

# ALLENSWORTH HAMLET PLAN 2017

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Funded by Strategic Growth Council



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



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# Allensworth Hamlet Plan

Adopted: December 5, 2017

Tulare County Board of Supervisors  
Resolution No. 2017-0976

Tulare County Planning Commission  
Recommendations: November 8, 2017  
Resolutions No. 9366, 9367, 9368, 9369, and 9370

General Plan Amendment: GPA 17-035  
Section 16 Zoning Ordinance (Mixed-Use): PZC 17-039  
Section 18.9 Zoning Ordinance (By-Right Uses): PZC 17-038

Allensworth Hamlet Plan: GPA 17-014  
Zoning District Map: PZC 17-037



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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## INTRODUCTION

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

Allensworth is a census-designated place located in the southwest portion of Tulare County. It is generally bounded by Avenue 24 in the south, Attocks Avenue in the north, Road 76 in the west, and State Route (SR) 43 in the east and encompasses 3.1 square miles of land.

“Allensworth is the only California town to be founded, financed and governed by African Americans. The small farming community was founded in 1908 by Colonel Allen Allensworth and a group of others dedicated to improving the economic and social status of African Americans. Uncontrollable circumstances, including a drop in the area’s water table, resulted in the town’s demise. With continuing restoration and special events, the town is coming back to life as a state historic park. The park’s visitor center features a film about the site. A yearly rededication ceremony reaffirms the vision of its pioneers.”<sup>1</sup>

“In August 1908 Colonel Allen Allensworth and four other settlers established a town founded, financed and governed by African Americans. Their dream of developing an abundant and thriving community stemmed directly from a strong belief in programs that allowed blacks to help themselves create better lives. By 1910 Allensworth’s success was the focus of many national newspaper articles praising the town and its inhabitants.

An unavoidable set of circumstances made it impossible for the residents of this tiny town located 30 miles north of Bakersfield to achieve their founders’ dreams over the long term. But the town did remain home to a handful of families and individuals throughout the 20th century, and true to the courage and resolve of its founders, the town has survived and persevered, earning the well-deserved title “The town that refused to die.”

In 1974 California State Parks purchased land within the historical townsite of Allensworth, and it became Colonel Allensworth State Historic Park. Today a collection of lovingly restored and reconstructed early 20th-century buildings—including the Colonel’s house, historic schoolhouse, Baptist church, and library—once again dots this flat farm country, giving new life to the dreams of these visionary pioneers. With continuing restoration and special events, the town is coming back to life as a state historic park.

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<sup>1</sup> Tulare County Background Report page 4-3

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## Location

The community of Allensworth (see **Figure 1**) is located on the east side of the San Joaquin Valley, and is a census-designated place located in the southwest portion of Tulare County. Allensworth encompasses 3.1 square miles of land, just east of Kings County. It is bounded by Avenue 24 in the south, Attocks Avenue in the north, and Road 76 in the west, SR 43 runs east of and parallel to the Burlington Northern-Santa Fe Railroad tracks and serves as a physical boundary in the east, however there is no station currently operating (see **Figure 2**). Allensworth is located in Section 05, 08, 09, 15, & 16, Township 24 South, Range 24 East MDB&M, and can be found within the Dinuba West, United States Geological Survey 7.5 minute topographic quadrangle. Allensworth is located at an elevation of 213 feet above sea level. The coordinates of Allensworth are: Latitude: 35.8655516 and Longitude: -119.384694.

## Planning Area

The existing Allensworth Hamlet Development Boundary (HDB) area consists of 1,051.4 acres (see **Figure 3**). The Land Uses within the HDB include agricultural activities, including agriculture (orchards and pasture), which currently occupy 57 percent of the 1,051.4 acres. Urban development, such as residential development occupy 4 percent of the 1,051.4 acres. The remaining 10 percent are lands dedicated for Right-of-way (see **Table 1**).

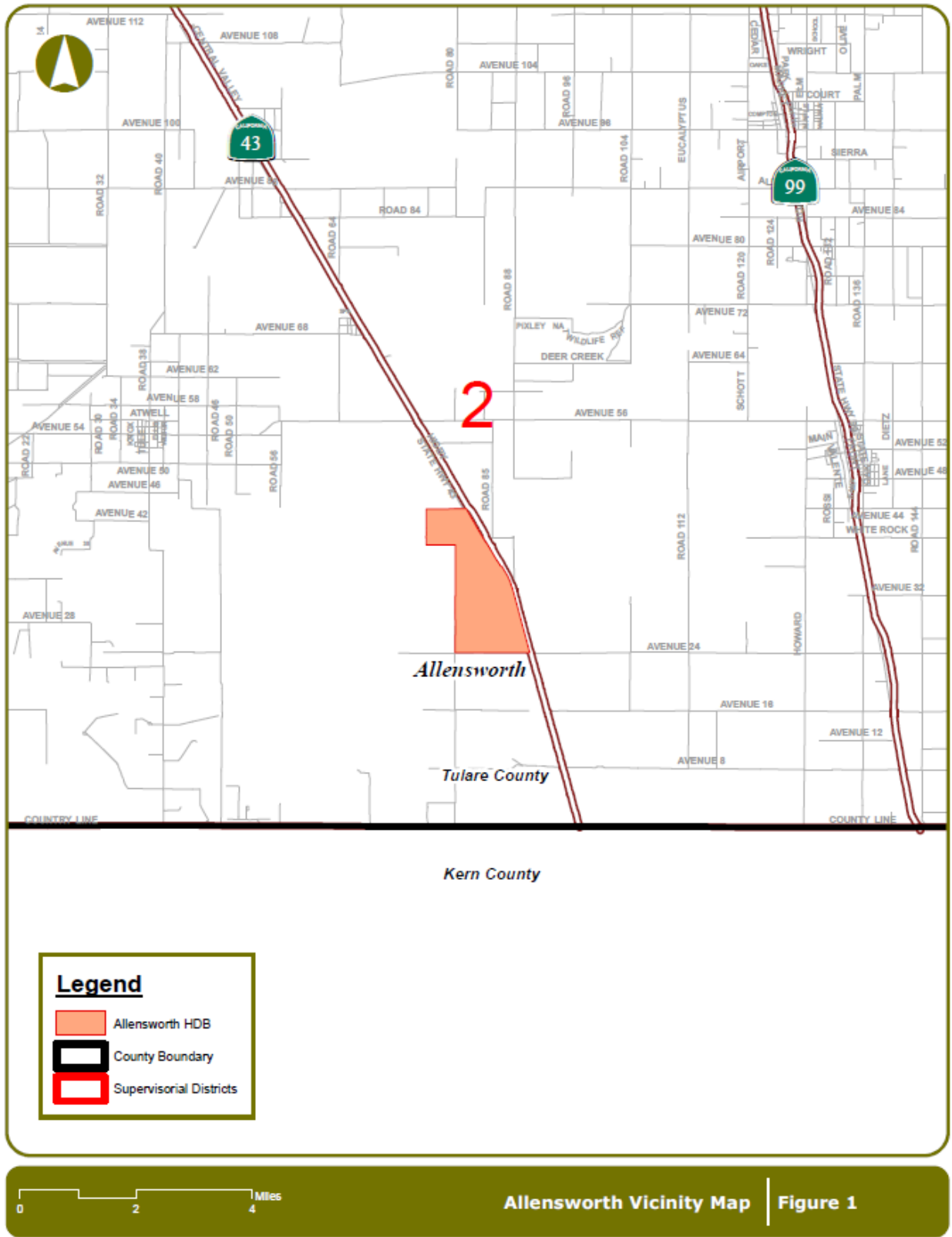
<b>Land Use</b>	<b>Acres</b>
Residential	415.3
Agricultural	597.1
Rights-of-way	38.9
<b>Total</b>	<b>1,051.4</b>

Source: Tulare County GIS

There are changes being proposed to the Hamlet Development Boundary to align with the railroad tracks to the east and along Road 24 to the south and Road 80 east (see **Figure 14**).

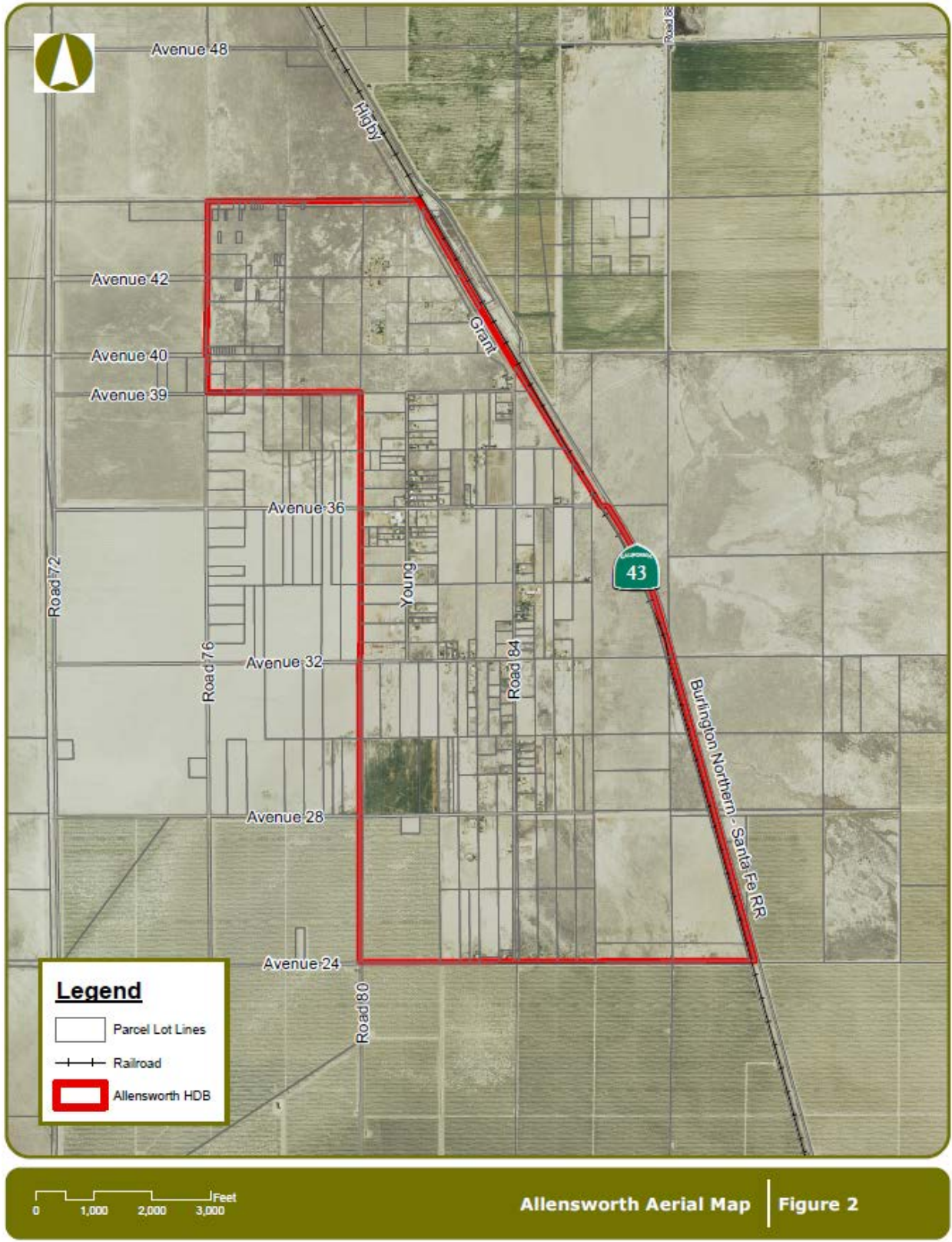
# ALLENSWORTH HAMLET PLAN

Figure 1 - Vicinity Map



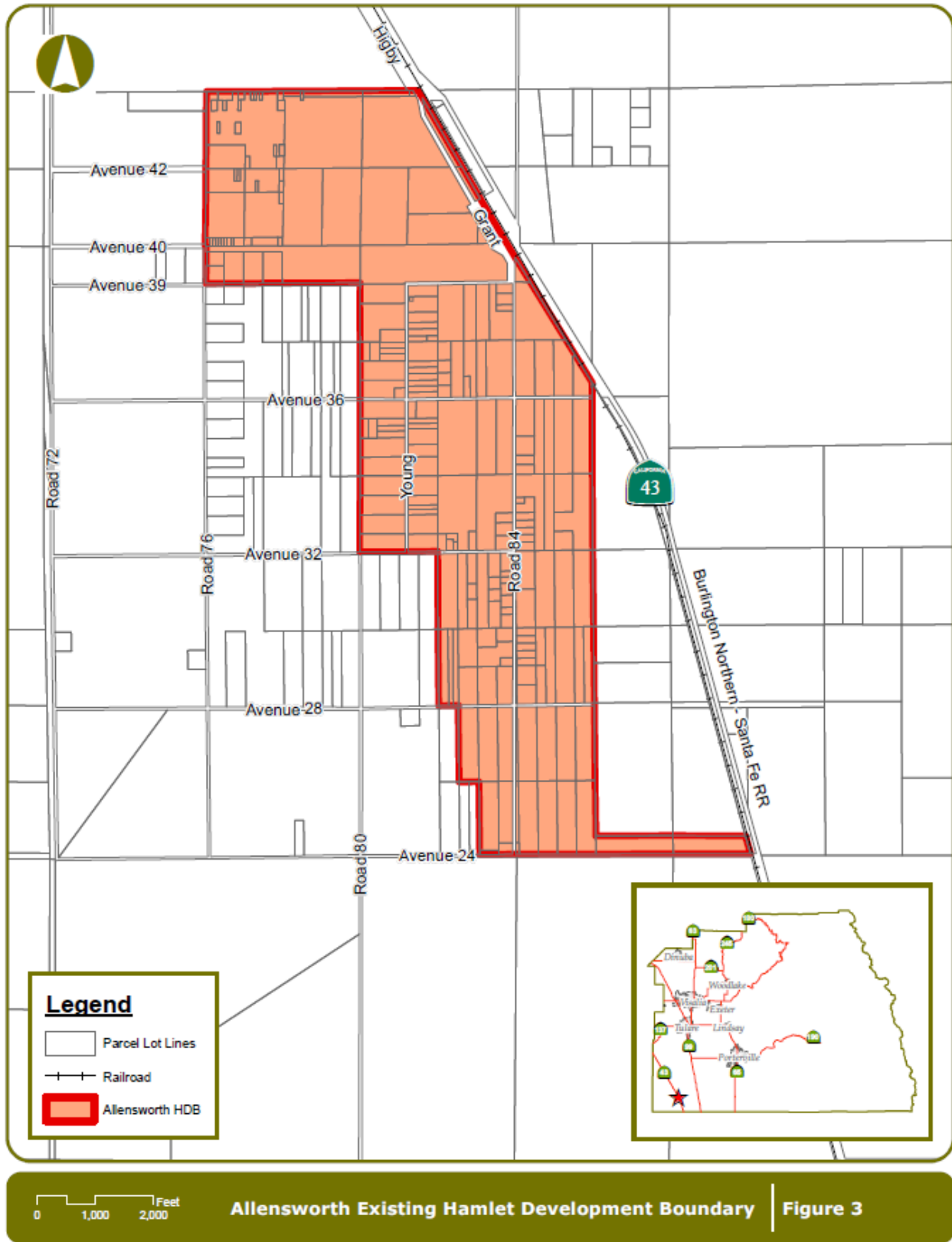
# ALLENSWORTH HAMLET PLAN

Figure 2 - Allensworth Aerial Map



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Figure 3 – Existing Allensworth HDB





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## SUSTAINABLE COMMUNITIES STRATEGY OUTREACH REPORT

The County of Tulare obtained a grant from the Strategic Growth Council (SGC) to assist in the preparation of this Hamlet Plan. In efforts to invite and make local residents aware of the SGC project, Self Help Enterprises (SHE) went door to door throughout the community of Allensworth to distribute flyers at homes, businesses and schools. SHE emphasized residents about the importance of participating in this process.

### Community Outreach Steps

Self-Help Enterprises (SHE) utilized various outreach methods to promote community participation and increase awareness of the SGC project.

- 1.) An informational flyer was developed.
- 2.) On January 6 and January 9, 2016 SHE staff went door to door to distribute flyers to homes.
- 3.) SHE staff partnered with Allensworth Progressive Association, a local service organization to encourage community involvement, gather support and to spread the word about the importance of attending this meeting. This group worked together with SHE to distribute fliers on January 9, 2016.
- 4.) Throughout the community outreach process, SHE staff explained the goals of the project and emphasized the importance and benefits of participating in the SGC community meeting.
- 5.) SHE partnered with the Allensworth Elementary School District (AESD) to distribute flyers to every student in the school district and posted flyers at the school site.
- 6.) To ensure that residents had multiple opportunities to be made aware of the meeting, flyers were posted around town on street signs and fences.

### Community Meeting

The Strategic Growth Council held a community input meeting in Allensworth on Tuesday, January 12, 2016 at 6:00 pm. The meeting was scheduled in the evening to allow all residents to attend, including those that work during the day. The meeting was held at the Allensworth Community Center located at 8123 Ave 36 Allensworth CA 93219. More than 35 residents attended the meeting and 30 surveys were collected. Present were representatives from the Allensworth Community Services District, Allensworth Elementary School District and Tulare County Sheriff's Department.



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## Community Survey

A detailed survey was developed in efforts to gather specific community information about different areas of improvement. The survey inquires about the following: Schools, Libraries, Housing, Zoning, Parks, Shopping Opportunities, and Access to Gas Stations, Access to Medical Facilities, Natural Gas, Internet Access, Transportation, Walkability, Roads, Street Safety, Flooding, Fire, Safety, Water Quality & Quantity, Waste Water, Storm Water Drainage, Multimodal Opportunities, and Priority Improvements.



During the Strategic Growth Council Community meeting, residents listed the following as their priority needs/ concerns:

## Priority Concerns

- 1 Energy Sources
- 2 Natural Gas
- 3 Water Issues
- 4 Sewer
- 5 Home Repair Assistance
- 6 Heat
- 7 Road Conditions
- 8 Internet Access

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## **Energy Sources**

Residents expressed an interest for alternative energy sources such as Solar Panels and other energy saving alternatives. They support the State and the County investing in solar powered projects whenever possible. People request information about low income or government programs and funding opportunities that can help residents afford the cost of transitioning to alternative energy sources.

## **Natural Gas**

Allensworth residents expressed a need for natural gas service. Residents believe this can be done by extending service from an existing natural gas transmission line located on the southern end of the community on Avenue 24. A majority of the residents reported that they use propane as a source of fuel. Families reported the high cost of propane is a burden for them, this cost results in people not heating their homes to a comfortable temperature. Parents are especially concerned about this because it can lead to increased cold and flu in small children, as well as in elderly people. Families report that they sometimes use their stove tops to warm their homes, this is safety hazard as people report sometimes falling asleep with the stove top or oven on.

## **Water**

Water is the highest priority for the residents of Allensworth. as there has been a history of arsenic contamination since the 1960's. A regional project is a potential solution for this community issue. The Strategic Growth Council grant awarded to Tulare County in 2012 will investigate the feasibility of a regional solution for Allensworth and Alpaugh, by building on a potential partnership with Angiola Water District located south of Corcoran. Working with the neighboring community of Alpaugh through some form of consolidation could potentially resolve Allensworth's water problems. Although Allensworth is located several miles from Alpaugh, the two communities face similar problems with regard to economy of scale, contamination and revenue deficiencies. At our SGC meeting, people had questions about how the possible consolidation project will affect them. Residents were advised and encouraged to attend the next consolidation project meeting on Thursday January 14, 2016 at 6:00 pm at the Allensworth School Cafeteria. The Strategic Growth Council grant should be coupled with the Tulare Lake Basin Disadvantaged Community Pilot Study to advance some solutions for the region. The other big unresolved problem is the Community Services District's moratorium on new water connections due to concern over insufficient water supplies

## **Sewer System**

A community sewer system is a priority concern for many residents. The community is currently dependent on individual septic tanks for sewage disposal. Residents stated that they would prefer to be on a community wide sewer system and that they are willing to pay a monthly fee for the service.

## **Home Repairs**

Allensworth residents are concerned because many homes are desperately in need of repairs. It was reported that community members are living in houses and trailers that are substandard and are not up to building code. Some older homes have deteriorated and are facing situations such as: bad flooring, no functioning heat or cooling system, and no running water or sewer. Home owners and landlords are requesting resources that will help with the home repair costs.



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## **Heaters**

Many Allensworth residents do not have a central home heating system because they do not have natural gas. Residents report the need for safe, reliable heating units. Families report using their stove tops to warm their homes, which creates safety hazards as people report sometimes falling asleep with the stove top or ovens left on. The San Joaquin Valley Air Pollution Control District has a program that supplies families with safe wood stoves, this may be a potential solution to help to safely warm the homes of Allensworth residents.

## **Road Conditions**

Road conditions are of high concern to Allensworth residents. 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 Allensworth roads. Residents report that roads are narrow and that two passing cars each other can hardly fit on one road at the same time. According to residents, Allensworth roads are not regularly maintained and the few times that roads have been serviced, they consider the repair work to be poor because the roads were patched and not actually repaired. The following roads reported by the residents to be a top priority:

- Avenue 32
- Avenue 36
- Road 24
- Road 28
- Road 84

## **Internet Access**

Most families in Allensworth do not have internet access at their homes. Any available internet service is unreliable and cost prohibitive. Residents are told by internet providers that there is not a tower in their area and that is why internet service is either unreliable or expensive compared to what it costs in nearby cities. Without access to the internet, Allensworth residents are unable to do things such as online job hunting, apply for resources, or provide homework help to their kids.

## **Follow Up Meeting on October 11, 2017**

The County continues to work with the community and on October 11, 2017, the County met with members of the Community to go over the plans for the Community. The following issues were discussed and new information was provided as follows:

## **Allensworth Energy Alternatives**

The Public Utilities Commission of the State of California under Rulemaking 15-03-010 (Filed March 26, 2015) is instituting “Rulemaking” to identify Disadvantaged Communities in the San Joaquin Valley and analyze “Economically Feasible Options” to increase access to affordable energy in those disadvantaged communities.

Under this order, Allensworth is being considered for a Pilot Project through the above-named proceedings. If selected as a “Pilot Community,” the Allensworth Community would be the “Pilot Project Host”. Through this rulemaking proceeding, PG&E and SoCal Gas are both considering project proposals in Allensworth. The two utilities will likely compete for a project by presenting their

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respective proposals to the Community of Allensworth at a community meeting with Commission participation. After reviewing the details of both projects, the community will choose which project they prefer. PG&E is considering the proposal of an *electrification* project and SoCal Gas is considering proposing a *gas pipeline extension* project. Self Help and the Community estimate that a Commission decision on approval of pilot projects will happen in March 2018.

## **Waste water**

Self Help Enterprises applied for a planning grant in October for feasibility studies of a sewer project in Allensworth to improve the water quality.

## **Internet / Wifi Service**

It was again brought to the County's attention that there is no cell / internet service in Allensworth. It is noted to the Community that AT&T is currently pursuing a grant to secure internet service to local disadvantaged communities, and that one tower is being proposed for Allensworth.

## ALLENSWORTH TECHNICAL BACKGROUND REPORT

### **DEMOGRAPHICS**

An important part of planning is having information that describes the characteristics of a hamlet'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 hamlet 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 hamlet 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 hamlet. The following information provides a summary of some of the more important demographic data needed to craft a plan that can realistically address the needs of smaller hamlet such as Allensworth.

### Population

In 2015, the Population in Allensworth was 565 (see Table 2).

**Table 2 - Population**

	<b>California</b>	<b>%</b>	<b>Tulare County</b>	<b>%</b>	<b>Allensworth</b>	<b>%</b>
Male	19,087,135	49.7%	227,426	50.1%	281	49.7%
Female	19,334,329	50.3%	226,607	49.9%	284	50.3%
Total	38,421,464		454,033		565	

2011-2015 American Community Survey 5-Year Estimates

### Projected Population

"The San Joaquin Valley faces major challenges. One concern is 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."

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## 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 Allensworth's population during the Planning Period (see Table 3).

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

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

## Median Age

Allensworth's population's median age is younger than the median age of both Tulare County, as well as the State of California (see Table 4).

<b>Geography</b>	<b>Median Age (years)</b>
California	35.8
Tulare County	30.3
Allensworth	22.6

2011-2015 American Community Survey 5-Year Estimates

In 2015, approximately 1.4% of Allensworth's population was White, 7.8% was African American, 0% was Native American, .04% was Asian, and 1.1% was two races or more (see Table 5). Approximately 92.3% 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.

	<b>California</b>	<b>%</b>	<b>Tulare County</b>	<b>%</b>	<b>Allensworth</b>	<b>%</b>
Total	38,421,464		454,033		565	
Hispanic or Latino (of any race)	14,750,686	38.4%	283,533	62.4%	521	92.3%
White (Not Hispanic)	14,879,258	38.7%	139,581	30.7%	7	1.4%
Black or African American (Not Hispanic)	2,160,795	5.7%	6,448	1.3%	44	7.8%
American Indian and Alaska Native (Not Hispanic)	142,191	0.4%	3,069	0.7%	0	0%
Asian (Not Hispanic)	5,192,548	13.5%	14,546	3.2%	2	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	1.1%

2011-2015 American Community Survey 5-Year Estimates

## Employment in Allensworth

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).

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According to the California Department of Finance, the 2011-2015 American Community Survey indicated that the unemployment rate for Allensworth was about 12.4% 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 12.4% includes only the employable labor force (that is, not every person of the population) results in about 46 unemployed persons of Allensworth's person labor force of 220.

<b>Employment Status</b>	<b>California</b>	<b>Tulare County</b>	<b>Allensworth</b>
Population 16 years & over	30,312,429	325,404	372
In labor force	19,269,449	194,420	220
Civilian labor force	19,137,441	194,102	220
Employed	17,246,360	170,780	174
Unemployed	1,891,081	23,322	46
Armed Forces	132,008	318	0
Not in labor force	11,042,980	130,984	152

2011-2015 American Community Survey 5-Year Estimates

## Median Household Income

Allensworth's median household income was \$28,929, compared to \$42,031 for Tulare County and \$61,818 for the State of California (see Table 7).

<b>Geography</b>	<b>Median household income (dollars)</b>	<b>Median family income (dollars)</b>	<b>Per capita income (dollars)</b>
<b>California</b>	\$61,818	\$70,720	\$30,318
<b>Tulare County</b>	\$42,031	\$44,814	\$17,876
<b>Allensworth CDP</b>	\$28,929	\$22,500	\$8,112

2011-2015 American Community Survey 5-Year Estimates

## Severely Disadvantaged Community

Public Resources Code 75005. (g) states that a "[d]isadvantaged community" means a community with a median household income less than 80% of the statewide average. "Severely disadvantaged community" means a community with a median household income less than 60% of the statewide average."

In 2015, Allensworth's median household income was \$28,929, whereas the State of California's median household income was \$61,818. Allensworth's median household income was 46.7 of the State of California's median household income, and 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). According to the California Department of Finance, the 2011-2015 American Community Survey data indicated 42.4% of the housing units in Allensworth were owner-occupied (see Tables 8 & 9). Similarly, 57.2% of housing units were owner occupied in Tulare County and 54.8% of the housing units were owner occupied in the State of California.

	<b>California</b>	<b>Tulare County</b>	<b>Allensworth</b>
Occupied housing units	12,717,801	133,570	132
Owner-occupied	6,909,176	75,685	56
Renter-occupied	5,808,625	57,885	76

2011-2015 American Community Survey 5-Year Estimates

	<b>California</b>	<b>Tulare County</b>	<b>Allensworth</b>
Owner-occupied	54.8%	57.2%	42.4%
Renter-occupied	45.2%	42.8%	57.6%

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.

According to the 2015 Tulare County Housing Element, a sampling of housing conditions in Allensworth indicated that approximately 13% of the housing units were sound. Approximately 38% of Allensworth's housing units were deteriorated and 50% were dilapidated (see Table 10).

Survey Area	Sound		Deteriorated						Dilapidated		Total Units
			Minor		Moderate		Substantial				
	Units	%	Units	%	Units	%	Units	%	Units	%	
<b>Allensworth</b>	2	13%	0	0	2	13	4	25	8	50	16

Source: Tulare County 2015 Housing Element

# ALLENSWORTH HAMLET PLAN

## Age of Structures

Most of the homes in Tulare County were built between 1950 and 2009 (see Table 11). The total number of housing units in Tulare County is 144,792.

Year Structure Built	California	Tulare County	Allensworth
Total housing units	13,845,790	144,792	142
Built 2014 or later	10,183	196	0
Built 2010 to 2013	129,453	2,114	5
Built 2000 to 2009	1,646,490	25,997	17
Built 1990 to 1999	1,495,571	21,767	21
Built 1980 to 1989	2,117,819	22,733	22
Built 1970 to 1979	2,503,688	27,111	48
Built 1960 to 1969	1,871,029	15,500	17
Built 1950 to 1959	1,907,512	13,694	6
Built 1940 to 1949	865,607	7,494	0
Built 1939 or earlier	1,298,438	8,186	6

2011-2015 American Community Survey 5-Year Estimates

## Household Size (Overcrowding)

In 2015, the average renter occupied household size in Allensworth was 4.34 persons per household (see Table 12). The average owner occupied household size is 4.20.

Geography	Average Household size (Owner Occupied)	Average Household size (Renter Occupied)
California	3.00	2.91
Tulare County	3.24	3.50
Allensworth	4.20	4.34

2011-2015 American Community Survey 5-Year Estimates

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

## Vacancy Rate

Vacancy rate is important as it provides an indicator of unoccupied housing units. Vacancies may occur as people move away from a housing unit and it remains vacant until the next 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 Allensworth was 3.7%, which was lower than both Tulare County at 3.7% and the State of California at 4.1%. The homeowner vacancy rate was 0.0%, 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%
Allensworth	0.0%	3.7%

2011-2015 American Community Survey 5-Year Estimates

<sup>2</sup> 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](http://www.huduser.org/publications/pdf/Measuring_Overcrowding_in_Hsg.pdf)

# ALLENSWORTH HAMLET PLAN

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## ENVIRONMENTAL CONDITIONS

### Wildlife<sup>3</sup>

A California Natural Diversity Database (CNDDDB) search conducted on November 1, 2016, (see **Figure 4**) indicates there are special status species within the Allensworth Quadrant Species List (which includes the Allensworth Planning Study Area) consisting of four animal species and no plant species: San Joaquin kit fox (*Vulpes macrotis mulica*, federal endangered); Tipton kangaroo rat (*Dipodomys nitratoides*, federal endangered); Nelson antelope squirrel (*Ammospermophilus nelsoni*, state threatened); and Blunt-nosed leopard lizard (*Gambelia sila*, federal endangered). The California Department of Fish and Wildlife (CDFW) Occurrence Reports indicate a last sighting of kit fox in 1975, while the adobe starburst is has been determined to be “extirpated” (that is, “A species no longer surviving in regions that were once part of their range”) and is no longer within the Allensworth project area.

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 north.

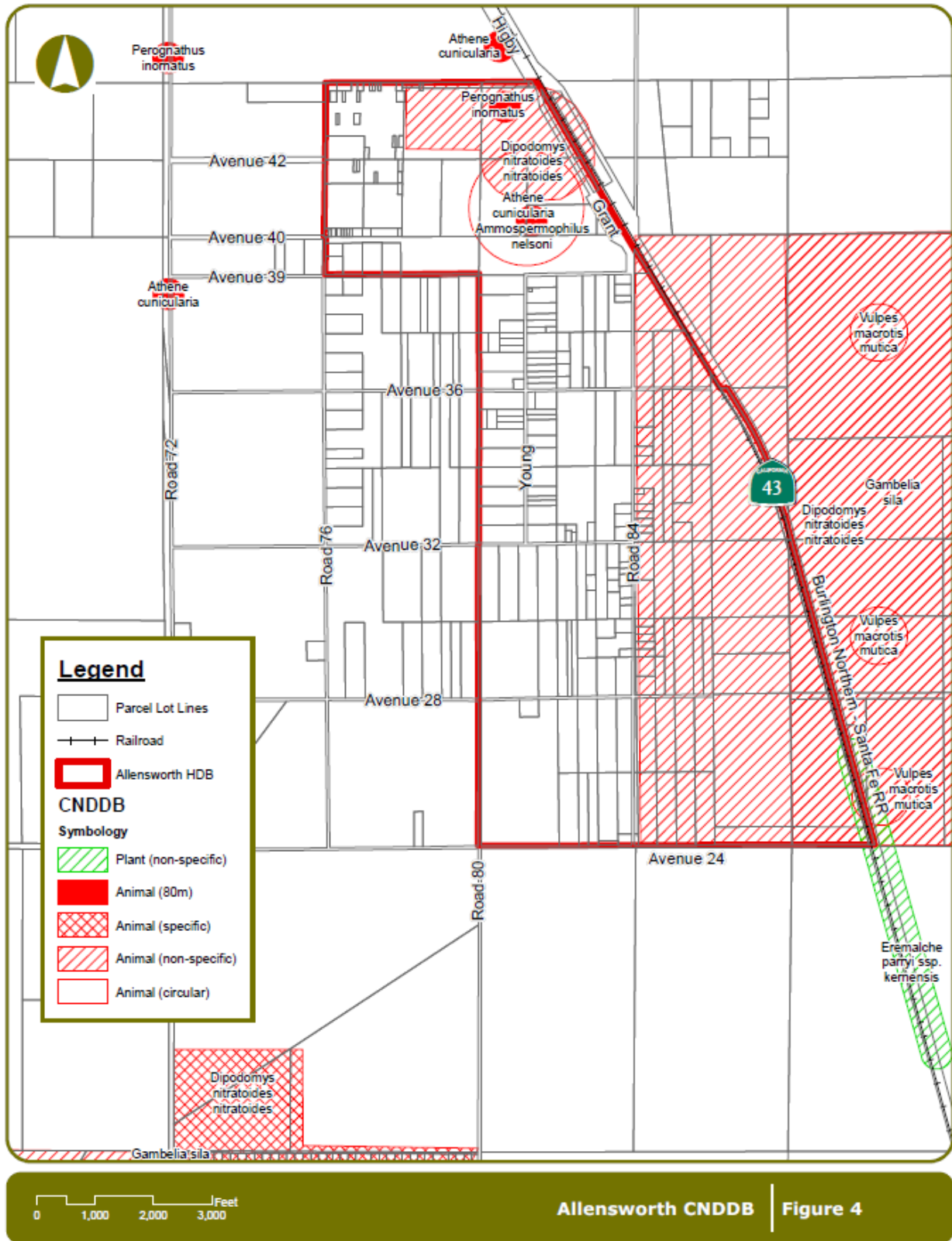
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<sup>3</sup> California Department of Fish and Wildlife. Biogeographic Information & Observation System (BIOS). <https://www.wildlife.ca.gov/Data/CNDDDB/Maps-and-Data>; California Department of Fish and Wildlife. California Natural Diversity Database. CNDDDB Maps & Data. <https://www.wildlife.ca.gov/Data/CNDDDB/Maps-and-Data> California Department of Fish and Wildlife. California Natural Diversity Database. November 1, 2016



# ALLENSWORTH HAMLET PLAN

Figure 4 - CNDDB Map





# ALLENSWORTH HAMLET PLAN

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## Geology & Seismic Hazards<sup>4</sup>

“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 Allensworth 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, [Allensworth] is located in the V-1 zone, characterized as a moderately thick section of marine and continental sedimentary deposits overlying the granitic basement complex. The FCSSE further states that, “Amplification of shaking that would affect low to medium-rise structures is relatively high, but the distance to either of the faults that are expected sources of the shaking [the San Andreas and Owens Valley Faults] is sufficiently great that the effects should be minimal. The requirements of Zone II of the Uniform Building Code should be adequate for normal facilities.”

## Soils<sup>5</sup>

According to the United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS), and the Soil Survey of Tulare County (see **Figure 5**). Generally, these soils are moderately to very deep, are well drained, and run in a northwest to southeast direction throughout the Hamlet Development Boundary (HDB). The following descriptions are provided for the above soil types:

**Gareck-Garces association, 0 to 2 percent slopes**, is very deep and well drained, medium or high runoff, some areas are ponded; very slow permeability. The soil is suitable for livestock grazing. Vegetation is scattered saltbush with annual grasses and forbs.

**Kimberlina fine sandy loam, 0 to 2 percent slopes MLRA 17**, is very deep and well drained; negligible to medium runoff; moderately rapid and moderate permeability, however saline-sodic phases and soils with sandy clay loam substratums have moderately slow permeability. This soil is suitable for irrigated field, forage, and row crops. Some areas used for livestock grazing. When not irrigated, vegetation is annual grasses and forbs.

**Lethent silt loam, 0 to 1 percent slopes MLRA 17**, is moderately very deep, moderately well drained, medium or high runoff, very slow or slow permeability. Slow permeability is usually present in areas that have been highly modified by deep ripping. The soil is suited for irrigated barley, sorghum, cotton, sugar beets, safflower, and pasture. The native vegetation is sparse stands of saltgrass, saltbush, and red brome.

**Nahrub silt loam, overwashed, 0 to 1 percent slopes**, is very deep, moderately well drained, with slow permeability. The soil is suitable for livestock grazing.

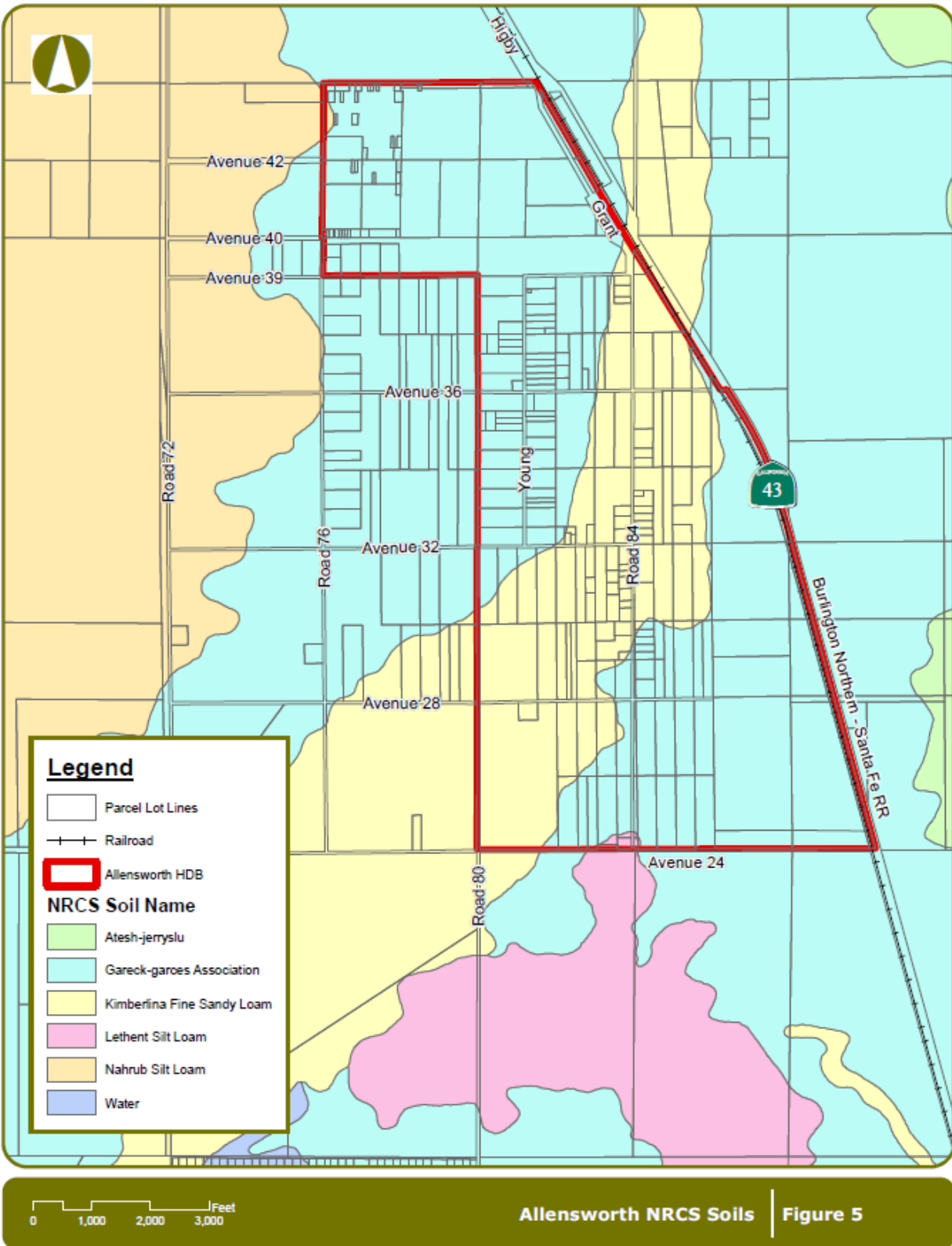
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<sup>4</sup> California Department of Conservation, California Geological Survey: Earthquake Shaking Potential for California, 2008. [http://www.conservation.ca.gov/cgs/information/publications/ms/Documents/MS48\\_revised.pdf](http://www.conservation.ca.gov/cgs/information/publications/ms/Documents/MS48_revised.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](http://www.quake.ca.gov/gmaps/ap/ap_maps.htm). Database August 17, 2016.

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

# ALLENSWORTH HAMLET PLAN

Figure 5 - NRCS Soils Map



# ALLENSWORTH HAMLET PLAN

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## PHYSICAL CONDITIONS

### Air Quality

The Allensworth 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 O<sub>3</sub> 1-hour standard, non-attainment for the State O<sub>3</sub> 8-hour standard, non-attainment for the State PM<sub>10</sub> standard, non-attainment for the federal and State PM<sub>2.5</sub> 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 Allensworth is located near the southwestern end of the Valley with prevailing winds from the northwest, it is for susceptible to accumulation of adversely modified

# ALLENSWORTH HAMLET PLAN

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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 Allensworth and within the community itself include State Highway 43 and agricultural activities.

## Flooding<sup>6</sup>

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, Community-Panel Number 06107C2250E, 100 year flood zone meanders along the northeast portion of Allensworth (**see Figure 6**). The expected source of this flooding hazard is White River and its distributary channels. FEMA requires development in Flood Zone AO to be constructed so that a building's ground floor elevation is above the flood contour line existing in the flood area. In addition, there are portions of Allensworth, within the FEMA 500 year flood zone. 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). "Floodplain" or "flood-prone area" means any land area susceptible to being inundated by water from any source. "Base Flood" is the flood having a one percent chance of being equaled or exceeded in any given year. "One-hundred-year flood" or "100 year flood" has the same meaning as "Base Flood." "Special Flood Hazard Area" is the land in the floodplain subject to a one percent or greater chance of flooding in any given year. "Floodway" means the channel of a river or other watercourse and the adjacent land area that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one (1) foot. The floodway is delineated on the Flood Boundary Floodway Map, on maps adopted by the State Reclamation Board when acting within its jurisdiction, and on the County Zoning Map (signified by the F-1 Primary Flood Plain Zone). The F-2 Secondary Flood Plain Combining Zone which is intended for application to those areas of the County which lie within the fringe area or setback of the flood plain and are subject to less severe inundation during flooding conditions than occur in the F-1 Zone.

FEMA determines areas subject to flood hazards and designates these areas by relative risk of flooding on a map for 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 Allensworth 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 agreeing to manage flood hazard areas by actively adopting minimum regulatory standards as set forth by Federal Emergency Management Agency (FEMA). The National Flood Insurance Program (NFIP) is administered by the (FEMA) to offer flood insurance to properties located in Special Flood

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<sup>6</sup> Federal Emergency Management Agency, 2009. National Flood Insurance Rate Map, Map Number 06107C2250E, Panel Number 2250 of 2550, June 16, 2009. <https://msc.fema.gov/portal/>

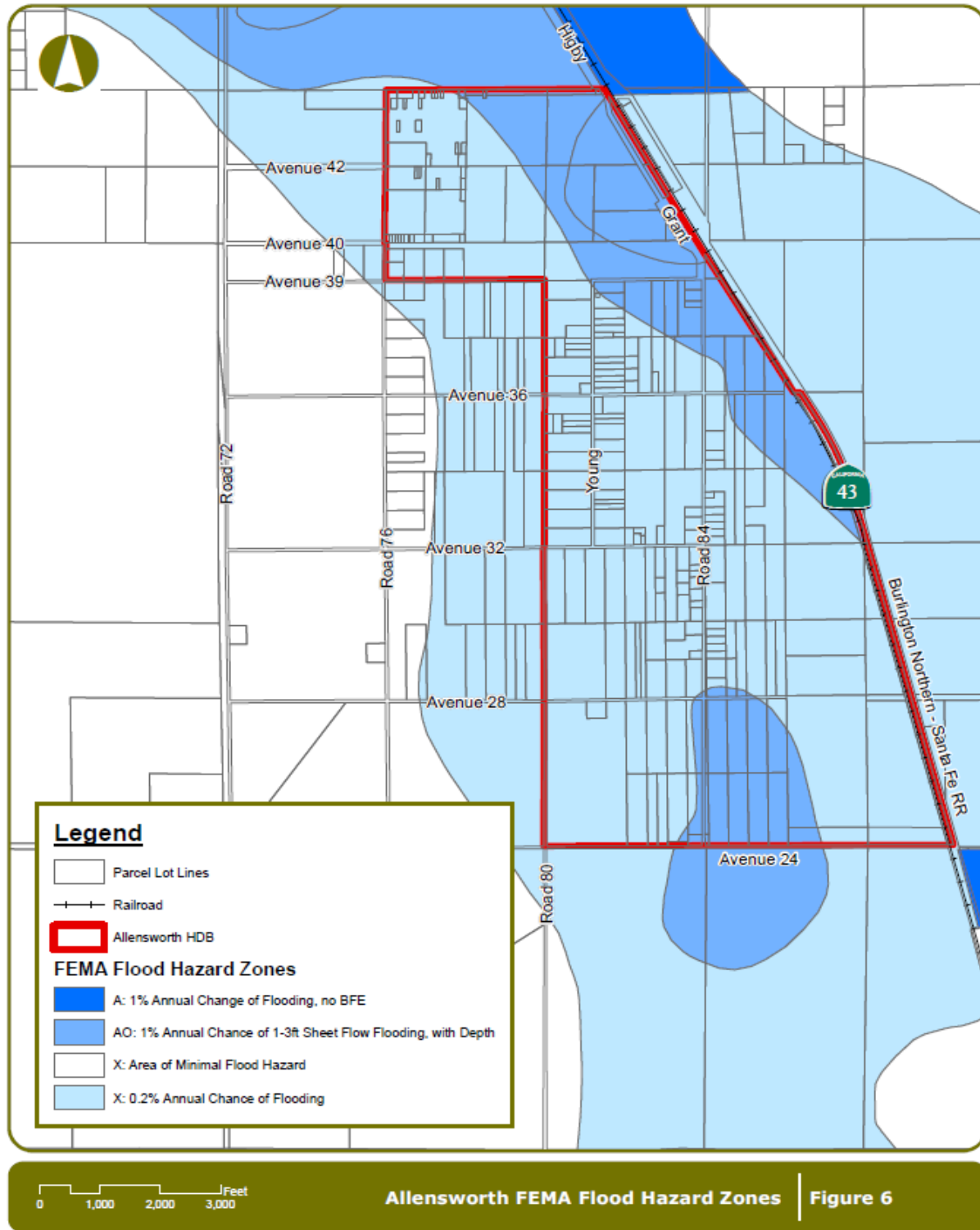
# ALLENSWORTH HAMLET PLAN

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Hazard Areas (SFHAs). Information about the NFIP, is available at the following website: [www.fema.gov](http://www.fema.gov). As part of the county's participation in the NFIP, individuals are eligible to obtain flood insurance. 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 (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>.

# ALLENSWORTH HAMLET PLAN

Figure 6 - FEMA Flood Map



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## Noise<sup>7</sup>

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. Allensworth lies outside of the 60 dB-Ldn contour line.

Operations along the Burlington Northern-Santa Fe Railroad are a primary source of noise in Allensworth. According to the Tulare County General Plan EIR, maximum speed is 70 mph for freights and 79 mph for passenger trains. Freight trains may occur at any time during the day or night and passenger trains generally operate during the daytime (7:00 a.m. – 10:00 p.m.) hours. According to the Wyle methodology, the above described type and frequency of operations will result in present noise exposures of 65 and 60 dB Ldn at approximately 345 and 650 feet, respectively, from the center of the tracks, and at approximately 420 and 820 feet, respectively, from the center of the tracks for projected future operations. There are areas in the northeast side of the Allensworth HDB that are located within the 345 feet of the Burlington Northern-Santa Fe Railroad line. This is measured over a 24 hour period but the temporary burst noises can exceed 65 dB, especially the noise levels in the vicinity of grade crossings are somewhat higher than this due to the use of the warning horn.

## **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.” This Hamlet Plan seeks to address deficiencies and the need for improvements to the drinking water system improvements, (wells, water distribution piping, and storage tanks), curbs, gutters, streets, and sidewalks.

### Energy: Natural Gas/Electricity

Pacific Gas and Electric (PG&E) is the main provider of electrical power in Allensworth, which maintains an extensive network of high-voltage and low-voltage electrical lines, substations, natural gas mains, and related facilities. In addition to power produced by its plants, PG&E purchases power from other producers for use within its service area.

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

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<sup>7</sup> Tulare County General Plan 2030 Update, August 2012; United States Department of Transportation, Federal Transit Administration. Transit Noise and Vibration Impact Assessment, FTA-VA-90-1003-06; May, 2006.  
[https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA\\_Noise\\_and\\_Vibration\\_Manual.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf); United States Department of Transportation, Federal Transit Administration. Construction Noise Handbook, 2006.  
[http://www.fhwa.dot.gov/environment/noise/construction\\_noise/handbook/handbook09.cfm](http://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm) and  
[http://www.fhwa.dot.gov/environment/noise/construction\\_noise/special\\_report/hcn04.cfm#sou](http://www.fhwa.dot.gov/environment/noise/construction_noise/special_report/hcn04.cfm#sou)



# ALLENSWORTH HAMLET PLAN

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A gas line runs along Road 24 but is not connected into the Community. The Community currently uses Propane.

## Domestic Water & Wastewater

Domestic water service in Allensworth is provided by the Allensworth Community Service District (CSD), which was formed in 1967. Allensworth does not have sanitary sewer service and relies on individual or community septic systems. **Table 14** shows the number of existing water connections, the capacity of the system, and the number of additional connections the system can accommodate

According to the Municipal Service Review 2011 (MSR), the CSD community water system consists of 2 wells drilled 3 miles east of the community in order to avoid naturally occurring excessive levels of Arsenic in the aquifer underlying the community. The wells are a few hundred feet apart on an east-west line and alternately supply a common 6" line to a 42,000 gallon storage tank. Two centrifugal pumps draw water from the tank to a 5,000 gallon pressure tank and then on to distribution. The wells have a single check valve to prevent back flow to the well from storage. This is an automated system that is triggered by water levels in the storage tank. Wells No. 1 was drilled in 1984 to a depth of 250' and is equipped with a 10 horsepower (hp) submersible pump installed in 1995. Well No. 2 was drilled in 1999 to a depth of 320' and has a 20 hp submersible pump. According to the District's latest Sanitary Survey Report (2008), both wells are properly sealed and secured. The water system contains no treatment method.<sup>8</sup> However, there has been a chlorination system recently installed to mitigate bacteria.

There have been upgrades to the distribution system; six 6" PVC mains and six 6" laterals were installed using a 2007 Community Development Block Grant loan in the amount of \$24,000. The District is required to conduct bacteriological contaminant testing of water samples on a monthly basis. According to the District's Environmental Health file, from September 2007 to November of 2008 only a single sample tested positive for bacteriological contaminants. Additionally, a single sample returned with positive results in both 2009 and 2010. Notice of violation was submitted by Tulare Environmental Health for total Coliform on January 2011. Results of repeat samples or proof of customer's notification of the 2011 violation were not found in the District's Environmental Health file. Notice of violation was also provided in October 2008 for failing to submit Bacteriological sample test results (testing occurs each month). No violations of excessive Nitrate levels were found in the District's Environmental Health file.

Records indicate that the CSD's water system is continuously in violation of the maximum levels set for Arsenic. Most recently (December 2010), an Environmental Health compliance order was provided to the District for violation of maximum Arsenic levels. The order directs the District to notify all district customers of the violation on a quarterly basis, submit proof of customer's notification on a quarterly basis, and submit sample test results to the Tulare Environmental Health Department on a quarterly basis. This order must be followed for as long as the system remains in violation. The order further directs the District to consider various avenues to address the problem and to prepare an action plan, complete with timeline, and submit the plan to the Environmental Health.

On December 29, 2010, the CSD Board adopted Resolution 2010-1109, which imposes a moratorium on new water connections and on the drilling of new wells within district boundaries. According to the resolution, the moratorium was prompted by the high cost associated with pumping groundwater

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<sup>8</sup> <https://www.calwater.com/about/district-information/vis/>



# ALLENSWORTH HAMLET PLAN

from lower depths as a result of decreased groundwater levels coupled with the District's financial inability to drill new wells and therefore meet existing rate payer demand.

The CSD's system is highly vulnerable to Arsenic contamination, as evidenced by the fact that system wells were drilled at their current location (3 miles outside the District's bounds) specifically to avoid naturally occurring excessive levels of Arsenic as well as the numerous notices of violation for excessive Arsenic levels submitted by Tulare Environmental Health. It is further determined that the present groundwater supplies available to the District are inadequate. State or federal grants/loans will be needed to secure new well sites and ensure that the system will not experience failure in the near future. The chart below demonstrates the Arsenic Levels over twelve years.

Allensworth Community Services District Arsenic Levels in Active Wells Arsenic MCL = 10 ppb		
Date	East Well (ppb)	West Well (ppb)
3/6/1990	17	
11/23/1993	16	
11/4/1996	15	
9/28/1999	10	
10/24/2002	9	
10/26/2005	11	
9/21/2007	11	
12/11/2007	12	
12/13/2007	13	
3/26/2008	13	
8/7/2008	10	
12/19/2008	11	
11/30/2010	12	13
3/29/2011	14	14
6/13/2011	12	12
8/8/2011	10	6
11/16/2011	11	11
4/5/2012	12	7
9/13/2012	12	9
<b>Times Exceeding MCL</b>	<b>18</b>	<b>4</b>
Old off-line well at storage tank site		
6/6/1996	65	

As mentioned above, the December 2010 Environmental Health compliance order directs the District to prepare a plan, complete with timeline, to address the Arsenic contamination issue. It is determined that the scope of solutions contained in the action plan also encompass the groundwater level challenge facing the District and the low-income condition of its customer pool.

Table 14 - Existing Water Connections		
Number of Existing Connections	Capacity	Available
116	116	0

Source: Action Program 9, Tulare County Housing Element. Data current as of January 2011

# ALLENSWORTH HAMLET PLAN

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California Legislature is currently considering enactment of Senate Bill 623 (Monning, Safe Drinking Water Fund) which implements a small new safe drinking water fee (less than \$1 a month for single family home water bills with a low-income rate exemption) that ensure all Californians have access to safe and affordable drinking water. SB 623 bill provides a sustainable source of funding to help subsidize the cost of safe drinking water service for communities like Allensworth. Allensworth CSD passed a letter in support of the bill and will continue to work in tandem with its local and state legislative representation to pass SB 623 or similar legislation in order to secure the funding it needs to provide sustainable safe drinking water at rates that are affordable and reasonable for its residents.

## Sewer

There is no community wide sewer system in Allensworth. 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 Allensworth residents are in favor of creating a community wide sewer system.

## Storm Drainage

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

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

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

Allensworth does not currently have a storm drainage system.”<sup>9</sup> However, there are ongoing discussions concerning the Angiola Water District in regards utilizing retention basins to reclaim water to the aquifer during flood events and / or recharge back into the canal system.

## Solid Waste

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

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<sup>9</sup> Action Program 9, Tulare County 2015 Housing Element

# ALLENSWORTH HAMLET PLAN

## Roads

“There are several roadways in Allensworth that are in need of repair (see Table 15). 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.

**Table 15 - Roads in Need of Major and Medium Repair in Allensworth**

Road Maintenance Strategies			
No.	Roadway	Limits	Repair Code
1	Avenue 39	Road 81 to Road 84	GRX
2	Road 84	Avenue 36 to Avenue 39	GRX
OLAY – overlay resurfacing operation		ACST – asphalt reconstruction	
CHIP – chip seal		RCST – cold mix reconstruction	
GRX – grind and remix			

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.

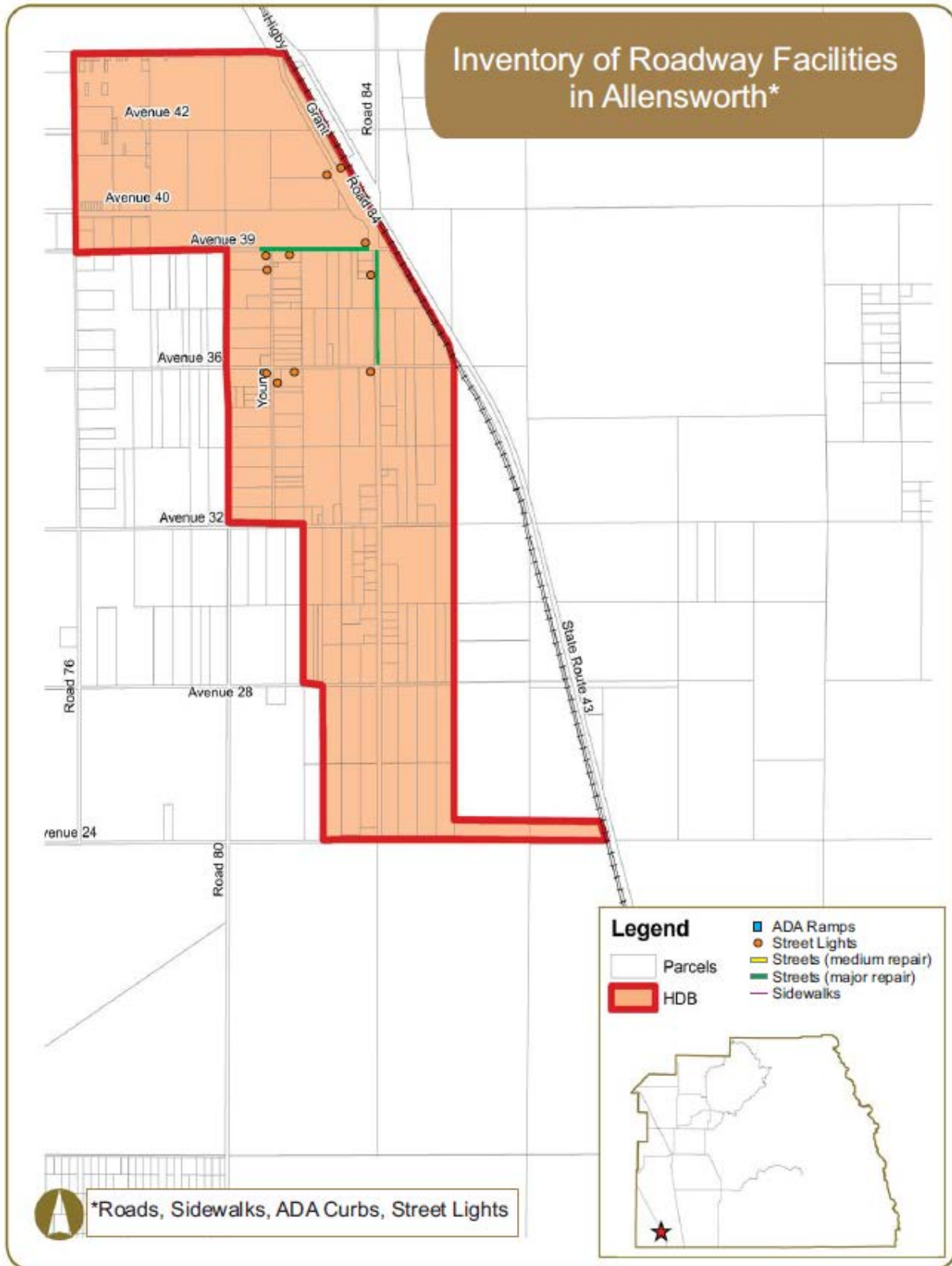
Some roadways require more extensive repairs such as resurfacing, grinding, remix and or reconstruction. These repairs are considered major if the maintenance strategy consists of:

- ✓ 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 roads.”<sup>10</sup>

<sup>10</sup> Action Program 9, Tulare County 2015 Housing Element

# ALLENSWORTH HAMLET PLAN

Figure 7 - Inventory of Roadway Facilities



# ALLENSWORTH HAMLET PLAN

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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.

There are no sidewalks in Allensworth. However, on September 5, 2017, Allensworth was selected by the California Transportation Commission (CTC) for Active Transportation Program (ATP) Augmentation by staff recommendation for \$313,000, which is one of 2 projects selected by the CTC of 12 projects Tulare County submitted this year. The County has applied for over 30 projects and been selected for 5 to date.

## 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 no ADA compliant curb ramps located within Allensworth.”<sup>11</sup>

## Street Lights

Street lights are typically located at the edge of roadways on top of utility poles. They are illuminated at night and improve the visibility and safety of the roadway and sidewalk by increasing motorist visibility and improving nighttime pedestrian security. They can also reduce nighttime pedestrian accidents by increasing the awareness of drivers relative to pedestrians. **Table 16** identifies the location of existing street lights that are maintained by Tulare County, in Allensworth, as well as their specifications. **Figure 7** 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.”<sup>12</sup>

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<sup>11</sup> Action Program 9, Tulare County 2015 Housing Element

<sup>12</sup> Action Program 9, Tulare County 2015 Housing Element

# ALLENSWORTH HAMLET PLAN

**Table 16 - Specifications of Existing Street Lights**

Specifications of Existing Street Lights								
No	East-West Roadway	North-South Roadway	Location	Pole	Lumens	Pole Type	Arm Direction	Utility
1	Avenue 36	Young Road	SW Corner	1343	5800	W	E	SCE
2	Avenue 36	East of Young Road	South Side	1416	5800	W	N	SCE
3	Avenue 36	Road 84	SW Corner	1342	5800	W	E	SCE
4	Avenue 39	Road 84	NW Corner	1401	5800	W	E	PG&E
5	Avenue 39	East of Young Road	South Side	1412	5800	W	N	SCE
6	Avenue 39	Young Road	SW Corner	1413	5800	W	E	SCE
7	Grant Drive	Northwest of Road 84	SW Corner	1410	5800	W	E	SCE
8	Grant Drive	Road 84	West Side	1411	5800	W	E	SCE
9	South of Avenue 36	Young Road	East Side	1515	5800	W	W	SCE
10	South of Avenue 39	Young Road	West Side	1414	5800	W	E	SCE
11	South of Avenue 39	Road 84	West Side	1489	5800	W	E	SCE

(Source: Tulare County Public Works, March 2013)

## Transit

The County of Tulare provides public transportation services to those who are disadvantaged, elderly, handicapped, low-income, and residents without access to transportation.

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 currently available in Allensworth. 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 Allensworth, 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.

## Bicycle Facilities

The 2014 Regional Transportation Plan (adopted June 30, 2014) prepared by the Tulare County Association of Governments (TCAG) provides for a regional bicycle network intended to provide a safe alternative mode of travel. The 2014 RTP identified Avenue 56 and State Route 43 as a proposed Class III Bike Project<sup>13</sup>. In Tulare County, bicycle travel is not a major mode of transportation and bicycles are rarely used outside of cities and towns. The current bicycle plan provides for connections between the major urban areas and recreation facilities in the County and is expected to be satisfactory for the foreseeable future. The only bike route within or near the community is Avenue 56 and State Route 43.

As stated above, there is \$313,000 in ATP money that has been applied for and \$260,000 awarded to date for sidewalks for and around the school. In addition, the County has developed a complete streets program for Allensworth. In addition, there are plans for a new trail planned from Alpaugh to Allensworth. (See also Complete Streets, Attachment 4).

<sup>13</sup> TCAG Action Element, TCAG 2014 Regional Transportation Plan. Page 3-89.



# ALLENSWORTH HAMLET PLAN

## 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.



Questions? Contact Dezaraye Bagalayos 209.986.3887 | [dezaraye@tularebasinwildlifepartners.org](mailto:dezaraye@tularebasinwildlifepartners.org)

# ALLENSWORTH HAMLET PLAN



## **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 10-30 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 2014, is conducted at the BLM AIP and contiguous Ton Tache wetlands with appropriate field trips. The permanent continuation of this 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, cataloging, 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 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 Unified 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. With the exception of TBWP coordination funded in 2017 by Edison International, costs/expenses under this program are donated by participants.

(February 6, 2017)

P.O. Box 1183, Three Rivers, CA 93277 | phone (559)919.7206 | info@tularebasinwildlifepartners.org  
www.tularebasinwildlifepartners.org

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www.tularebasinwildlifepartners.org

## AMTRAK

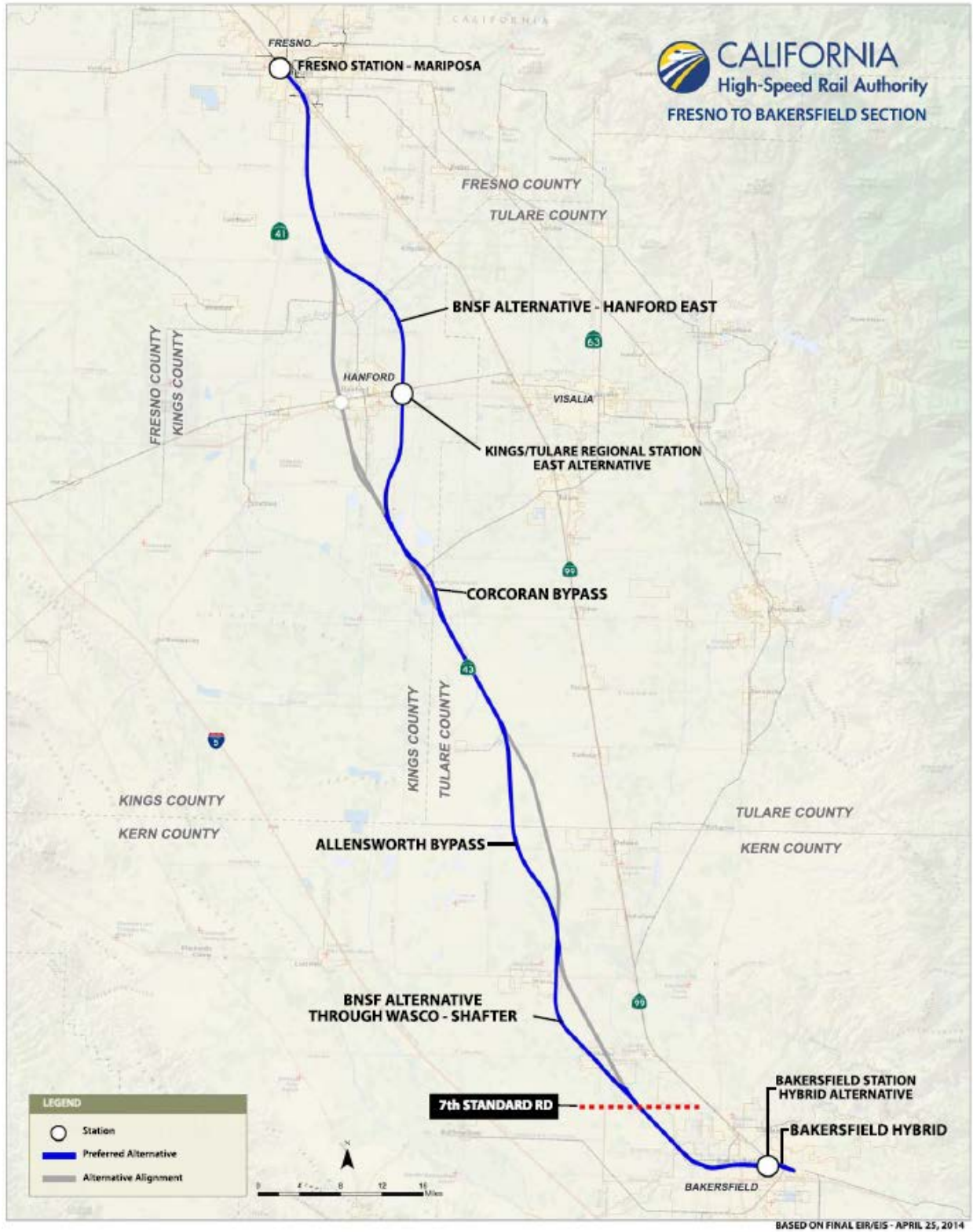
The Corcoran AMTRAK station, located 25 miles to the northwest in Kings County, is the closest station to Allensworth providing passenger rail service. The San Joaquin Joint Powers Authority (SJJPA) is comprised of ten agencies (including TCAG) currently oversees the operation of seven daily trains serving 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).

## High Speed Rail

High speed rail is anticipated to run adjacent to the SR 43 from stations at Fresno, Hanford and Bakersfield, with two potential bypasses at Allensworth (the “Allensworth Bypass” and Wasco/Shafter. There is potential for construction laydown yards, material and / or equipment storage areas to located in or near Allensworth.



# ALLENSWORTH HAMLET PLAN



# ALLENSWORTH HAMLET PLAN

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## Aviation

The nearest operational general aviation airport is Meadows Field (BFL), Bakersfield's principal commercial airport, is approximately 30 miles south of Allensworth and offers direct flights to several destinations.

Fresno Yosemite International Airport (FAT), approximately 70 miles northwest of Allensworth, is the principal passenger and airfreight airport in the central San Joaquin Valley. Visalia Municipal Airport is approximately 40 miles north.

## 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.

## State Route 43

State Route (SR) 43 is an arterial route between Kern County line to Kings County line.

## Burlington Northern-Santa Fe Railroad

Allensworth is bound on the east side by the Burlington Northern-Santa Fe Railroad line

## **PUBLIC SERVICES**

### Sheriff

The Tulare County Sheriff Department (TCSO) is responsible for patrolling the community of Allensworth. Police protection services are provided in Allensworth by the Tulare County Sheriff's Department sub-station, located at 161 North Pine Street, in Pixley, approximately 8 miles northeast of Allensworth. 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 Allensworth by the Tulare County Fire Department. The community is served by Tulare County Fire Department Station #9, located at 3939 Avenue 54, in Alpaugh. Engine 9 is assigned to this location.

Fifteen fire hydrants (**see Table 17**) are found within Allensworth. These fire hydrants are located within the County right-of-way. **Figure 8** displays Existing Fire Hydrants in Allensworth.

# ALLENSWORTH HAMLET PLAN

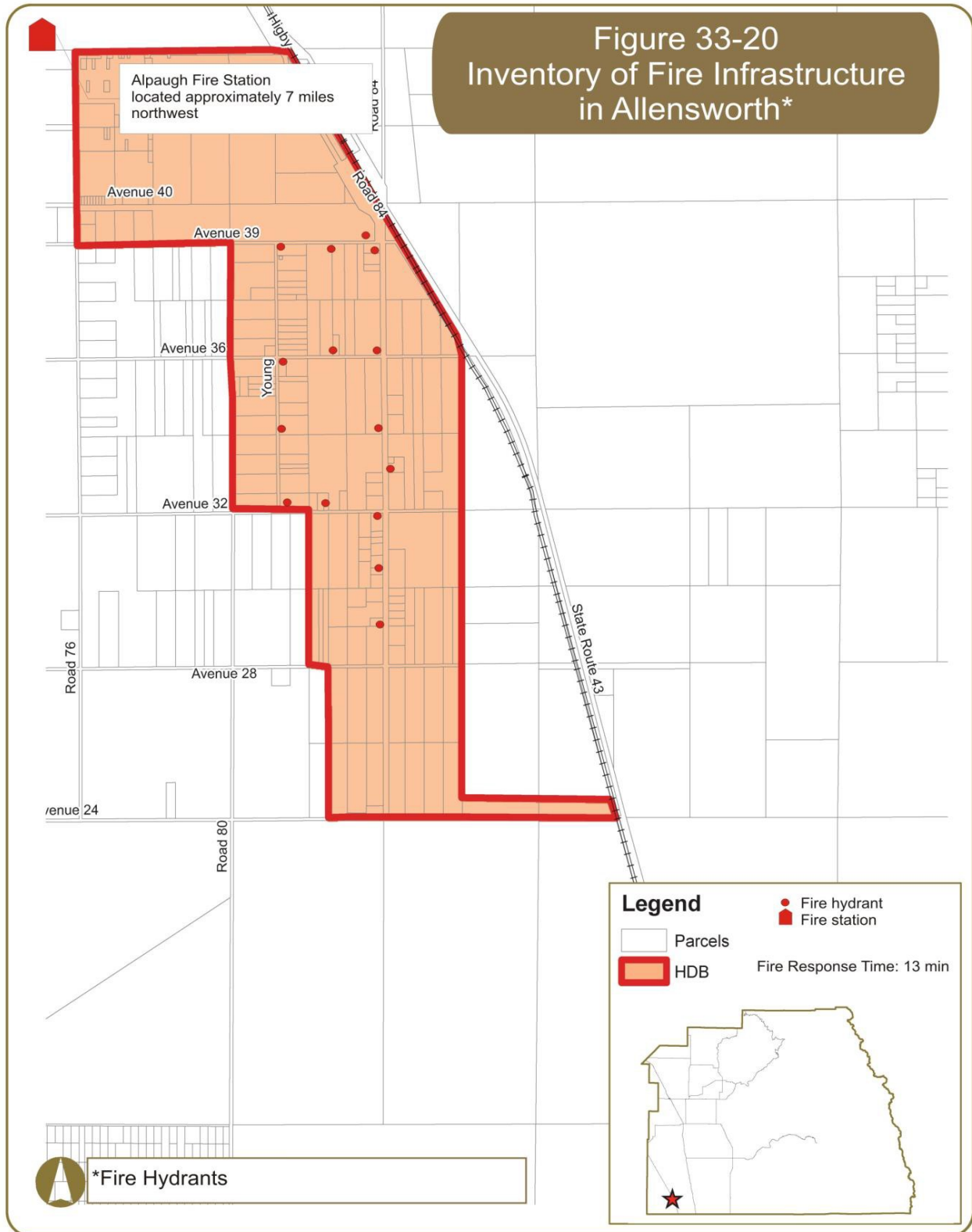
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**Table 17 - Existing Fire Hydrants**

<b>Existing Fire Hydrants</b>	
<b>No.</b>	<b>Location</b>
1	Avenue 39 and Young Road
2	Avenue 39 east of Young Road
3	Avenue 39 west of Road 84
4	Avenue 39 and Road 84
5	Avenue 36 and Young Road
6	Avenue 36 east of Young Road
7	Avenue 36 and Road 84
8	Young Road south of Avenue 36
9	Road 84 south of Avenue 36
10	Road 84 north of Avenue 32
11	Avenue 32 and Young Road
12	Avenue 32 east of Young Road
13	Avenue 32 and Road 84
14	Road 84 south of Avenue 32
15	Road 84 north of Avenue 28

# ALLENSWORTH HAMLET PLAN

Figure 8 - Inventory of Fire Infrastructure in Allensworth



# ALLENSWORTH HAMLET PLAN

## 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 Allensworth Hamlet Plan Area is within the Allensworth Elementary School District. The District provides K-8 grade education at its Allensworth School. High School students attend high school in Delano. Allensworth is within the Delano Joint Union High School District.

## Library

“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.”<sup>14</sup> The closest library is located in Alpaugh 5 miles away (see Table 18).

Table 18 - Library Location & Hours		
Branch	Address	Service Hours (2016)
Alpaugh	Alpaugh Branch 3816 Avenue 54 Alpaugh, CA 93201	Tuesday & Wednesday: 9:00 am -1:00 pm 2:00 p.m. – 5:00 p.m.

Library hours current as of September 2017

## Parks

The nearest community park is located in Alpaugh, seven (7) miles away. Alpaugh Park, is a three (3) acre community recreation park is located on Road 38 at 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.

## Allensworth State Park

“The only State Park in Tulare County is Colonel Allensworth State Historic Park. The park contains a museum and a visitor center addressing the town’s history, as well as camping facilities. Allensworth is the only California town to be founded, financed and governed by African Americans. The small farming community was founded in 1908 by Colonel Allen Allensworth and a group of others dedicated to improving the economic and social status of African Americans.”<sup>15</sup>

“Colonel Allen Allensworth was born a slave. He was sold twice before he escaped. He joined the Union Army to fight against slavery during the Civil War. He became a minister and joined the army again as a chaplain. He rose to the high rank of Colonel.

In 1908 Colonel Allensworth and some friends bought some land along the railroad tracks where African American families could live together in a community and farm to make their living.

<sup>14</sup> General Plan Background Report, page 7-96

<sup>15</sup> General Plan Background Report, page 4-3

# ALLENSWORTH HAMLET PLAN

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By 1914 there was a post office, a school, a church, a general store, and even a county judge. In those days the water came up out of the ground in some places, and it was easy to dig artesian wells with a shovel. But as more people farmed, the water went deeper, and it became hard to farm, and even hard to live there. Most of the people had to move to other places.

In 1974 the California State Park system established Allensworth State Historical Park. Many of the old buildings, including the school, the church, the library, some stores, and the Allensworth home, have been restored and are open for tours. There is a campground and a visitor's center, where a Park Ranger will answer questions about this special place. The Park has annual events every year and is a traveling / camping destination in south west Tulare County.

The modern town of Allensworth is right next to the park. It no longer has a post office or a library of its own.”<sup>16</sup>

## THE ALLENSWORTH HAMLET PLAN

### CIRCULATION AND TRAFFIC

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.

The 2014 Regional Transportation Plan and projections for Year 2040 traffic volumes do not exceed the LOS “C” threshold. Less than significant impacts will occur to SR 43 as a result of the Project primarily because increased traffic loads on SR 43, and its various entry and exit point, is more associated with growth in the Central Valley and the increased need for Californians to be able to travel north and south. Both the Highway Capacity Manual (HCM) and the Tulare County General Plan (TCGP) LOS remain at B or C through Year 2040 projections, while the build-out time frame of the Community Plan is Year 2030.

“The purpose of the highway, streets and roads section is to identify the existing regional circulation system and determine both feasible short-term and long-range improvements. Tulare County's planned circulation system consists of an extensive network of regional streets and roads, local streets and State Highways. The system is designed to provide an adequate [Level of Service] LOS that satisfies the transportation needs of County residents. However, Tulare County has experienced a large increase in population and is beginning to outgrow portions of the circulation system. The need for major improvements to the State Highways, streets and roads network is an important issue.

The existing State Highway system was completed in the 1950's and 60's. The average design life of a State Highway is approximately 20 years and many Tulare County's highways were constructed 50 years ago. The Agricultural and commercial industry continue to utilize the circulation system to get products to market. With industry intensification and other development, many facilities are beginning to show structural fatigue (e.g., surface cracks, potholes, and broken pavement).”<sup>17</sup>

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<sup>16</sup> Tulare County History; <http://tularecountyhistory.org/parks/allensworth-state-park/>

<sup>17</sup> 2014-2040 Regional Transportation Plan & Sustainable Communities Strategy, Tulare County Association of Governments (TCAG), June 2014. Page 3-54.



# ALLENSWORTH HAMLET PLAN

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## 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.”<sup>18</sup>

**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.

## Existing Circulation

Allensworth is a small agricultural community located adjacent to SR 43. The major rural collector road is Avenue 24. There are no proposed major streets as part of this Hamlet Plan.

## 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.

## Complete Streets

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 Complete Street roadway typically includes sidewalks and sidewalk amenities, transit shelters and facilities whenever there is a route along the corridor, and provisions for bicycle facilities. (See Sidewalk sections above for recent funding awards and Attachment 4 for the Complete Streets Program for Allensworth). It is noted that Avenue 32, east of Road 84 needs completion, and that Road 24 should be placed as a higher priority on Public Works maintenance schedule.

## Bicycle Facilities

In Allensworth, Class I/II/III facilities are envisioned to be implemented along the major circulation segments of roadway that connect the overall County roadway network. Future bicycle facilities have been identified through the Bicycle transportation Plan (TCAG – 2010). The Communities of Alpaugh and Allensworth are proposing a Class 1 pedestrian path (See ATTT plans above).

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<sup>18</sup> Tulare County General Plan, Background Report, page 5-7.

# ALLENSWORTH HAMLET PLAN

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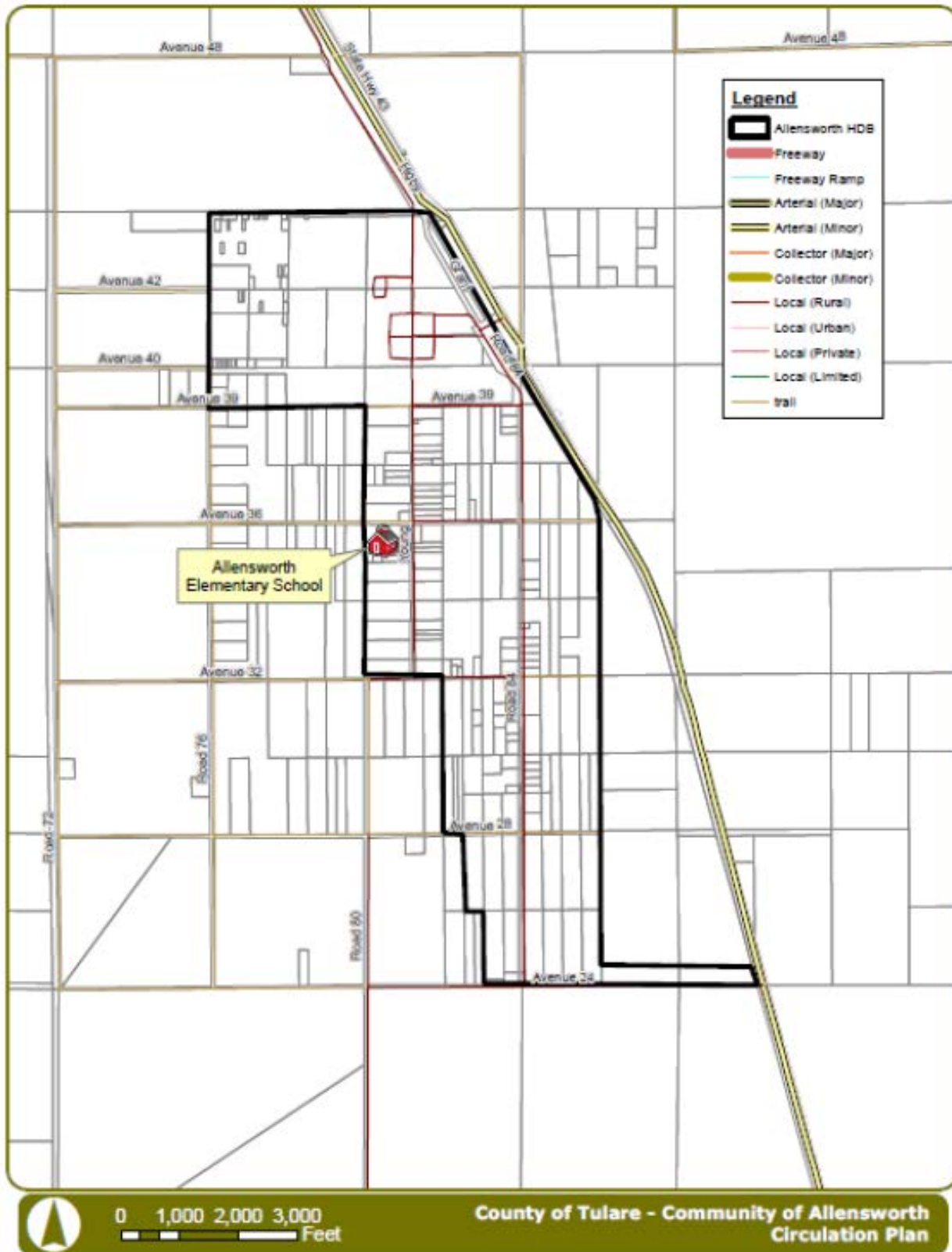
## Pedestrian Paths and Sidewalks

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. There are no sidewalks in Allensworth. In addition to connecting available pedestrian resources, the Community has prioritized the completion of sidewalks along safe routes to school. Enhanced pedestrian crossings and sidewalks should also be considered in areas where high pedestrian demand occurs (such as to and around the schools). As stated earlier funding has been awarded for the ATP – Safe Routes to Schools Program.



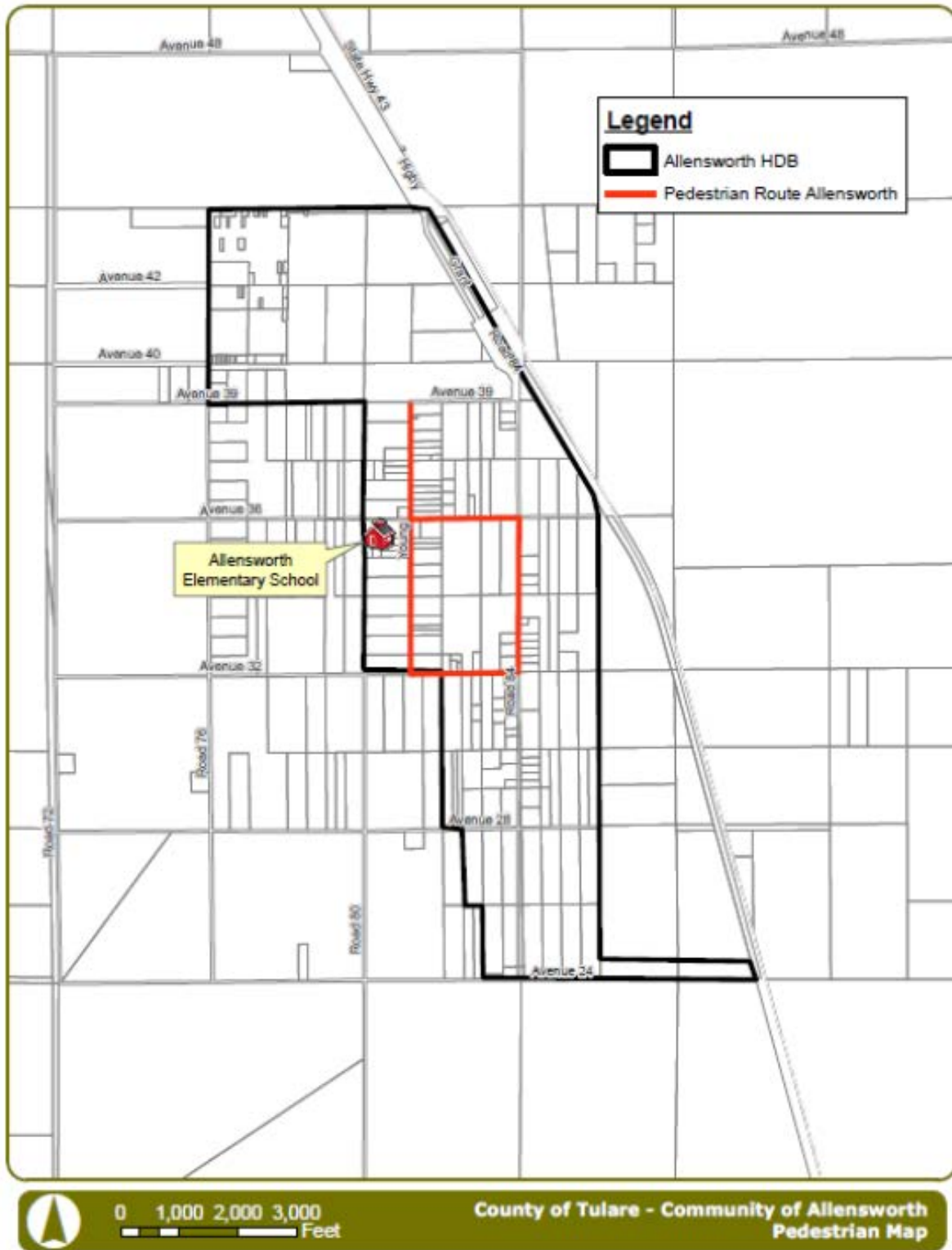
# ALLENSWORTH HAMLET PLAN

Figure 9 - Allensworth Circulation Plan



# ALLENSWORTH HAMLET PLAN

Figure 10 - Pedestrian Routes for Allensworth



# ALLENSWORTH HAMLET PLAN

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## GOALS, OBJECTIVES AND POLICIES

This Section of the Allensworth Hamlet 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 Hamlet Boundaries were updated in 2012 to reflect a “mixed use land use designation.” The following land use designations and descriptions, with densities and intensities are recommended for Allensworth 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 in order to achieve objectives. The goals, objectives and policies of this community plan are based on those contained in the Tulare County 2030 General Plan,

Allensworth Hamlet Plan, and input received from Allensworth citizens during the public outreach process. The goals, objectives and policies are divided into four categories: Community Development, Housing, Economic Base, and Environmental Quality.

### Community Development

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

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

Policies:

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

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

Objective: Promote concentrations of similar or compatible uses.

Policies:

1. Establish areas zoned exclusively for industry, commerce and residences consistent with the policies in this plan.

2. Phase-out existing nonconforming commercial and industrial concerns within planned residential areas through appropriate zoning amortization procedures.
3. Require public, quasi-public and high density residential uses to locate where direct access to major streets is available.
4. The County shall cooperate with all affected school districts to provide the highest quality educational services and school facilities possible.
5. The County shall work with the Schools to provide safe routes to school.
6. The County of Tulare will solicit recommendations from all interested public agencies on matters regarding the Allensworth Community Plan.
7. The Allensworth Hamlet 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.

# ALLENSWORTH HAMLET PLAN

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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. Encourage the County to adopt incentives for rehabilitating substandard housing that such as reduced building permit fees are available.
4. Encourage housing advocacy groups, such as Habitat for Human and Self-Help Enterprises, to initiate home maintenance/repair programs in Allensworth.

**Goal II: Provide quality housing and improved quality of life within the community**

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 Allensworth.
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 Human 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 a mobilehome park in appropriate locations.
2. Permit mobilehomes to be installed on residentially designated lots within the townsite; however, mobilehomes shall not be allowed to occupy more than 25% of such lots.
3. Require skirting or some other type of architectural screening to improve mobilehome appearance and safety.
4. Provide a role for mobilehomes and travel trailers in satisfying the seasonal housing needs of migrant populations.

**Economic Base**

**GOAL I: Develop a strong and diversified economy.**

# ALLENSWORTH HAMLET PLAN

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

Policies:

1. Promote a concentration of industrial and commercial activities within selected areas to allow for cost efficient provision of necessary services and to protect residential neighborhoods.
2. Zone an area for a community shopping center in the northeastern portion of the community to meet local consumer needs.
3. Reserve areas with convenient highway access to Highway 43 at Avenue 24 for highway-oriented commercial development, thereby encouraging outside cash flow into the community.

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

Policies:

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

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

Policies:

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

## *Environmental Quality and Public Safety*

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

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

Policies:

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

Objective: Provide sufficient open space for community recreation needs.

Policies:

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

## Objective: Protect Agricultural Lands:

Land within the respective Allensworth, 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.

# ALLENSWORTH HAMLET PLAN

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The following criteria may 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 are reasonably sufficient to serve urban development either are available or can be made available; and
- At least one of the property boundaries are contiguous on at least one side to existing urban development.

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

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 Allensworth.



# ALLENSWORTH HAMLET PLAN

## ASSESSMENT OF LAND NEEDS

Within the existing 1,051.4 acres of Allensworth Hamlet Development Boundary, agricultural activities, such as orchards and pasture, currently constitute of approximately 57 percent of the HDB Area.

The ratio of urbanized acres per person is calculated by dividing the year 2015 population of 565 by 1,051.4 urbanized acres (area within the HDB), which equals 1.8 persons per urbanized acre (**see Tables 19 and 20**) showing population projections). Projecting the population at a 1.3% growth rate adds 118 persons by year 2030.

### Population Growth Forecast

Growth Rate	2015	2020	2030
0.013	565	603	683

Year	Population	Growth (%)
2015	565	0.013
2016	572	0.013
2017	580	0.013
2018	587	0.013
2019	595	0.013
2020	603	0.013
2021	611	0.013
2022	627	0.013
2023	635	0.013
2024	635	0.013
2025	643	0.013
2026	651	0.013
2027	660	0.013
2028	668	0.013
2029	677	0.013
2030	683	0.013

### Demand Forecast

To determine whether there is enough land within the exiting HDB 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 HDB.

### Population and Housing Units

The Year 2015 baseline population and was determined by projecting the 2015 American Community Survey (Survey)<sup>19</sup> data population by an annual growth rate of 1.3% annually. The Survey indicated that in year 2013 the community had 132 dwelling units (including vacant dwellings) with a population of 565. At an annual growth rate of 1.3%, the projected housing units are 141 and 160 in years 2020 and 2030, respectively, and projected population is 603 and 683 in Years 2020 and 2030, respectively.

<sup>19</sup> See: [http://factfinder.census.gov/faces/nav/jsf/pages/community\\_facts.xhtml](http://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml).

# ALLENSWORTH HAMLET PLAN

## 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, water service levels need to be expanded, for which grant funding is will be required.

### 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 require a discretionary review. In order to reduce the cost of and length of time to obtain entitlements, use permit requirements are being reduced. (See Attachment A-1 for a list of “Use Permits”).

### Education

Tulare County has five satellite campuses for four-year universities: California State University-Fresno, Cal State Bakersfield, 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 21), the educational barrier in

<b>Educational Attainment</b>	<b>California</b>	<b>Tulare County</b>	<b>Allensworth</b>
Population 25 years and over	25,257,858	260,964	220
Less than 9th grade	10.0%	20.8%	43.2%
9th to 12th grade, no diploma	8.2%	10.9%	20.9%
High school graduate (& equivalency)	20.7%	25.2%	18.6%
Some college, no degree	21.8%	22.3%	16.4%
Associate's degree	7.8%	7.0%	0.9%
Bachelor's degree	19.8%	9.5%	0.0%
Graduate or professional degree	11.6%	4.3%	0.0%

2010-2014 American Community Survey 5-Year Estimates

Allensworth begins in grade school. Of the adults age 25 and older, 43.2% had an educational level of less than 9<sup>th</sup> grade. A lack of education could limit the types of jobs that these adults would be qualified to undertake. Improving educational attainment should begin in elementary school. As part of the Safe Routes to Schools, Tulare County will provide pedestrian facilities for children to walk or bike to school. This would provide a safer and easier route for children to get to and from school.

### Health Care

Health care is important for economic development as businesses need healthy employees. The nearest medical offices are in Earlimart. The Tulare County Family Health Care Network began providing a Mobil Health Unit to Allensworth once a month with comprehensive healthcare services.



# ALLENSWORTH HAMLET PLAN

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## LAND USE AND ZONING ACREAGES

### Land Use and Zoning District Updates

Based on the forecasted growth and the recommended Hamlet Development Boundary in the Opportunities and Constraints Analysis, the Land Use Plan (see **Table 22**) and Zoning Districts (see **Table 23**) have been updated.

Proposed Land Use	Acres
Mixed Use	1012.4
Right-of Ways	38.9
Allensworth HDB	1051.4

Proposed Zones Districts	Acres
C-2-MU	39.5
M-1	0.4
O	308.8
P-O	5.3
R-A-M-12.5	658.5
Right-of Ways	38.9
Allensworth HDB	1,051.4

## IMPLEMENTATION STRATEGY

The purpose of this section is to describe a proposed approach to implement the general plan recommendations contained in the Allensworth Hamlet Plan. The following components comprise the Allensworth 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 Overlay District, Zoning Map Update), Complete Streets/Safe Routes to School

### Zoning District Changes

As part of this Implementation Program for the Allensworth Hamlet Plan, there are several proposed 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.

### Mixed Use Overlay District

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

# ALLENSWORTH HAMLET PLAN

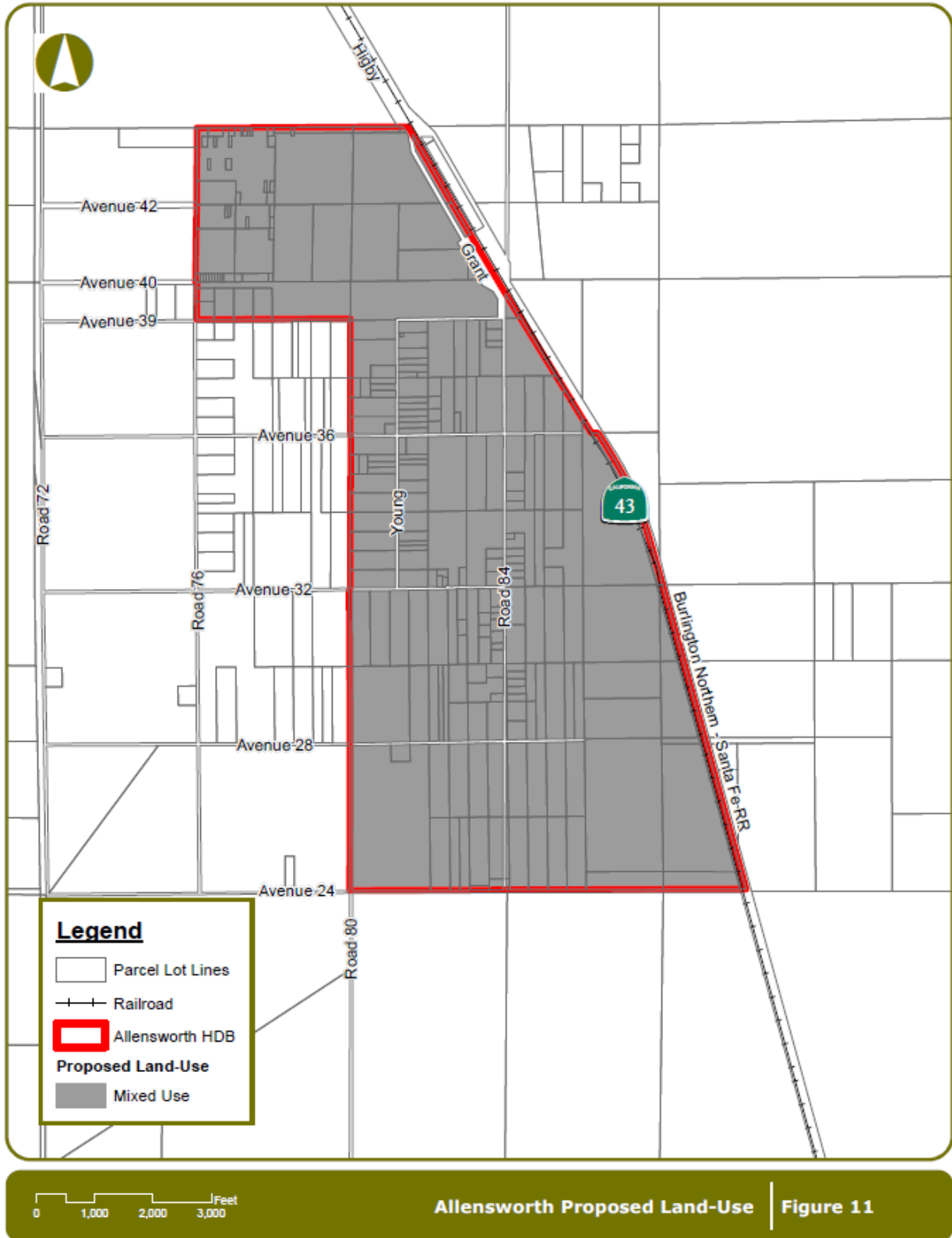
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## Map Updates

The current Zoning Map for Allensworth (**see Figure 12**) will be amended to be compatible with the Land Use Map outlined in the General Plan (**see Figure 11**). There are a couple of zoning district changes that are proposed to allow the General Plan and Zoning Ordinance to be in conformity with each other (**see Figure 13**) Allensworth Proposed Zoning. **Figure 14** shows Allensworth proposed Hamlet Development Boundary

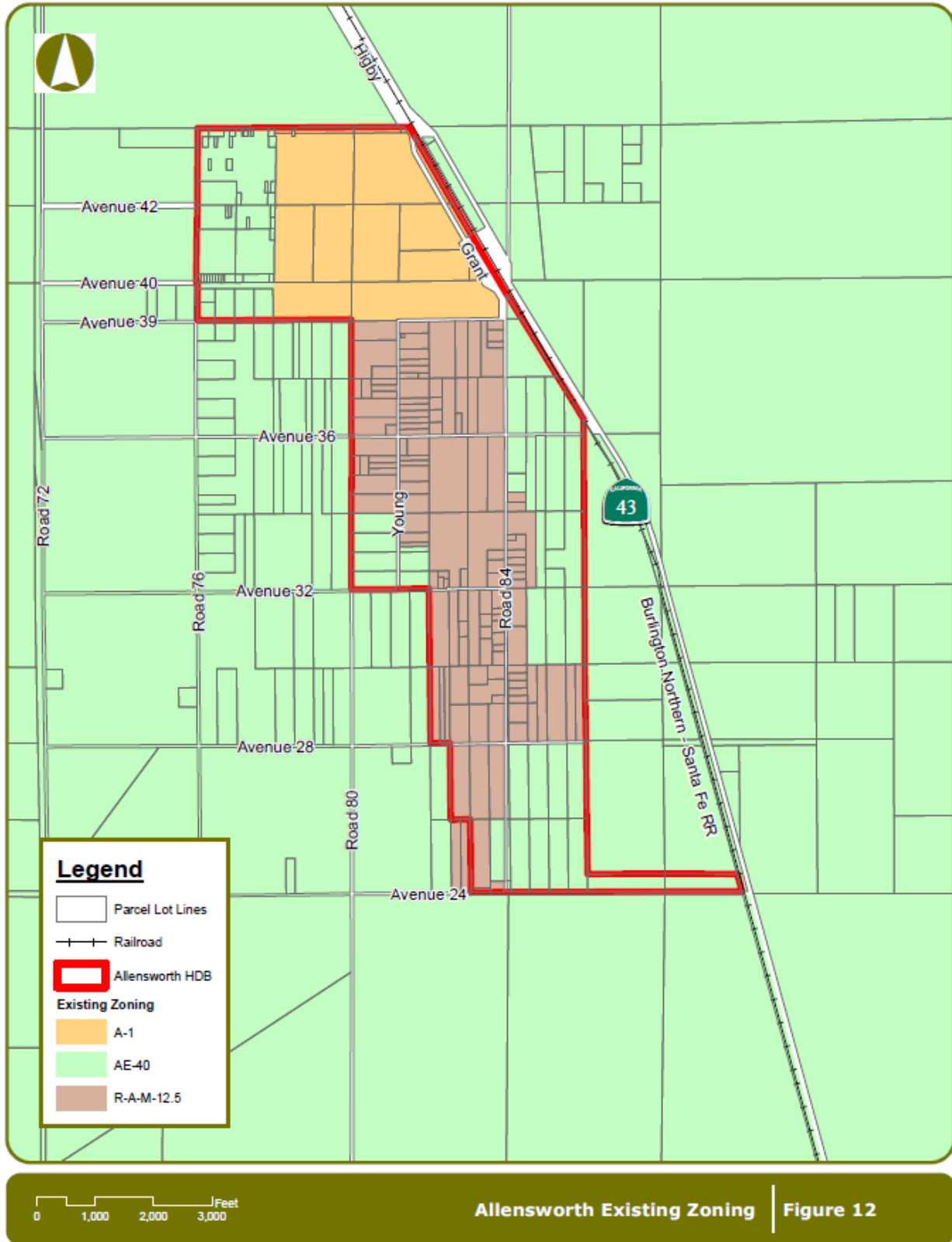
# ALLENSWORTH HAMLET PLAN

Figure 11 - Proposed Land Use Plan



# ALLENSWORTH HAMLET PLAN

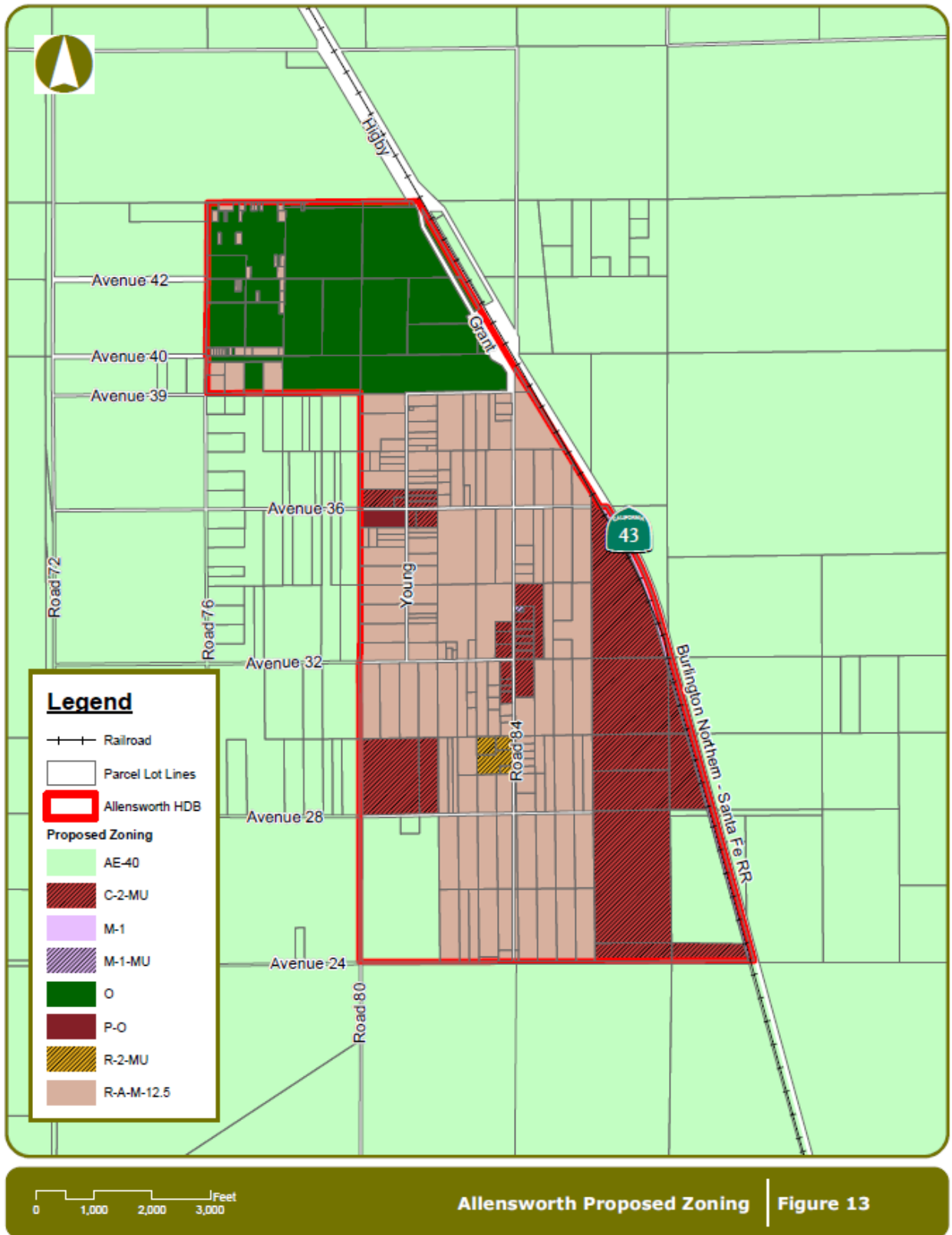
Figure 12 - Existing Zoning Districts



Allensworth Existing Zoning | Figure 12

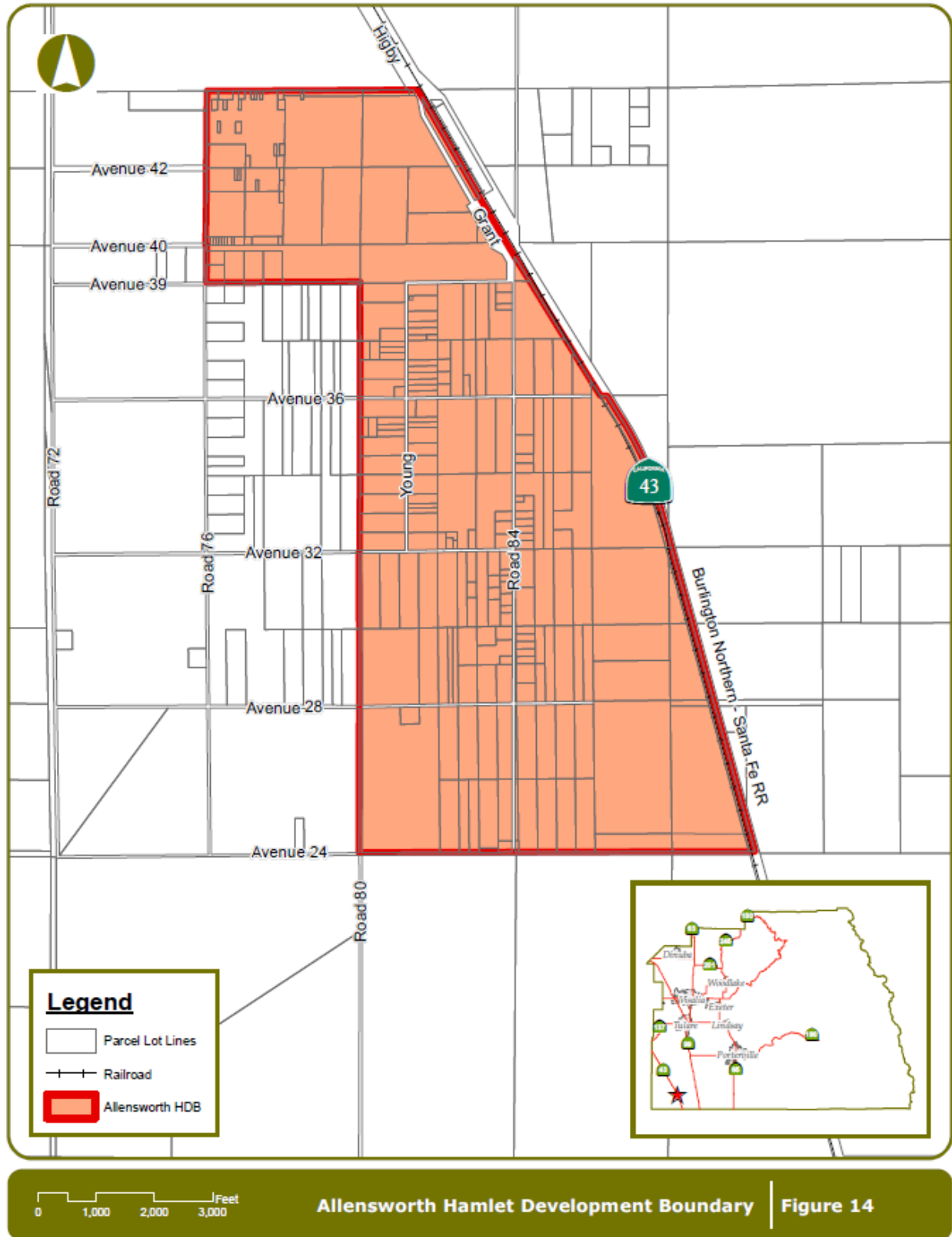
# ALLENSWORTH HAMLET PLAN

Figure 13 - Proposed Zoning Districts



# ALLENSWORTH HAMLET PLAN

Figure 14 - Proposed Allensworth HDB



# ALLENSWORTH HAMLET PLAN

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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 (Complete Streets Program)

# ALLENSWORTH HAMLET PLAN

## 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	



# ALLENSWORTH HAMLET PLAN

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

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Ceramic shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Christmas tree sales lots as a temporary use.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Church. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
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	

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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
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

# ALLENSWORTH HAMLET PLAN

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

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Radio, microwave and television towers (Over 75 feet or within 2 miles of an airport).	C-2, C-3, M-1, M-2	
Real Estate Offices. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A	
Recreation center. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Repairing and altering of wearing apparel. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Resort Structure. < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
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

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Tire sales (no retreading or recapping). Structure < 10,000 sq. ft.	C-2, C-3	C-2, C-3, M-1
Tobacco and cigar stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Tourist Court. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Toy store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
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 Allensworth, 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 Allensworth.
- 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 Allensworth.

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,

<b>Uses/Combination of Uses reviewed by Planning Commission</b>
Autowrecking 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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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 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

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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 Allensworth. 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)

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To promote Economic Development within the Allensworth Urban Development Boundary, a Mixed Use Overlay zoning district is being established to allow for flexibility in the allowed uses within Allensworth. 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 Allensworth Urban Development Boundary, a Mixed Use Overlay zoning district is being established to allow for flexibility in the allowed uses within Allensworth. 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.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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## **ROOFS AND AWNINGS**

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

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

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

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

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

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

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

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

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

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

RA-11 Mansard roofs are prohibited.

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

## **SITE PLANNING**

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

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

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

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

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

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

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

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

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

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

## **LANDSCAPING**

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

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

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

(Minimum shrub container size should be 5 gallons.)

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

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

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

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

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

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

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

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

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

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

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

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

## **REFUSE AND STORAGE AREAS**

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

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

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

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

## **LIGHTING**

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

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

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

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

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

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

## **WALLS AND FENCES**

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

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

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

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



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

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

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

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

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

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

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

## **STREETSCAPE**

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

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

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

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

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

## **SIGNAGE**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SI-18 The following signs are strictly prohibited:

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

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

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

# ALLENSWORTH HAMLET PLAN

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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.

# ALLENSWORTH HAMLET PLAN

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## **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.

# ALLENSWORTH HAMLET PLAN

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## Attachment 4: Complete Streets



# Tulare County Complete Streets Allensworth

## Final



Prepared by:

**Tulare County Resource  
Management Agency**

Paid for by a grant from:



**Tulare County Complete Streets – Allensworth**

**Prepared for:**

**Tulare County RMA**

**5961 S. Mooney Boulevard**

**Visalia, CA 93277**

**December 2016**





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**APPENDIX**

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- 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 Allensworth
- Appendix F – Allensworth 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 verses the County’s Roadway Standards the County is able to provide wider sidewalks and include such amenities as traffic calming measures (bulbouts).
- (f) *Conducted extensive public outreach* to ascertain the solutions that best fit within the context of these communities. The community was consulted on January 12, 2016, and 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 Allensworth. 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 Allensworth. 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. The Cutler-Orosi Complete Streets Plan was prepared in 2014 and includes a Class 1 Facility along Avenue 416 through Allensworth. In addition, rail and goods movement is part of the Sustainable Communities Strategy, Regional Transportation Plan (RTP), in lieu of utilizing diesel powered freight trucks.

### *Tulare County Climate Action Plan (CAP)*

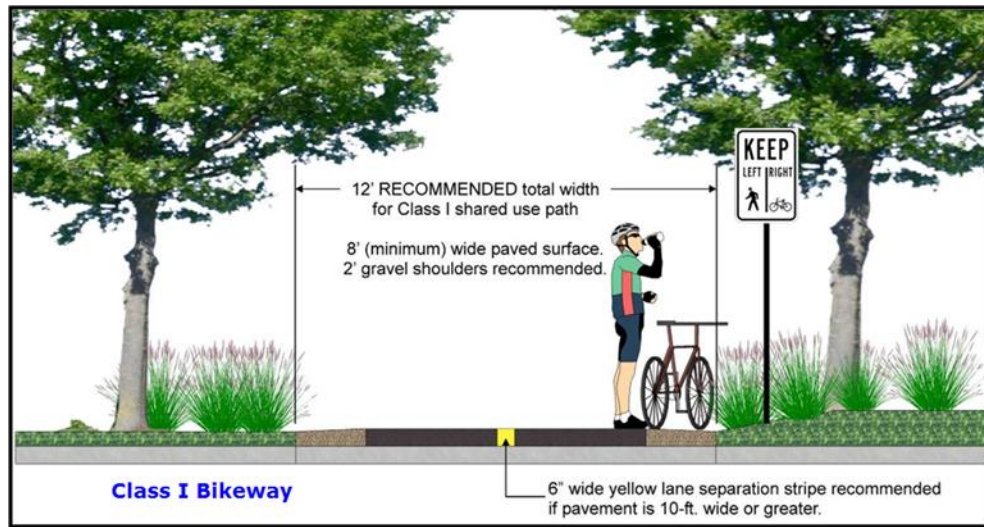
The Tulare County CAP calls for a reduction on a project (over 50 vehicles) by project basis of 6% through a mixture of measures that are spelled out in Appendix J of the CAP. Utilization of alternative means of transportation will reduce GHG emissions and will help projects and the region meet their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

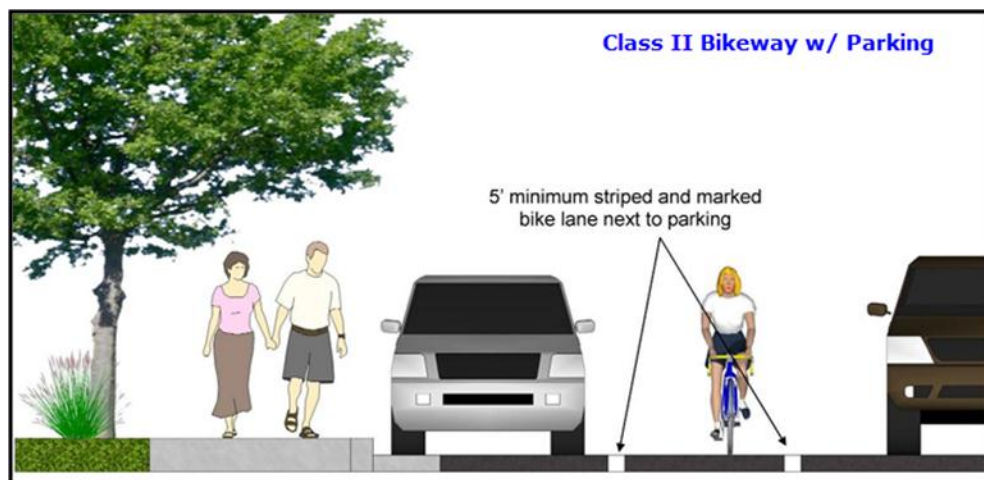
### Class I

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.



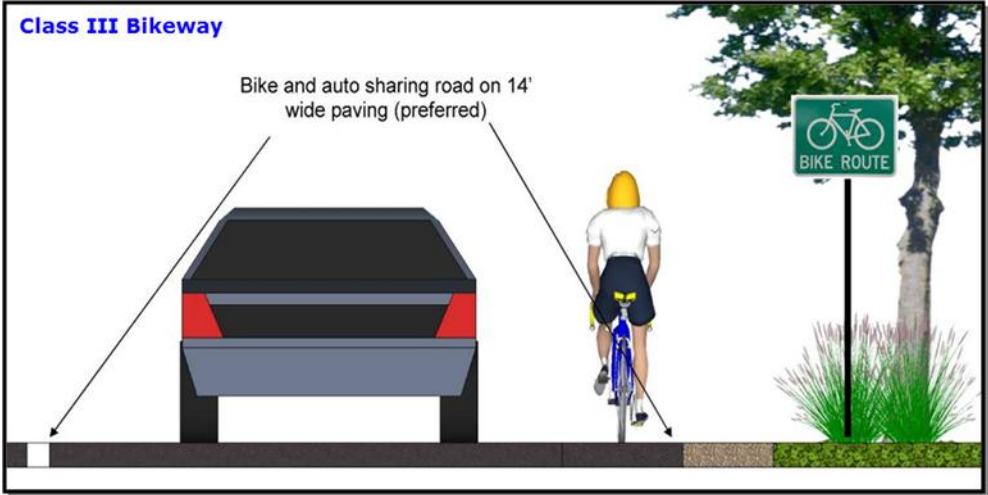
### Class II

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 Allensworth.



### *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. Although not signed on many roads in Allensworth, bicyclists are allowed use the side of the road or share the road on all County roadway facilities excluding freeways.



## **Pedestrian Facilities**

### *Pedestrian Paths and Sidewalks*

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

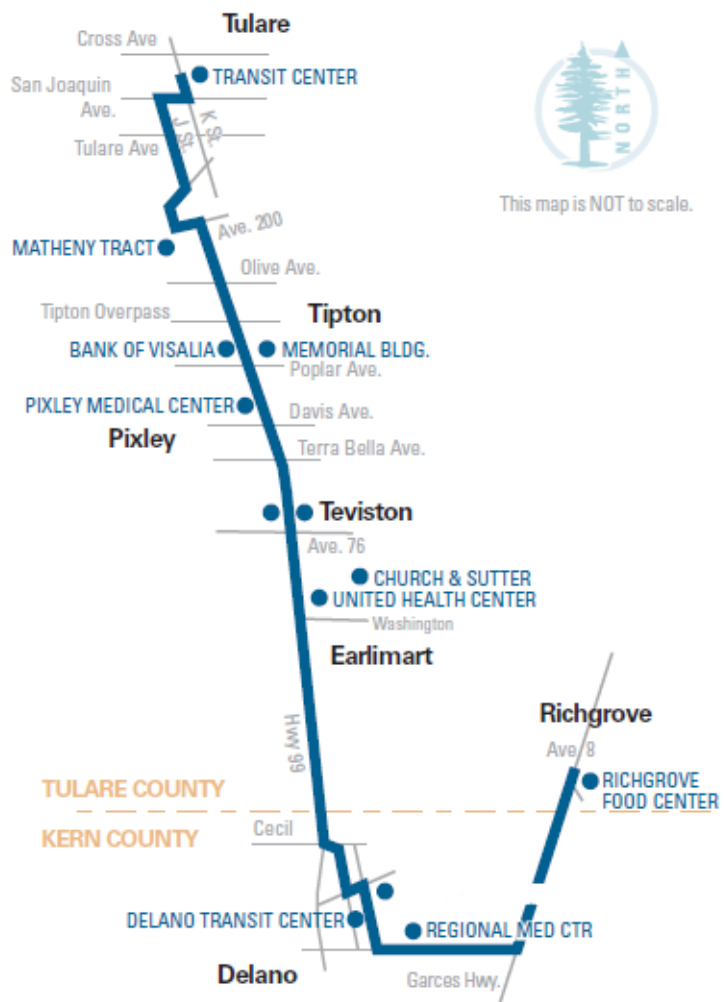
### *Multiuse Trails*

Multiuse trails are facilities that can be used by bicycles, pedestrians, equestrians, and other recreational users. No multi use facilities are being considered for the Allensworth 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 figures.

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.

### 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

### Park-and-Ride Lots

Park-and-ride lots provide places for people to meet up and carpool to areas outside of the Community. A Park and Ride facility could also provide a compressed natural gas refueling station. As the community's population grows and given the large number of

commuters, a park-and-ride location would be best sited near the edges of the Community along Highway 99.

## Cost Benefits Analysis, Implementation, and Funding Mechanisms

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

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

## Benefits of Complete Streets

The health benefits from walking and bicycle riding include increased overall health, and a reduction in air quality and 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%.<sup>1</sup> According to Caltrans, the average costs of highway incidents are stated below.

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

<b>Cost of an Event</b>	<b>Dollars Per Event</b>
Cost of a Fatality	\$4,400,000

### **Cost of an Injury**

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<sup>1</sup> [http://www.dot.ca.gov/hq/tpp/offices/eab/benefit\\_cost/LCBCA-economic\\_parameters.html](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) – is located in the Appendix .

### **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.

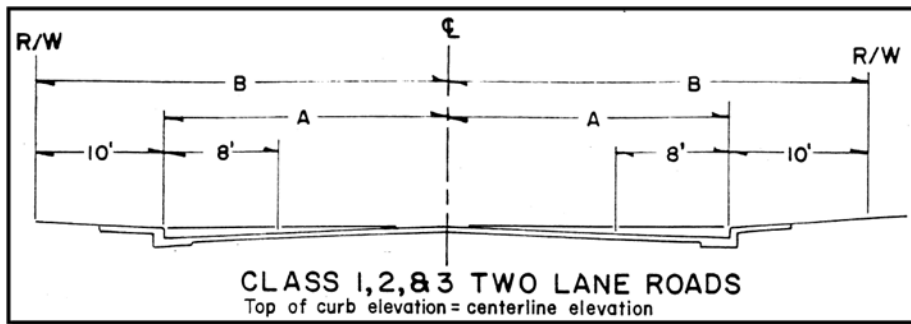


Figure 1 - Tulare County Class 1, 2 & 3 Two Lane Roads

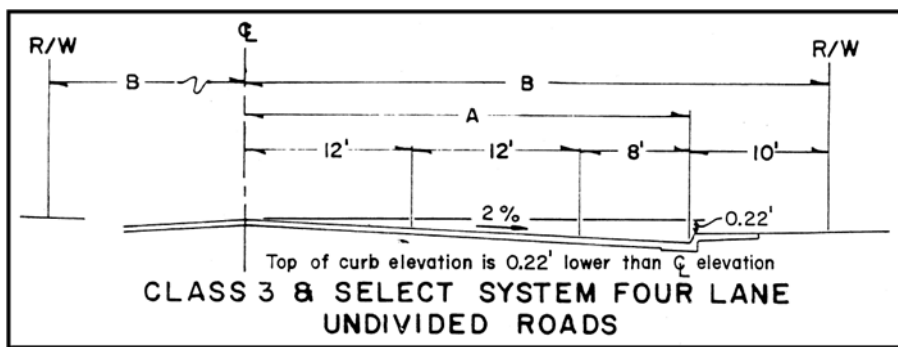


Figure 2 - Tulare County Class 3 Four Lane Road

## 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 Allensworth 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 and 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	



## Outreach: January 12, 2016

SHE conducted outreach on January 12, 2016, the preferred roadways selected were.

- Avenue 32
- Avenue 36
- Road 24
- Road 28
- Road 84

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.



## Projects

### Complete Streets Project Plans

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

The five projects identified herein represent the priority improvements to the backbone of the complete streets network within the community of Allensworth. Parts of two of these projects Ave 36 and Young Road have been previously developed to a 30% design stage for the 2016 ATP Grants, and the remaining four projects have been preliminarily scoped and budgetary estimates have been prepared. These five projects were developed to provide the County and various funding agencies with a list of projects to move toward funding, design, and ultimately construction.





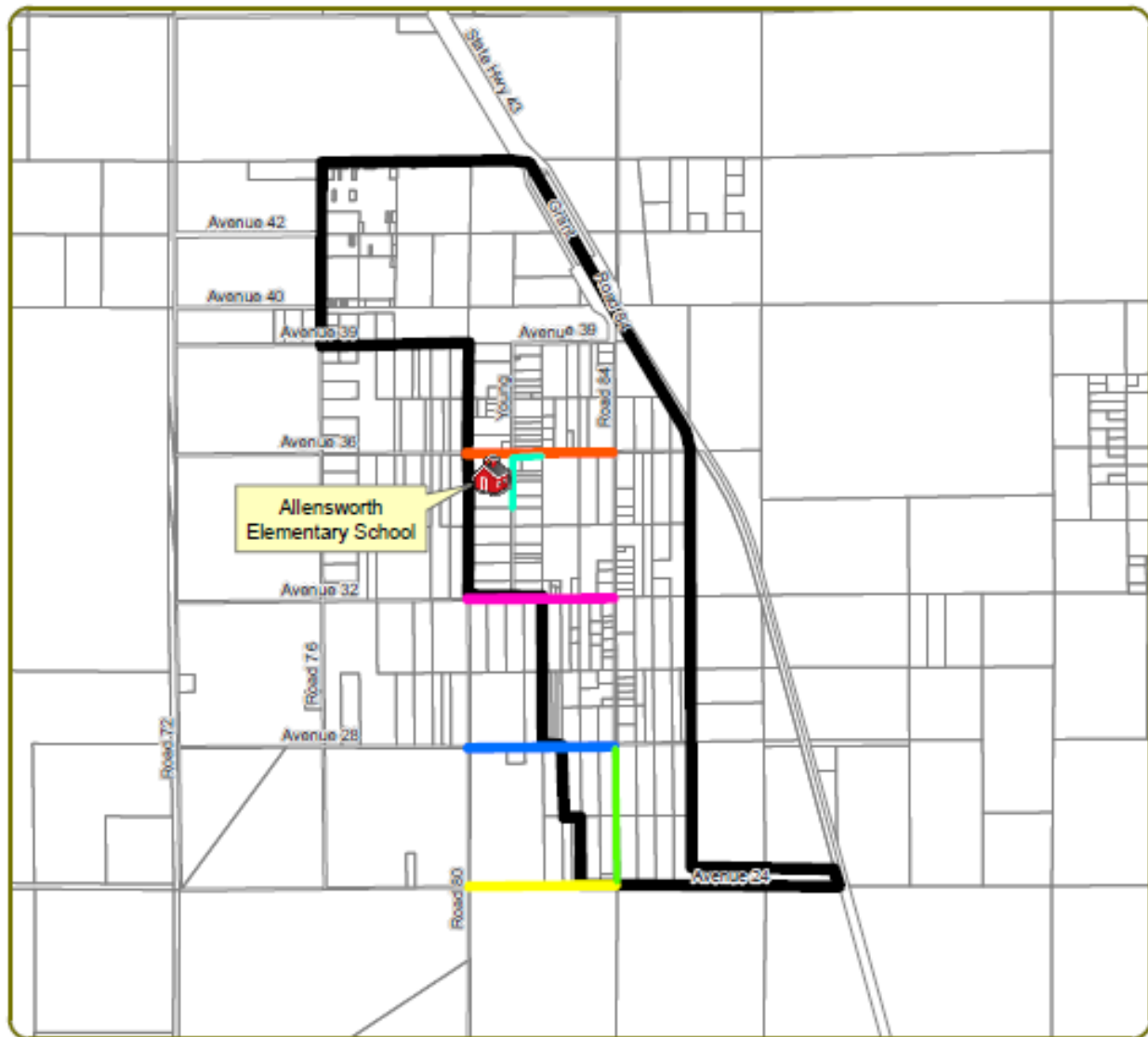
## **Complete Streets Funding Opportunities**

The following sections identify opinions of probable cost estimates for Complete Street transportation related improvements in Allensworth. 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**

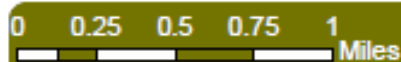
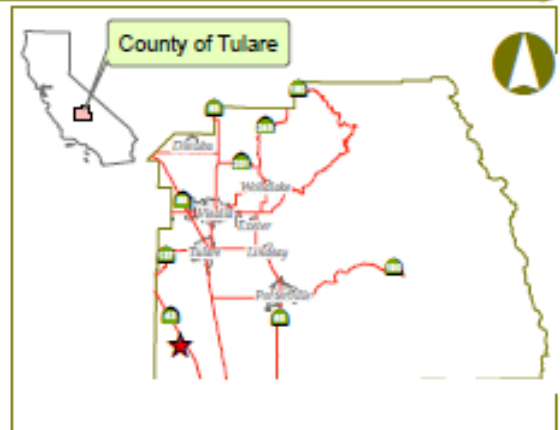
Detailed cost estimates are included in Appendix E.

# Appendix A – Proposed Complete Streets Project



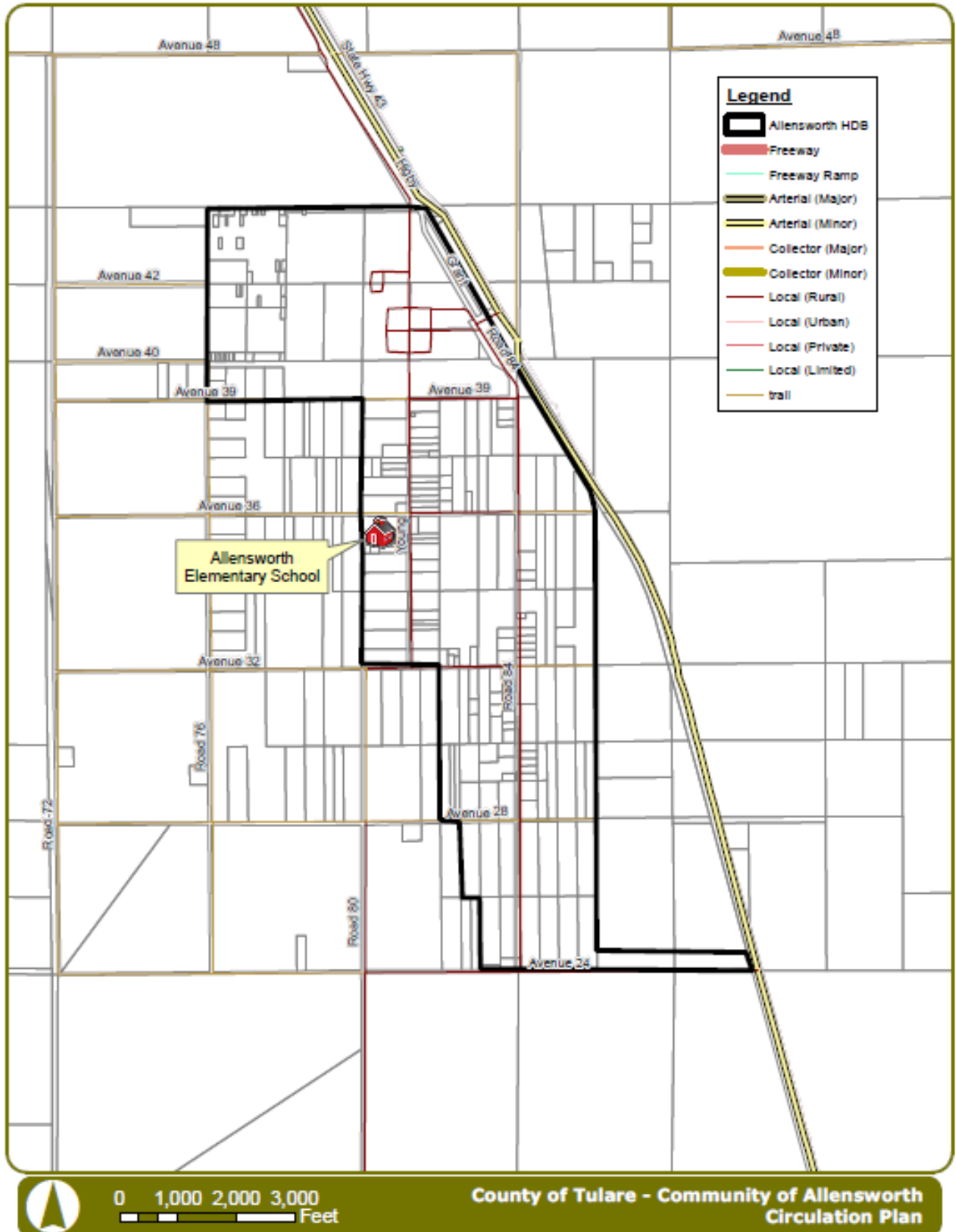
## Legend

-  Avenue 32 (Young Road to Road 84)
-  Avenue 38 (Young Road to Road 84)
-  Avenue 24 (from Road 84 half mile to the west)
-  Avenue 28 (dirt road)
-  Road 84 (north of Slowe Ave to Ave 24)
-  Young Road (Ave 38 to south end of Allensworth Elementary)

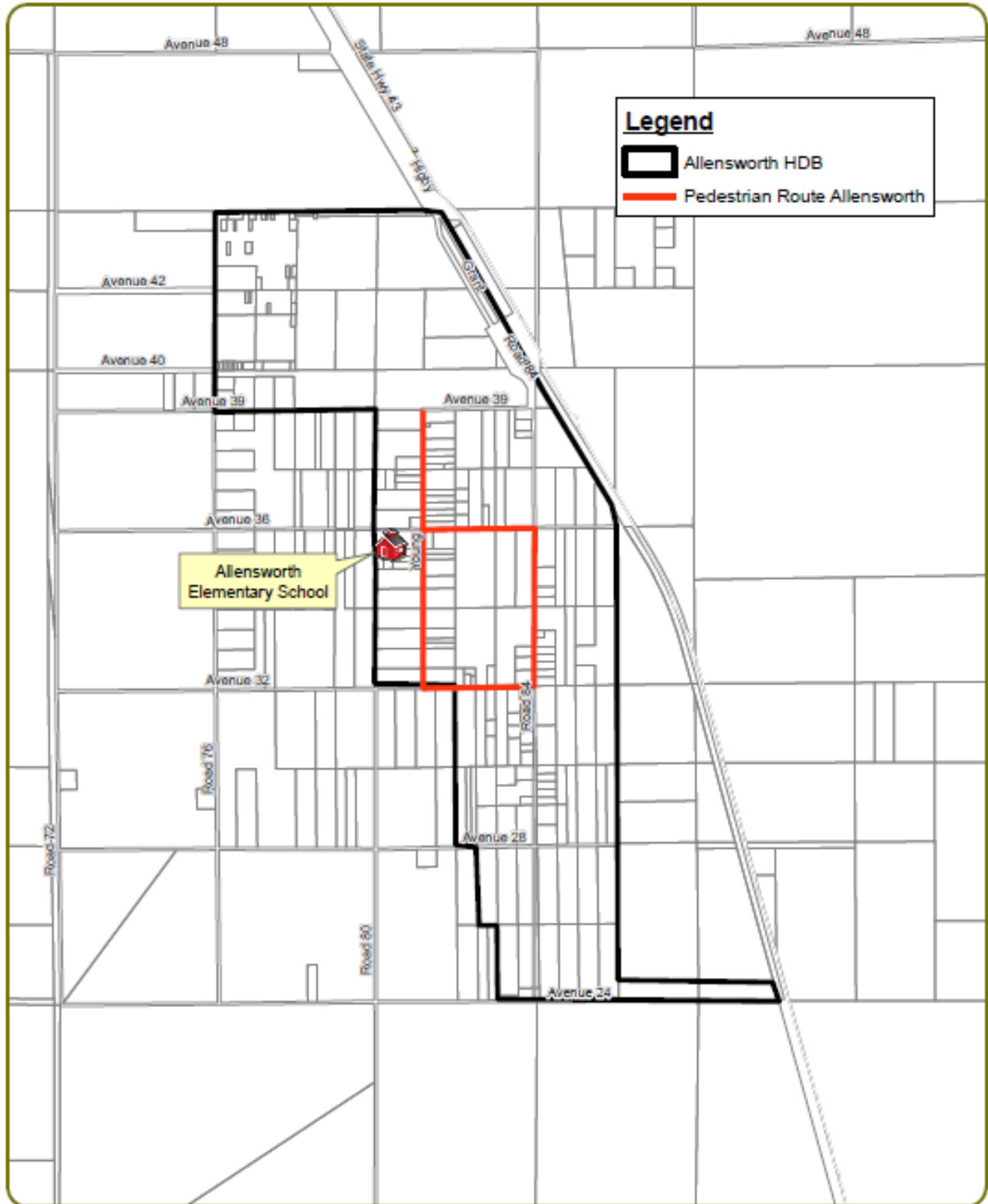


County of Tulare - Community of Allensworth  
Road Identification Map

# Appendix B – Circulation Plan

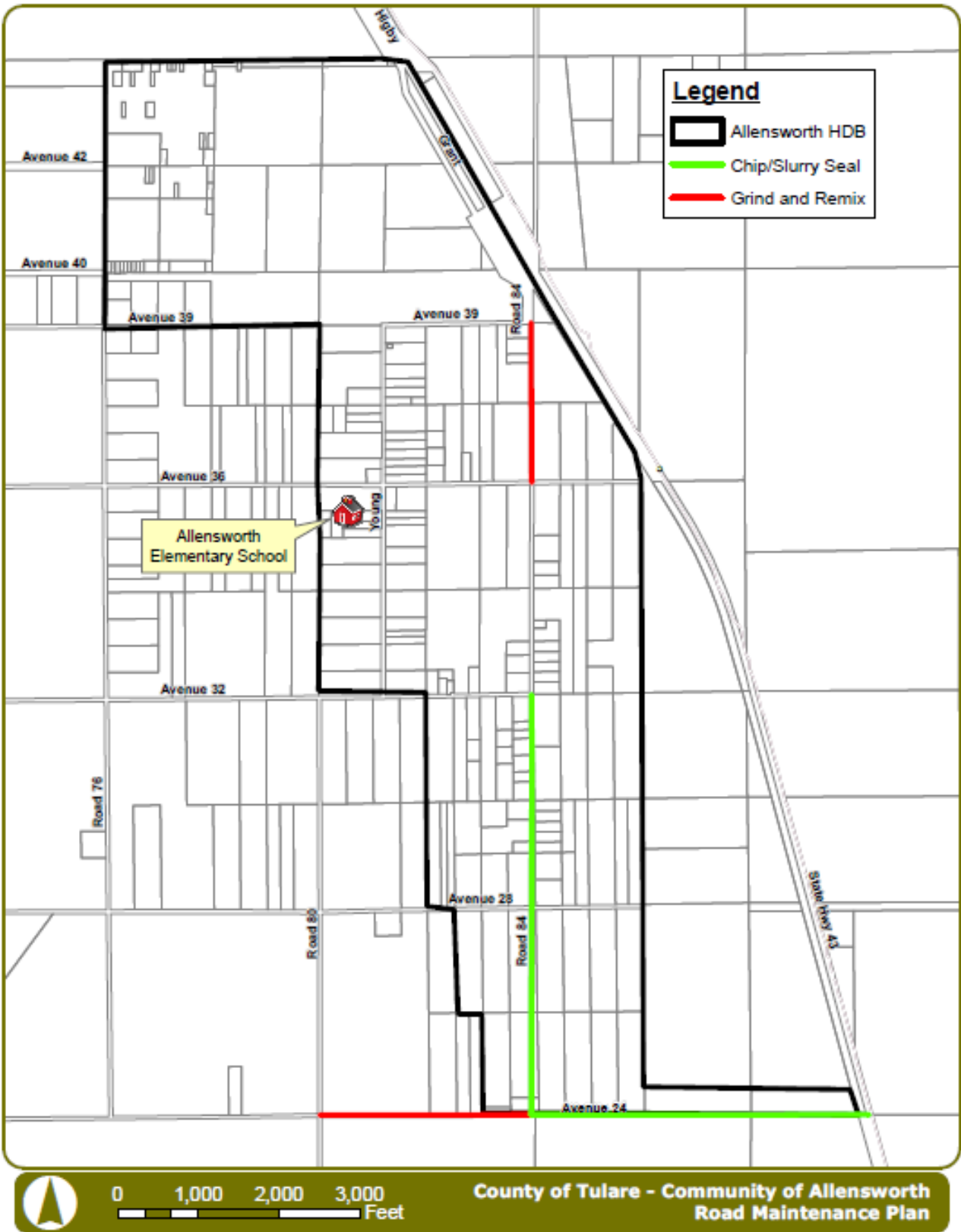


# Appendix C – Bicycle, Bus, and Pedestrian Plan





# Appendix D – Road Maintenance Plan





# Appendix E – Cost Estimates for Allensworth

Detailed Engineer's Estimate						
Agency:		Tulare County Resource Management Agency				
Project Name:		Complete Streets Phase 3 Allensworth				
Project Location:		Allensworth - Young Rd - Ave 36 to Allensworth Elementary				
Date of Estimate:		December 21, 2016				
Prepared by:		Diego Corvera				
<b>Construction Items</b>						
Item No.	Caltrans Item code	Description	Units	Quantity	Unit Cost	Total
1	999990	Mobilization	LS	1	\$50,000	\$50,000
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	\$15,000	\$15,000
5	120300	Temporary Pavement Marker (Ref.)	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	150712	Remove Painted Pavement Markings	SQFT	252	\$5	\$1,260
9	152390	Remove Roadside Sign	EA	4	\$200	\$800
10	152379	Relocate Fence	LF	500	\$30	\$15,000
11(F)	190101	Roadway excavation	CY	1,279	\$100	\$127,870
12(F)	250201	Class 2 Aggregate Base	CY	722	\$95	\$68,611
13	390133	Hot Mix Asphalt (Type B)	TON	780	\$120	\$93,600
14	731504	Minor Concrete (Curb & Gutter)	LF	1220	\$25	\$30,500
15	731521	Minor Concrete (Sidewalk)	SQFT	5200	\$8	\$41,600
16	731623	Minor Concrete (Ramp)	EA	2	\$4,000	\$8,000
17	731516	Minor Concrete (Driveway)	SF	1900	\$15	\$28,500
18	840515	Thermoplastic Pavement Marking (Yellow)	SF	300	\$10	\$3,000
19	152469	Adjust Utility Cover to Grade	EA	3	\$800	\$2,400
20	568023	Install Roadside Sign	EA	6	\$500	\$3,000
21	152370	Relocate Mailboxes	EA	5	\$300	\$1,500
22		Remove Tree	EA	3	\$1,000	\$3,000
					Sub-Total:	\$583,641
					*Contingency:	\$58,364
					Construction Total:	\$642,006
<p style="text-align: center;">* Up to 10% Contingency may be included in Engineer's Estimate</p> <p>(F) = Final Pay Item</p>						
Non-Construction Related Cost						
Item No.	Caltrans Item code	Description	Units	Quantity	Unit Cost	Total
23	-	Environmental Clearance	% of CON	5%	\$583,641.48	\$29,182.07
24	-	Preliminary Engineering (PE)	% of CON	10%	\$583,641.48	\$58,364.15
25	-	Construction Engineering (CE)	% of CON	15%	\$583,641.48	\$87,546.22
26		Utility Relocation	LS	1	\$10,000.00	\$10,000.00
27	-	R/W Acquisition	LS	1	\$40,000.00	\$40,000.00
					Total:	\$225,092.44
<b>Total Construction &amp; Non-Construction Items</b>						<b>\$867,098.07</b>



**INDEX OF SHEETS**

SHEET NO.	PAGE NO.	DESCRIPTION
T1	1	TITLE SHEET
X1	2	TYPICAL CROSS SECTIONS
L1	3	LAYOUT SHEETS

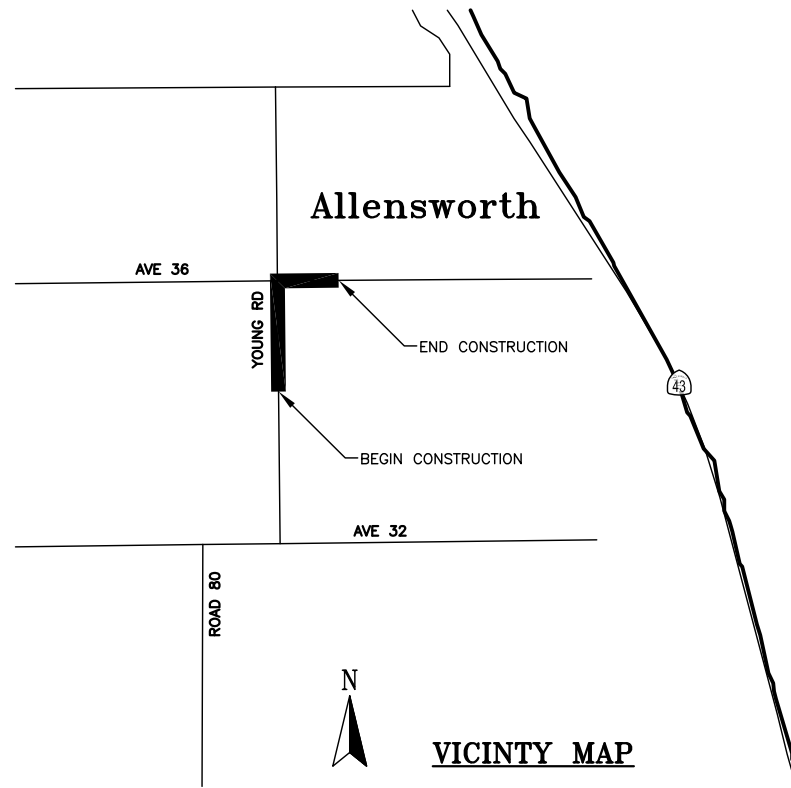
STATE OF CALIFORNIA  
COUNTY OF TULARE

PROJECT PLANS FOR CONSTRUCTION OF  
**COMPLETE STREETS PHASE III**  
**ALLENSWORTH**  
IN COUNTY OF TULARE

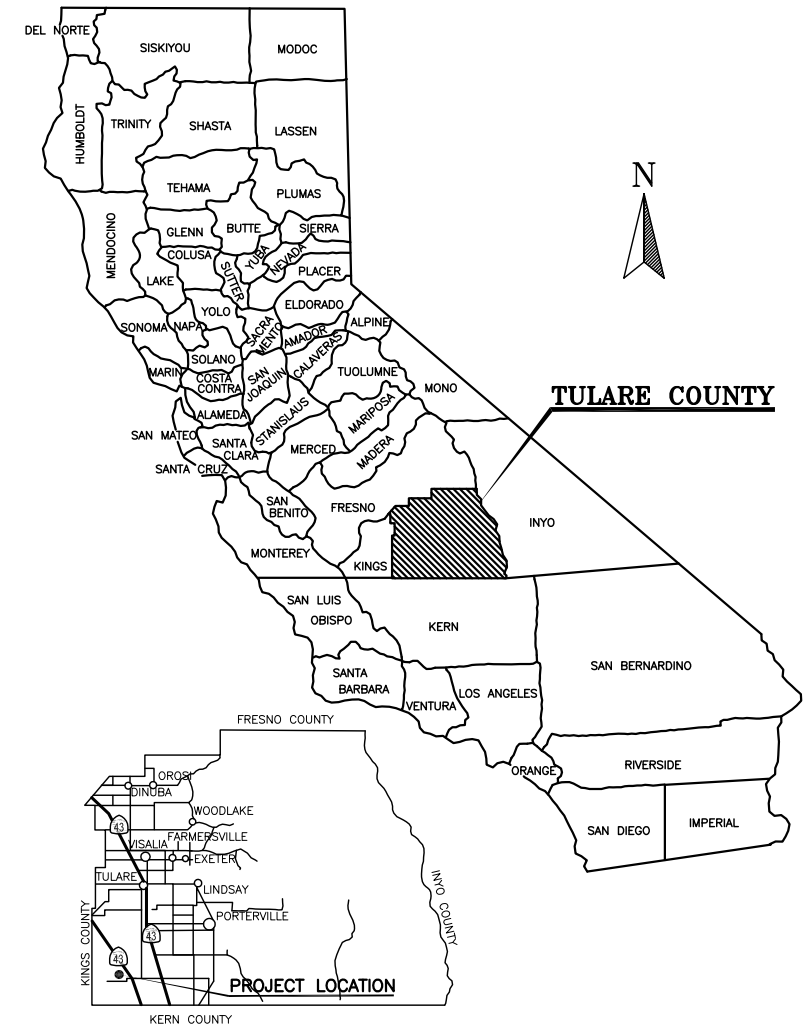
YOUNG ROAD - AVE 36 TO ALLENSWORTH ELEMENTARY SCHOOL

**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
DIA	DIAMETER
DWY	DRIVEWAY
EC	END OF HORIZONTAL CURVE
ETW	EDGE OF TRAVELED WAY
FL	FLOW LINE
GALV	GALVANIZED
GB	GRADE BREAK
HCR	HANDICAP RAMP
LT	LEFT
MAX	MAXIMUM
MIN	MINIMUM
MGS	MIDWEST GUARDRAIL SYSTEM
OG	ORIGINAL GROUND
R	RADIUS
R/W	RIGHT OF WAY
RP	RADIUS POINT
RT	RIGHT
STA	STATION
SW	SIDEWALK
TFC	TOP FACE OF CURB
TYP	TYPICAL
VAR	VARIES



**VICINTY MAP**



**LOCATION MAP**

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



TITLE SHEET  
**COMPLETE STREETS PHASE III**  
**ALLENSWORTH**  
TULARE COUNTY



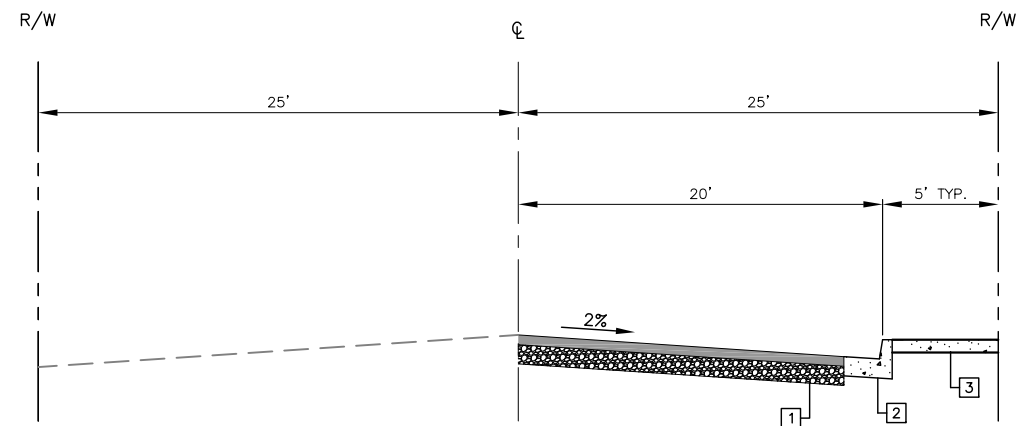
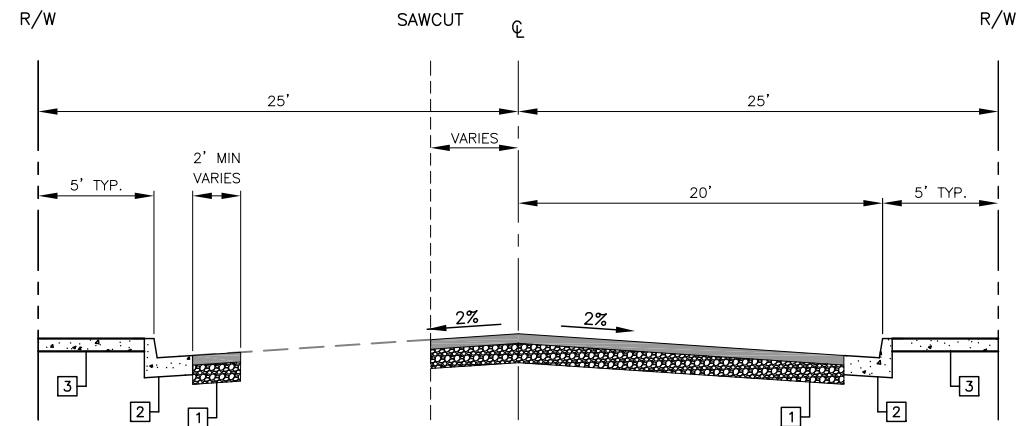
Contractor shall call Underground Service Alert at 811 two working days prior to excavation

**30% SUBMITTAL  
PRELIMINARY, NOT  
FOR CONSTRUCTION**

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DESIGNED	DAC
DRAWN	DAC
CHECKED	PAO
FILE	16021-1T001.DWG
DATE	12-20-2016
SHEET No.	T1

**T1**  
1 OF 3

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**NOTES:**

1. FOR EXACT LOCATIONS OF CURB AND GUTTER, CURB, AND SIDEWALK, SEE PLAN SHEETS.
2. ALL MAILBOXES, FENCES, TREES, SIGNS, STRUCTURES, OR OBSTRUCTIONS IN THE PROPOSED SIDEWALK AREA, EITHER EXISTING OR PROPOSED MUST CONFORM TO CURRENT ADA REQUIREMENTS FOR CLEARANCE AND OTHER STATUTES FOR WHEELCHAIR ACCESSIBILITY.
3. ALL EXISTING STRUCTURES, OBJECTS, OR FENCES IN THE CONSTRUCTION AREA OR R/W SHALL BE RELOCATED OR REMOVED UPON CONSULTING THE RESIDENT ENGINEER (RE) OR PROPERTY OWNER. POINT OF REMOVAL OF EXISTING CONCRETE STRUCTURES SHALL BE A CLEAN CUT OR SEPARATION BY SAW-CUT AND DETERMINED BY THE RE.
4. KNOWN UNDERGROUND UTILITIES ARE SHOWN AS APPROXIMATE IN LOCATIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE AND VERIFY ALL UNDERGROUND UTILITIES IN THE CONSTRUCTION AREA BY EITHER CONTACTING USA OR THE UTILITY OWNER.
5. BACK OF WALK GRADING SHALL MATCH EXISTING GROUND AT 10% MAXIMUM SLOPE WITH NATIVE MATERIAL, DG, ASPHALT, CONCRETE OR PRE-EXISTING MATERIAL SUCH THAT A SMOOTH TRANSITION IS PROVIDED. PAYMENT FOR BACK OF WALK GRADING IS INCLUDED IN THE PAYMENT FOR ROADWAY EXCAVATION.
6. PAVING OR PAVE-OUT FROM PROPOSED TO EXISTING ROAD SHALL NOT EXCEED 15% FOR TRANSITION SLOPE OR PER ACCEPTANCE BY THE RE. ALL PAVING TO MATCH EXISTING SHALL HAVE A CLEAN CUT EDGE OR SAW-CUT AND SPRAYED WITH ASPHALT BINDER.

**TYPICAL STRUCTURAL SECTIONS**

- 1 20-YEAR DESIGN  
0.5' AC (TYPE B)  
1.0' AB (CLASS II)
- 2 BARRIER TYPE CURB AND GUTTER
- 3 CONCRETE SIDEWALK, 4" THICK TYPICAL

REVISIONS	
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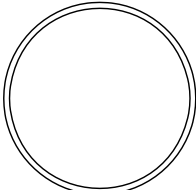
COUNTY OF TULARE  
RESOURCE MANAGEMENT AGENCY  
5961 SOUTH MOONEY BLVD.  
VISALIA, CA 93277  
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WWW.TULARECOUNTY.CA.GOV/RMA



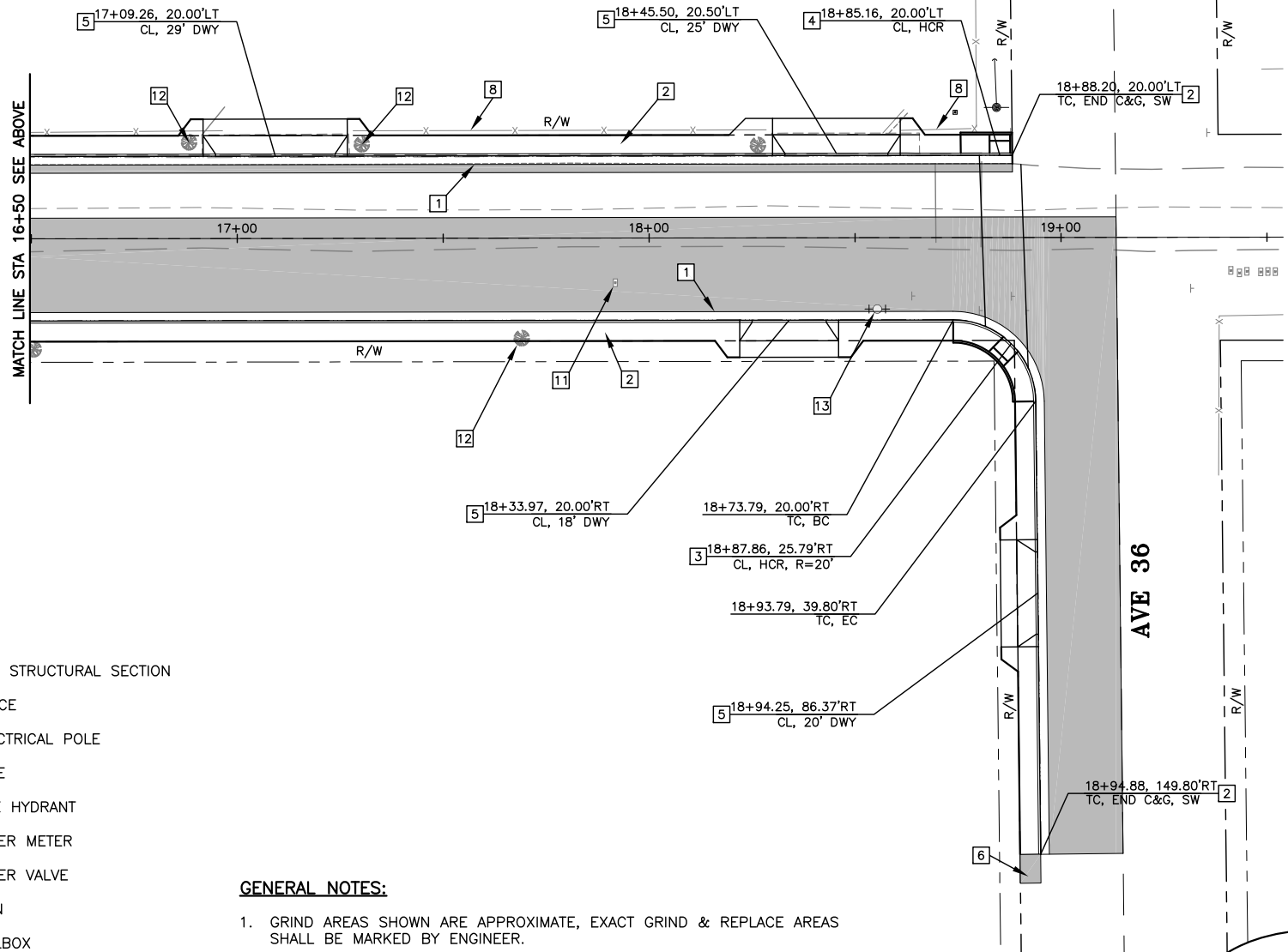
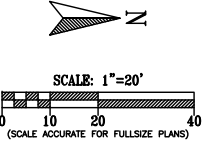
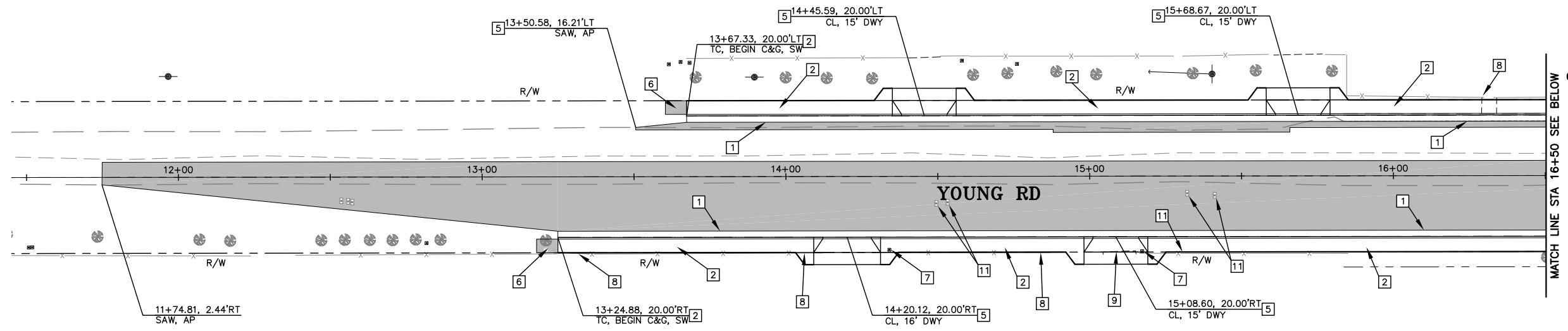
CROSS SECTIONS  
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**ALLENSWORTH**  
TULARE COUNTY

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FOR CONSTRUCTION**



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**CONSTRUCTION NOTES (SHEETS L1 & L2):**

- 1 MINOR CONCRETE (CURB & GUTTER)
- 2 MINOR CONCRETE (SIDEWALK) WIDTH PER PLAN
- 3 MINOR CONCRETE (RAMP) RAMP C
- 4 MINOR CONCRETE (RAMP) MODIFIED RAMP C
- 5 MINOR CONCRETE (DRIVEWAY)
- 6 MISCELLANEOUS AC RAMP
- 7 ADJUST UTILITY TO GRADE
- 8 RELOCATE CHAIN LINK FENCE
- 9 RELOCATE WROUGHT IRON FENCE
- 10 RELOCATE UTILITY POLES (BY OTHERS)
- 11 RELOCATE MAILBOX
- 12 REMOVE TREE
- 13 RELOCATE FIRE HYDRANT

**LEGEND**

- PROPOSED STRUCTURAL SECTION
- EXIST FENCE
- EXIST ELECTRICAL POLE
- EXIST TREE
- EXIST FIRE HYDRANT
- EXIST WATER METER
- EXIST WATER VALVE
- EXIST SIGN
- EXIST MAILBOX
- MONUMENT

**GENERAL NOTES:**

1. GRIND AREAS SHOWN ARE APPROXIMATE, EXACT GRIND & REPLACE AREAS SHALL BE MARKED BY ENGINEER.
2. SAWCUT BOUNDARIES ARE APPROXIMATED FOR THE CONSTRUCTION LIMITS AND SHALL BE DEFINED IN THE FIELD BY THE ENGINEER.

**30% SUBMITTAL  
PRELIMINARY, NOT  
FOR CONSTRUCTION**

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



LAYOUT SHEET  
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**ALLENSWORTH**  
 TULARE COUNTY

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# Appendix G – Complete Streets Outreach

## Community Meeting

### Community Meeting

The Strategic Growth Council held a community input meeting in Allensworth on Tuesday January 12, 2016 at 6:00pm. The meeting was scheduled in the evening to allow all residents to attend, including those that work during the day. The meeting was held at the Allensworth Community Center located at 8123 Ave 36 Allensworth CA 9321. This is an ideal location because most residents know where the community center is located and they feel welcomed and comfortable there. Over 35 Allensworth residents attended the meeting. 30 surveys were collected. Present were representatives from the Allensworth Community Services District, Allensworth School District and Tulare County Sheriff's Department.





# ALLENSWORTH HAMLET PLAN

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## 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. 9366

General Plan Amendment GPA 17-035-Resolution No. 9367

Section 18.9 Zoning Ordinance (Mixed Use)-Resolution No. 9368

Section 16 Zoning Ordinance (By Right Uses)-Resolution No. 9369

Zoning District Map-Resolution No. 9370

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 HAMLET PLANS 2017 ) RESOLUTION NO. 9366  
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 Hamlet Plans 2017 Update set forth in attached Exhibit "A" and Mitigation Monitoring and Reporting Program (MMRP) set forth in Exhibit "B" for the entire Hamlet 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 Hamlet Plans and Hamlet Development Boundaries, (Allensworth General Plan Amendment No. GPA 17-014, Delft Colony General Plan Amendment No. GPA 17-015, East Tulare Villa General Plan Amendment No. GPA 17-016, Lindcove General Plan Amendment No. GPA 17-017, Monson General Plan Amendment No. GPA 17-018, Seville General Plan Amendment No. GPA 17-019, Teviston General Plan Amendment No. GPA 17-020, Tonyville General Plan Amendment No. GPA 17-021, Waukena General Plan Amendment No. GPA 17-022, West Goshen General Plan Amendment No. GPA 17-023, Yettem General Plan Amendment No. GPA 17-024), Change of Zones (Allensworth Change of Zone No. PZC 17-037 (Zoning District Map), Delft Colony Change of Zone No. PZC 17-015 (Zoning District Map), East Tulare Villa Change of Zone No. PZC 17-016 (Zoning District Map), Lindcove Change of Zone No. PZC 17-017 (Zoning District Map), Monson Change of Zone No. PZC 17-018 (Zoning District Map), Seville Change of Zone No. PZC 17-019 (Zoning District Map), Teviston Change of Zone No. PZC 17-020 (Zoning District Map), Tonyville Change of Zone No. PZC 17-021 (Zoning District Map), Waukena Change of Zone No. PZC 17-022 (Zoning District Map), West Goshen Change of Zone No. PZC 17-023 (Zoning District Map, Yettem Change of Zone No. PZC 17-024 (Zoning District Map), for an amendment PZC 17-039 to Section 16 of Ordinance No. 352, 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 Boundary, and Zone Ordinance Amendment No. PZC 17-038 establishing a Mixed Use Combining Zone in Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, and Yettem (incorporated by reference herein). The unincorporated Hamlet Communities are located within the Mount Diablo Base & Meridian as follows: Allensworth, Sections, 4, 5, 8, 9, 15, & 16, Township 24S, Range 25E, Delft Colony, Sections 22, 23, 26, & 27 Township 16S, Range 23E, East Tulare Villa, Sections 8, & 9, Township 20S, Range 25E, Lindcove, Section 17, Township 18S, Range 27E, Monson Sections 34, & 35, Township 16 south, Range 24 East. Seville, Sections 1, 2 & 35, Township 17S, Range 25E,

Teviston, Sections 8, 9, 16, 17, 21, & 22, Township 23S, Range 25E, Tonyville, Section 30, Township 23S, Range 25E, Waukena, Sections 5, 31, & 32 Township 21S, Range 23E, West Goshen Sections 22 & 23, Township 18 south, Range 23 East, Yettem, Sections 3, 4, 33, & 34 Townships, 16S & 17S Range 25E; 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 Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, and Yettem to the Mixed-Use Combining Zone; (3) allow additional by-right uses within the aforementioned Hamlet 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 Hamlet 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 17-038 an amendment to Section 18.9 the "MU" Mixed-Use Combining Zone; A Change of Zone for Allensworth Change of Zone No. PZC 17-037 (Zoning District Map), Delft Colony Change of Zone No. PZC 17-015 (Zoning District Map), East Tulare Villa Change of Zone No. PZC 17-016 (Zoning District Map), Lindcove Change of Zone No. PZC 17-017 (Zoning District Map), Monson Change of Zone No. PZC 17-018 (Zoning District Map), Seville Change of Zone No. PZC 17-019 (Zoning District Map), Teviston Change of Zone No. PZC 17-020 (Zoning District Map), Tonyville Change of Zone No. PZC 17-021 (Zoning District Map), Waukena Change of Zone No. PZC 17-022 (Zoning District Map), West Goshen Change of Zone No. PZC 17-023 (Zoning

District Map, Yettem Change of Zone No. PZC 17-024 (Zoning District Map) within the respective Hamlet Development Boundaries in conformance with the updated Land Use Element; Change of Zone No. PZC 17-039 an amendment to Section 16 to allow additional by-right uses in the Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, and Yettem Hamlet 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 Hamlet 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 Hamlet Plans;
  - b. Encourage infill development within Hamlet 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 Hamlet 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 Hamlet 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 Hamlet 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 two Allensworth residents and a representative from Leadership Council who supported the project was received and recorded, and

WHEREAS, the Planning Commission is the advisory body to the Board of Supervisors with respect to the Addendum EIR, MMRP and the Hamlet 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 Hamlet Plans 2017 Update General Plan Amendment 17-035; inclusive of Allensworth General Plan Amendment No. GPA 17-014; Change of Zone No. PZC 17-037 (Zoning District Map); Delft Colony General Plan Amendment No. GPA 17-015; Change of Zone No. PZC 17-015 (Zoning District Map); East Tulare Villa General Plan Amendment No. GPA 17-016; Change of Zone No. PZC 17-016 (Zoning District Map); Lindcove General Plan Amendment No. GPA 17-017; Change of Zone No. PZC 17-017 (Zoning District Map); Monson General Plan Amendment No. GPA 17-018; Change of Zone No. PZC 17-018 (Zoning District Map); Seville General Plan Amendment No. GPA 17-019; Change of Zone No. PZC 17-019 (Zoning District Map); Teviston General Plan Amendment No. GPA 17-020; Change of Zone No. PZC 17-020 (Zoning District Map); Tonyville General Plan Amendment No. GPA 17-021; Change of Zone No. PZC 17-021 (Zoning District Map); Waukena General Plan Amendment No. GPA 17-022; Change of Zone No. PZC 17-022 (Zoning

District Map); West Goshen General Plan Amendment No. GPA 17-023; Change of Zone No. PZC 17-023 (Zoning District Map); Yettem General Plan Amendment No. GPA 17-024; Change of Zone No. PZC 17-024 (Zoning District Map); Change of Zone No. PZC 17-038 (Mixed-Use Combining Zone–Section 18.9); Change of Zone No. PZC 17-039 (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 (Hamlet 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 Hamlet Plans 2017 Update. Therefore, the public will benefit from the Hamlet 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 Aguilar, seconded by Commissioner Gong, 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

  
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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 HAMLET PLANS, OF THE ) RESOLUTION NO. 9367  
TULARE COUNTY GENERAL PLAN FOR THE )  
HAMLET PLANS 2017 UPDATE GPA 17-035 )  
INCLUSIVE OF GPA's GPA 17-014, GPA 17-015, GPA 17-016, )  
GPA 17-017, GPA 17-018, GPA 17-019, GPA 17-020, )  
GPA 17-021, GPA 17-022, GPA 17-023, GPA 17-024 )

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 Hamlet Plan of the Tulare County General Plan as set forth in Exhibits "A to K" for the Hamlet Plans 2017 Update General Plan Amendment No. GPA 17-035; inclusive of Allensworth General Plan Amendment No. GPA 17-014, Delft Colony General Plan Amendment No. GPA 17-015, East Tulare Villa General Plan Amendment No. GPA 17-016, Lindcove General Plan Amendment No. GPA 17-017, Monson General Plan Amendment No. GPA 17-018, Seville General Plan Amendment No. GPA 17-019, Teviston General Plan Amendment No. GPA 17-020, Tonyville General Plan Amendment No. GPA 17-021, Waukena General Plan Amendment No. GPA 17-022, West Goshen General Plan Amendment No. GPA 17-023, Yetttem General Plan Amendment No. GPA 17-024 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 Hamlet communities as part of the Hamlet 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 Hamlet 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 two Allensworth residents and a representative from Leadership Council who supported the project was received and recorded.

NOW, THEREFORE, BE IT RESOLVED as follows:

A. This Planning Commission hereby certifies that it has reviewed and considered the information contained in the 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 Hamlet Plans of the Tulare County General Plan for the Hamlet 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 Hamlet 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 Hamlet 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 Hamlet 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 Hamlet 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 Hamlet Plans 2017 Update will reflect and remain consistent with the Land Use Plan for the Hamlet 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 Hamlet 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 Hamlet Plans 2017 Update set forth in attached Exhibits "A-K" which is incorporated by reference herein.

The foregoing was adopted upon motion of Commissioner Millies, 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

  
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Michael Washam, Secretary

Exhibits:

- Exhibit "A" – 2017 Allensworth Hamlet Plan (Part III)
- Exhibit "B" – 2017 Delft Colony Hamlet Plan (Part III)
- Exhibit "C" – 2017 East Tulare Villa Hamlet Plan (Part III)
- Exhibit "D" – 2017 Lindcove Hamlet Plan (Part III)
- Exhibit "E" – 2017 Monson Hamlet Plan (Part III)
- Exhibit "F" – 2017 Seville Hamlet Plan (Part III)
- Exhibit "G" – 2017 Teviston Hamlet Plan (Part III)
- Exhibit "H" – 2017 Tonyville Hamlet Plan (Part III)
- Exhibit "I" – 2017 Waukena Hamlet Plan (Part III)
- Exhibit "J" – 2017 West Goshen Hamlet Plan (Part III)
- Exhibit "K" – 2017 Yettem Hamlet 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. 9368  
WITH THE ADOPTED HAMLET PLANS 2017 )  
UPDATE, AS PROPOSED IN CHANGE OF ZONE )  
NO. PZC 17-038 )

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 Hamlet Communities of Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, and Yettem, consistent with the adopted Hamlet 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 the Tulare County Planning Commission meeting, a public hearing was held and public testimony was presented by two Allensworth residents and a representative from Leadership Council who supported the project 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 Hamlet Plans 2017 Update and is

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 Hamlet Plans 2017 Update and to promote sustainability through mixed land uses while promoting economic development and prosperity in the Hamlet Communities of Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, and Yettem;
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, El Monte Mobile Village, Hypericum, Jovista, Matheny Tract and Tooleville, the Hamlet Communities of Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, and Yettem 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 Hamlet 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 Hamlet Communities of Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, and Yettem, consistent with the adopted Hamlet Plans 2017 Update.

The foregoing was adopted upon motion of Commissioner Pitigliano, 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

  
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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. 9369  
CONSISTENT WITH THE ADOPTED HAMLET )  
PLANS, AS PROPOSED IN CHANGE )  
OF ZONE NO. PZC 17-039 )

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 Hamlet Communities of Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, and Yettem, 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 two Allensworth residents and a representative from Leadership Council who supported the project 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 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 Hamlet Plans 2017 Update and to promote sustainability through the allowance of Additional By-Right Uses while promoting economic development and prosperity in the Hamlet Communities of Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, and Yettem ;
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 and Ducor. The Hamlet Communities of Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, and Yettem 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 Hamlet Communities of Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, and Yettem , consistent with the adopted Hamlet Plans 2017 Update, consistent with the Hamlet Communities 2017.

The foregoing was adopted upon motion of Commissioner Gong, 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 HAMLET DEVELOPMENT BOUNDARIES )  
OF ALLENSWORTH, DELFT COLONY, )  
EAST TULARE VILLA, LINDCOVE, MONSON, )  
SEVILLE, TEVISTON, TONYVILLE, WAUKENA, )  
WEST GOSHEN, AND YETTEM ) RESOLUTION NO. 9370  
CONSISTENT WITH THE ADOPTED HAMLET )  
PLANS 2017 UPDATE (GPA 17-035), AS )  
PROPOSED IN CHANGE OF ZONE NO. PZC's )  
PZC 17-037, PZC 17-015, PZC 17-016, PZC 17-017, )  
PZC 17-018, PZC 17-019, PZC 17-020, PZC 17-021, )  
PZC 17-022, PZC 17-023, AND PZC 17-024 )

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" Allensworth Rezoning Plan (PZC 17-037), to include the Hamlet Community of Allensworth, consistent with the adopted Allensworth Hamlet Plan 2017 Update, Exhibit "E" Delft Colony Rezoning Plan (PCZ 17-015), to include the Hamlet Community of Delft Colony, consistent with the adopted Delft Colony Hamlet Plan 2017 Update, Exhibit "H" East Tulare Villa Rezoning Plan (PCZ 17-016), to include the Hamlet Community of East Tulare Villa, consistent with the adopted East Tulare Villa Hamlet Plan 2017 Update, Exhibit "K" Lindcove Rezoning Plan (PCZ 17-017), to include the Hamlet Community of Lindcove, consistent with the adopted Lindcove Hamlet Plan 2017 Update, Exhibit "N" Monson Rezoning Plan (PCZ 17-018), to include the Hamlet Community of Monson, consistent with the adopted Monson Hamlet Plan 2017 Update, Exhibit "Q" Seville Rezoning Plan (PZC 17-019), to include the Hamlet Community of Seville, consistent with the adopted Seville Hamlet Plan 2017 Update, Exhibit "T" Teviston Rezoning Plan (PCZ 17-020), to include the Hamlet Community of Teviston, consistent with the adopted Teviston Hamlet Plan 2017 Update, Exhibit "W" Tonyville Rezoning Plan (PCZ 17-021), to include the Hamlet Community of Tonyville, consistent with the adopted Tonyville Hamlet Plan 2017 Update, Exhibit "Z" Waukena Rezoning Plan (PCZ 17-022), to include the Hamlet Community of Waukena, consistent with the adopted Waukena Hamlet Plan 2017 Update, Exhibit "CC" West Goshen Rezoning Plan (PCZ 17-023), to include the Hamlet Community of West Goshen, consistent with the adopted West Goshen Hamlet Plan 2017 Update, Exhibit "FF" Yettem Tract Rezoning Plan (PCZ 17-024), to include the Hamlet Community of Yettem, consistent with the adopted Yettem Hamlet 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 two Allensworth residents and a representative from Leadership Council who supported the project 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 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 Hamlet 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 Hamlet Plans 2017 Update (GPA 17-035) and to promote sustainability through mixed land uses while promoting economic development and prosperity in the Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, and Yette Hamlet Communities;

3. The proposed changes in zone district designations identified in the Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, and Yettem 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 Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, and Yettem 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 Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, and Yettem Hamlet 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 Allensworth Change of Zone No. PZC 17-037, Delft Colony Change of Zone No. PZC 17-015, East Tulare Villa Change of Zone No. PZC 17-016, Lindcove Change of Zone No. PZC 17-017, Monson Change of Zone No. PZC 17-018, Seville Change of Zone No. PZC 17-019, Teviston Change of Zone No. PZC 17-020, Tonyville Change of Zone No. PZC 17-021, Waukena Change of Zone No. PZC 17-022, West Goshen Change of Zone No. PZC 17-023, Yettem Change of Zone No. PZC 17-024 an amendment to Ordinance No. 352, the Zoning Ordinance set forth in attached Exhibits "B" "E" "H" "K" "N" "Q" "T" "W" "Z" "CC" "FF" Rezoning Plans consistent with the adopted Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, and Yettem Hamlet Plans 2017 Update (GPA 17-035).

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:

Attachment 1

***Allensworth Change of Zone No. PZC 17-037***

Exhibit "A" – Zoning District Ordinance Map

Exhibit "B" – Zoning Map

Exhibit "C" – List of Affected Properties/Map

***Delft Colony Change of Zone No. PZC 17-015***

Exhibit "D" – Zoning District Ordinance Map

Exhibit "E" – Zoning Map

Exhibit "F" – List of Affected Properties/Map

***East Tulare Villa Change of Zone No. PZC 17-016***

Exhibit "G" – Zoning District Ordinance Map

Exhibit "H" – Zoning Map

Exhibit "I" – List of Affected Properties/Map

***Lindcove Change of Zone No. PZC 17-017***

Exhibit "J" – Zoning District Ordinance Map

Exhibit "K" – Zoning Map

Exhibit "L" – List of Affected Properties/Map

***Monson Change of Zone No. PZC 17-018***

Exhibit "M" – Zoning District Ordinance Map

Exhibit "N" – Zoning Map

Exhibit "O" – List of Affected Properties/Map

***Seville Change of Zone No. PZC 17-019***

Exhibit "P" – Zoning District Ordinance Map

Exhibit "Q" – Zoning Map

Exhibit "R" – List of Affected Properties/Map

***Teviston Change of Zone No. PZC 17-020***

Exhibit "S" – Zoning District Ordinance Map

Exhibit "T" – Zoning Map

Exhibit "U" – List of Affected Properties/Map

***Tonyville Change of Zone No. PZC 17-021***

Exhibit "V" – Zoning District Ordinance Map

Exhibit "W" – Zoning Map

Exhibit "X" – List of Affected Properties/Map

***Waukena Change of Zone No. PZC 17-022***

Exhibit "Y" – Zoning District Ordinance Map

Exhibit "Z" – Zoning Map

Exhibit "AA" – List of Affected Properties/Map

***West Goshen Change of Zone No. PZC 17-023***

Exhibit "BB" – Zoning District Ordinance Map

Exhibit "CC" – Zoning Map

Exhibit "DD" – List of Affected Properties/Map

***Yettem Change of Zone No. PZC 17-024***

Exhibit "EE" – Zoning District Ordinance Map

Exhibit "FF" – Zoning Map

Exhibit "GG" – List of Affected Properties/Map

**Attachment 2**

***Hamlet Plan Rezoning Full Ordinance***

Exhibit A - *Hamlet Plan Rezoning Full Ordinance*

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