

ALPAUGH COMMUNITY PLAN 2017

Funded by Strategic Growth Council



Tulare County Resource Management Agency
Economic Development, Planning Branch, and
Planning Processing Division



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Alpaugh Community Plan

Adopted: December 5, 2017

Tulare County Board of Supervisors
Resolution No. 2017-0976

Tulare County Planning Commission
Recommendations: November 8, 2017
Resolutions No. 9371, 9372, 9373, 9334, 9375, and 9376

General Plan Amendment: GPA 17-035
Section 16 Zoning Ordinance (Mixed-Use): PZC 17-042
Section 18.9 Zoning Ordinance (By-Right Uses): PZC 17-041

Alpaugh Community Plan: GPA 17-004
Zoning District Map: PZC 17-004



Tulare County Resource Management Agency
Economic Development and Planning Branch
5961 S Mooney Boulevard
Visalia, CA 93277-9394
(559) 624-7000

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County Administrative Office

Michael C. Spata, CAO

Tulare County Resource Management Agency

Reed Schenke, Director

Mike Washam, Associate Director

Aaron Bock, Chief Planner, Project Processing

Dave Bryant, Chief Planner, Special Projects

Susan Simon, Planner III

Velma Quiroz, Planning Tech II

Johnson Vang, Engineer I

Alexandra J. Vander Poel, Grant Specialist I

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EXECUTIVE SUMMARY

INTRODUCTION

The primary objective in preparing a Community Plan for Alpaugh is to develop a plan which can accurately reflect the needs and priorities of this community. Alpaugh is currently designated as a Community in the 2030 Tulare County General Plan (2012). A more precise plan is needed to allow for the potential to increase the availability of infrastructure funding (for things such as drinking water system improvements [for example wells, water distribution piping, and storage tanks], curbs, gutters, sidewalks, etc.) and to stimulate economic development within the community.

Alpaugh is a Census-Designated Place located in the southwest portion of Tulare County. It is bounded by Avenue 50 in the south, Avenue 58 in the north, Road 34 in the west, and Road 42 in the east and encompasses one (1) square mile of land. It is not directly served by any State Route. The Tulare County/Kings County Line is located approximately two miles west of Alpaugh, and the Tulare County/Kern County Line is located approximately seven miles south of Alpaugh. Communities located near Alpaugh include Allensworth and Earlimart to the east, Pixley to the northeast, Delano to the southeast, and Corcoran to the northwest. Alpaugh is an agriculturally oriented service community surrounded on all sides by lands in agricultural production, scattered rural residential uses, and vacant land.

Alpaugh's location (once also called Hog Island, Root Island, and Atwell's Island) was once either on an island or a narrow peninsula near the south end of the Tulare Lake. A. J. Atwell was a Visalia attorney (and newspaper owner) who raised hogs on the island. The lake at different times supported a very large Indian population, a commercial fishery, herds of tule elk and game birds. The island was a regular port of call for the lake's commercial ferry service. 1878 was the last time Tulare Lake overflowed into the San Joaquin River to the San Francisco Bay.

Location

Alpaugh is an agriculturally oriented service community surrounded by agricultural production, scattered rural residential uses, and vacant land. The Community of Alpaugh (**see Figure 1**) is located on the east side of the San Joaquin Valley. Alpaugh is a census-designated place located in the southwest portion of Tulare County. It is generally bounded by Avenue 50 in the south, Avenue 58 in the north, Road 34 in the west, and Road 42 in the east and encompasses one (1) square mile of land. It is not directly served by any State Route.

The Tulare County/Kings County Line is located approximately two miles west of Alpaugh, and the Tulare County/Kern County Line is located approximately seven miles south of Alpaugh. Communities located near Alpaugh include Allensworth and Earlimart to the east, Pixley to the northeast, Delano to the southeast, and Corcoran to the northwest.

Alpaugh is in Sections 27, 28, 33, & 34, Township 23 South, Range 23 East MDB&M, and can be found within the Alpaugh, United States Geological Survey 7.5-minute topographic quadrangle. Alpaugh is located at an elevation of 213 feet above sea level. The coordinates of Alpaugh are: Latitude: 35.8876 and Longitude: -119.4873 (**See Figure 2**).

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Planning Area

The Alpaugh Urban Development Boundary (UDB) area consists of 205.4 acres (see **Figure 3**). The existing uses within the UDB are described as follows. Agricultural activities, including orchards and pasture, currently occupy 3 percent of the 205.4 acres. Urban development, including urbanized uses such as residential, commercial, public and quasi-public facilities, as well as industrial development occupy 78 percent of the 205.4 acres. The remaining 22 percent are lands dedicated for Right-of-way (see **Table 1**).

Table 1 - Alpaugh Land Use

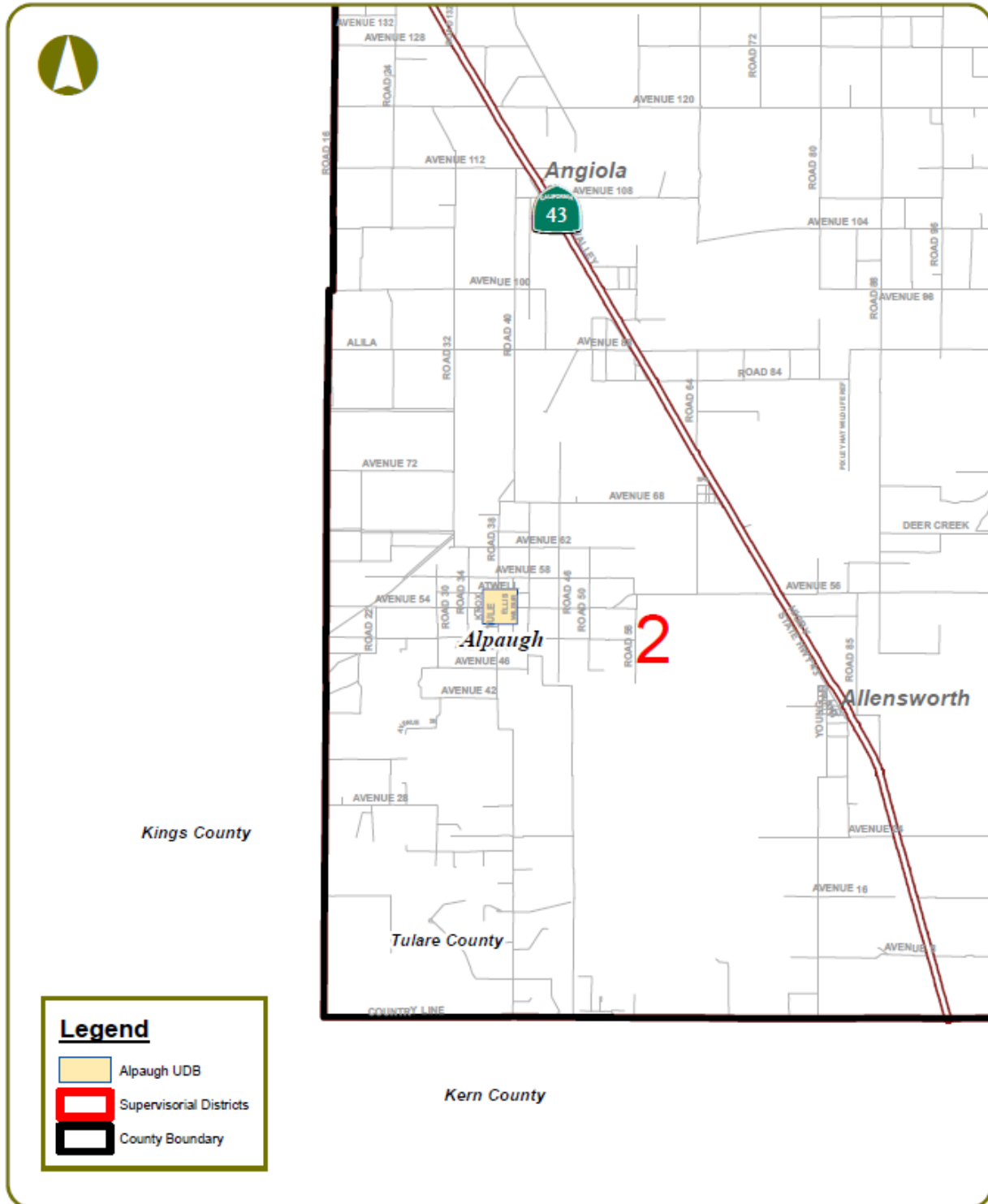
Land Use	Acres
Residential	146.4
Commercial	7.6
Agricultural	6.6
Rights-of-way	44.7
Total	205.4

Source: Tulare County GIS

No change is proposed to the Urban Development Boundary.

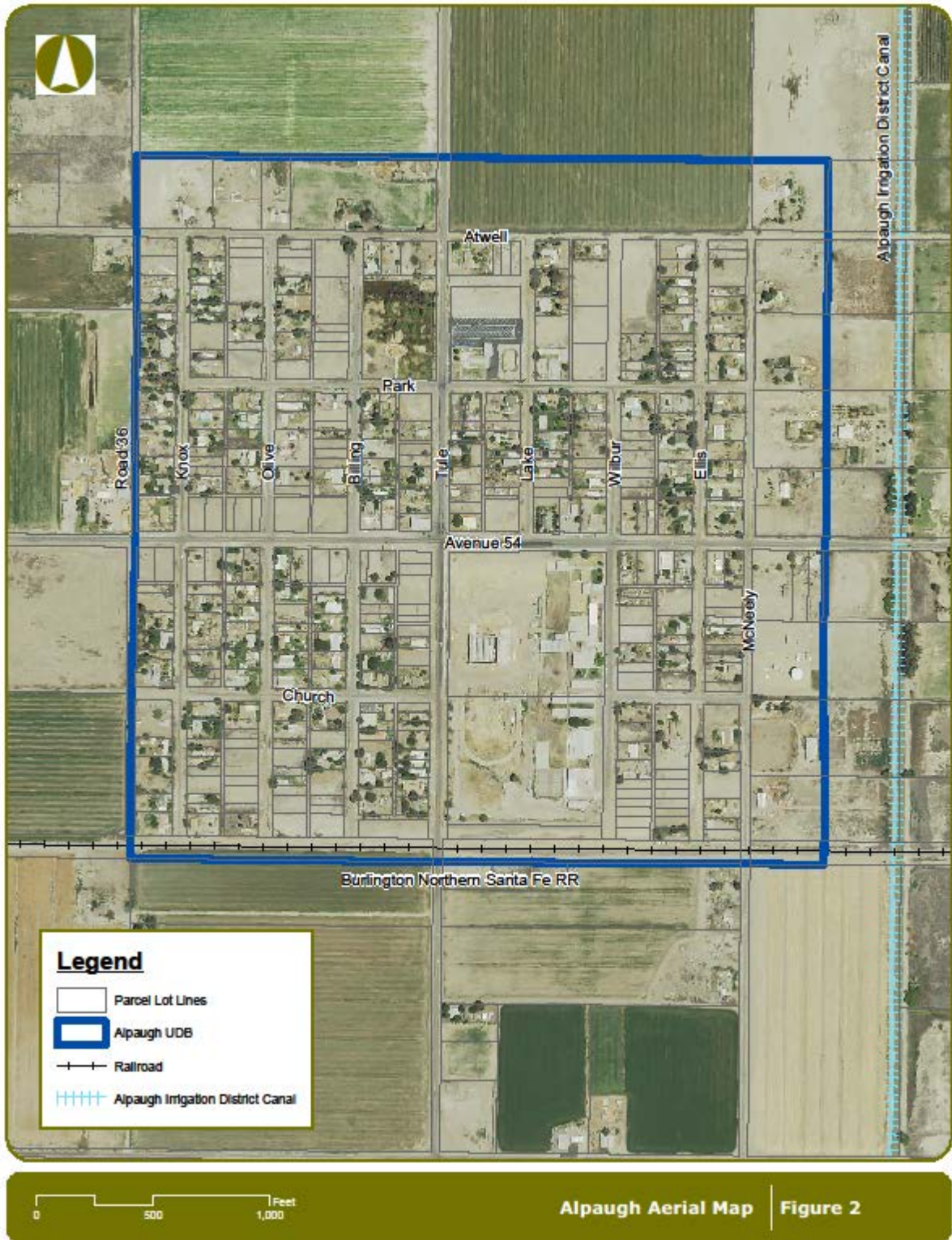
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Figure 1 - Vicinity Map



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Figure 2 – Aerial Map - Alpaugh



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Figure 3 - Alpaugh UDB



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SUSTAINABLE COMMUNITIES STRATEGY OUTREACH REPORT

Community Outreach and Invitation Process

The County of Tulare was successful in obtaining a grant from the Strategic Growth Council (SGC) to assist in the preparation of this Community Plan. Self-Help Enterprises (SHE) staff performed various outreach methods to promote community participation and make local residents aware of the Strategic Growth Council (SGC) project.

Community Outreach Steps

Self-Help Enterprises (SHE) staff conducted the following outreach efforts to promote community participation and make local residents aware of the SGC project:

- 1.) An informational flyer was developed.
- 2.) SHE staff distributed flyers to homes, businesses, and schools in the community of Alpaugh. Door to door outreach was done on August 30, September 1, and September 2, 2015.
- 3.) During the community outreach process, SHE staff described the goals of the project and emphasized the importance and community benefits of participating in the SGC community meeting.
- 4.) SHE partnered with the Alpaugh Unified School District to advertise meetings. Flyers were sent home with each student.
- 5.) Meeting invitations were sent to the Boards of Directors of the Alpaugh Unified School District, the Alpaugh Community Service District and the Alpaugh Irrigation District.
- 6.) To ensure that residents had multiple opportunities to be made aware of the meeting, flyers were posted at the local corner store, local businesses and the Alpaugh post office.

Community Meetings

Self-Help Enterprises held a community meeting (with five SHE staff members present) on September 3, 2015 at 6:00 pm. The meeting was scheduled in the evening to make it easier for working residents to attend. The meeting was held in the cafeteria of the Alpaugh Elementary School located at 5313 Road 39 in Alpaugh. A second meeting was held with the County and SHE on January 11, 2017 to review the findings of the survey. The purpose of the meeting was to discuss Alpaugh improvement needs, gather community data, and report the findings of the meeting in a final report. Nineteen Alpaugh residents attended the meetings and 16 community surveys were collected. At the follow up meeting over 5 members attended the meeting.

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Community Survey

A survey was developed to gather a variety of community information about the following community related topics: Schools, Libraries, Housing, Zoning, Parks, Shopping Opportunities, Access to Gas Stations, Access to Medical Facilities, Natural Gas, Internet Access, Transportation Options, Walkability, Roads, Street Safety, Flooding, Fire, Safety, Infrastructure, Water Quality & Quantity, Waste Water, Storm Water Drainage, Multimodal Opportunities, and the priority of various improvement needs. Residents were encouraged to add information and comments to the survey.

After discussion at the Alpaugh SGC community input meeting, residents concluded that the following is a list of Alpaugh priority improvement needs

Priority Improvements

- 1) Road Conditions & Street Safety
- 2) Community Safety
- 3) Medical Care Access
- 4) Community Sewer System
- 5) Local Market
- 6) Internet Access
- 7) Community Resource Center
- 8) Loose Dogs
- 9) Natural Gas
- 10) County Park Management

Road Conditions and Street Safety

Alpaugh residents expressed that street safety, including the need for sidewalks, street lighting, speed limit signs, stop signs, and the need for enforcement of traffic laws are the highest priority.

Road Conditions and Street Safety

Alpaugh residents expressed that street safety, including the need for sidewalks, street lighting, speed limit signs, stop signs, and the need for enforcement of traffic laws are the highest priority improvement needs in Alpaugh. Survey results show that most residents are not satisfied with road

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conditions. It is reported that road conditions are poor and most roads need work, most streets have potholes, cracks and bumps. Drivers feel unsafe and are constantly worried about damage caused to their vehicles while driving on Alpaugh roads. Residents report that roads are narrow and that two cars barely fit on one road at the same time. Alpaugh roads are not regularly maintained and the few times that roads have been serviced, the repair work was poor because the roads were patched and not actually repaired. 100% of the respondents are not satisfied with the conditions of the roads. 100% of the respondents described the roads to be in “poor” conditions.

The following roads are a priority to the residents:

- Tule Road
- Avenue 54
- Ellis Road
- Avenue 50

Survey comments regarding road conditions:

- “Very bad road conditions”
- “Roads have not been fixed in many years”
- “Dark roads, no street lights”
- “Street lighting is not safe for children”
- “All of the roads bumps and pot holes make for dangerous driving conditions”
- “Road need sand or patching”
- “Roads are so bad, we need a four-wheel drive to drive down the road”
- “Road conditions cause a bumpy ride and many burst tires”
- “The roads around the school are bad”
- “Caution signs needed around the school”
- “Narrow roads, only room for one car”

Sidewalks

The community of Alpaugh has too few sidewalks. There are sidewalks around the north and west side of the school, and a short stretch of sidewalk in front of the library, post office and store only. The residents that were surveyed reported that the streets they live on do not have sidewalks. People report that this is a problem for kids while walking to school and for parents who push a stroller through town. When it rains, residents and kids are forced to walk to school in the mud and through big puddles of water. Alpaugh traffic travels at a high rate of speed (see next section), and the absence of sidewalks means there is a clear separation between walking paths and the road creates a safety hazard for pedestrians.

Traffic Law Enforcement

Residents report that some vehicles travel at an unsafe rate of speed and the roads in town have few speed limit signs. Alpaugh residents believe that by installing speed limit signs to clearly display the legal speed limit, this issue could be improved. A speed limit sign is especially needed on Alpaugh’s main road, Road 54. Road 54 has the most traffic, including heavy truck traffic, and the most speeders. Along with speed limit signs, residents feel a need for better enforcement of traffic laws. The California Highway Patrol and the Tulare County Sheriff’s Department are rarely seen in the community of Alpaugh; the result of this is that people are rarely cited for violating traffic laws.

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Street Lights

Residents report dark streets at night due to little or no street lighting, and that they stay indoors because they do not feel safe walking on a dark street. Residents are especially concerned about how this affects the safety of local children. Residents said that some streets have light poles but the light bulb is out and other streets have no poles at all. Residents report being told that there is a cost to them to install a light pole on their street.

Community Safety

Community safety is ranked among the highest concerns for the residents of Alpaugh. Safety concerns stem from the Tulare County Sheriff Department's delayed response time to 911 emergency calls. Residents report that on multiple occasions they have called the Tulare County Sheriff Department at the time of an emergency and the sheriff department either arrived roughly three or four hours after the call or, at times, they did not respond at all. Families expressed that they do not feel safe living in the community of Alpaugh. Multiple residents stated that they have had home burglaries and other emergencies when they had to resort to using personal weapons as a form of protection because the Sheriff Department did not respond in a timely manner. During the SGC community meeting, the community talked about a need for more Sheriff's patrols in Alpaugh. Safety at the County's Park in Alpaugh is also a concern. Residents reported that two young girls were raped in the park restroom and that families are scared to use the park. Residents feel that if there was more of a Sheriff's presence and more police patrol this would be noticed by criminals and deter them from criminal activity. This law enforcement presence would also help families feel safer in town.

Sheriff Presence

The Tulare County Sheriff Department (TCSO) is responsible for patrolling the community of Alpaugh. Residents report that the TCSO response time is long and that there is inconsistent police patrol within the community. Residents are worried about the rate of unreported crimes and crimes that go un-responded to. People feel that the unrecognized presence of law enforcement contributes to the local crime rate. Alpaugh residents are asking for increased Sheriff presence in their community.

Medical Clinic

Alpaugh residents do not have access to medical care within the community. The nearest medical clinic is approximately 13 miles away in Earlimart. Residents report traveling to Delano, 20 miles, Corcoran, 17 miles and Tulare 35 miles for medical care. This is concerning to residents especially during medical emergencies. Families without vehicles and one car families are especially affected by this. Families that do not have a car are forced to find transportation to access medical care in a nearby community by paying for a ride or using public transportation to travel there. The Tulare County Area Transit does not make regularly scheduled stops in Alpaugh, the TCAAT will pick up Alpaugh residents by appointment when calling the day before. Residents report that they are very concerned about the thought of having to travel so far in the case of a medical emergency. The nearest hospital is in Delano, 20 miles away, and it takes approximately 30 minutes for the nearest ambulance to get to Alpaugh from Delano.

Sewer

There is no community wide sewer system in Alpaugh. The community depends on individual on-site septic tank systems for wastewater disposal. In wet years, the combination of a perched water table and tight soils creates problems for effective leaching of septic tank effluent. SGC survey results indicate that the Alpaugh residents are in favor of creating a community wide sewer system.

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Internet Access

Most families in Alpaugh do not have internet access at their homes. Any available internet service is unreliable and cost prohibitive is a major problem to residents, without access to the internet, they are unable to do very basic things such as online job hunting, applying for resources, and providing homework help to their kids. Internet access ranked as a high priority improvement need in Alpaugh.

Community Resource Center

Alpaugh does not have a community hub. The community lacks many resources and needs a place where residents can go to access information and county resources. People in Alpaugh expressed the need for a Community Resource Center. This center would be a multi-purpose building that could be used by kids for homework help, afterschool programs and as a computer lab. It was also suggested that the center should also be available for use by outside organizations that need a place to service Alpaugh residents. This could also be the place where residents access a reliable internet connection.

Local Market

The community of Alpaugh is a food desert. This community does not have a local food market that sells fresh produce, meat and dairy. The Alpaugh Grocery Store and Express Gas Mart sell mainly highly processed, packaged, and un-nutritious food. In addition, the food prices are much higher compared to neighboring communities and the quality of food is not as fresh as it is in other communities. Alpaugh residents regularly travel to Delano (20 miles) or Corcoran (17 miles) to buy their groceries.

Natural Gas

Some residents, particularly those on the outskirts of the community, report that they do not have natural gas in their homes and that they use propane as their source of fuel. This is concerning to them because propane is more expensive than natural gas and the cost to heat their homes with propane is more than they can afford. Survey results show that the residents that do not have natural gas would like to have it but cannot afford the cost of extending gas lines to their homes.

Loose Dogs

Stray dogs are a problem in the community of Alpaugh. Residents feel unsafe and are worried that their children will be bitten by a stray dog. Residents report unwanted dogs in their yards and on Alpaugh roads. Residents say the Tulare County Animal Control no longer comes to Alpaugh to pick up stray dogs. Residents said that this service is needed and would help with this problem.

County Park Management

Residents report that the county park in Alpaugh is not maintained properly and that it is an unsafe place to be. The restrooms are reported unclean and the park grounds are not regularly maintained. Residents do not use the public park because they are worried about gang and criminal activity there. Alpaugh residents would like to use their park and feel safe while there. However, the lack of park maintenance and lack of Sheriff Patrol make it unwelcome.

Storm Water Drainage

Alpaugh residents report that the community does not have adequate storm water drainage. This is a problem because the stagnant water attracts insects. Large puddles form when it rains and the water does not drain. Residents report that some streets flood during the rainy season.

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Water

The chief problem facing Alpaugh's water system is its consistent violation of the arsenic Maximum Contaminant Level (MCL). A pilot study to analyze the feasibility of arsenic treatment has recently been concluded. This pilot study, funded by the State Water Resources Control Board with a planning grant under Proposition 84, concluded that arsenic removal is a feasible option using an adsorptive process. Design for the new water treatment plant was completed in December 2015 and Alpaugh CSD is applying to the State for construction funding. Alpaugh also has some hydrogen sulfide odor problems, which they address by chlorinating. During the SGC community meeting residents expressed that the water quality problem is an important issue; however, most feel that the Alpaugh Community Services District is working to address the issue and that they are satisfied with the current work being done to analyze multiple solutions. For that reason water is not listed as a priority improvement in this report. (Note: under a separate grant from the Strategic Growth Council, regional solutions to address water quality problems in Alpaugh and Allensworth are being assessed and vetted with the communities, and it is possible that the Alpaugh water treatment plant may supply Allensworth as well.) Alpaugh also faces challenges with its extensive and aging water distribution system. The core of the system was replaced in the last ten years, but many miles of pipe to the outlying areas is disintegrating and needs replacement. Attempts at repairs result in worse breakage.

Public Services

- Sheriff – Alpaugh is in the jurisdiction of Tulare County Sheriff's Department (TCSD). The TCSD is responsible for patrolling the area of Alpaugh and the nearest Sheriff substation is located in Pixley, 19 miles away.
- Fire – Tulare County Fire, Alpaugh Station, located in Alpaugh
- Schools - Alpaugh Unified School District (K-12), located in Alpaugh, is part of Tulare County Office of Education.
- Libraries – There is a small public library in Alpaugh, operated by the Tulare County Library system, located on Avenue 54 and open twice a week.
- Parks – Alpaugh Community Park operated by the Tulare County Department of Parks and Recreation is in Alpaugh on Tule Road.

Survey Results Meeting

A follow up meeting was held on January 11th at 4:00 in at the Alpaugh Community Service District Building, which included County Staff, a SHE Representative and 5 residents (including the CSD Executive Officer) attended. After the results of the survey were reported to the residents the remaining issues were discussed:

- Street lights – the residents reported that they know street lights exist but that they are not functioning
- Safety – the residents reported that increased presence by the Sherriff would assist in deterring crime in the area, and they suggested police cameras be used.
- Roads – generally the state of roads was of concern, but the striping on the roads was fading and would assist in driving in the fog.
- Speed and “blinky lights” (single aspect yellow LED lights) – that posting speeds, with the warning “blinky lights” on Ave 56 and Ave 62/ Tule would be helpful in reducing speed and make the community feel safer, if they could slow down the truck driving through.
- It was stated that nearly 17 % of Alpaugh residents are still using propane, but of those in attendance, all were on natural gas.

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ALPAUGH TECHNICAL BACKGROUND REPORT

DEMOGRAPHICS

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

Population

In 2015, the Population for Alpaugh was 1,103 (See Table 2).

	California	%	Tulare County	%	Alpaugh	%
Male	19,087,135	49.7%	227,426	50.1%	558	50.6%
Female	19,334,329	50.3%	226,607	49.9%	454	49.4%
Total	38,421,464		454,033		1,103	

2011-2015 American Community Survey 5-Year Estimates

Projected Population

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

Growth Rate

As noted in the 2010 General Plan Background Report, the unincorporated areas of Tulare County have a 1.3% projected annual growth rate from 2007 to 2030. This 1.3% annual growth rate has been used to project Alpaugh's population during the Planning Period (see Table 3).

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

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

¹ Tulare County Regional Blueprint, page 7

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Median Age

Alpaugh’s population is younger than the median age throughout all of Tulare County. Alpaugh’s median age of 22.3 is lower than the median age of the State of California (see **Table 4**).

Geography	Median Age (years)
California	35.8
Tulare County	30.3
Alpaugh	23.0

2011-2015 American Community Survey
5-year Estimates

Ethnicity and Race

In 2015, approximately 17% of Alpaugh’s population was White, 0% was African American, 4.7% was Native American, 0.4% was Asian, and 0.4% was two races or more (see **Table 5**). Approximately 77.4% was Hispanic (of any race). This statistic is important because persons of Hispanic origin may speak a language other than English (in this case, likely to be Spanish) and the needs of the Spanish-speaking community should be considered in order to reach out to persons on issues, which may affect their community.

	California	%	Tulare County	%	Alpaugh	%
Total	38,421,464		454,033		1,103	
Hispanic or Latino (of any race)	14,750,686	38.4%	283,533	62.4%	854	77.4%
White (Not Hispanic)	14,879,258	38.7%	139,581	30.7%	187	17%
Black or African American (Not Hispanic)	2,160,795	5.7%	6,448	1.3%	0	0%
American Indian and Alaska Native (Not Hispanic)	142,191	0.4%	3,069	0.7%	52	4.7%
Asian (Not Hispanic)	5,192,548	13.5%	14,546	3.2%	4	0.4%
Some other race (Not Hispanic)	84,477	0.2%	288	0.1%	0	0%
Two or more races (Not Hispanic)	1,072,500	2.8%	6,304	1.4%	6	0.5%

2011-2015 American Community Survey 5-Year Estimates

ECONOMIC CONDITIONS

Employment in Alpaugh

According to the Tulare County 2030 General Plan Update, the County’s economy has historically been driven by agriculture and has had one of the largest agricultural outputs of any county in the US. Despite this, the Tulare County unemployment rate has remained consistently higher than the State average, which can be largely attributed to the seasonal nature of agricultural production (see **Table 6**).

According to the California Department of Finance, the 2011-2015 American Community Survey indicated that the unemployment rate for Alpaugh was about 7.8% while the rate for Tulare County was 7.2%. The unemployment rate for the State of California was 6.2%. Keeping in mind that the 7.8% includes only the employable labor force (that is, not every person of the population), results in about 51 unemployed persons of Alpaugh’s person labor force of 353.

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Employment Status	California	Tulare County	Alpaugh
Population 16 years & over	30,312,429	325,404	653
In labor force	19,269,449	194,420	353
Civilian labor force	19,137,441	194,102	353
Employed	17,246,360	170,780	302
Unemployed	1,891,081	23,322	51
Armed Forces	132,008	318	0
Not in labor force	11,042,980	130,984	300

2011-2015 American Community Survey 5-Year Estimates

Median Household Income

Median income in Alpaugh was lower than the State of California and the County of Tulare. Alpaugh's median household income was \$27,222, compared to \$61,818 for the State of California and \$42,031 for Tulare County (see Table 7).

Geography	Median household income (dollars)	Median family income (dollars)	Per capita income (dollars)
California	\$61,818	\$70,720	\$30,318
Tulare County	\$42,031	\$44,814	\$17,876
Alpaugh CDP	\$27,222	\$27,232	\$8,935

2011-2015 American Community Survey 5-Year Estimates

Severely Disadvantaged Community

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

In 2015, Alpaugh's median household income was \$27,222, whereas the State of California's median household income was \$61,818. Alpaugh's median household income was 44% of the State of California's median household income, therefore it is considered a severely disadvantaged community.

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HOUSING CHARACTERISTICS

Tenure

As the community grows, it will be important to provide new housing and commercial opportunities, allow expansion of the size of existing housing (for example, increase a unit by an additional bedroom), and allow various housing types (such as mobile homes) (see Table 8 and 9).

Table 8 - Housing Tenure			
	California	Tulare County	Alpaugh
Occupied housing units	12,717,801	133,570	262
Owner-occupied	6,909,176	75,685	136
Renter-occupied	5,808,625	57,885	126

2011-2015 American Community Survey 5-Year Estimates

Table 9 - Housing Tenure (%)			
	California	Tulare County	Alpaugh
Owner-occupied	54.3%	56.7%	51.9%
Renter-occupied	45.7%	43.3%	48.1%

2011-2015 American Community Survey 5-Year Estimates

Housing Conditions

The condition of housing is typically categorized as sound, deteriorated, or dilapidated. A “sound” housing unit (house) is one that is in good-to-excellent condition requiring no structural or other improvements. Deteriorated housing means a housing unit may need some level of maintenance/repair to improve the condition of the housing. Deterioration is classified as minor, moderate, or substantial. Dilapidated means a unit is not considered suitable for living. There may be structural, electrical, plumbing or other conditions that could endanger the well-being and safety of persons living in dilapidated housing. Housing condition is an indicator of a person’s ability to afford maintenance/repair of the house they live in; without income to pay for maintenance/repair, it is likely that a house, as it ages, will continue to deteriorate over time.

Table 10 - 2015 Housing Conditions Survey											
Survey Area	Sound		Deteriorated						Dilapidated		Total Units
			Minor		Moderate		Substantial				
	Units	%	Units	%	Units	%	Units	%	Units	%	
Alpaugh	1	2	1	2	14	25	14	27	23	44	52

Source: Tulare County 2015 Housing Element

According to the 2015, Tulare County Housing Element, a sampling of housing conditions in Alpaugh indicated that approximately 2% of the housing units were sound. Approximately 51% of Alpaugh's housing units were deteriorated and 44% were dilapidated (see Table 10).

ALPAUGH COMMUNITY PLAN

Age of Structures

According to the U.S. Census, the 2011 – 2015 Community survey noted that most of the housing structures in Alpaugh were built between 1950 and 2009 (see Table 11). In 2015, the total number of housing units in Alpaugh is 289.

Year Structure Built	California	Tulare County	Alpaugh
Total housing units	13,845,790	144,792	289
Built 2014 or later	10,183	196	0
Built 2010 to 2013	129,453	2,114	0
Built 2000 to 2009	1,646,490	25,997	27
Built 1990 to 1999	1,495,571	21,767	28
Built 1980 to 1989	2,117,819	22,733	31
Built 1970 to 1979	2,503,688	27,111	94
Built 1960 to 1969	1,871,029	15,500	48
Built 1950 to 1959	1,907,512	13,694	37
Built 1940 to 1949	865,607	7,494	16
Built 1939 or earlier	1,298,438	8,186	8

2011-2015 American Community Survey 5-Year Estimates

Household Size (Overcrowding)

In 2015, the average renter occupied household size in Alpaugh was 4.38 persons per household (see Table 12). The average owner occupied household size is 4.05.

Geography	Average Household size (Owner Occupied)	Average Household size (Renter Occupied)
California	3.00	2.91
Tulare County	3.24	3.50
Alpaugh	4.05	4.38

2011-2015 American Community Survey 5-Year Estimates

By definition, the most common measure of overcrowding is persons per room in a dwelling unit.² More than one person for each room of a dwelling unit is considered overcrowding. It is important to note that the measure is based on all rooms of a dwelling unit, not just the number of bedrooms. It is not uncommon for persons to share a bedroom, for example siblings or adults. Permanent

Vacancy Rate

Vacancy rate is important as it provides an indicator of unoccupied housing units. Vacancies may occur as people move away from a housing unit and it remains vacant until the next person/family moves in. Vacancy allows persons to decide whether to choose owning or renting housing based on their need and income. A vacancy rate of about 5-6% is considered typical; however, vacancy rates above 6% can be a reflection of affordability or housing condition. In 2015, the rental vacancy rate in Alpaugh was 3.1%, which was lower than Tulare County at 3.7% and the State of California at 4.1%. The homeowner vacancy rate was 0%, which was lower than Tulare County at 1.7% and the State of California at 1.4%, (see Table 13).

Geography	Homeowner vacancy rate	Rental vacancy rate
California	1.4%	4.1%
Tulare County	1.7%	3.7%
Alpaugh	0.0%	3.1%

2011-2015 American Community Survey 5-Year Estimates

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

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ENVIRONMENTAL CONDITIONS

Wildlife³

A California Natural Diversity Database (CNDDDB) search conducted on August 9, 2016 (see **Figure 4**) indicates there are special status species within the Alpaugh Quadrant Species List (which includes the Alpaugh Planning Study Area) consisting of seven animal species and no plant species: San Joaquin kit fox (*Vulpes macrotis mulica*, federal endangered); Swainson's hawk (*Buteo swainsoni*, state endangered); vernal pool fairy shrimp (*Branchinecta lynchi*, federal threatened); Tipton kangaroo rat (*Dipodomys nitratoides*, federal endangered); Blunt-nosed leopard lizard (*Gambelia sila*, federal endangered); Western snowy plover (*Charadrius alexandrinus nivosus*, federal threatened); and San Joaquin woollythreads (*Monolopia congdonii*, federal endangered).

The Pixley National Wildlife Refuge was established in 1959 by executive order to provide wetland habitat for migratory waterfowl and shorebirds. Of the 6,939 acres that comprise the Refuge, approximately 5,350 is upland habitat made up of grassland, alkali playa, and vernal pool habitat, 755 acres consists of seasonal wetlands, and 15 acres consist of riparian habitat. The Pixley National Wildlife Refuge is located 5 miles to the northwest.

³ California Department of Fish and Wildlife. Biogeographic Information & Observation System (BIOS). <http://www.dfg.ca.gov/biogeodata/bios/>; California Department of Fish and Wildlife. California Natural Diversity Database. CNDDDB Maps & Data. <http://www.dfg.ca.gov/biogeodata/cnddb/mapsanddata.asp>; California Department of Fish and Wildlife. California Natural Diversity Database. November 1, 2016

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Figure 4 - Alpaugh CNDDB Map



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Geology & Seismic Hazards⁴

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

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

Soils⁵

According to the Soil Survey of Tulare County, California, Western Part (2003), prepared by the United States Department of Agriculture (USDA), Soil Conservation Service, (see **Figure 5**), the following soil type is located in Alpaugh:

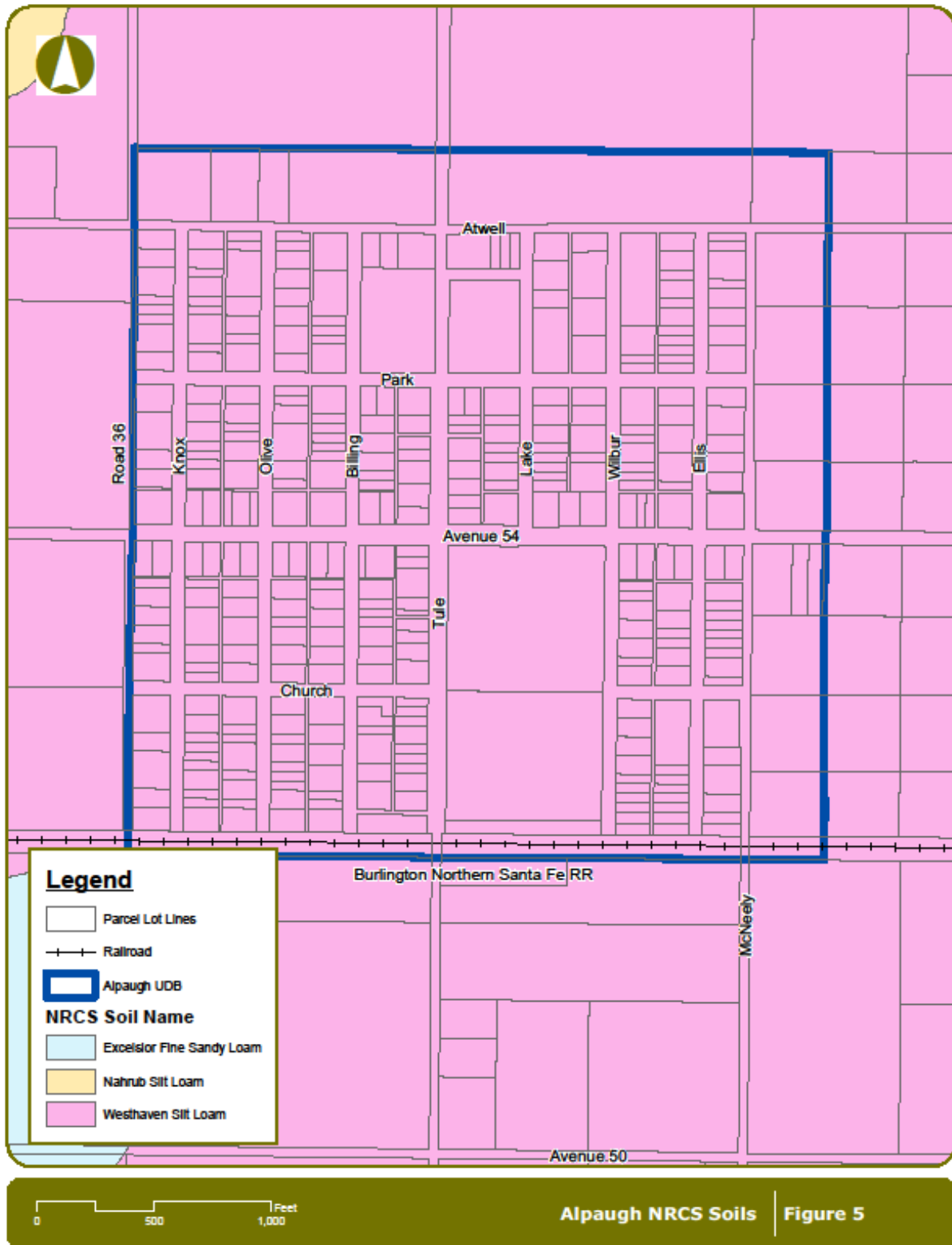
Posochanet silt loam, 0 to 2 percent slopes, is moderately deep and moderately well drained, with slow permeability. The soil is suitable for crops such as cotton, seed alfalfa, sugar beets, wheat and safflower native annual grasses, forbs, and saltbrush.

⁴ California Department of Conservation, California Geological Survey: Earthquake Shaking Potential for California, 2008. http://www.conservation.ca.gov/cgs/information/publications/ms/Documents/MS48_revised.pdf; California Department of Conservation, Official Maps of Earthquake Fault Zones delineated by the California Geological Survey through December 2010 under the Alquist-Priolo Earthquake Fault Zoning Act. http://www.quake.ca.gov/gmaps/ap/ap_maps.htm

⁵ United States Department of Agriculture, Natural Resources Conservation Service, Soils Map for Central Tulare County, 2009

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Figure 5 - NRCS Soils Map



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PHYSICAL CONDITIONS

Air Quality

The Alpaugh Community Plan Area is within the San Joaquin Valley Air Basin (SJVAB) and under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAB is classified non-attainment/severe for the State O₃ 1-hour standard, non-attainment for the State O₃ 8-hour standard, non-attainment for the State PM₁₀ standard, non-attainment for the federal and State PM_{2.5} standards, and attainment and/or unclassified for the remaining federal and State air quality standards. According to the Tulare County General Plan, the San Joaquin Valley has some of the worst air quality in the nation. The CO and NOX emissions are typically generated by motor vehicles (mobile sources). The ROG emissions are generated by mobile sources and agriculture. Although emissions have been shown to be decreasing in recent years, the SJVAB continues to exceed state and federal air quality emission standards.

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

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

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

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

There is a correlation between air quality and land use. It is also related to the configuration of land, vegetation, climate, wind direction and velocity, and production of man-made impurities which change the natural qualities of the air. Because Alpaugh is located near the southwestern end of the Valley with prevailing winds from the northwest, it is in a vulnerable position for the accumulation of

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adversely modified air, particularly when a temperature inversion occurs which holds down surface air along with its pollutants. Local air pollution sources within the general vicinity of Alpaugh include agricultural activities.

Flooding⁶

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, Community-Panel Number 06107C1900E, shows Alpaugh within Flood Zoned X (see **Figure 6**), a portion of areas within 0.2% chance flood; areas of 1 % annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance of flood. Structures located in a shaded X zone are recommended to be elevated one foot above natural ground. Elevation certificates not required unless the property owner wishes to use them for insurance rating purposes; for example, a preferred risk policy.

“Official floodplain maps are maintained by the Federal Emergency Management Agency (FEMA). FEMA determines areas subject to flood hazards and designates these areas by relative risk of flooding on a map for each community, known as the Flood Insurance Rate Map (FIRM). A 100-year flood is considered for purposes of land use planning and protection of property and human safety. The boundaries of the 100-year floodplain are delineated by FEMA on the basis of hydrology, topography, and modeling of flow during predicted rainstorms.”⁷ Although some areas of Tulare County have experienced major flooding along its major rivers, the Alpaugh Plan Area has not. There are portions of Alpaugh, however, that are within and adjacent to the FEMA 500 year flood zones. According to the Tulare County General Plan Update, substantial flooding could occur in Tulare County if the two (2) major dams were to experience failure. The inundation area below the Success Dam does not extend to Alpaugh

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

The County of Tulare has taken steps to be a part of the National Flood Insurance Program (NFIP), by actively adopting minimum regulatory standards as set forth by Federal Emergency Management Agency (FEMA). The National Flood Insurance Program (NFIP) is administered by the (FEMA) to offer flood insurance to properties located in special flood hazard areas (SFHAs). Information about the NFIP, is available at the following website: www.fema.gov. As part of the county’s participation in the NFIP, individuals are eligible to obtain flood insurance. Further flood information is available at the County of Tulare Resource Management Agency at the following website: <http://tularecounty.ca.gov/rma/index.cfm/public-works/flood-hazard-information/flood-control-information/>. On June 16, 2009, Tulare County adopted the new Digital Flood Insurance Rate Maps

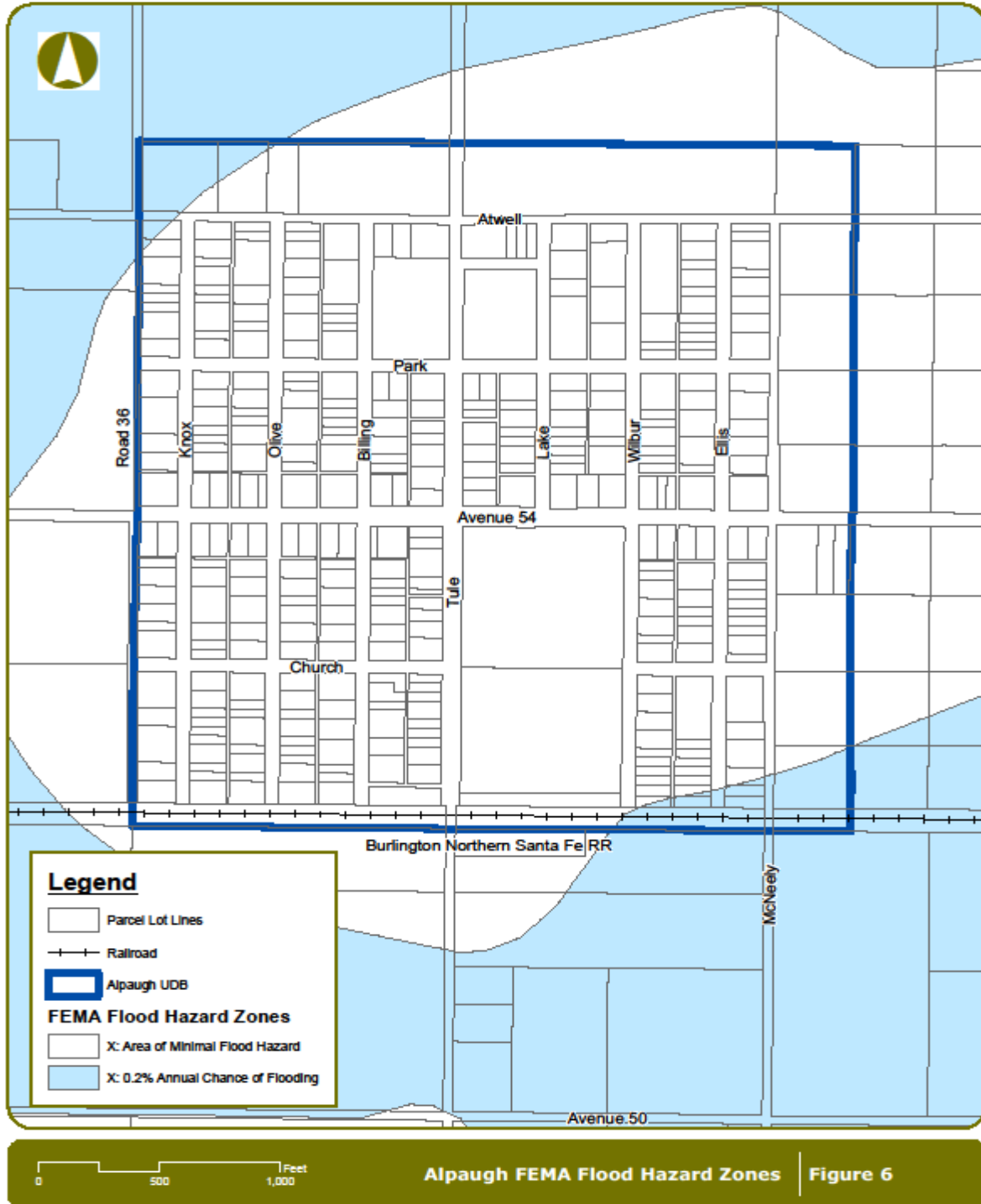
⁶ Federal Emergency Management Agency, 2009. National Flood Insurance Rate Map, Map Number 06107C1900E, Panel Number 1900 of 2550, June 16, 2009. <https://msc.fema.gov/portal/>

⁷ Tulare County General Plan 2030 Update, August 2012; United States Department of Transportation, Federal Transit Administration. Transit Noise and Vibration Impact Assessment, FTA-VA-90-1003-06; May, 2006.

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(DFIRMs). Information is available to determine if a property is located in a SFHA by using the following FEMA Map Service Center link as follows: <https://msc.fema.gov/portal>.

Figure 6 - FEMA Flood Map



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Noise

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

The Noise Element identifies noise-impacted areas throughout Tulare County. These areas include lands which have existing or projected noise levels exceeding 60 decibels (dBa) Ldn. This decibel figure is considered to be the maximum normally acceptable noise level for single family residential areas. Roadways and traffic noise are the dominant source of ambient noise in the County. **Table 10** summarizes the daily traffic volumes along Avenue 54 from the Kings County Line to State Route 43. Together, these noise sources place a portion of Alpaugh’s urbanized areas within the 60 dB Ldn noise contour. The Noise Element includes performance standards for new residential or other noise-sensitive land uses which are to be located near noise-impacted areas. The Element indicates that these uses will not be permitted unless effective design measures can be integrated into the development to mitigate the impact of noise.

Table 14 - Noise Levels					
Location	ADT	From Roadway Centerline			
		Distance (feet) to 70 Ldn Contour	Distance (feet) to 65 Ldn Contour	Distance (feet) to 60 Ldn Contour	Distance (feet) to 55 Ldn Contour
Avenue 54 from King County Line to State Route 43	600	6	14	29	63

Source: 2010 General Plan Background Report

INFRASTRUCTURE

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

Energy/Natural Gas/Electricity

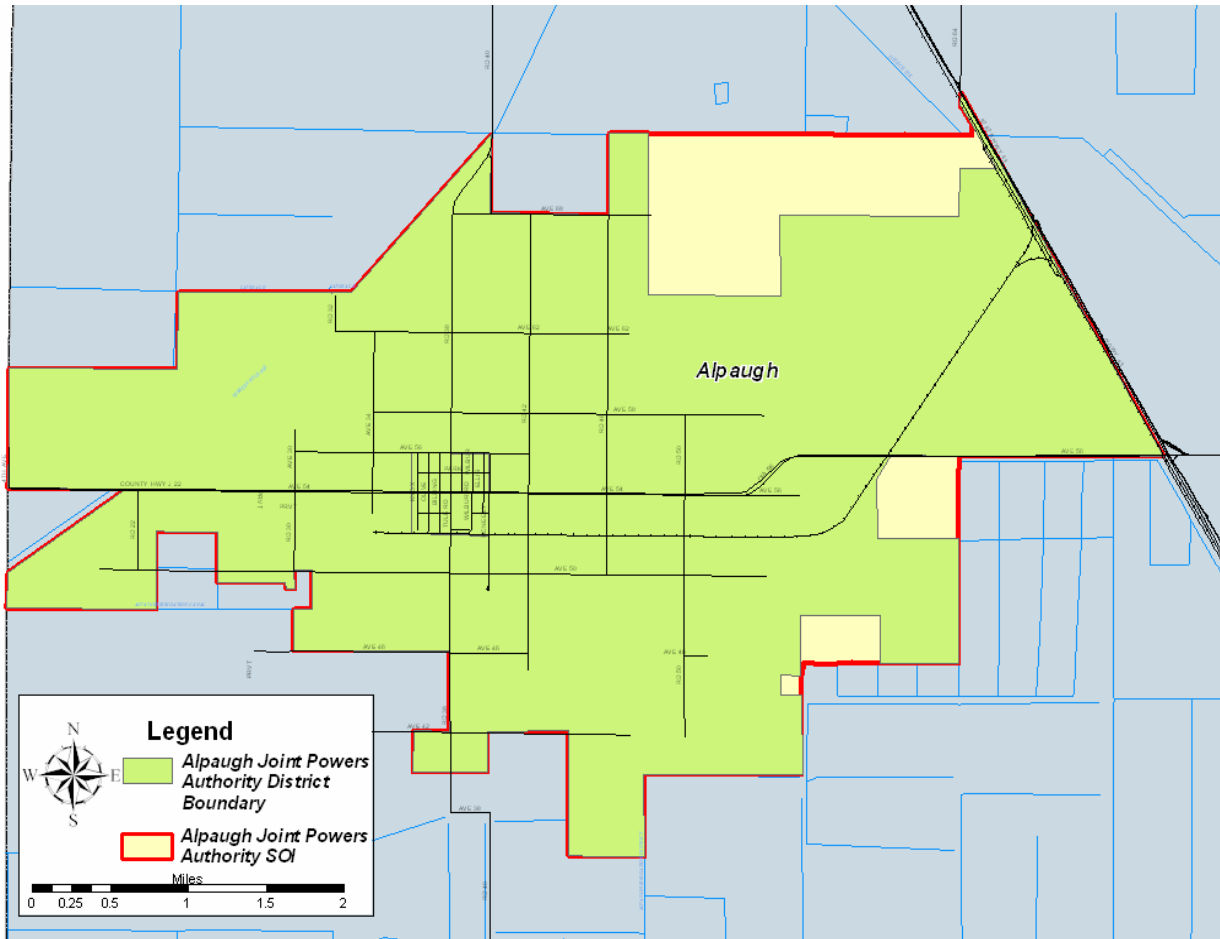
Southern California Edison provides service to Alpaugh.

Water System

Domestic water service in Alpaugh is provided by the Alpaugh Joint Powers Authority (AJPA) which was formed in March 2003 and has expanded to its current size, the Alpaugh CSD Sphere of Influence is shown in **Figure 8**. It is a separate governing agency responsible for all operations and maintenance to the domestic water system in the rural community. **Table 11** shows the number of existing water connections, the capacity of the system, and the number of additional connections the system can accommodate for new development (AJPA, February 2014). These connections do not directly correspond to number of housing units but include the number of service connections, both residential and commercial. **Figure 7** graphically displays the approximate location of water wells and water lines. These are based on correspondence with AJPA because accurate mapping is unavailable.

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Figure 7 - Alpaugh AJPA

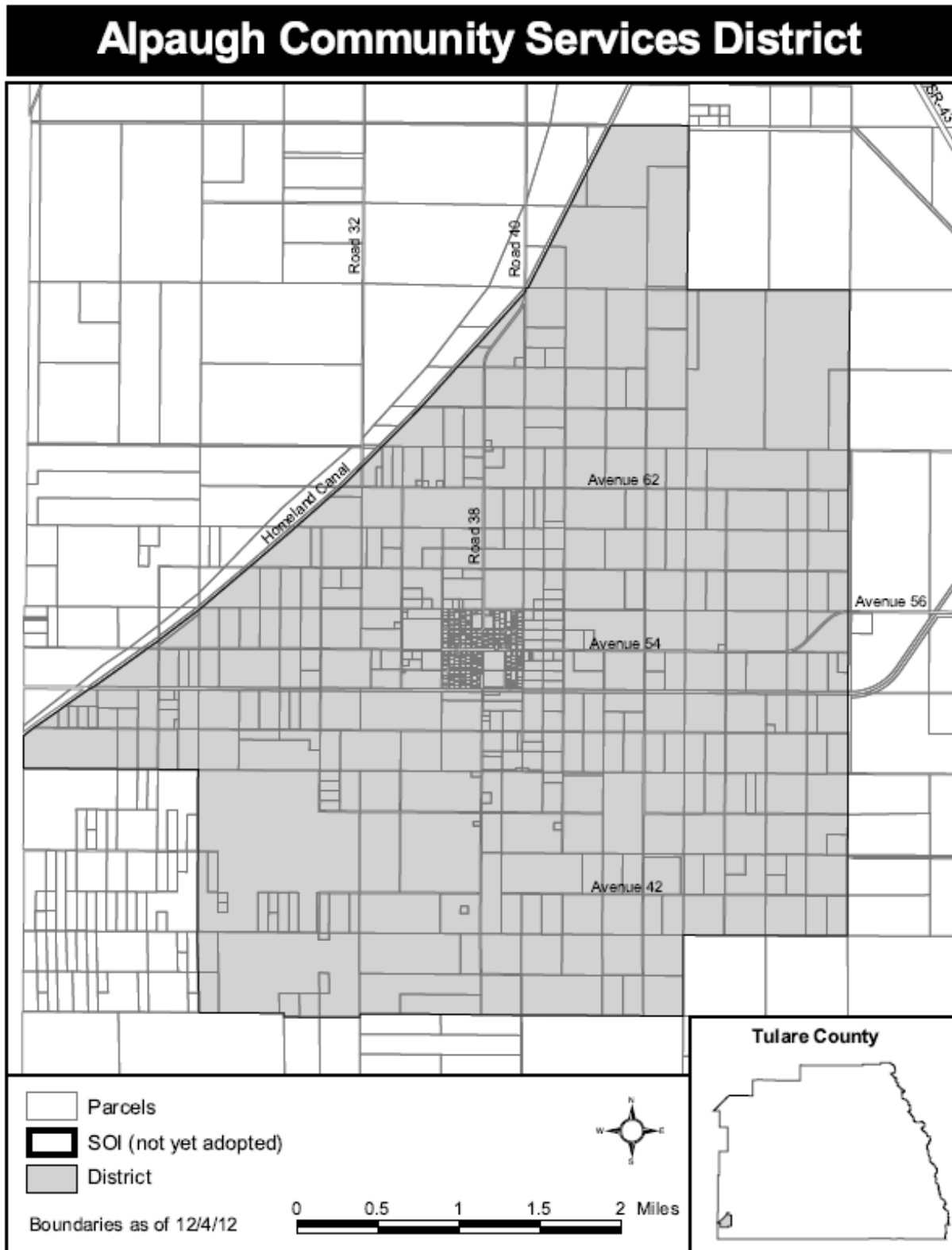


According to the Municipal Service Review 2006 (MSR), domestic water service providers for Alpaugh have been unable to support any new connections to their water system in recent years due to severe water quality problems (including arsenic contamination), inadequate system pressures, and deterioration of water pipelines resulting in breaks and leaks. Water system problems have halted any new development from occurring in the community.

Since its formation, the AJPA has received over \$4 million in grants and loans to improve the community's water supply and distribution system. The water supply is currently derived from a single well (Well #10). Well #9, owned and operated by the Alpaugh Irrigation District (AID), is used as a backup in case Well #10 fails to function. The AJPA expects to have an additional well drilled in the future, at which time Well #10 would function as the backup well.

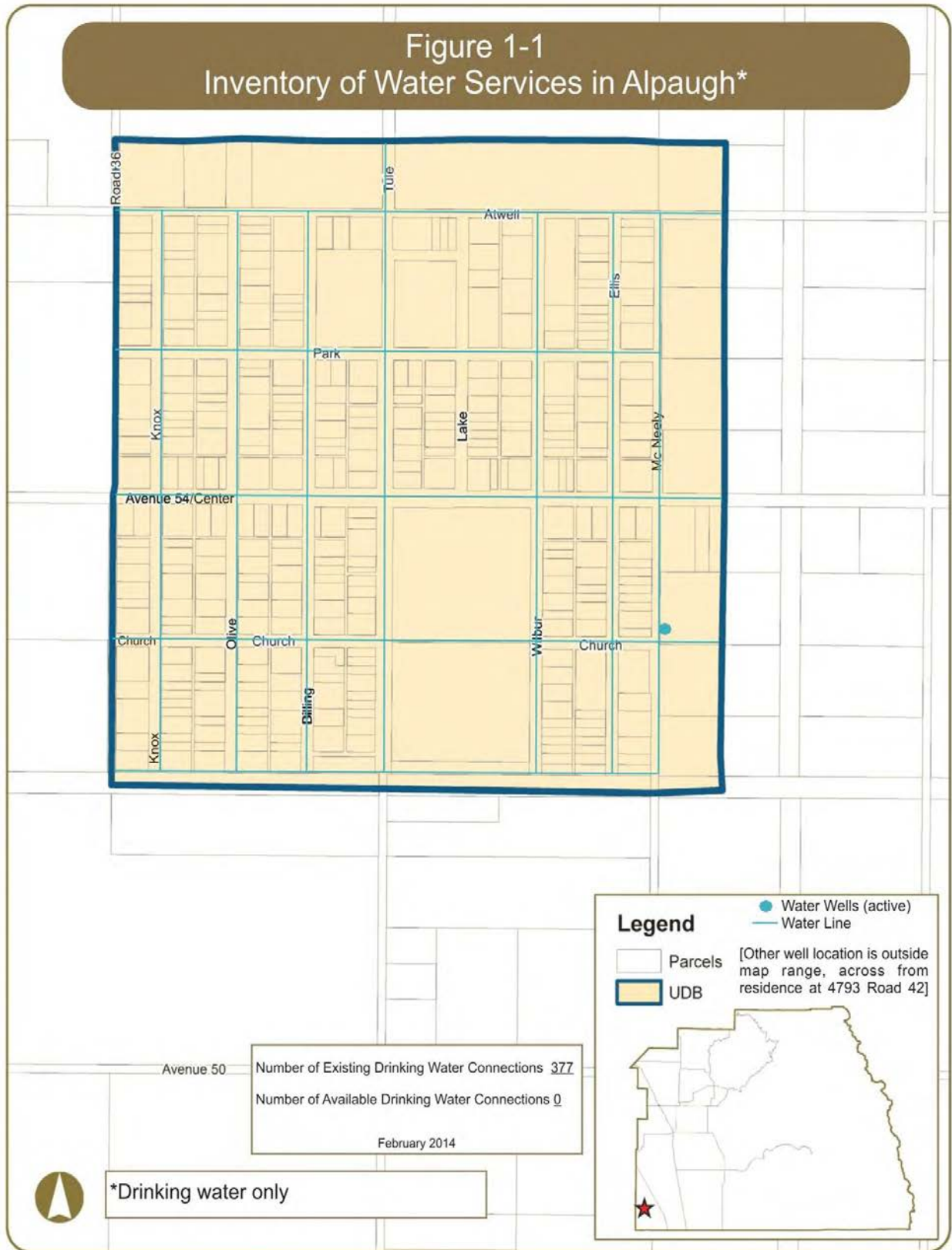
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Figure 8 - Alpaugh CSD Sphere of Influence



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Figure 9 - Inventory of Water



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While the AJPA has struggled over recent years to supply customers with safe, affordable drinking water, they appear to be taking steps in the right direction by obtaining funding necessary for a complete overhaul of its water system. While the AJPA is unable to support additional connections at this time, ongoing system improvements will improve the system capacity and level of service and allow for additional service connections in the future. Assuming 290 equivalent dwelling units (EDUs) in order to meet Tulare County Improvement Standards, the AJPA water system would need to be capable of delivering a combined flow rate (from all source and storage facilities) of 1,030 gallons per minute (GPM) (500 GPM fire flow and 530 GPM domestic demand) for a period of two hours while maintaining a minimum pressure of 25 pounds per square inch (PSI) to each lot served. EDUs include housing units and other types of connections such as commercial uses. The current pumping efficiency of the AJPA water system is unknown, and therefore it cannot be determined if the water system meets the requirements of the Tulare County Improvement Standards.

Sewer

There is no community wide sewer system in Alpaugh. The community depends on individual on-site septic tank systems for wastewater disposal.

Table 15 - Existing Water & Wastewater Connections in Alpaugh

Description of Existing Infrastructure					
Drinking Water			Waste Water*		
No. of Existing Connections	Capacity	Available	No. of Existing Connections	Capacity	Available
377 ¹	377 ²	0	Septic Only		

* Data current as of February 2014 (per conversations with Alpaugh CSD)

1 Twenty (20) of these connections are not currently in use

2 Per Alpaugh CSD, the system is not technically "at capacity" since at present they are using only half the delivery capability of the two wells. The real "capacity" problem arises from sinking of the water table.

Storm Water Drainage

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

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

- ✓ Water overflowing the curb and entering adjacent property leading to damage.
- ✓ Accelerated roadway deterioration and public safety concerns may occur due to excessive water accumulation on roadways.

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- ✓ Over saturation of the roadway structural section due to immersion will lead to pavement deterioration

Alpaugh currently does not have a storm drainage system.”⁸

Solid Waste

Solid waste disposal services for the Community of Alpaugh is provided by Tule Trash, a private company. Solid waste generated in Alpaugh can be disposed at Teapot Dome Landfill, located at 21063 Avenue 128, Porterville.

PUBLIC SERVICES

Community Resource Center

The community lacks many resources and needs a place where residents can go to access information and county wide resources. The School and Community Service District Buildings provided the base for this currently.

Sheriff

Police protection services are provided in Alpaugh by the Tulare County Sheriff's Department sub-station, located at 161 North Pine Street, in Pixley, approximately 12 miles east of Alpaugh. The substation provides patrol services 24-hours per day, 365 per year. Additional Sheriff resources are available as needed via dispatch from the main Sheriff's Office in Visalia, CA.

Fire

Fire protection and emergency medical services are provided for Alpaugh by the Tulare County Fire Department. The community is served by Tulare County Fire Department Station #9, located at 3939 Avenue 54 in Alpaugh, California. Engine 9 is assigned to this location. The fire department personnel also provide emergency medical aid.

Thirty-five fire hydrants are found within Alpaugh (**see Table 20**). These fire hydrants are located within the County right-of-way. **Figure 10** display Existing Fire Hydrants in Alpaugh.

⁸ Action Program 9, Tulare County 2015 Housing Element

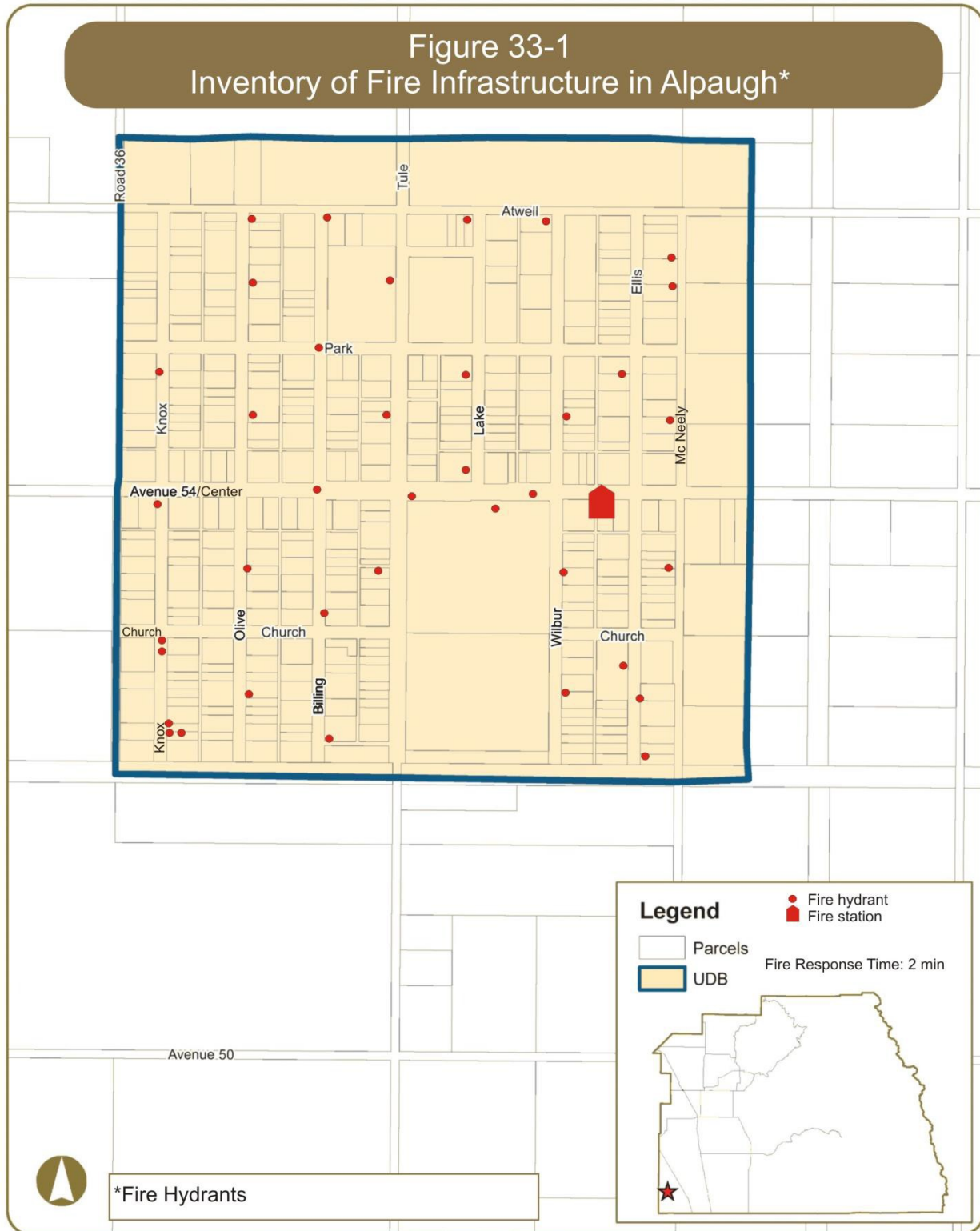
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Table 16 - Existing Fire Hydrants

Existing Fire Hydrants	
No.	Location
1	Attwell Street and Olive Road
2	Attwell Street and Billing Road
3	Attwell Street and Lake Road
4	Attwell Street and Wilbur Road
5	Olive Road south of Attwell Street
6	Tule Road south of Attwell Street
7	McNeely Road south of Attwell Street
8	McNeely Road south of Attwell Street
9	Park Avenue at Knox Road
10	Park Avenue at Billing Road
11	Park Avenue at Lake Road
12	Park Avenue at Ellis Road
13	Olive Road south of Park Avenue
14	Tule Road south of Park Avenue
15	Wilbur Road south of Park Avenue
16	McNeely Road south of Park Avenue
17	Center Street at Knox Road
18	Center Street at Billing Road
19	Center Street at Tule Road
20	Center Street at Lake Road
21	Center Street at Lake Road
22	Center Street at Wilbur Road
23	Olive Road south of Center Street
24	Tule Road south of Center Street
25	Wilbur Road south of Center Street
26	McNeely Road south of Center Street
27	Church Avenue at Knox Road
28	Church Avenue at Knox Road
29	Church Avenue at Billing Road
30	Church Avenue at Ellis Road
31	Olive Road south of Church Avenue
32	Wilbur Road south of Church Avenue
33	Ellis Road south of Church Avenue
34	Boswell Avenue at Knox Road
35	Boswell Avenue at Knox Road
36	Boswell Avenue at Knox Road
37	Boswell Avenue at Billing Road
38	Boswell Avenue at Ellis Road

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Figure 10 - Inventory of Fire Infrastructure in Alpaugh



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Schools

Schools are an essential component of a community. The quality of residential development is often measured by whether schools exist in close proximity to the neighborhood. As a result, schools are often a gravitational factor in attracting residential development to certain areas of a community. The Alpaugh Community Plan Area is within the Alpaugh Unified School District. The District provides K – 12 grade education at its Alpaugh School.

Libraries

“Alpaugh was established as the sixth County Library Branch in 1913. In 1910, a deposit station had been set up on two shelves, hung on the wall of the “merchandise store” of W. N. Billing on North Broadway. The Alpaugh Library Association raised money for a library building. On May 1, 1913 the first Alpaugh Library was opened. In 1915, the rental money paid by the Tulare County Library was used to purchase awnings and screens. This was felt to be a much needed improvement for hot afternoons. In April of 1916, the Times Delta reported that Alpaugh had 811 books and 196 readers. The present Alpaugh Branch was built and dedicated in the fall of 1960. The old building was then removed to make room for a lawn and landscaping for the new building.”⁹



“The Tulare County Public Library System is comprised of interdependent branches, grouped by services, geography and usage patterns to provide efficient and economical services to the residents of the county. At present, there are 14 regional libraries and one main branch”¹⁰ (see Table 21).

Branch	Address	Service Hours (2017)
Alpaugh	Alpaugh Branch 3816 Avenue 54 Alpaugh, CA 93201	Tuesday & Wednesday: 9:00 am – 1:00 pm 2:00 pm – 5:00 pm

Library hours current as of August 2017

Parks

Alpaugh Park, has a three (3) acre community recreation park, located on Road 38, near the northwest corner of Tule Road and Park Avenue, across from the Alpaugh Memorial Building, is owned and maintained by Tulare County. There are also a number of arbors that are available for rental. No entrance fee is required.

THE ALPAUGH COMMUNITY PLAN

CIRCULATION/COMPLETE STREETS/TRANSPORTATION

Existing Circulation and Transportation Conditions

Alpaugh is a small agricultural community located near State Route 43. The major rural collector roads is Avenue 54 (see Figure 11). There are no proposed major streets as part of this Community Plan.

⁹ Tulare County Library <http://www.tularecountylibrary.org/alpaughbranch.html>

¹⁰ General Plan Background Report, page 7-96

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Patterns of Blocks and Streets

The prominent grid pattern of County roads provides efficient and direct collector routes that provide ease of travel from place to place.

Traffic

“Tulare County is linked to Fresno County and Kern County principally by State Route 99. This route provides the only continuous north-south route through the County and is heavily used for regional travel. The entire length of State Route 99 in Tulare County and State Route 198 through Visalia and a portion of State Route 65 in Porterville are constructed to freeway standards.”

For a land use plan to operate effectively, it is imperative that a comprehensive circulation plan be prepared. Existing roadways must have the capacity to expand as traffic counts increase, and new roads must be planned so that one part of the community can be connected to another.

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

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

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

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

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Roads

There are various roadways in Alpaugh that are in need of repair. Over time, roadway pavement can become damaged or begin to fail due to fatigue, aging, or surface abrasion. The binding agent within road pavement becomes rigid and less flexible as time passes and the surface of the pavement may start losing aggregates. If timely maintenance does not occur, potholes will start to occur within the road.

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

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

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

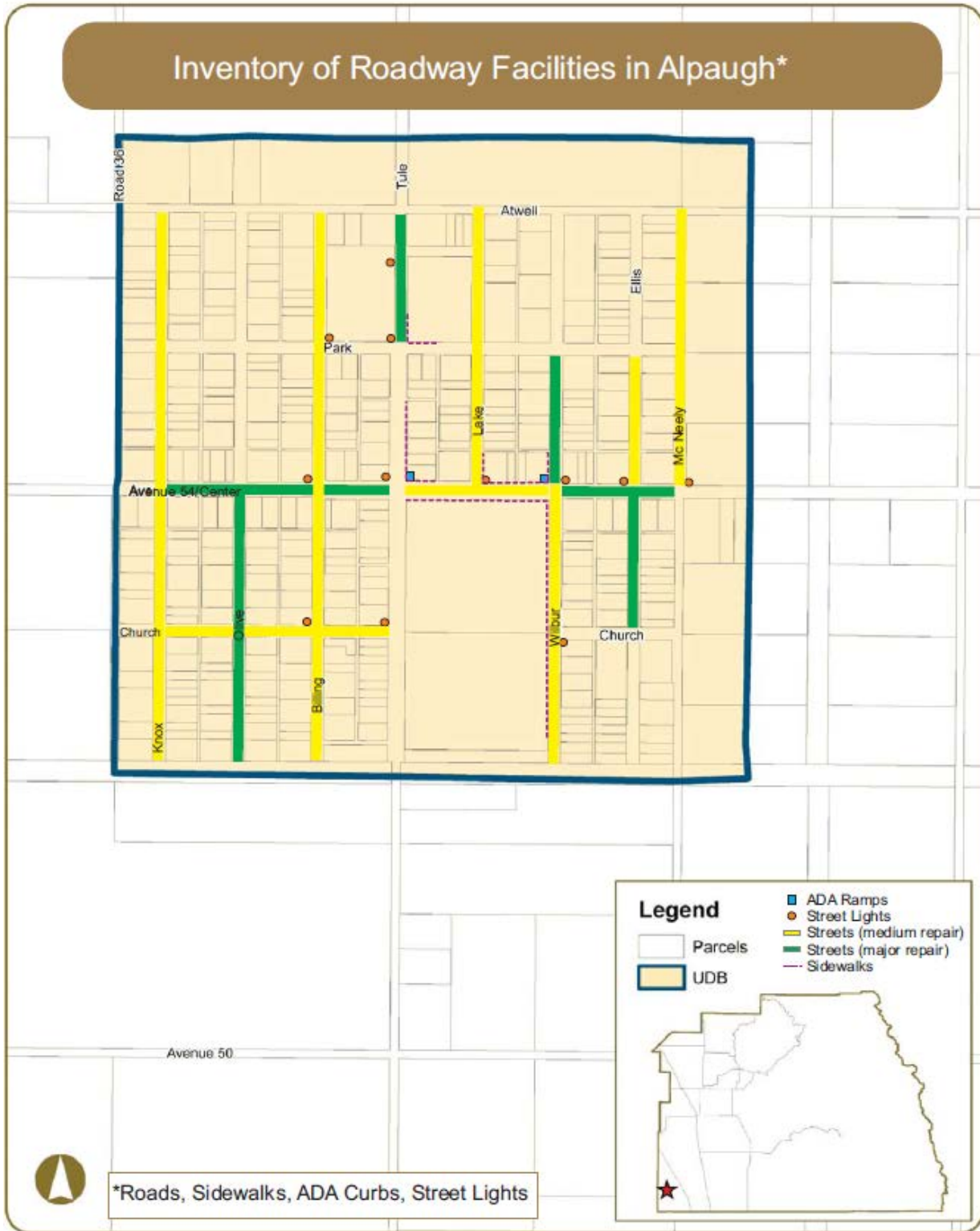
- ✓ Grind and remix - process by which construction materials are recycled and reused to add structure to roadways
- ✓ Overlay resurfacing operation - consists of grinding off selected areas of old asphalt, patching any potholes, placing a fabric (in some cases), placing and compacting hot mix asphalt pavement, and adjusting any street hardware
- ✓ Asphalt reconstruction - consists of excavating the entire roadway, placing and compacting rock beneath the roadway, and placing and compacting hot mix asphalt
- ✓ Cold mix reconstruction - similar to asphalt reconstruction except cold mix asphalt is used. It is commonly used as patching material and on lower volume service roads¹¹

Table 18 lists the roadways in need of repair, the limits, and type of maintenance strategy proposed. **Figure 12** graphically displays this information on a map.

¹¹ Action Program 9, Tulare County 2015 Housing Element

ALPAUGH COMMUNITY PLAN

Figure 12 - Inventory of Roadway Facilities in Alpaugh



ALPAUGH COMMUNITY PLAN

Table 18 - Road in need of Major and Medium Repair

Road Maintenance Strategies			
No.	Roadway	Limits	Repair Code
1	Billing Road	Atwell Avenue to south end	CHIP
2	Center Street	Knox Road to Rule Road	GRX
3	Center Street	Tule Road to Wilbur Road	CHIP
4	Center Street	Wilbur Road to Mc Neely Road	GRX
5	Church Avenue	Knox Road to Tule Road	CHIP
6	Ellis Road	Church Avenue to Center Street	GRX
7	Ellis Road	Center Street to Park Avenue	CHIP
8	Knox Road	Atwell Avenue to south end	CHIP
9	Lake Road	Center Street to north end	CHIP
10	Mc Neely Road	Center Street to north end	CHIP
11	Olive Road	Center Street to south end	GRX
12	Tule road	Park avenue to Atwell Avenue	GRX
13	Wilbur Road	Boswell Avenue to Center Street	CHIP
14	Wilbur Road	Center Street to Park Avenue	GRX

OLAY – overlay resurfacing operation
 CHIP – chip seal
 GRX – grind and remix

ACST – asphalt reconstruction
 RCST – cold mix reconstruction

(Source: County of Tulare Public Works, 2012)

Street Lights

Table 19 identifies the location of existing street lights that are maintained by Tulare County, in Alpaugh, as well as their specifications. **Figure 12** also displays this information graphically. The below table specifies the locations, the pole number, lumens, pole type, arm direction and utility provider. Pole numbers can be arbitrary and are used to match the pole specifications with its location. Lumens measure the amount of light emitted from the bulb (the more lumens the brighter the light). The pole type “W” represents a wood post for which the light is commonly shared with a Utility provider. Similarly, "M" represents metal and "C" represents concrete”¹²

Table 19 - Existing Street Lights in Alpaugh

Specifications of Existing Street Lights								
No	East-West Roadway	North-South Roadway	Location	Pole	Lumens	Pole Type	Arm Direction	Utility
1	Atwell	Tule Road	S of Atwell	GTC1039233	5800	W	E	PG&E
2	Center	Billing Road	NW Corner	859	5800	W	S	PG&E
3	Center	Tule Road	NW Corner	857	5800	W	S	PG&E
4	Center	Lake Road	NE Corner	858	5800	W	S	PG&E
5	Center	Wilbur Road	NE Corner	861	5800	W	S	PG&E
6	Center	Ellis Road	NW Corner	866	5800	W	S	PG&E
7	Center	Mc Neely Road	NE Corner	862	5800	W	N	PG&E
8	Church	Billing Road	NW Corner	860	5800	W	E	PG&E
9	Church	Tule Road	NW Corner	855	5800	W	E	PG&E
10	Church	Wilbur Road	SE Corner	856	5800	W	N	PG&E
11	Park	Billing Road	NE Corner	865	5800	W	S	PG&E
12	Park	Tule Road	NW Corner	863	5800	W	E	PG&E

(Source: Tulare County Public Works, March 2013)

¹² Action Program 9, Tulare County 2015 Housing Element

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Sidewalks

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

Table 20 - Existing Sidewalks in Alpaugh

Location of Existing Sidewalks			
No.	Roadway	Limits	Location
1	Center Street	Tule Road to 150' east	North Side
2	Center Street	Tule Road to Wilbur Road	South Side
3	Center Street	Lake Road to Wilbur Road	North Side
4	Lake Road	Center Street to 100' north	East Side
5	Park Avenue	Tule Road to 150' east	North Side
6	Tule Road	Park Avenue to 150' north	East Side
7	Tule Road	Center Street to 150' north	East Side
8	Wilbur Road	Center Street to 150' north	West Side
9	Wilbur Road	Center Street to 100' north of Boswell Avenue	West Side

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

ADA Curb Ramps

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

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

The County of Tulare completed a survey of ADA compliant ramps within the communities in August 2012. According to the survey, there are several ADA compliant curb ramps located within Alpaugh (see Table 21).¹³

Table 21 - Existing ADA Curb Ramps in Alpaugh

Location of Existing ADA Ramps			
No.	East-West Roadway	North-South Roadway	Location
1	Center Street	Wilbur Road	NW Corner
2.	Center Street	Tule Road	NE Corner

(Source: County of Tulare Public Works, August 2013)

¹³ Action Program 9, Tulare County 2015 Housing Element

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Complete Streets

The Complete Streets Programs Policies, Objectives, and Standards are hereby incorporated by reference. Included in the plan are policies and implementation measures. The physical plan includes a bicycle network and connected pedestrian travel system incorporating complete safe routes to school network (see Table 22) and (Attachment A-4: Alpaugh Complete Streets Program).

The Board of Supervisors on February 28, 2017, approved inclusion of the Complete Streets Program as part of the Circulation Element of the Community Plan (see Attachment A-4). The Complete Streets Programs Policies, Objectives, and Standards are incorporated by reference.

Segment	Sidewalk	Curb & Gutter	Drainage	Lighting	Measure R Complete Streets
Church Avenue between Tule Road (Road 38) and Knox Road	X	X			X
Church Avenue between Wilbur Road and Ellis Road	X	X			X
Tule Road on west side between Avenue 54 and Park Road	X	X			X
Avenue 54 between Wilbur Road and Ellis Road	X	X			X

Source: Tulare County Complete Streets - Alpaugh

Complete Streets Bicycle Facilities

Bikeway that provides route designation by signage. Roadways are shared between bicyclists and motorists. Class III facilities in Tulare County are envisioned to be implemented along the major circulation segments of roadway that connect the overall County roadway network. Class III facilities are proposed along Atwell Avenue. Although not signed on many roads in Alpaugh, bicyclists are allowed use the side of the road or share the road on all County roadway facilities excluding freeways (see Figure 13).

Complete Streets Pedestrian Paths and Sidewalks

Pedestrian paths are primarily developed as part of the roadway and trail systems of a community and reflect the interconnected nature of circulation and transportation systems as a whole. Constructing wide streets increases the distance a pedestrian must travel to cross a street, thereby making it inconvenient for public use and inhibiting pedestrian circulation in the community. Currently, limited continuous sidewalks are provided along major routes in the community. In addition to connecting available pedestrian resources, the communities have prioritized the completion of sidewalks along safe routes to school. Enhanced pedestrian crossings and sidewalks is considered in areas where high pedestrian demand occurs (such as to and around schools).

Multituse Trails

Multituse trails are facilities that can be used by bicycles, pedestrians, equestrians, and other recreational users. There is currently no multituse trails in the Alpaugh Community.

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Atwell Island-Alpaugh-Allensworth Trail (AAAT) Project February 2017 (Update)

Project Description: This Project will create a multi-use trail to connect the communities of Alpaugh and Allensworth with one another as well as with two unique and historical attractions; the Bureau of Land Management Atwell Island Project and CA State Parks & Recreation Colonel Allensworth Historic State Park. The AAAT Project will offer recreational and educational opportunities as well as expand access to southwest Tulare County's outstanding birdwatching and wildlife viewing for community members, youth, and visitors alike.

Location: Southwest Tulare County, in the Deer Creek sub-watershed. Deer Creek is unique in that it is one of the few undammed streams remaining in California, which enables it to serve the full range of natural ecosystem functions that benefit humans and wildlife. Deer Creek is emblematic of Tulare Valley's native landscape, with riparian corridors adjacent to upland desert scrub habitat. The region has many natural treasures that already call attention to it as a tourist destination, especially among birders. It is also home to many cultural treasures, including Colonel Allensworth Historic State Park and the Native American Yokut heritage found in the vast, historic Tulare Lakebed. There is significant opportunity to invest in the region to elevate it as a tourist destination bringing more wealth to the communities and to invest in youth education and nurture future stewards of the valley.

Route: Under consideration

Estimated Funding: \$230,000 (Phase 1 April 2016 – March 2017)

Opportunities: The project will align with other conservation efforts to achieve multiple benefits including ecosystem restoration, land stewardship, environmental education and youth leadership development. It will celebrate and educate the public regarding the cultures of the earliest settlers in the Atwell Island, Alpaugh and Allensworth area; develop capacity for intra-community leadership and collaboration through the Alpaugh & Allensworth Restoration and Conservation Collaborative (AARCC), create tourism opportunities, reduce greenhouse gases due to vehicle travel between communities and enhance quality of life.

Challenges: No insurmountable challenges expected.

Partners/participants to date: Alpaugh and Allensworth citizen advocates and schools, BLM Atwell Island Project, Colonel Allensworth Historic State Park, Friends of Allensworth, Tachi Yokuts Tribe, Tulare Basin Wildlife Partners, Self-Help Enterprises, Deer Creek Storm Water District and local water agencies, Southern California Edison, High Speed Rail, CSET, Tulare County Resources Management Agency and Tulare County Board of Supervisors. Other potential partners include agricultural - philanthropic interests and the Central Valley Community Foundation.

Atwell Island Project Work-based Learning (AIP-WBL), Allensworth-Alpaugh- Atwell Island Trail (AAAT), and Allensworth-Alpaugh Restoration and Conservation Collaborative (AARCC) Programs 2017-2019

AIP-WBL Program Description: The Bureau of Land Management (BLM) AIP-WBL Program is envisioned as a permanent four-week summer work-based learning program for 10 - 20 11th and 12th grade high school students from the rural underserved communities of Allensworth and Alpaugh in SW Tulare County, California. The program begun by BLM in 2016, is conducted at the BLM AIP and contiguous Ton Tache wetlands with appropriate field trips. The permanent continuation of this

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program will enable Allensworth and Alpaugh high school students to develop career readiness and the technical skills needed to address regional drought, flood, and other climate change adaptation issues. The 2017-2019 program cost is estimated to be \$260,000.

As soon as funding is available in 2017, the Tulare Basin Wildlife Partners (TBWP) in its official BLM “Friends of Atwell Island” role will collaborate with American Conservation Experience (ACE) to hire an Onsite Coordinator to coordinate the program year-round. The Coordinator will work with the Allensworth and Alpaugh School principals and selected teachers as well as with regional partners from key socio-economic sectors to ensure implementation of the program. The Coordinator will be housed at the AIP and will be supported by BLM staff for the equivalent of one day per week.

Students chosen to participate in the summer 2017 program will be given a focus topic upon which to design a region-specific, natural resource-focused project. Focus topic experts will give a series of presentations in classrooms and assemblies throughout the school year, introducing the focus topic from a variety of perspectives. Possible pathways which students will choose in approaching the focus topic include but are not limited to:

- Hands-on: native plant identification, cataloguing, and seed collection for the utilization of land restoration
- Science, Technology, Engineering & Math (STEM): exploring and examining land use in the Tulare Lake bed area through data accumulation, dissemination, and GIS mapping
- Historic: examining and exploring the evolution of the Tulare Lake bed landscape throughout its settlement
- Artistic: examining and exploring existing landscapes through photography, drawing, painting, etc.
- Topics suggested by key partner participants: key partners include regional water agencies, agricultural entities, environmental justice groups and higher education institutions

AIP-WBL, AAAT and AARCC Programs: During the past two years the BLM AIP, Allensworth-Alpaugh community advocates, and TBWP have also collaborated on the Allensworth-Alpaugh-Atwell Island (AAAT) and the Allensworth-Alpaugh Restoration and Conservation Collaborative (AARCC), integrating them with the AIP-WBL program. Together, these three programs comprise a holistic local-regional demonstration project – a model for rural communities throughout the Central Valley.

Under the AAAT and AARCC, with TBWP coordination during the 2016-2019 start-up phase, AARCC community advocates are guiding development of a nature education and recreation trail to connect the communities of Alpaugh and Allensworth with one another and with the two unique local-regional historical attractions – the Atwell Island Project-Ton Tache Wetlands and Colonel Allensworth State Historic Park (CASHP).

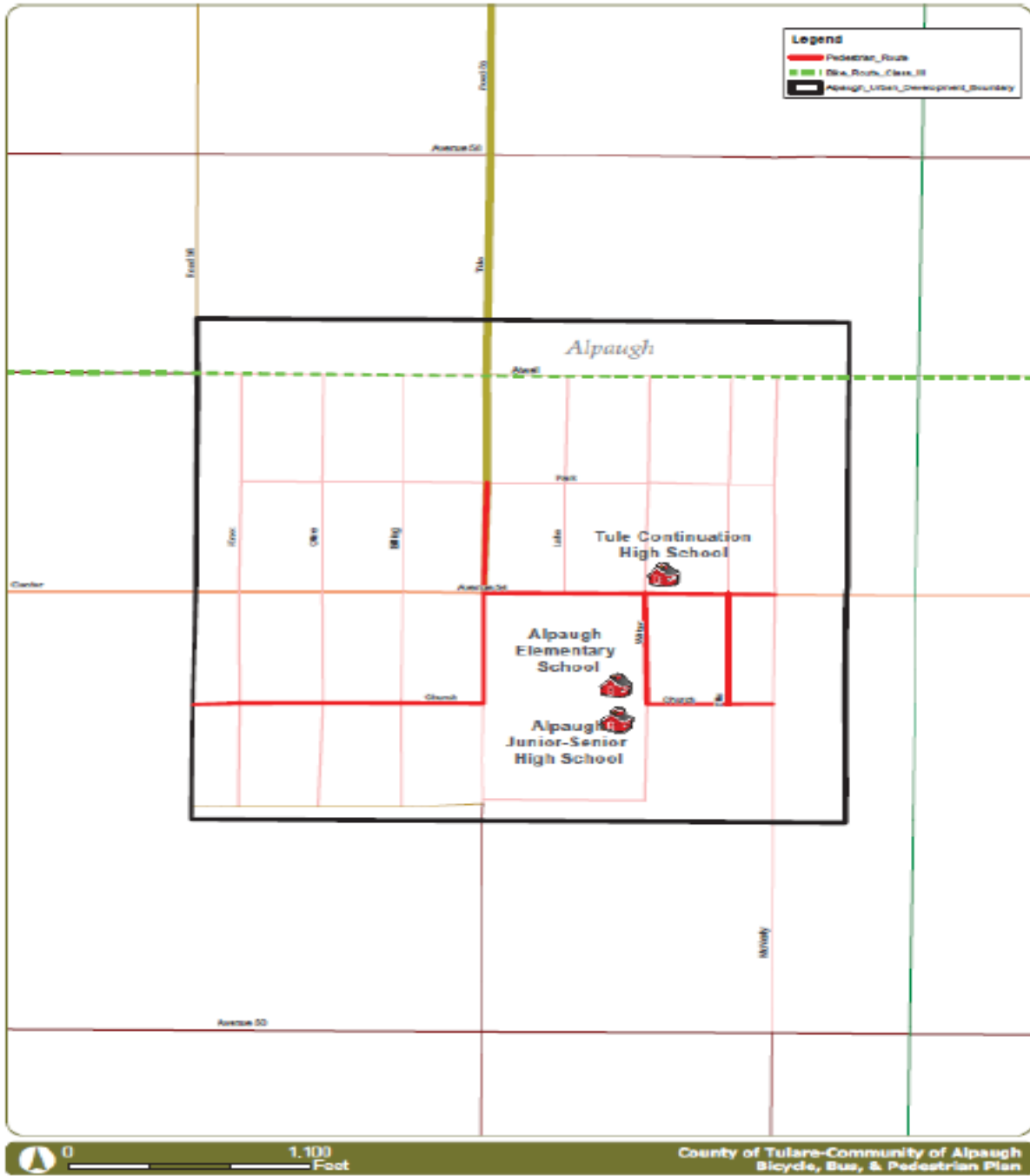
The AAAT will provide opportunities for AIP-WBL participant hands-on project applications, as well as youth and citizen science education to advance drought or flood readiness and climate adaptation. The AAAT will nourish community environmental stewardship, youth leadership development, and youth career readiness. AAAT program coordination by the TBWP in 2017 benefits from partial support from the International Edison Foundation. The AAAT program 2017-2019 cost is approximately \$250,000 in cash and in-kind services value. Significant in-kind value services are

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provided by the TBWP, BLM, Colonel Allensworth State Historic Park, Deer Creek Storm Water District and the Angiola Water District. Under the AARCC program, community advocates are preparing to assume management and fiscal responsibility for the WBL and AAAT programs, guided by the highly experienced and trusted retired Tulare County United Way Executive Director (Ernie, Hernandez) and coordinated by the TBWP. During 2017-2019, the AARCC will develop governance capacity to undertake additional future resource-sharing community benefit projects, enhancing the ecological and economic sustainability of the Allensworth and Alpaugh communities permanently. The Central Valley Community Foundation has offered to hold an endowment for AARCC, providing an important incentive. Except for TBWP coordination funded in 2017 by Edison International, costs/expenses under this program are donated by participants. (February 6, 2017)

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Figure 13 - Bicycle, Bus, & Pedestrian Plan



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Transit and Bus Stops

The County of Tulare provides public transportation services to the elderly, handicapped, low-income, and residents without access to transportation. Public transit is not currently available in Alpaugh.

The Tulare County Transit Agency (TCAT) operates fixed-route services that link communities with each other and with Visalia and Tulare's urban transit systems. Public transit is not currently available in Alpaugh. Tulare County Transit Agency (TCAT) operates Dial-A-Ride Service Monday through Friday. Reservations must be placed the day before planned trip for a curb to curb trip on Dial-A-Ride. (see TCAT website at: <http://www.tularecounty.ca.gov/rma/index.cfm/public-works/tulare-county-area-transit-tcat/>). TCAT vehicles are wheelchair accessible and all full size buses include bike racks. As such, public transit is likely to remain a limited option due to fiscal constraints and the high cost of providing services to a community of less than one thousand residents. The low level of auto congestion in Alpaugh, now and as forecasted into the future, suggests that driving will continue to be more convenient in rural communities than the use of transit for those with access to a private car.

AMTRAK

The Corcoran AMTRAK station, located 10 miles to the northwest in Kings County, is the closest station to Allensworth providing passenger rail service. The San Joaquin Joint Powers Authority (SJJPA) is comprised of ten agencies (including TCAG) currently oversees the operation of seven daily trains serving this station. Service is provided to points north including San Francisco and Sacramento and to points south including Bakersfield and the Los Angeles basin (via connecting Amtrak Thruway bus service).

Aviation

The nearest operational general aviation airport is Meadows Field (BFL), Bakersfield's principal commercial airport, is approximately 30 miles south of Alpaugh and offers direct flights to several destinations. Fresno Yosemite International Airport (FAT), approximately 70 miles northwest of Alpaugh, is the principal passenger and airfreight airport in the central San Joaquin Valley. Visalia Municipal Airport, is approximately 40 miles northeast.

State Route 99

State Route (SR) 99 is a major route between cities within the Central Valley. SR 99 is the primary route between the City of Fresno to the North and the City of Bakersfield to the South. Alpaugh is located approximately seven (7) miles west of SR 99.

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GOALS, OBJECTIVES AND POLICIES

This Section of the Alpaugh Community Plan describes the land use policy framework which will govern the development of the community through the year 2030. It includes text, which sets out explicit policy statements about the quality, character, and manner in which development in the community will take place. The land uses in all the Legacy Boundaries are proposed to reflect a “mixed use land use designation.” The following land use designations and descriptions, with densities and intensities are recommended for Alpaugh to address land demand needs through the 2030 planning horizon year.

Goals, objectives and policies are the fundamental building blocks of the planning process. Goals describe the desirable results to which the plan is committed while objectives describe the intermediate steps or achievements which must be taken to reach the goals. Policies describe more specific actions or processes which must be undertaken to achieve objectives. The goals, objectives and policies of this community plan are based on those contained in the Tulare County 2030 General Plan, Alpaugh Community Plan, and input received from Alpaugh citizens during the public outreach process. The goals, objectives and policies are divided into four categories: Community Development, Housing, Economic Base, and Environmental Quality.

It is important to recognize that County policies reflect the unique attributes of the various locations and geographic areas in the County. As such, there are policies applicable to one area of the County that are not applicable to others based on natural setting, topography, habitat, existing development, or other attributes which are unique within the planning context of the County. The following planning goals, objectives, policies and standards reflect, as applicable, the rural, suburban, or urban contexts of the Community planning areas designated by the County.

Community Development

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

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

Policies:

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

GOAL II: Create a mix of uses with easy access to major roads

Objective: Promote mixed use zoning and land uses.

Policies:

1. Locate high density residential uses in close proximity to planned commercial areas.
2. Require public, quasi-public and high density residential uses to locate where direct access to major streets is available.
3. The County shall cooperate with all affected school districts to provide the highest quality educational services and school facilities possible.
4. The County shall work with the Schools to provide safe routes to school.
5. The County of Tulare will solicit recommendations from all interested public agencies on matters regarding the Alpaugh Community Plan.
- 6.

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7. The Alpaugh Community Plan should be reviewed every five years to determine if amendments are appropriate.
8. When considering any land use proposal, capital expenditure or other matters of community importance, the County of Tulare will request input from the local service district and other affected agencies.

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

Policies:

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

Housing

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

Objective: Reduce deficiencies in existing housing stock.

Policies:

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

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

Policies:

1. Enable the housing industry to proceed with construction in a timely and cost-efficient fashion by providing adequate amounts of residential zoning.
2. Assure that the housing industry is made aware of residential development potentials in Alpaugh.
3. Coordinate residential zoning with availability of utilities and community services.
4. Provide adequate amounts of residential zoning to encourage the housing industry to proceed with construction of residential development in a timely and cost-efficient fashion.
5. Encourage housing advocacy groups, such as Habitat for Humanity and Self-Help Enterprises, to construct new housing.

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

Policies:

1. Allow for development of mobilehome parks in appropriate locations.
2. Permit mobilehomes to be installed on residentially designated lots within the original townsite; however, mobilehomes shall not be allowed to occupy more than 25% of such lots.
3. Discourage mobilehomes on individual lots outside the original townsite, except when necessary for caretaker use in conjunction with commercial activities.
4. Require skirting or some other type of architectural screening to improve mobilehome appearance and safety.
5. Provide a role for mobilehomes and travel trailers in satisfying the seasonal housing needs of migrant populations.

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Economic Base

GOAL I: Develop a strong and diversified economy.

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

Policies:

1. Promote a concentration of commercial activities within selected areas to allow for cost efficient provision of necessary services and to protect residential neighborhoods.
2. Reserve areas with convenient highway access for highway-oriented commercial development, thereby encouraging outside cash flow into the community.

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

Policies:

1. Encourage the Alpaugh to give priority to community service development in the areas reserved for commercial growth on the plan.
2. Place emphasis on development and upgrading of water supply facilities to meet fire protection standards in planned commercial areas.

Objective: Provide the necessary safe guards to attract quality commercial development to the community.

Policies:

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

Environmental Quality and Public Safety

GOAL I: Preserve and enhance the quality of life for present and future generation of Alpaugh citizens.

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

Policies:

1. Encourage capital improvements (curbs, gutters, streets paving, lighting, etc.) within existing developed areas which will upgrade the community image and improve safety.
2. Tulare County shall, within its authority, protect the public from danger to life and property caused by fire.
3. Tulare County shall, within its authority, protect the public against crime against people and property.

Objective: Provide sufficient open space for community recreation needs.

Policies:

1. Encourage reservation of open space for recreational purposes in conjunction with future residential developments.
2. Facilitate innovation in housing and subdivision design so that private recreation and open space areas can be accommodated.

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

Objective: Protect Agricultural Lands:

Land within the respective Alpaugh, which is designated as residential reserve, commercial reserve, or industrial reserve shall be retained in agricultural use until such time as conversion to urban use (as defined in the Tulare County General Plan) is appropriate. When a rezoning occurs without a general plan amendment, the reserve designation shall be removed from the parcel.

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The following criteria shall be used to determine when conversion to urban use is appropriate:

- The property is not subject to an agricultural preserve contract;
- Full urban services, schools, and infrastructure sufficient to serve urban development either are available or can be made available; and
- At least 30 % the property boundaries are contiguous on at least one side to existing urban development.
- Until productive agricultural lands are ready to be developed they shall be retained in parcels of sufficient size to allow agricultural uses.

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

Policies:

1. Prohibit to the extent allowed by law residential development in excess of seven families per acre, until a sewage collection system is constructed.
2. Require a sufficient lot area for all new residential development to ensure an adequate area for on-site sewage disposal until a sewage collection system is constructed.
3. Prohibit to the extent allowed by law new intensive animal raising operations within the "windshed" area of Alpaugh.

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ASSESSMENT OF LAND NEEDS

Within the existing 205.4 acre Alpaugh Urban Development Boundary, agricultural activities, such as orchards and pasture, currently constitute 3.21% of the CDB Area.

The ratio of urbanized acres per person is calculated by dividing the year 2015 population of 1,103 by 205.4 urbanized acres (area within the CDB), which equals 5.37 persons per urbanized acre (**see Tables 23 and 24** showing population projections). Projecting the population at a 1.3% growth rate adds 236 persons in year 2030. Multiplying the 236 persons by the 1/3 ratio suggests an additional 3 acres of land will be required to accommodate development by the year 2030 if projections are realized.

Population Growth Forecast

Growth Rate	2015	2020	2030
0.013	1,103	1,177	1,339

Year	Population	Growth (%)
2015	1,103	0.013
2016	1,117	0.013
2017	1,132	0.013
2018	1,147	0.013
2019	1,161	0.013
2020	1,177	0.013
2021	1,192	0.013
2022	1,207	0.013
2023	1,223	0.013
2024	1,239	0.013
2025	1,255	0.013
2026	1,271	0.013
2027	1,288	0.013
2028	1,305	0.013
2029	1,322	0.013
2030	1,339	0.013

Demand Forecast

To determine whether there is enough land within the exiting CDB to accommodate anticipated growth within the community, the population growth and land use projections in year 2030 were compared to the vacant land available within the CDB.

Population and Housing Units

The year 2015 baseline population and was determined by projecting the 2015 American Community Survey (Survey)¹⁴ data population by an annual growth rate of 1.3% annually. The Survey indicated that in year 2015 the community had 289 dwelling units (including vacant dwellings) with a population of 1,103. At an annual growth rate of 1.3%, the projected housing units are 308 and 351 in years 2015 and 2020, respectively, and projected population is 1,177 and 1,339 in Years 2016 and 2030, respectively.

The total land area developed in these existing residential units was provided by the Tulare County Resource Management Agency. There are currently approximately 205.4 acres within the UDB that are developed for residential uses. (**see Table 24**). Assuming the land area needed to accommodate future population, increases are consistent with annual population growth projections, the land use growth projections are also assessed at an annual growth rate of 1.3%. In 2015, there were 216 units, at that growth rate there would be the need for an additional 40 residential units.

¹⁴ See: http://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml.

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Currently there are 146 acres of R-A (Rural Residential Zoned) land, which is developable typically at 2 units per parcel but allows 1 unit, per 6,000 square feet. However, to minimally allow for community septic or for 6,000 square foot lots would be too small, R-A-12.5 would allow for future residential zoning and allows for the raising of domestic animals and other more rural uses (see **Table 25**).

Under the proposed zoning (see **Table 26**), there is the total of approximately 129.2 acres of residential (R-A 12.5) / and industrial - commercial mixed use zoned land (C-2-MU and M-1-MU); that is a net change to the Alpaugh Zoning Plan to allow for an additional 25 acres of R-A-12.5 (up to 75 units net) land and an overall potential for up to 72 additional units per acre with the Commercial and Industrial mixed-use zoning and .3 acres of C-3. As such, there is adequate land available for development within the existing UDB to accommodate future residential growth through the year 2030 and beyond.

AE-40	6.6
C-1	3.5
C-2	4.1
R-A	146.4
RIGHT OF WAY	44.7
TOTAL	205.4

C-2-MU	15.8
C-O	2.7
M-1	6.6
M-1-MU	2.4
O	3.3
P-O	18.9
R-3	0.3
R-A-12.5	110.7
Unclassified (Right-of-Way)	44.7
TOTAL	205.4

COMMERCIAL AND INDUSTRIAL USES

The total land area developed in commercial and industrial units in year 2015 was provided by the Resource Management Agency. There are currently approximately 7.6 acres within the CDB that are developed for commercial uses. Assuming that the land area needed to accommodate future commercial and industrial growth is consistent with annual population growth projections, the land use growth projections are also assessed at an annual growth rate of 1.3%. At this growth rate, there will be a total of approximately 9.23 acres of commercial uses and approximately less than one acre of industrial uses in the year 2030. As shown in **Table 26**, there are approximately 16 acres of proposed commercial / mixed use lands and approximately 8.4 acres of industrial / mixed use lands within the existing CDB. As such with the proposed zoning changes, there is adequate land available for development within the existing CDB to accommodate future potential for residential, commercial and industrial growth through the year 2030 to allow for ultimate flexibility in market conditions.

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ECONOMIC DEVELOPMENT

Tulare County's current Economic Development Strategy focuses on the agricultural industry and pursuing grants. In rural areas, elimination of all barriers to economic development is the foundation for growth. This Plan addresses the following four potential barriers to Economic Development.

Infrastructure

In order for more development to occur, service levels for water to be expanded. Grant funding is needed to increase service levels.

Use Permits

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

Health Care

Health care is important for economic development as businesses need healthy employees. The nearest medical offices are in Corcoran. The nearest hospital is located in Corcoran, approximately 16 miles away.

Education

Tulare County has five satellite campuses for four year universities: California State University-Fresno, University of California- Davis, Fresno Pacific University, Brandman University, and the University of Phoenix. Community Colleges in Tulare County include the College of the Sequoias, Porterville College, and San Joaquin Valley College. Workforce Development Partners include Proteus Inc., and CSET.

Based on the 2011-2015 American Community Survey (see Table 25), the educational barrier in Alpaugh begins in grade school. Of the adults age 25 and older, 39.5%

had an educational level of less than 9th grade. This lack of education could limit the types of jobs that these adults would be qualified to undertake. Improving educational attainment needs to begin in elementary school. As part of the Safe Routes to Schools, Tulare County is working provide pedestrian facilities for children to walk or bike to school. This would provide a safer and easier route for children to get to and from school.

Educational Attainment	California	Tulare County	Alpaugh
Population 25 years and over	25,257,858	260,964	527
Less than 9th grade	10.0%	20.8%	39.5%
9th to 12th grade, no diploma	8.2%	10.9%	17.3%
High school graduate (& equivalency)	20.7%	25.2%	20.9%
Some college, no degree	21.8%	22.3%	18.6%
Associate's degree	7.8%	7.0%	0.9%
Bachelor's degree	19.8%	9.5%	0.9%
Graduate or professional degree	11.6%	4.3%	1.9%

2011-2015 American Community Survey 5-Year Estimates

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LAND USE AND ZONING ACREAGES

Land Use and Zoning District Updates

Based on the forecasted growth and the recommended Urban Development Boundary in the Opportunities and Constraints Analysis, the Land Use Plan (see **Table 28**) and Zoning Plan map (see **Table 29**) have been updated.

Proposed Land Use	Acres
Mixed Use	160.7
Right-of Ways	44.7
Alpaugh UDB	205.4

C-2-MU	15.8
C-O	2.7
M-1	6.6
M-1-MU	2.4
O	3.3
P-O	18.9
R-3	0.3
R-A-12.5	110.7
Unclassified (Right-of-Way)	44.7
TOTAL	205.4

IMPLEMENTATION STRATEGY

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

Limitation of the A-1 Zoning District. Zoning Code Changes (changes to Use Permit issuance, eliminating the SR Combining Zone, Mixed-Use Overly District, Zoning Map Update), Complete Streets/Safe Routes to School

Zoning District Changes

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

Chapter 16 of the Zoning Code

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

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Mixed Use Overlay District

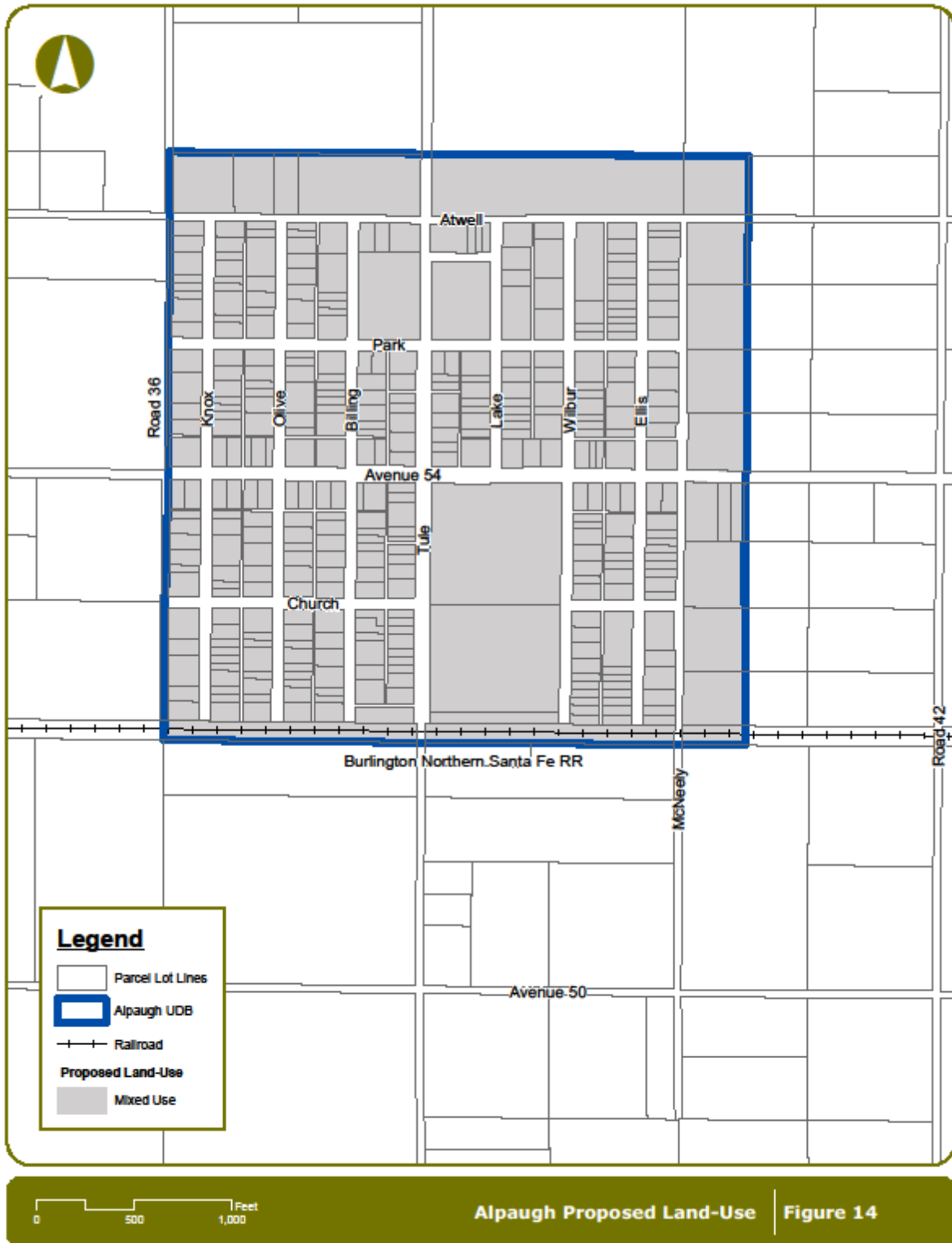
This alternative involves the creation of a Mixed Use Zoning Designation for the Community of Alpaugh.

Zoning Map Update

The current Zoning Map for Alpaugh (see **Figure 15**) will be amended to be compatible with the Land Use Map (see **Figure 14**) outlined in the General Plan. There are a couple of zoning district changes (see **Figure 16**) that are proposed to allow the General Plan and Zoning Ordinance to be in conformity with each other (see **Figure 17** Alpaugh proposed Zoning Districts).

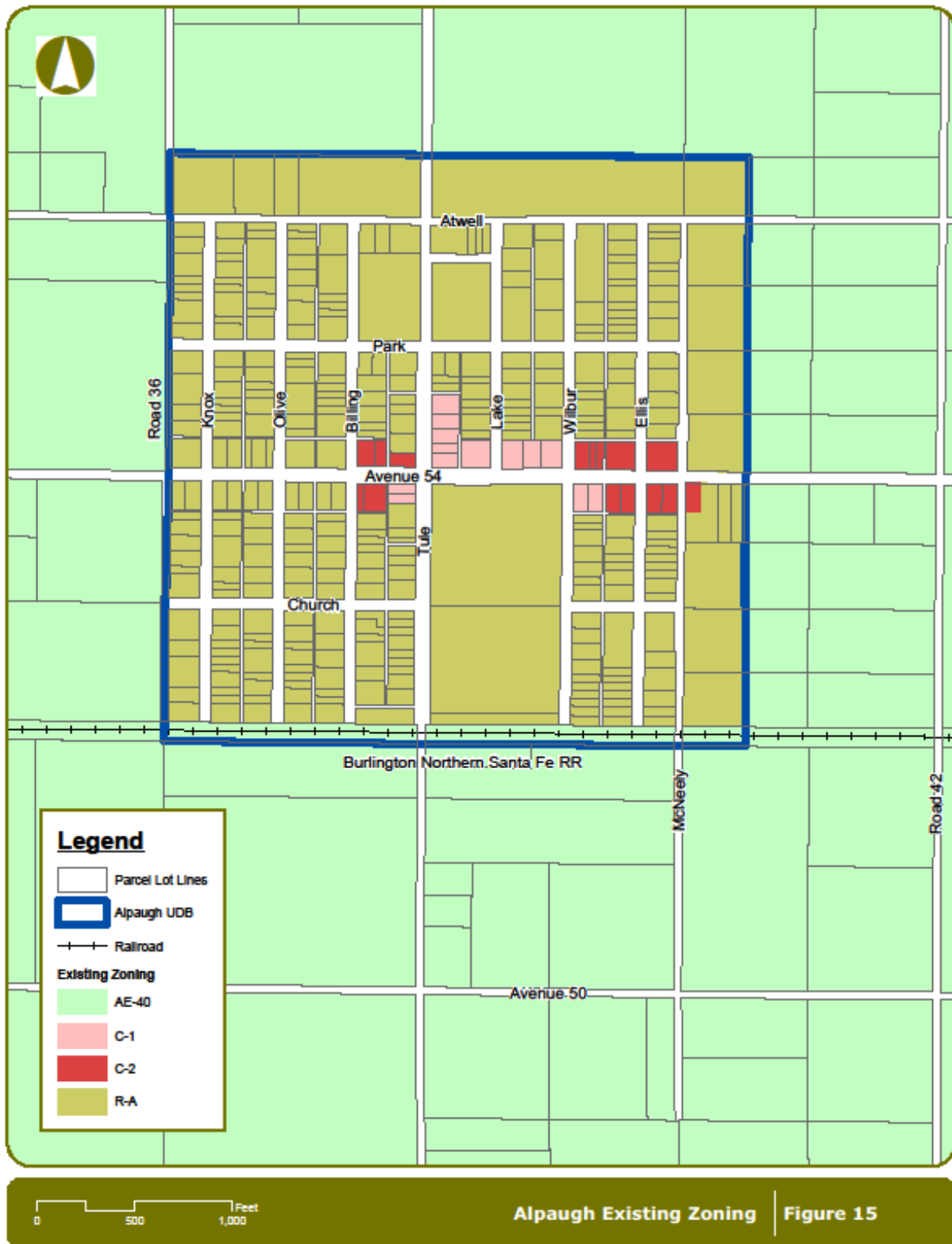
ALPAUGH COMMUNITY PLAN

Figure 14 - Proposed Land Use Plan



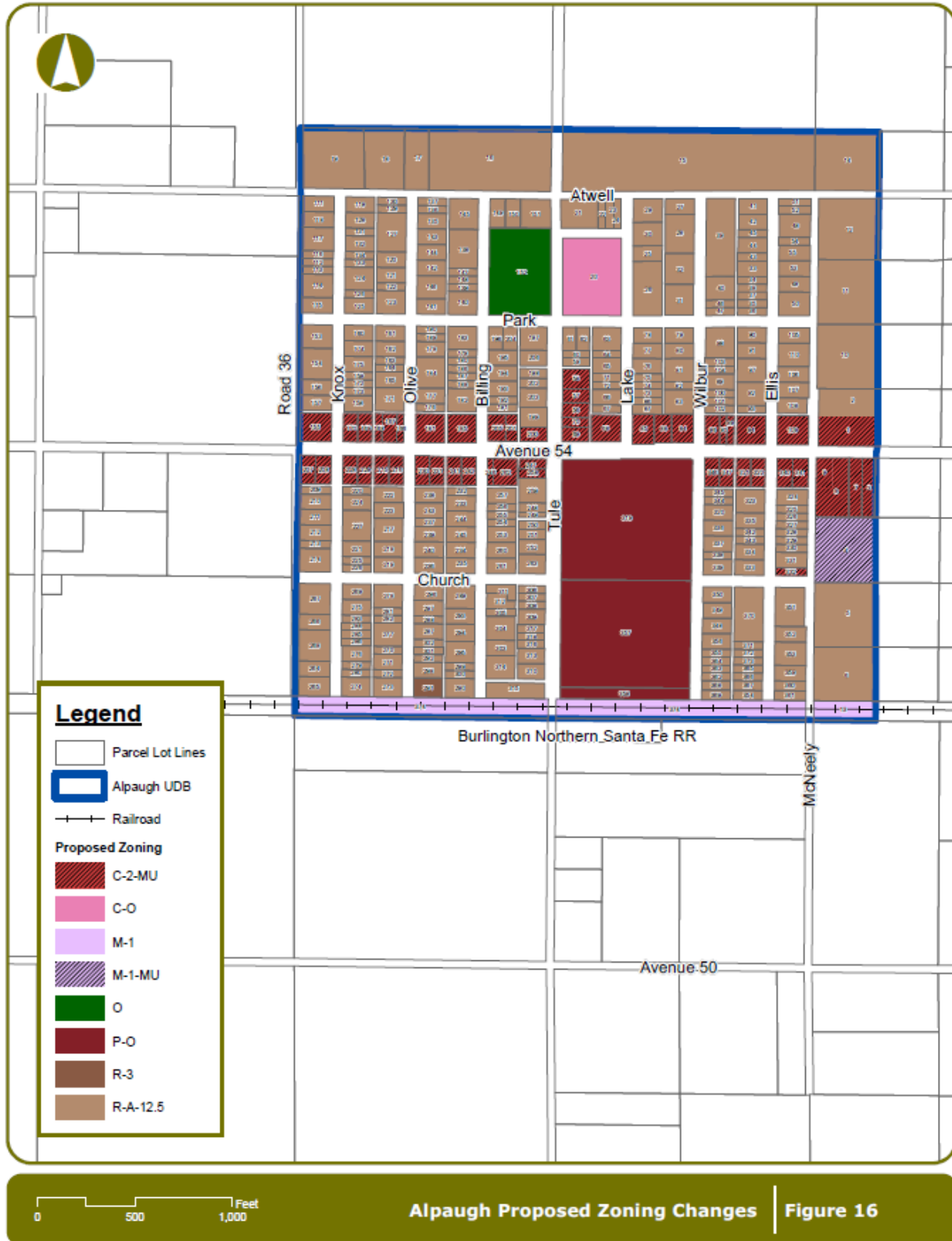
ALPAUGH COMMUNITY PLAN

Figure 15 - Existing Zone Districts



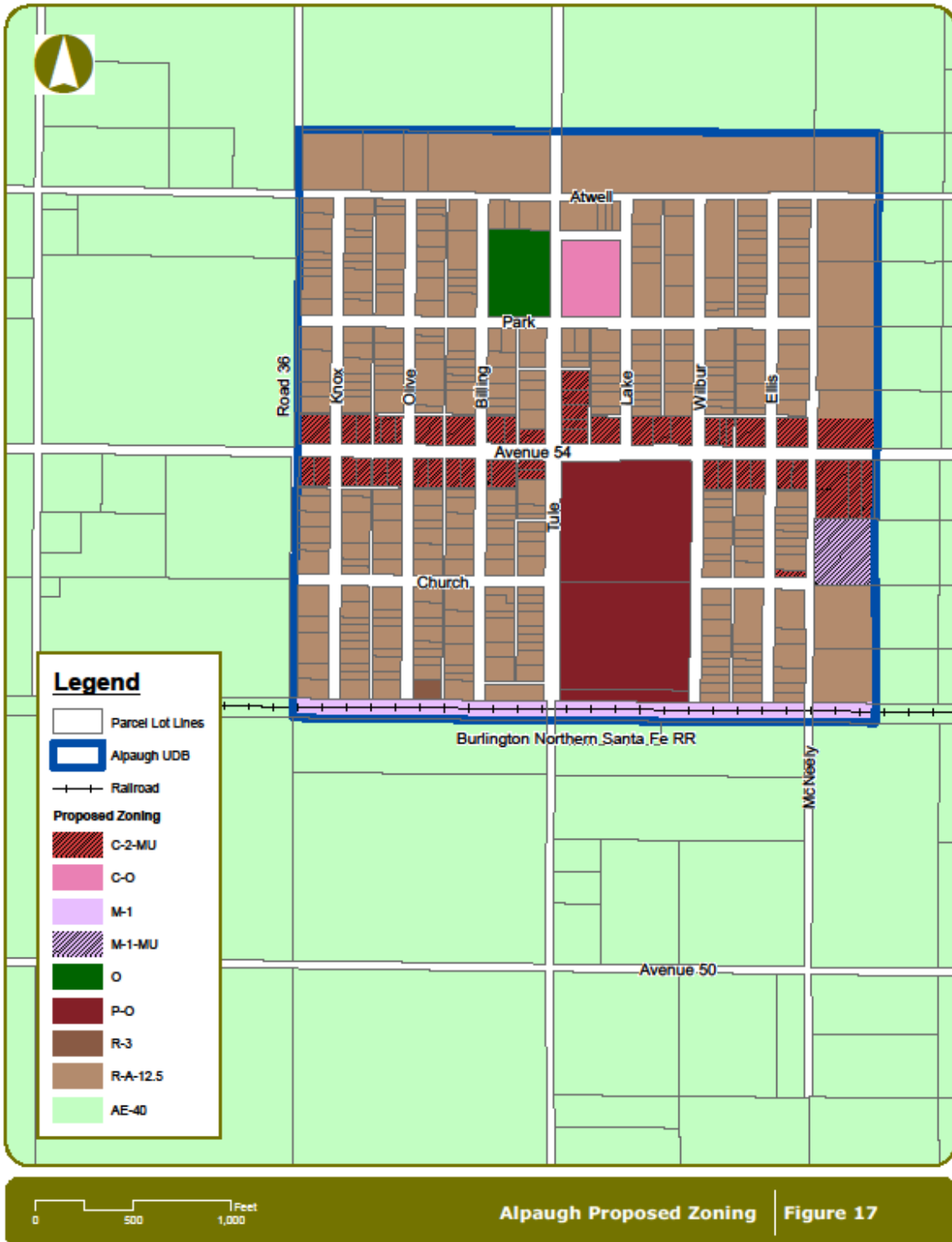
ALPAUGH COMMUNITY PLAN

Figure 16 - Proposed Zoning Changes



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Figure 17 - Proposed Zoning Districts



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ATTACHMENTS

- A-1 – Use Permit Requirement Changes (Zone Change Text)
- A-2 – Mixed Use Overlay District (Zone Change Text)
- A-3 – Development Standards (Mixed Use Zoning Districts)
- A-4 – Complete Streets

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

H. Permitted Uses

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

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

Permitted Uses		
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Animal hospital, clinic, and veterinarian office wherein only small/domestic animals (i.e. dogs, cats, etc.) are treated. Structure < 10,000 sq. ft.	C-1, C-2, C-3, M-1, M-2	
Antique and art store. Structure < 10,000 sq. ft.	C-2, C-3, M-1, M-2, R-3	C-2, C-3, M-1
Antique store containing less than one thousand (1,000) square feet of floor area	C-1,C-2, C-3, M-1, R-2, R-3	C-1,C-2, C-3, M-1
Apartment Hotel Structure < 10,000 sq. ft.	O, CO, C-1,C-2, C-3, M-1, R-3	O
Apparel stores. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1, R-3	C-1, C-2, C-3, M-1
Arcades, including video. Structure < 10,000 sq. ft.	O, CO, C-1,C-2, C-3, M-1, R-3	C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Assemblage of people for educational or entertainment purposes. Structure < 10,000 sq. ft.	O, CO, C-1,C-2, C-3, M-1, M-2	

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Assembly of electric appliances such as lighting fixtures, irons, fans, toasters and electric toys, refrigerators, washing machines, dryers, dishwashers and similar home appliances. Structure < 10,000 sq. ft.	C-2, C-3, M-1, M-2	M-1
Assembly of small electrical equipment such as home and television receivers. Structure < 10,000 sq. ft.	O, CO, C-1,C-2, C-3, M-1, R-3	M-1
Assembly of typewriters, business machines, computers, and similar mechanical equipment. Structure < 10,000 sq. ft.	O, CO, C-1,C-2, C-3, M-1, M-2, R-3	M-1
Automated car wash (coin operated only). Structure < 10,000 sq. ft.	O, CO, C-1,C-2, C-3, M-1,M-2, R-3, AP	C-2,C-3, M-1
Automobile parking lots, public parking areas or storage garages. Structure < 10,000 sq. ft.	O, CO, C-1,C-2, C-3, M-1, M-2, R-3, AP	
Automobile supply stores.	O, CO, C-1,C-2, C-3, M-1, R-3	C-2, C-3, M-1
Automobile washing, including the use of mechanical conveyors, blowers and steam cleaning.	C-2, C-3, M-1, M-2	C-3, M-1
Bakery [employing not more than five (5) persons on premises].	O, CO, C-1,C-2, C-3, M-1, R-3	C-1,C-2, C-3, M-1
Bakery goods store.	CO, C-1,C-2, C-3, M-1	C-2,C-3, M-1
Banks and financial institutions.	C-1,C-2, C-3, M-1, R-3	C-1,C-2, C-3, M-1
Barber shop or beauty parlor.	C-1,C-2, C-3, M-1, R-3	C-1,C-2, C-3, M-1
Bed and Breakfast Home with three or more guests rooms (Up to 5). Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1, R-3, R-2	R-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Bicycle shops. Structure.	CO, C-1,C-2, C-3, M-1, R-3	C-2, C-3, M-1
Billiard or Pool hall Structure	C-2, C-3, M-1	C-2, C-3, M-1
Bird store or pet shop.	O, CO, C-1,C-2, C-3, M-1	C-2,C-3, M-1
Blueprinting and Photostatting shop.	CO, C-1,C-2, C-3, M-1, AP	C-2, C-3, M-1
Boat sales and service. Structure < 10,000 sq. ft.	O, CO, C-1,C-2, C-3, M-1	C-3, M-1
Book binding. Structure < 10,000 sq. ft.	O, CO, C-1,C-2, C-3, M-1, R-3	C-3, M-1
Book or stationary store. Structure < 10,000 sq. ft.	O, CO, C-1,C-2, C-3, M-1, R-3	C-1,C-2, C-3, M-1
Business and professional schools and colleges. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2,C-3, M-1
Business, professional and trade schools and colleges. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-3, M-1
Catering Shops. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Ceramic shops. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1

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Christmas tree sales lots as a temporary use.	CO, C-1,C-2, C-3, M-1	C-1, C-2, C-3, M-1
Church. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Clothes cleaning and pressing establishment. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Clothing and costume rental. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Confectionery store. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Conservatory of Music. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Contractor's Storage Yards.	CO, C-1,C-2, C-3, M-1, AP	
Dairy products store. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Department store Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Digesters	M-1	
Drug store or pharmacy. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Dry goods or notions store. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Electric appliance stores and repairs Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Expansion, Alteration or Replacement of non-conforming buildings and uses. Structure < 10,000 sq. ft.	CO, C-1,C-2,M-1, R-1, R-2, R-3, R-A	
Family Day Care Home, Large (Up to CA State maximum).	CO, C-1,C-2, R-1, R-2, R-3, RA	
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Family Day Care Home, small.	CO, C-1,C-2, R-1, R-2, R-3, RA	R-1, R-2 R-3, C-1,C-2, C-3, M-1
Feed and seed stores. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1, AP	C-3, M-1
Fire Station.	CO, C-1,C-2, C-3, M-1, AP	
Firewood sales yard.	CO, C-1,C-2, C-3, M-1	C-3, M-1
Florist shop. Structure < 10,000 sq. ft.	CO, C-1,C-2,M-1, R-1, R-2, R-3, RA	C-1,C-2, C-3, M-1
Furniture store. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Furniture warehouses for storing personal household goods, provided ground floor front is devoted to stores. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Gasoline filling station. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Gift, novelty or souvenir. Structure < 10,000 sq. ft.	CO, C-1,C-2,M-1, R-2, R-3, RA	C-2, C-3, M-1
Glass shop, retail, excluding major service activities. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-2, C-3, M-1
Grocery store. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	
Grocery store, fruit store or supermarket. Structure < 10,000 sq. ft.	C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1

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Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Gunsmith shops. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-3, M-1
Hobby and art supply store. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Hospital, sanitarium and nursing home. Structure < 10,000 sq. ft.	C-1,C-2, C-3, M-1, PO	
Household and office equipment and machinery repair shops. Structure < 10,000 sq. ft.	C-2, C-3, M-1, PO	C-3, M-1
Household appliance stores. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Ice storage house of not more than 5-ton storage capacity.	CO, C-1,C-2, C-3, M-1, AP	
Incidental manufacturing, processing and treatment of products. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-2, C-3, M-1
Interior decorating store. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Jail or correctional (public facilities only).	C-2, C-3, M-1, M-2	
Jewelry store, including clock and watch repair. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Laundries. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Laundry, coin operated machines only. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Leather goods and luggage stores. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Linen supply services. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Liquor store. Structure < 10,000 sq. ft. Not within 300' of residential/School Site.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Locksmiths. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Massage or physiotherapy establishment Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Meat market or delicatessen store. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Medical and orthopedic appliance stores. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1, PO	C-2, C-3, M-1
Medical laboratory. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1, PO	C-2, C-3, M-1
Memorial building, theatre, auditorium. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1, R-3	
Micro-brewery. Structure < 10,000 sq. ft. *Allowed in C-1 and C-2 in conjunction with a restaurant.	M-1, M-2, C-3,*C-2, *C-1	M-2
Mini-warehouses. Structure < 10,000 sq. ft.	C-2, C-3, M-1, AP	C-3, M-1
Mobilehome for use by caretaker or night watchman.	CO, C-1,C-2, C-3, M-1	O, C-2, C-3, M-1
Motorcycle sales and service. Structure < 10,000 sq. ft.	C-2, C-3	C-3, M-1
Musical instrument repair shops. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-3, M-1
Name plates. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1, R-3	R-3, C-1,C-2, C-3, M-1

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Nursery school. Structure < 10,000 sq. ft.	CO, C-1,C-2, M-1, R-1, R-2, RA, R3, R-A	
Office, business or professional. Structure < 10,000 sq. ft.	CO, C-1,C-2, M-1, R-1, R-2, R-3,PO	C-1,C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Opticians and optometrists shops. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1, PO	C-2, C-3, M-1
Paint and wallpaper stores. Structure < 10,000 sq. ft.	C-1, C-2, C-3, M-1	C-2, C-3, M-1
Pet shops. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Photo processing pick-up and delivery outlets. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Photographic and blueprint processing and printing. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-3, M-1
Photographic developing and printing. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-3, M-1
Photographic supply stores. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Picture framing shops. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Plumbing fixtures for retail sales. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Plumbing shops. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Police station.	O,CO, C-1,C-2, C-3, M-1, M-2	
Post Office.	CO, C-1,C-2, C-3, M-1, R-1, R-2, R-3, PO	O, C-1,C-2, C-3, M-1
Pressing establishments. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Printing, lithography, engraving. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Private club, fraternity, sorority and lodge. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	
Private greenhouses and horticultural collections. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1, R-1, R-2, R-3, R-A	R-1, R-2 R-3, C-1, C-2, C-3, M-1
Public library.	CO, C-1,C-2, C-3, M-1, R-1, R-2, R-3, R-A	R-3, C-1,C-2, C-3, M-1
Public Park or playground.	O, MR, CO, C-1,C-2, C-3, M-1, M-2 R-1, R-2, R-3, R-A, AP	
Public utility structure.	CO, C-1,C-2, C-3, M-1, MR, RO, R-1, R-2, R-3, R-A, PO, O, AP	
Radio and television broadcasting studios. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Radio and television repair shops. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Radio, microwave and television towers (Over 75 feet or within 2 miles of an airport).	C-2, C-3, M-1, M-2	

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Real Estate Offices. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1, R-1, R-2, R-3, R-A	
Recreation center. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	
Repairing and altering of wearing apparel. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Resort Structure. < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Restaurant. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	
Restaurant, tea room or cafe. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1, R-1, R-2, R-3, R-A	C-1,C-2, C-3, M-1
Retail office equipment sales. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Retail sales of sporting goods, boats, boat motors, boat trailers, trailer coaches and their repair, rental and storage. Structure < 10,000 sq. ft.	O, CO, C-1,C-2, C-3, M-1	
Retail stores and offices incidental to and located on the site of a hotel, motel, resort, restaurant or guest ranch. Structure < 10,000 sq. ft.	O, CO, C-1,C-2, C-3, M-1	
Rug and carpet cleaning and dyeing. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-3, M-1
Satellite antenna sales. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Satellite television antennas.	CO, C-1,C-2, C-3, M-1	
School, private.	CO, C-1,C-2, C-3, M-1, PO	
School, public.	CO, C-1,C-2, C-3, M-1, PO	
Scientific instrument stores. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Secondhand stores, pawn shops and thrift shops. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Shoe repair shop. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Shoe store. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Sign painting shops. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Small appliance sales and service. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Soda fountains. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Sporting goods store. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Stamp and coin stores. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Storage of petroleum products for use on the premises.	CO, C-1,C-2, C-3, M-1	
Studios (except motion picture). Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Tinsmith Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-2, C-3, M-1
Tire sales (no retreading or recapping). Structure < 10,000 sq. ft.	C-2, C-3	C-2, C-3, M-1
Tobacco and cigar stores. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1

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Tourist Court. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	
Toy store. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M1	C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Trailer and recreation vehicle sales, service and rentals. Structure < 10,000 sq. ft.	C-2, C-3, M-1, M-2, AP	C-3, M-1
Travel agencies. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Variety store. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Video machine and tape sales/rental. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Warehouses except for the storage of fuel or flammable liquids and explosives. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-3, M-1
Watch and clock repair shop. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Wedding chapel. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1

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A-2 *Mixed Use Overlay District (Zone Change Text)*

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

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

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

USE **C.** No building or land shall be used and no building shall be hereafter erected or structurally altered, except for one or more of the following uses allowed in this this overlay zone are outlined in the community plan for Alpaugh.

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

All conditional uses allowed in these zoning districts shall also be allowed by right with exception of the following combination of uses: All uses shall not be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood, or to the general welfare of the county. All uses shall limit impacts related to smoke, fumes, dust,

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

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

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

DEVELOPMENT

1. Height: No building or structure hereafter erected or structurally altered shall exceed six (6) stories or seventy five (75) feet to uppermost part of roof.
2. Front Yard: 0 Feet
3. Side Yard: Where a lot abuts upon the side of a lot in any "R" Zone (R-A, R-O, R-1, R-2 and R-3), there shall be a side yard of not less than five (5) feet. Where a reversed corner lot rears upon a lot in any "R" Zone, the side yard on the street side of the reversed corner lot shall be not less than fifty (50) percent of the front yard required on the lots in the rear of such corner lot. In all other cases, a side yard for a commercial building shall not be required.
4. Rear Yard: Where a lot abuts upon the rear of a lot in any "R" Zone (R-A, R-O, R-1, R-2 and R-3), there shall be a rear yard of not less than fifteen (15) feet. In all other cases, a rear yard for a commercial building shall not be required.
5. Lot Area: The minimum lot area shall be ten thousand (10,000) square feet; provided, however, that where a lot has less area than herein required and was of record at the time this paragraph became effective, said lot may be occupied by not more than one (1) main building subject to the provisions of this Section.
6. Floor Area Ratio: The maximum Floor Area Ratio is 2. The Floor Area Ratio is the amount of square feet of all structure allowed on a parcel based on parcel size.
7. Distance between structures: The minimum distance between structures is 10 feet.
8. Parking: Off-street parking and loading shall be required in conformance with Section 15.
9. Fences, Walls, and Screening: Where the side or rear lot line of a site adjoins or is located across an alley from any "R" Zone (R-A, R-O, R-1, R-2, and R-3), there shall be a solid wall, fence or equivalent landscaping screening at least six (6) feet in height located along the common lot line, except in the required front or side yard. Open storage of materials and equipment shall be permitted only within an area surrounded and screened by a solid wall or fence or compact evergreen hedge (with solid gates where necessary), not less than six (6) feet

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in height, provided that no materials shall be stored to a height greater than that of the wall, fence, or hedge. Fulfillment of the requirement of this paragraph shall not be required for buildings and uses which were established in accordance with all applicable buildings and zoning regulations and which were existing in a commercial or manufacturing zone on the effective date of this paragraph, until such time as a permit or other grant of approval for expansion, alteration or development of property is approved by Tulare County.

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

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A-3 Development Standards (Mixed Use Zoning District)

To promote Economic Development within the Alpaugh Urban Development Boundary, a Mixed Use Overlay zoning district is being established to allow for flexibility in the allowed uses within Alpaugh. In addition, the use permit restriction is updated to allow for ministerial approval [by the Planning Director]. Development standards are established to ensure high quality development within this mixed use overlay district. To promote Economic Development within the Alpaugh Urban Development Boundary, a Mixed Use Overlay zoning district is being established to allow for flexibility in the allowed uses within Alpaugh. In addition, the use permit restriction is updated to allow for ministerial approval [by the Planning Director]. Development standards are established to ensure high quality development within this mixed use overlay district.

ARCHITECTURE

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

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

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

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

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

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

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

A-8 Ground floor window openings should range between fifty (50) to eighty (80) percent of the ground floor façade adjacent to sidewalks and private and public plazas, patios,

and courtyards. These window openings should consist of transparent “storefront” windows. Second story windows should not exceed fifty (50) percent of the total exterior wall surface.

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

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

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

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

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

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

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

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

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

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

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

A-20 Corner buildings should have a strong relationship to the corner of the intersection by incorporating a unique architectural element or detail at the corner; such as a tower or primary building entrance.

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

A-22 Articulate side and rear facades in a manner compatible with the design of the front façade. Avoid large blank wall surfaces on side

and rear facades which are visible from public areas. In these locations, display windows, store entrances, and upper windows are encouraged. When this is not feasible, consider the use of ornament, murals, or landscaping along large blank walls.

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

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

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

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

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

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

ROOFS AND AWNINGS

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

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

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

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

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

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

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

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

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

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

RA-11 Mansard roofs are prohibited.

RA-12 All flat roofs should have 90% of the roof area covered by solar panels. All sloped roofs should have 50% of the roof area covered by solar panels. Roofs should be painted or colored with a bright white (or similar color) with a reflective glossy finish.

SITE PLANNING

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

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

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

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

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

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

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

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

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

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

LANDSCAPING

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

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

LA-3 The parking lot should not be the dominant visual element of the site as viewed from the street. Locate or place parking lots at the side and rear of buildings or use parking lot screening to soften their appearance.

Screen parking lots: Utilize a hedge (recommended height of 36 inches) with a rolling berm to screen parking at the street periphery (Minimum shrub container size should be 5 gallons.)

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

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

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

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

LA-8 Utility equipment such as electric and gas meters, electrical panels, and junction boxes should be screened from view or incorporated into the architecture of the building.

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

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

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

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

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

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

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

REFUSE AND STORAGE AREAS

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

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

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

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

LIGHTING

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

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

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

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

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

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

WALLS AND FENCES

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

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

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

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

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

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

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

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

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

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

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

STREETSCAPE

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

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

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

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

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

SIGNAGE

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

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

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

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

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

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

SI-7 Large signs that dominate a building façade or the streetscape should not be permitted.

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SI-8 Signage should be constructed of high quality, low maintenance, and long lasting materials. Except for banners, flags, temporary signs, and window signs, all signs should be constructed of permanent materials and should be permanently attached to the ground, a building or another structure by direct attachment to a rigid wall, frame, or structure.

SI-9 No more than twenty (20) percent of window area should be obstructed by signs, posters, advertisements, painted signs, and/or merchandise, and the top one half of the window should be permanently clear and free of obstructions. Awning signage should be of a replaceable-type to accommodate tenant turnover.

SI-10 Wall, canopy, under-canopy, and marquee signs should not exceed three-fourths (3/4) square foot of aggregated display area per lineal foot of frontage.

SI-11 Awning sign should be mounted on the hanging border of the awning and should not protrude beyond the awning surface.

SI-12 Wall signs or advertisements should not project more than twelve (12) inches from the wall face to which they are mounted, should not project beyond building eaves, and should be mounted flat throughout their length and height.

SI-13 Signs for individual tenants within a multiple-tenant, such as offices located above the ground floor, should be grouped together and appropriately scaled to a pedestrian-oriented retail environment.

SI-14 Fin signs or under marquee sign are permitted provided that they are installed with a minimum of eight (8) feet clearance from the lowest point on the sign and support to the top of the walking surface below it.

SI-15 Awning signs and face-mounted signs are permitted provided that the sign should have no more than one line of text and that maximum text height is twelve (12) inches.

SI-16 No signs should be erected in any manner in which the sign, in whole or in part, would create a hazardous condition to pedestrian or automobile traffic alike.

SI-17 Additional business signs should be permitted on windows and on the vertical face of awning valances provided that the signs are permanent in nature and of high quality.

SI-18 The following signs are strictly prohibited:

- Roof signs, signs located above the roof or parapet lines.
- Permanent banner signs.
- Posters.
- Painted window advertisements.
- Billboards
- Large auto-oriented pole-mounted or “lollipop signs.”
- Moving signs and flashing signs.

SI-19 Signs advertising an activity, business product, or service no longer conducted on the premises, and/or signs frames, structural members, or supporting poles remaining unused for a period of six (6) months should be removed from the site or building by the property owner.

SI-20 Address markers should be easily identifiable and readable from the street.

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SI-21 Freestanding, ground-mounted and monument signs should be not less than one (1) foot behind a property line or designated right-of-way for vehicular and pedestrian traffic, but in no case should be more than ten (10) feet behind a sidewalk and ten (10) feet from any vehicular entrance or driveway. These signs should not interfere with the safety of vehicular traffic entering or exiting the premises.

SI-22 The maximum height of monument signs should be five (5) feet above the top of concrete curb.

SI-23 One freestanding or monument sign with a maximum of thirty-two (32) square feet of display area should be allowed on each street frontage of more than fifty (50) feet. Where two (2) or more freestanding or monument signs are allowed on a single street frontage, one freestanding or monument sign with a maximum of fifty (50) square feet of display area may be used in lieu of several signs on the same frontage.

SI-24 All gateway signs should have a consistent character and style.

SI-25 A hierarchy of gateway signs should be established to differentiate between major and minor gateway entrances.

SI-26 Major gateway signs should be designed as visually prominent towers, monuments, or street spanning arches.

SI-27 Minor gateway signs should be visible to automobile traffic, but also be low enough to be visible to pedestrian traffic.

SERVICE STATIONS AND CAR WASHES

SS-1 Service and carwash bays should not face residential properties or the public street. The visibility of service bays and carwash opening should be minimized.

SS-2 Gas pump canopies should be ancillary to the main building structure. The retail market/office building segment of the facility should be oriented along the street frontage, whenever possible.

SS-3 All structures on the site (including kiosks, carwash buildings, gas pump columns, etc.) should be architecturally consistent and related to an overall architectural theme.

SS-4 Canopy light fixtures should be recessed into the canopy.

SS-5 Outdoor equipment, such as vent risers and clean air separators, should be screened either with an enclosure or if site configuration topography permits, away from street view, screened with landscaping or located at a grade differential.

SS-6 Site-specific architectural design contextual to surroundings is strongly encouraged. Designs based solely on corporate or franchise models are strongly discouraged.

AUTO REPAIR SERVICES

AR-1 Building design should be stylistically consistent, and compatible with surrounding buildings through use of similar scale, materials, colors, and/or detailing.

AR-2 Building materials should have the appearance of substance and permanency; lightweight metal or other temporary appearing structures are discouraged.

AR-3 Vehicle drop-off areas should be provided to prevent vehicle overflow to adjacent streets.

ALPAUGH COMMUNITY PLAN

CONTRACTOR, BUILDING SUPPLY, OR LANDSCAPING YARDS

BS-1 The main office or building should be located along the street frontage to screen outdoor sales and minimize the visibility of storage of materials and vehicles.

BS-2 Customer parking should be provided close to the building and not interspersed in the yard.

BS-3 All outdoor contractor vehicle storage areas should be enclosed with a screen of sufficient height and constructed with durable and high-quality materials that are compatible with the building and site.

CONSUMER STORAGE FACILITIES

SF-1 The administrative office should be located in a building or building element that is human scale and located in proximity to the street.

SF-2 Parking for visitors should be located near the administrative office, outside of any gated portion of the facility.

SF-3 A storage facility should be consistent with its surrounding area in scale and appearance, through the use of building size transitions, architecture, and landscaping.

SF-4 Loading doors for individual storage units should not face outward toward streets.

SF-5 In order to break up the mass of larger buildings which containing storage units, provide horizontal and vertical articulation through the use of building offsets, windows, and variations in colors and materials.

SF-6 Any area intended for the storage of automobiles and recreational vehicles should be located towards the rear of the site or screened with an enclosure of adequate height

SPECIAL CONDITIONS

SC-1 The project should emit no smoke or should reduce the amount of smoke from an existing use.

SC-2 The project should emit no fumes or should reduce the amount of fumes from an existing use.

SC-3 The project should implement dust control measures sufficient to minimize or prevent dust emissions. Measures should be consistent with, or more effective than, those required by the Valley Air District.

SC-4 The project should emit no odors or should reduce the amount of odors from an existing use.

SC-5 The project should not create noticeable vibrations.

ALPAUGH COMMUNITY PLAN

A-4 Alpaugh Complete Streets Program



Tulare County Complete Streets Alpaugh

Final



Prepared by:

**Tulare County Resource
Management Agency**

Paid for by a grant from:



Tulare County Complete Streets – Alpaugh

Prepared by:

Tulare County RMA

5961 S. Mooney Boulevard

Visalia, CA 93277

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APPENDIX

- Appendix A – Proposed Complete Streets Projects
- Appendix B – Circulation Plan
- Appendix C – Bicycle, Bus and Pedestrian Plan
- Appendix D – Road Maintenance Plan
- Appendix E – Cost Estimates for Alpaugh
- Appendix F – Alpaugh 30% Submittal Plan Set
- Appendix G – Complete Streets Outreach



Introduction

Complete Streets Vision

The California Complete Streets Act (AB 1358) of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 requires circulation elements to address the transportation system from a multimodal perspective. The bill states that streets, roads, and highways must “meet the needs of all users in a manner suitable to the rural, suburban, or urban context of the general plan.”

The Tulare County Resource Management Agency (RMA) is committed to fully integrating modal options in its General Plan and various Community Plans within Tulare County. This includes supporting projects that enhance walking and bicycling infrastructure. Additionally, RMA will improve access to public transportation facilities and services. This includes supporting urban development patterns and Americans with Disabilities Act (ADA) infrastructure that allow for greater accessibility to transit stops and stations. Finally, RMA continues to improve safety for all users and encourages street connectivity to create a comprehensive, integrated and connected circulation network. This is particularly important for those who rely on transportation infrastructure to be physically active and for students who walk or bike to school.


Steady population growth in Tulare County has directly impacted transportation needs. In the past, many of Tulare County’s federal, state, and local funding sources were used to develop new or improved traffic signals, interchanges, provide more travel lanes and to maintain existing roadway facilities. Historically, these funding sources have run well short of what is needed. The typical roadway transportation project that adds capacity and infrastructure is insufficient given these conditions. The RMA must adhere to its vision, which is to “provide a safe, convenient and effective County transportation system that enhances mobility and air quality for residents and visitors.”

Recent RMA and RMA-supported projects have already fulfilled some of these desires. There are already expanded bus transit routes in the County and more are being constructed for implementation in the near future. New transit centers are being placed throughout the County and efforts are underway to add more bicycle lanes and routes. Recent planning studies are looking to improve roadway safety, pedestrian safety, and access management between roadways and building developments. These efforts are consistent with greenhouse gas (GHG) emissions reductions efforts to reduce vehicle miles travelled (VMT) set forth under SB 375.

Promoting Complete Streets projects can offer Tulare County the ability to reduce traffic congestion, improve air quality, and increase the quality of life of residents by providing safe, convenient, and comfortable routes for walking, bicycling, and public transportation. Integration of Complete Streets into Tulare County’s existing policies allows the potential to prevent chronic diseases, reduce motor vehicle related injury and deaths, improve environmental health, stimulate economic development, and ensure access of transportation options for all people in Tulare County.

Complete Streets Definition

Complete Streets are roadways designed to safely and comfortably accommodate all users, regardless of age, ability or mode of transportation. Users include motorists, cyclists, pedestrians and all vehicle types, including public transportation, emergency responders, and



freight and delivery trucks among others. In addition to providing safety and access for all users, Complete Street design treatments take into account accommodations for disabled persons as required by the ADA. Design considerations for connectivity and access management are also taken into account for non-motorized users of the facility.

Implementation of Complete Street design treatments will be based on whether it connects the networks for all modes, whether it improves the functionality for all users, and whether it is appropriate given the surrounding context of the community. The final elements of a Complete Street roadway will be largely based on these factors. At a minimum, a Complete Street roadway includes sidewalks and sidewalk amenities, transit shelters and facilities whenever there is a route along the corridor, and provisions for bicycle facilities.

Complete Streets Attributes

While every street cannot be designed to serve all users equally, there are opportunities to enhance service for all users while maintaining its principal transportation function. Complete Streets incorporate community values and support adjacent land uses while ensuring safety and mobility. Proper applications of Complete Streets concepts support sustainable growth and preservation of scenic, aesthetic and historic resources.


Report Outcomes

As a part of the Circulation Element for the Community Plan Update, this Complete Streets Report (Implementation Work Plan) and the following Implementation and Policies Section achieved the following outcomes:

- (i) *Addressed* congestion, climate change and oil dependence by shifting to lower-carbon modes;
- (ii) *Improved* safety by addressing shoulders, sidewalks, better bus placement, traffic speed reduction, treatments for travelers with disabilities;
- (iii) *Created* “livable communities” by encouraging walking and bicycling for health, and by providing a safe walking and bicycling environment as an essential part of improving transportation movement and safety within the roadways studied.

These outcomes were achieved by the following:

- (a) *Included all users* namely, pedestrians, bicyclists, transit vehicles and users, and motorists. In drafting this report, all users were invited to comment on how the County could better serve the community. The implementation of complete streets directly shifts the emphasis to lower-carbon (using) modes of transportation. The shift from the gas using automobile to pedestrian and bicycle transport is achieved through the creation of sidewalks, improving sidewalks, and including bike lanes and/or bike routes for a wider range of people to use. The shift to transit is included in improving policies, programs and facilities in the operations of the County’s transit systems.
- (b) *Created a comprehensive integrated and connected network* that supports “livable communities” that promote a safe interwoven fabric are provide for by the Policies



Section using the transportation goals in the 2030 General Plan Circulation Element and by further defining complete streets network (see Appendix C).


- (c) *Emphasized flexibility* recognizing that all streets with these communities are different, and thus, balancing user needs. No one standard was applied to all streets and the street designs were adjusted to existing conditions, differing jurisdictions and the desires of the community.
- (d) *Considered both new and retrofit projects*, including design, planning, maintenance, and operation, for the entire right-of-way within these communities. In addition to the various sections discussed below Appendix A – D include plans that show the plans, designs, and existing and proposed maintenance plans and operations of the Complete Streets Plan.
- (e) *Used the latest and best design standards*. By using newer design standards as represented in the preliminary design plans versus the County's Roadway Standards the County is able to provide wider sidewalks and include such amenities as traffic calming measures (bulbouts).
- (f) *Conducted extensive public outreach* to ascertain the solutions that best fit within the context of these communities. This culminated in a community meeting on September 3, 2015, wherein the Community provided final feedback on the preliminary designs.

Conclusions and Future Funding Opportunities

The intended effect of identifying the outcomes and reaching the conclusions in this report is that future funding opportunities will be enhanced because the Community will be supported by fully updated Community Plans. The conclusion to the report includes the Circulation Element of the Community Plan including the policies, and plans. The other conclusion to the report includes preliminary design drawings.

Specifically, the funding sources that are found in the Funding Section will be pursued actively by Tulare County to complete the work identified in the studies include, but are not limited to, the following:

- **Active Transportation Program Funding**
- **Highway Safety Improvement Funds**
- **Federal Transportation Activity Program (TAP) Funds**
- **Federal Transit Funds**
- **Federal Communities Putting Prevention to Work Grant**
- **Federal Highway Administration Pedestrian Safety and Design**
- **Strategic Growth Council**

- 
- **Walkable and Livable Communities Institute**
 - **California’s Local Public Health and Built Environment Program**
 - **State Cap and Trade Funding**

Complete Street Policies

Complete Street Goals

The purpose of the RMA Complete Streets Policy is to create a comprehensive and uniform Complete Streets vision and policy for Tulare County. This will allow the implementing entities to incorporate Complete Streets guidelines and standards into both development and redevelopment actions. The County’s goals are:

- Tulare County’s transportation network will be supported through a variety of feasible transportation choices, which allows for sustainable growth.
- The livability of neighborhoods and commercial centers located along the County’s transportation corridors will be enhanced by a safe and inviting pedestrian environment.
- The design of multimodal roadway facilities will not compromise the needs of larger vehicles such as transit vehicles, fire trucks and freight delivery trucks.
- Inclusion of Complete Streets design elements will allow for design flexibility on different street functions and neighborhood contexts.
- Inclusion of Complete Streets design elements will improve the integration of land use and transportation, while encouraging economic revitalization through infrastructure improvements.

Complete Streets Objectives

- To create an integrated and connected transportation network that supports transportation choices and sustainable growth.
- To ensure that all transportation modes are accommodated to the extent possible in all public roadway facilities in the County.
- To develop and use the latest design standards and guidelines in the design of Complete Streets.
- To provide flexibility in the implementation of this policy so that streets chosen for implementation of Complete Streets elements can be developed to fit within the context of their principal purpose and surroundings without compromising the safety of users and needs of larger vehicles.



Complete Streets Policies

Tulare County General Plan Policies

The Tulare County General Plan Update (2030) in complying with AB 1358 calls for 4 Complete Streets related principles including:

Principle 1: County-wide Collaboration

Support countywide transportation plans that provide choices in travel modes.

Principle 2: Connectivity

Emphasize connectivity among cities, communities, and hamlets to ensure County residents have access to jobs and services.

Principle 3: Community Circulation

Anticipate and provide transit, traffic, and roadway connections that support the interconnectivity of all communities.

Principle 4: Pedestrian and Bicycle Facilities

Plan for the development and expansion of pedestrian paths and bicycle facilities that provide residents with alternative modes of travel.

These principles are expressed mainly in following policies including:

- TC-1.6 Intermodal Connectivity
- TC-1.7 Intermodal Freight Villages
- TC-5.1 Bicycle/Pedestrian Trail System
- TC-5.2 Non-motorized Modes in Planning and Development

Complete Street Policy Design Criteria

1. Tulare County promotes the incorporation of Complete Streets concepts and design standards in all appropriate new and retrofit County public streets (except State highways and freeways).
2. Tulare County will seek every opportunity to provide funding for the planning, design, and implementation of Complete Streets.
3. New Class I Multi-Use Paths should be a minimum of eight (8) feet wide.
4. New Class II Bike Lanes should be a minimum of five (5) feet wide.
5. New sidewalks should be a minimum of five (5) feet wide.
6. Bulb-outs should be considered in areas of higher speed (35 mph or greater) where sufficient turning radii for trucks is available or as determined by the County Engineer.
7. As determined by the County Engineer, installation of posted speed limit vehicle activated traffic calming signs (VATCS) are encouraged in instances of high



speed to promote safety.


8. Transit shelters and benches are encouraged at all County transit stops if FTA grants are available.
9. Street lighting and cross walk are encouraged to promote safety if considered feasible by the County Engineer.
10. Design policies should be consistent with the Tulare County Improvement Standards; other references include existing design guides, such as those issued by Caltrans, AASHTO and the ADA Accessibility Guidelines.
11. Public streets excluded from this policy include those where:
 - Complete streets concepts are in conflict with existing laws, codes, or ordinances.
 - Compliance with this policy would conflict with goals or physical conditions related to the unique aspects of the location.
12. Exceptions from Complete Street Policies:
 - Accommodation is not necessary where non-motorized use is prohibited, such as freeways.
 - Cost of accommodation is excessively disproportionate to the need or probable use as determined by the County Engineer.
 - A documented absence of current or future need.

Complete Street Mobility Plan

The California Complete Streets Act (AB 1358) of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 requires circulation elements to address the transportation system from a multimodal perspective. The bill states that streets, roads, and highways must “meet the needs of all users in a manner suitable to the rural, suburban, or urban context of the general plan.” Essentially, this bill requires a circulation element to plan for multimodal transportation accommodating all modes of transportation where appropriate, including walking, biking, car travel, and transit. The current functional classification system plan is shown in Appendix B (Circulation Plan).

The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled. For further clarity, AB 1358 tasks the Governor’s Office of Planning and Research to release guidelines for compliance with this legislation by January 1, 2014. Implementation of complete streets principles should be tailored to the individual jurisdiction and the individual roadway. The Complete Streets Program for Tulare County focuses on a network-based approach that has been tailored to the needs of the Community of Alpaugh. Another principle that is being applied is under SB 743, requiring a change to evaluating traffic using Vehicle Miles Traveled (VMT) versus Level of Service under CEQA analysis, and under AB 32 in reducing Green House Gasses.

Complete Streets: According to the National Complete Streets Coalition, complete streets are a means by which, “... planners and engineers (can) build road networks that are safer, more livable, and welcoming to everyone.... Instituting a complete streets policy ensures that transportation planners and engineers consistently design and operate the entire roadway with all users in mind – including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities.”



Network-Based Complete Streets: Combines individual travel mode networks into one multimodal transportation system, integrating infrastructure where appropriate, ultimately ensuring that all users can safely and efficiently access their destination.

Vehicle Miles Traveled (VMT): Vehicle miles traveled is the metric that identifies the total distance traveled in a car per driver. VMT drives roadway needs (the more people who drive, the more capacity and maintenance are needed on the roadway system). Under the Tulare County Climate Action Plan, in reducing VMT greenhouse gas emissions are reduced, and the County has an overall target of reducing 6% of its greenhouse gas emissions through a reduction in VMT.

Community Plans adopt these principles, which are combined into the following mission statement:

The Community Complete Streets Network comprises four types of facilities—vehicular, pedestrian, bicycle, and public transit. This complete streets approach will enable residents to choose which travel mode best suits them. It also will ensure that streets are designed with the users in mind—accommodating for businesses, children, the elderly, bicyclists, and transit users.

Caltrans and Complete Streets

Under Caltrans District Order 64-R1, Caltrans requires that a Complete Streets Implementation Action Plan be developed and implemented for Caltrans owned and maintained Streets. Their Implementation Action plan provides a background by which the Tulare County Completes Street Plan will be implemented.

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

TCAG in 2014 updated a Regional Bicycle Plan that does not include any bicycle facilities through the Community of Alpaugh. TCAG funded the grant for this Complete Streets Policy and in the RTP Action Element describe bicycle circulation patterns and Pedestrian policies focusing on the Americans with Disabilities Planning Strategies and Transportation Demand Management to increase pedestrian activity. In addition, rail and goods movement is part of the Sustainable Communities Strategy in lieu of utilizing diesel powered freight trucks.

Tulare County Climate Action Plan (CAP)

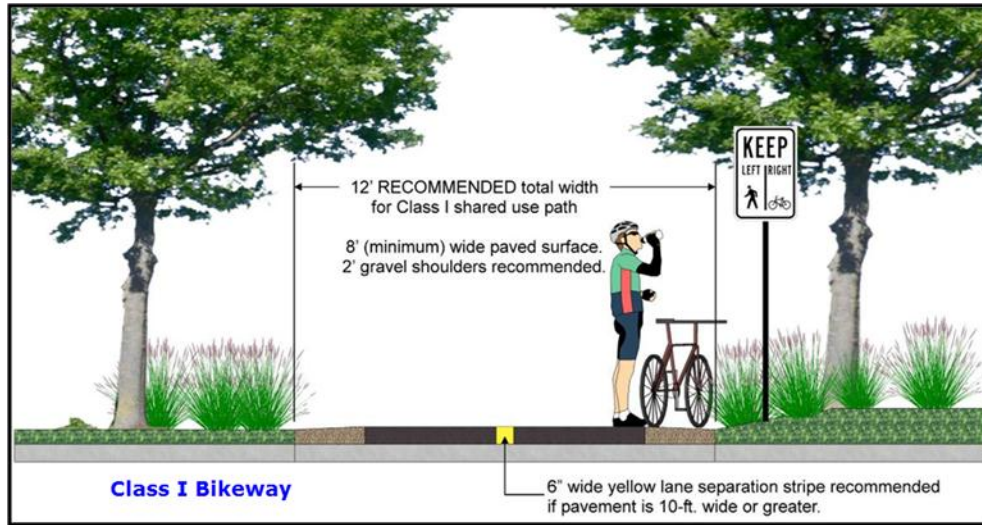
The Tulare County CAP calls for a reduction on a project (over 50 vehicles) by project basis of 6% through a mixture of measures that are spelled out in Appendix J of the CAP. Utilization of alternative means of transportation will reduce GHG emissions and will help projects and the region meet their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

Bicycle Facilities

Bicycle facilities consist of Class I, Class II, and Class III facilities as defined below. In Tulare County, this General Plan and the Bicycle Transportation Plan envision a system of bicycle lanes on roadways that will connect the activity centers of the communities to the residents. County has identified pedestrian corridors on the Community of Alpaugh Bicycle, Bus and Pedestrian Plan (see Appendix C).

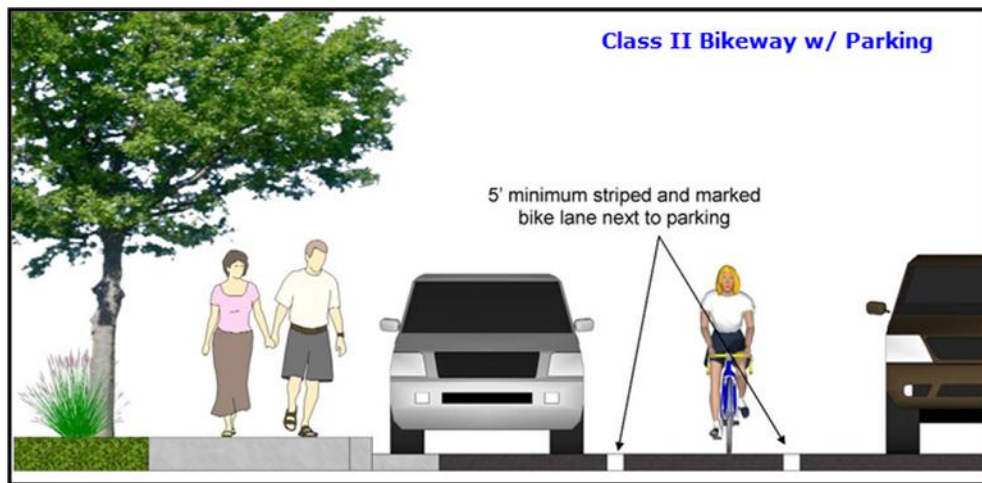
Class I

Bike path providing completely separated right-of-way designated for the exclusive use of bicycles and pedestrians. In Tulare County, Class I facilities will primarily be implemented through TCAG. Future bicycle facilities have also been identified through the *Bicycle Transportation Plan* (TCAG - 2010). The Communities of Alpaugh and Allensworth are proposing a Class 1 / pedestrian path from one community to the other.



Class II

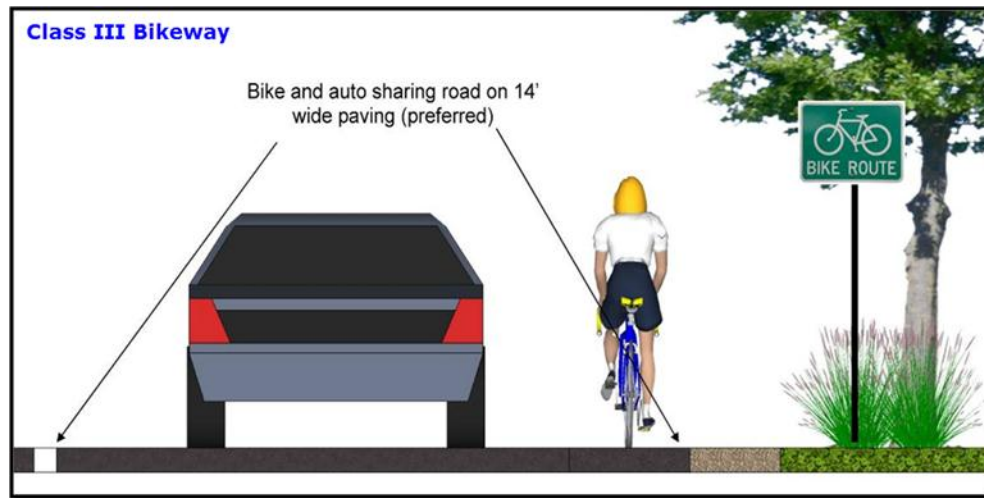
Bikeway that provides designated lanes for the use of bicycles through the use of striping on the roadway and signage designations for the facility. For the purposes of Complete Streets, the County is proposing no Class II bicycle facilities in Alpaugh.



Class III

Bikeway that provides route designation by signage. Roadways are shared between bicyclists and motorists. Class III facilities in Tulare County are envisioned to be implemented along the major circulation segments of roadway that connect the overall County roadway network. Class III facilities are proposed along Atwell Avenue. Although not signed on many roads in Alpaugh,

bicyclists are allowed use the side of the road or share the road on all County roadway facilities excluding freeways.



Pedestrian Facilities

Pedestrian Paths and Sidewalks

Pedestrian paths are primarily developed as part of the roadway and trail systems of a community and reflect the interconnected nature of circulation and transportation systems as a whole. Constructing wide streets increases the distance a pedestrian must travel to cross a street, thereby making it inconvenient for public use and inhibiting pedestrian circulation in the community. Currently, limited continuous sidewalks are provided along major routes in the community. In addition to connecting available pedestrian resources, the communities have prioritized the completion of sidewalks along safe routes to school. Enhanced pedestrian crossings and sidewalks is considered in areas where high pedestrian demand occurs (such as to and around schools).

Multiuse Trails

Multiuse trails are facilities that can be used by bicycles, pedestrians, equestrians, and other recreational users. There is currently no multiuse trails in the Alpaugh Community.

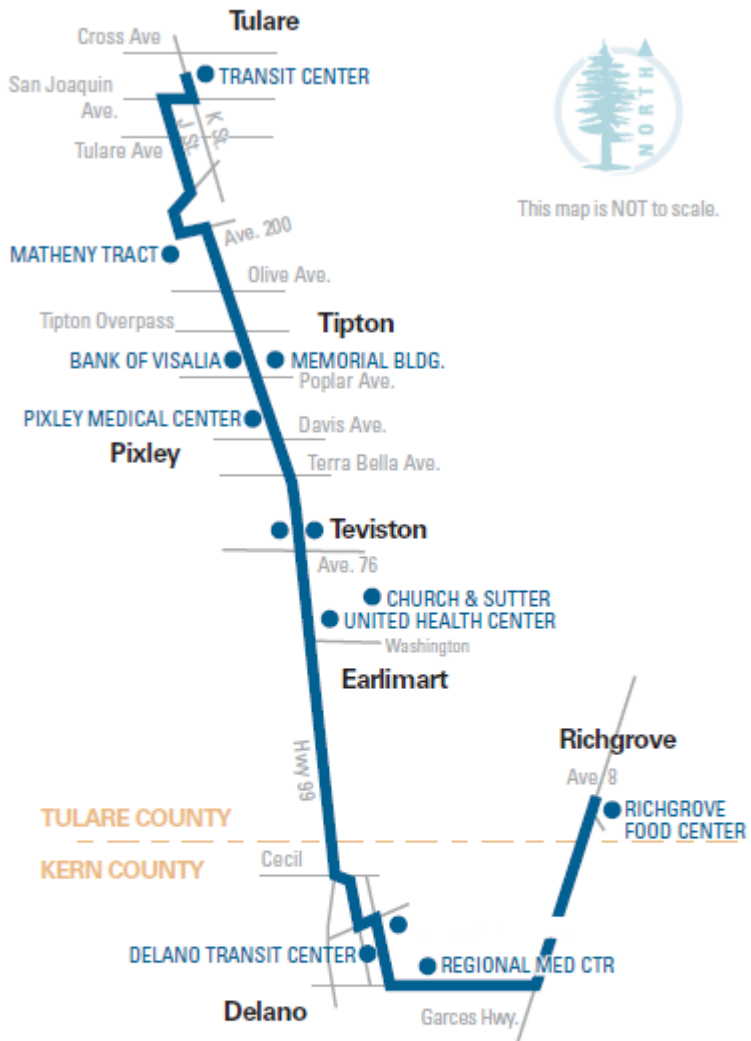
Transit Facilities

Transit options give users the ability to get to a destination without relying on the automobile. This also provides other community benefits, including reduced vehicle miles traveled (VMT). Reducing VMT will help the County achieve their greenhouse gas reduction target,

Public transportation services and facilities in Tulare County consist of public bus service, paratransit service, and could also consider park-and-ride locations.

Public Bus Service

Public bus service is provided by Tulare County Area Transit (TCaT) in rural areas. Existing transit routes and designated bus stops are shown in the following figure.



Additionally, Tulare County has provided guidance for including transit within facilities. These guidelines should be applied when considering new development to ensure appropriate connectivity and design features to support bus service.

Paratransit Service

Paratransit is an alternative mode of passenger transportation that does not follow fixed routes or schedules. Typically, vans or minibuses are used to provide paratransit service. Paratransit services vary considerably on the degree of flexibility they provide their customers. The most flexible systems offer on-demand, call-up, door to door service from any origin to any destination in a service area.

Park-and-Ride Lots

Park-and-ride lots provide places for people to meet up and carpool to areas outside of the Community. A Park and Ride facility could also provide a compressed natural gas refueling station. As the community's population grows and given the large number of commuters, a park-and-ride location would be best sited near the edges of the Community along Highway 99.

Pass Sales Outlets

Dinuba Transit Center	189 Merced St., Dinuba
Porterville Transit Center	35 W. Oak St., Porterville
Tulare County Government Plaza	5961 S. Mooney Blvd., Visalia
Tulare Transit Center	360 N. 'K' St., Tulare
Visalia Transit Center	Oak & Santa Fe, Visalia

Cost Benefits Analysis, Implementation, and Funding Mechanisms

Caltrans lists the following benefits of Complete Streets in their implementation plan. They include:

- Increased Transportation Choices: Streets that provide travel choices can give people the option to avoid traffic congestion, and increase the overall capacity of the transportation network.
- Economic Revitalization: Complete streets can reduce transportation costs and travel time while increasing property values and job growth in communities.
- Improved Return on Infrastructure Investments: Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project spares the expense of retrofits later.
- Quality of Place: Increased bicycling and walking are indicative of vibrant and livable communities.
- Improved Safety: Design and accommodation for bicyclists and pedestrians reduces the incidence of crashes.
- More Walking and Bicycling: Public health experts are encouraging walking and bicycling as a response to the obesity epidemic. Streets that provide room for bicycling and walking help children get physical activity and gain independence.

Benefits of Complete Streets

The health benefits from walking and bicycle riding include increased overall health, and a reduction in air quality and greenhouse gas emissions. According to the Caltrans accepted, Victoria Transport Policy Institute, walking has a \$.25 per mile health benefit, while the cost of Greenhouse Gas (GHG) reductions is \$23 per ton. According to the Federal Highway Administration, sidewalks reduce incidences to pedestrians over 80%.¹ According to Caltrans, the average costs of highway incidents are stated below.

Cost of Highway Accident	Dollars Per Accident
Fatal Accident	\$4,800,000
Injury Accident	\$67,400
Property Damage Only (PDO) Accident	\$10,200
Average Cost per Accident	\$52,500

Cost of an Event	Dollars Per Event
Cost of a Fatality	\$4,400,000

Cost of an Injury

¹ http://www.dot.ca.gov/hq/tpp/offices/eab/benefit_cost/LCBCA-economic_parameters.html



Level A (Severe)	\$221,400
Level B (Moderate)	\$56,500
Level C (Minor)	\$26,900
Cost of Property Damage	\$2,500

Source: California Department of Transportation

Community Specific Complete Street Implementation Measures

As part of a network-based approach, the County has identified (and will implement through pursuing further roadway studies and infrastructure design updates) a complete network for pedestrians. The County will also work to deliver infrastructure to support all modes of transportation. In addition to the General Plan Circulation Element Implementation Section, the key implementation measures include:

1. Evaluating Roadways as potential Bike/Pedestrian travel routes,
2. Completing pedestrian infrastructure, as appropriate,
3. Providing safe and accessible pedestrian facilities in high use areas,
4. Designing and building sidewalks for safer routes to school,
5. Designating roadways for bicycle routes that are aligned with the Tulare County comprehensive bicycle network,
6. Coordination with County Transit.
7. Submitting the following list of project and cost to TCAG and Caltrans for consideration under further grant funding opportunities.

Measure R


Bike/Transit/Environmental Projects (14% of Measure R Funding)

On November 7, 2006, the voters of Tulare County Approved Measure R, imposing a ½ cent sales tax for transportation within the incorporated and unincorporated area of Tulare County for the next 30 years. The transportation measure will generate slightly more than \$652 million over 30 years to Tulare County's transportation needs.

The Goals of Measure R include air quality improvement efforts that will be addressed in the Measure R Expenditure Plan through the Transit/Bike/Environmental Program, which includes funding for transit, bike, and pedestrian environmental projects. The goal of this program is to expand or enhance public transit programs that address the transit dependent population, improve mobility through the construction of bike lanes, and have a demonstrated ability to get people out of their cars and improve air quality and the environment.

Active Transportation Program (ATP)

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation



Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The proposed projects have been included in the County's Active Transportation Plan (2015).

Citizen Feedback

Public Outreach Efforts

The purpose public workshops or community meetings is to engage in discussions with local residents and business owners regarding specific topics, e.g., transportation related improvements. Public outreach efforts were held in several formats including formally and informally. Formal community meetings were held at local schools, community service districts/public utility districts (CSDs/PUDs), town council forums and other well-known locations. Informal meetings were conducted with individual business or property owners associated to specific access concerns or other issues.

Publicity for meeting times and locations generally consisted of newspaper releases, local newsletter informational items, citizens distributing fliers, handing out bi-lingual fliers to school children to be given to the student's guardian, posting fliers at local community businesses, local school board meeting agendas, area congressional office and non-profit agency assistance, local senior centers and health clinics (if applicable), email and other forms of communication. Formal public meetings were held in the various communities shown below. A summary of additional information – Tulare County Resource Management Complete Streets and Community Plan Outreach (2015 - 2016) – is located in the Appendix G.

Improvement Standards

The purpose public workshops or community meetings is to engage in discussions with local residents and business owners regarding specific topics, e.g., transportation related improvements. Transportation related facilities for public use are built within existing right of way (R/W) owned by a public agency, e.g., county, city or state. Within this R/W is a standard cross section, which is a term that is used to define the configuration of existing or proposed roadways at right angles to the centerline (CL). Typical sections show the width, thickness and descriptions of the pavement section, as well as the geometrics of the graded roadbed, side improvements and side slopes.

In Tulare County, the two most common cross sections are shown for two or four lane roads, varying in width based upon the number of lanes, parking, sidewalks, shoulders, bike lanes, etc. Figure 1 shows the cross section for two lane roads and Figure 2 identifies a typical four lane cross section.

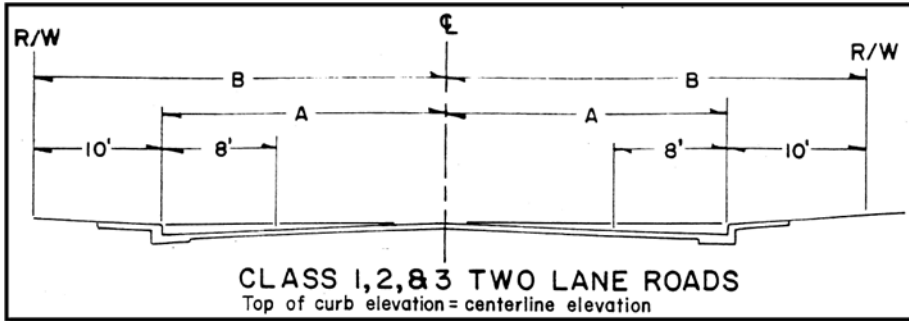


Figure 1 - Tulare County Class 1, 2 & 3 Two Lane Roads

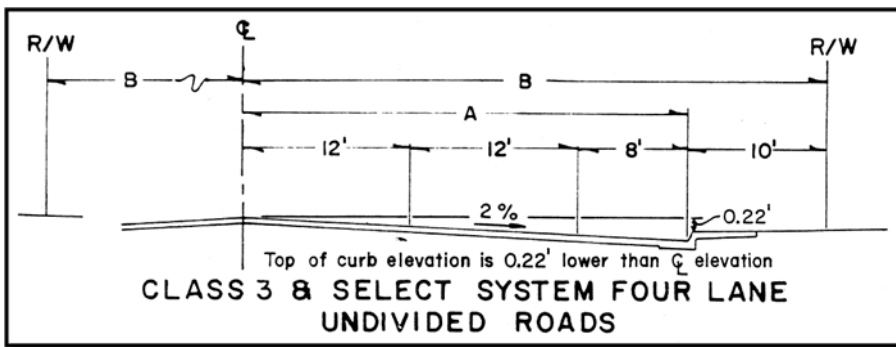


Figure 2 - Tulare County Class 3 Four Lane Road


Tulare County Pavement Management System

Pavement Management

Pavement management is the process of planning the maintenance and repair of a network of roadways or other paved facilities in order to optimize pavement conditions over the entire network. Pavement management incorporates life cycle costs into a more systematic approach to minor and major road maintenance and reconstruction projects. The needs of the entire network as well as budget projections are considered before projects are executed. Pavement management encompasses the many aspects and tasks needed to maintain a quality pavement inventory, and ensure that the overall condition of the road network can be sustained at desired levels.

Pavement Management System

The Tulare County Pavement Management System (PMS) is a planning tool used to aid pavement management decisions. PMS software programs model future pavement deterioration due to traffic and weather, and recommend maintenance and repairs to the road's pavement based on the type and age of the pavement and various measures of existing pavement quality. Measurements can be made by persons on the ground, visually from a moving vehicle, or using automated sensors mounted to a vehicle. PMS software assists RMA staff to create composite pavement quality rankings based on pavement quality measures on



roads or road sections. Recommendations are usually biased towards preventive maintenance, rather than allowing a road to deteriorate until it needs more extensive reconstruction.

Typical tasks performed by Tulare County PMS include:

- Inventory pavement conditions, identifying good, fair and poor pavements;
- Assign importance ratings for road segments, based on traffic volumes, road functional class, and community demand;
- Schedule maintenance of good roads to keep them in good condition; and,
- Schedule repairs of poor and fair pavements as remaining available funding allows.

Research has shown that it is far less expensive to keep a road in good condition than it is to repair it once it has deteriorated. This is why pavement management systems place the priority on preventive maintenance of roads in good condition, rather than reconstructing roads in poor condition. In terms of lifetime cost and long term pavement conditions, this will result in better system performance.

The County is proposing a Road Maintenance Plan (see Appendix D) for the Community of Alpaugh that is a result of the PMS.

Implementation

Selection of Community Priorities

An effort is under way in Tulare County to implement Complete Streets Policies in the unincorporated communities within Tulare County's boundary. Just as the County updated its General Plan in 2012, many of the Community Plans are going through the update process. As a result of the Community Plan update process, several public meetings have been held in order to garner input from the local residents and business owners. Balancing the needs of what the people want while following local, state and federal policies and laws with a limited amount of available funding is the principal challenge in each community.

Transportation and related infrastructure costs tend to be exceedingly high may take years to implement. For purposes of this Study five transportation corridors were selected within the community (see Appendix A), and two roadway segments in the community were selected to be further evaluated for implementation of Complete Street standards. These roadway segments generally represent the highest volume roadways with a blend of residential and mixed land uses that also provide for regional access.

General themes that were voiced from residents in each community related to transportation included the need for:

- Sidewalks
- Better road conditions
- Safe walking and biking areas
- Street lights
- Pedestrian crossings

- Safe (lower) vehicle speeds
- Improved drainage
- Increased transit stops
- Improved connectivity (railroad crossings)

Given the information provided by the residents and business owners, conceptual layouts and designs based upon the citizens concerns were presented to collect input. Based upon the community planning process, the following sections identify proposed projects for each community.

Project Phasing

Generally, Tulare County RMA is proposing two types of projects coming from the community based upon the complexity of the project. The first types of projects are “shovel ready” that could be built immediately. They would be considered Phase 1 Projects and would have only minor needs for storm drain facilities, fence relocations, utility conflicts, etc. Phase 2 Projects are more inclusive and would be classified as medium to long range projects. These projects would need other infrastructure improvements such as storm water basins, major storm drain improvements, utilities to be undergrounded, etc.

Phase 1 Projects	Phase 2 Projects
Curb, gutter & sidewalk (storm drain water into existing system); pedestrian ramps; bulb outs (where appropriate)	Curb, gutter & sidewalk (new drainage system)
Street lights	Major storm drain facilities (new pipelines and storm water basins)
Bus shelters, benches, trash receptacles, etc.	Utility relocations (undergrounding)
Fence relocations	Major land acquisition
Street signage and striping	Railroad crossing improvements
Minor utility conflicts	
Minor land acquisition	

Alpaugh Community Needs

Center (Avenue 54) & Church Street



Figure 3: Avenue 54, between Lake Rd and Wilber. Sidewalk is non-existing to differentiate from roadway. Sidewalk, curb, gutter, asphalt paveout, and driveway are proposed.

Figure 4: Sidewalk improvements proposed at Avenue 54 at Lake Road. No sidewalk to differentiate from road, making current state a potential hazard for pedestrian and children walking to school.



Figure 5: Sidewalk improvement proposed at Avenue 54 at Lake Road, Existing sidewalk is less than 3 feet wide and not in compliance with ADA standards.



Figure 6: Sidewalk improvement proposed at Avenue 54 at Tule Road, Existing sidewalk is less than 3 feet wide and not in compliance with ADA standards. Westbound view.



Figure 7: Avenue 54 and Lake Road, Sidewalk curb and gutter project proposed along Avenue 54. No existing sidewalk to differentiate from roadway. Westbound view.

Outreach: September 3, 2015

1. Road 38/Tule Road (Church Ave to Park Ave)
2. Avenue 54/Center Ave (Tule Road to Wilbur Road)
3. Ellis Road (Church Ave to Center Ave)
4. Avenue 53/Church Ave (Knox Road to Ellis Road with the school in the middle)



Based on the Community's desired roadway improvements, the Resource Management Agency's Public Works Division devised plans and project descriptions for the following roadways.


Improvement Plans

The following roadways were selected by the Community based on outreach and improvements designed by the Resource Management Agency's Public Works Division (See Appendix A).

Church Avenue:

Approx. 870 LF of 5ft wide concrete sidewalk is proposed with curb and gutter on the north side of Church Ave between Tule Road (Road 38) and Knox Road. Existing road profile along Church Ave is very flat except high points at the crossing of Billing and Olive Road. Smooth surface can be maintained with bubble ups at those crossing mentioned above. Property fence is encroaching in to the right of way which will push the proposed sidewalk to south unless right of way is cleared. There are about 5 driveways that need to be addressed in this 870 LF stretch of sidewalk. A crosswalk is proposed across Tule Road to connect to the existing sidewalk at the school. ADA standard ramps will be placed on both ends of the crosswalk across Tule Road.

Another 310 LF of 5ft wide concrete sidewalk is proposed on the north side of Church Ave between Wilbur Road and Ellis Road. Putting the sidewalk to the north is more logical since it is adjacent to the school parking lot and aligns with the existing crosswalk. However, sidewalk on the school side across Wilbur Road does not have any ramp now and there is a water valve right in the middle of the crosswalk, which may trigger relocation of the crosswalk to further



north of Wilbur to clear the existing water connection. ADA standard ramps shall be placed on both sides of the cross walk across Wilbur Road.

Tule Road:

Approximately 595 LF of 5ft wide concrete sidewalk is proposed with curb and gutter on the west side of Tule Road between Ave 54 and Park Road. At the south end, this sidewalk will be stopped right at the existing grocery store parking to avoid conflict with the parking lot.

Avenue 54:

About 565 LF of sidewalk is proposed with curb and gutter on the north side of Ave 54 on several locations such as between the county library and Lake Road; between Lake Road and existing sidewalk to the east; and between Wilbur Road and Ellis Road. Some utilities such as (fire hydrants, power poles, signs etc.) are in the way and will need to be relocated. An average of 15ft wide asphalt section is proposed to match between the existing pavement and the proposed curb and gutter

Overall Improvements:

Included in this project is a Non-Infrastructure aspect. This will include pedestrian safety discussions with the school, and may include safety/activity seminars such as a “bike rodeo”, planning for future non-infrastructure needs, or other pedestrian/cyclist safety meetings.

Projects

Complete Streets Project Plans

The plans and projects in the appendices are identified as part of the complete streets policy to identify corridors for various user types and to demonstrate examples of design policies. These plans and are the result of input obtained through the community outreach process, multiple Tulare County agencies and divisions and professional engineering consultants.

The four projects identified herein represent the priority improvements to the backbone of the complete streets network within the community of Alpaugh. Two of these projects have been developed to a 30% design stage and the remaining three projects have been preliminarily scoped and budgetary estimates have been prepared. These four projects were developed to provide the County and various funding agencies with a list of projects to move toward funding, design, and ultimately construction.

Complete Streets Funding Opportunities

The following sections identify opinions of probable cost estimates for Complete Street transportation related improvements in Alpaugh. As shown in the tables, the funding sources include local, state and federal programs. Typically, local matches are required for acquiring state and federal funds. Measure R, a Tulare County sales tax for transportation, is available for such matches.

Cost Estimates

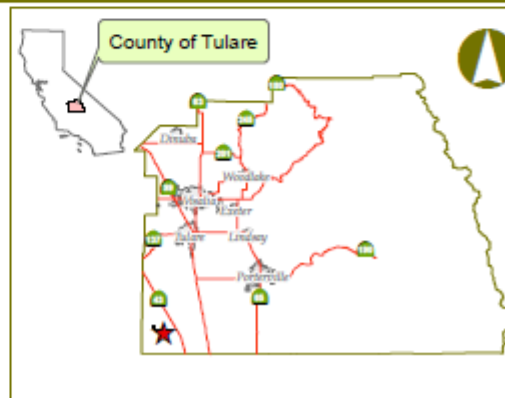
Detailed cost estimates are included in Appendix E.

Appendix A – Proposed Complete Streets Projects



Legend

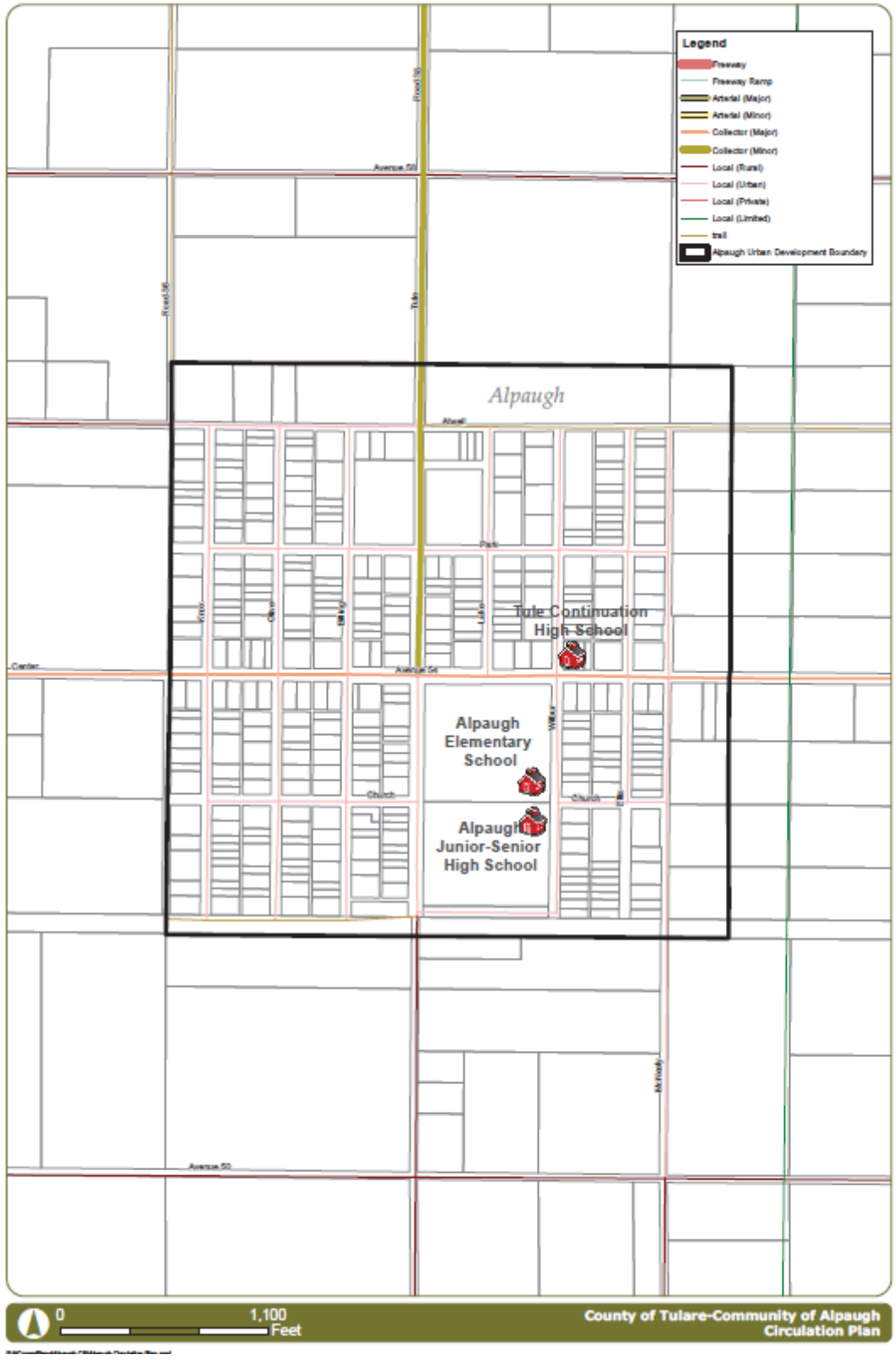
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- Road 38/Tule Rd Church Ave-Park Ave
- Avenue 54/Center Ave Tule Rd-Wilbur Rd
- Ellis Road Church Ave-Center Ave



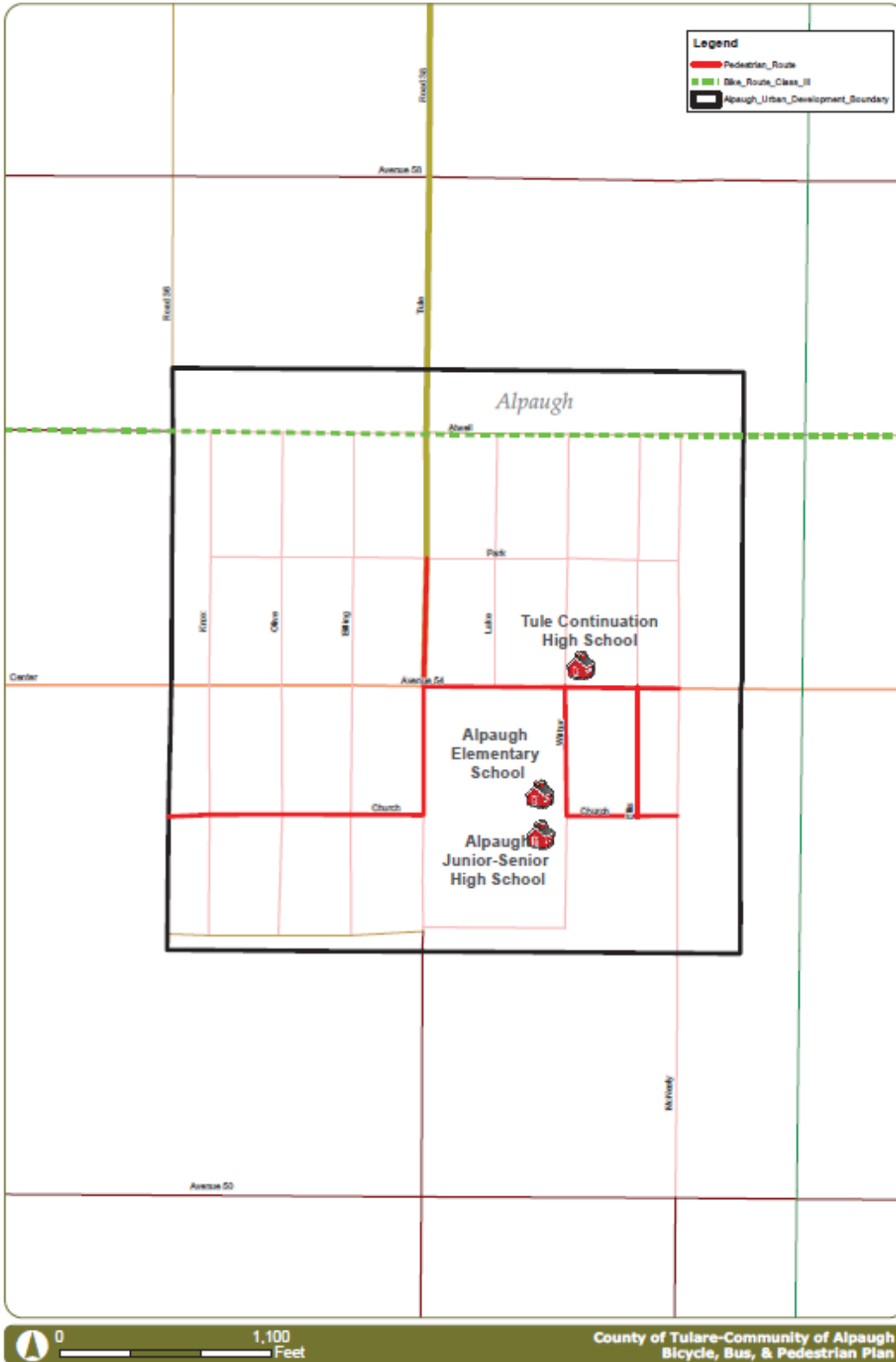
County of Tulare-Alpaugh Road Identification Vicinity Map



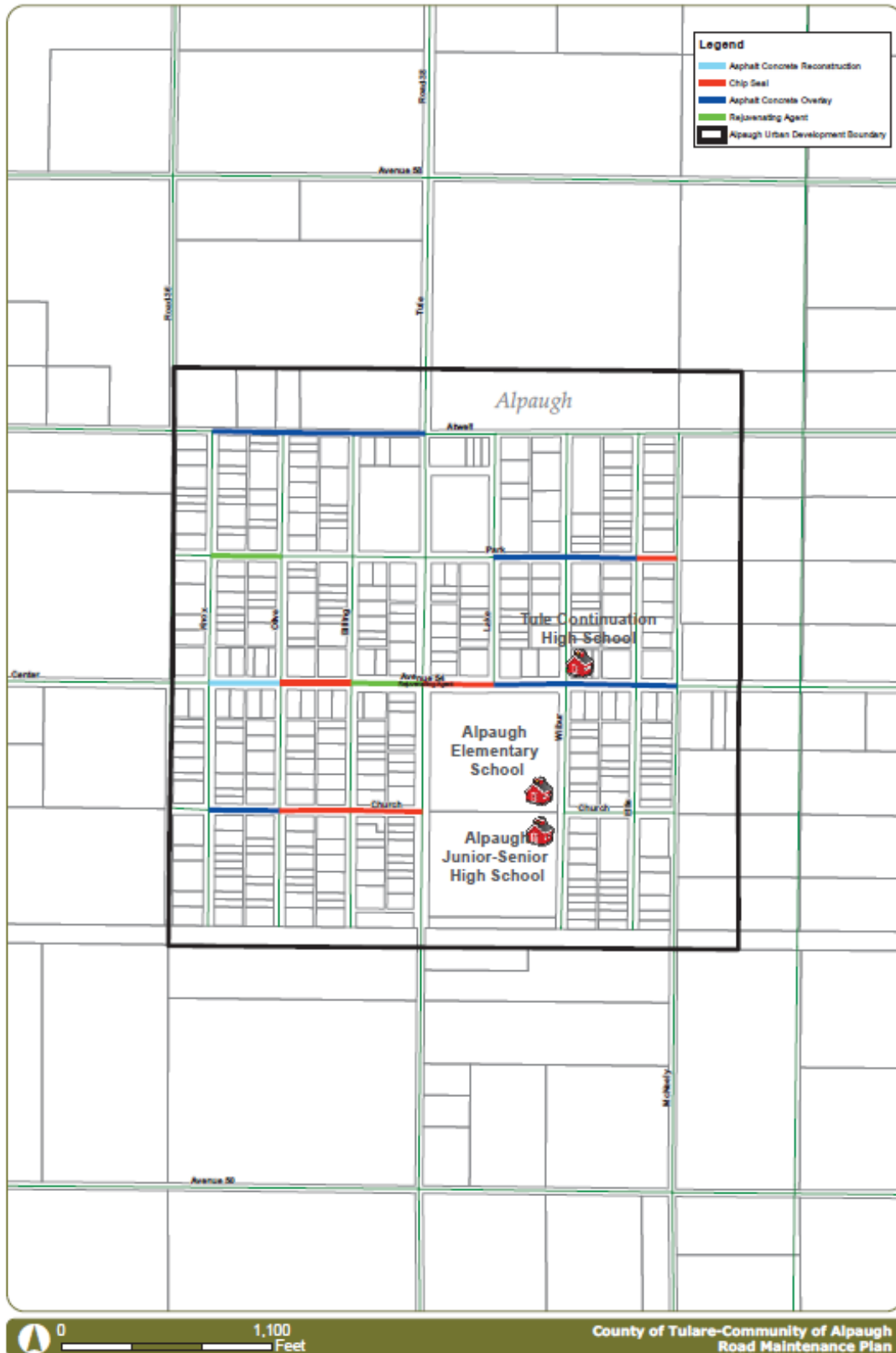
Appendix B – Circulation Plan



Appendix C – Bicycle, Bus, and Pedestrian Plan



Appendix D – Road Maintenance Plan



Appendix E – Cost Estimates for Alpaugh

Detailed Engineer's Estimate						
	Agency:	Tulare County Resource Management Agency				
	Project Name:	Alpaugh Improvements Sidewalk Project				
	Project Location:	Court Ave - E/O Park Dr to School St & School St - Court Ave to Terra Bella Ave				
	Date of Estimate:	December 9, 2016				
	Prepared by:	Ather Razaq/Diego Corvera				

Construction Items						
Item No.	Caltrans Item code	Description	Units	Quantity	Unit Cost	Total
1	999990	Mobilization	LS	1	\$100,000	\$100,000
2	050126	Construction Staking	LS	1	\$20,000	\$20,000
3	120090	Construction Area Signs	LS	1	\$25,000	\$25,000
4	120100	Traffic control system	LS	1	\$25,000	\$25,000
5	120300	Temporary Pavement Marker (Refl.)	LS	1	\$20,000	\$20,000
6	130200	Prepare Water Pollution Control Program	LS	1	\$10,000	\$10,000
7	220101	Finishing Roadway	LS	1	\$15,000	\$15,000
8	152390	Remove Roadside Sign	EA	27	\$200	\$5,400
9	152379	Relocate Fence	LF	974.98	\$20	\$19,500
10(F)	190101	Roadway excavation	CY	1,175	\$100	\$117,503
11(F)	250201	Class 2 Aggregate Base	CY	708	\$95	\$67,246
12	390133	Hot Mix Asphalt (Type B)	TON	1,019	\$120	\$122,305
13	394090	Place hot mix asphalt (miscellaneous area)	SQYD	47	\$100	\$4,700
14	731504	Minor Concrete (Curb & Gutter)	LF	3200.41	\$25	\$80,010
15	731521	Minor Concrete (Sidewalk)	SQFT	11045	\$8	\$88,357
16	731623	Minor Concrete (Ramp)	EA	13	\$4,000	\$52,000
17	731516	Minor Concrete (Driveway)	SF	3491	\$15	\$52,371
18	152434	Adjust riser	EA	6	\$800	\$4,800
19	152469	Adjust Utility Cover to Grade	EA	1	\$800	\$800
20	568023	Install Roadside Sign	EA	27	\$500	\$13,500
21		Bio Swale	SQFT	255	\$20	\$5,100

Sub-Total: **\$848,591**

* Up to 10% Contingency may be included in Engineer's Estimate

*Contingency: **\$84,859**

(F) = Final Pay Item

TOTAL: **\$933,451**

Non-Construction Related Cost						
Item No.	Caltrans Item code	Description	Units	Quantity	Unit Cost	Total
22	-	Environmental Clearance	% of CON	5%	\$848,591.49	\$42,429.57
23	-	Preliminary Engineering (PE)	% of CON	10%	\$848,591.49	\$84,859.15
24	-	Construction Engineering (CE)	% of CON	15%	\$848,591.49	\$127,288.72
Total:						\$254,577.45

Total Construction & Non-Construction Items	\$1,188,028.09
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INDEX OF SHEETS

SHEET NO.	PAGE NO.	DESCRIPTION
T1	1	TITLE SHEET
X1	2	TYPICAL CROSS SECTIONS
C1	3	CONSTRUCTION DETAILS
L1-L2	4-5	PLAN SHEETS CHURCH AVE
L3-L4	6-7	PLAN SHEETS CENTER ST / AVE 54
L5	8	PLAN SHEETS TULE RD / ROAD 38
G1-G9	9-17	GRADING PLANS
PD1-PD2	18-19	SIGNING AND STRIPING PLANS CHURCH AVE
PD3-PD4	20-21	SIGNING AND STRIPING PLANS CENTER ST / AVE 54
PD5	22	SIGNING AND STRIPING PLANS TULE RD / ROAD 38
CAS1	23	CONSTRUCTION AREA SIGN PLAN

ABBREVIATIONS

AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
AP	ANGLE POINT
BC	BEGIN HORIZONTAL CURVE
CL, C	CENTER LINE
CONC	CONCRETE
C-C	CENTER TO CENTER
DI	DROP INLET
DIA	DIAMETER
DWY	DRIVEWAY
EC	END OF HORIZONTAL CURVE
EP	EDGE OF PAVEMENT
EXIST	EXISTING
FL	FLOW LINE
GALV	GALVANIZED
GB	GRADE BREAK
HCR	HANDICAP RAMP
INV	INVERT
LT	LEFT
MAX	MAXIMUM
MIN	MINIMUM
NO	NUMBER
OG	ORIGINAL GROUND
PROP	PROPOSED
R	RADIUS
R/W	RIGHT OF WAY
RP	RADIUS POINT
RT	RIGHT
SCH	SCHEDULE
STA	STATION
SW	SIDEWALK
TFC	TOP FACE OF CURB
TYP	TYPICAL
VAR	VARIES

BASIS OF BEARING

XXXX

BASIS OF ELEVATION

xxx



Know what's below.
Call before you dig.

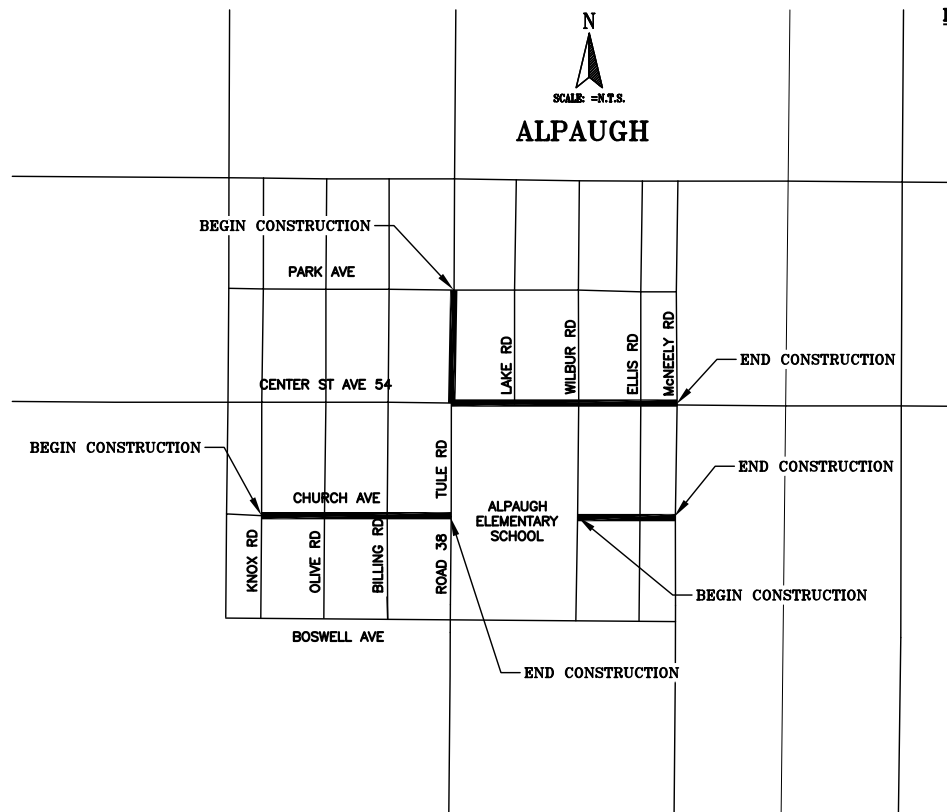
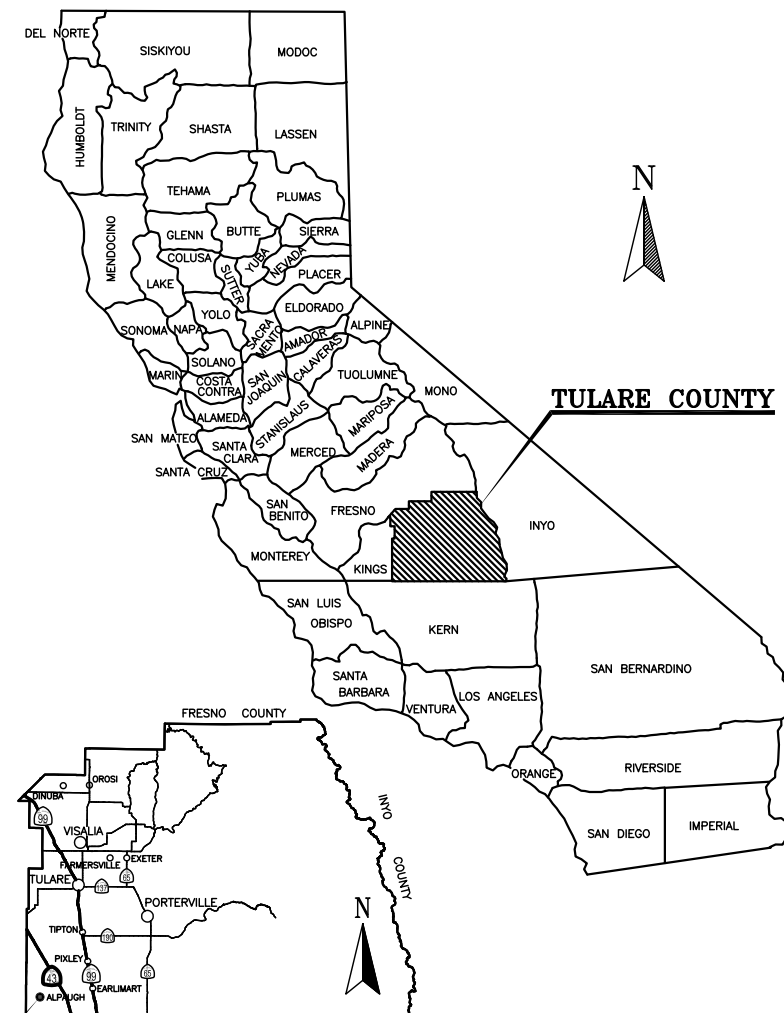
Contractor shall call
Underground Service Alert at
811 two working days prior
to excavation

STATE OF CALIFORNIA
COUNTY OF TULARE

PROJECT PLANS FOR CONSTRUCTION OF
ALPAUGH SIDEWALK
IMPROVEMENTS PROJECT
FUNDING
INFO

TO BE SUPPLEMENTED BY STANDARD PLANS AND STANDARD SPECIFICATIONS OF
THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION DATED 2010

Appendix F – Alpaugh Avenue 30%
Submittal Plan Set



VICINITY MAP

APPROVED BY: _____ DATE: _____
Peter Vander Pohl, CHAIRMAN
COUNTY OF TULARE BOARD OF SUPERVISORS

APPROVED BY: _____ DATE: _____
Reed Schenke, P.E. ASSISTANT DIRECTOR—PUBLIC WORKS
COUNTY OF TULARE RESOURCE MANAGEMENT AGENCY

SIGNED BY: _____ DATE: _____
Jabed Khan, P.E. Engineer IV
COUNTY OF TULARE RESOURCE MANAGEMENT AGENCY



NO.	REVISIONS	DATE	BY

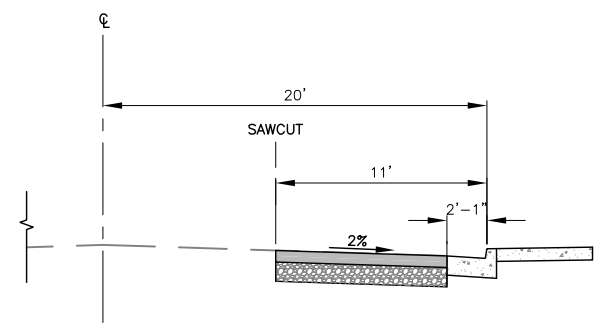
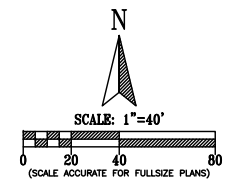
COUNTY OF TULARE
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5961 SOUTH MOONEY BLVD.
VISALIA, CA 93277
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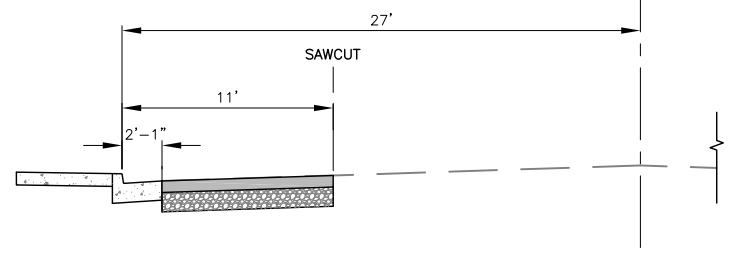
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ALPAUGH IMPROVEMENTS
SIDEWALK PROJECT
TULARE COUNTY

SCALE	N.T.S.
DIVISION	DESIGN
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DESIGNED	PAO
DRAWN	PAO
CHECKED	JRK
FILE	14008-1T001.DWG
DATE	04-16-2015
SHEET No.	T1

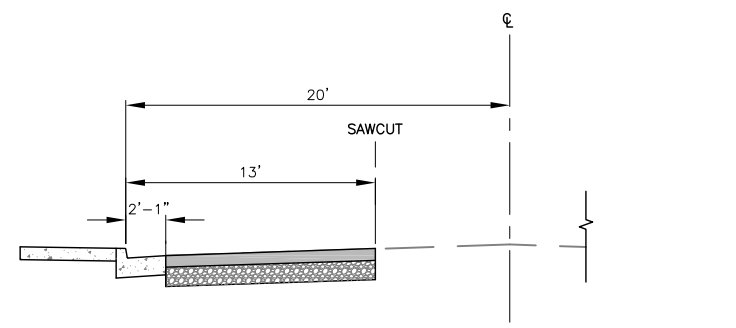
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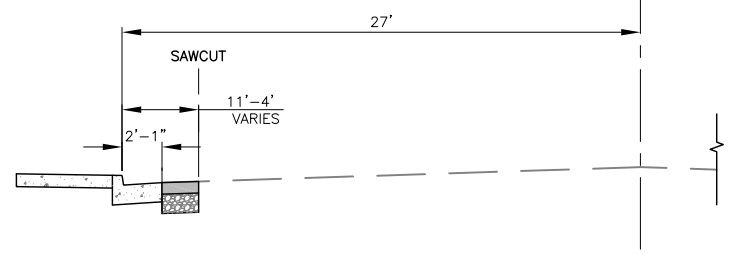
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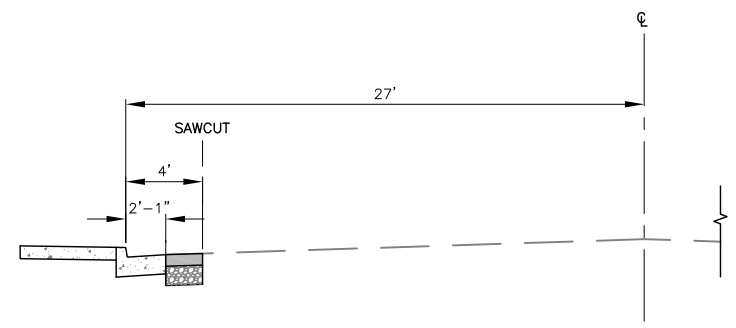
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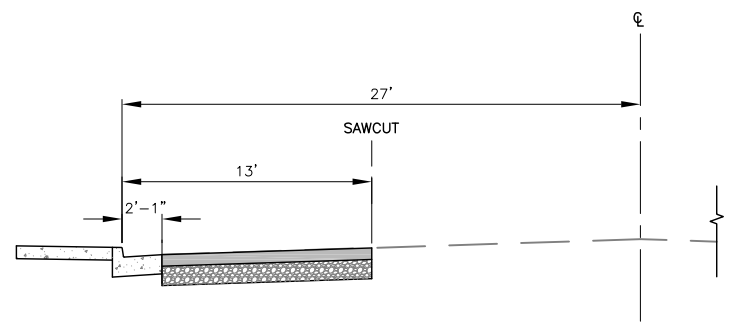
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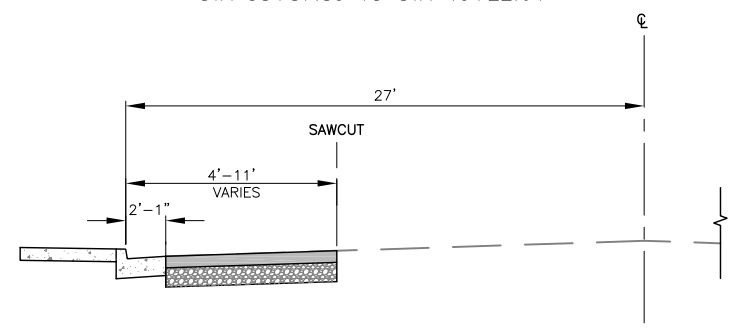
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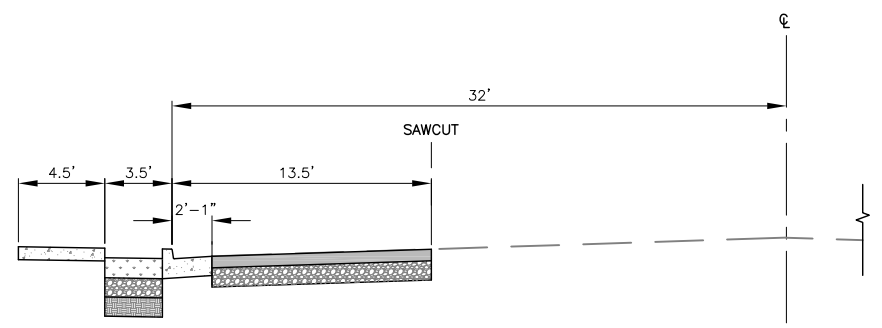
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 STA 38+87.89 TO STA 40+22.64



CENTER ST AVE 54
 STA 40+98.13 TO STA 43+94.26



CENTER ST AVE 54
 STA 35+25.00 TO STA 35+59.19



ROAD 38 / TULE RD
 STA 23+68.88 TO STA 29+52.11



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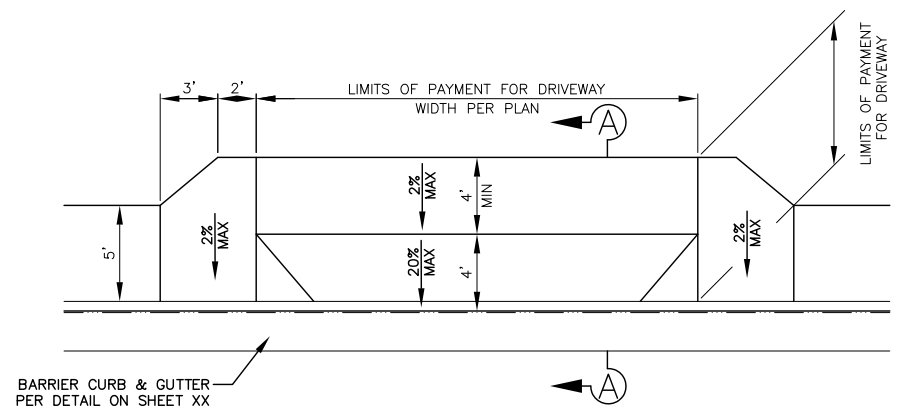


TYPICAL CROSS SECTIONS
**ALPAUGH IMPROVEMENTS
 SIDEWALK PROJECT**
 TULARE COUNTY

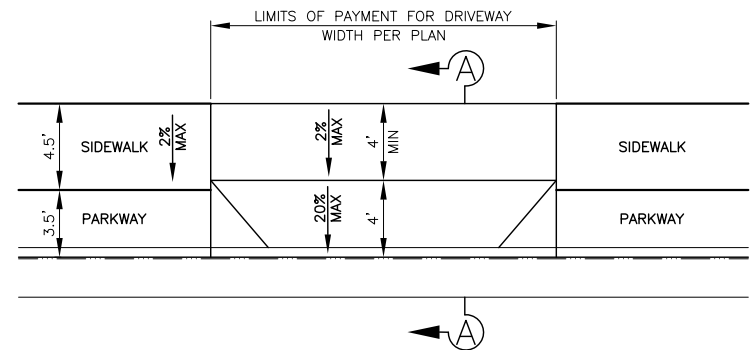
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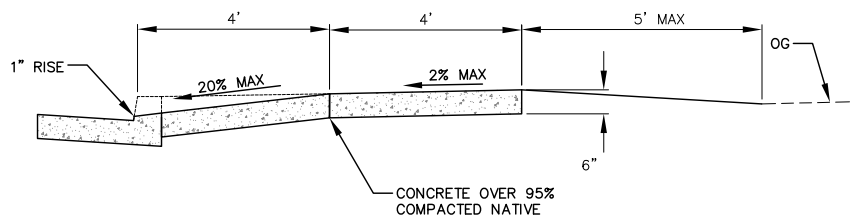
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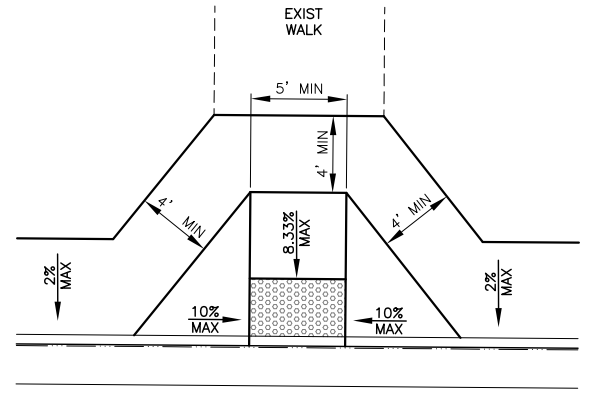
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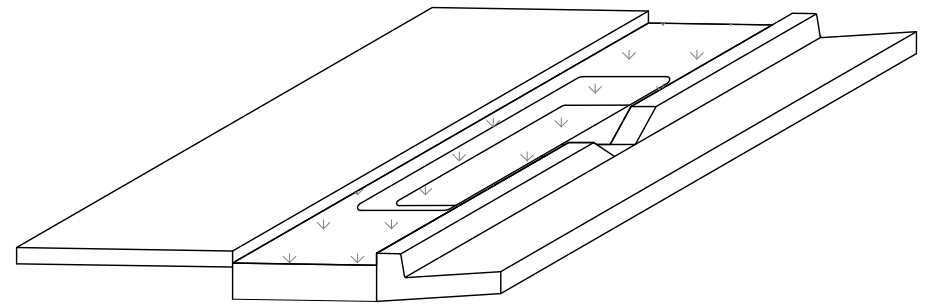
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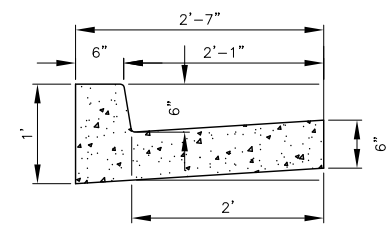
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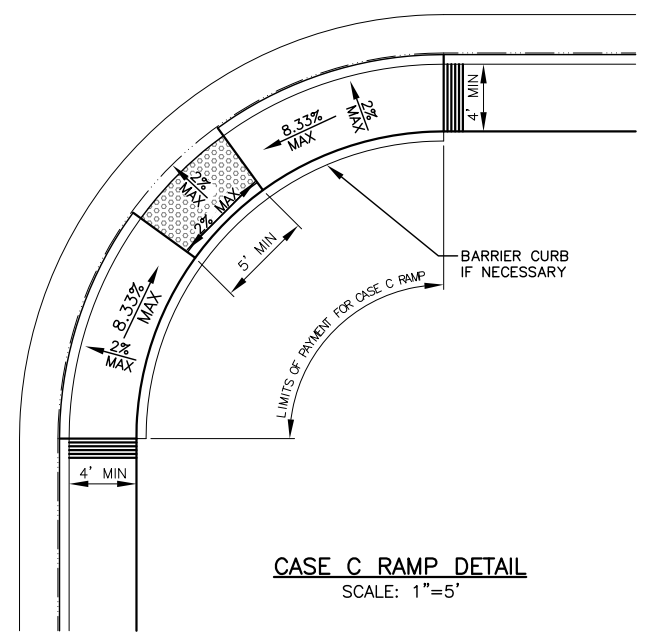
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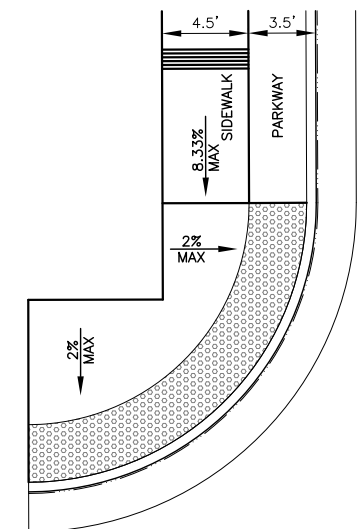
RETENTION BASIN DETAIL
SCALE: 1"=2'



BARRIER CURB AND GUTTER DETAIL
SCALE: 1"=1'



CASE C RAMP DETAIL
SCALE: 1"=5'



RAMP "X" DETAIL
SCALE: 1"=5'

LEGEND (THIS SHEET ONLY)

- 0.2' MISC. AC
- PROP AC PATH PER SHEET X1 STRUCTURAL SECTION NOTES, NOTE 1

- NOTES:**
1. THE CURB RAMP SHALL BE OUTLINED WITH GROOVES PER GROOVING DETAIL CALTRANS STANDARD PLAN A88A.
 2. COUNTER SLOPES OF ADJOINING GUTTERS AND ROAD SURFACES IMMEDIATELY ADJACENT TO AND WITHIN 24 INCHES OF THE CURB RAMP SHALL NOT BE STEEPER THAN 1:20 (5%). GUTTER PAN SLOPE SHALL NOT EXCEED 1" OF DEPTH FOR EACH 2'-0" OF WIDTH.
 3. CURB RAMP SHALL HAVE A DETECTABLE WARNING SURFACE THAT EXTENDS THE FULL WIDTH AND 3'-0" DEPTH OF THE RAMP. DETECTABLE WARNING SURFACES SHALL CONFORM TO CALTRANS STANDARD PLAN A88A.
 4. THE EDGE OF THE DETECTABLE WARNING SURFACE NEAREST THE STREET SHALL BE BETWEEN 6" AND 8" FROM THE GUTTER FLOWLINE.
 5. ALL DIMENSIONS AND LAYOUT OF CURB RAMP SHALL CONFORM TO THE MIN AND MAX PER CALTRANS STD PLAN A88A.

NO.	REVISIONS	DATE	BY

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CONSTRUCTION DETAILS
**ALPAUGH IMPROVEMENTS
SIDEWALK PROJECT**
TULARE COUNTY

SCALE	PER DETAIL
DIVISION	DESIGN
JOB NO.	14008-1
DESIGNED	PAO
DRAWN	PAO
CHECKED	JRK
FILE	14008-1C001.DWG
DATE	04-16-2015



SHEET No.
C1
3 OF X

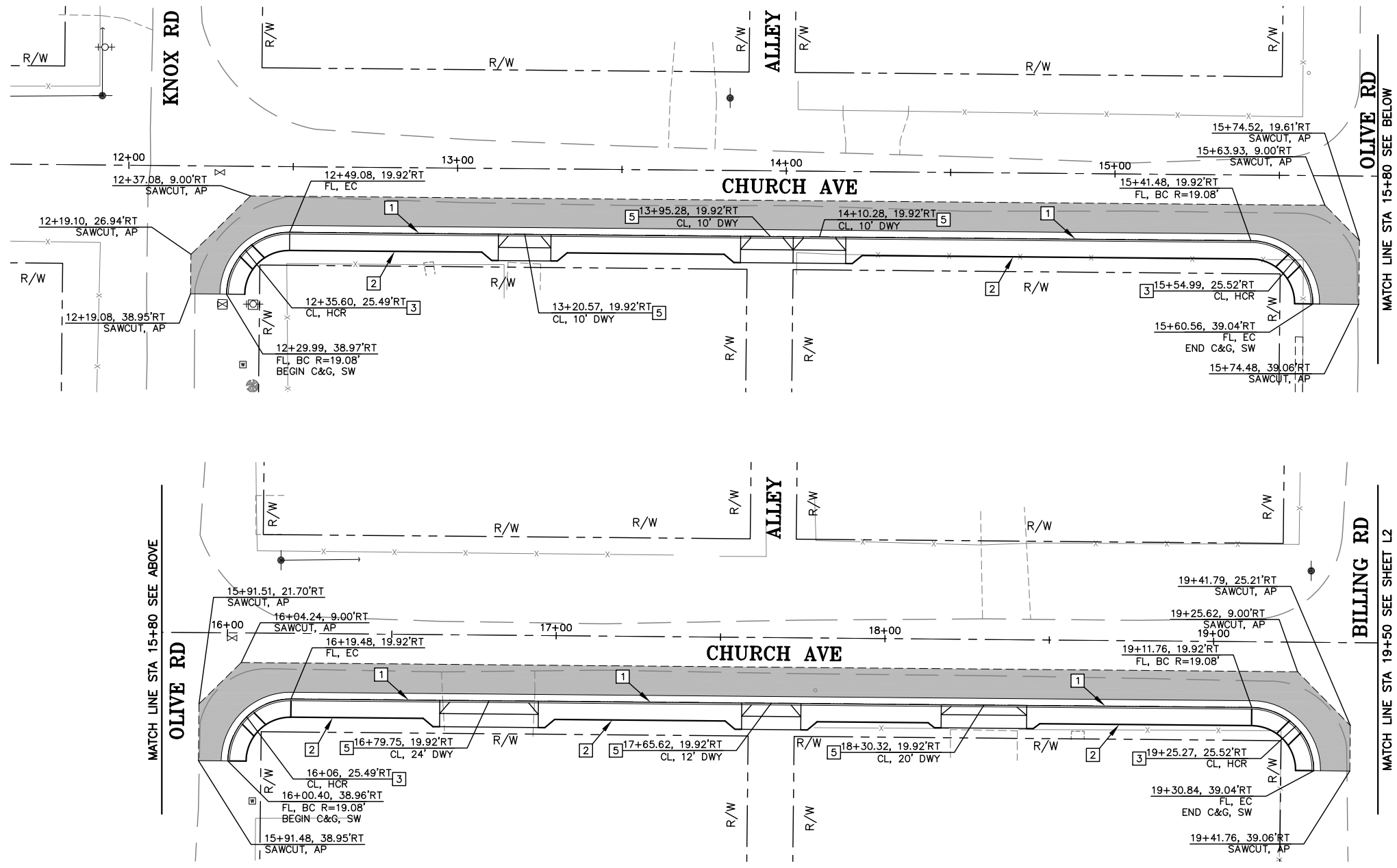
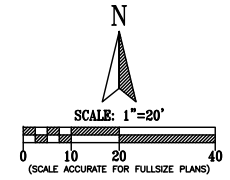
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- 1 BARRIER CURB AND GUTTER PER DETAIL ON SHEET C1.
- 2 SIDEWALK, WIDTH PER PLAN.
- 3 CASE C RAMP PER DETAIL ON SHEET C1.
- 4 RAMP "X" PER DETAIL ON SHEET C1.
- 5 DRIVEWAY "A" PER DETAIL ON SHEET C1.
- 6 DRIVEWAY "B" PER DETAIL ON SHEET C1.

LEGEND

- PROPOSED STRUCTURAL SECTION
- ⊙ EXIST MANHOLE
- ≡ EXIST DI
- EXIST MAILBOX
- PROP MAILBOX
- +⊕ EXIST FIRE HYDRANT
- ⊠ EXIST WATER METER
- ⊗ EXIST WATER VALVE
- EXIST TELEPHONE POLE
- EXIST ELECTRICAL POLE

- x-x- EXIST FENCE
- g- EXIST GAS LINE
- s- EXIST SEWER LINE
- sd- EXIST STORM DRAIN
- w- EXIST WATER LINE



NO.	REVISIONS	DATE	BY

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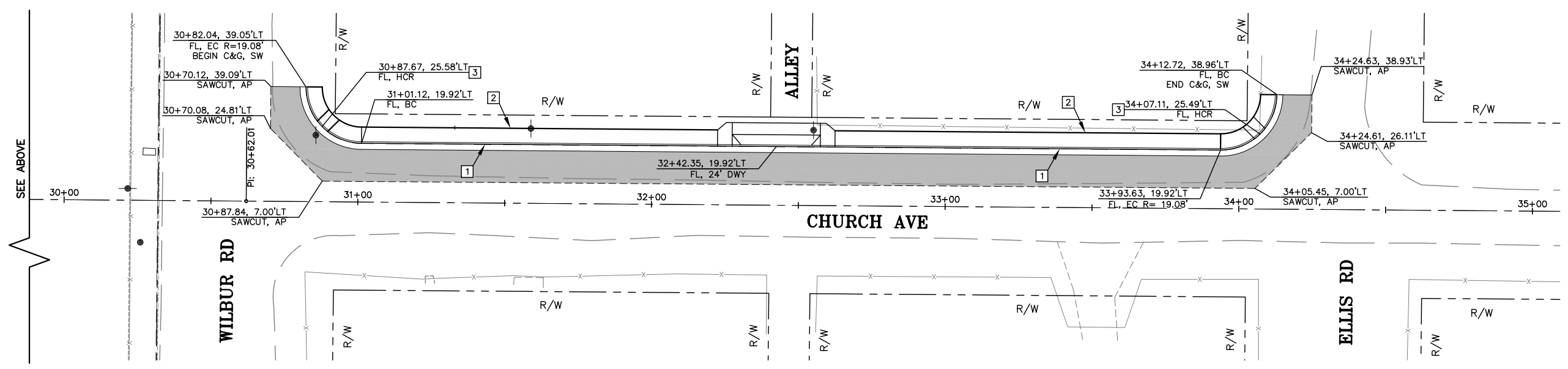
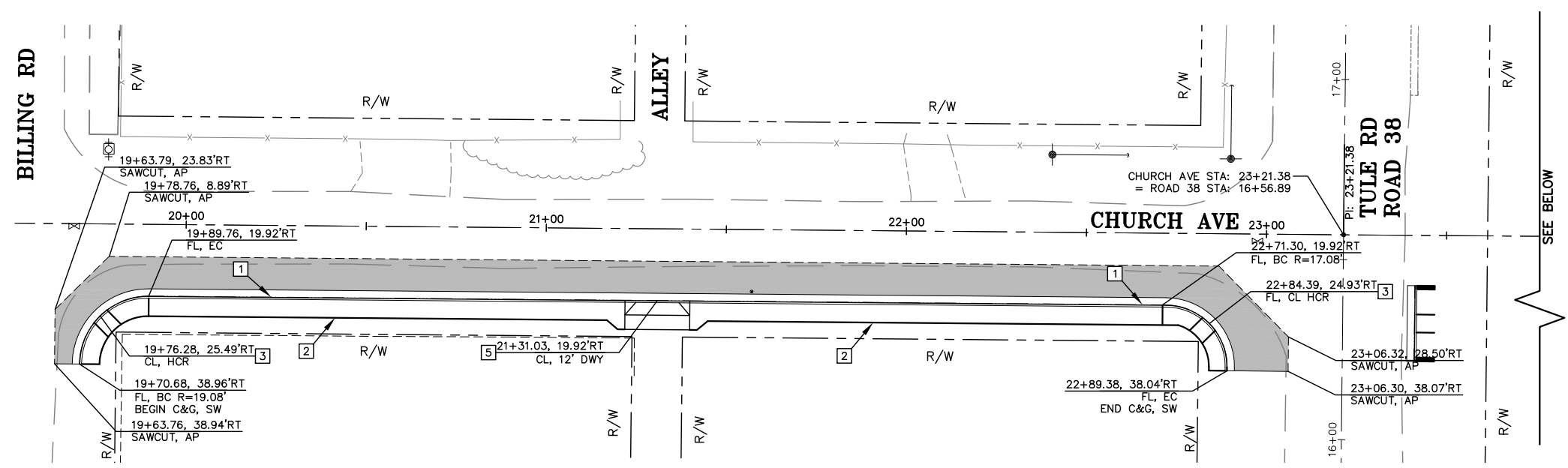
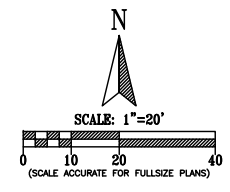


PLAN SHEETS
 CHURCH AVE
**ALPAUGH IMPROVEMENTS
 SIDEWALK PROJECT**
 TULARE COUNTY

SCALE	1"=20'
DIVISION	DESIGN
JOB NO.	14008-1
DESIGNED	PAO
DRAWN	PAO
CHECKED	JRK
FILE	14008-1L001.DWG
DATE	04-16-2015



SHEET No.
L1
 4 OF X



NO.	REVISIONS	DATE	BY

COUNTY OF TULARE
 RESOURCE MANAGEMENT AGENCY
 5961 SOUTH MOONEY BLVD.
 VISALIA, CA 93277
 (559)624-7000
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PLAN SHEETS
 CHURCH AVE
**ALPAUGH IMPROVEMENTS
 SIDEWALK PROJECT**
 TULARE COUNTY

SCALE	1"=20'
DIVISION	DESIGN
JOB NO.	14008-1
DESIGNED	PAO
DRAWN	PAO
CHECKED	JRK
FILE	14008-1L001.DWG
DATE	04-16-2015

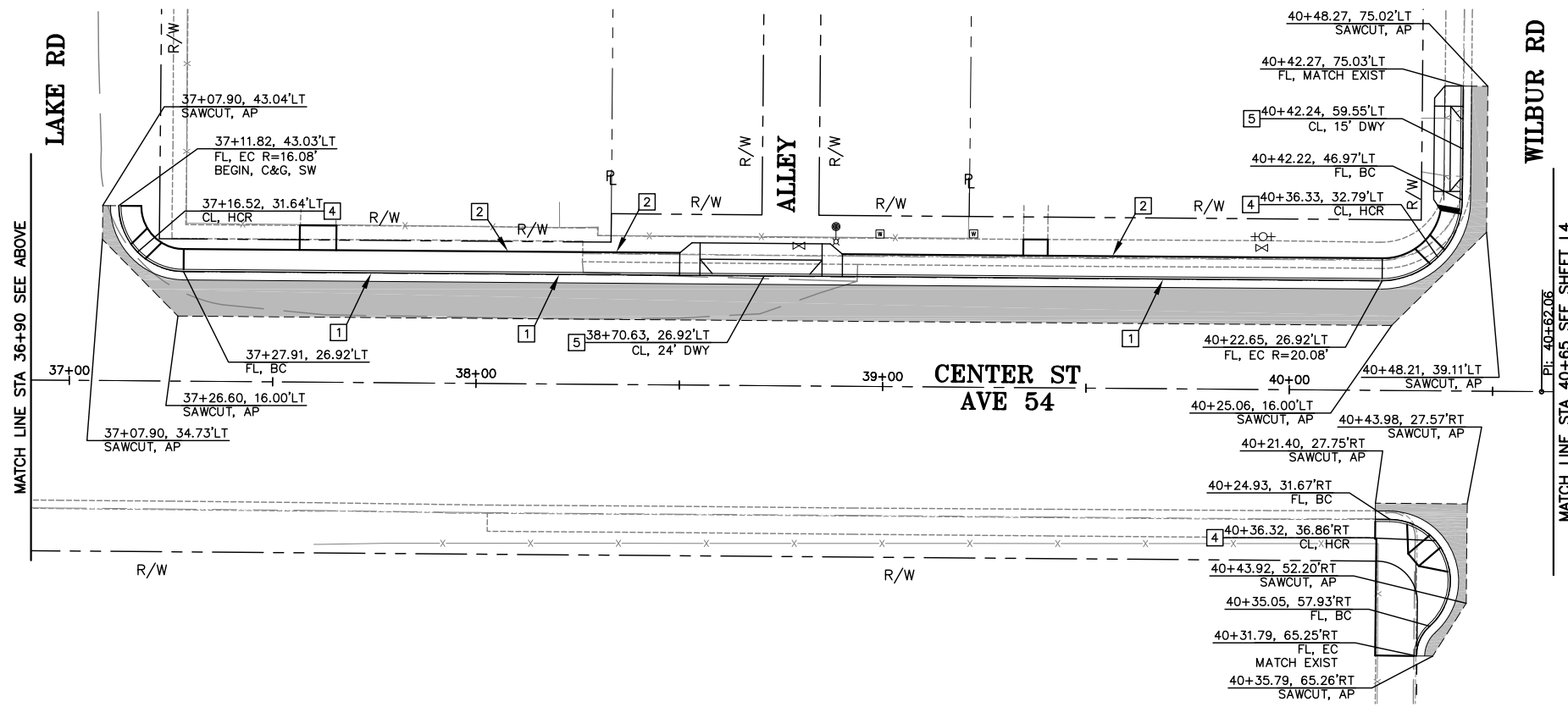
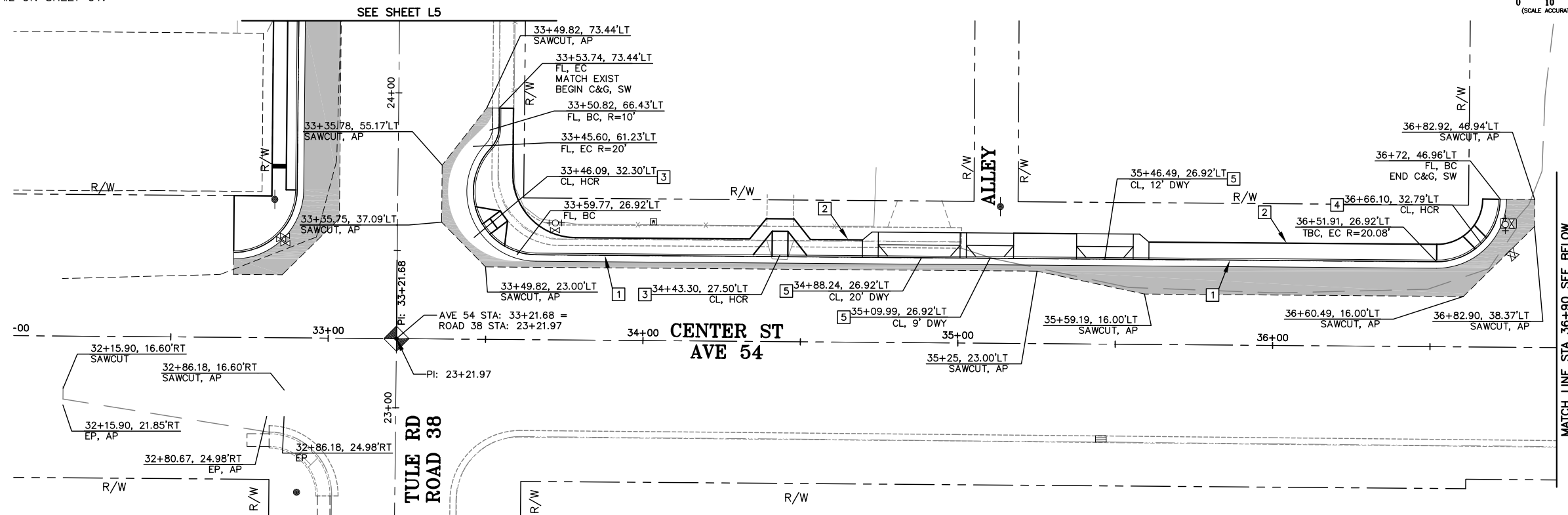
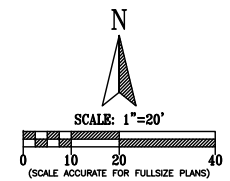


SHEET No.
L2
 5 OF X

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- 1 BARRIER CURB AND GUTTER PER DETAIL ON SHEET C1.
- 2 SIDEWALK, WIDTH PER PLAN.
- 3 CASE A RAMP PER DETAIL ON SHEET C1.
- 4 CASE C RAMP PER DETAIL ON SHEET C1.
- 5 DRIVEWAY "A" PER DETAIL ON SHEET C1.



NO.	REVISIONS	DATE	BY

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PLAN SHEETS
 CENTER ST / AVE 54
**ALPAUGH IMPROVEMENTS
 SIDEWALK PROJECT**
 TULARE COUNTY

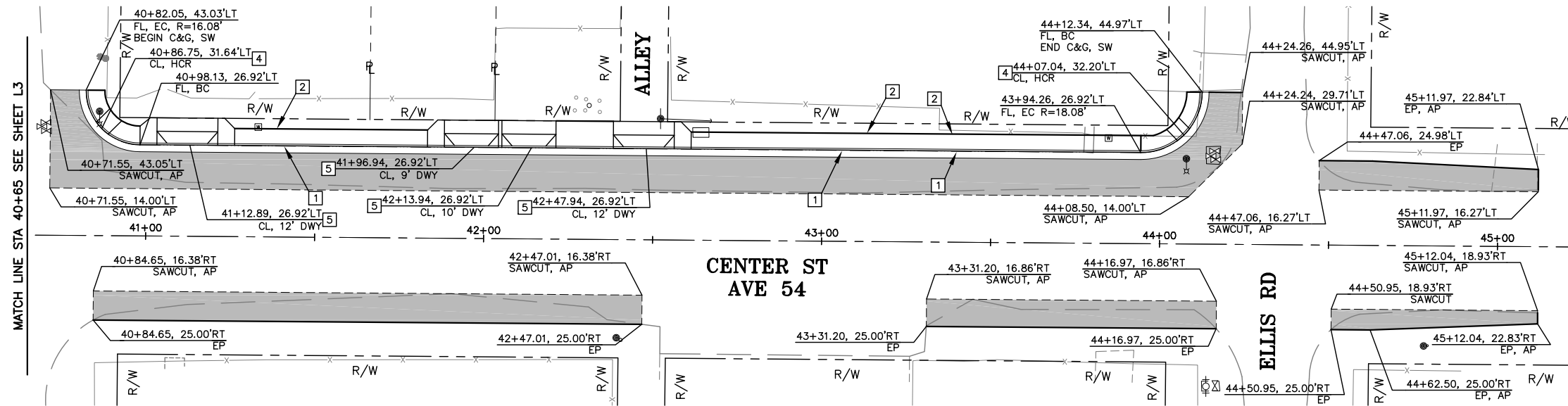
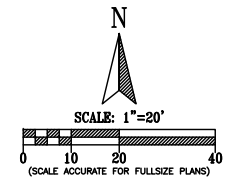
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DESIGNED	PAO
DRAWN	PAO
CHECKED	JRK
FILE	14008-1L002.DWG
DATE	04-16-2015
SHEET No.	



L3
 6 OF X

CONSTRUCTION NOTES: (THIS SHEET ONLY)

- 1 BARRIER CURB AND GUTTER PER DETAIL ON SHEET C1.
- 2 SIDEWALK, WIDTH PER PLAN.
- 3 CASE A RAMP PER DETAIL ON SHEET C1.
- 4 CASE C RAMP PER DETAIL ON SHEET C1.
- 5 DRIVEWAY "A" PER DETAIL ON SHEET C1.



MATCH LINE STA 40+65 SEE SHEET L3

NO.	DESCRIPTION	DATE	BY

COUNTY OF TULARE
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 5961 SOUTH MOONEY BLVD.
 VISALIA, CA 93277
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PLAN SHEETS
 CENTER ST / AVE 54
**ALPAUGH IMPROVEMENTS
 SIDEWALK PROJECT**
 TULARE COUNTY



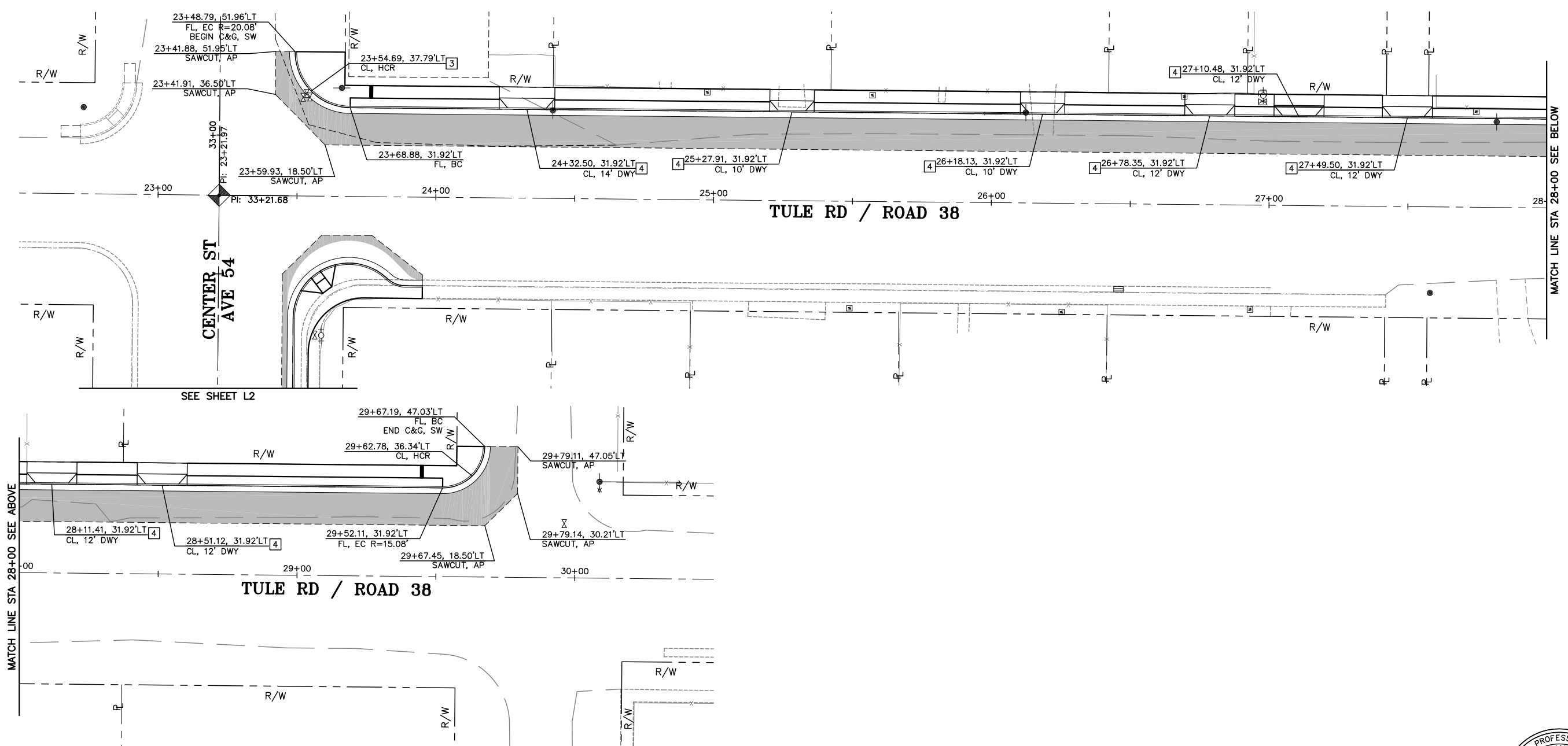
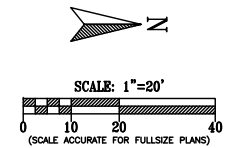
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DIVISION	DESIGN
JOB NO.	14008-1
DESIGNED	PAO
DRAWN	PAO
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FILE	14008-1L002.DWG
DATE	04-16-2015
SHEET No.	L4

7 OF X

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CONSTRUCTION NOTES: (THIS SHEET ONLY)

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- 2 SIDEWALK, WIDTH PER PLAN.
- 3 RAMP "X" PER DETAIL ON SHEET C1.
- 4 DRIVEWAY "B" PER DETAIL ON SHEET C1.



No.	REVISIONS	DESCRIPTION	DATE	BY

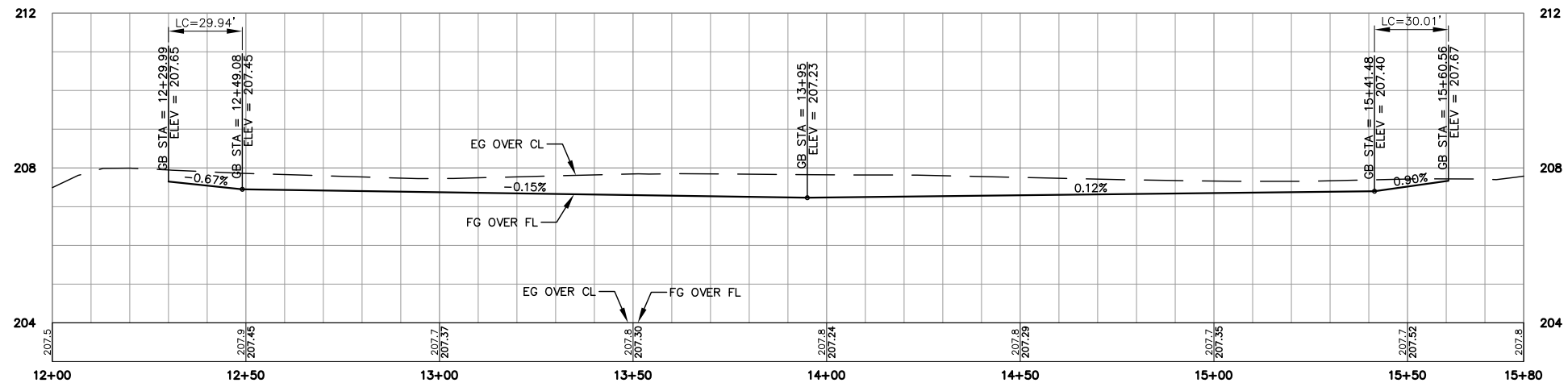
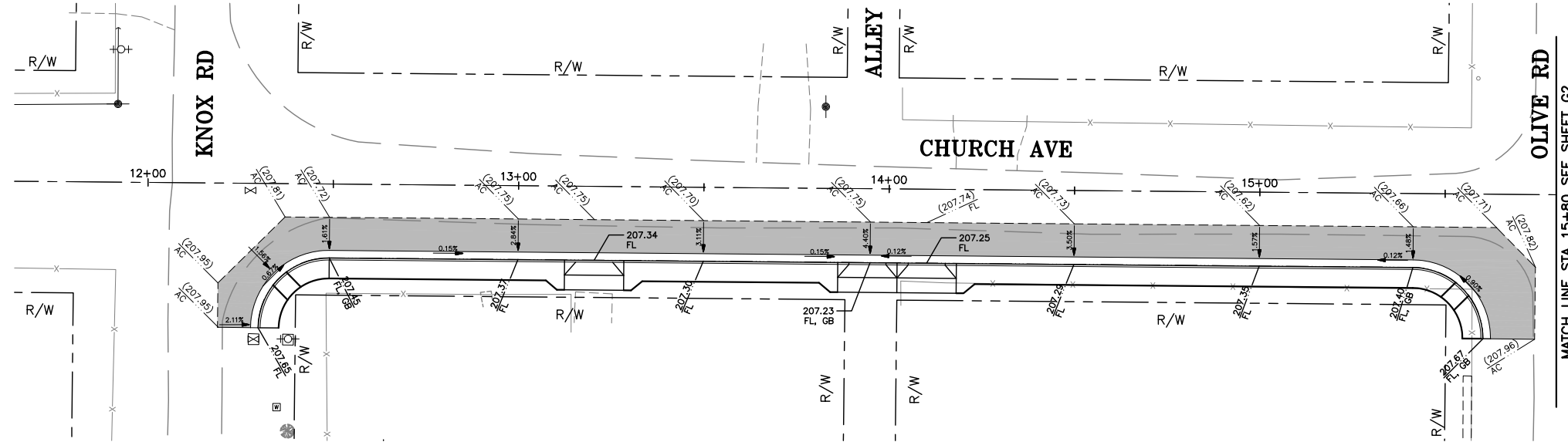
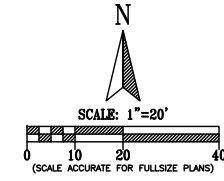
COUNTY OF TULARE
 RESOURCE MANAGEMENT AGENCY
 5961 SOUTH MOONEY BLVD.
 VISALIA, CA 93277
 (559)624-7000
 WWW.TULARECOUNTY.CA.GOV/RMA



PLAN SHEETS
 TULE RD / RD 38
**ALPAUGH IMPROVEMENTS
 SIDEWALK PROJECT**
 TULARE COUNTY

SCALE	1"=20'
DIVISION	DESIGN
JOB NO.	14008-1
DESIGNED	PAO
DRAWN	PAO
CHECKED	JRK
FILE	14008-1L003.DWG
DATE	04-16-2015
SHEET No.	L5





CHURCH AVE PROFILE

NO.	REVISIONS	DATE	BY

COUNTY OF TULARE
 RESOURCE MANAGEMENT AGENCY
 5961 SOUTH MOONEY BLVD.
 VISALIA, CA 93277
 (559)624-7000
 WWW.TULARECOUNTY.CA.GOV/RMA



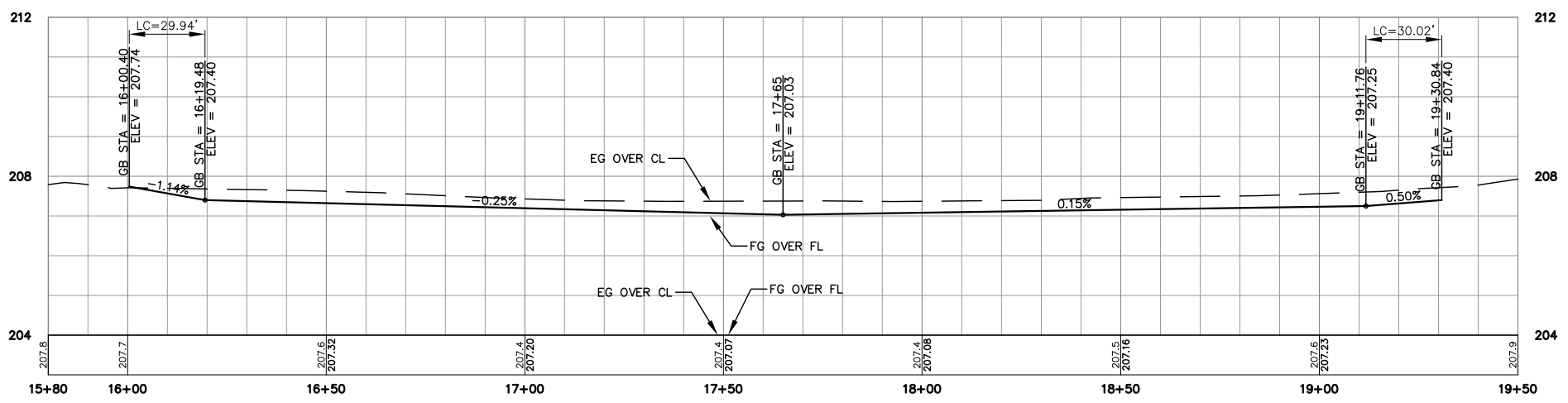
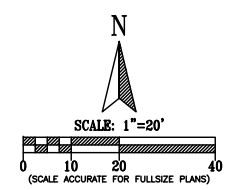
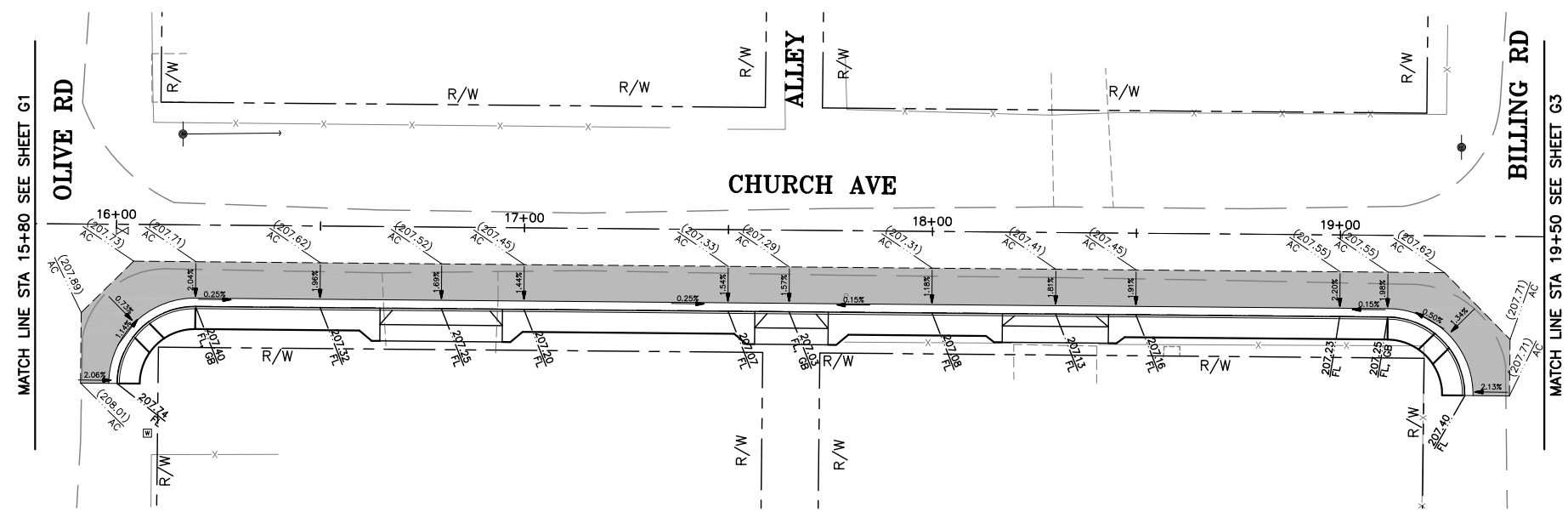
GRADING PLANS
**ALPAUGH IMPROVEMENTS
 SIDEWALK PROJECT**
 TULARE COUNTY

SCALE	1"=20'
DIVISION	DESIGN
JOB NO.	14008-1
DESIGNED	PAO
DRAWN	PAO
CHECKED	JRK
FILE	14008-1G001.DWG
DATE	04-16-2015



SHEET No.
G1
 9 OF X

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CHURCH AVE PROFILE

No.	REVISIONS	DESCRIPTION	DATE	BY

COUNTY OF TULARE
 RESOURCE MANAGEMENT AGENCY
 5961 SOUTH MOONEY BLVD.
 VISALIA, CA 93277
 (559) 624-7000
 WWW.TULARECOUNTY.CA.GOV/RMA



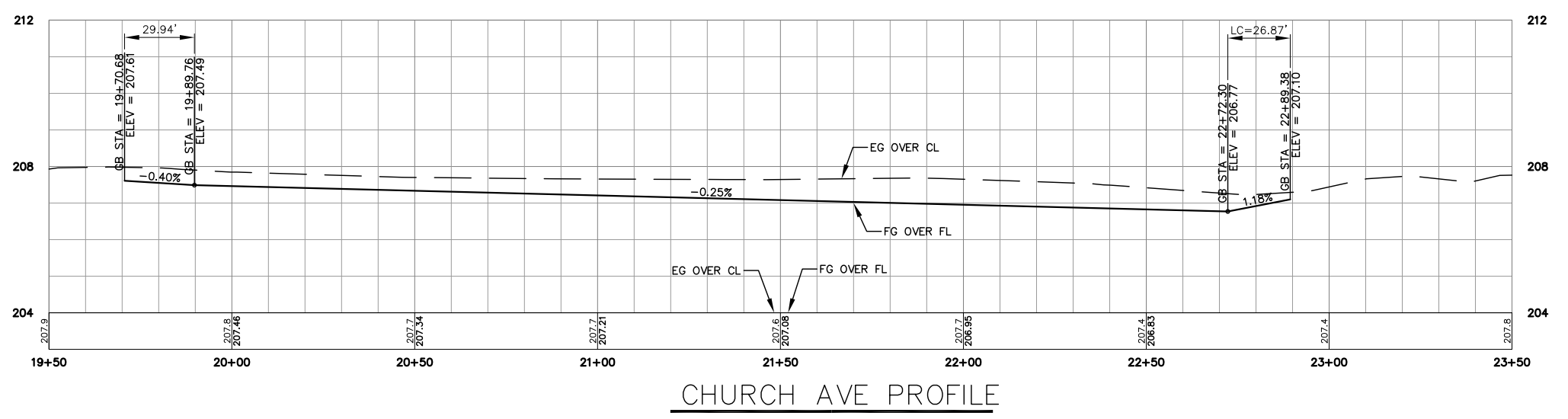
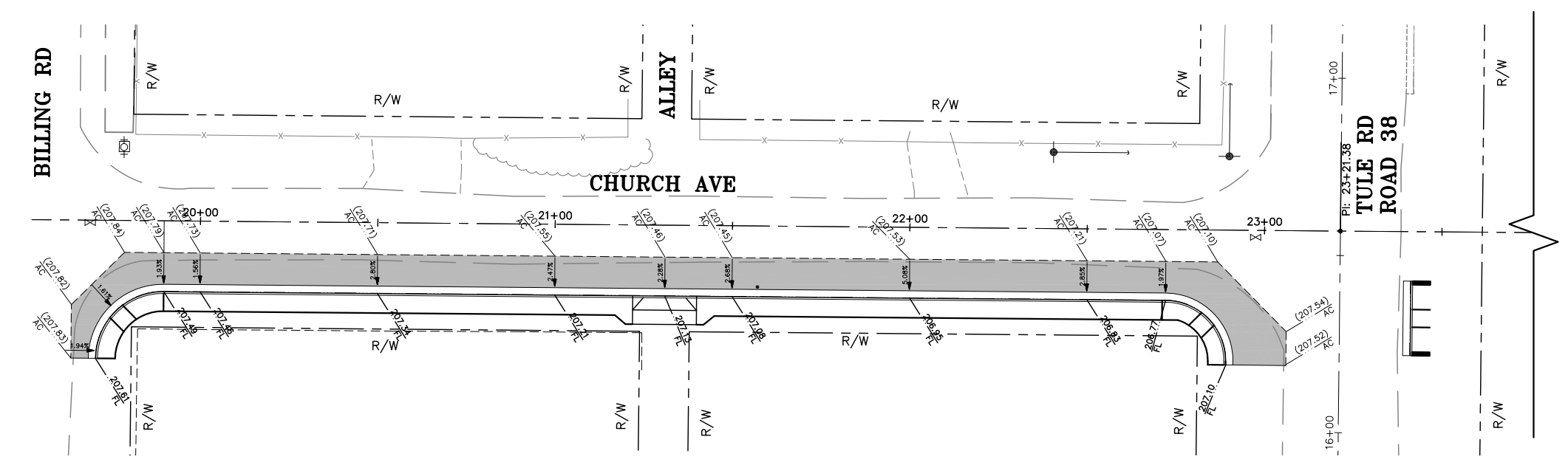
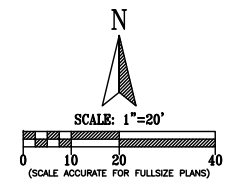
GRADING PLANS
**ALPAUGH IMPROVEMENTS
 SIDEWALK PROJECT**
 TULARE COUNTY



SCALE	1"=20'
DIVISION	DESIGN
JOB NO.	14008-1
DESIGNED	PAO
DRAWN	PAO
CHECKED	JRK
FILE	14008-10001.DWG
DATE	04-16-2015

SHEET No.
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CHURCH AVE PROFILE

NO.	REVISIONS	DESCRIPTION	DATE	BY

COUNTY OF TULARE
 RESOURCE MANAGEMENT AGENCY
 5961 SOUTH MOONEY BLVD.
 VISALIA, CA 93277
 (559)624-7000
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GRADING PLANS
**ALPAUGH IMPROVEMENTS
 SIDEWALK PROJECT**
 TULARE COUNTY



SCALE	1"=20'
DIVISION	DESIGN
JOB NO.	14008-1
DESIGNED	PAO
DRAWN	PAO
CHECKED	JRK
FILE	14008-10001.DWG
DATE	04-16-2015
SHEET No.	

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SIGN NOTES

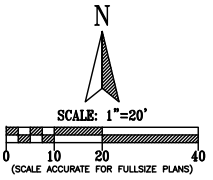
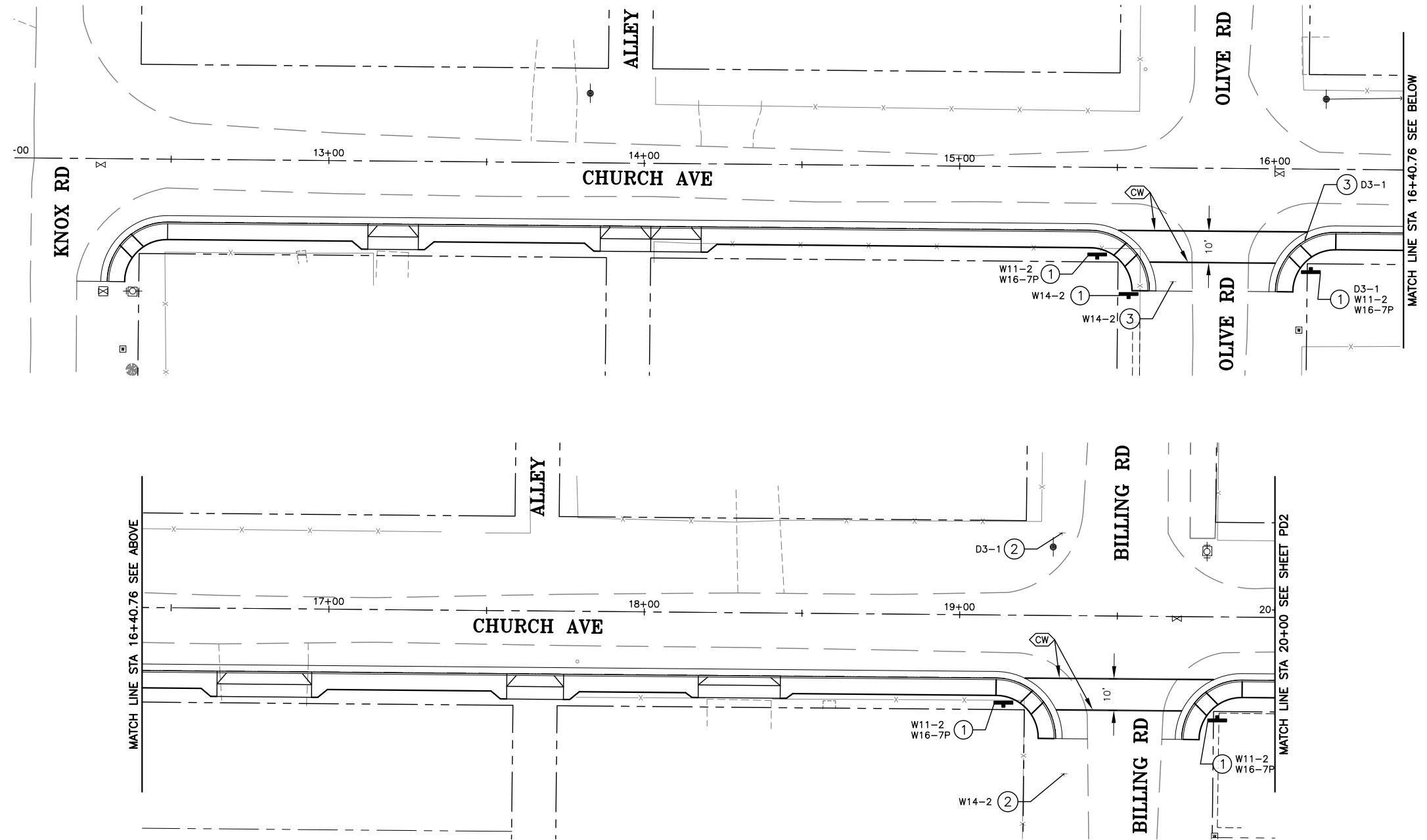
- ① NEW SIGN, SIGN NUMBER
- ② SIGN TO REMAIN
- ③ SIGN TO BE REMOVED
- ④ RELOCATE EXIST SIGN, PROVIDE 12' MIN OFFSET FROM EDGE OF TRAVELED WAY

LEGEND

- ◁21▷ STRIPING DETAIL TYPE PER STANDARD PLANS
- ◁LL▷ LIMIT LINE PER STANDARD PLANS
- ◁CW▷ CROSSWALK PER STANDARD PLANS (WHITE)
- ◁CY▷ CROSSWALK PER STANDARD PLANS (YELLOW)
- ▬ STRIPING DETAIL LIMIT
- ▲ STRIPING DETAIL ANGLE
- ⚡ STRIPING DETAIL CHANGE
- ⊞ ONE POST ROAD SIGN
- ↔ PAVEMENT MARKING PER STANDARD PLANS
- ➔ DIRECTION OF TRAVEL

GENERAL NOTES:

- 1. ALL EXISTING STRIPING AND PAVEMENT MARKING WITHIN STRIPING LIMITS SHALL BE REMOVED BY GRINDING AS DIRECTED BY THE ENGINEER.



No.	DESCRIPTION	DATE	BY

COUNTY OF TULARE
 RESOURCE MANAGEMENT AGENCY
 5961 SOUTH MOONEY BLVD.
 VISALIA, CA 93277
 (559)624-7000
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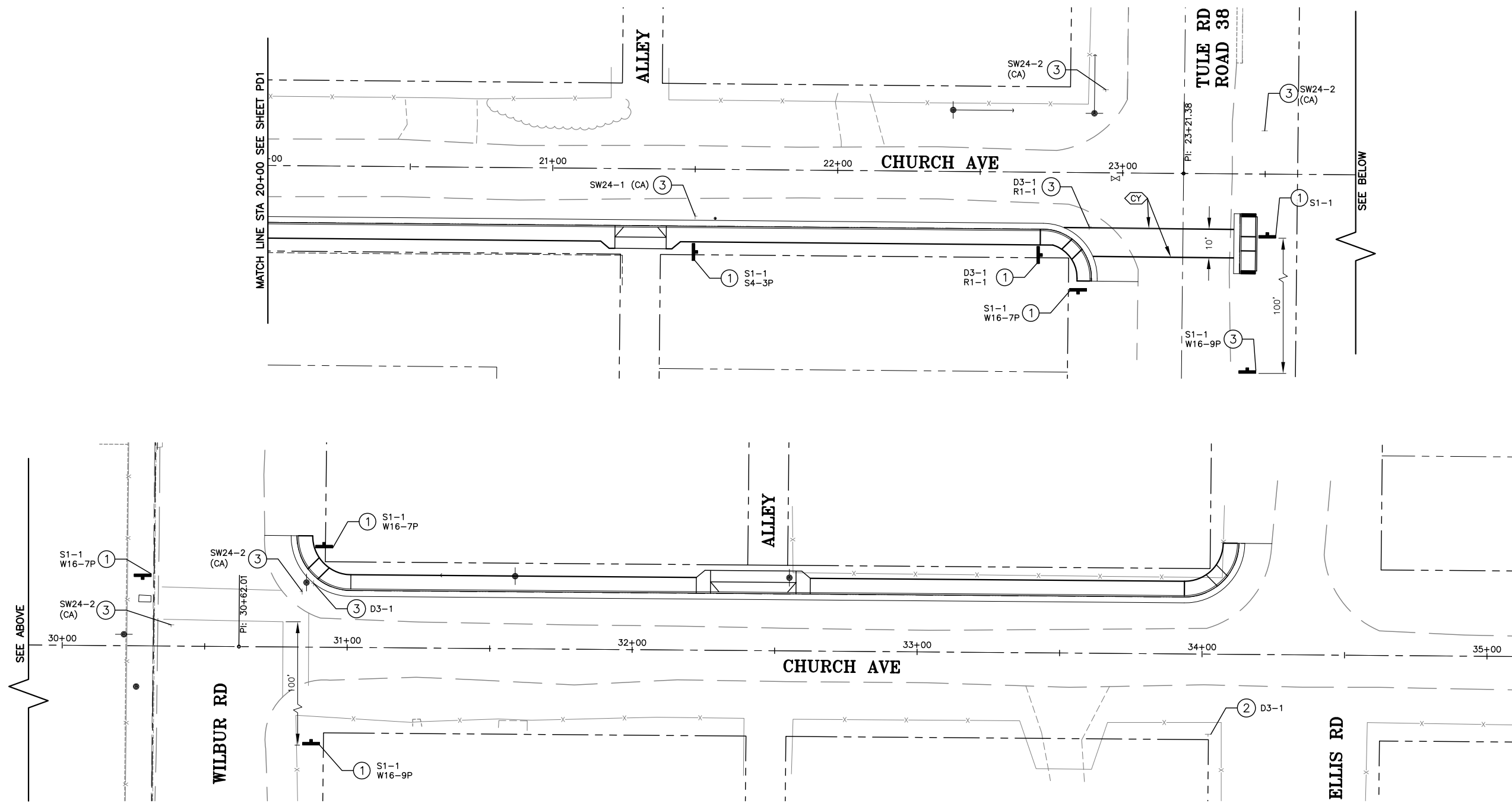
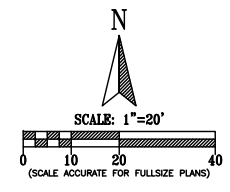


SIGNING AND STRIPING PLAN
 CHURCH AVE
**ALPAUGH IMPROVEMENTS
 SIDEWALK PROJECT**
 TULARE COUNTY

SCALE	1"=20'
DIVISION	DESIGN
JOB NO.	14008-1
DESIGNED	PAO
DRAWN	TMD
CHECKED	JRK
FILE	14008-1PDD01.DWG
DATE	04-16-2015
SHEET No.	

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NO.	REVISIONS	DATE	BY

COUNTY OF TULARE
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 5961 SOUTH MOONEY BLVD.
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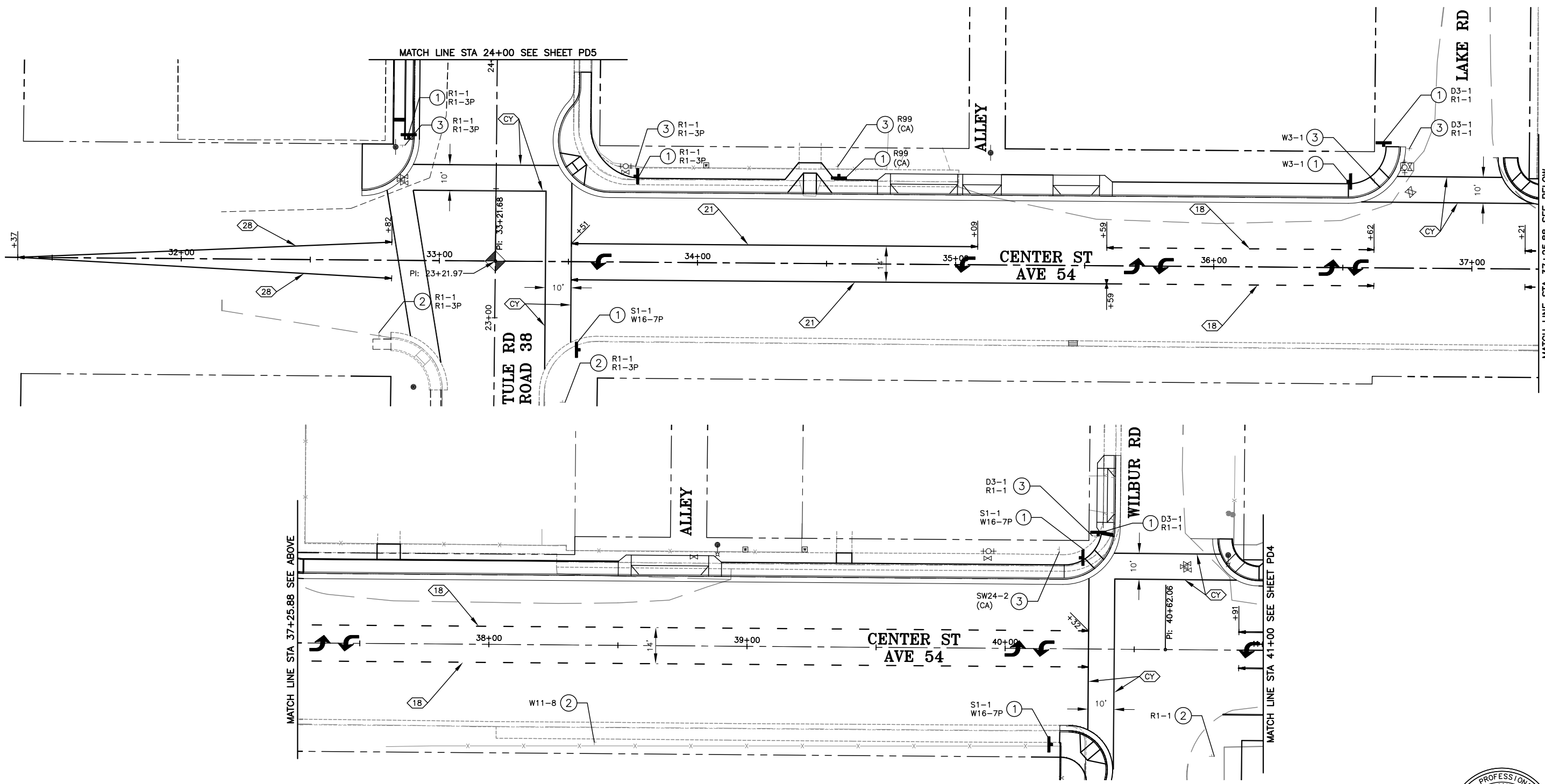
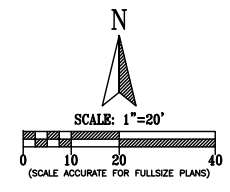
SIGNING AND STRIPING PLAN
 CHURCH AVE
**ALPAUGH IMPROVEMENTS
 SIDEWALK PROJECT**
 TULARE COUNTY

SCALE	1"=20'
DIVISION	DESIGN
JOB NO.	14008-1
DESIGNED	PAO
DRAWN	TMD
CHECKED	JRK
FILE	14008-1PD001.DWG
DATE	04-16-2015
SHEET No.	



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 19 OF X

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No.	DESCRIPTION	DATE	BY

COUNTY OF TULARE
 RESOURCE MANAGEMENT AGENCY
 5961 SOUTH MOONEY BLVD.
 VISALIA, CA 93277
 (559)624-7000
 WWW.TULARECOUNTY.CA.GOV/RMA



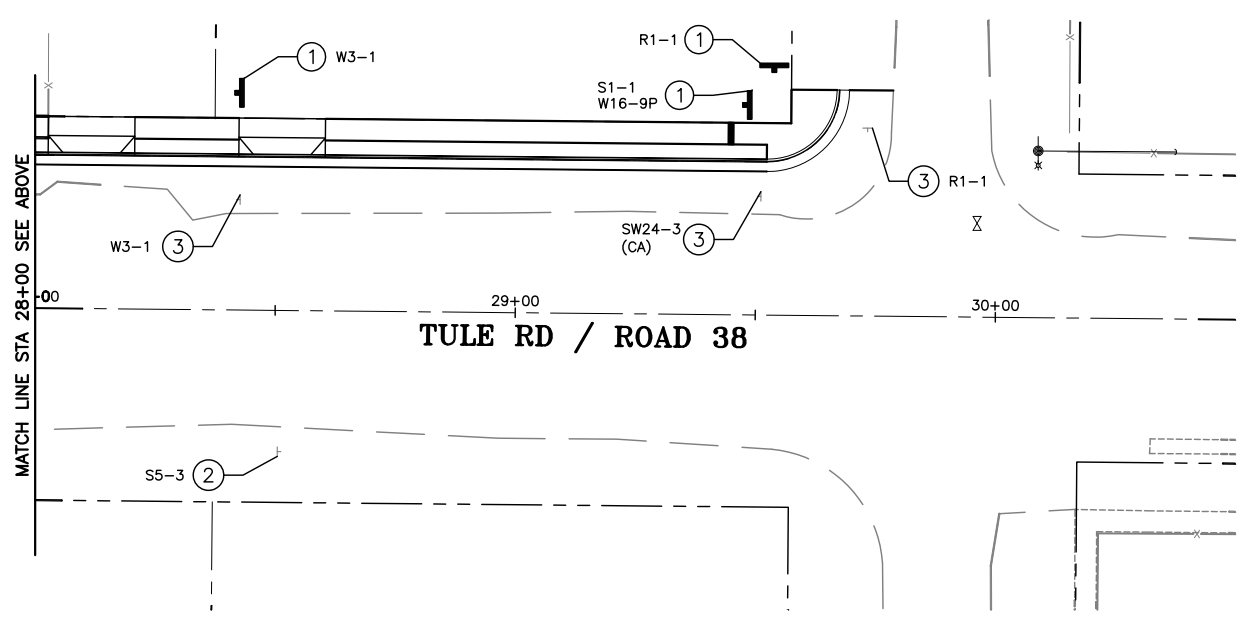
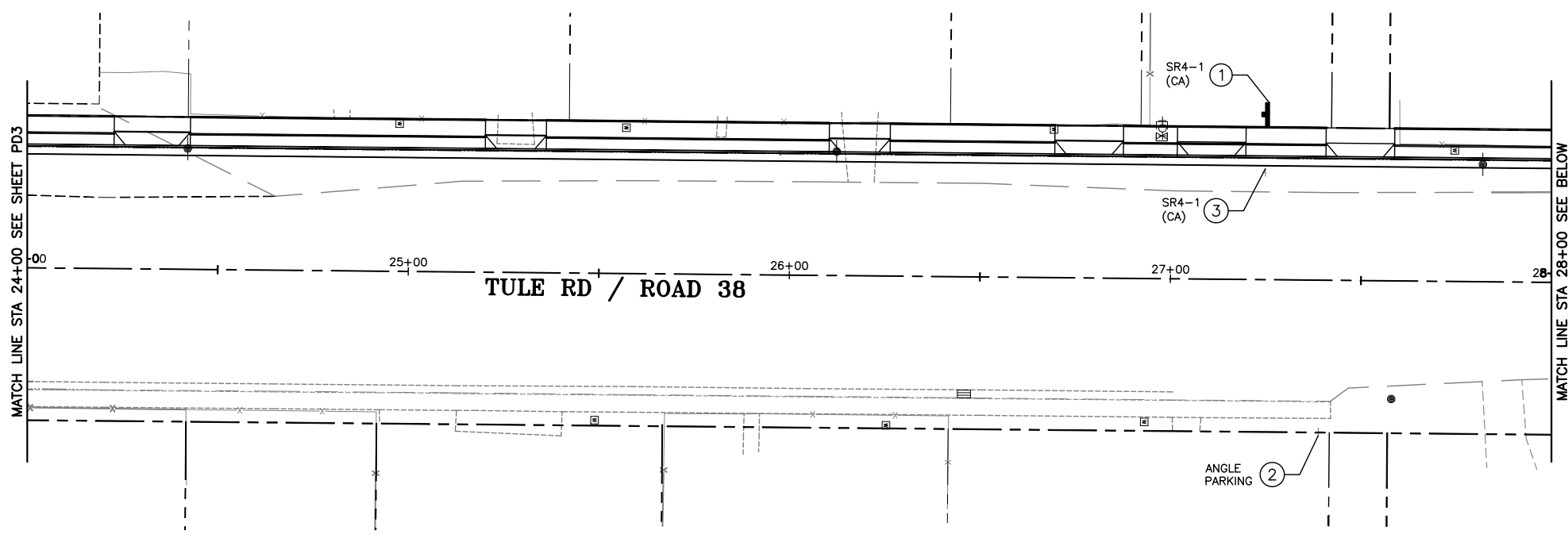
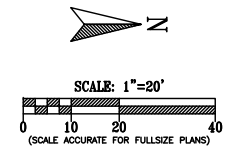
SIGNING AND STRIPING PLAN
 CENTER ST / AVE 54
**ALPAUGH IMPROVEMENTS
 SIDEWALK PROJECT**
 TULARE COUNTY

SCALE	1"=20'
DIVISION	DESIGN
JOB NO.	14008-1
DESIGNED	PAO
DRAWN	TMD
CHECKED	JRK
FILE	14008-1PD002.DWG
DATE	04-16-2015



SHEET No.
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 20 OF X

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NO.	REVISIONS	DATE	BY

COUNTY OF TULARE
 RESOURCE MANAGEMENT AGENCY
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 VISALIA, CA 93277
 (559)624-7000
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SIGNING AND STRIPING PLAN
 TULE RD / RD 38
**ALPAUGH IMPROVEMENTS
 SIDEWALK PROJECT**
 TULARE COUNTY

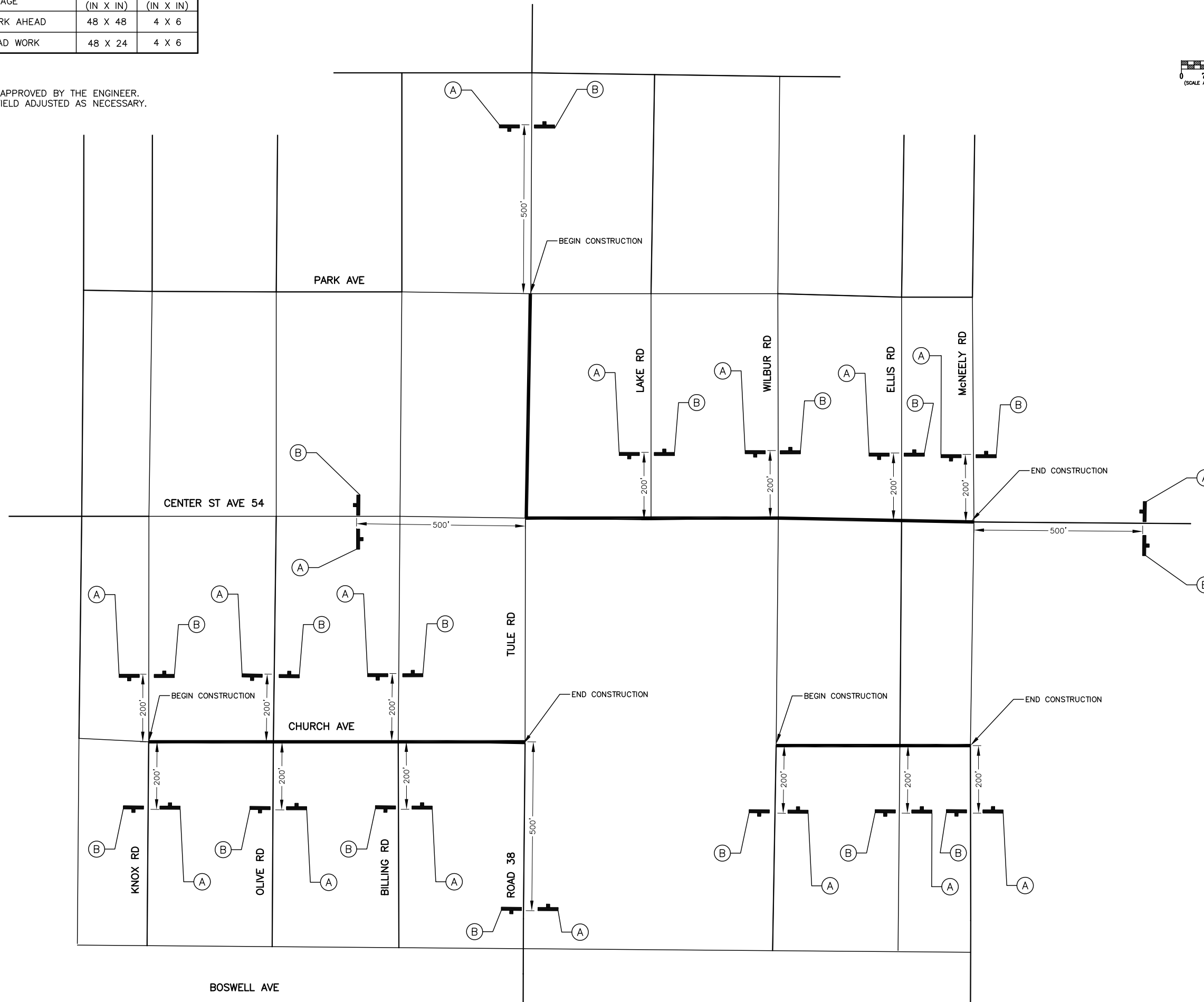
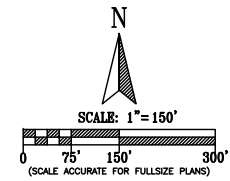
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JOB NO.	14008-1
DESIGNED	PAO
DRAWN	TMD
CHECKED	JRK
FILE	14008-1PD003.DWG
DATE	04-16-2015

SHEET No.
PD5
 22 OF X

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CONSTRUCTION AREA SIGNS				
TYPE	CODE	MESSAGE	PANEL SIZE (IN X IN)	POST SIZE (IN X IN)
(A)	C-23(CA)	ROAD WORK AHEAD	48 X 48	4 X 6
(B)	G20-2	END ROAD WORK	48 X 24	4 X 6

1. LOCATIONS TO BE APPROVED BY THE ENGINEER.
2. SIGNS SHALL BE FIELD ADJUSTED AS NECESSARY.



NO.	REVISIONS	DATE	BY

COUNTY OF TULARE
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CONSTRUCTION AREA SIGN PLAN
**ALPAUGH IMPROVEMENTS
 SIDEWALK PROJECT**
 TULARE COUNTY

SCALE 1"=150'
 DIVISION DESIGN
 JOB NO. 14008-1
 DESIGNED PAO
 DRAWN TMD
 CHECKED JRK
 FILE 14008-1CAS001.DWG
 DATE 04-16-2015



SHEET No.

CAS1

23 OF X

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Appendix G – Complete Streets Outreach

Community Meeting

Self-Help Enterprises conducted a community meeting (with five SHE staff members present) in Alpaugh on Thursday, September 3, 2015 at 6:00pm. The meeting was scheduled in the evening to make it easier for working residents to attend. The meeting was held in the cafeteria of the Alpaugh Elementary School located at 5313 Road 39 in Alpaugh. This is an ideal meeting location because residents know where the school is located and most feel welcomed and comfortable being there. The purpose of the meeting was to discuss Alpaugh improvement needs, gather community data, and report the findings of the meeting in a final report. Nineteen (19) Alpaugh residents attended the meeting. Sixteen (16) community surveys were collected.

Community Survey

A survey was developed as a tool to gather a variety of community information about multiple topics. The survey asks about the following community related topics: Schools, Libraries, Housing, Zoning, Parks, Shopping Opportunities, Access to Gas Stations, Access to Medical Facilities, Natural Gas, Internet Access, Transportation Options, Walkability, Roads, Street Safety, Flooding, Fire, Safety, Infrastructure, Water Quality & Quantity, Waste Water, Storm Water Drainage, Multimodal Opportunities, and the priority of various improvement needs. Residents were encouraged to add information and comments to the survey.

After careful discussion at the Alpaugh SGC community input meeting, residents concluded that the following is a list of Alpaugh priority improvement needs

Priority Improvements

- 1) Road Conditions & Street Safety
- 2) Community Safety
- 3) Medical Care Access
- 4) Community Sewer System
- 5) Local Market
- 6) Internet Access
- 7) Community Resource Center
- 8) Loose Dogs
- 9) Natural Gas
- 10) County Park Management

Road Conditions and Street Safety

Alpaugh residents expressed that street safety, including the need for sidewalks, street lighting, speed limit signs, stop signs, and the need for enforcement of traffic laws are the highest priority improvement needs in Alpaugh. Survey results show that most residents are not satisfied with road conditions. It is reported that road conditions are poor and most roads need work, most streets have potholes, cracks and bumps. Drivers feel unsafe and are constantly worried about damage caused to their



vehicles while driving on Alpaugh roads. Residents report that roads are narrow and that two cars barely fit on one road at the same time. Alpaugh roads are not regularly maintained and the few times that roads have been serviced, the repair work was poor because the roads were patched and not actually repaired. 100% of the respondents are not satisfied with the conditions of the roads. 100% of the respondents described the roads to be in “poor” conditions.

The following roads are a priority to the residents:

- Tule Road
- Avenue 54
- Ellis Road
- Avenue 50

Survey comments regarding road conditions:

“Very bad road conditions” “Roads have not been fixed in a many years” “Dark roads, no street lights” “Street lighting is not safe for children” “All of the roads bumps and pot holes make for dangerous driving conditions” “Road need sand or patching” “Roads are so bad, we need a four wheel drive to drive down the road” “Road conditions cause a bumpy ride and many burst tires” “The roads around the school are bad” “Caution signs needed around the school” “Narrow roads, only room for one car”

Sidewalks

The community of Alpaugh has too few sidewalks. There are sidewalks around the north and west side of the school, and a short stretch of sidewalk in front of the library, post office and store only. The residents that were surveyed reported that the streets they live on do not have sidewalks. People report that this is a problem for kids while walking to school and for parents who push a stroller through town. The lack of sidewalks becomes an even bigger problem during the rainy season. When it rains, residents and kids are forced to walk to school in the mud and through big puddles of water. Alpaugh traffic travels at a high rate of speed (see next section), and the absence of sidewalks to provide a clear separation between walking paths and the road creates a safety hazard for pedestrians.



ALPAUGH COMMUNITY PLAN

APPENDICES

- Appendix A: Planning Commission Resolutions
- Appendix B: Board of Supervisors Resolution

Appendix A – Planning Commission Resolutions

Addendum Environmental Impact Report and MMRP-Resolution No. 9371

General Plan Amendment GPA 17-035-Resolution No. 9372

Section 18.9 “Mixed Use” Combining Zone-Resolution No. 9373

Section 16 “By Right Uses”-Resolution No. 9374

Zoning Districts Map-Resolution No. 9375

Sustainable Community Plans-Resolution No. 9376

BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF THE ADDENDUM EIR)
AND MITIGATION MONITORING AND REPORTING)
PROGRAM FOR THE COMMUNITY PLANS 2017) RESOLUTION NO. 9371
UPDATE AND PROPOSED CHANGES TO THE)
LAND USE MAPS AND ZONING CHANGES)
THAT ARE NECESSARY FOR CONSISTENCY WITH)
THE GENERAL PLAN PARTS I, AND PART III)
AMENDMENTS (GPA 17-035))

Resolution of the Tulare County Planning Commission recommending to the Board of Supervisors adoption of the Addendum to the (2012) Tulare County 2030 General Plan Final Environmental Impact Report for the Community Plans 2017 Update set forth in attached Exhibit “A” and Mitigation Monitoring and Reporting Program (MMRP) set forth in Exhibit “B” for the entire Community Plans 2017 Update which consists of General Plan Amendment No. GPA 17-035 amendment to Part I General Plan Amendment to the Planning Framework, Land Use, Environmental Resources Management (Open Space), and Transportation and Circulation, and Part III amending the Tulare County General Plan to adopt Community Plans and Urban Development Boundaries, (Alpaugh General Plan Amendment No. GPA 17-004, East Orosi General Plan Amendment No. GPA 17-034, London General Plan Amendment No. GPA 17-008, Richgrove General Plan Amendment No. GPA 17-012, and Sultana General Plan Amendment No. GPA 17-012, Change of Zones (PZC 17-004 Alpaugh Zoning District Map, PZC 17-005 East Orosi Zoning District Map, PZC 17-008 London Zoning District Map, PZC 17-011 Richgrove Zoning District Map, PZC 17-012 Sultana Zoning District Map , for an amendment PZC 17-042 to Section 16 of Ordinance No. 352, to allow additional by-right uses within the Alpaugh, East Orosi, London, Richgrove, and Sultana Urban Development Boundary, and Zone Ordinance Amendment No. PZC 17-041 establishing a Mixed Use Combining Zone in Alpaugh, East Orosi, London, Richgrove, and Sultana (incorporated by reference herein). The unincorporated Communities are located within the Mount Diablo Base & Meridian as follows: Alpaugh, Sections, 27, 28, 33 & 34, Township 23S, Range 23E, East Orosi, Sections 9, & 16, Township 16S, Range 25E, London, Sections 1, 2, 11 & 12, Township 20S, Range 25E, Richgrove, Section 36, Township 24S, Range 26E, and Section 31, Township 24S, Range 27E, and Sultana, Sections 10, 11, 14 & 15, Township 16S, Range 24E; and,

WHEREAS, the Tulare County Board of Supervisors, on April 4, 2017, approved General Plan Initiation (GPI 17-001) which initiated the action to amend the Tulare County General Plan pursuant to Title 7, Chapter 3, Articles 5 and 6 of the Government Code of the State of California; and,

WHEREAS, the General Plan Amendment will accomplish the following: (1) update the Planning Framework Element, Land Use Element, Environmental Resources Management Element (Open Space), and Transportation & Circulation Element; (2) add Alpaugh, East Orosi, London, Richgrove, and Sultana to the Mixed-Use Combining Zone; (3) allow additional by-right uses

within the aforementioned Communities; and (4) rezoning of properties consistent with the Land Use Element, as amended; and,

WHEREAS, The County prepared a Final EIR for the 2010 draft Tulare County General Plan 2030 Update (SCH #2006041162) and released the Final EIR for public review on or about August 30, 2011. The FEIR for the General Plan 2030 Update was prepared in compliance with the CEQA (Public Resources Code Section 21000 et seq. and the CEQA Guidelines (California Code of Regulations, Title 14). The Final EIR was distributed on CD to the State Clearinghouse, and all agencies who commented on the RDEIR. Individual notices of the FEIR availability were sent to agencies, organizations, and individuals who commented on the RDEIR. The Final EIR was available in all Tulare County Libraries, at the Tulare County Resource Management Agency and the following website, <http://generalplan.co.tulare.ca.us>; and,

WHEREAS, The Board of Supervisors has given notice of the proposed amendment to the General Plan as provided in Sections 65355, 65090, and 65091 of the Government Code of the State of California. A public notice was printed in the Dinuba Sentinel on August 23, 2012 the Visalia Times Delta, Porterville Recorder, and the Tulare Advance Register on August 17, 2012 at least ten days prior to the public hearing before the Board of Supervisors on August 28, 2012.; and,

WHEREAS, this Addendum EIR and MMRP is for the Community Plans 2017 Update inclusive of: General Plan Amendment No. GPA 17-035 an amendment to the Planning Framework Element, Land Use Element, Environmental Resources Management (Open Space) and the Transportation and Circulation Element; Change of Zone No. PZC 17-042 an amendment to Section 18.9 the "MU" Mixed-Use Combining Zone; A Change of Zone for PZC 17-004 Alpaugh Zoning District Map, PZC 17-005 East Orosi Zoning District Map, PZC 17-008 London Zoning District Map, PZC 17-011 Richgrove Zoning District Map, PZC 17-012 Sultana Zoning District Map within the respective Urban Development Boundaries in conformance with the updated Land Use Element; Change of Zone No. PZC 17-041 an amendment to Section 16 to allow additional by-right uses in the Alpaugh, East Orosi, London, Richgrove, and Sultana Communities; and

WHEREAS, through a good faith and substantial analysis of environmental impacts from this Project in the Addendum EIR, staff found, and the Planning Commission agrees that a summary of impacts and potential mitigation measures is included in Table ES-4 of the RDEIR and contains: (1) environmental impacts; (2) mitigation measures; (3) significance before mitigation; and (4) significance after mitigation, and required additional mitigating policies and implementation measures are recommended for the following: (1) Land Use and Aesthetics; (2) Traffic and Circulation; (3) Energy and Global Climate Change; (4) Noise; (5) Geology, Soils, Seismicity, and Mineral Resources; (6) Hazardous Materials and Public Safety; (7) Public Services, Recreation Resource and Utilities; (8) Agricultural Resources; (9) Biological Resources; and (10) Cultural Resources; and; therefore, the Addendum EIR and MMRP were the appropriate level of environmental review under CEQA for this Project;

WHEREAS, the proposed Community Plans 2017 Update is consistent with the Tulare County General Plan and includes the following primary goals and objectives:

1. Land Use and Environmental Planning - Promote Economic Development within planning areas in order to implement the following General Plan goals:
 - a. Ensure that the text and mapping of the Community Plan Designations and Zoning Reclassifications address various development matters such as encouraging Agricultural Adaptive Reuse activities, recognizing Non-Conforming Use activities, and facilitating Ministerial Permit approvals through an amendment of the Land Use Element to incorporate use designations contained in the proposed Community Plans;
 - b. Encourage infill development within Urban Development Boundaries, thereby discouraging leapfrog development within Tulare County;
 - c. Reduce development pressure on agriculturally-designated lands within the Valley Floor, thereby encouraging agricultural production to flourish;
 - d. Reduce vehicle miles travelled throughout the County, thereby reducing greenhouse gas emissions and positively affecting air quality;
 - e. Amend the Transportation and Circulation Element and incorporate circulation plan designations in the Community Plans. This will improve the community's circulation, transit and pedestrian transportation system by enabling the construction of key projects including Safe Routes to Schools, Complete Streets, and Bike Lanes/Pedestrian Paths; and
 - f. Promote Economic Development by reducing entitlement requirements and providing flexible land uses in a mixed use overlay zone, which will enable the County to adapt to current market conditions.

2. Improvements for a "disadvantaged community" - The Community planning areas will be improved because of the following:
 - a. Faster project processing resulting in increased employment opportunities by the private sector, as proposed projects can be reviewed and approved expeditiously;
 - b. Increased housing grant awards that are consistent with the policies of the recently adopted General Plan Update and Housing Element; and
 - c. Enhanced infrastructure grant awards providing access to funding to upgrade road, water, wastewater, and storm water facilities.

3. Strengthening Relationship with TCAG - An important benefit of this expedited community plan process is the opportunity for RMA to strengthen the County's relationship with the Tulare County Association of Governments (TCAG), as this Community Plan will help to facilitate the funding and implementation of several key transportation programs such as Safe Routes to Schools, Complete Streets, and Bike/Pedestrian Projects. By pursuing these transportation programs through a collaborative process, there is greater probability of getting projects in the ground faster, thereby making the community safer and healthier by providing a more efficient transportation network.

WHEREAS, on October 26, 2017 a Notice of Public Hearing by the Tulare County Planning Commission was duly published in the Visalia Times-Delta, a newspaper of general circulation in Tulare County, to consider the Community Plans 2017 Update, and

WHEREAS, a Public Hearing was held and an opportunity for public testimony was provided at a regular meeting of the Planning Commission on November 8, 2017 and

WHEREAS, at the Tulare County Planning Commission meeting, a public hearing was held and public testimony was presented by a representative from Leadership Council, who supported the project was received and recorded at a regular meeting of the Planning Commission on November 8, 2017, and

WHEREAS, the Planning Commission is the advisory body to the Board of Supervisors with respect to the Addendum EIR, MMRP and the Community Plans 2017 Update; and

NOW, THEREFORE, BE IT RESOLVED as follows:

1. This Planning Commission hereby recommends adoption based on the substantial evidence in the record that the analysis presented in the Addendum EIR and Mitigation Monitoring Reporting Program (MMRP) for the Community Plans 2017 Update General Plan Amendment 17-035; inclusive of Alpaugh General Plan Amendment No. GPA 17-004; Change of Zone No. PZC 17-004 (Zoning District Map); East Orosi General Plan Amendment No. GPA 17-034; Change of Zone No. PZC 17-005 (Zoning District Map); London General Plan Amendment No. GPA 17-008; Change of Zone No. PZC 17-008 (Zoning District Map); Richgrove General Plan Amendment No. GPA 17-011; Change of Zone No. PZC 17-011 (Zoning District Map); Sultana General Plan Amendment No. GPA 17-012; Change of Zone No. PZC 17-012 (Zoning District Map; Change of Zone No. PZC 17-042 (Mixed-Use Combining Zone--Section 18.9); Change of Zone No. PZC 17-041(By-Right Uses--Section 16); and Amendments to General Plan Elements Part I Planning Framework, Environmental Resources Management (Open Space), Transportation & Circulation, and Part III (Community Plans) has been completed in compliance with the California Environmental Quality Act and the State Guidelines for the Implementation of the California Environmental Quality Act of 1970; and,
2. The Commission further finds that The County prepared a Final EIR for the 2010 draft Tulare County General Plan 2030 Update (SCH #2006041162) and released the Final EIR for public review on or about August 30, 2011. The FEIR for the General Plan 2030 Update was prepared in compliance with the CEQA (Public Resources Code Section 21000 et seq. and the CEQA Guidelines (California Code of Regulations, Title 14). The Final EIR was distributed on CD to the State Clearinghouse, and all agencies who commented on the RDEIR. Individual notices of the FEIR availability were sent to agencies, organizations, and individuals who commented on the RDEIR. The Final EIR was available in all Tulare County Libraries, at the Tulare County Resource Management Agency and the following website, <http://generalplan.co.tulare.ca.us>; and,
3. The findings made in regards to this Addendum EIR and Mitigation Monitoring and Reporting Program for the Project are recommended by the Planning Commission as the Lead Agency; and,

4. Consistent with Public Resource Code Section 21081 and Guidelines Sections 15091 through 15093 (including Public Resources Code section 21061.1 and Guidelines Section 15364 relating to the definition of "feasibility"), the Commission hereby makes various findings relating to the less than significant effects identified in the Project Addendum. Based on substantial evidence in the IS/MND and Pursuant to the discussion in each section of the Addendum EIR, and the Public Record of Proceedings, the Commission finds and declares that mitigation measures are required and that the Project will not cause a significant impact to the environment with adoption of these mitigation measures.

AND, BE IT FURTHER RESOLVED as follows:

A. The Planning Commission finds that Tulare County is required to undertake Mitigation Measures set forth in attached Exhibit "B" that are restrictive and applied only to the Community Plans 2017 Update. Therefore, the public will benefit from the Community Plans as it will implement the General Plan and advance socially desirable community improvements that are environmentally and economically sound.

B. This Planning Commission hereby recommends that the Tulare County Board of Supervisors adopt the Addendum EIR and Mitigation Monitoring Reporting Program (SCH #2006041162).

The foregoing was adopted upon motion of Commissioner Dias, seconded by Commissioner Whitlatch, at a regular meeting of the Planning Commission on November 8, 2017, by the following roll call vote:

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

TULARE COUNTY PLANNING COMMISSION


Michael Washam, Secretary

Exhibits:

A – Addendum EIR

B – Mitigation Monitoring and Reporting Plan (MMRP)

BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF AMENDMENTS TO THE PART I)
PLANNING FRAMEWORK ELEMENT, ENVIRONMENTAL)
RESOURCES MANAGEMENT ELEMENT, LAND USE)
ELEMENT, TRANSPORTATION & CIRCULATION)
ELEMENT, PART III COMMUNITY PLANS, OF THE) RESOLUTION NO.9372
TULARE COUNTY GENERAL PLAN FOR THE)
COMMUNITY PLANS 2017 UPDATE GPA 17-035)
INCLUSIVE OF GPA's GPA 17-004, GPA 17-034,)
GPA 17-008, GPA 17-011, GPA 17-012,)

Resolution of the Tulare County Planning Commission recommending the adoption of the proposed amendments to Part I Framework Element; Land Use Elements, , Environmental Resources Management (Open Space) Transportation & Circulation and Part III Community Plan of the Tulare County General Plan as set forth in Exhibits "A to E" for the Community Plans 2017 Update General Plan Amendment No. GPA 17-035; inclusive of Alpaugh General Plan Amendment No. GPA 17-004, East Orosi General Plan Amendment No. GPA 17-034, London General Plan Amendment No. GPA 17-008, Richgrove General Plan Amendment No. GPA 17-012, Sultana General Plan Amendment No. GPA 17-012 by the Board of Supervisors.

WHEREAS, the Tulare County Board of Supervisors, on April 4, 2017, approved General Plan Initiation (GPI 17-001) which initiated the action to amend the Tulare County General Plan pursuant to Title 7, Chapter 3, Articles 5 and 6 of the Government Code of the State of California, and

WHEREAS, the Planning Commission has given notice of the proposed amendment to the General Plan as provided in Section 65854 of the Government Code of the State of California, and

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

WHEREAS, staff has conducted multiple public outreach meetings in the communities as part of the Community Plans 2017 Update to receive public participation in shaping the Update, and

WHEREAS, on October 26, 2017 a notice of Public Hearing by the Tulare County Planning Commission was duly published in the Visalia Times-Delta, a newspaper of general circulation in Tulare County, to consider the Community Plans 2017 Update, and

WHEREAS, a Public Hearing was held and an opportunity for public testimony was provided at a regular meeting of the Planning Commission on November 8, 2017 and

WHEREAS, at the Tulare County Planning Commission meeting, a public hearing was held and public testimony was presented by a representative from Leadership Council, who supported the project was received and recorded at a regular meeting of the Planning Commission on November 8, 2017.

NOW, THEREFORE, BE IT RESOLVED as follows:

A. This Planning Commission hereby certifies that it has reviewed and considered the information contained in the Addendum EIR and Mitigation Monitoring and Reporting Program (MMRP) for compliance with the California Environmental Quality Act (CEQA), and the State Guidelines for the implementation of CEQA, prior to taking action on the proposed amendments to the Part I Planning Framework, Land Use, Environmental Resources Management (Open Space), Transportation & Circulation and Part III Community Plans of the Tulare County General Plan for the Community Plans 2017 Update.

B. This Planning Commission, after considering all of the evidence presented, including all comments received during the public review process, hereby determines the following findings to be relevant in evaluating the proposed General Plan Amendment:

1. The amendment of the Land Use Element to incorporate the land use designations contained in the Community Plans 2017 Update is consistent with the Land Use Element of the Tulare County General Plan;
2. The amendment of the Transportation & Circulation Element to incorporate circulation plan designations contained in the Community Plans 2017 Update is consistent with the Transportation & Circulation Element of the Tulare County General Plan;
3. The Amendment of the Planning Framework Element to adopt Urban Development Boundaries as set forth in the Tulare County General Plan, Planning Framework Element, adopted by the Tulare County Board of Supervisors in August 2012;
4. The Amendment to the Environmental Resources Management Element to modify the urban expansion area in the open space element reflective of the adoption of urban development boundaries consistent with the Planning Framework Element of the Tulare County General Plan;

5. The Amendment to Part I Planning Framework, Land Use, Environmental Resources Management (Open Space), Transportation and Circulation is necessary to maintain consistency and uniformity regarding the application of policies and procedures relative to Communities, Hamlets, and Legacy Communities.
6. Amendments to the Zoning Ordinance to implement the Community Plans 2017 Update will reflect and remain consistent with the Land Use Plan for the community;
7. The proposed amendments are internally consistent with the Tulare County General Plan. Specifically, Part I Planning Framework, Land Use, Environmental Resources Management, Transportation & Circulation and Public Facilities & Services Elements, and Part III Community Plans of the Tulare County General Plan;
8. The Environmental Assessment Officer approved the Addendum EIR and Mitigation Monitoring and Reporting Program (MMRP) prepared for the project;
9. Based on substantial evidence, the analysis presented in the Addendum EIR and Mitigation Monitoring and Reporting Program (MMRP) for GPA 17-035 have been completed in compliance with the California Environmental Quality Act and the State Guidelines for the implementation of the California Environmental Quality Act of 1970.

AND, BE IT FURTHER RESOLVED as follows:


C. This Planning Commission hereby recommends that the Tulare County Board of Supervisors adopt the Addendum EIR and Mitigation Monitoring Reporting Program (SCH #2006041162).

D. This Planning Commission hereby recommends that the Tulare County Board of Supervisors adopt General Plan Amendment No. GPA 17-035 the Community Plans 2017 Update set forth in attached Exhibits "A-K" which is incorporated by reference herein.

The foregoing was adopted upon motion of Commissioner Aguilar, seconded by Commissioner Pitigliano, at a regular meeting of the Planning Commission on November 8, 2017, by the following roll call vote:

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

TULARE COUNTY PLANNING COMMISSION



Michael Washam, Secretary

Exhibits:

- Exhibit "A" – 2017 Alpaugh Community Plan (Part III)
- Exhibit "B" – 2017 East Orosi Community Plan (Part III)
- Exhibit "C" – 2017 London Community Plan (Part III)
- Exhibit "D" – 2017 Richgrove Community Plan (Part III)
- Exhibit "E" – 2017 Sultana Community Plan (Part III)

BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF AN AMENDMENT TO)
SECTION 18.9 "MU" MIXED USE COMBINING)
ZONE OF ORDINANCE NO. 352 CONSISTENT) RESOLUTION NO. 9373
WITH THE ADOPTED COMMUNITY PLANS 2017)
UPDATE, AS PROPOSED IN CHANGE OF ZONE)
NO. PZC 17-041)

Resolution of the Tulare County Planning Commission recommending that the Board of Supervisors amend Section 18.9 "MU" Combining Zone of Ordinance No. 352, the Zoning Ordinance set forth in attached Exhibit "A," to include the Communities of Alpaugh, East Oroshi, London, Richgrove, and Sultana , consistent with the adopted Community Plans 2017 Update.

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

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

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

WHEREAS, on October 26, 2017, a Notice of Public Hearing by the Tulare County Planning Commission was duly published in the Visalia Times-Delta, a newspaper of general circulation in Tulare County, and

WHEREAS, a public hearing was held and an opportunity for public testimony was provided at a regular meeting of the Planning Commission on November 8, 2017, and

WHEREAS, at Tulare County Planning Commission meeting, public testimony was received and recorded, and

NOW, THEREFORE, BE IT RESOLVED as follows:

A. This Planning Commission hereby certifies that prior to taking action on the proposed amendment to Ordinance No. 352, it has reviewed and considered the information contained in the Addendum EIR and Mitigation Monitoring and Reporting Program (MMRP) for compliance with the California Environmental Quality Act (CEQA), and the State Guidelines for the implementation of CEQA that were prepared for the Community Plans 2017 Update and is applicable for the proposed amendment to Section 18.9 "MU" Mixed Use Combining Zone of Ordinance No. 352.

applicable for the proposed amendment to Section 18.9 “MU” Mixed Use Combining Zone of Ordinance No. 352.

B. This Planning Commission, after considering all of the evidence presented, including all comments received during the public review process, hereby determines the following findings were relevant in evaluating the proposed Change of Zone:

1. The Tulare County Board of Supervisors, on April 4, 2017, approved General Plan Initiation (GPI 17-001) to prepare a General Plan Amendment for Unincorporated Community Plans, Hamlet Plans and Legacy Plans pursuant to Title 7, Chapter 3, Articles 5 and 6 of the Government Code of the State of California;
2. The purpose of this proposal is to obtain the appropriate zoning consistent with the adopted Community Plans 2017 Update and to promote sustainability through mixed land uses while promoting economic development and prosperity in the Communities of Alpaugh, East Orosi, London, Richgrove, and Sultana ;
3. The purpose of this Mixed Use Combining Zoning District is to provide design flexibility, streamline the approval process, promote economic development, and reduce vehicle miles traveled by locating residential uses within proximity of employment areas;
4. This Mixed Use Combining Zone update currently only applies to the communities of Traver, Strathmore, Pixley, Tipton, Terra Bella, Ducor, Earlimart, El Monte Mobile Village, Hypericum, Jovista, Matheny Tract and Tooleville, the Communities of Alpaugh, East Orosi, London, Richgrove, and Sultana will be added;
5. Within the Mixed Use Combining Zone, all uses outlined in the M-1 (Light Manufacturing), C-3 (Service Commercial), C-2 (General Commercial), C-1 (Neighborhood Commercial), R-1 (Single Family Residential), R-2 (Two-Family Residential), and R-3 (Multiple Family Residential) uses are allowed. Uses and activities that are found by the Planning Director to be similar to, and compatible with, those specific zoning districts are also allowed. Uses and activities determined to be compatible by the Planning Commission and the Board of Supervisors with the above mentioned zoning districts are also allowed;
6. All conditional uses allowed in the M-1, C-3, C-2, C-1, R-1, R-2, and R-3 zoning districts shall also be allowed by right with the exception of the following uses and combination of uses: Auto Wrecking and Residential, Battery Manufacture and Residential or Commercial, Biomass Fuel Production and Residential, Flammable Liquids over 10,000 gallons, Hazardous Waste Facility, Planing Mills and

Residential or Commercial, Sand blasting, Slaughterhouse and Residential, Solid Waste Recycling and Residential, Super service stations and Residential, Airport, and Heliport;

7. All uses shall be non-detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the community, or to the general welfare of the County. All uses shall limit impacts related to smoke, fumes, dust, gas, noise, odor, vibrations and other hazards. All allowed uses are subject to the determination of appropriateness by the Director of Planning; and
8. The Planning Director has the option of deferring any land use application allowed in this district to the Planning Commission for review and decision.

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

AND, BE IT FURTHER RESOLVED as follows:

D. This Planning Commission hereby recommends that the Board of Supervisors find there is no substantial evidence that the amendment to Section 18.9 "MU" Mixed Use Combining Zone of Ordinance No. 352 will have a significant effect on the environment. And that the Addendum EIR and Mitigation Monitoring and Reporting Program (MMRP) that were prepared for the Community Plans 2017 Update is applicable for the proposed amendment to Ordinance 352 and reflects the independent judgment of the County.

E. This Planning Commission hereby recommends that the Tulare County Board of Supervisors adopt the Addendum EIR and Mitigation Monitoring Reporting Program (SCH # State Clearinghouse No. 2006041162).

F. This Planning Commission hereby recommends that the Tulare County Board of Supervisors approve Change of Zone No. PZ 17-032, an amendment to Ordinance 352, Section 18.9 "MU" Mixed Use Combining Zone to include the Communities of Alpaugh, East Orosi, London, Richgrove, and Sultana, consistent with the adopted Community Plans 2017 Update.

The foregoing was adopted upon motion of Commissioner Pitigliano, seconded by Commissioner Whitlatch, at a regular meeting of the Planning Commission on November 8, 2017, by the following roll call vote:

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

TULARE COUNTY PLANNING COMMISSION


Michael Washam, Secretary

Exhibits:

A – Section 18.9 Mixed-Use Combining Zone

BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF AN AMENDMENT)	
TO SECTION 16.H OF ORDINANCE NO. 352)	
TO ALLOW ADDITIONAL BY-RIGHT USES)	RESOLUTION NO. 9374
CONSISTENT WITH THE ADOPTED)	
COMMUNITY PLANS, AS PROPOSED IN)	
CHANGE OF ZONE NO. PZC 17-042)	

Resolution of the Tulare County Planning Commission recommending that the Board of Supervisors amend Section 16.H of Ordinance No. 352, the Zoning Ordinance, to allow additional by-right uses set forth in attached Exhibit "A," to include the Communities of Alpaugh, East Orosi, London, Richgrove, and Sultana, consistent with the adopted Hamlet Plans 2017 Update.

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

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

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

WHEREAS, on October 26, 2017, a Notice of Public Hearing by the Tulare County Planning Commission was duly published in the Visalia Times Delta, a newspaper of general circulation in Tulare County, and

WHEREAS, a public hearing was held and an opportunity for public testimony was provided at a regular meeting of the Planning Commission on November 8, 2017, and

WHEREAS, at the Tulare County Planning Commission meeting, a public hearing was held and public testimony was presented by a representative from Leadership Council, who supported the project was received and recorded at a regular meeting of the Planning Commission on November 8, 2017, and

NOW, THEREFORE, BE IT RESOLVED as follows:

A. This Planning Commission hereby certifies that prior to taking action on the proposed amendment to Section 16.H of Ordinance No. 352, it has reviewed and considered the information contained in the Addendum EIR and Mitigation Monitoring and Reporting Program (MMRP) for compliance with the California Environmental Quality Act (CEQA), and the State Guidelines for the implementation of CEQA that were prepared for the Hamlet Plans 2017 Update and is applicable for the proposed Change of Zone.

B. This Planning Commission, after considering all of the evidence presented, including all comments received during the public review process, hereby determines the following findings were relevant in evaluating the proposed Change of Zone:

1. The Tulare County Board of Supervisors, on April 4, 2017, approved General Plan Initiation (GPI 17-001) to prepare a General Plan Amendment for Unincorporated Community Plans, Hamlet Plans and Hamlet Plans pursuant to Title 7, Chapter 3, Articles 5 and 6 of the Government Code of the State of California;
2. The purpose of this proposal is to obtain the appropriate zoning consistent with the adopted Community Plans 2017 Update and to promote sustainability through the allowance of Additional By-Right Uses while promoting economic development and prosperity in the Communities of Alpaugh, East Orosi, London, Richgrove, and Sultana;
3. The purpose of adding Additional By-Right Uses is to provide design flexibility, streamline the approval process, promote economic development, and reduce vehicles miles traveled by locating residential uses within proximity of employment areas; and
4. The allowance of Additional By-Right Uses currently only applies to the communities of Traver, Strathmore, Pixley, Tipton, Terra Bella, Earlimart, Ducor Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, and Yettem Hypericum, Jovista, Matheny Tract and Tooleville. The Communities of Alpaugh, East Orosi, London, Richgrove, and Sultana will be added.

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

AND, BE IT FURTHER RESOLVED as follows:

D. This Planning Commission hereby recommends that the Board of Supervisors find there is no substantial evidence that the amendment to Section 16.H of Ordinance No. 352 to allow Additional By-Right Uses will have a significant effect on the environment. And that the Addendum EIR and Mitigation Monitoring and Reporting Program (MMRP) that were prepared for the Hamlet Plans 2017 Update are applicable for the proposed amendment to Ordinance 352 and reflects the independent judgment of the County.

E. This Planning Commission hereby recommends that the Tulare County Board of Supervisors adopt the Addendum EIR and Mitigation Monitoring Reporting Program (SCH # State Clearinghouse No. 2006041162).

F. This Planning Commission hereby recommends that the Tulare County Board of Supervisors approve Change of Zone No. PZC 17-032 an amendment to Ordinance No. 352, Section 16.H to allow Additional By-Right Uses to include the Communities of Alpaugh, East Orosi, London, Richgrove, and Sultana , consistent with the adopted Hamlet Plans 2017 Update, consistent with the Hamlet Communities 2017.

The foregoing was adopted upon motion of Commissioner Aguilar, seconded by Commissioner Dias, at a regular meeting of the Planning Commission on November 8, 2017, by the following roll call vote:

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

TULARE COUNTY PLANNING COMMISSION



Michael Washam, Secretary

Exhibits:

A – Section 16.H Additional By-Right Uses

BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF AN AMENDMENT TO)
ORDINANCE NO. 352, ZONING ORDINANCE)
DISTRICT MAPS TO REZONE PROPERTIES)
IN THE URBAN DEVELOPMENT BOUNDARIES)
OF ALPAUGH, EAST OROSI, LONDON,)
RICHGROVE, AND SULTANA) RESOLUTION NO. 9375
CONSISTENT WITH THE ADOPTED)
COMMUNITY PLANS 2017 UPDATE (GPA 17-035),)
AS PROPOSED IN CHANGE OF ZONE NO. PZC's)
PZC 17-004, PZC 17-005, PZC 17-008, PZC 17-011,)
AND PZC 17-012,)

Resolution of the Tulare County Planning Commission recommending that the Board of Supervisors amend Ordinance No. 352, the Zoning Ordinance as set forth in attached Exhibit "B" Alpaugh Rezoning Plan (PZC 17-004), to include the Community of Alpaugh, consistent with the adopted Alpaugh Community Plan 2017 Update, Exhibit "E" East Orosi Rezoning Plan (PCZ 17-004), to include the Community of East Orosi, consistent with the adopted East Orosi Community Plan 2017 Update, Exhibit "H" London Rezoning Plan (PCZ 17-016), to include the Community of London, consistent with the adopted London Community Plan 2017 Update, Exhibit "K" Richgrove Rezoning Plan (PCZ 17-017), to include the Community of Richgrove, consistent with the adopted Richgrove Community Plan 2017 Update, Exhibit "N" Sultana Rezoning Plan (PCZ 17-018), to include the Community of Sultana, consistent with the adopted Sultana Community Plan 2017 Update, and

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

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

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

WHEREAS, on October 26, 2017, a Notice of Public Hearing by the Tulare County Planning Commission was duly published in the Visalia Times-Delta, a newspaper of general circulation in Tulare County, and

WHEREAS, a public hearing was held and an opportunity for public testimony was provided at a regular meeting of the Planning Commission on November 8, 2017, and

WHEREAS, at the Tulare County Planning Commission meeting, a public hearing was held and public testimony was presented by a representative from Leadership Council, who supported the project was received and recorded at a regular meeting of the Planning Commission on November 8, 2017, and

NOW, THEREFORE, BE IT RESOLVED as follows:

A. This Planning Commission hereby certifies that prior to taking action on the proposed Change of Zone, it reviewed and considered the information contained in the Addendum EIR and Mitigation Monitoring and Reporting Program (MMRP) for compliance with the with the California Environmental Quality Act (CEQA), and the State Guidelines for the implementation of CEQA that were prepared for the Community Plans 2017 Update and is applicable for the proposed amendment to Ordinance No. 352.

B. This Planning Commission, after considering all of the evidence presented, including all comments received during the public review process, hereby determines the following findings were relevant in evaluating the proposed Change of Zone:

1. The Tulare County Board of Supervisors, on April 4, 2017, approved General Plan Initiation (GPI 17-001) to prepare a General Plan Amendment for Unincorporated Community Plans, Hamlet Plans and Legacy Plans pursuant to Title 7, Chapter 3, Articles 5 and 6 of the Government Code of the State of California;
2. The purpose of this proposal is to obtain the appropriate zoning consistent with the adopted Community Plans 2017 Update (GPA 17-035) and to promote sustainability through mixed land uses while promoting economic development and prosperity in the Alpaugh, East Orosi, London, Richgrove, and Sultana Communities;
3. The proposed changes in zone district designations identified in the Alpaugh, East Orosi, London, Richgrove, and Sultana Rezoning Plans are consistent with Tulare County General Plan policy.

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

AND, BE IT FURTHER RESOLVED as follows:

D. This Planning Commission hereby recommends that the Board of Supervisors find there is no substantial evidence that the Alpaugh, East Oroshi, London, Richgrove, and Sultana Rezoning Plans will have a significant effect on the environment. And that the Addendum EIR and Mitigation Monitoring and Reporting Program (MMRP) that were prepared for the Alpaugh, East Oroshi, London, Richgrove, and Sultana Community Plans 2017 Update are applicable for the proposed amendment to Ordinance No. 352 and reflects the independent judgment of the County.

E. This Planning Commission hereby recommends that the Tulare County Board of Supervisors adopt the Addendum EIR and Mitigation Monitoring Reporting Program (SCH # No. 2006041162).

F. This Planning Commission hereby recommends that the Tulare County Board of Supervisors approve the Alpaugh Change of Zone No. PZC 17-004, East Oroshi Change of Zone No. PZC 17-005, London Change of Zone No. PZC 17-008, Richgrove Change of Zone No. PZC 17-011, Sultana Change of Zone No. PZC 17-012, an amendment to Ordinance No. 352, the Zoning Ordinance set forth in attached Exhibits "B" "E" "H" "K" "N" Rezoning Plans consistent with the adopted Alpaugh, East Oroshi, London, Richgrove, and Sultana Community Plans 2017 Update (GPA 17-035).

The foregoing was adopted upon motion of Commissioner Gong, seconded by Commissioner Pitigliano, at a regular meeting of the Planning Commission on November 8, 2017, by the following roll call vote:

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

TULARE COUNTY PLANNING COMMISSION



Michael Washam, Secretary

Exhibits:

Attachment 1

Alpaugh Change of Zone No. PZC 17-004

Exhibit "A" – Zoning District Ordinance Map

Exhibit "B" – Zoning Map

Exhibit "C" – List of Affected Properties/Map

East Orosi Change of Zone No. PZC 17-005

Exhibit "D" – Zoning District Ordinance Map

Exhibit "E" – Zoning Map

Exhibit "F" – List of Affected Properties/Map

London Change of Zone No. PZC 17-008

Exhibit "G" – Zoning District Ordinance Map

Exhibit "H" – Zoning Map

Exhibit "I" – List of Affected Properties/Map

Richgrove Change of Zone No. PZC 17-011

Exhibit "J" – Zoning District Ordinance Map

Exhibit "K" – Zoning Map

Exhibit "L" – List of Affected Properties/Map

Sultana Change of Zone No. PZC 17-012

Exhibit "M" – Zoning District Ordinance Map

Exhibit "N" – Zoning Map

Exhibit "O" – List of Affected Properties/Map

Attachment 2

Community Plan Rezoning Full Ordinance

Exhibit A - Community Plan Rezoning Full Ordinance

BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF SUSTAINABLE)
COMMUNITY PLANS) RESOLUTION NO. 9376

Resolution of the Planning Commission of the County of Tulare recommending the Board of Supervisors adopt and accept the Sustainable Community Plans. A major component of the Community planning process included a thorough examination and cataloguing of existing land uses which suggested a strong need for infrastructure improvements, land use changes and zoning changes, where feasible, in order to fulfill the goals of the General Plan and Senate Bill 244. The Unincorporated Community Infrastructure Maps provided the measurement tools needed to identify infrastructure solutions, appropriate improvement projects, and planning policy analysis. The resulting objective of the proposed Community Plans is aimed at reducing greenhouse gas emissions, promoting equity, providing economic stability; and thus, enhancing sustainability, as well as protecting the environment, and promoting healthy and safe communities. The Plans necessitated and ensured methods of public participation with a wide variety of stakeholders.

WHEREAS, The Budget Act of 2010/11 authorized the Department of Conservation (Department) to implement and administer \$63.15M in project funds (Proposition 84, the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006) to provide Planning Grants and Incentives awarded by the Strategic Growth Council (Council). The primary goal of this grant program is to develop and implement plans consistent with Chapter 13, Division 43, Public Resources Code, Sections 75127 and 75128; and

WHEREAS, The County received a grant from the Strategic Growth Council in 2014, Grant No. 2014-631, to study the feasibility of integrating infrastructure and land use, with the needs of rural unincorporated communities based on the Communities within Tulare County that received a top 10% ranking utilizing the *CalEnviroScreen* methodology and in fulfillment of the General Plan's Housing Element and SB 244 Plan (2014); and

WHEREAS, "*The work upon which this publication is based was funded in whole or in part through a grant awarded by the Council.*" Preparation and processing of the Sustainable Community Plans took an estimated 36 months; and

WHEREAS, The County prepared a Final EIR for the 2010 draft Tulare County General Plan 2030 Update (SCH #2006041162) and released the Final EIR for public review on or about August 30, 2011. The FEIR for the General Plan 2030 Update was prepared in compliance with the CEQA (Public Resources Code Section 21000 et seq. and the CEQA Guidelines (California Code of Regulations, Title 14). The Final EIR was distributed on CD to the State Clearinghouse, and all agencies who commented on the RDEIR. Individual notices of the FEIR availability were sent to agencies, organizations, and individuals who commented on the RDEIR. The Final EIR was available in all Tulare County Libraries, at the Tulare County

Resource Management Agency and the following website, <http://generalplan.co.tulare.ca.us>; and

WHEREAS, the Sustainable Community Plans included all tasks and deliverables specified in the work plan including project development and meetings, data gathering, public workshops, plan development, public hearings, and grant reporting and administration; and

WHEREAS, the Sustainable Community Plans include strategies that reduce energy consumption, conserve water, improve air and water quality, and provide other community benefits; and

WHEREAS, staff has performed necessary investigations, prepared a written report, and recommended modifications and approval of these proposed Plans; and

WHEREAS, staff has produced the Final Report document attached as "Exhibit A" pending further review by the Planning Commission and the public, and will make all necessary administrative changes subject to this review and prior to the final submittal to the Board of Supervisors; and

WHEREAS, on October 26, 2017, a Notice of Public Hearing by the Tulare County Planning Commission was duly published in the Visalia Times-Delta, a newspaper of general circulation in Tulare County, and

WHEREAS, a public hearing was held and an opportunity for public testimony was provided at a regular meeting of the Planning Commission on November 8, 2017, and

WHEREAS, at the Tulare County Planning Commission meeting, a public hearing was held and public testimony was presented by a representative from Leadership Council, who supported the project was received and recorded at a regular meeting of the Planning Commission on November 8, 2017; and

NOW, THEREFORE, BE IT RESOLVED as follows:

1. Recommend that the Board of Supervisors find that the said Sustainable Community Plans meet the Goals and Objectives of the Council in fulfillment of the Grant requirements as specified in the work plan.

The foregoing resolution was adopted upon motion of Commissioner Gong, seconded by Commissioner Aguilar, at a regular meeting of the Planning Commission on the 8th day of November, 2017, by the following roll call vote:

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

TULARE COUNTY PLANNING COMMISSION



Michael Washam, Secretary

Exhibits:

A- Strategic Growth Council Final Report

Appendix B – Board of Supervisors

Resolution No. 2017-0976

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

IN THE MATTER OF HAMLET AND COMMUNITY PLANS 2017 UPDATE (GENERAL PLAN AMENDMENT 17-035) AND AMENDMENTS TO THE TULARE ZONING ORDINANCE NO. 352)))))	Resolution No. <u>2017-0976</u> Ordinance No. <u>3515, 3516, 3517,</u> <u>3518, 3519, and 3520</u>
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UPON MOTION OF SUPERVISOR WORTHLEY, SECONDED BY SUPERVISOR ENNIS, THE FOLLOWING WAS ADOPTED BY THE BOARD OF SUPERVISORS, AT AN OFFICIAL MEETING HELD DECEMBER 5, 2017, BY THE FOLLOWING VOTE:

AYES: SUPERVISORS CROCKER, VANDER POEL, SHUKLIAN, WORTHLEY,
 AND ENNIS
 NOES: NONE
 ABSTAIN: NONE
 ABSENT: NONE



ATTEST: MICHAEL C. SPATA
 COUNTY ADMINISTRATIVE OFFICER/
 CLERK, BOARD OF SUPERVISORS

BY: *Debra Ravello*
 Deputy Clerk

* * * * *

That the Board of Supervisors:

1. Held Public Hearing at 9:30 A.M. or shortly thereafter; and
2. Certified that the Board of Supervisors has reviewed and considered the information contained in the Addendum to the (2012) Tulare County 2030 General Plan Final Environmental Impact Report for the Hamlet and Community Plans 2017 Update is applicable to the General Plan Amendment and associated Zoning Ordinance Amendments for the Hamlet and Community Plans 2017 Update as being in compliance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, including CEQA findings, and the Mitigation Monitoring Reporting Program for the Hamlet and Community Plans 2017 Update (GPA 17-035); and

3. Adopted one General Plan Amendment No. GPA 17-035, for the Hamlet and Community Plans 2017 Update inclusive of the Allensworth Hamlet Plan (GPA 17-014), Delft Colony Hamlet Plan (GPA 17-015), East Tulare Villa Hamlet Plan (GPA 17-016), Lindcove Hamlet Plan (GPA 17-017), Monson Hamlet Plan (GPA 17-018), Seville Hamlet Plan (GPA 17-019), Teviston Hamlet Plan (GPA 17-020), Tonyville Hamlet Plan (GPA 17-021), Waukena Hamlet Plan (GPA 17-022), West Goshen Hamlet Plan (GPA 17-023), Yettem Hamlet Plan (GPA 17-024), Alpaugh Community Plan (GPA 17-004), East Orosi Community Plan (GPA 17-034), London Community Plan (GPA 17-008), Richgrove Community Plan (GPA 17-011), Sultana Community Plan (GPA 17-012), and Amendments to Part III of the Tulare County General Plan to adopt Hamlet and Community Plans, and to Part I General Plan Amendment to the Planning Framework, Land Use, Environmental Resources Management (Open Space), Transportation and Circulation Elements, consistent with the Hamlet Plans 2017 Update; and
4. Waived the final reading and adopt Amendments to Section 18.9 and Section 16 of Tulare County Ordinance 352, the Zoning Ordinance, and Map Amendments to rezone properties consistent with the Hamlet and Community Plans as follows:
 - A. Zone Ordinance Amendment (PZC 17-038) to Section 18.9 to adopt a Mixed-Use Combining Zone within the Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, and Yettem Hamlet Development Boundaries.
 - B. Zone Ordinance Amendment (PZC 17-039) to Section 16 to allow additional by-right uses within the Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, and Yettem Hamlet Development Boundaries.
 - C. Zone Ordinance Amendments as set forth in the Zoning District Ordinance Maps for Allensworth (PZC 17-037), Delft Colony (PZC 17-015), East Tulare Villa (PZC 17-016) Lindcove (PZC 17-017), Monson (PZC 17-018), Seville (PZC 17-019), Teviston (PZC 17-020), Tonyville (PZC 17-021), Waukena (PZC 17-022), West Goshen (PZC 17-023), Yettem (PZC 17-024), consistent with the Hamlet Plans 2017 Update.
 - D. Zone Ordinance Amendment (PZC 17-041) to Section 18.9 to adopt a Mixed-Use Combining Zone within the Alpaugh, East Orosi, London, Richgrove, and Sultana Urban Development Boundaries.
 - E. Zone Ordinance Amendment (PZC 17-042) to Section 16 to allow additional by-right uses within the Alpaugh, East Orosi, London, Richgrove, and Sultana Urban Development Boundaries.
 - F. Zone Ordinance Amendments as set forth in the Zoning District Ordinance Maps for Alpaugh (PZC 17-004), East Orosi (No. PZC 17-005), London (PZC 17-008), Richgrove (PZC 17-011), Sultana (PZC 17-012), consistent with the Community Plans 2017 Update; and
5. Adopted the findings of approval set forth for Hamlets in Planning Commission Resolution No. 9366 (Addendum to EIR), Planning Commission Resolution No.

9367 (Hamlet Plans 2017 Update), Planning Commission Resolution No. 9368 (Section 18.9 Mixed Use), Planning Commission Resolution No. 9369 (Section 16 By-Right Uses), and Planning Commission Resolution No. 9370 (Zoning District Ordinance Maps), and Communities in Planning Commission Resolution No. 9371 (Addendum to EIR), Planning Commission Resolution No. 9372 (Community Plans 2017 Update), Planning Commission Resolution No. 9373 (Section 18.9 Mixed Use), Planning Commission Resolution No. 9374 (Section 16 By-Right Uses), and Planning Commission Resolution No. 9375 (Zoning District Ordinance Maps); and

6. Authorized the Chairman to sign any and all necessary zoning changes under Ordinance 352, and specifically changes to Sections 18.9 and Section 16 to add Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, Yettem, Alpaugh, East Orosi, London, Richgrove, and Sultana to include the Mixed Use Combining Zone and additional by-right uses; and
7. Directed the Clerk of the Board to publish once in the Visalia Times-Delta newspaper the summary of the ordinance amendments and amended zoning map with the names of the Board of Supervisors voting for and against the amendment and to post a certified copy of the full ordinance amending the Tulare County Zoning Ordinance with the names of the Board of Supervisors voting for and against the amendment, within fifteen (15) days as required by Section 25124 et. Seq; and
8. Directed the Environmental Assessment Officer, or designee, of the Tulare Resource Management Agency to file a Notice of Determination with the Tulare County Clerk; and
9. Authorized the Director of the Resource Management Agency, or designee, to make appropriate technical revisions to the General Plan Amendment, Hamlet and Community Plans, and associated project documents; and
10. Adopted the findings of approval set forth in Planning Commission Resolution 9376 and approved the Strategic Growth Council Final Report; and
11. Approved more detailed findings contained in Exhibit "A" incorporated by reference herein.

RMA

HAR
12/05/2017