ Bella Oaks Avenue ♦ Canal Street ♦ Cherry Street ♦ Corvina Avenue (east of Hillman Street) ♦ Cromley Street Alignment (Between Inyo and Tulare Avenues) (future) ♦ Cypress Avenue Alignment (Between Stoney Creek and Oakmore Streets) (future) ♦ De La Vina Street ♦ E Street (north of Gail Avenue) ♦ Gail Avenue (Between West and E Streets)	♦ Irwin Street (south of Bardsley Avenue) ♦ King Avenue Alignment (Between Enterprise and Gemini Court) (future) ♦ Laspina Street (north of Prosperity Avenue) ♦ Levin Avenue (east of Mooney Blvd.) (future) ♦ Martin Luther King Jr. Avenue ♦ Merritt Avenue ♦ Milner Street ♦ Morrison Street ♦ Nelder Grove Street (Between Bardsley and Alpine Avenues)	♦ Oaks Street ♦ Pacific Avenue ♦ Paseo Del Lago ♦ Pleasant Avenue (west of M Street) ♦ Pratt Street (north of Bardsley Avenue) ♦ Sacramento Street (north of Zumwalt Avenue) (future) ♦ Seminole Avenue ♦ Stoney Creek Alignment (Between Commercial and Levin Avenues) (future) ♦ Sunrise Street ♦ Zumwalt Avenue

Secondary Collectors

- "A" Street (north of Pleasant Avenue)
- Alpine Avenue (east of Spruce Street)
- American Avenue (south of Tulare Drive)
- Aronian Street (north of Alpine Avenue)
- "B" Street (Between Inyo and Maple Avenues)
- Brentwood Street
- Capistrano Avenue (west of Maricopa Street)
- Cromley Street (south of Pleasant Avenue)
- Cumberland Street (Between Maricopa and American Avenues)
- Foster Drive (east of Mooney Blvd.)
- Hillcrest Avenue (Between Hillman and Laspina Streets)
- Kern Avenue (Between Mooney Blvd. and Martin Street)
- Kern Avenue (Between Spruce and Laspina Streets)
- Levin Avenue (Between Hwy 99 and Mooney Blvd.)
- Lincoln Street
- Maple Avenue
- Maricopa Avenue (Between Cross and Capistrano Avenues)
- Maricopa Avenue (south of Cumberland Street)
- "O" Street (Between Tulare and Cross Avenues)
- Sacramento Street (north of Cross Avenue)
- Sonora Avenue (west of E Street)
- Soults Drive
- Spruce Street (Between Bardsley and Birch Avenues)
- Spruce Street (Between Birch and Tulare Avenues)
- Tahoe Avenue
- Tuolomne Avenue (east of Foster Drive)
- Walnut Avenue (Between Laspina and Irwin Streets)

Industrial Collectors

- Continental Avenue (Between "O" and Blackstone Streets)
- "H" Street Alignment (south of Bardsley Avenue) (future)
- Industrial Avenue
- Leonard Noell Drive
- Levin Avenue (Between K and Blackstone Streets)
- "O" Street (south of Bardsley Avenue)
- Tex Drive
- Walnut Avenue (Between "O" and Blackstone Streets)

Local Streets

All other existing or planned local streets in the Tulare Planning Area are deemed to be local streets.

The most critical state highway with respect to local Tulare traffic is State Highway 137 (Tulare Avenue). Anticipated increases in traffic between downtown Tulare and the eastern urban boundary will necessitate the expansion of this major east west facility.

- **Major Arterials.** Major arterials provide high volume connections between freeways and collectors and are typically designed to accommodate up to eight through traffic lanes, a parking/transit/right turn lane, and a center median with dual left turn lanes at intersections. The right-of-way for these streets should range from 84 to 146 feet. A driveway spacing of at least 300 feet should be maintained wherever possible. Arterials are designated throughout the Planning Area, generally creating a one-mile grid pattern.

- **Arterials.** Standard arterials provide for moderate volumes, moderate speeds over moderate distances with access to collectors at ½-mile intervals, and a limited number of local streets. Arterials also provide access to major traffic generators at ¼-mile intervals. Arterials are generally designed with two through lanes on each direction with either on-street parking or no parking with left turn lanes. Arterials are subject to the same access standards as major arterials.
- **Primary, Secondary, and Industrial Collectors.** Primary collector streets are designated throughout the Planning Area, generally creating a ½- to ¼-mile grid pattern. Both primary and secondary collectors generally have a two-lane configuration with a right-of-way of 64 to 84 feet. Industrial collectors are designated in areas expected to generate a higher than normal percentage of truck traffic. They have a two-lane configuration and a right-of-way width of 68 to 72 feet to accommodate truck parking and turning movements.

B. Goals, Policies and Actions

1. General

Goal TR-1	**To develop an integrated transportation system that provides for the safe and efficient movement of people and goods.**

Policies

TR-P1.1 **Integrated Transportation System.** The City shall continue to work cooperatively with the various local, state, and federal transportation agencies (i.e., Caltrans, TCAG, Tulare County, and regional transit providers) to maintain a multi-modal transportation system that is well-integrated and interconnected in terms of service, scheduling, and capacity, and that effectively accommodates planned land uses and related transportation needs, and that promotes the safe movement of people and goods and the efficient use of limited public resources.

TR-P1.2 **Road Improvements.** Land use planning and transportation decisions shall be correlated so that planned land uses are supported by the appropriate types of circulation service, levels of service, and the timing of transportation improvements. Wherever practicable,

road improvements shall complement regional needs and initiatives.

TR-P1.3 **Consistency with Airport Land Use Commission Policies.** The City shall ensure that all development is consistent with the policies adopted by the Tulare County Airport Land Use Commission and the Tulare Airport Master Plan (except where, pursuant to Public Utilities Code Sections 21676 and 21676.5, the City Council, pursuant to a two- thirds vote, exercises its option to conclude that notwithstanding a negative recommendation from the ALUC, the Council's proposed action is consistent with the purposes of providing for the orderly development of the Airport and the residential uses surrounding the airport while protecting the public health, safety, and welfare by minimizing the public's exposure to excessive and safety hazards.)

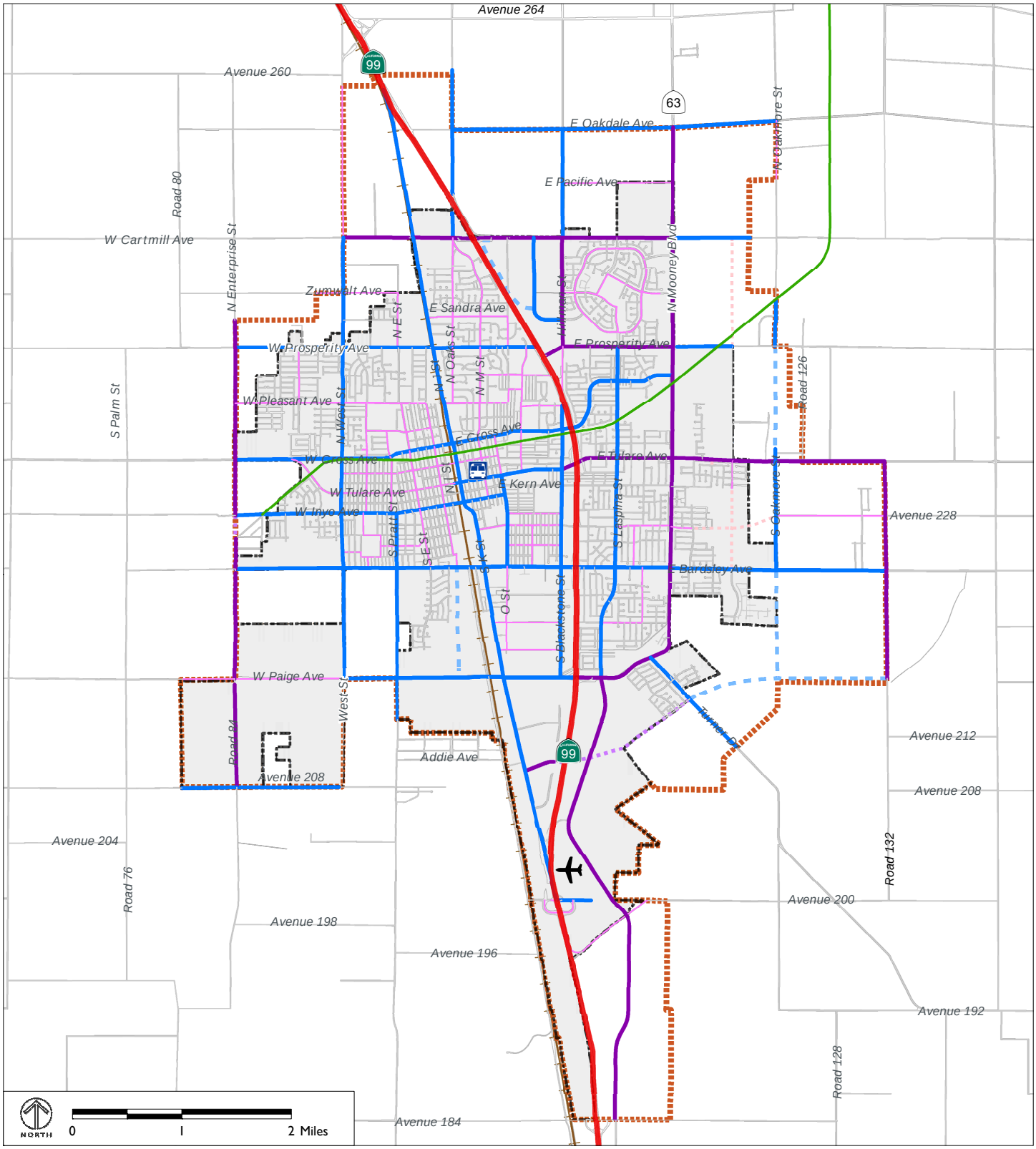
2. Roadway System

Goal TR-2	**To maintain an efficient, affordable, and safe roadway system throughout Tulare in a way that is economically sustainable and fits within the projected budgeted resources.**

Policies

TR-P2.1 **Circulation Diagram.** The City shall utilize and maintain the Circulation Diagram to designate the classification for all major roadways, designate significant transit facilities, and designate bicycle facilities. The Circulation Diagram is included as Figure 3-1.

TR-P2.2 **Roadway Standards.** The City shall utilize the roadway standards shown on Table 3-2 for new roadways, for determining improvements for new projects, and as part of City projects for roadway enhancements and maintenance.



Source: City of Tulare, Tulare County, and The Planning Center | DC&E, 2012.

City Limit
2035 Urban Development Boundary (UDB)
State Route 99
Santa Fe Trail Corridor
Major Arterial
Arterial
Collector
Local Streets
Major Arterial, New
Arterial, New
Collector, New

FIGURE 3-1
CIRCULATION DIAGRAM

TABLE 3-2 TULARE ROADWAY STANDARDS

Roadway Classification	Total ROW	FOC to ROW Line	Raised Median Width	Pavement Width: Thru Lanes No. 1	Thru Lanes No. 2	Thru Lanes No. 3	Thru Lanes No. 4	Turn Lanes 2-Way Left	Turn Lanes Left	Turn Lanes Right	Shoulder Left	Shoulder Right	Total Pavement Width*
6-8 Lane Arterial													
Typical Cross Section	146	10	30	12	12	12	12	--	--	--	--	--	96
Intersection	146	10	6	12	12	12	12	--	24	--	--	--	120
6-Lane Arterial													
Typical Cross Section	136	12	18	11	11	11	--	--	--	--	14	14	94
w/ Class 1 Bike Path	144	22	18	11	11	11	--	--	--	--	8	8	82
At Intersection						Widen as needed							
4-Lane Major Arterial													
Typical Cross Section	114	12	18	11	11	--	--	--	--	--	14	14	72
w/ Class 1 Bike Path	122	22	18	11	11	--	--	--	--	--	8	8	60
At Intersection						Widen as needed							
Minor Arterial													
4-Lane w/ 2-Way Left Turn Lane	96	12	--	11	11	--	--	12	--	--	8	8	72
At Intersection						Widen as needed							
Industrial Collector													
Typical Cross Section	72	12	--	14	--	--	--	--	--	--	10	10	48
At Intersection						Widen as needed							
Collector													
Typical Cross Section	72	12	--	11	--	--	--	12	--	--	7	7	48
At Intersection						Widen as needed							
Local	58	11	--	10	--	--	--	--	--	--	8	8	36
Cul-de-sac	54	11	--	8	--	--	--	--	--	--	8	8	32

*Does not include median width.

TR-P2.3 **Level of Service Standard.** The City shall maintain Level of Service of "D," as defined in the Highway Capacity Manual (published by the Transportation Research Board of the National Research Council), as the minimum desirable service level at which freeways, arterial streets, collector streets and their intersections should operate.

TR-P2.4 **Freeway Improvements.** The City shall coordinate with Caltrans to establish priorities for freeway improvements and initiate a process for the design, funding, and construction of improved freeway interchanges.

TR-P2.5 **Interchange Design Coordination.** The City shall coordinate with Caltrans on the construction and design of identified future freeway interchange improvement needs and on the establishment of a cooperative funding approach for the required improvements.

TR-P2.6 **Highway Right-of-Way.** The City will work with Caltrans to ensure that new development projects include the dedication of land to match the ultimate right-of-way as delineated in the Caltrans Transportation Concept Reports.

TR-P2.7 **Relocate State Route 137.** The City shall continue to work with Caltrans to relocate State Route 137 out of the downtown area (to Paige and Mooney Avenues) to better facilitate truck movements and downtown safety.

TR-P2.8 **Traffic Signal Spacing.** The City shall ensure traffic signals are spaced no closer than ¼-mile on major arterials and arterials, except in unusual circumstances. The intersections of arterial and collector streets and the access driveways to major traffic generators shall be located so as to maintain this minimum signal spacing.

TR-P2.9 **Roundabouts.** Before installing a new signal, the City shall consider whether a roundabout would be an appropriate, safe, and cost-effective solution.

TR-P2.10 **Roadway Improvements.** The City shall improve existing roadway links and intersections which are identified as operating below

Level of Service "D" standard or have other significant existing safety or operational deficiencies.

TR-P2.11 **Local Street Traffic.** The City shall ensure local streets do not carry unreasonable levels of through traffic. If local streets are determined to be carrying unacceptable levels of through traffic, the City shall take appropriate action to reduce the through traffic levels by means deemed acceptable under the Vehicle Code of the State of California.

TR-P2.12 **Arterial Mobility.** The City shall maintain system of north-south and east-west arterial streets at approximately one- half-mile intervals (preferred, less separation may be appropriate given the location) to provide for the mobility of the traveling public.

TR-P2.13 **Collector Road Design.** The City shall maintain a system of collector roads located approximately every one-quarter mile in the city's developed areas.

TR-P2.14 **Driveway/Curb Cut Consolidation.** The City shall encourage the consolidation of driveways, access points, and curb cuts along existing developed major arterials or arterials when new development or a change in the intensity of existing development or land uses occurs or when traffic operation or safety warrants.

TR-P2.15 **Shopping Center Ingress/Egress.** The City shall ensure ingress and egress to shopping centers are carefully designed in order to promote traffic safety. Left hand movements into and out of commercial areas should be minimized and existing points of ingress and egress shall be consolidated whenever possible.

TR-P2.16 **Commercial Driveway Separation.** The City shall ensure the distance between driveways along commercially developed arterials is not less than 400 feet (measurement shall be from centerline to centerline). Where this spacing is not practical, the proposed development shall provide acceptable traffic mitigation measures.

TR-P2.17 **Driveway Siting.** The City shall encourage that driveways be located on adjacent collector streets rather than on arterial streets.

TR-P2.18 **Dual Access.** The City shall require at least two (2) independent access routes for all major development areas.

TR-P2.19 **Specific Facility Driveway Siting.** The City shall ensure driveways for specific facilities (i.e., service stations) near intersections are not serviced by median breaks and are located no less than 50 feet from the intersection. (The measurement shall be from the curb return to the nearest edge of the driveway). If more than one driveway is required to serve a property, the driveways shall be separated by a minimum of 50 feet. (The 50 feet are to be measured edge-to-edge, not centerline to centerline).

TR-P2.20 **Major Activity Center Access.** The City shall ensure that driveway access to major activity centers is located no closer than 200 feet to the adjacent intersection of a collector or arterial street. (Measurement shall be from the curb return to the nearest edge of the driveway).

TR-P2.21 **Median Design.** The City shall encourage the use of concrete medians where left turn control is needed and shall also use painted medians on two-way left turn pockets where appropriate. Where concrete medians are provided, median breaks should be spaced not less than 300 feet apart.

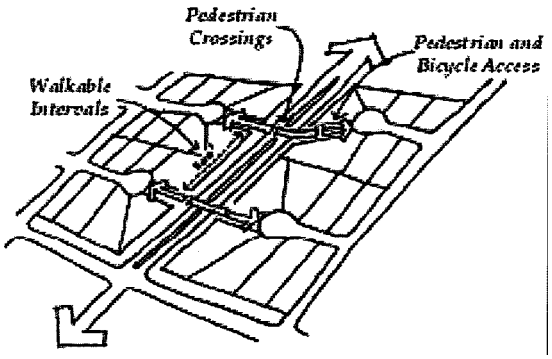
TR-P2.22 **Master Planned Commercial Development.** The City shall require that future commercial development or modifications to existing development are master planned with limited points of ingress and egress onto major arterials and arterials.

TR-P2.23 **Four-Leg, Right Angle Intersections.** The City shall ensure, where possible, major arterials, arterials, and collectors form four-leg, right-angle intersections. The City shall discourage jog, offset, and skewed intersections of such streets to the extent possible.

TR-P2.24 **Traffic Noise.** The City shall ensure that circulation systems minimize excessive noise impacts on sensitive land uses. The City shall require new development to mitigate traffic noise impacts where warranted (e.g., by constructing sound walls or berms or increasing setback distances).

TR-P2.25 **Roadway Standard Consistency.** The City shall require new development to construct public streets within their project boundaries to standards adequate to serve projected traffic volumes. The City shall ensure that plan lines and right-of-ways be provided to meet the standards of the appropriate street designation.

TR-P2.26 **Limiting Local Street Use.** The City shall encourage residential subdivisions to provide access from collector streets and discourage the use of local streets as alternatives (a bypass) to congested arterials. The City shall ensure that neighborhood streets are designed to reduce excessive speeds.



TR-P2.27 **Orientation of Subdivision Away from Arterials.** The City shall require residential development to be oriented away (side-on or rear-on) from major arterials and arterials, and properly buffered from these roadway types to preserve the carrying capacity on the street and protect the residential environment. No single family residence driveways are allowed on collector streets.

TR-P2.28 **Connectivity.** The City shall promote connectivity throughout residential street patterns. Where cul-de-sacs are permitted, the City shall promote pedestrian and bicycle travel by including pathways as appropriate to connect cui-de-sacs to other streets or community facilities such as parks and schools.

TR-P2.29 **Traffic Signal Management.** The City shall synchronize and otherwise manage traffic signals on arterial streets to the extent possible to facilitate the movement of people and to minimize stops or delays.

TR-P2.30 **Environmental Impacts of Roadway Design.** The City shall ensure that construction of new roadways and expansion of existing streets mitigate, to the extent feasible, impacts on air quality, noise, and sensitive biological areas.

TR-P2.31 **Commercial Area Access.** The City shall require commercial projects to provide frontage roads and/or access controls to reduce traffic congestion.

TR-P2.32 **Emergency Vehicle Routes.** The City shall establish a street network that provides quick, efficient routes for emergency vehicles, including police, fire, and emergency medical vehicles.

TR-P2.33 **Emergency Railroad Crossing.** As funding allows, the City will continue to seek opportunities to construct grade-separated east-west railroad crossing at locations which facilitate adequate emergency vehicle movement between west-side neighborhoods and east-side medical facilities.

TR-P2.34 **Street Design.** The City shall promote street design that provides an environment which encourages transit use, biking, and pedestrian movements.

3. Road Improvement Funding

Goal TR-3	**To maintain a system for funding needed roadway improvements that ensure a safe and efficient level of service that meets the City's established standards.**

Policies

TR-P3.1 **Roadway Improvement Responsibility.** The City shall ensure future development is responsible for its fair-share of street improvements required by cumulative traffic increases.

TR-P3.2 **Fair Share Improvements and Maintenance.** The City shall ensure that responsibility for all major arterial, arterial, and collector street improvement and maintenance needs, existing and future, is

allocated on a fair-share basis between the City and benefiting future development.

TR-P3.3 **Roadway Improvement Funding Sources.** The City shall pursue designated gas and sales tax subventions, other state or federal sources, or the City's general fund complete needed major arterial, arterial, and collector street connections identified as existing needs.

TR-P3.4 **Developer Dedication.** The City shall require the dedication of right-of-way or construction of planned facilities within and adjacent to new development projects when such improvements are deemed necessary to promote safe and efficient circulation patterns.

TR-P3.5 **Other Funding Sources.** The City shall work with Tulare County, TCAG, Caltrans, and other jurisdictions and agencies to secure additional funding to meet transportation funding shortfalls for priority projects and other modes of transportation (e.g., bike and transit).

TR-P3.6 **Roadway Improvement Prioritization.** The City shall take potential economic development benefits into consideration when prioritizing roadway improvements and maintenance.

4. Transit

Goal TR-4	**To maintain and develop an adequate transit system that provides for the local and regional transit needs of Tulare residents.**

Policies

TR-P4.1 **Transit Use Promotion.** The City shall encourage the increased use of public transit as a means to reduce traffic congestion and air quality impacts.

TR-P4.2 **Integration of Public Transportation into New Development Proposals.** The City shall evaluate new development proposals to

ensure adequate public transportation facilities (e.g., a continuous parking lane with bus stops, special bus turn-outs, etc.) are incorporated.

TR-P4.3 **Pedestrian Access to Transit.** The City shall ensure pedestrian access to transit along arterials and collectors is available where security walls, noise barriers, or fences are proposed adjacent to residential development.

TR-P4.4 **Bus Stop Amenities.** The City shall encourage bus stop seating, shelters, safety lighting, and trash receptacles to be integrated into wall designs along arterials or collectors adjacent to residential neighborhoods.

TR-P4.5 **Transit Links to Other Communities.** The City shall encourage the provision of adequate public transportation links with other communities in Tulare County and adjacent counties.

TR-P4.6 **Regional Public Transportation Service.** The City shall support and facilitate reasonable proposals to bring regional public transportation service (including Amtrak or other passenger rail service) to Tulare.

TR-P4.7 **Railroad ROW Conversion.** The City shall work to preserve the right-of-way of abandoned railroads for future transit routes.

TR-P4.8 **Transit Compatible Land Use.** The City shall encourage the clustering of land uses that generate high trip volumes and other transit-oriented designs to foster the demand needed to support transit activity. Transit-oriented designs should include:

- Provision of sheltered bus stops with new development;
- Location of medium and high-density development near transit services;
- Linking of residential uses to transit stops via continuous sidewalks or pedestrian paths; and

- Incorporation of park-and-ride lots to accommodate not only motorists, but also other users of public transit and van or car-pooling.

5. Parking

Goal TR-5	**To provide adequate convenient parking in the city.**

Policies

TR-P5.1 **Downtown Parking.** The City shall provide adequate and convenient parking in Downtown Tulare. The City shall work to ensure adequate Downtown parking is provided within convenient proximity to Downtown retail, offices, and service business locations.

TR-P5.2 **Adequate Parking throughout City.** The City shall ensure that adequate and convenient parking is provided in all residential neighborhoods, and industrial, office, and commercial areas.

TR-P5.3 **Public Development.** The City shall ensure new public development in and around Downtown provides adequate on-site parking in accordance with the Zoning Ordinance.

TR-P5.4 **On-Site Parking for High-Demand Uses.** The City shall require Downtown businesses that generate high parking demand, to provide onsite parking in accordance with the Zoning Ordinance.

TR-P5.5 **Convenient Walking Distance.** The City shall ensure parking is within convenient walking distance and is not separated by arterial or collector streets from the development it serves.

TR-P5.6 **Non-Residential Parking.** The City shall discourage non-residential parking on residential streets.

TR-P5.7 **Shared Parking.** The City shall promote shared parking among adjacent land uses, especially those whose demand for parking peaks at different times, to minimize land consumption, paving, and curb cuts.

For additional guidance on shared parking facilities, see the policies under Goal LU-5, Downtown Development.

TR-P5.8 **Visual Integration.** The City shall require parking lots along street frontages to be well designed to reduce their visual impact and maximize pedestrian and bicycle compatibility and safety.

6. Non-Vehicular Circulation

Goal TR-6 **To maintain an efficient and safe non-vehicular circulation system through Tulare.**

Policies

TR-P6.1 **Pedestrian Facilities.** The City shall strive to provide continuous and safe sidewalks, paths, and appropriate crosswalks along all city streets and through appropriate open space areas, especially near schools, parks, in the Downtown area, and in other areas with substantial pedestrian traffic.

TR-P6.2 **Provision of Sidewalks for New Development.** The City shall require all new development to provide sidewalks or other suitable pedestrian facilities. Whenever feasible, pedestrian paths should be developed to allow for unobstructed pedestrian flow to major destinations such as bus stops, schools, parks, and shopping centers.

TR-P6.3 **Correction of Sidewalk Deficiencies.** The City shall encourage the adjacent property owner to repair sidewalk deficiencies (i.e., damage to existing sidewalks or lack of sidewalks) in established neighborhoods.

TR-P6.4 **Non-Vehicular Access.** The City shall ensure all recreation areas, public places, and commercial developments are designed to facilitate easy access by pedestrians and bicycles. Development designs for these land uses shall include benches, bike racks, etc., when appropriate.

TR-P6.5 **Multi-Purpose Trail.** The City shall work to establish a connected, multi-purpose trail system to facilitate walking and other non-vehicular means of transportation as viable modes of transportation and recreation. Wherever possible, the City shall work with the Tulare Irrigation District to site multi-purpose trails adjacent to irrigation canal alignments.

TR-P6.6 **Bike Route System.** The City shall continue to work with TCAG, other local jurisdictions, and agencies to maintain and implement a connected, comprehensive bike path, bike lane, and bike route system throughout the city, including those routes designated on the Land Use/Circulation Diagram and within the Tulare County Regional Bike Plan. The City shall promote the development of a comprehensive and safe system of recreational and commuter bicycle routes that provide connections between the city's major employment and housing areas, between its existing and planned bikeways, and between schools, parks, retail shopping, and residential neighborhoods.

TR-P6.7 **Railroad Right-of-Way Conversion.** The City shall investigate alternative transportation uses (bicycle paths and pedestrian trail systems) for existing and abandoned rights-of-way.

TR-P6.8 **Safe Routes to School.** The City shall cooperate with local schools to develop, maintain, and update a Safe Routes to School program.

TR-P6.9 **Alternate Funding.** The City shall consider alternative sources of funding for the development and improvement of bikeways and pedestrian pathways.

TR-P6.10 **Intergovernmental Coordination.** The City shall continue to coordinate bikeway development efforts between various departments, TCAG, and other local jurisdictions and agencies involved in the planning, construction, and operation of bikeways.

TR-P6.11 **Coordination with Transit Facilities.** The City shall coordinate the location of bicycle and pedestrian facilities (sidewalks, bicycle

lockers/storage, etc.) with transit stops fostering a multi-modal environment.

7. Transportation System Management/Transportation Demand Management

Goal TR-7	**To improve the city's transportation systems through use of transportation systems management (TSM) and transportation demand management (TDM).**

Policies

TR-P7.1 **TSM/TDM.** The City shall incorporate TSM and TDM into city street improvement programs and the development review process.

TR-P7.2 **TSM/TDM Strategy.** The City shall incorporate potential TSM and TDM strategies into new residential, commercial, industrial, and institutional development.

TR-P7.3 **Demand Reduction and Capacity Expansion.** Demand Reduction and Capacity Expansion. To improve air quality and reduce congestion, the City shall seek to reduce vehicle-miles-traveled per household by making efficient use of existing and planned transportation facilities. Measures that can be applied include:

- Promoting efficient arrangement of land uses.
- Improving public transportation and ridesharing.
- Facilitating more direct routes for pedestrians and bicyclists and other non-polluting modes.
- Encouraging large employers to use transportation demand management techniques to reduce peak hour traffic. These techniques could include:
  - Staggered start and end time for employees
  - Carpooling and vanpooling
  - Telecommunications opportunities

- Business-sponsored transit passes or discounts

TR-P7.4 **Transportation Demand Management Programs.** The City shall coordinate and provide support for City Transportation Demand Management programs with other public and private agencies, including programs developed by the TCAG and the San Joaquin Valley Air Pollution Control District (SJVAPCD).

TR-P7.5 **Transportation Management Associations.** The City shall encourage commercial, retail, and residential developments to participate in or create transportation management associations that can assist in the reduction of pollutants through provisions to support carpooling, alternative transportation, etc.

8. Goods Movement

Goal TR-8	**To provide an efficient system for goods movement that adequately serves the industrial and commercial areas of Tulare.**

Policies

TR-P8.1 **Truck Route System.** The City shall maintain and enforce a truck route system and related parking limitations to minimize conflicts between truck and automobile circulation, minimize the impact of truck traffic on residential neighborhoods and other sensitive uses, and provide for the efficient movement of goods throughout the City.

See also Policy TR-2.7, Relocate State Route 137.

TR-P8.2 **Access to Transportation.** The City shall ensure industrial and commercial development is located in proximity to major transportation corridors and facilities (i.e., highways, rail, and air).

TR-P8.3 **Regional Coordination.** The City shall participate in regional coordination efforts (including the San Joaquin Valley Goods Movement Action Plan as proposed by the California Partnership for the San Joaquin Valley and the Regional Blueprint process) to assure land use and transportation plans are integrated.

9. Aviation

Goal TR-9	**To maintain adequate general aviation air service to business, recreational and agricultural enterprises in Tulare.**

Policies

TR-P9.1 **Aviation Services.** The City shall encourage a full range of aviation services (consistent with the Tulare Airport Master Plan) at Mefford Field and promote passenger and air freight service that meets the present and future needs of residents and the business community.

TR-P9.2 **Airport Service Demands.** The City shall encourage commercial and industrial developments requiring air service to locate near the airport vicinity.

TR-P9.3 **Mefford Field Expansion.** The City shall support reasonable expansion of Mefford Field to serve City business, recreational, and agricultural needs.

TR-P9.4 **Aviation Planning.** The City shall participate in regional aviation planning efforts, such as the County's Airport Land Use Plan (ALUP).

C. Implementation Measures

Table 3-3 documents the implementation measures included with the General Plan to implement the goals and policies included in this element.

TABLE 3-3 **IMPLEMENTATION MEASURES**

	Implementation	Implements What Policy	Who is Responsible	2013-2015	2015-2020	2020-2035	Ongoing
TR-1	The City shall coordinate with Caltrans to establish priorities for freeway improvements and initiate a process for the design, funding, and construction of improved freeway interchanges.	TR-2.1 TR-2.2	Engineering Development Services				■
TR-2	The City shall identify economic, design, and planning solutions to improve existing levels-of-service currently below the LOS specified above. Where physical mitigation is infeasible, the City shall consider developing programs that enhance alternative access or otherwise minimize travel demand.	TR-2.3	Engineering Development Services	■			
TR-3	The City shall continue its transportation impact fee program and revise when necessary, to ensure the mitigation of traffic impacts created by new development	TR-3.2	Engineering Development Services	■			
TR-4	The City shall periodically review existing parking standards to ensure their adequacy.	TR-5.1 TR-5.2	Engineering Development Services				■
TR-5	The City should develop and maintain a downtown parking plan. This plan should be complete following a review of the city's parking requirements and the location and adequacy of signage. This plan should discourage employee parking in prime parking spaces within downtown retail areas.	TR-3.2	Engineering Development Services	■			■
TR-6	The City shall promote and improve pedestrian access along existing local arterial and collector streets.	TR-6.1	Engineering Development Services	■			■
TR-7	The City shall develop and maintain a database of sidewalks along streets which currently do not contain continuous sidewalks.	TR-6.1 TR-6.2	Engineering Development Services	■			■
TR-8	The City shall review City street standards every five years to insure compatibility with changing truck height and weight standards.	TR-8.2	Engineering Development Services				■

TABLE 3-3 **IMPLEMENTATION MEASURES**

	Implementation	Implements What Policy	Who is Responsible	2013-2015	2015-2020	2020-2035	Ongoing
TR-9	The City shall identify and update existing truck route signage.	TR-8.2	Engineering Development Services				■
TR-10	The City shall acquire from new development sufficient rights-of-way dedications to allow for construction of roundabouts at all arterial and arterial-collector intersections.	TR-2.9 TR-2.25 TR-2.30 TR-3.1 TR-3.4	Engineering Development Services				■

4 CONSERVATION AND OPEN SPACE ELEMENT

A. Background Information

Tulare's natural resources (water resources, biological resources, and open space), agricultural resources, cultural and archaeological resources, and parks and recreation facilities are important elements in the quality of life for Tulare's residents. The purpose of the Conservation and Open Space Element is to protect and enhance these resources as the City continues to urbanize and expand outward. The General Plan seeks to balance the need for growth with the need for the conservation and enhancement of the area's natural and cultural resources, frequently in cooperation with other agencies.

This Conservation and Open Space Element is based on the following guiding principles:

- **Design and plan new development to reduce impacts to natural and cultural resources.** The urban form and design of developments plays an important role in sustaining the natural environment. To protect these areas from the adverse impacts of urbanization, the interconnectedness of natural systems is recognized.
- **Ensure a reliable, adequate water supply to sustain a high quality of life, while protecting and enhancing the environment.** Growth and expansion of the City of Tulare will require additional water resources to support all land uses while maintaining environmental sustainability. In addition, the Elk Bayou is a valuable natural asset that needs to be protected.
- **Support the continued preservation of agricultural resources.** Agriculture is a vital component of the economic base for the City of Tulare. Maintaining the viability and sustainability of this economic sector will be critical to both the city and the surrounding region. As one of the most industry driven industries within the region, the development, adoption and integration of new technologies provides opportunities for expansion in regional economic drivers.
- **Protect significant cultural and archaeological resources to ensure the preservation and maintenance of Tulare's heritage.** Cultural resources provide the historical context for the city. The authentic remnants of the city's cultural legacy provide an irreplaceable tangible link to the past. These assets serve as material anchors and their preservation is vital to connecting the present day community with its historical roots.
- **Provide ample recreation opportunities for all residents.** As Tulare continues to grow, it will be vital to the quality of life in the City to ensure that parkland is available for all residents. The location of existing and future parks will be essential to the vitality of neighborhoods. In addition, the types of parks that are available to residents can be a key to resident's happiness and well-being. Setting up an integrated system of local, community, regional, and specialized parks or facilities can provide residents with easy access to recreation choices.
- **Promote efficient use of energy resources, including the adoption of clean, renewable energy technologies to ensure an adequate and reliable supply, economic growth, and improved air quality.** Increasing the energy efficiency of buildings within the city will serve to conserve vital resources and promote responsible stewardship. The land resources and agrarian strengths of the agricul-

tural industry within the region provide distinct opportunities for encouraging expansion of the regional economic base.

The Conservation and Open Space Element is divided into the following nine sections:

- Water Resources (Section B.1)
- Biological Resources (Section B.2)
- Agricultural Resources (Section B.3)
- Parks and Recreation (Section B.4)
- Cultural and Archaeological Resources (Section B.5)
- Energy Conservation (Section B.6)
- Global Warming (Section B.7)
- Mineral Resources (Section B.8)
- Implementation Measures (Section B.9)

B. Goals, Policies, and Actions

1. Water Resources

Goal COS-1 To preserve and enhance surface waterways and aquifers.

Policies

COS-P1.1 **Regional Groundwater Protection.** The City shall work with Tulare County and special districts to help protect groundwater resources from overdraft by promoting water conservation and groundwater recharge efforts.

COS-P1.2 **Groundwater Recharge Area Protection.** When considering new development, the City shall protect existing open spaces, natural habitat, floodplains, and wetland areas that serve as groundwater recharge areas.

COS-P1.3 **Continued Recharge of Groundwater Basin.** In known or identified groundwater recharge areas, the predominant land use and resource activities should be designed to promote recharge of the

groundwater basin and protection of groundwater quality at a level superior to standard development practices. When appropriate to the land use designation, clustered development should be encouraged to promote open space and continue infiltration.

COS-P1.4 **Groundwater Wells.** The City shall protect and monitor its groundwater wells to ensure a sufficient groundwater supply.

COS-P1.5 **Elk Bayou Protection.** The City shall cooperate with the appropriate regional agencies to protect Elk Bayou by protecting its water quality and open space.

COS-P1.6 **Elk Bayou Runoff Controls.** The City shall require runoff controls in conjunction with development projects and agriculture production near the Elk Bayou to limit toxins and nutrients from entering waterways.

COS-P1.7 **Water Source.** The City shall cooperate with other jurisdictions to jointly study the potential for using surface water sources to help protect the groundwater supply.

COS-P1.8 **Water Conservation.** The City shall promote efficient water use and reduced water demand by:

a. Requiring water-conserving design and equipment in new construction;

b. Encouraging water-conserving landscaping and other conservation measures; and

c. Encourage retrofitting existing development with water-conserving devices.

d. Providing public education programs.

e. Distributing outdoor lawn watering guidelines.

f. Promoting water audit and leak detection programs.

g. Enforcing water conservation programs.

COS-P1.9 **Maintain Appropriate Water Rates**. The City shall maintain a water rate structure that fully recovers the costs of providing water, including the costs of water conservation programs.

COS-P1.10 **Reclaimed Wastewater.** The City shall continue the use of reclaimed wastewater for agricultural use. Such programs may include: dual water systems for potable and non-potable water; reuse of grey water in homes or businesses for irrigation; and reuse of sewage effluent for irrigation of crops, golf courses, or city irrigation.

COS-P1.11 **Water for Irrigation**. Whenever possible, the City shall require new development to use recycled or non-potable water for irrigation in landscaped areas.

COS-P1.12 **Urban Runoff.** To the maximum extent practicable, the City shall adopt and enforce regulations and engage in educational efforts to reduce pollution from urban runoff.

COS-P1.13 **Pollution from Runoff.** New projects (excluding residential parcel maps) will be required to provide onsite detention facilities designed to retain the first inch of runoff from a site.

2. Biological Resources

Goal COS-2 **To preserve and protect sensitive significant habitats, enhance biodiversity, and promote healthy ecosystems throughout the Urban Development Boundary (UDB).**

Policies

COS-P2.1 **Protection of Rare and Endangered Species.** The City shall support preservation, restoration, and enhancement of designated habitats of State or federally-listed rare, threatened, endangered and/or other sensitive and special status species.

COS-P2.2 **Protection of Natural Areas.** The City shall support preservation, maintenance, restoration, and enhancement of natural systems, waterways, and open space.

COS-P2.3 **Development in Environmentally-Sensitive Areas.** The City shall require careful planning of new development in environmentally sensitive habitat areas and to avoid or otherwise mitigate potential significant impacts whenever feasible. The focus of efforts shall be on project design to avoid impacts whenever feasible. Environmentally-sensitive habitat shall include, at a minimum, the following:

- Any habitat for a federally- or State-listed rare, threatened or endangered animal or plant; and
- Identifiable wildlife movement corridors, including, but not limited to, non-fragmented stream environment zones, and avian and mammalian migratory routes.

COS-P2.4 **Site Planning.** The City shall encourage site planning that incorporates and protects creek and wetland edges.

COS-P2.5 **Open Space Buffers.** The City shall require buffer areas between development projects and significant watercourses, riparian vegetation, wetlands, and other sensitive habitats and natural communities.

COS-P2.6 **Planting of Native Vegetation.** The City shall encourage the planting of native trees, shrubs, and grasslands in order to preserve the visual integrity of the landscape, provide habitat conditions suitable for native vegetation and wildlife, and ensure that a maximum number and variety of well-adapted plants are maintained.

COS-P2.7 **Valley Oaks.** The City shall preserve mature Valley Oaks and their habitats located within the UDB to the extent possible.

COS-P2.8 **Wetlands Dedication.** The City shall require all preserved wetlands be dedicated to the City or a non-profit organization approved by the City and preserved through perpetual covenants enforceable by the City or other appropriate agencies.

COS-P2.9 **Wetlands Management.** The City shall support the management of wetland and riparian plant communities for passive recreation, groundwater recharge, and wildlife habitats. Such communities

shall be restored or expanded, where possible and as appropriate. Any project that proposes to restore or enhance riparian habitat shall require a Streambed Alteration Agreement in compliance with California Fish and Game Code sections 1600-1616. Any project that proposes to restore, enhance, or otherwise affect a jurisdictional wetland shall require consultation with the US Army Corps of Engineers and compliance with the Clean Water Act.

COS-P2.10 **Stream Buffer**. The City shall require a conservation easement or setback of a minimum of 100 feet from the edge of the Elk Bayou riparian zone to avoid the stream channel and the surrounding riparian vegetation. The riparian zone should encompass the edge of the bayou bank (minimally) to the edge of the riparian vegetation bordering the stream (maximally).

3. Agricultural Resources

Goal COS-3 To promote the productivity of agricultural lands surrounding Tulare and the continued viability of Tulare County agriculture.

Policies

COS-P3.1 **Protect Interim Agricultural Activity.** The City shall protect the viability of existing interim agricultural activity in the UDB to the extent possible.

COS-P3.2 **Agricultural Buffers.** The City shall require that agricultural land uses designated for long-term protection (in a Williamson Act contract or under a conservation easement located outside the City's UDB) shall be buffered from urban land uses through the use of techniques including, but not limited to, spatial separations (e.g. greenbelts, open space setbacks, etc.), transitions in density, soundwalls, fencing, and/or berming.

COS-P3.3 **Agricultural Disclosures.** The City shall require that developers of residential projects, which are within general proximity of agricultural operations in the city, to provide notification to new homeowners within their deeds of the City's right to farm ordinance.

COS-P3.4 **Discourage Leapfrog Development.** The City shall discourage leapfrog development (defined as urban development more than 1/2 mile from existing urban development) and development of peninsulas extending into agricultural lands to avoid adverse effects on agricultural operations and contribute to premature conversion.

COS-P3.5 **Support County Programs.** The City shall encourage, support, and coordinate with Tulare County in the implementation of its agricultural programs, outside the city's sphere of influence.

COS-P3.6 **Agricultural Business.** The City shall continue to maintain and encourage agricultural-related businesses and industries in the city, especially those engaged in either low-emitting agricultural practices or agricultural energy production.

COS-P3.7 **Supportive Agricultural Services.** The City shall continue to encourage the development of business and services necessary to support agriculture.

COS-P3.8 **World Ag Expo.** The City shall continue to support the annual World Ag Expo within the UDB.

COS-P3.9 **Williamson Act Contracts.** The City shall encourage the use of Williamson Act contracts on parcels located outside the UDB.

COS-P3.10 **Williamson Act Contracts near City Limits.** The City shall protest the formation of new Williamson Act or Super Williamson Act contracts within the UDB.

COS-P3.11 **Williamson Act Non-Renewal in UDB.** The City shall support non-renewal or cancellation processes for Williamson Act designated lands within the City of Tulare UDB.

COS-P3.12 **Mitigation for Agricultural Land Conversion.** The City shall create and adopt a mitigation program to address the conversion of Prime Farmland & Farmland of Statewide Importance within the UDB and outside the city limits to non-agricultural uses. This mitigation program shall:

- Require a 1:1 ratio of agricultural land preserved for every acre of land converted.
- Require land to be preserved be equivalent to the land converted, e.g. Prime Farmland, and further require that the land to be preserved has adequate existing water supply to support agricultural use, is designated and zoned for agriculture, is located outside of a city UDB, and is within the southern San Joaquin Valley.
- Require mitigation prior to or at time of impact.
- Allow mitigation to be provided either by purchase of agricultural easements or by payment of agricultural mitigation fees, but state that purchase of conservation easements is the preferred form of mitigation. Both purchase of easements and payment of mitigation fees should cover not only the cost of an agricultural easement, but additional costs of transactional fees and administering, monitoring, and enforcing the easement.
- Require easements to be held by and/or mitigation fees to be transferred to a qualifying entity, such as a local land trust with demonstrated experience administering, monitoring and enforcing agricultural easements.
- Require the qualifying entity to submit annual status and monitoring reports to the City and to Tulare County.
- Allow stacking of conservation and agricultural easements if habitat needs of species on conservation easement are compatible with agricultural activities/use on agricultural easement.
- Allow exemptions for conversion of land to agricultural tourism uses, agricultural processing uses, agricultural buffers, public facilities, and roadways.

For additional policies the City of Tulare UDB, see Policy LU-2.5.

COS-P3.13 **Farmland Trust and Funding Sources.** The City shall encourage the trust or other qualifying entity to pursue a variety of fund-

ing sources (grants, donations, taxes, or other funds) to fund further implementation of mitigation for agricultural land conversion.

4. Parks and Recreation

Goal COS-4 **To provide parks and recreation facilities and services that adequately meet the existing and future needs of all Tulare residents.**

Policies

COS-P4.1 **Parkland/Open Space Standards.** The City's goal is to provide 4 acres of developed parkland per 1,000 residents. New residential or mixed use developments containing a residential component may be required to provide parkland, or pay in-lieu fees, in this ratio as directed by the City.

COS-P4.2 **Recreation and Cultural Opportunities.** The City will encourage a variety of enjoyable leisure, recreation, and cultural opportunities that are accessible, physically attractive, safe, and uncrowded. The City shall provide an adequate balance of recreational opportunities including facilities to serve the varying needs and interests of the Tulare population.

COS-P4.3 **Adequate Sites.** The City shall provide adequate and convenient park sites to meet the City's existing and anticipated future park and recreation needs.

COS-P4.4 **Park Upgrades.** The City shall upgrade existing parks to meet the unmet needs of the residents as determined by the Parks Department.

COS-P4.5 **Fair Share Responsibilities.** The City shall ensure all future residential development is responsible for its fair share of the City's cumulative park and recreational service and facilities maintenance needs.

COS-P4.6 **Land Dedication.** The City shall continue its practice of requiring the dedication of community and neighborhood park lands as a

condition of approval for large residential development projects (50 or more lots), if applicable.

COS-P4.7 **Fees In Lieu of Parkland Dedication.** The City shall allow the payment of fees in lieu of parkland dedication, especially in areas where dedication is not feasible, as provided under the Quimby Act.

COS-P4.8 **Pocket Parks.** The City will promote the utilization of pocket parks (approximately 0.25 to 0.50 acre) to establish a passive recreational and social gathering area in neighborhoods where it is deemed appropriate.

COS-P4.9 **Neighborhood Parks.** The City shall encourage the development of adequate neighborhood parks, 5 to 15 acres in size. These neighborhood facilities should include children's play equipment, paved games areas, free play fields, and perhaps a passive recreation area for parents and senior citizens.

COS-P4.10 **Community Parks.** The City shall encourage the development of conveniently-located community parks containing 20 to 50 usable acres for year-round use.

COS-P4.11 **Regional Park.** The City shall encourage the development of one major regional park at least 100 acres in size.

COS-P4.12 **Santa Fe Trail.** The City shall continue to expand and enhance the Santa Fe Trail system. As appropriate, given site locations, new developments will be required to dedicate land where needed to extend the trail.

COS-P4.13 **Park Location and Design.** The City shall effectively locate, design, and use public park facilities to serve the greatest number of Tulare citizens.

COS-P4.14 **Collocation with Schools.** The City may promote, when feasible, the collocation of parks with school facilities for the purpose of enhancing available open space and recreation.

COS-P4.15 **Joint Use of Detention Facilities.** At the discretion of the Director of the Parks and Recreation Department, the City may allow stormwater detention basins developed for recreation use to be counted toward park and land dedication requirements based on the following criteria:

- At least 75 percent of land dedication shall be 100 percent usable,
- Up to 25 percent of land dedicated may be partially usable,
- Unusable land will not be credited.

COS-P4.16 **Funding and Maintenance of Recreational Facilities.** The City shall ensure the continued funding of new recreational facilities and maintenance and improvement of existing City-owned recreational facilities and require new development and existing residents to participate in alternate maintenance funding mechanisms wherever appropriate.

COS-P4.17 **Siting to Maximize Security.** The City shall require that new parks be located and designed in such a way as to facilitate their security and policing.

COS-P4.18 **Incorporation of Open Space.** The City shall encourage the development of natural open space areas in regional and community parks.

For additional policies on parks and open space requirements see the Land Use Element.

COS-P4.19 **Public Open Space Steward.** The City shall serve as the steward of public open space and ensure that the use and maintenance of the open space is carried out in an environmentally-responsible manner.

COS-P4.20 **Recreational Program Coordination.** The City shall coordinate its recreation programs with those of other public agencies and pri-

vate non-profit organizations to maximize recreation opportunities in the city.

COS-P4.21 **Youth Programs and Services.** The City shall provide and promote recreational services and programs that reflect the cultural diversity of the community.

5. Cultural and Archaeological Resources

Goal COS-5 **To manage and protect sites of cultural and archaeological importance for the benefit of present and future generations.**

Policies

COS-P5.1 **Archaeological Resources.** The City shall support efforts to protect and/or recover archaeological resources.

COS-P5.2 **Evaluation of Historic Resources.** The City shall use appropriate State and Federal standards in evaluating the significance of historical resources that are identified in the city.

COS-P5.3 **Historic Preservation.** The City shall encourage the preservation of historic residences and neighborhoods wherever appropriate.

COS-P5.4 **Historic Buildings.** The City shall encourage the preservation and adaptive use of historic buildings, particularly in the downtown.

COS-P5.5 **Historic Structures and Sites.** The City shall support public and private efforts to preserve, rehabilitate, and continue the use of historic structures, sites, and districts. Where applicable, preservation efforts shall conform to the current Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Building.

COS-P5.6 **Protection of Resources with Potential State or Federal Designations.** The City shall encourage the protection of cultural and archaeological sites with potential for placement on the National

Register of Historic Places and/or inclusion in the California State Office of Historic Preservation's California Points of Interest and California Inventory of Historic Resources. Such sites may be of statewide or local significance and have anthropological, cultural, military, political, architectural, economic, scientific, religious, or other values.

COS-P5.7 **State Historic Building Code.** The City shall utilize the State Historic Building Code for designated properties.

COS-P5.8 **Design Compatibility with Historic Structures.** The City shall ensure design compatibility of new development within close proximity to designated historic structures and neighborhoods.

COS-P5.9 **Discovery of Archaeological Resources.** In the event that archaeological/paleontological resources are discovered during site excavation, grading, or construction, the City shall require that work on the site be suspended within 100 feet of the resource until the significance of the features can be determined by a qualified archaeologist /paleontologist. If significant resources are determined to exist, an archaeologist shall make recommendations for protection or recovery of the resource. City staff shall consider such recommendations and implement them where they are feasible in light of project design as previously approved by the City.

COS-P5.10 **Discovery of Human Remains.** Consistent with Section 7050.5 of the California Health and Safety Code and CEQA Guidelines (Section 15064.5), if human remains of Native American origin are discovered during project construction, it is necessary to comply with State laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (Public Resources Code Sec. 5097). If any human remains are discovered or recognized in any location on the project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

- The Tulare County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and
- If the remains are of Native American origin,
  - The descendants of the deceased Native Americans have made a timely recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.
  - The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission, or
  - The landowner or his or her authorized representative rejects any timely recommendations of the descendent, and mediation conducted by the Native American Heritage Commission has failed to provide measures acceptable to the landowner.

COS-P5.11 **Impact Mitigation.** If preservation of cultural/historical resources is not feasible, the City shall make every effort to mitigate impacts, including relocation of structures, adaptive reuse, preservation of facades, and thorough documentation and archival of records.

COS-P5.12 **Mitigation Monitoring for Historical Resources.** The City shall develop standards for monitoring mitigation measures established for the protection of historical *resources* prior to development.

COS-P5.13 **Alteration of Sites with Identified Cultural Resources.** When planning any development or alteration of a site with identified cultural or archaeological resources, consideration should be given to ways of protecting the resources. The City shall permit development in these areas only after a site specific investigation has been conducted pursuant to CEQA to define the extent and value of re-

source, and mitigation measures proposed for any impacts the development may have on the resource.

COS-P5.14 **Education Program Support.** The City shall support local, state, and national education programs on cultural and archaeological resources.

COS-P5.15 **Solicit Input from Local Native Americans.** The City shall solicit input from the local Native American communities in cases where development may result in disturbance to sites containing evidence of Native American activity and/or to sites of cultural importance.

COS-P5.16 **Confidentiality of Archaeological Sites.** The City shall, within its power, maintain confidentiality regarding the locations of archaeological sites in order to preserve and protect resources that are determined to exist. An archaeologist/paleontologist shall make recommendations for protection or recovery of the resource. City staff shall consider such recommendations and implement them where they are feasible in light of project design as previously approved by the City.

COS-P5.17 **Cooperation of Property Owners.** The City shall encourage the cooperation of property owners to treat cultural resources as assets rather than liabilities, and encourage public support for the preservation of these resources.

COS-P5.18 **Archaeological Resource Surveys.** Prior to project approval, the City shall require project applicant to have a qualified archaeologist conduct the following activities: (1) conduct a record search at the Regional Archaeological Information Center located at California State University Bakersfield and other appropriate historical repositories, (2) conduct field surveys where appropriate, and (3) prepare technical reports, where appropriate, meeting California Office of Historic Preservation Standards (Archaeological Resource Management Reports).

For additional policies on historic structures, see the policies under Goal LU-13, Community Character/Design.

6. Energy Conservation

Goal COS-6 **To encourage energy conservation in new and existing developments throughout the city.**

Policies

COS-P6.1 **Energy Conservation Measures.** The City shall require the use of energy conservation features in new construction and renovation of existing structures in accordance with state law. New features that may be applied to construction and renovation include:

- Green building techniques (such as use of recycled, renewable, and reused materials; efficient lighting/power sources; design orientation; building techniques; etc.);
- Cool roofs;
- Enhanced insulation;
- Application of solar technologies (e.g. photovoltaic, water heating, etc.); and
- Energy Star compliance programs.

COS-P6.2 **Landscape Improvements for Energy Conservation.** The City shall encourage the planting of shade trees along all city streets and as part of new development to reduce radiation heating.

COS-P6.3 **Promote Energy Conservation Awareness.** The City shall coordinate with local utility providers to provide public education energy conservation programs.

COS-P6.4 **Local and State Programs.** The City shall participate to the extent feasible in local, regional and state programs that strive to reduce the consumption of natural or man-made energy sources.

COS-P6.5 **Promote Renewable Energy Industry Clusters.** The City shall promote development of and capital investment in renewable energy.

COS-P6.6 **Solar Energy.** The City shall work with developers to encourage the incorporation of passive and active solar devices such as solar collectors, solar cells, and solar heating systems into the design of local buildings. Additionally, the City shall work with developers to ensure that building and site design take into account the solar orientation of buildings during design and construction.

7. Global Warming

Goal COS-7 **Implement the goals, policies, and actions of the Tulare Climate Action Plan to reduce greenhouse gas emissions in Tulare.**

Policies

COS-P7.1 **Air Pollution Control Technology.** The City shall utilize the Best Available Control Measures (BACM) and Reasonably Available Control Measures (RACM) as adopted by the City to maintain healthful air quality and high visibility standards. These measures shall be applied to new development approvals and permit modifications as appropriate.

COS-P7.2 **Air Quality Land Use Compatibility.** The City shall consider industrial or other developments which are likely to cause undesirable air pollution with regard to wind direction and circulation in an effort to alleviate effects upon sensitive receptors.

COS-P7.3 **CEQA Compliance.** The City shall ensure that air quality impacts identified during the CEQA review process are fairly and consistently mitigated.

COS-P7.4 **Compact Development.** The City shall actively support the development of compact mixed-use projects that reduce travel distances and promote alternative modes of transportation.

COS-P7.5 **Cooperation with Other Agencies.** The City shall cooperate with other local, regional, federal, and State agencies in developing and implementing air quality plans to achieve State and Federal Ambient Air Quality Standards. The City shall partner with the SJVAPCD, Tulare County Association of Governments (TCAG), and the State Air Pollution Control Board to achieve better air quality conditions locally and regionally.

COS-P7.6 **Cumulative Air Quality Impacts.** The City shall require developments to be located, designed, and constructed in a manner that would minimize cumulative air quality impacts. Developers shall be required to present alternatives that reduce air emissions and enhance, rather than harm, the environment.

COS-P7.7 **Dust Suppression Measures.** The City shall require developers to implement dust suppression measures during excavation, grading, and site preparation activities. Techniques may include, but are not limited to, the following:

- Site watering or application of dust suppressants,
- Phasing or extension of grading operations,
- Covering of stockpiles,
- Suspension of grading activities during high wind periods (typically winds greater than 25 miles per hour), and
- Re-vegetation of graded areas.

COS-P7.8 **Indirect Source Review.** The City shall require major development projects, as defined by the SJVAPCD, to mitigate air quality impacts associated with the project. As feasible the City shall work with SJVAPCD to determine mitigations that may include, but are not limited to the following:

- Providing bicycle access and parking facilities,
- Increasing density,
- Encouraging mixed use developments,
- Providing walkable and pedestrian-oriented neighborhoods,

- Providing increased access to public transportation,
- Providing preferential parking for high- occupancy vehicles, car pools, or alternative fuels vehicles, and
- Establishing telecommuting programs or satellite work centers.

COS-P7.9 **Landscape.** The City shall encourage the use of ecologically based landscape design principles that can improve local air quality by absorbing carbon dioxide, producing oxygen, and filtering particulates. These principles include, but are not limited to, the incorporation of parks, landscaped medians, and landscaping within development.

COS-P7.10 **Mixed Land Uses.** The City shall encourage the mixing 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.

COS-P7.11 **Paving or Treatment of Roadways for Reduced Air Emissions.** The City shall require that all new roads be paved or treated to reduce dust generation where feasible. For new projects with unpaved roads, funding for roadway maintenance shall be adequately addressed and secured.

COS-P7.12 **Prevent Incompatible Uses.** The City shall discourage the intrusion into existing urban areas of new incompatible land uses that produce significant noise, odors, or fumes.

COS-P7.13 **Purchase of Low Emission/Alternative Fuel Vehicles.** The City shall encourage City departments to replace existing vehicles with low emission/ alternative fuel vehicles as appropriate.

COS-P7.14 **Ridesharing.** The City shall continue to encourage ridesharing programs such as employer-based rideshare programs.

COS-P7.15 **Support Statewide Global Warming Solutions.** The City shall monitor and support the efforts of the California Air Resources Board, under AB 32, to formulate mitigation strategies, if any, that may be implemented by local government, and further require the

City to ultimately consider any such strategies once they become available. If the City Council, after seeking public input on the subject, chooses to implement any such measures it considers to be feasible and desirable, the City's commitment may take the form of a new ordinance, resolution, or other type of policy document.

COS-P7.16 **Transportation and Air Quality.** When developing the regional transportation system, the City shall work with TCAG to comprehensively study methods of transportation which may contribute to a reduction in air pollution in the City of Tulare. Some possible alternatives that should be studied are:

- Public transportation such as buses and light rail, to serve between communities of the valley, publicly subsidized if feasible.
- Intermodal public transit such as buses provided with bicycle racks, bicycle parking at bus stations, and park and ride facilities.
- Community bus or other public transportation systems, such as cycling or walking trails, with particular attention to high-density areas.

COS-P7.17 **Wood Burning Devices.** The City shall require the use of natural gas or the installation of low-emission, EPA-certified fireplace inserts in all open hearth fireplaces in new homes as required under the SJVAPCD Rule 4901. The City shall promote the use of natural gas over wood products in space heating devices and fireplaces in all existing and new homes.

COS-P7.18 **Climate Action Plan.** The City shall, consistent with other City programming and capital priorities and its fiscal constraints, implement and ensure compliance with the goals, policies, and actions of the Tulare Climate Action Plan,

COS-P7.19 **Monitoring.** On a semi-annual basis, the City shall monitor and report its progress on implementing the goals, policies, and actions of the Climate Action Plan to the City Council.

COS-P7.20 **Greenhouse Gas Emissions Reduction.** The City should reduce greenhouse gas emissions from City operations, as well as from private development in compliance with the California Global Warming Act of 2006 and any applicable State regulations.

8. Mineral Resources

Goal COS-8 **To protect the current and future extraction of mineral resources that are important to the City's economy while minimizing impacts of this use on the public and the environment.**

Policies

COS-P8.1 **Compatibility.** Develop mineral deposits in a manner compatible with surrounding land uses.

COS-P8.2 **Conserve Mineral Deposits.** Emphasize the conservation of identified and/or potential mineral deposits, recognizing the need for identifying, permitting, and maintaining a 50-year supply of locally available Portland cement.

COS-P8.3 **Future Resource Development.** Provide for the conservation of identified and/or potential mineral deposits within the UDB as areas for future resource development.

COS-P8.4 **Identify New Resources.** Encourage exploration, evaluation, identification, and development of previously unrecognized but potentially significant hard rock resources for production of crushed stone aggregate.

COS-P8.5 **Incompatible Development.** Proposed incompatible land uses shall not be on lands containing, or adjacent to, identified mineral deposits or along key access roads, unless adequate mitigation measures are adopted or a statement of overriding considerations stating public benefits and overriding reasons for permitting the proposed use are adopted.

COS-P8.6 **Limited In-City Mining.** Within the Urban Development Boundary (UDB), new commercial mining operations should be limited due to environmental and compatibility concerns.

COS-P8.7 **Minimize Adverse Impacts.** Minimize the adverse effects on environmental features such as water quality and quantity, air quality, flood plains, geophysical characteristics, biotic, archaeological and aesthetic factors.

COS-P8.8 **Minimize Hazards and Nuisances.** Minimize the hazards and nuisances to persons and properties in the area during extraction, processing, and reclamation operations.

COS-P8.9 **Recognize Mineral Deposits.** Recognize as a part of the General Plan those areas which have identified and/or potential mineral deposits.

COS-P8.10 **Resources Development.** The City will promote the responsible development of identified and/or potential mineral deposits.

COS-P8.11 **Surface Mining and Reclamation Act (SMARA) Requirements.** All surface mines, unless otherwise exempted, shall be subject to reclamation plans that meet SMARA requirements. Reclamation procedures shall restore the site for future beneficial use of the land. Mine reclamation costs shall be borne by the mine operator, and guaranteed by financial assurances set aside for restoration procedures.

C. Implementation Measures

Table 4-1 documents the implementation measures included with the General Plan to implement the goals and policies included in this element.

TABLE 4-1 **IMPLEMENTATION MEASURES**

	Implementation	Implements What Policy	Who is Responsible	2013-2015	2015-2020	2020-2035	Ongoing
COS-1	The City shall identify and protect local aquifers and water recharge areas, in cooperation with other agencies.	COS-P1.1	Engineering	■			
COS-2	The City shall periodically update a groundwater management plan.	COS-P1.1	Engineering				■
COS-3	The City shall participate in coordinated regional and statewide groundwater monitoring and planning programs.	COS-P1.1 COS-P1.9	Engineering				■
COS-4	The City shall maintain groundwater monitoring partnerships with local groundwater users and stakeholders.	COS-P1.1 COS-P1.9	Engineering				■
COS-5	The City will investigate future changes to the zoning ordinance that promote maintaining some groundwater recharge with urban development. Regulations may include, but are not limited to, the limitation of structural coverage and impervious surfaces and prohibition of uses with the potential to discharge harmful pollutants, increase erosion, or create other impacts degrading water quality.	COS-P1.3	Development Services	■			
COS-6	The City shall continue the protection of natural and cultural resources as part of the City's environmental review process.	COS-P2.1, COS-P2.2 COS-P2.3	Development Services	■			
COS-7	When reviewing development proposals, the City shall encourage cluster development in areas with moderate to high potential for sensitive habitat.	COS-P2.3	Development Services				■

TABLE 4-1 **IMPLEMENTATION MEASURES**

	Implementation	Implements What Policy	Who is Responsible	2013-2015	2015-2020	2020-2035	Ongoing
COS-8	The City shall adopt requirements that new development implement measures that minimize soil erosion from wind and water related to construction. Measures may include, but not be limited to the following: Grading requirements that limit grading to the amount necessary to provide stable areas for structural foundations, street rights-of-way, parking facilities, or other intended uses; and/or Construction techniques that utilize site preparation, grading, and best management practices that provide erosion and sediment control to prevent construction-related contaminants from leaving development sites and polluting local waterways.	COS-P2.3	Engineering				■
COS-9	The City shall adopt a mitigation program for agricultural land conversion that includes, at a minimum, the components listed in Policy COS-P3.12, or equivalent or more effective components.	COS-P3.12	Development Services	■			
COS-10	The City shall continue the monitoring of mitigation measures established for protection of archaeological resources prior to development.	COS-P5.1 COS-P5.2	Development Services	■			■
COS-11	The City shall prepare a historical resources inventory.	COS-P5.3 COS-P5.4 COS-P5.5 COS-P5.6	Development Services		■		
COS-12	The City shall continue to apply its Historic Site and Historic Neighborhood Combining District zone as a means to preserving, protecting, and encouraging the restoration of identified historical sites and neighborhoods.	LU-P13.16	Development Services				■

TABLE 4-1 **IMPLEMENTATION MEASURES**

	Implementation	Implements What Policy	Who is Responsible	2013-2015	2015-2020	2020-2035	Ongoing
COS-13	The City shall consider adopting a Quimby Act Ordinance requiring that park provision be considered and incorporated in the subdivision process.	COS-P4.1 COS-P4.4 COS-P4.6 COS-P4.7 COS-P4.8 COS-P4.14 COS-P4.17		■			

5 SAFETY ELEMENT

A. Background Information

The Health and Safety Element provides information about risks in Tulare due to natural and human-made hazards. This Element contains goals, policies and actions designed to protect the community and its property from hazards and noise.

As required by State law, the Health and Safety Element addresses the protection of the community from unreasonable risks. Specific topics covered are:

- Flood Hazards and Dam Inundation
- Seismic and Geologic Hazards
- Fire Hazards
- Hazardous Materials
- Emergency Response and Disaster Preparedness

B. Goals, Policies, and Actions

Goal SAF-1 **To regulate future development to ensure the protection of public health and safety from hazards and hazardous materials and the adequate provision of emergency services.**

Policies

SAF-P1.1 **Development Constraints.** The City shall permit development only in areas where the potential danger to the health and safety of people and property can be mitigated to an acceptable level.

SAF-P1.2 **Development Compliance with Federal, State, and Local Regulations.** The City shall ensure that all development within the designated floodway or floodplain zones conforms to Federal Emergency Management Administration (FEMA) regulations.

SAF-P1.3 **Hazardous Lands.** The City shall designate areas with a potential for significant hazardous conditions for open space, agriculture, and other appropriate low intensity uses.

SAF-P1.4 **Building and Codes.** Except as otherwise allowed by State law, the City 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).

SAF-P1.5 **Hazard Awareness and Public Education.** The City shall continue to promote awareness and education among residents regarding possible natural hazards, including soil conditions, earthquakes, flooding, fire hazards, and emergency procedures.

SAF-P1.6 **Safe Housing and Structures.** The City shall continue to seek grant funding for substandard housing abatement program to rehabilitate deteriorated and dilapidated structures and shall continue to provide available information regarding housing programs and other public services. These educational programs will be offered in

Spanish, English, and Portuguese languages as appropriate and as resources allow.

SAF-P1.7 **Site Investigations.** The City shall require applicants to conduct site investigations in areas planned for new development to determine susceptibility to landslides, subsidence/settlement, contamination, and/or flooding.

SAF-P1.8 **Police and Fire Department Review.** The Planning process should continue to seek the input of the Police and Fire Departments in reviewing development plans and permits. Such a coordinated effort should be aimed at reducing property loss and affecting a reduction of injury and loss of life.

SAF-P1.9 **Public Education.** It is recommended that the City of Tulare through the Fire Department, Police Department, and Planning Department increase their efforts towards encouraging the public through educational means, to reduce risk.

SAF-P1.10 **Flood Protection Upgrades.** Within the City limits, where storm and flood prevention improvements have not been installed, a program to upgrade should be initiated in accordance with the Master Drainage Control Plan for the area. Priorities should be conditioned upon locations where flood and sheet flow hazards are greatest.

Goal SAF-2 Protect people and property from flood risk.

Policies

SAF-P2.1 **Development in Floodplain Zones.** The City shall regulate development in the 100-year floodplain zones, as designated on maps prepared by FEMA in accordance with the following:

- Critical facilities (those facilities which should be open and accessible during emergencies) shall not be permitted.
- Passive recreational activities (those requiring non-intensive development, such as hiking, horseback riding, picnicking) are permissible.

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

SAF-P2.2 **Participation in Federal Flood Insurance Program.** The City shall continue to participate in the National Flood Insurance Program (NFIP).

SAF-P2.3 **Multi-Purpose Flood Control Measures.** The City shall encourage multi-purpose flood control projects that incorporate recreation, resource conservation, preservation of natural riparian habitat, and scenic values of the City's streams, creeks, and lakes.

SAF-P2.4 **Impacts to Downstream Properties.** The City shall ensure that new City flood control projects will not adversely impact downstream properties or contribute to flooding hazards.

SAF-P2.5 **Mapping of Flood Hazard Areas.** The City shall require tentative and final subdivision maps and approved site plans to delineate areas subject to flooding during a 100-year flood event.

SAF-P2.6 **Road Location.** The City shall strive to 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.

SAF-P2.7 **Floodplain Development Restrictions.** The City 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.

SAF-P2.8 **Natural Design.** The City shall encourage flood control designs that respect natural curves and vegetation of natural waterways while retaining dynamic flow and functional integrity.

SAF-A2.1 **Annual Review of Flood Data.** Annually review all areas subject to flooding as identified by FEMA or the Department of Water Resources, as required by AB 162.

SAF-P2.9 **Dam Inundation Area Development Restrictions.** New development proposals in dam inundation areas, as mapped by the Governor's Office of Emergency Services or the most current available mapping, shall consider risks from failure of these dams.

Goal SAF-3 To provide adequate emergency services.

Policies

SAF-P3.1 **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 City shall seek to ensure that such facilities are located within reasonable distance of fire and law enforcement stations.

SAF-P3.2 **Coordinate Emergency Response Services with Government Agencies.** The City shall coordinate emergency response with local, state, and federal governmental agencies charged with disaster and emergency preparedness responsibilities.

SAF-P3.3 **Maintain Emergency Evacuation Plans.** The City shall maintain emergency evacuation plans for areas identified as subject to potential flooding.

SAF-P3.4 **Emergency Centers.** The City shall require emergency backup systems to enable uninterrupted continuous operations as required by the California Essential Facilities Act.

SAF-P3.5 **Joint Exercises.** The City shall encourage fire and law enforcement departments to periodically conduct joint training exercises with the goal of developing the best possible coordinated action in the event of a natural or human-made hazard.

SAF-P3.6 **Upgrading for Streets and Highways.** The City shall evaluate and upgrade vital streets and highways to an acceptable level for emergency services.

Goal SAF-4 To protect people and property from seismic and geotechnical hazards.

Policies

SAF-P4.1 **Update Seismic Safety Element.** The City shall prepare an update Seismic Safety Element to address earthquake and other seismic hazards within the City and Planning Area.

SAF-P4.2 **Evaluation of Earthquake Risks.** The City shall evaluate areas to determine levels of earthquake risk.

SAF-P4.3 **Financial Assistance for Seismic Upgrades.** The City shall request federal and state financial assistance to implement corrective seismic safety measures required for existing City buildings and structures.

SAF-P4.4 **Alquist-Priolo Act Compliance.** The City shall not permit any structure for human occupancy to be placed within designated Earthquake Fault Zones (pursuant to and as determined by the Alquist-Priolo Earthquake Fault Zoning Act; Public Resources Code, Chapter 7.5) unless the specific provisions of the Act and Title 14 of the California Code of Regulations have been satisfied.

SAF-P4.5 **Subsidence.** The City shall confirm that development is not located in any known areas of active subsidence. If urban development may be located in such an area, a special safety study will be prepared and needed safety measures implemented.

SAF-P4.6 **Protection of Emergency Facilities.** Emergency communication centers, fire stations, and other emergency service facilities should be examined as to their earthquake resistant capacities. If found below acceptable standards, a program to mitigate potential hazards should be established.

SAF-P4.7 **Review of Critical Facilities.** All critical facilities constructed prior to 1948 should be reviewed by a structural engineer for potential hazards. Since many of these structures have regional impact, the source of funding for the inspection program ought to be at the regional level.

Goal SAF-5 **To protect people from the harmful effects of exposure to hazardous materials.**

Policies

SAF-P5.1 **Designated Routes for Hazardous Materials Transport.** The City shall continue to encourage the transportation of hazardous materials within the City to routes that have been designated for such transport.

SAF-P5.2 **Hazardous Materials Studies.** The City 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.

SAF-P5.3 **Transporting Hazardous Materials.** The City shall strive to ensure hazardous materials are used, stored, transported, and disposed of in a safe manner, in compliance with local, State, and federal safety standards.

SAF-P5.4 **Establishment of Procedures to Transport Hazardous Wastes.** The City shall continue to cooperate with the CHP to establish procedures for the movement of hazardous wastes and explosives within the city.

SAF-P5.5 **Incompatible Land Uses.** The City shall prevent incompatible land uses near properties that produce or store hazardous waste.

SAF-P5.6 **Contamination Prevention.** The City shall review new development proposals to protect soils, air quality, surface water and groundwater from hazardous materials contamination.

SAF-P5.7 **Household Hazardous Waste.** The City shall work to educate the public about household hazardous waste and the proper method of disposal.

SAF-P5.8 **Hazardous Waste Facilities.** Analysis of alternative sites shall be required for specified hazardous waste facilities where local property values, agricultural production or future anticipated urban development may be negatively affected.

SAF-P5.9 **Siting of Small Facilities.** Small volume off-site hazardous waste facilities, consisting of transfer, treatment, storage and recycling facilities may be sited without an amendment to the Tulare General Plan, if sufficient separation between residential areas is demonstrated and adequate environmental safeguards are incorporated as conditions of approval.

SAF-P5.10 **Prohibited Facilities.** Specified hazardous waste disposal facilities (including residual repositories and on-site facilities utilizing incineration methods) are prohibited unless the project site is designated as a "Hazardous Waste Facility" on the land use map of the Tulare General Plan, and it is demonstrated that the facility will produce insignificant levels of emissions without any offsets.

Goal SAF-6 Protect people and property from fire risk.

Policies

SAF-P6.1 **New Building Fire Hazards.** The City shall ensure that all building permits for development in urban areas as well as areas with potential for wildland fires are reviewed by the City Fire Chief.

SAF-P6.2 **Development in Fire Hazard Zones.** The City shall ensure that development in extreme or high fire hazard areas is designed and constructed in a manner that minimizes the risk from fire hazards and meets all applicable State and City fire standards. This shall in-

clude promoting the use of fire resistant materials designed to reduce fire vulnerability within high or extreme fire hazard areas through use of Article 86-A of the 2001 California Fire Code and other nationally recognized standards, as may be updated periodically. Special consideration shall be given to the use of fires-resistant-construction in the underside of eaves, balconies, unenclosed roofs and floors, and other similar horizontal surfaces in areas with steep slopes.

SAF-P6.3 **Encourage Cluster Development.** The City shall encourage cluster developments in areas identified in areas identified as subject to high or extreme fire hazard, to provide for more localized and effective fire protection measures such as consolidations of fuel building abatement, firebreak maintenance, firefighting equipment access, and water service provision.

SAF-P6.4 **Fire Risk Recommendation.** The City shall encourage the City Fire Chief to make recommendations to property owners regarding hazards associated with the use of materials, type of structures, location of structures and subdivisions, road widths, location of fire hydrants, water supply and other important considerations regarding fire hazards that may be technically feasible but not included in present ordinances or policies.

SAF-P6.5 **Wildlife Fire Management Plans.** The City shall require the development of wildland fire management plans for projects adjoining significant areas of open space that may have high fuel loads.

SAF-P6.6 **Fire Buffers.** The City shall strive to maintain fire buffers along heavily traveled roads within hazard zones by thinning, disking, or controlled burning. Parks, golf courses, utility corridors, roads, and open space areas shall be encouraged to locate so they serve as secondary function as a fuel break.

SAF-P6.7 **Weed Abatement.** The City shall encourage weed abatement programs throughout the City in order to promote fire safety.

SAF-P6.8 **Mutual Aid Agreements.** Mutual aid agreements should be encouraged between the City of Tulare's Fire and. Police Depart-

ments and other municipal Police and Fire Departments, as well as the County Sheriff, the California Division of Forestry, and the California Highway Patrol.

SAF-P6.9 **Disaster Preparedness Strategies.** The City of Tulare should continue to upgrade preparedness strategies and techniques in all levels so as to be prepared when disaster, either natural or man-made occurs.

SAF-P6.10 **Public Education to Reduce Fire Risks.** The City of Tulare should seek to coordinate a public education program in order to foster public awareness of fire hazards with the intention of reducing injury and loss of life, damage to property and degradation of the natural environment, particularly in conjunction with the public school system and critical facility personnel. This education program should be carried out through the public and private schools, the library, Police, and Fire Departments, the news media and the civic organizations and through various related City departments, such as the Planning Department and Engineering Department. The program should seek to reach all age groups, social and economic classes. It is also recommended that these educational programs be offered in Spanish, English, and Portuguese languages as appropriate.

6 AIR QUALITY ELEMENT

A. Background Information

1. Environmental Setting

a. Air Quality Monitoring and Existing Emission Levels

Measurement of ambient air pollutant concentrations determine the attainment status within an area. Although there is no ambient air monitoring station within the City of Tulare, several are located in the mountainous areas of Sequoia National Park and in the low-lying areas of Visalia. Table 6-1 shows updated ambient air quality data since the General Plan Background Report (including data for year 2006 and monitoring information for $PM_{2.5}$) for the maximum concentrations of the non-attainment pollutants at the monitoring stations at North Church Street in Visalia and at Sequoia National Park-Lower Kaweah. Geographic areas and air basins are

TABLE 6-1 AMBIENT AIR QUALITY MONITORING SUMMARY

	Number of Days Threshold Were Exceeded and Maximum Levels During Such Violations				
Pollutant/Standard	**2008**	**2009**	**2010**	**2011**	**2012**
Ozone (O_3)[a]					
State 1-Hour ≥ 0.09 ppm	44	23	15	4	9
State 8-hour ≥ 0.07 ppm	94	68	57	33	60
Federal 8-Hour > 0.075 ppm	60	48	37	17	37
Max. 1-Hour Conc. (ppm)	0.130	0.120	0.122	0.119	0.111
Max. 8-Hour Conc. (ppm)	0.122	0.093	0.104	0.084	0.094
Carbon Monoxide (CO)[b]					
State 8-Hour > 9.0 ppm	0	0	0	0	NA
Federal 8-Hour ≥ 9.0 ppm	0	0	0	0	NA
Max. 8-Hour Conc. (ppm)	2.14	1.95	1.45	1.73	NA
Nitrogen Dioxide (NO_2)[a]					
State 1-Hour ≥ 0.18 (ppm	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.077	0.068	0.077	0.048	0.053
Annual Conc. (ppm)	0.014	0.015	0.013	0.012	NA
Coarse Particulates (PM_{10})[a]					
State 24-Hour > 50 μg/m³	26	20	10	11	15
Federal 24-Hour > 150 μg/m³	0	0	0	0	0
Max. 24-Hour Conc. (μg/m³)	104.7	93.2	90.8	78.1	76.2
Annual Conc. (μg/m³)	47.3	41.8	34.0	34.0	38.1
Fine Particulates ($PM_{2.5}$)[a]					
Federal 24-Hour > 35 μg/m³	17	8	3	9	7
Max. 24-Hour Conc. (μg/m³)	85.5	74.5	61.6	73.2	76.2
Annual Conc. (μg/m³)	19.8	16.6	13.6	16.1	14.8

Notes: ppm: parts per million; μg/m³: or micrograms per cubic meter
NA = Not Available

[a] Data reported from the Visalia – N. Church Street Monitoring Station

[b] Data reported from the Fresno Drummond Street Monitoring Station

Source: California Air Resources Board (CARB), 2013. Air Pollution Data Monitoring Cards (2008, 2009, 2010, 2011, and 2012), http://www.arb.ca.gov/adam/index.html, accessed June 17, 2013.

classified for each pollutant as either attainment for non-attainment, which are described below in Table 6-2.

TABLE 6-2 **SAN JOAQUIN VALLEY AIR BASIN ATTAINMENT STATUS**

Pollutant	Federal Status	State Status
Ozone (O_3) – 1-Hour Standard	Revoked in 2005	Severe Nonattainment
Ozone (O_3) – 8-Hour Standard	Extreme Nonattainment	Nonattainment
Respirable Particulate Matter (PM_{10})	Attainment	Nonattainment
Fine Particulate Matter ($PM_{2.5}$)[a]	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment/Unclassified	Attainment/Unclassified
Nitrogen Dioxide (NO_2)	Attainment/Unclassified	Attainment
Sulfur Dioxide (SO_2)	Attainment/Unclassified	Attainment
Lead	Attainment	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	Attainment

[a] The Valley is designated nonattainment for the 1997 federal $PM_{2.5}$ standards. EPA released final designations for the 2006 $PM_{2.5}$ standards (effective in 2009), designating the Valley as nonattainment.
Source: California Air Resources Board (CARB). 2011, June 23. Area Designations: Activities and Maps. http://www.arb.ca.gov/desig/adm/adm.htm.

2. Regulatory Setting

Regulation of air pollution is achieved through both national and state ambient air quality standards and through emissions limits on individual sources of air pollutants. Local Air Quality Management Districts (AQMDs) and Air Pollution Control Districts (APCDs) are responsible for demonstrating attainment with state air quality standards through the adoption and enforcement of Attainment Plans.

a. Federal

The Federal Clean Air Act (FCAA) requires the U.S. Environmental Protection Agency (U.S. EPA) to identify National Ambient Air Quality Standards (NAAQS) (national standards) to protect public health and welfare. National standards have been established for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, respirable particulate matter (PM_{10} and $PM_{2.5}$), and lead. These pollutants are called

"criteria" air pollutants because standards have been established for each of them to meet specific public health and welfare criteria set forth in the FCAA. California has adopted more stringent ambient air quality standards for the criteria air pollutants (referred to as State Ambient Air Quality Standards, or state standards) and has adopted air quality standards for some pollutants for which there is no· corresponding national standard. Table 6-1 presents current national and state ambient air quality standards and provides a brief discussion of the related health effects and principal sources for each pollutant.

Pursuant to the 1990 Federal Clean Air Act Amendments) FCAAA), the U.S. EPA classifies air basins (or portions thereof) as "attainment" or "nonattainment" for each criteria air pollutant, based on whether or not the NAAQS had been achieved. Table 6-2 shows the current attainment status of the project area.

The FCAA required each state to prepare an air quality control plan referred to as the State Implementation Plan (SIP). The FCAA added requirements for states containing areas that violate the NAAQS to revise their SIP's to incorporate additional control measures to reduce air pollution. The SIP is a living document that is periodically modified to reflect the latest emissions, inventories, planning documents, and rules and regulations of air basins as reported by the agencies with jurisdiction over them. The U.S. EPA has responsibility to review all state SIPs to determine if they conform to the mandates of the FCAAA and will achieve air quality goals when implemented. If the U.S. EPA determines a SIP to be inadequate, it may prepare a Federal Implementation Plan (FIP) for the nonattainment area and may impose additional control measures. Failure to submit an approvable DIP or to implement the plan within mandated timeframes can result in sanctions being applied to transportation funding and stationary air pollution sources in the air basin.

Regulation of Toxic Air Contaminants (TACs), termed Hazardous Air Pollutants (HAPs) under federal regulations, is achieved through federal, State and local controls on individual sources. The *SN* APCD regulates toxic air contaminants in District Policies 1905 and 1910, and in regulation VII. The district recognizes all TAC's as defined by the State. The district recognizes federal Maximum Achievable Control Technology {MACT) standards for HAP's in District Rule 4002. The 1977 Clean Air Act Amendments required by the U.S. EPA to identify National Emission Standards for Hazardous Air Pollutants (NESHAPs) to protect public health and welfare. These substances include certain volatile organic chemicals, pesticides, herbicides, and radionuclides that present a tangible hazard, based on scientific stud-

ies of exposure to humans and other mammals. Although these studies indicate tangible health hazards to humans and other animals, the magnitude of the hazards are unknown.

b. State

The California Air Resources Board (CARB) manages air quality, regulates mobile emissions sources, and oversees the activities of county and regional Air Pollution Control Districts and Air Quality Management Districts. CARB regulates local air quality indirectly by establishing state ambient air quality standards and vehicle emissions and fuel standards, and by conducting research, planning, and coordinating activities. California has adopted ambient standards that are more stringent than the federal standards for some criteria air pollutants (e.g., PM_{10}, daily and annual average standards), the California Ambient Air Quality Standards (CAAQS), pursuant to California Health and Safety Code (CH&SC) [39606(b)]. The State standards are shown in Table 6-1.

Under the California Clean Air Act (CCAA), the patterned after the FCAA, areas have been designated as attainment of nonattainment with respect to the state standards (see Table 6-2). The State must verify compliance with the District's plan for achieving attainment before inclusion in the SIP. Once the SIP is complete, EPA must verify the SIP's compliance with the FCAA. If EPA determines the SIP to be inadequate in verifying compliance, EPA may prepare a FIP, as described earlier in this section.

California State law defines toxic air contaminants (TACs) as air pollutants having carcinogenic effects. The State Air Toxics Program was established in 1983 under Assembly Bill (AB) 1807 (Tanner). A total of 243 substances have been designated TACs under California law; they include the 189 (federal) hazardous air pollutants (HAP's) adopted in accordance with AB 2728. The Air Toxics "Hot Spots" Information and Assessment Act of 1987 (AB 2588) seeks to identify and evaluate risk from air toxics sources; AB 2588 does not regulate air toxics emissions. Toxic air contaminant emissions from individual facilities are quantified and prioritized. "High priority" facilities are required to perform a health risk assessment and, if specific thresholds are violated, are required to communicate the results to the public in the form of notices and public meetings. Depending on the risk levels, emitting facilities are required to implement varying levels of risk reduction measures. San Joaquin Valley Air Pollution Control District (SJVAPCD) implements AB 2588, and is responsible for prioritizing facilities that emit air toxics.

In August of 1998, CARB identified particulate emissions from diesel-fueled engines (diesel particulate matter, or DPM) as TACs. CARB developed the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles* (CARB, 2000). The document represents proposals to reduce diesel particulate emissions, with the goal to reduce emissions and the associated health risk by *75* percent in 2010 and by 85 percent in 2020. The program aims to require the use of state-of-the-art catalyzed diesel particulate filters and ultra-low sulfur diesel fuel on diesel-fueled engines.

CARB recently published the *Air Quality and Land Use Handbook: A Community Health Perspective* (CARB, 2005). The primary goal in developing the handbook was to provide information that will keep California's children and other vulnerable populations out of harm's way with respect to nearby sources of air pollution. The handbook highlights recent studies that have shown that public exposure to air pollution can be substantially elevated near freeways and certain other facilities. However, the health risk is greatly reduced with distance. For that reason, CARB provided some general recommendations aimed at keeping appropriate distances between sources of air pollution and sensitive land uses, such as residences.

c. Local

The SJVAPCD is the primary local agency responsible for protecting human health and property from the harmful effects of air pollution in the San Joaquin Valley Air Basin, and has jurisdiction over most stationary source air quality matters in the SJVAB, including the NSPS program. The SJVAPCD includes all of Merced, San Joaquin, Stanislaus, Madera, Fresno, Kings, and Tulare counties, and the Valley portion of Kern County.

The SJVAPCD is responsible for developing attainment plans for the SJV AB, for inclusion in California's SIP, as well as establishing and enforcing air pollution control rules and regulations. The attainment plans must demonstrate compliance with federal and state ambient air quality standards, and must first be approved by CARB before inclusion into the SIP. The SJVAPCD regulates, permits, and inspects stationary sources of air pollution. Among these sources are industrial facilities, gasoline stations, auto body shops, MSW landfills and dry cleaners to name a few. While the state is responsible for emission standards and controlling actual tailpipe emissions from motor vehicles, the SJVAPCD is required to regulate emissions associated with stationary sources such as agricultural burning and industrial operations. The SJVAPCD also works with eight local transportation planning agencies to implement

transportation control measures, and to recommend mitigation measures for new growth and development designed to reduce the number of cars on the road. The SJVAPCD promotes the use of cleaner fuels, and funds the number of public and private agency projects that provide innovative approaches to reducing air pollution from motor vehicles.

While all criteria pollutants are a concern of the SJVAPCD, a project's air quality impacts are considered significant if they would violate any of the State air quality standards. Ozone precursors, PM_{10} emissions, and toxic air contaminants are emphasized in the review of applications for an Authority to Construct/ Permit to Operate. Federal and State air quality laws also require regions designated as nonattainment to prepare plans that either demonstrate how the region will attain the standard or that demonstrate reasonable improvement in air quality conditions. As noted, the SJVAPCD is responsible for developing attainment plans for the SJVAB for inclusion in California's SIP.

B. Planning Agenda

The air quality policies that following are designed to provide new requirements to implement compact growth, increase residential densities and address AB 32, a greenhouse gas (GHG) reduction plan and Blueprint provisions.

In addition, SB 375 was enacted to implement the goal of reducing GHG emissions to 1990 levels by 2020. Further implementation measures will be developed through the Sustainable Communities Strategy and Alternative Planning Strategy. These documents will be prepared by Tulare County Association of Governments (TCAG) with assistance from incorporated cities of Tulare County.

C. Goals, Policies, and Actions

Goal AQ-1 To promote better air quality conditions locally and regionally.

Policies

AQ-P1.1 **Cooperation with Other Agencies.** The City shall cooperate with other local, regional, federal, and State agencies in developing and implementing air quality plans to achieve State and Federal Ambient Air Quality Standards. The City shall partner with the SJVAPCD, TCAG, and the State Air Pollution Control Board to achieve better air quality conditions locally and regionally.

AQ-P1.2 **Cumulative Air Quality Impacts.** The City shall require developments to be located, designed, and constructed in a manner that would minimize cumulative air quality impacts. Developers shall be required to present alternatives that reduce air emissions and enhance, rather than harm, the environment.

AQ-P1.3 **Air Quality Land Use Compatibility.** The City shall consider industrial or other developments which are likely to cause undesirable air pollution with regard to wind direction and circulation in an effort to alleviate effects upon sensitive receptors.

AQ-P1.4 **Health Risk Assessment.** The City shall require a Health Risk Assessment where toxic air contaminants from industrial or service commercial projects may affect nearby sensitive receptors.

AQ-P1.5 **CEQA Compliance.** The City shall ensure that air quality impacts identified during the CEQA review process are fairly and consistently mitigated.

AQ-P1.6 **Purchase of Low Emission/Alternative Fuel Vehicles.** The City shall replace existing vehicles with low emission/alternative fuel vehicles as appropriate.

Goal AQ-2 **To improve air quality by reducing single-occupancy vehicle trips and encouraging the use of alternative transportation.**

Policies

AQ-P2.1 **Transportation Demand Management Programs.** The City shall coordinate and provide its reasonable fair share of support for City Transportation Demand Management programs with other public and private agencies; including programs developed by the TCAG and the SJVAPCD.

AQ-P2.2 **Indirect Source Review.** The City shall require major development projects, as defined by the SJVAPCD, to mitigate air quality impacts associated with the project. As feasible the City shall work with SJVAPCD to determine mitigations that may include, but are not limited to the following:

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

For additional policies on land use and urban design strategies to reduce vehicle trips, shorten trip length, and encourage walking, see Land Use Element Goal 2, Growth Patterns.

AQ-P2.3 **Transportation and Air Quality.** When developing the regional transportation system, the City shall work with TCAG to comprehensively study methods of transportation which may contribute to a reduction in air pollution in the City of Tulare. Some possible alternatives that should be studied are:

- Public transportation such as buses and light rail, to serve between communities of the valley, publicly subsidized if feasible.
- Intermodal public transit such as buses provided with bicycle racks, bicycle parking at bus stations, and park and ride facilities.
- Community bus or other public transportation systems, such as cycling or walking trails, with particular attention to high-density areas.

AQ-P2.4 **Transportation Management Associations.** The City shall encourage commercial, retail, and residential developments to participate in or create transportation management associations that can assist in the reduction of pollutants through provisions to support carpooling, alternative transportation, etc.

AQ-P2.5 **Ridesharing.** The City shall continue to encourage ridesharing programs such as employer-based rideshare programs.

AQ-P2.6 **Landscape.** The City shall encourage the use of ecologically based landscape design principles that can improve local air quality by absorbing carbon dioxide, producing oxygen, and filtering particulates. These principles include, but are not limited to, the incorporation of parks, landscaped medians, and landscaping within development.

AQ-P2.7 **Mixed Land Uses.** The City shall encourage the mixing 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.

Goal AQ-3 **To reduce the presence of particulate matter and other pollutants in Tulare's air.**

Policies

AQ-P3.1 **Air Pollution Control Technology.** The City shall utilize the Best Available Control Measures (BACM) and Reasonably Available Control Measures (RACM) as adopted by the City to maintain healthful air quality and high visibility standards. These measures shall be applied to new development approvals and permit modifications as appropriate.

AQ-P3.2 **Dust Suppression Measures.** The City shall require developers to implement Best Management Practices including dust suppression measures during excavation, grading, and site preparation activities: Techniques may include, but are not limited to, the following:

- Site watering or application of dust suppressants,
- Phasing or extension of grading operations,
- Covering of stockpiles,
- Suspension of grading activities during high wind periods (typically winds greater than *25* miles per hour), and
- Revegetation of graded areas.

AQ-P3.3 **Paving or Treatment of Roadways for Reduced Air Emissions.** The City shall require that all new roads be paved or treated to reduce dust generation where feasible. For new projects with unpaved roads, funding for roadway maintenance shall be adequately addressed and secured.

AQ-P3.4 **Wood Burning Devices.** The City shall require the use of natural gas or the installation of low-emission, EPA-certified fireplace inserts in all open hearth fireplaces in new homes as required under the SJVAPCD Rule 4901. The City shall promote the use of natural gas over wood products in space heating devices and fireplaces in all existing and new homes.

AQ-P3.5 **Construction Emissions.** The City shall require construction firms to reduce construction exhaust emissions to further aid in the reduction of PM_{10}, ROG, and NOx emissions.

Goal AQ-4 **Reduce GHG emissions from all activities within the City boundaries to support the State's efforts under AB-32 and to mitigate the impact of climate change on the City, State, and world.**

Policies

AQ-P4.1 **Support Statewide Global Warming Solutions.** The City shall monitor and support the efforts of CARB, under AB 32, to formulate mitigation strategies, if any, that may be implemented by local government, and further require the City to ultimately consider any such strategies once they become available. If the City Council, after seeking public input on the subject, chooses to implement any such measures it considers to be feasible and desirable, the City's commitment may take the form of a new ordinance, resolution, or other type of policy document.

D. Implementation Measures

Table 6-3 documents the implementation measures included with the General Plan to implement the goals and policies included in this element.

TABLE 6-3 **IMPLEMENTATION MEASURES**

	Implementation	Implements What Policy	Who is Responsible	2013-2015	2015-2020	2020-2035	Ongoing
AQ-1	The City shall continue to enforce the Green Building Ordinance and amend the Subdivision Ordinance to achieve more walkable neighborhoods.	AQ-P1.2, AQ-P2.2, TR-P2.34, AQ-P2.6, AQ-P2.7	Planning	■			
AQ-2	The City shall assist TCAG in preparing a Sustainable Communities Strategy and/or an Alternative Planning Strategy.	AQ-P1.1, AQ-P1.2, AQ-P1.3, AQ-P2.1, AQ-P2.2, AQ-P2.4, AQ-P2.7, AQ-P4.1, LU-P2.2, LU-P2.3	Planning	■			
AQ-3	The City shall consider adopting a resolution or ordinance requiring construction equipment greater than fifty (50) horsepower to reduce exhaust emissions by the following amounts from the state wide average as estimated by ARB: ♦ 20 percent of the total NOx emissions; ♦ 45 percent of the total PM_{10} exhaust emissions.	AQ-P3.5, AQ-P1.4	Planning	■			

7 NOISE ELEMENT

A. Background Information

1. Purpose and Scope

The Noise Element of the General Plan is a planning document which is intended to provide a policy framework within which potential noise impacts may be addressed in the project review and long range planning processes. It is intended that this Element be the adopted Noise Element of the Tulare County Genera1 Plan, in conformance with Section 65302(f) of the California Government Code.

It is intended that the noise exposure information developed during the preparation of the Noise Element be utilized by Tulare County to implement the requirements of California Administrative Code (CAC) Title 24 by providing a basis for determining where noise-related land use conflicts presently exist or may occur in the future. It is also intended that the noise exposure in formation developed for the Noise Element

be used to provide baseline levels for use in the development and enforcement of a local noise control ordinance should the County determine that adoption of such an ordinance is appropriate at some point. A local noise control ordinance may be used to address noise levels generated by local industrial, commercial, agricultural, and residential uses, which are not regulated by federal or state noise level standards. The regulation of noise sources such as traffic on public roadways, railroad operations, and aircraft operations is preempted by existing federal and/or State regulations, meaning that such sources generally may not be addressed by a local noise control ordinance.

The Noise Element is a proactive document which is directed at minimizing future noise conflicts, whereas a noise ordinance is a reactive document which is directed at resolving existing noise conflicts. The adopted policies of the Noise Element should generally be consistent with the noise level standards of a local noise control ordinance (if one is adopted) to achieve consistency in the implementation of noise control programs, and to provide local industry with design criteria for future development or expansion.

According to the Government Code requirements for Noise Elements and to the California Office of Noise Control (ONC) Guidelines, noise exposure information should be developed for the following major noise sources:

- Highways and freeways.
- Primary arterials and major local streets.
- Railroad operations.
- Aircraft and airport operations.
- Local industrial facilities.
- Other stationary sources.

Noise-sensitive areas to be considered during the development of noise exposure information should include areas containing the following noise-sensitive land uses:

- Residential development.
- Schools.
- Hospitals, rest homes, and long-term medical or mental care facilities.
- Churches.
- Other uses deemed noise sensitive by the local jurisdiction.

2. Authority

The contents of a Noise Element and the methods used in its preparation have been determined by the requirements of Section 65302(f) of the California Government Code and by the "Guidelines for the Preparation and Content of Noise Elements of the General Plan" adopted and published by the California Office of Noise Control (ONC) in 1976. The ONC Guidelines require that certain major noise sources and areas containing noise-sensitive land uses be identified and quantified by preparing generalized noise exposure contours for current and projected conditions within the community. Contours may be prepared in terms of either the CNEL or the L_{dn}, which are descriptors of tota1 noise exposure at a given location for an annual average day. CNEL and L_{dn} are generally considered to be equiva1ent descriptors of the community noise environment within plus or minus 1.0 dB. Appendix A provides an explanation of the acoustical terminology used in this document.

a. Relationship to Other Elements of the General Plan

This Noise Element supersedes the previous Noise Element adopted by Tulare County in 1975. In order to provide for an integrated approach to the noise- related aspects of land use compatibility planning countywide, a coordinated approach to implementing the policies of the Noise Element must be carried out by the County. This will be especially important in areas of the County which are located within the urban area boundaries of incorporated cities.

The Noise Element is most related to the Land Use and Circulation Elements of the General Plan. Its relationship to the Land Use Element is direct, in that the ·implementation of either element has the potential to result in the creation or elimination of noise conflicts between land uses. The Land Use Element and the Noise Element should be consistent in order to discourage the ·development of incompatible adjacent land uses, thereby preventing impacts upon noise-sensitive uses and encroachment upon existing noise-generating facilities.

The Circulation Element is linked to the Noise Element in that traffic routing and volume directly affect community noise exposure. For example, increased traffic volume may produce increased noise in a residential area so that noise control measures are required to provide an acceptable noise environment. Similarly, re-routing traffic from a noise-impacted neighborhood may provide significant noise relief to that area.

3. Noise and Its Effects on People

A separate Technical Reference Document has been prepared in support of this Noise Element which provides discussions of the fundamentals of noise assessment, .the effects of noise on people, criteria for acceptable noise exposure, and the techniques available for noise control. It is intended that the Technical Reference Document serve as a reference for Tulare County during the review of documents or proposals which refer to the measurement and effects of noise.

B. Existing and Future Noise Environment

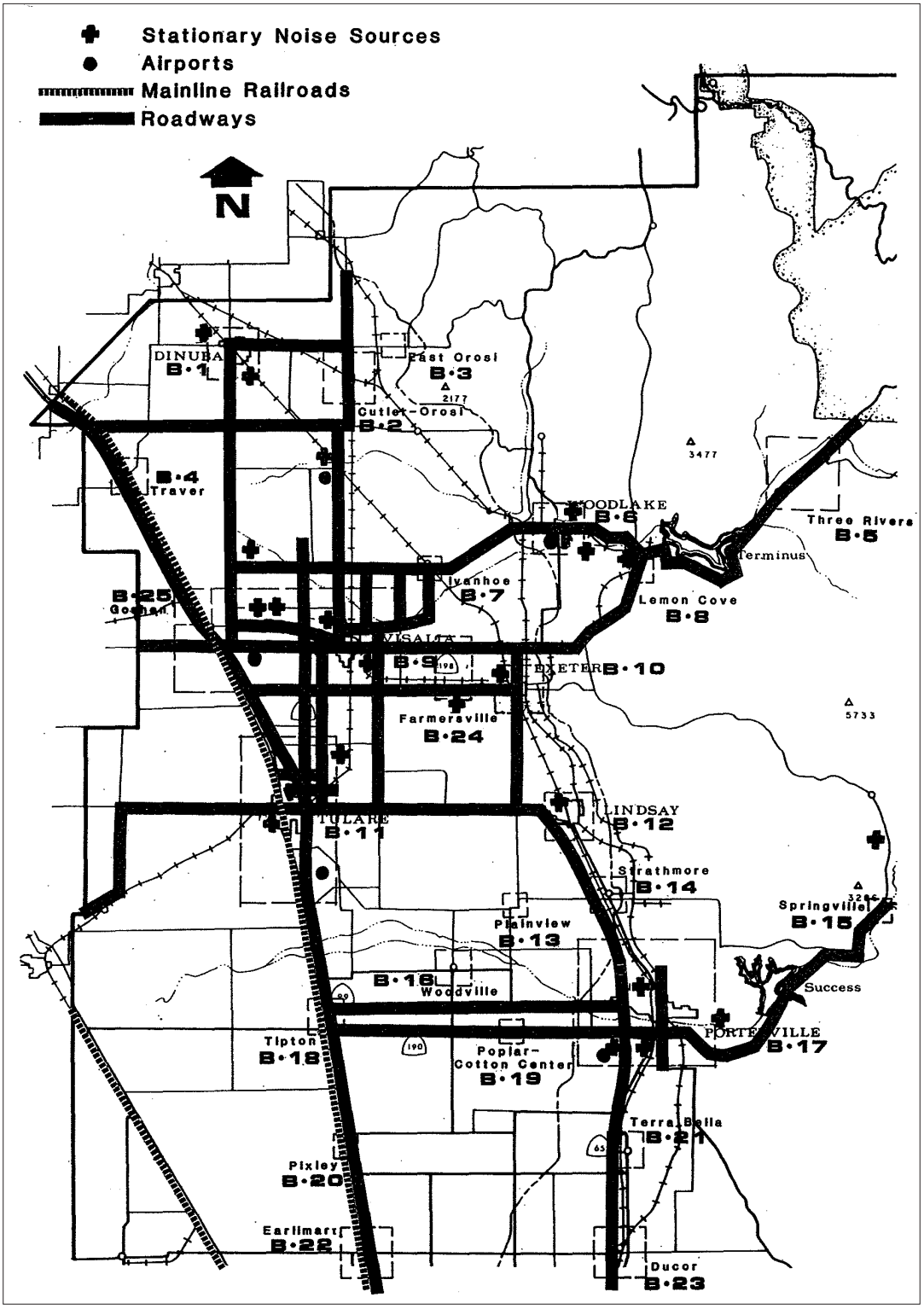
1. Overview and Sources

Based on discussions with Tulare County staff, on information provided through questionnaires completed by the County and on field studies conducted during the preparation of the Noise Element, it was determined that there are a number of potentially significant sources of community noise within Tulare County. These sources include traffic on State highways and major County road- ways, railroad operations, airport operations and industrial, commercial, and agricultural activities. Figure 7-1 shows the locations of major noise sources selected for study, and for which generalized L_{dn} or CNEL contours have been prepared. The Technical Reference Document includes detailed discussions of the noise levels produced by these sources.

2. Methods and Noise Exposure Maps

Analytical noise modeling techniques in conjunction with actual field noise level measurements were used to develop generalized L_{dn} or LNEL contours for major sources of noise within the incorporated cities and unincorporated areas of Tulare County for existing (1986) and future (2010) conditions.

Analytical noise modeling techniques generally make use of source-specific data, including average levels of activity, hours of operation, seasonal fluctuations, and average levels of noise from source operations. Analytical methods have been deve1oped for many envir.onmenta1 noise sources, including roadways, railroad line operations, railroad yard operations, industrial plant, and aircraft/airport operations. Such methods will produce reliable results as long as data inputs and assumptions are valid for the sources being studied. The analytical methods used in the development of this Element closely follow recommendations made by the State Office of Noise



Source: Tulare County Genreal Plan Noise Element, February 1988.

FIGURE 7-1

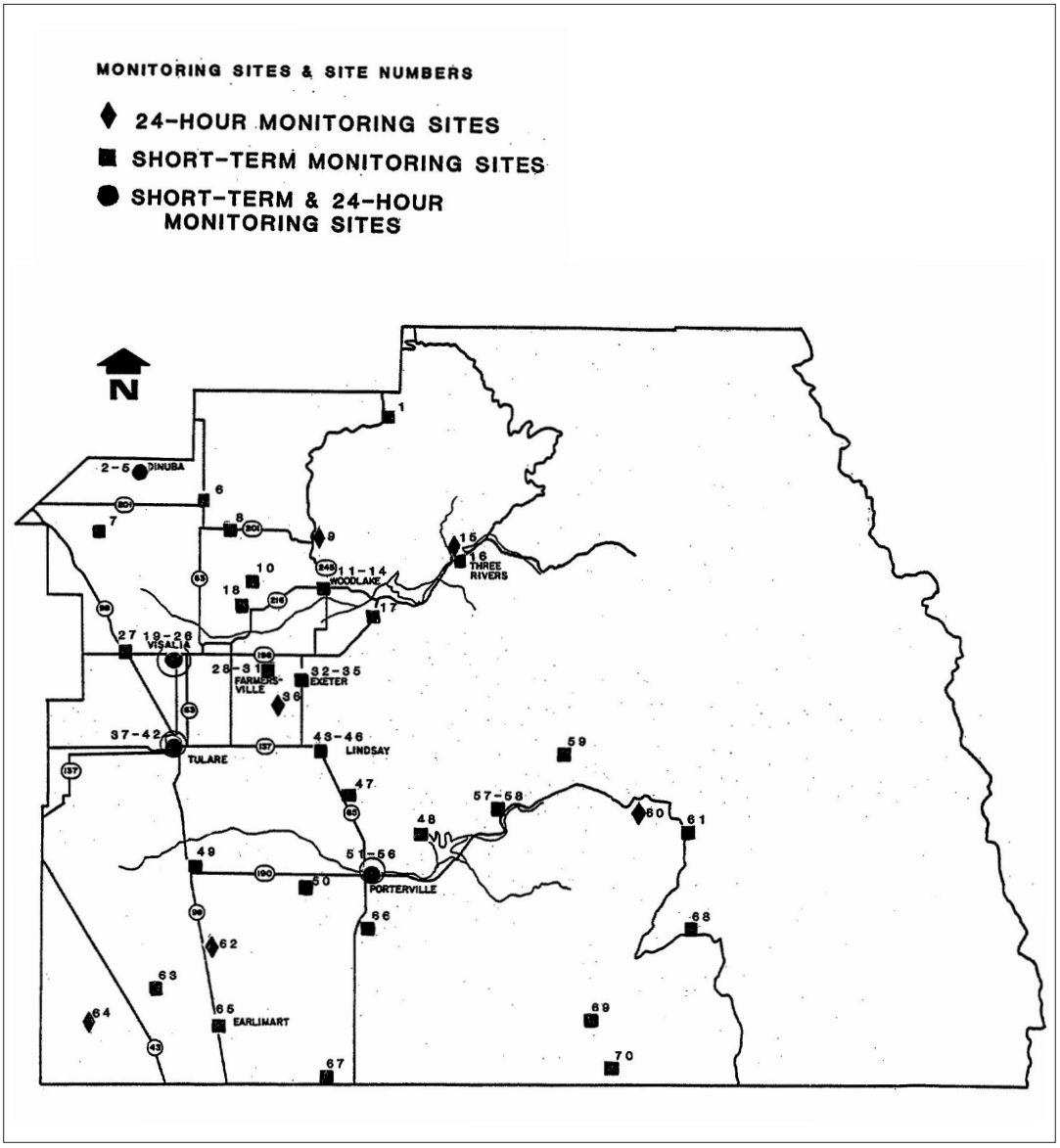
MAJOR NOISE SOURCES

Control, and included the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model for roadway sources, the Wyle Laboratories method for determining railroad noise exposure and the Federal Aviation Administration's (FAA) Integrated Noise Model (INM) for the assessment of aircraft/airport noise sources. For industrial, commercial, and other stationary sources identified for study, a combination of source-specific noise level data and accepted calculation procedures was used to characterize noise emissions based upon operational data obtained from source operators. The noise exposure information developed during the preparation of the Noise Element does not include all conceivable sources of industrial, commercial, or agricultural noise within the County, but rather is a representative sampling of typical sources. The noise exposure information developed for the sources identified for study should be used only as an indicator of potential noise impacts when other, similar sources are considered.

Noise exposure contours for major sources of noise within Tulare County are contained within Appendix B of this document. It should be noted that these contours are generally based upon annual average conditions (unless otherwise noted), and are intended to be representative of "typical" conditions for the types of noise sources being characterized. It is intended that the noise exposure information presented in Appendix B be used by Tulare County during the project review and long-range planning processes to identify areas which are potentially noise-impacted. It should be noted that site-specific studies would generally indicate that the noise exposure information presented in Appendix B represents a conservative (worst-case) assessment of noise exposure, and that local topographical features, vegetation or intervening buildings may significantly affect noise exposure at a given receiver location.

3. Community Noise Survey

As required by the Government Code and ONC Guidelines, a community noise survey was conducted to document noise exposure in areas of the County and the incorporated cities of the County containing noise-sensitive land uses. Noise monitoring sites were selected to be representative of typical conditions in areas where noise-sensitive land uses are located. A total of 70 monitoring sites were selected, as shown in Figure 7-2. A combination of short-term and continuous noise monitoring was used to document existing noise levels at these locations during the month of November, 1986. At 60 of the community noise survey sites, noise levels were sampled for approximately 15 minutes during each of three periods of the day and night so that reliable estimates of L_{dn} could be prepared. The data collected during the short-term sampling program included the L_{eq} maximum noise level, minimum noise



Source: Tulare County Genreal Plan Noise Element, February 1988.

FIGURE 7-2

COMMUNITY NOISE SURVEY MONITORING SITES

level and a description of noise sources which were audible at the monitoring sites. Continuous noise monitoring was conducted at ten of the community noise survey sites to document fluctuations in noise levels over a typical 24-hour period in areas which are representative of the different types of noise environments within the County (urban, small town, rural area, mountain area, etc.). Noise 1evel data co11ected during continuous monitoring included the L_{eq}, maxi mum noise level, and the statistical distribution of noise levels for each hour of the sample period. The hourly fluctuations of noise levels at the sites where continuous noise monitoring was conducted are depicted in graphic form in the Technical Reference Document. Noise level data collected during the community noise survey are summarized in Table 7-1.

The community noise survey results indicate that noise levels in areas containing noise-sensitive land uses in the incorporated and unincorporated areas of Tulare County ranged from 29 to 65 dB L_{dn}. As would be expected, the quietest areas were those which are removed from major transportation-related noise sources and local industrial or other major stationary noise sources. Good examples of these quiet areas are rural valley and mountain residential areas such as Alpaugh, Springville, Panorama Heights, Johnsondale, and Ponderosa and recreational areas such as Balch Park. It is anticipated that noise levels in recreational areas would be somewhat higher than measured during the survey during the summer season, when such areas receive greater use. The noisier locations monitored during the survey were in areas located near State highways and major County roadways (Pixley, Earlimart, etc.) or major industrial noise sources (Lindsay, Site #6). Noise levels in some areas were higher than would normally be expected, such as in the rural area near Pixley Site #63), where cotton picking machines were in use during the survey period. Maximum noise levels observed during the survey were generally caused by local automobile traffic or heavy trucks. Other sources of maximum noise levels included occasional aircraft overflights, railroad operations, barking dogs and nearby industria1, commercia1, and agricultura1 equipment or machinery. Background noise 1eve1s in the absence of the above-described sources were caused by distant traffic, wind in the trees, running water, birds and distant agricultural, industrial or other stationary noise sources.

In the foothill and mountain areas of Tulare County, background noise levels are generally very low. Exceptions to this occur near major roadways or along

TABLE 7-1 SUMMARY OF COMMUNITY NOISE SURVEY DATA

		Level, dBA						
Site	Location/Community	L_D	L_N	L_{max}	Source	L_{min}	Source	Estimated L_{dn}*
1	Sierra School – Badger	42	23	72	truck	20	wind	40 dB
2	Brent & Lindara – Dinuba	51	44	64	children	36	traffic	50 dB
3**	673 Newton – Dinuba	48	42	7.2	aircraft	29	traffic	50 dB
4	Ventura Street & College Avenue – Dinuba	49	39	61	traffic	37	fans	49 dB
5	Vassar Avenue & Greene Avenue – Dinuba	49	45	65	traffic	37	industry	52 dB
6	Lee Road & Avenue 467 – Cutler	49	41	63	auto	35	pump	50 dB
7	Kate Rd & Avenue 378 – Linden	53	39	69	traffic·	35	pump	52 dB
8	Street Mary's Church, Avenue 384 – Yettem	53	36	60	traffic	32	pump	51 dB
9**	37650 Millwood – Elderwood	49	44	79	dog	25	traffic	52 dB
10	Road 156 on Avenue 340 – Rural Ivanhoe	46	30	56	traffic	27	pump	45 dB
11	Redwood & Crestwood – Woodlake	46	33	63	traffic	31	traffic	45 dB
12	Cypress & Sequoia – Woodlake	53	38	69	school bus	35	traffic	52 dB
13	Miller Brown Commercial Park – Woodlake	50	37	64	truck	32	traffic	49 dB
14	Palm Street @ Ropes Avenue – Woodlake	52	38	64	traffic	35	traffic	51 dB
15	Eggers Drive, Library – Three Rivers	37	32	46	bird	31	Water	40 dB
16**	42695 Sierra Drive – Three Rivers	59	59	59	river	59	river	65 dB
17	Summit Avenue & Road 244 – Lemon Cove	46	34	55	traffic	30	insects	45 dB

TABLE 7-1 SUMMARY OF COMMUNITY NOISE SURVEY DATA

		Level, dBA						
Site	Location/Community	L_D	L_N	L_{max}	Source	L_{min}	Source	Estimated L_{dn}*
18	Hawthorne Road & Avenue 330 – Ivanhoe	52	40	71	truck	37	fan	51 dB
19	N. Visalia Community Center	54	45	65	traffic	41	traffic	54 dB
20	Golden West High School – Visalia	51	36·	60	aircraft	35	traffic	50 dB
21	Turner & Center – Visalia	55	41	61	truck	39	auto	55 dB
22**	607 Woodland – Visalia	47	40	64	traffic	28	traffic	48 dB
23	Jefferson Park – Visalia	52	40	62	traffic	38	traffic	51 dB
24	Willow Glen School – Visalia	57.	41	69	truck	37	traffic	56 dB
25	326 E. Monte Vista – Visalia	46	34	53	traffic	33	industry	45 dB
26	Victor Street & Jackie Street – Visalia	49	40	67	traffic	37	traffic	49 dB
27	Road 68 & Fig Avenue – Goshen	.61	57	73	traffic	55	freeway 99	64 dB
28	Hester near Rose Avenue – Farmersville	52.	41	69	traffic	40	traffic	52 dB
29	North end Brundage Avenue – Farmersville	62	41	62	skill saw	35	dogs	60 dB
30	Jennings Park – Farmersville	49	40	64	bus	37	traffic	49 dB
31	Ventura & Fresno Street – Farmersville	55	40	65	truck	37	traffic	54 dB
32	West end, Betsy Place – Exeter	47	38	60	dog	31	traffic	47 dB
33	Exeter High School – Exeter	58	47	73	truck	43	traffic	58 dB
34	Exeter Park – Exeter	55	42	71	truck	37	traffic	54 dB

TABLE 7-1 SUMMARY OF COMMUNITY NOISE SURVEY DATA

		Level, dBA						
Site	Location/Community	L_D	L_N	L_{max}	Source	L_{min}	Source	Estimated L_{dn}*
35	Quince Ave & Davis Street – Exeter	50	37	64	traffic	32	traffic	49 dB
36**	18425 Avenue 264 – Exeter	55	41	73	traffic	25	traffic	54 dB
37	West end, Washington Avenue – Tulare	47	59	62	traffic	56	Freeway 99	65 dB
38	Live Oak Park – Tulare	47	54	58	traffic	51	Freeway	60 dB
39**	798 Mahaleb – Tulare	49	46	86	dog	26	traffic	53 dB
40	1040 Sycamore – Tulare	51	50	70	dogs	40	birds	57 dB
41	Mulcahy School – Tulare	54	52	65	leaf blower	49	traffic	59 dB
42	Hemlock Street& Aspen Avenue – Tulare	55	58	63	truck	52	Freeway 99	64 dB
43	Orange Avenue & Alameda Street – Lindsay	49	42	59	traffic	42	unknown	50 dB
44	Lindsay Hospital Lindsay	46	35	59	traffic	33	fan	46 dB
45	Stanford Avenue& Samoa Street – Lindsay	45	30	60	traffic	30	traffic	44 dB
46	474 Central Avenue – Lindsay	52	46	60	traffic	44	olive plant	54 dB
47	Strathmore High School – Strathmore	56	44	69	traffic	39	equipment	55 dB
48	Road 292 south of Avenue 176 – Strathmore	34	26	48	birds	24	substation	35 dB
49	Adams Road & Klindera Avenue – Tipton	54	56	62	dog	47	traffic	62 dB
50	South end of Road 190 – Poplar	48	48	65	rooster	38	rooster	54 dB
51	LDS Church – Porterville	51	47	60	truck	44	traffic	54 dB

TABLE 7-1 SUMMARY OF COMMUNITY NOISE SURVEY DATA

		Level, dBA						
Site	Location/Community	L_D	L_N	L_{max}	Source	L_{min}	Source	Estimated L_{dn}*
58	La Colina @ Pleasant Oak – Springville	51	33	68	motorcycle	31	water	49 dB
59	Balch park (lower lake) – Tulare County	31	22	53	traffic	22	unknown	31 dB
60**	Camp Nelson Realty, Camp Nelson	40	32	67	traffic	25	water	41 db
61	Tamarack Drive & Aspen Drive – Ponderosa	42	20	55	traffic	19	unknown	40 db
62**	Pixley Fire Station – Pixley	55	57	84	truck	37	freeway 99	64 db
63	Road 104 @ Avenue 72 – Earlimart/Pixley	47	30	55	cotton picker	25	unknown	46 db
64**	Alpaugh Irrigation District – Alpaugh	53	43	80	traffic	25	traffic	53 db
65	Earlimart Commercial Park – Earlimart	53	54	62	auto	51	traffic	60 db
66	First Presbyterian Church – Terra Bella	52	46	59	traffic	43	traffic	54 db
67	Olive Norwood School – Richgrove	49	47	58	voices	43	traffic	54 db
68	Near town entrance – Johnsdale	36	32	50	traffic	29	water	39 db
69	RV Park – California Hot Springs	48	43	68	logging truck	40	running water	51 db
70	Fire Station – Panorama Heights	28	21	40	barking dogs	18	insects	29 db

Notes:
L_D = Average L_{eq} of two 15-minute samples obtained between 7:00 a.m. and 10:00 p.m. except for sites marked with a ** where 24-hour monitoring was conducted.
L_N = L_{eq} for one 15-minute sample obtained between 10:00 p.m. and 7:00 a.m. except for sites marked with a ** where 24-hour monitoring was conducted.
* L_{dn} estimated from L_D and L_N.
Source: Brown-Buntin Associates, Inc., 1987.

rivers or streams where running water may be a significant source of sound. One factor that is difficult to quantify, but is often mentioned by persons who reside in rural or mountain areas, is the greater expectation for a quiet living environment by persons who have made the choice to live away from urbanized areas. This factor, coupled with the quiet existing background noise levels, greatly increases the likelihood that noise from a new noise- generating land use will be perceived by residents of these areas as a significant intrusion over existing conditions.

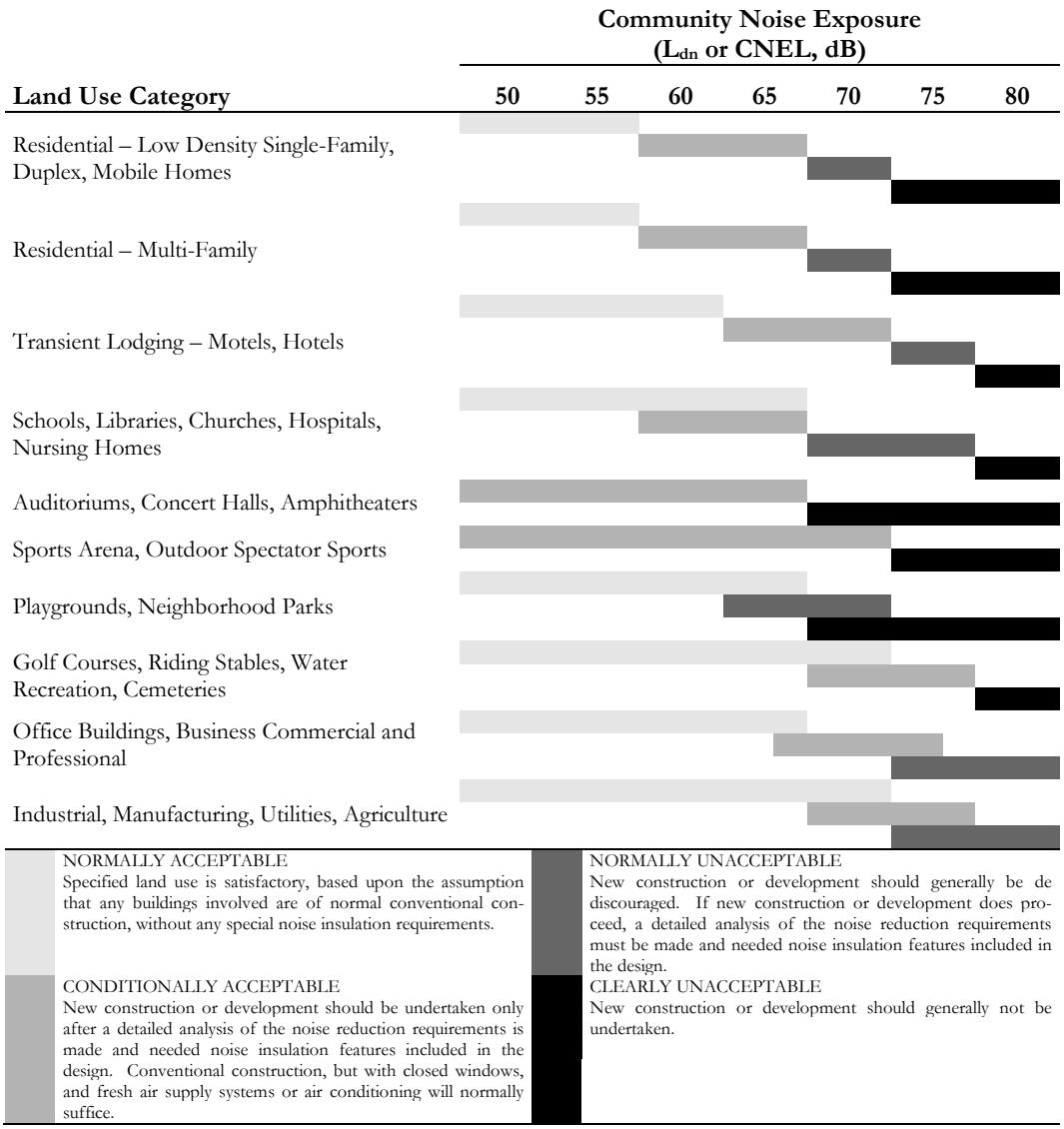
C. Goals, Policies, and Actions

The goals of the Noise Element may be realized by pursuing the policies and implementation measures outlined in this chapter.

Figure 7-3 is provided as a reference concerning the sensitivity of different 1and uses to their noise environment. It is intended to illustrate the range of noise levels which will allow the full range of activities normally associated with a given land use. For example, exterior noise levels in the range of 50 to 65 dB L_{dn} (or CNEL) or below are generally considered acceptable for residential land uses, since these levels will usually allow normal outdoor and indoor activities such as sleep and communication to occur without interruption. Industrial facilities, however, can be relatively insensitive to noise and may generally be located in a noise environment of up to 75 dB L_{dn} (or CNEL) without significant adverse effects. Specific noise compatibility criteria in terms of L_{dn} or CNEL for residentia1 and other noise sensitive 1and uses in Tulare County are defined in Figure 7-3 of this chapter.

Specific noise level criteria are based upon the recommendations of the State of California, U.S. Department of Housing and Urban Development, U.S. Environmental Protection Agency, and the results of field studies conducted during the preparation of this Element.

Figure 7-3 Land Use Compatibility for Community Noise Environments



Notes: Consideration in determination of noise compatible land use.

A. Normalized Noise Exposure Information Desired. Where sufficient data exists, evaluate land use suitability with respect to a "normalized" value of CNEL or L_{dn}. Normalized values are obtained by adding or subtracting the constraints described in Table 7-1 to the measured or calculated value of CNEL or L_{dn}.

B. Noise Source Characteristics. The land use noise compatibility recommendations should be viewed in relation to the specific source of the noise. For example, aircraft and railroad noise is normally made up of higher single noise events than auto traffic but occurs less frequently. Therefore, different sources yielding the same composite noise exposure do not necessarily create the same noise environment. The State Aeronautics Act uses 675 dB CNEL as the criterion which airports must eventually meet to protect existing residential communities from unacceptable exposure to aircraft noise. In order to facilitate the purposes of the Act, one of which is to encourage land uses compatible with the 65 dB CNEL criterion wherever possible, and in order to facilitate the ability of airports to comply with the Act, residential uses located in Community Noise Exposure Areas greater than 65 dB should be discouraged and considered located within normally unacceptable areas.

C. Suitable Interior Environments. One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no greater than 45 dB CNEL of L_{dn}. This requirement, coupled with the measured or calculated noise reduction performance of the type of structure under consideration, should govern the minimum acceptable distance to a noise source.

D. Acceptable Outdoor Environments. Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the maximum considered "normally acceptable" for that land use category, may be appropriate.

Source: California Office of Noise Control.

Goal NOI-1 Protect the citizens of Tulare County from the harmful effects of exposure to excessive noise.

Policies

NOI-P1.1 **Noise-Impacted Areas.** Areas within Tulare County shall be designated as noise- impacted if exposed to existing or projected future noise levels at the exterior of buildings which exceed 60 dB L_{dn} (or CNEL). Maps which indicate areas exposed to existing or projected future noise 1evels exceeding 60 dB L_{dn} (or CNEL) for the major noise sources identified in Figure 7-1 are included in Appendix B of this document.

NOI-P1.2 **Sound Attenuation Features.** The City shall require sound attenuation features such as walls, berming, heavy landscaping, and setbacks between commercial, industrial, and residential uses to reduce noise and vibration impacts.

NOI-P1.3 **Noise Buffering**. The City shall require noise buffering or insulation in new development along major streets, highways, and railroad tracks.

NOI-P1.4 **Coordinate with Caltrans** Actively coordinate with Caltrans, neighboring jurisdictions, and other transportation providers during the planning and design phases of proposed roadway projects so that noise impacts are minimized and appropriate noise mitigation measures are provided.

NOI-P1.5 **Construction Noise.** Reduce noise associated with construction activities by requiring properly maintained mufflers on construction vehicles, requiring the placement of stationary construction equip-

ment as far as possible from developed areas, and requiring temporary acoustical barriers/shielding to minimize construction noise impacts at adjacent receptors. Special attention should be paid to noise-sensitive receptors (including residential, hospital, school, and religious land uses).

NOI-P1.6 **Limiting Construction Activities.** The City shall limit construction activities to the hours of 6 am to 10 pm, Monday through Saturday.

NOI-P1.7 **Truck Noise.** Maintain, and enforce designated truck routes within the city to reduce noise from truck traffic near residential areas.

NOI-P1.8 **Public Transit Noise.** Coordinate with transit service providers in the planning and design of proposed transportation projects to incorporate noise-reduction technologies and operations processes both on a system-wide and vehicle-specific basis. Technologies and processes should minimize noise impacts from public transportation systems, including existing and future bus service(s) and the proposed Visalia Light Rail system.

NOI-P1.9 **Railroad Noise.** Actively coordinate with Union Pacific, neighboring jurisdictions, and other transportation service providers during the planning and design of proposed rail-related projects so that noise impacts to the community are minimized and appropriate mitigation measures are provided.

NOI-P1.10 **Aviation Noise.** Actively coordinate with operators at Tulare Municipal Airport – Mefford Field (KTLR), and all local heliports so that takeoff and landing procedures are prepared and implemented in a manner that minimizes noise impacts to the Tulare community.

NOI-P1.11 **Domestic Noise.** Reduce the negative effects of domestic noise sources, such as residential maintenance activities (e.g., leaf blowers or automobile repair), car alarms, barking dogs, and loud music through the establishment and enforcement of municipal codes. The enforcement provisions should ensure that response(s) to resi-

dent noise complaints are prompt and effective so as to maintain a quiet and peaceful environment within the city.

NOI-P1.12 **Noise Ordinance.** Maintain, enforce, and update as necessary the City of Tulare Noise Ordinance to prevent transmission of excessive noise between properties.

NOI-P1.13 **Noise Ordinance – Limits on Hours of Operation.** Amend the noise ordinance to include limits on the intensity and hours of use for selected noise sources such as construction equipment, manufacturing equipment, motors, delivery trucks, and parking lot vacuum equipment. Limits on hours of operation should be consistent with and achieve the goals of the land use compatibility standards.

NOI-P1.14 **Railroad Quiet Zones.** Explore the feasibility of creating railroad "Quiet Zones" in existing and planned residential areas along the UP right-of-way per Federal Rail Administration rules and procedures.

NOI-P1.15 **Motor Vehicle Code Enforcement.** Request that the California Highway Patrol actively enforce the California Vehicle Code sections relating to adequate vehicle mufflers and modified exhaust systems to limit vehicle noise emissions. Likewise, the City of Tulare Police Department should be trained and equipped to properly enforce all local and state ordinances related to excessive vehicle noise emissions.

NOI-P1.16 **Street Resurfacing to Reduce Noise.** Strive to conduct regular maintenance and resurfacing of city streets to reduce road noise due to potholes, grade irregularities, and uneven surfaces. Additionally, explore the feasibility of using 'quiet' paving materials or techniques to reduce road noise at the tire-surface interface.

NOI-P1.17 **Reducing Noise from City Operations.** Periodically review City operations procedures and timing to ensure that noise from refuse collection, street sweeping, outdoor recreational programs, and other activities has been reduced to the lowest practical level.

NOI-P1.18 **Construction-related Vibration**. Evaluate individual projects that use vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers, near sensitive receptors for potential vibration impacts. If construction-related vibration is determined to be perceptible at vibration-sensitive uses (i.e., exceed the Federal Transit Administrations vibration annoyance criterion shown on Table 4.10-6), additional requirements, such as use of less-vibration-intensive equipment or construction techniques, should be implemented during construction (e.g., drilled piles to eliminate use of vibration-intensive pile driver).

NOI-P1.19 **Pavement Conditions.** Strive to keep pavement on City roadways in a state of good repair in order to prevent increases to noise and vibration generated by vehicles. Consider use of "quiet" pavement types, where feasible and appropriate.

Goal NOI-2 Protect the economic base of Tulare County by preventing the encroachment of incompatible land uses near known noise-producing industries, railroads, airports, and other sources.

Policies

NOI-P2.1 New development of residential or other noise-sensitive land uses which require discretionary approval under the Tulare County Zoning Ordinance or the Tulare County Subdivision Ordinance (e.g. use permits, zone changes, subdivision maps, parcel maps) will not be permitted in noise-impacted areas unless effective mitigation measures are incorporated into the specific design of such projects to reduce noise levels to 60 dB L_{dn} (or CNEL) or less within outdoor activity areas and 45 dB L_{dn} (or CNEL) or less within interior living spaces. No noise-sensitive land uses which require approval under the Tulare County Zoning Ordinance or the Tulare County Subdivision Ordinance shall be permitted within the 60 CNEL contour of the public use airports identified in this Plan. Where it is not possible to reduce exterior noise levels within outdoor activity areas to 60 dB L_{dn} (or CNEL) or less after the practical application of the best available noise reduction technology, an exterior noise level of up to 65 dB L_{dn} (or CNEL) will be allowed. Under

no circumstances will an interior noise 1eve1 exceeding 45 dB L_{dn} be allowed with the· windows and doors closed. It should be noted that in instances where the windows and doors must remain closed to achieve the required acoustical isolation, mechanical ventilation or air conditioning must be provided.

NOI-P2.2 **Land Use Planning and Noise Compatibility.** Use the noise compatibility guidelines in Figure 7-3 and the future-conditions noise contour map in Figure 7-4 to plan for appropriate land uses near existing uses that generate noise. Noise mitigation should be included to ensure that new residential areas and other noise-sensitive uses are appropriately buffered from significant noise sources.

NOI-P2.3 **Noise Compatibility Strategies.** Where land use noise compatibility conflicts currently exist, explore the need for mitigation measures on noise sources that may be adjacent to sensitive receptors. In planning for future developments, promote the use of buffer zones, barrier/shielding measures, and/or sound insulation building techniques to preclude noise impacts to noise-sensitive land uses.

NOI-P2.4 **Reducing Exposure to Operational Noise.** In new residential and mixed-use developments, require that stationary equipment (such as air conditioning units and condensers) be placed in separate spaces, rooftops, or other areas such that noise impacts to interior living areas will be reduced. Similarly, potentially noisy common spaces, such as trash collection areas and loading zones, should be located away from residential units or other noise-sensitive spaces.

NOI-P2.5 **Railway Vibration.** As part of discretionary review for development that would place sensitive land uses, such as residential, schools, or hospitals, within 200 feet of an active railway, require a vibration analysis to determine potential vibration impacts to occupants of the planned developments and demonstrate that adopted mitigations would be sufficient to bring vibration impacts to a less than significant level.

Goal NOI-3 Amended policies from resolution 3432

Policies

NOI-P3.1 Areas within the City of Tulare shall be designated as noise- impacted if exposed to existing or projected future noise levels at the exterior of buildings which exceed 60 dB L_{dn} (or CNEL). Maps which indicate areas exposed to existing or projected future noise levels exceed 60 dB L_{dn} (or CNEL) for the major noise sources identified in Figure 7-1 are included in Appendix B of the Policy Document.

NOI-P3.2 New development of residential or other noise-sensitive land uses may not be permitted in noise-impacted areas unless effective mitigation measures are incorporated into the specific design of such projects to reduce noise levels to 60 dB L_{dn} (or CNEL) or less within outdoor activity areas and 45 dB L_{dn} (or CNEL) or less within indoor living areas. Where it is not possible to reduce exterior noise levels within outdoor activity areas to 60 dB L_{dn} (or CNEL) or less after the practical application of the best available noise reduction technology, an exterior noise level of up to 65 dB L_{dn} (or CNEL) may be allowed.

NOI-P3.3 New development of industrial, commercial, or other noise- generating land uses (including roadways, railroads, and airports)may not be permitted if resulting noise levels will exceed 60 dB L_{dn} (or CNEL)at the boundary of areas containing or planned and zoned for residential or other noise- sensitive land uses, unless it can be shown through acoustical analysis that the noise generated would be mitigated to levels compatible with the adjacent sensitive uses.

NOI-P3.4 Noise level criteria applied to land uses other than residential or other noise-sensitive uses shall be consistent with the recommendations of the State of California General Plan Guidelines.

NOI-P3.5 Tulare County and its incorporated cities 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 L_{dn} (or CNEL)

with the windows and doors closed within new developments of multi-family dwellings, condominiums, hotels or motels. UBC Chapter 35 requires that common wall and floor/ceiling assemblies within multi-family dwellings comply with minimum standards concerning the transmission of airborne sound and structure-borne impact noise. Title 24 requires that conformance with the above-described standards be documented by the submission of an acoustical analysis whenever new multi-family dwellings, condominiums, hotels or motels are proposed for areas within the 60 dB L_{dn} (or CNEL)contour of a major noise source as determined by the local jurisdiction.

NOI-P3.6 **Acoustical Study Requirement.** Require acoustical studies for new developments in areas where the noise levels exceed the 'normally acceptable' levels for the proposed land use; based on Table EH-2. For residential uses, the analysis should include mitigation measures to limit the noise exposure in interior living spaces to 45 dB Ldn, consistent with California Title 24.

NOI-P3.7 New equipment and vehicles purchased by the City of Tulare shall comply with noise level performance standards consistent with the best available noise reduction technology.

NOI-P3.8 New development of industrial, commercial, or other noise-generating land uses will not be permitted if resulting noise levels will exceed 60 dB L_{dn} (or CNEL) at the boundary of areas planned and zoned for residential or other noise-sensitive land uses, unless determined to be necessary to promote the public health, safety, and welfare of the County.

NOI-P3.9 For areas designated by Tulare County as being within Foothill and Mountain Planning Areas and outside Foothill Drive Development Corridors, the hourly L_{eq} resulting from the development of new noise-sensitive land uses or new noise-generating sources shall not exceed 50 dBA during the day (7:00 a.m. – 10:00 p.m.) or 40 dBA during the night (10:00 p.m. – 7:00 a.m.) when measured at the boundary of areas containing or planned and zoned for residential or other noise-sensitive land uses. For these same areas and under the same circumstances, the maximum A-weighted noise level

(L_{max}) shall not exceed 70 dBA during the day or 60 dBA during the night.

NOI-P3.10 Noise level criteria applied to land uses other than residential or other noise sensitive uses shall be consistent with the recommendations of the California Office of Noise Control (Figure 7-3).

NOI-P3.11 When purchasing new equipment and vehicles, Tulare County shall strive to purchase equipment which complies with noise level performance standards set forth in this Noise Element.

D. Implementation Program

In order to achieve compliance with the policies of the Noise Element, Tulare County and its incorporated cities shall undertake the following implementation program. The implementation program focuses on the prevention of new noise- related land use conflicts by requiring that all relevant development plans, programs and proposals be reviewed to determine whether such plans, programs and proposals be reviewed to determine whether such plans, programs and proposals adequately address noise and its potential effects.

Resource information available to Tulare County and its incorporated cities for use in the review process includes the noise exposure maps contained within Appendix B of this Policy Document and the information concerning the effects of noise on people and techniques available for noise control contained within the Technical Reference Document. The noise exposure maps are intended for use as a screening device in determining when a proposed development of residential or the noise-sensitive land uses may be exposed to excessive noise *levels* and to provide guidance in the land range planning process. Generally, the noise exposure maps included in Appendix B of the Policy Document provide a conservative (worst-case) assessment of noise exposure for the major noise sources identified for study during the preparation of the Noise Element. It is likely that other major sources of noise will be identified during the preparation of the Noise Element. It is likely that other major sources of noise will be identified during the project review process. This will be especially true of industrial or commercial sources, since only a representative sample of such sources were evaluated during the preparation of this document.

The information contained within the Technical Reference Document should be used as a guideline for determining whether or not proposed noise mitigation measures are a reasonable application of the techniques available, and likely to achieve the desired results. Control of noise at the source and through the thoughtful location and orientation of receiving uses should be given preference over the control of noise at the path of transmission through the use of noise barriers.

Implementation Policies

NOI-I4.1 Tulare County and its incorporated cities shall review all relevant development plans, programs, and proposals, including those initiated by both the public and private sectors, to ascertain and ensure their conformance with the policy framework outline in this Noise Element.

NOI-I4.2 Prior to the approval of a proposed development of residential or other noise-sensitive land uses in a noise-impacted area, or the development of an industrial, commercial or other noise-generating land use in or near an area containing or planned and zoned for residential or other noise-sensitive land uses, an acoustical analysis may be waived provided that all of the following conditions exist:

- The proposed development is not subject to the provisions of California Administrative Code Title 24.
- The existing or projected future noise exposure at the exterior of buildings which will contain noise-sensitive uses or within the proposed outdoor activity areas (patios, decks, backyards, pool areas, recreation areas, etc.) does not exceed 65 dB Ldn (or CNEL).
- The topography in the project area is flat, and the noise source and receiving land use are at the same grade.
- Effective noise mitigation, as determined by the reviewing agency, is incorporated into the project design to reduce noise exposure to the levels specified by the policies of the Noise Element such measures may include the use of building setbacks, building orientation and noise barriers. If a noise barrier is required for mitigation of exterior noise levels, it should be con-

structed of tight-fitting, massive materials (1-inch thick wood, stucco, masonry, etc.) and should be of sufficient height to interrupt line-of-sight between the source and receiver. Line-of-sight should be determined by drawing a straight line between the effective heights of the noise source and receiver. For traffic noise, and in instances where the number of heavy trucks exceeds five (5) percent of the Average Daily Traffic (ADT), an effective source height of at least eight (8) feet above the crown of the roadway should be used. For railroad noise, an effective height of ten (10) feet above the rails should be used for locomotive and car noise, and an effective height of fifteen (15) feet above the rails should be used for horn noise. For industrial, commercial, or other stationary noise sources or for aircraft noise, a detailed evaluation of noise source spectra and effective height(s) should be conducted. Receiver height should be assumed to be five (5) feet above project grade for outdoor activity areas such as backyards. The receiver height for small patios or upper floor decks should be assumed to be four (4) feet above the finished floor elevation. Interior noise levels may be assumed to be in compliance with the 45 dB Ldn (or CNEL) standard as long as the building construction complies with today's more stringent thermal insulation requirements and windows and doors may remain closed. This will require the installation of air conditioning or mechanical ventilation.

When the above-described conditions do not exist and an acoustical analysis is required by the City of Tulare it should:

- Be the responsibility of the applicant.
- Be prepared by an individual or firm with demonstrable experience in the fields of environmental noise assessment and architectural acoustics.
- Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.
- Include estimated noise levels in terms of L_{dn} (or CNEL) existing and projected future (10 to 20 years hence) conditions, with

a comparison made to the adopted policies of the Noise Element.

- Include recommendations for appropriate mitigation measures to achieve compliance with the adopted policies and standards of the Noise Element.
- Include estimates of noise exposure after the prescribed mitigation measures have been implemented. If compliance with the adopted standards and policies of the Noise Element will not be achieved, a rationale for acceptance of the project must be provided.

NOI-I4.3 Tulare County and its incorporated cities shall develop and implement procedures to ensure that requirements imposed pursuant to the findings of an acoustical analysis are implemented as part of the project permitting process. The appropriate time for requiring an acoustical analysis would be as early in the project review or permitting process as possible, so that noise mitigation may be an integral part of the project design rather than an afterthought.

NOI-I4.4 Noise exposure information developed during the community noise survey described in this Noise Element may be used as a guideline for the development and adoption of a community noise control ordinance to address noise complaints, and to provide local industry with performance standards for future development and/or equipment modifications. If such an ordinance is adopted, it should be consistent with the "Model Community Noise Control Ordinance" prepared by the California Office of Noise Control in 1977, with modifications made to reflect local concerns and conditions (a draft community noise control ordinance is contained within the Technical Reference Document).

NOI-I4.5 The Noise Element of the Tulare County General Plan and the General Plans of the incorporated cities of the County shall periodically be reviewed and updated to ensure that noise exposure information, goals and policies are consistent with changing conditions and/or standards.

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