

EAST OROSI COMMUNITY PLAN 2017

Funded by Strategic Growth Council



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



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EAST OROSI COMMUNITY PLAN

East Orosi Community Plan

Adopted: December 5, 2017

Tulare County Board of Supervisors
Resolution No. 2017-0976

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

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

East Orosi Community Plan: GPA 17-034
Zoning District Map: PZC 17-005



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EAST OROSI COMMUNITY PLAN

TABLE OF CONTENTS

Executive Summary	17
Introduction	17
Location	17
Planning Area	17
Sustainable Communities Strategy Outreach Report	21
Community Outreach And Invitation Process	21
Community Outreach Steps	21
Community Meeting	21
Community Survey.....	21
East Orosi Technical Background Report.....	26
Demographics.....	26
Population.....	26
Projected Population	26
Growth Rate.....	26
Median Age.....	27
Ethnicity and Race	27
Economic Conditions.....	27
Employment in East Orosi.....	27
Median Household Income	28
Severely Disadvantaged Community	28
Housing Characteristics	29
Tenure.....	29
Housing Conditions.....	29
Age Of Structures.....	30
Household Size (Overcrowding)	30
Vacancy Rate.....	30
Environmental Conditions	31
Wildlife	31
Geology & Seismic Hazards	33
Soils	33
Physical Conditions	35
Air Quality	35
Flooding.....	36
Noise	38
Infrastructure.....	38
Energy: Natural Gas/Electricity	38
Water.....	38
Water System.....	39

EAST OROSI COMMUNITY PLAN

Storm Drainage.....	42
Solid Waste.....	42
Public Services	42
Sheriff.....	42
Fire.....	43
Schools	45
Libraries.....	45
Parks.....	45
The East Oroshi Community Plan	45
Circulation/Complete Streets/Transportation	45
Existing Circulation	45
Patterns of Blocks and Streets	45
Traffic.....	45
Roads.....	47
Street Lights	50
Sidewalks	50
ADA Curb Ramps.....	50
Complete Streets	51
Complete Streets Bicycle Facilities	51
Multituse Trails.....	53
Transit and Bus Stops	53
State Route 99	54
AMTRAK	54
Aviation	54
Goals, Objectives and Policies.....	55
Assessment of Land Needs.....	59
Population Growth Forecast	59
Demand Forecast.....	59
Population and Housing Units	59
Economic Development	60
Infrastructure	60
Use Permits	60
Education	60
Health Care	60
Land Use and Zoning Acreages.....	601
Land Use and Zoning District Updates.....	61
Implementation Strategy	61
Zoning District Changes	61

EAST OROSI COMMUNITY PLAN

Mixed Use Overlay District	62
Zoning Map Update	62

EAST OROSI COMMUNITY PLAN

FIGURES

Figure 1 - Vicinity Map	18
Figure 2 – Aerial East Orosi.....	19
Figure 3 - East Orosi UDB.....	20
Figure 4 - CNDDDB Map – Orange Cove West Quadrant	32
Figure 5 - Soils Map - East Orosi.....	34
Figure 6 - FEMA Flood Map.....	37
Figure 7 - Inventory of Fire Infrastructure in East Orosi	44
Figure 8 - East Orosi Circulation Plan.....	46
Figure 9 - Inventory of Roadway Facilities in East Orosi	49
Figure 10 - Bicycle, Bus, and Pedestrian Plan	52
Figure 11 - TCAG Fixed Route Service - Route 10	53
Figure 12 - Proposed Land Use Plan.....	63
Figure 13 - Existing Zoning Plan	64
Figure 14 - Proposed Zoning Changes.....	65
Figure 15 - Proposed Zoning.....	66

EAST OROSI COMMUNITY PLAN

TABLES

Table 1 - East Orosi Land Use	17
Table 2 - Population.....	26
Table 3 - Projected Annual Growth Rate.....	26
Table 4 - Median Age	27
Table 5 - Race & Ethnicity	27
Table 6 - Employment Status.....	28
Table 7 - 2011-2015 American Community Survey Income.....	28
Table 8 - Housing Tenure	29
Table 9 - Housing Tenure (%)	29
Table 10 - 2015 Housing Conditions Survey	29
Table 11 - Year Structure Built	30
Table 12 - Average Household Size.....	30
Table 13 - Vacancy Rate	30
Table 14 -Existing Water and Wastewater Connections in East Orosi.....	41
Table 15 - Location of Existing Fire Hydrants	43
Table 16 - Library Location & Hours	45
Table 17 - Road Maintenance Strategies	48
Table 18 - Existing Street Lights.....	50
Table 19 - East Orosi Population Projections	59
Table 20 - Population Projects.....	59
Table 21 - Education Attainment	60
Table 22 - Proposed Land Use.....	61
Table 23 - Proposed Zoning.....	61

ATTACHMENTS

A-1 Use Permit Requirement Changes (Zone Change Text).....	68
A-2 Mixed Use Overlay District (Zone Change Text).....	75
A-3 Development Standards (Mixed Use Zoning Districts).....	78
A-4 Complete Streets.....	87

APPENDICES

Appendix A Planning Commission Resolutions.....	89
Appendix B Board of Supervisors Resolution.....	90

EAST OROSI COMMUNITY PLAN

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EAST OROSI COMMUNITY PLAN

EXECUTIVE SUMMARY

INTRODUCTION

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

Location

East Orosi is a Census-Designated Place located in the northwest portion of Tulare County. It is generally bounded by Avenue 416 in the south, Avenue 420 in the north, Alta East Branch Canal in the west, and Road 142 in the east and encompasses 0.2 square miles of land. It is not directly served by any State Route. **(See Figure 1).** East Orosi is in Section 09 & 16 Township 16 South, Range 25 East, MDB&M, and can be found within Orange Cove West United States Geological Survey 7.5 minute topographic quadrangle. East Orosi is located at an elevation of 394 feet National Geodetic Vertical Datum. The coordinates of East Orosi are: Latitude: 36.548005 and Longitude: -119.26067.

Planning Area

The East Orosi Urban Development Boundary (UDB) area consists of 179.2 acres **(See Figure 2)**. The Land Uses within the UDB are Mixed Use Activities that occupy 156.1 acres. The remaining 12% are lands dedicated for Right-of-way **(see Table 1)**.

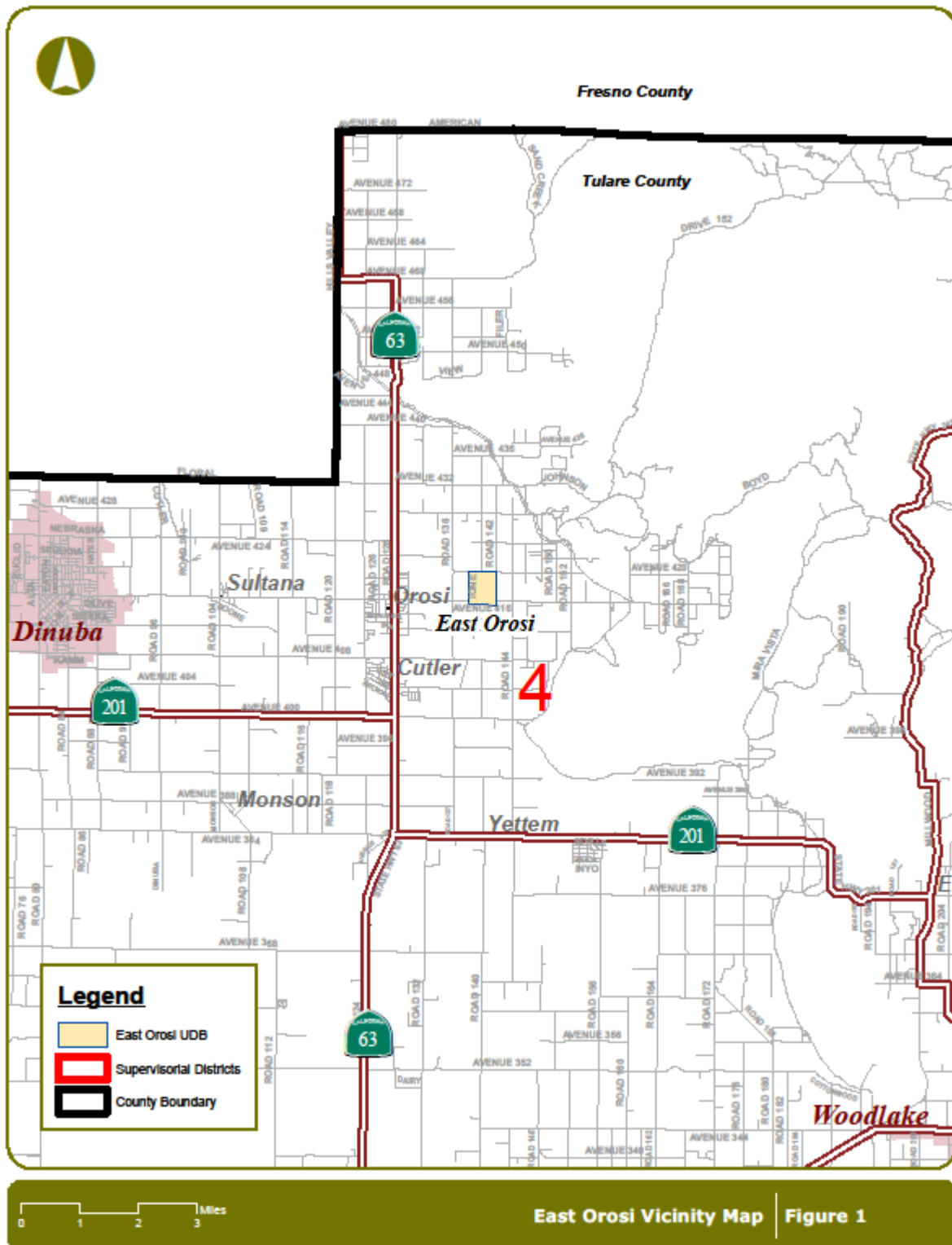
No change is proposed to the Urban Development Boundary.

Table 1 - East Orosi Land Use	
Land Use	Acres
Mixed Use	156.1
Unclassified (Right-of-Way)	23.1
TOTAL	179.2

Source: Tulare County GIS

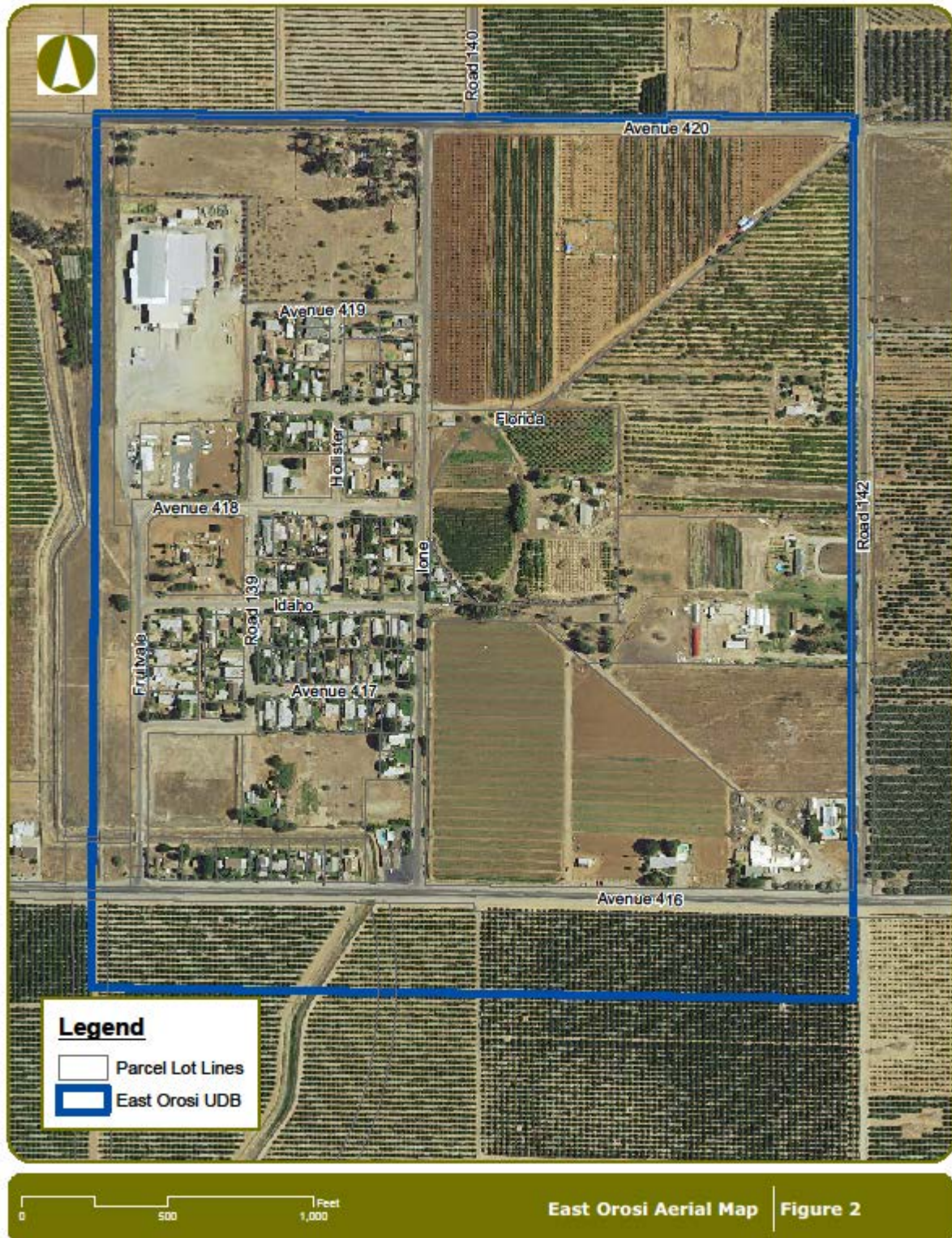
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Figure 1 - Vicinity Map



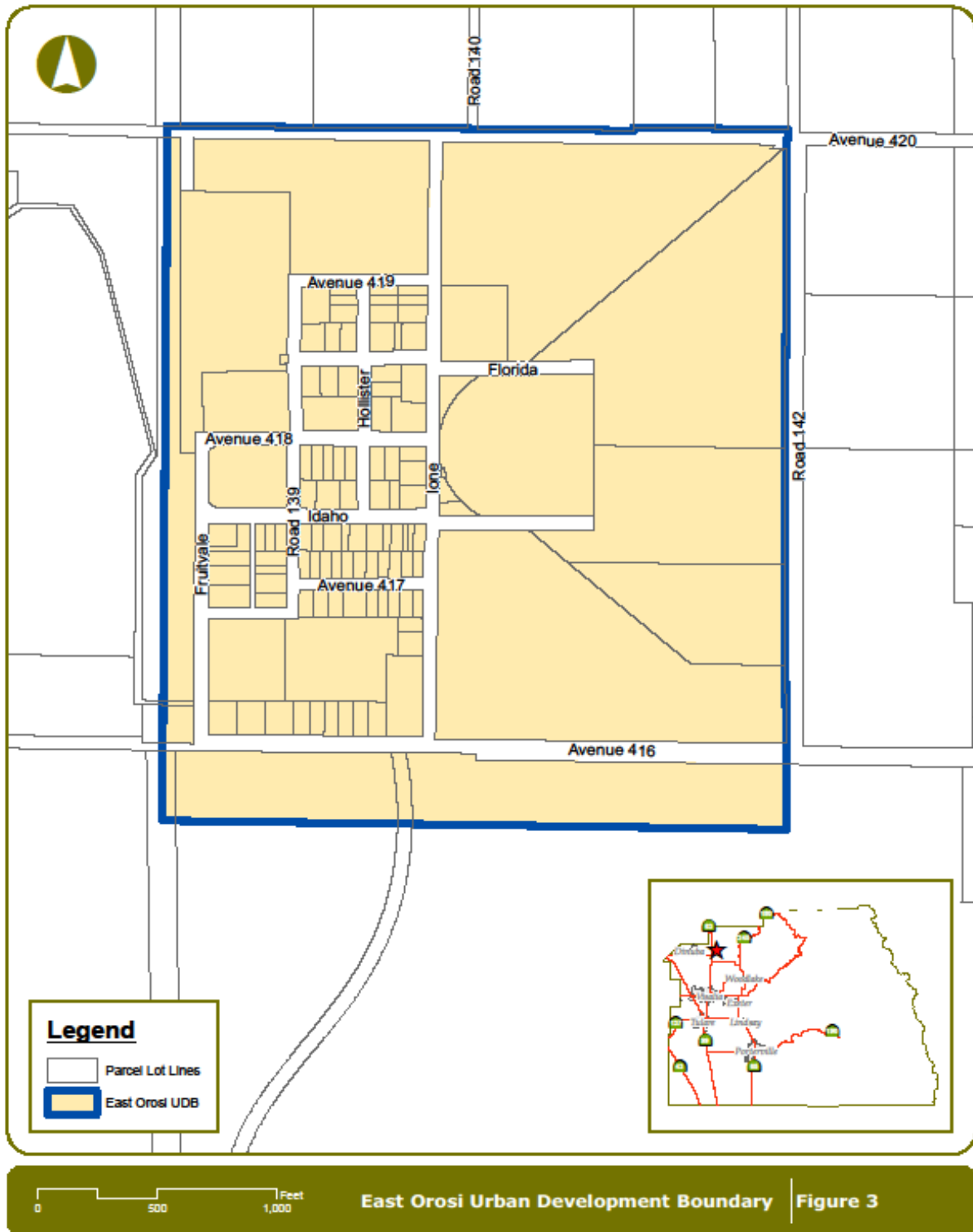
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Figure 2 – Aerial East Orosi



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Figure 3 - East Orosi UDB



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SUSTAINABLE COMMUNITIES STRATEGY OUTREACH REPORT

Community Outreach and Invitation Process

In efforts to increase awareness of the SGC project, Self Help Enterprises and the County went throughout the communities of Yettem, Seville, East Orosi, Cutler and Orosi to distribute flyers; to residents, businesses, and schools in Cutler Orosi. During this process SHE and the County talked with residents from all these communities about the importance of participating in this process. SGC partnered with the School and members of the Community to send flyers home with every student.

Community Outreach Steps

Self-Help Enterprises (SHE) and Tulare County staff performed various outreach methods to promote community participation and make residents aware of the Strategic Growth Council (SGC) project.

- 1.) An informational flyer was developed.
- 2.) During 3 outreach meetings, County Staff and SHE explained the goals of the project and emphasized the importance and the community benefits of participating in the SGC community meeting.

Community Meeting

Tulare County RMA held a SGC community meeting (with two SHE staff members present) in East Orosi on September 8 and December 15, at the Cutler Orosi Elementary 12623 Avenue 416 at 5:00 pm. This meeting location is centrally located, and residents feel welcome and comfortable there. The purpose of these meetings was to discuss East Orosi improvement needs, gather community data, and report the findings of the meeting in a final report. 10 residents attended the first meeting, three attended, the second meeting, three completed surveys were collected in total.

Community Survey

A survey was developed to gather a variety of community information about multiple topics including Schools, Libraries, Housing, Zoning, Parks, Shopping Opportunities, Access to Gas Stations, Access to Medical Facilities, Natural Gas, Internet Access, Transportation Options, Walkability, Roads, Street Safety, Flooding, Fire, Safety, Infrastructure, Water Quality/Quantity, Waste Water, Storm Water Drainage, Multimodal Opportunities, and the priority of various improvement needs. Residents were encouraged to add information and comments to the survey. After careful discussion at the East Orosi SGC community input meeting, residents concluded that the following is a list of their priority improvement needs.

Send Page

EAST OROSI COMMUNITY PLAN

Self Help Enterprises and Tulare County
invites you to a community meeting to review

E. Orosi, Seville, Yettem's Community Plan

**Thursday, December 15, 2016 at 5:00pm at
Cutler/Orosi School District Office
12623 Ave 416 Orosi CA 93647**

A few months ago Tulare County and Self Help Enterprises came to your community to seek input on a planning analysis of your community. Surveys were distributed and collected. Tulare County invites you to attend a community meeting to see the findings from the study. A thorough examination and inventory of existing land uses will suggest infrastructure improvements, land use changes and possibly zoning changes, where feasible.

For more information, call: Abigail at 559-802-1659 or Kyria 559-624-7154

The work upon which this publication is based was funded in whole or in part through a grant awarded by the California Strategic Growth Council.

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Self Help Enterprises y El Condado de Tulare
le invita a la Junta Comunitaria para revisar

**El Plan Comunitario de E. Orosi. Seville, Yettem
Jueves 15 de diciembre del 2016 a las 5:00 de la tarde
En la oficina del Distrito Escolar de Cutler/ Orosi
12623 Ave 416 Orosi CA 93647**

Hace unos meses, el Condado de Tulare y Self Help Enterprises vino a su comunidad para buscar la opinión de la comunidad sobre un análisis de planificación de su comunidad. Encuestas fueron distribuidas y recolectadas. El Condado de Tulare le invita a asistir a una junta comunitaria para ver los resultados del estudio. Un examen completo y la organización de los usos existentes de la tierra sugerirán mejoras en la infraestructura, cambios en el uso de la tierra y posiblemente cambios de zonificación, donde sea factible. Para más información llame a: Abigail 559-802-1659 o Kyria 559-624-7154
El trabajo sobre el que se basa esta publicación fue financiado en su totalidad o en parte, a través de una beca

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Survey Result:

The results of the survey are as follows:

Transportation Data:

- Community bus stops - 67% yes, 33% no
- Type of Transportation (work, home, shop) – 100% use cars
- Type of Transportation to take kids to school – 50% cars / 50% walk

Most trips in the community are by car (mostly to Dinuba for shopping, and other destinations for work). Half of all the parents drive or bus their kids to school, while the remaining portion walk. Even though a public Tulare County bus ridership is available, ridership is not part of commuting or transportation to school. Children from East Oroshi take the school bus to school and the school bus provides a large source of transportation to and from school for outlying areas.

Roads Data:

- Sidewalks: 67% said yes
- Road maintenance satisfaction: 100% said no
- Conditions of roads: 67% reported poor, 33% reported fair
- Satisfaction with overall conditions: 100% reported no
- Road Flooding: 100% voted yes

From both meetings there was a sense that the road conditions were of importance to the Community. The roads around and in East Oroshi were in poor condition with some examples of where they were in fair shape. Overall, no one said they were satisfied with the road conditions in their community.

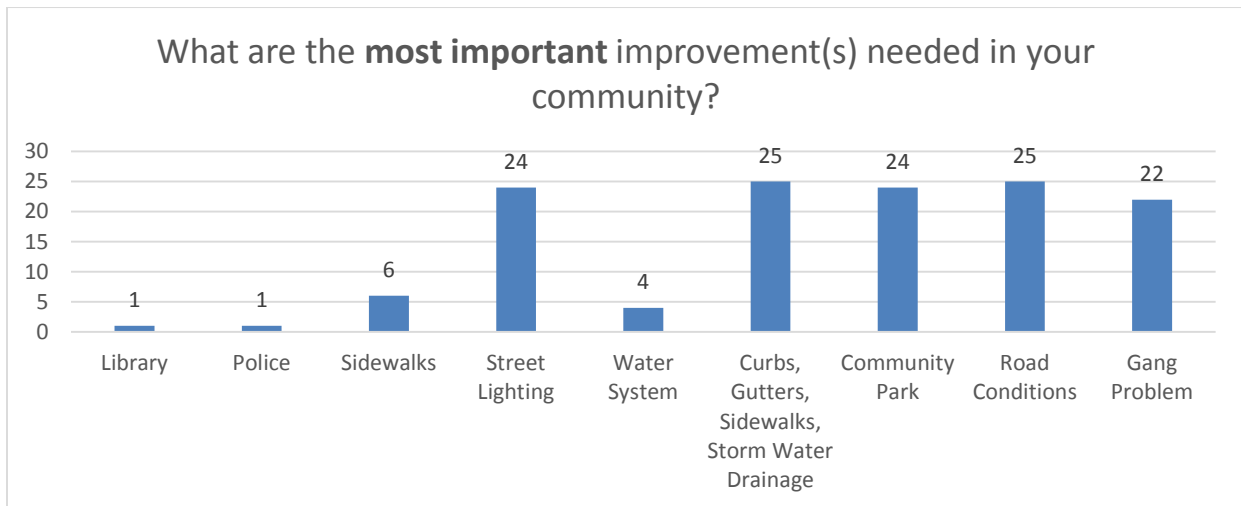
Water:

- Safe Drinking Water: 33% said yes
- Bottled water: 100% said yes
- Septic Tank: 100% said no

Below is the list of what are the highest amount of concerns by issues (East Oroshi, Yettem, Seville, and Custer Oroshi) residents were in attendance:

1. Road Conditions,
2. Curbs gutters and sidewalks,
3. Street lighting,
4. Gang related problems.

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Row Labels	Count of What is the MOST important improvement(s) needed?
Library	1
Police	1
Sidewalks	6
Street Lighting	24
Water System	4
Curbs, Gutters, Sidewalks, Storm Water Drainage	25
Community Park	24
Road Conditions	25
Gang Problem	22
Grand Total	132

**Residents submitted forms with their list of improvements after the meeting.*



County RMA Meeting in Cutler Orosi for Yettem, Seville, and East Orosi Sept. 8, 2016

EAST OROSI COMMUNITY PLAN

EAST OROSI TECHNICAL BACKGROUND REPORT

DEMOGRAPHICS

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

Population

In 2015, the population of East Orosi was 572 (see Table 2).

Table 2 - Population

	California	%	Tulare County	%	East Orosi	%
Male	19,087,135	49.7%	227,426	50.1%	262	45.8%
Female	19,334,329	50.3%	226,607	49.9%	310	54.2%
Total	38,421,464		454,033		572	

2011-2015 American Community Survey 5-Year Estimates

Projected Population

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

Growth Rate

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

Table 3 - Projected Annual Growth Rate		
	Historic Growth Rates 1990-2007	Projected Growth Rates 2007-2030
County Total	1.9%	2.4%
Incorporated	2.8%	2.9%
Unincorporated	0.46%	1.3%

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

¹ Tulare County Regional Blueprint, page 7

EAST OROSI COMMUNITY PLAN

Median Age

East Orosi's population is younger than the median age throughout all of Tulare County. East Orosi's median age of 21.3 is lower than the median age of the State of California (see Table 4).

Table 4 - Median Age	
Geography	Median Age (years)
California	35.8
Tulare County	30.3
East Orosi	21.3

2011-2015 American Community Survey 5-Year Estimates

Ethnicity and Race

In 2015, approximately 0.9% of East Orosi's population was White, 0% was African American, 0% was Native American, 0% was Asian, and 10.5% was two races or more (see Table 4). Approximately 88.6% 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. (see Table 5)

Table 5 - Race & Ethnicity						
	California	%	Tulare County	%	East Orosi	%
Total	38,421,464		454,033		572	
Hispanic or Latino (of any race)	14,750,686	38.4%	283,533	62.4%	507	88.6%
White (Not Hispanic)	14,879,258	38.7%	139,581	30.7%	5	0.9%
Black or African American (Not Hispanic)	2,160,795	5.7%	6,448	1.3%	0	0%
American Indian and Alaska Native (Not Hispanic)	142,191	0.4%	3,069	0.7%	0	0%
Asian (Not Hispanic)	5,192,548	13.5%	14,546	3.2%	0	0%
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%	60	10.5%

2011-2015 American Community Survey 5-Year Estimates

ECONOMIC CONDITIONS

Employment in East Orosi

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)

The 2010-2014 American Community Survey indicated that the unemployment rate for East Orosi was about 7.89% while the rate for Tulare County was 13.5%. The unemployment rate for the State of California was 10.1%. Keeping in mind that the 10.9% includes only the employable labor force (that is, not every person of the population) results in about 155 unemployed persons of East Orosi's person labor force of 832.

EAST OROSI COMMUNITY PLAN

Table 6 - Employment Status			
Employment Status	California	Tulare County	East Orosi
Population 16 years & over	30,312,429	325,404	347
In labor force	19,269,449	194,420	251
Civilian labor force	19,137,441	194,102	251
Employed	17,246,360	170,780	224
Unemployed	1,891,081	23,322	27
Armed Forces	132,008	318	0
Not in labor force	11,042,980	130,984	96

2011-2015 American Community Survey 5-Year Estimates

Median Household Income

East Orosi median household income was \$34,896, compared to \$61,818 for the State of California and \$42,031 for Tulare County. (see Table 7)

Table 7 - 2011-2015 American Community Survey Income			
Geography	Median household income (dollars)	Median family income (dollars)	Per capita income (dollars)
California	\$61,818	\$70,720	\$30,318
Tulare County	\$42,031	\$44,814	\$17,876
East Orosi CDP	\$34,896	\$33,125	\$7,733

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, East Orosi's median household income was \$34,896, whereas the State of California's median household income was \$61,818. East Orosi's median household income was 56% of the State of California's median household income, and therefore it is considered a disadvantaged community.

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HOUSING CHARACTERISTICS

Tenure

As the community grows, it is important to provide new housing 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).

Table 8 - Housing Tenure			
	California	Tulare County	East Orosi
Occupied housing units	12,717,801	133,570	105
Owner-occupied	6,909,176	75,685	33
Renter-occupied	5,808,625	57,885	72

2011-2015 American Community Survey 5-Year Estimates

Table 9 - Housing Tenure (%)			
	California	Tulare County	East Orosi
Owner-occupied	54.3%	56.7%	31.4%
Renter-occupied	45.7%	43.3%	68.6%

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.

Table 10 - 2015 Housing Conditions Survey											
Survey Area	Sound		Deteriorated						Dilapidated		Total Units
			Minor		Moderate		Substantial				
	Units	%	Units	%	Units	%	Units	%	Units	%	
East Orosi	7	14	3	6	19	37	8	16	8	16	51

(Source: Tulare County 2015 Housing Element)

According to the 2015 Tulare County Housing Element, a sampling of housing conditions in East Orosi indicated that approximately 14% of the housing units were sound. Approximately 59% of East Orosi's housing units were deteriorated and 16 were dilapidated (see Table 10).

EAST OROSI COMMUNITY 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.

Table 11 - Year Structure Built			
Year Structure Built	California	Tulare County	East Orosi
Total housing units	13,845,790	144,792	124
Built 2014 or later	10,183	196	0
Built 2010 to 2013	129,453	2,114	0
Built 2000 to 2009	1,646,490	25,997	15
Built 1990 to 1999	1,495,571	21,767	18
Built 1980 to 1989	2,117,819	22,733	0
Built 1970 to 1979	2,503,688	27,111	19
Built 1960 to 1969	1,871,029	15,500	14
Built 1950 to 1959	1,907,512	13,694	0
Built 1940 to 1949	865,607	7,494	23
Built 1939 or earlier	1,298,438	8,186	35

2011-2015 American Community Survey 5-Year Estimates

Household Size (Overcrowding)

In 2015 the average renter occupied household size in East Orosi was 6.08 persons per household (see Table 12). The average owner occupied household size is 4.06.

Table 12 - Average Household Size		
Geography	Average Household size (Owner Occupied)	Average Household size (Renter Occupied)
California	3.00	2.91
Tulare County	3.24	3.50
East Orosi	4.06	6.08

2011-2015 American Community Survey 5-Year Estimates

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

Vacancy Rate

Vacancy rate 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 East Orosi was 17.2%, which was lower than 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).

Table 13 - Vacancy Rate		
Geography	Homeowner vacancy rate	Rental vacancy rate
California	1.4%	4.1%
Tulare County	1.7%	3.7%
East Orosi	0.0%	17.2%

2011-2015 American Community Survey 5-Year Estimates

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

EAST OROSI COMMUNITY PLAN

ENVIRONMENTAL CONDITIONS

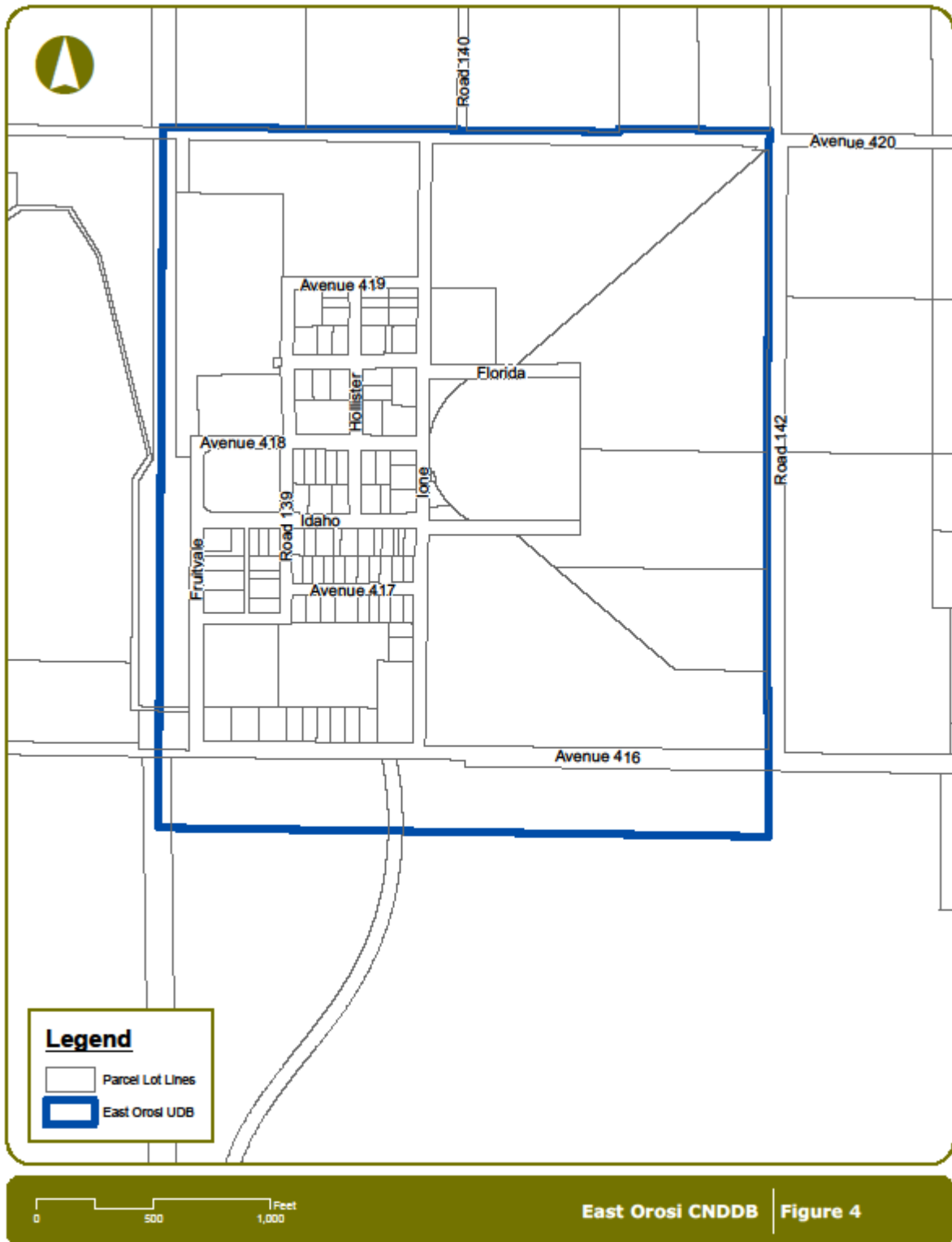
Wildlife³

A California Natural Diversity Database (CNDDDB) search conducted on November 8, 2016 indicates there are special status species within the Orange Cove West Quadrant Species List (which includes the East Orosi Planning Study Area) consisting of one animal species and no plant species: San Joaquin kit fox (*Vulpes macrotis mulica*, federal endangered). The California Department of Fish and Wildlife (CDFW) Occurrence Reports indicate a last sighting of kit fox in 1975 (**see Figure 4**).

³ 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 8, 2016

EAST OROSI COMMUNITY PLAN

Figure 4 - CNDDb Map – Orange Cove West Quadrant



EAST OROSI COMMUNITY PLAN

Geology & Seismic Hazards⁴

“The Official Maps of Earthquake Fault Zones delineated by the California Geological Survey (CGS), State of California Department of Conservation, through December 2010, under the Alquist-Priolo Earthquake Fault Zoning Act, indicate that there are no substantial faults known to occur in Tulare County. The nearest known faults likely to affect East Oroshi 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, [East Oroshi] is located in the V-1 zone, characterized as a moderately thick section of marine and continental sedimentary deposits overlying the granitic basement complex. The FCSSE further states that, “Amplification of shaking that would affect low to medium-rise structures is relatively high, but the distance to either of the faults that are expected sources of the shaking [the San Andreas and Owens Valley Faults] is sufficiently great that the effects should be minimal.

The requirements of Zone II of the Uniform Building Code should be adequate for normal facilities.”

Soils⁵

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

Calgro-Calgro, saline-Sodic, complex, 0 to 2 percent slopes, Erosion potential is low to moderate and shrink swell potential low.

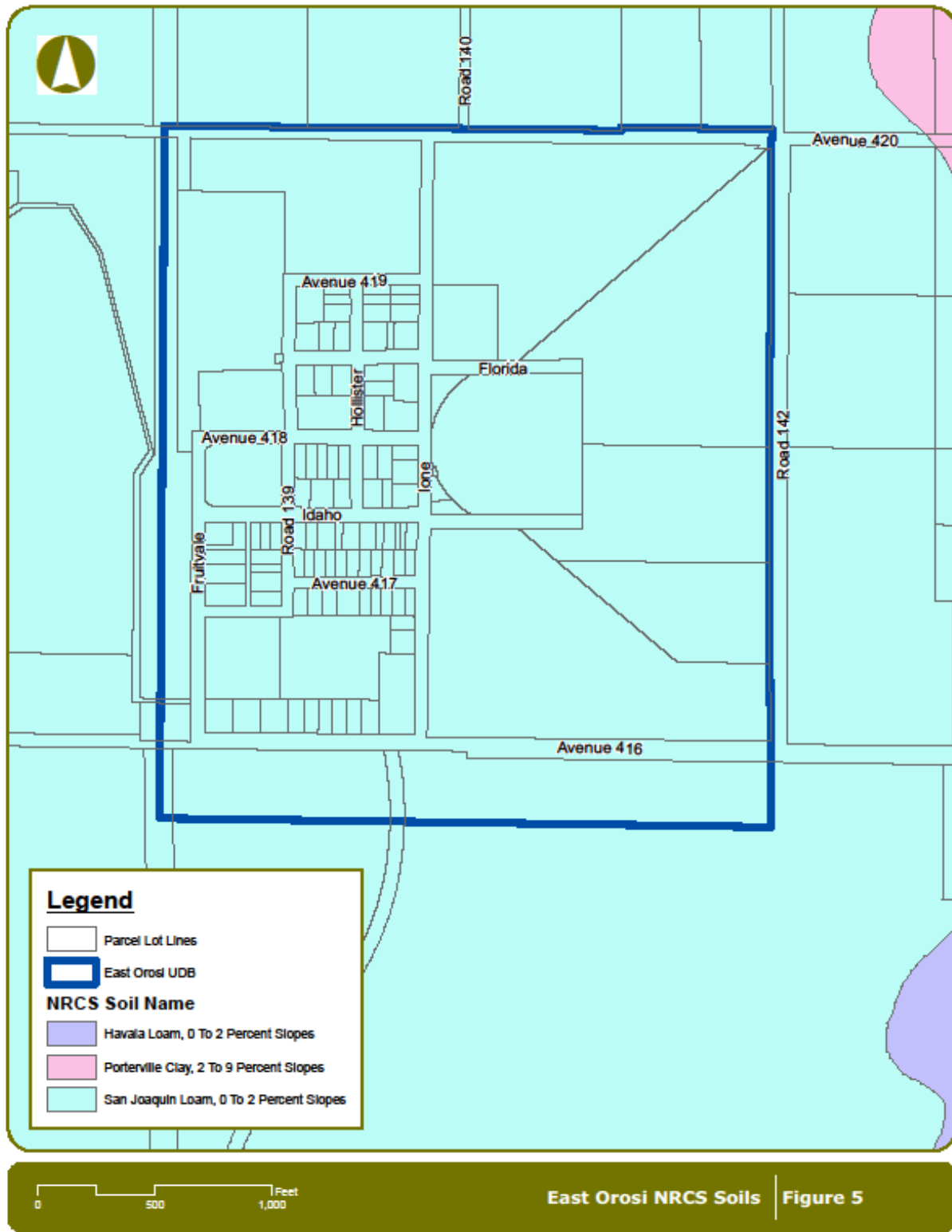
Hanford sandy loam, 0 to 2 percent slopes, is very deep, well drained soils that formed in moderately coarse textured alluvium dominantly from granite. Hanford soils are on stream bottoms, floodplains and alluvial fans; negligible to medium runoff; moderately rapid and moderate permeability, however saline-sodic phases and soils with sandy clay loam substratums have moderately slow permeability. This soil is suitable for growing a wide range of fruits, vegetables, and general farm crops. They are also used for urban development and dairies.

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

⁵ United States Department of Agriculture, Natural Resources Conservation Service, Soils Map for Central Tulare County, 2009 Database, accessed November 3, 2016.

EAST OROSI COMMUNITY PLAN

Figure 5 - Soils Map - East Orosi



EAST OROSI COMMUNITY PLAN

PHYSICAL CONDITIONS

Air Quality

The East Orosi 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_3 1-hour standard, non-attainment for the State O_3 8-hour standard, non-attainment for the State PM_{10} standard, non-attainment for the federal and State $PM_{2.5}$ standards, and attainment and/or unclassified for the remaining federal and State air quality standards. According to the Tulare County General Plan, the San Joaquin Valley has some of the worst air quality in the nation. The CO and NOX emissions are typically generated by motor vehicles (mobile sources). The ROG emissions are generated by mobile sources and agriculture. Although emissions have been shown to be decreasing in recent years, the SJVAB continues to exceed state and federal air quality emission standards.

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

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

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

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

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

EAST OROSI COMMUNITY PLAN

adversely modified air, particularly when a temperature inversion occurs which holds down surface air along with its pollutants. Local air pollution sources within the general vicinity of East Oroshi including State Highway 201 and agricultural activities.

Flooding⁶

“Official floodplain maps are maintained by the Federal Emergency Management Agency (FEMA). FEMA determines areas subject to flood hazards and designates these areas by relative risk of flooding on a map for each community, known as the Flood Insurance Rate Map (FIRM). A 100-year flood is considered for purposes of land use planning and protection of property and human safety. The boundaries of the 100-year floodplain are delineated by FEMA on the basis of hydrology, topography, and modeling of flow during predicted rainstorms.”

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, Community-Panel Number 06107C0345E, all portions of East Oroshi (**see Figure 6**) are located within Flood Zone X shaded and unshaded, Zones AE and AO as defined below.” 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.

“B and X (shaded)

Area of moderate flood hazard, usually the area between the limits of the 100-year and 500-year floods. B Zones are also used to designate base floodplains of lesser hazards, such as areas protected by levees from 100-year flood, or shallow flooding areas with average depths of less than one foot or drainage areas less than 1 square mile.

C and X (unshaded)

Area of minimal flood hazard, usually depicted on FIRMs as above the 500-year flood level. Zone C may have ponding and local drainage problems that don't warrant a detailed study or designation as base floodplain. Zone X is the area determined to be outside the 500-year flood and protected by levee from 100- year flood.

AE

The base floodplain where base flood elevations are provided. AE Zones are now used on new format FIRMs instead of A1-A30 Zones.

AO

River or stream flood hazard areas, and areas with a 1% or greater chance of shallow flooding each year, usually in the form of sheet flow, with an average depth ranging from 1 to 3 feet. These areas have a 26% chance of flooding over the life of a 30-year mortgage. Average flood depths derived from detailed analyses are shown within these zones⁷.”

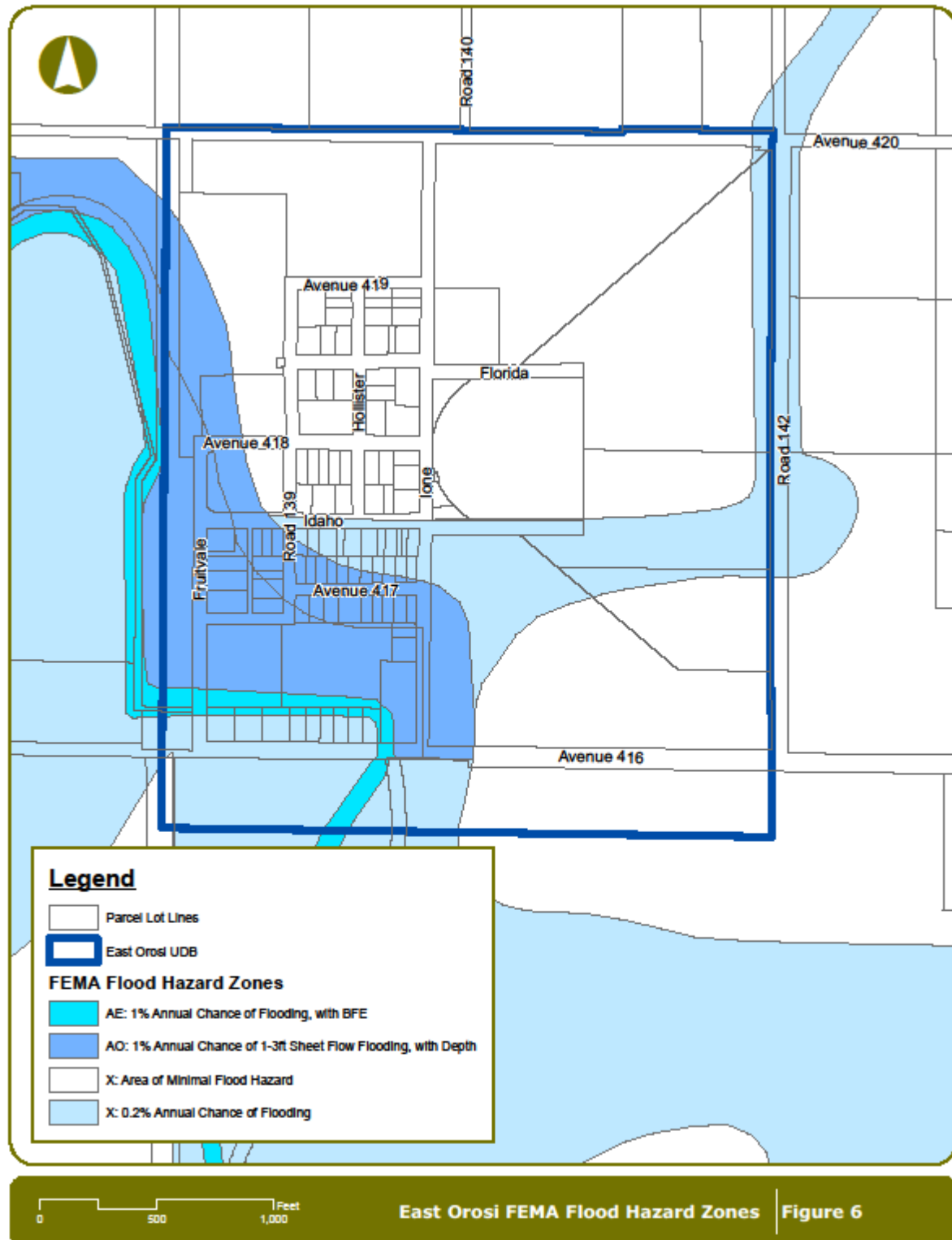
⁶ Federal Emergency Management Agency, 2009. National Flood Insurance Rate Map, Map Number 06107C0605E, Panel Number 605 of 2550, June 16, 2009. <https://msc.fema.gov/portal/>. Accessed December 13, 2016.

⁷ FEMA Map Service Center:

<http://msc.fema.gov/webapp/wcs/stores/servlet/info?storeId=10001&catalogId=10001&langId=1&content=floodZones&title=FEMA%20Flood%20Zone%20Designations>

EAST OROSI COMMUNITY PLAN

Figure 6 - FEMA Flood Map



EAST OROSI COMMUNITY PLAN

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 Hazard Areas (SFHAs). Information about the NFIP, is available at the following website: www.fema.gov. As part of the county's participation in the NFIP, individuals are eligible to obtain flood insurance. Further flood information is available at the County of Tulare Resource Management Agency at the following website: <http://tularecounty.ca.gov/rma/index.cfm/public-works/flood-hazard-information/flood-control-information/>. On June 16, 2009, Tulare County adopted the new Digital Flood Insurance Rate Maps (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>.

Noise⁸

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. According to summarized daily traffic volumes in the General Plan background Report East Orosi lies outside any noise source.

INFRASTRUCTURE

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

Energy: Natural Gas/Electricity

PG&E provide service to East Orosi.

Water

The East Orosi Community Services District is located approximately .5 miles east of the community of Orosi. District boundaries are bordered by Avenue 416 to south, Ione Avenue to the east, Fruitvale Avenue to the west and the District's northern boundary is south of Avenue 420. The EOCS District boundaries encompass a 53-acre area while its LAFCO established Sphere of Influence (SOI) covers a 145-acre area. The District last amended its SOI in 1998 (LAFCO Resolution 98-016). The District's

⁸ Tulare County General Plan 2030 Update, August 2012; United States Department of Transportation, Federal Transit Administration. Transit Noise and Vibration Impact Assessment, FTA-VA-90-1003-06; May, 2006.

http://www.fta.dot.gov/documents/FTA_Noise_and_Vibration_Manual.pdf; United States Department of Transportation, Federal Transit Administration. Construction Noise Handbook, 2006.

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

EAST OROSI COMMUNITY PLAN

system is regulated by the Tulare County Environmental Health Services Division, which has been granted primacy by the California Department of Health Services. The division is responsible for the administration and enforcement of the Safe Drinking Water Act involving systems in Tulare County with less than 200 connections.

The EOCSD was formed in December of 1954. Formation of the District was not subject to LAFCO approval. According to Board of Supervisors Resolution 54-2011, which authorized formation of the District, the EOCSD was authorized to provide water for domestic use, irrigation, sanitation, industrial use, fire protection, and recreational use upon formation. The EOCSD was providing water supplies for the aforementioned uses prior to January 1, 2006; thus, the District does not possess any latent power whose activation is subject to LAFCO Commission approval or disapproval. Sewer service is provided under contract by the Cutler Public Utilities District (PUD). The Cutler PUD also provides service to Orosi PUD and Sultana CSD customers and the CSA No. 1 Yettem and Seville Zones of Benefit.

Water System

Domestic water and sewer service in East Orosi is provided by the East Orosi Community Service District (CSD). **Table 14** shows the number of existing water and sewer connections, the capacity of each system, and the number of additional connections the systems can accommodate for new development (Housing Element, May 2012). Maps of the sewer and water systems are currently unavailable.

According to the Municipal Service Review 2011 (MSR), the CSD community water system relies entirely on groundwater supplies pumped from the Kings River Sub Basin. The system consists of 2 drilled wells, which use 7.5 horse power (hp) submersible pumps to funnel water through a single check valve and into 2 corresponding pressure storage tanks. The distribution system further contains galvanized 4 inch mains and 1 inch laterals. Well 01, located at the eastern end of the District, acts as the primary source of water during the months of October through March. Well 02, located at the District's western boundary, acts as the primary source of water April through September. CSD's water system contains no method of treatment such as coagulation and flocculation, sedimentation, filtration or disinfection.

The District's Sanitary Survey conducted in January of 2011 by Tulare Environmental Health found that the CSD's source and distribution facility are capable of providing a reliable water supply and recommended that a water supply permit be issued subject to an ongoing water quality monitoring schedule, clearing of vegetation near Wells 01 and 02 and near their respective storage tanks and replacement of Well 01 vent pipe screen with fine mesh screen.

The CSD's December 2010 sample test results for bacteriological contaminates (required each month) resulted in a single positive sample for total Coliforms, one absent sample, and 3 positive repeat samples. A notice of violation was rendered to the CSD of the positive results. The notice directed the CSD management to provide the legally required notice to district customers advising them of this total Coliform violation. Proof of customer notice must be submitted to Tulare Environmental Health. The CSD's Environmental Health File does not contain proof of customers notice. Lead and copper samples (required annually) must be collected in the months of June, July, August and September only; thus, no results are available for 2011.

EAST OROSI COMMUNITY PLAN

Chemical sample test results, which determine Nitrate levels, are required to be submitted on an annual basis; however, once in violation, community water system operators must submit test results to Tulare County Environmental Health on a quarterly basis. In addition, water system operators must notify customers of the violation and submit proof of notice to Tulare Environmental Health. Records indicate May 2009 sample test results showed Nitrate levels exceeding the maximum level contaminants (MCL) allowed by law. A December 10, 2009 notice of violation for failure to provide quarterly sample test results was provided by Tulare Environmental Health requesting that management submit chemical Nitrate testing results for both Wells 01 and 02. A July 20, 2010 letter provided by Tulare Environmental Health indicates that the District was in violation of the aforementioned proof of notice requirement in the first 2 quarters of 2010; this notice seems to stem from the May 2009 Nitrate MCL violation.

A July 20, 2010 notice of violation once again indicates sample test results exceeded Nitrate MCL and a subsequent January 27, 2011 notice of violation for failure to provide quarterly sample test results was also provided. Proof of customer notice for this specific violation was not found.

The California Safe Drinking Water Act requires each public water system operators to prepare a Consumer Confidence Report (CCR) on an annual basis and mail/deliver a copy to each customer by July 1 of the year following the year for which the CCR is prepared. Proof of CCR distribution must be provided to Tulare Environmental Health. The CCR contains a key defining the terms used in the report, list of common contaminants found in drinking water, tables listing raw sample test results followed by a brief description of common contaminant sources. The abovementioned Nitrate violations were not identified in the 2006-2009 CCRs. A July 15, 2010 notice of violation provided by Tulare Environmental Health to the CSD indicates that the CSD failed to provide proof that a CCR was prepared and distributed for the 2009 calendar year. A similar notice was also submitted on July 15, 2009 for the 2008 CCR. Proof of 2008 and 2009 distribution was found in the CSD's file, which signifies that these CCRs were not provided to customers in a timely manner.

A Compliance Order provided by Tulare Environmental Health, dated April 15, 2010, cites the following CSD violations of law: system operating a well that produces water not in compliance with primary drinking water standards (H & S Code Section 116555 (a) (1)), failure to ensure a pure, wholesome, healthful and potable supply of water (H & S 116555 (a) (3) and Nitrate levels exceeding the MCL allowed by law (CCR 64431 (a)). The order requests the CSD provide a plan to address the violations, complete with timeline, and sets forth compliance requirements, including the aforementioned quarterly submittal of chemical sample test results and notices of violation to District customers on a quarterly basis.

A January 2008 Tulare Environmental Health notice advises the District to continue to adhere to all reporting requirements, sustain efforts to address nitrate violations, and continue to provide customer notice requirements so long as violations continue. This notice indicates that the District has been in violation of Nitrate MCLs allowed by law since at least 2008.

In accordance with the State's Safe Drinking Water Act, each water supplier must have a certified operator on staff. A Tulare Environmental Health notice of violation indicates that as of 12-9-2009, the CSD is in violation of this provision and does not have a certified operator on staff.

EAST OROSI COMMUNITY PLAN

CCR's were prepared for the years 2006, 2007, 2008 and 2009 (no further CCRs were found in the CSD Environmental Health file). Sample data is provided, but no explanation is provided regarding what raw data means.

The CSD office consists of a mobile home that sits on land donated by a local property owner. Both day-to-day operations and district public meetings are conducted in the mobile home. It is estimated that the mobile home can only accommodate approximately 5 people at one time.

Based on the records examined, it is determined that the CSD water system is chronically in violation of maximum Nitrate levels allowed by law. It is further determined, based on the multiple notices of violation for failure to provide sample test results, CCRs, and customer notices of violation, that it is very likely system customers are not even aware of the serious contamination issues facing their water system. Without being properly informed, district customers cannot safeguard against the health hazards posed by water contamination thereby putting their health and safety at risk.

Staffs determinations are further substantiated by a series of news reports that have recently examined potable water quality in small Tulare County communities, East Orosi included. A Fresno Bee article published March 16, 2011 details a recent study conducted by the Oakland think tank, Pacific Institute. The study found that it would cost approximately \$150 million to address Valley-wide water contamination issues. The study also determined that low-income residents living within communities served by small water systems use approximately 4.6% of their income for water supplies (this includes both system user fees and bottled water); the federal standard for affordability is 1.5%. The study further found that regulatory agencies do not adequately inform customers when system contamination does occur. A news report that aired on KPMH Fox 26, a local Fox affiliate, also examined the issue of poor water quality within the Valley's small unincorporated communities. In timely fashion, the news report focused on the community of East Orosi. A CSD customer interviewed explained that she has been dealing with high Nitrate levels in her water since 2002 and must purchase bottled water for drinking and cooking, an expense that drastically drains her financial resources. Another CSD customer interviewed explained that there is no alternative for water used to shower and that system water commonly causes rashes and severe discomfort.

It is determined that a mobile home only able to accommodate 5 people at one time is an inadequate facility in which to hold public meetings, particularly for a district containing 386 customers.

It is also determined that the scenario described above, in which the District's exclusive reliance on outside funding sources creates an undue economic burden on district customers and/or exposes them to severe health risks, seems to already be taking place. State and federal grants/loans only offer short-term solutions and do not address the larger structural forces behind continual service/infrastructure needs and deficiencies. It is evident that a new approach must be pursued. Consolidation of the CSD with the various CSD's and Public Utilities Districts (PUDs) in the Cutler-Orosi region is a logical and highly feasible option.

Table 14 -Existing Water and Wastewater Connections in East Orosi

Description of Existing Infrastructure					
Drinking Water			Waste Water*		
No. of Existing Connections	Capacity	Available	No. of Existing Connections	Capacity	Available
108	108	0	108	108	0

(Data current as of May 2012)

EAST OROSI COMMUNITY PLAN

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 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

East Orosi does not currently have a storm drainage system.”⁹

Solid Waste

Solid waste disposal services for the Community of East Orosi is provided by Pena’s Disposal, a private company. Solid waste generated in East Orosi can be disposed of at Visalia Landfill, located at 22466 Road 80, Visalia.

PUBLIC SERVICES

Sheriff

Police protection services are provided in East Orosi by the Tulare County Sheriff’s Department substation, located at 40765 Road 128, in Cutler, approximately 20 miles northeast of East Orosi. Orosi Substation covering 289 square miles and serving a rural population to include the unincorporated communities of Cutler, New East Orosi, Orosi, Seville, Sultana, Traver and Yettem. The Substation runs a four shift operation which includes 23 deputies, four sergeants and one lieutenant. There are a minimum of three deputies and one sergeant in the field at all times. In addition to that general shift staffing the communities of Cutler, Orosi and New East Orosi/Traver have assigned Community Based Officers assigned specifically to those area. The substation is open for walk-ins from 8 am to 5 pm Monday thru Friday. After hours and weekends there is a phone provided outside the substation that calls directly into the dispatch center. 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.

⁹ Action Program 9, Tulare County 2015 Housing Element

EAST OROSI COMMUNITY PLAN

Fire

Fire protection and emergency medical services are provided for East Oroshi by the Tulare County Fire Department. The Tulare County Fire Station #4, is located approximately five miles west of East Oroshi at 40779 Road 128, Cutler- Oroshi Fire Station. Cutler- Oroshi Fire Station has Patrol 4, Engine, and Engine 204 are assigned to this location. Paid On-Call Fire Fighters are assigned to this station and they respond when called or tuned out to an incident. Response time is approximately five (5) minutes from this station to East Oroshi.

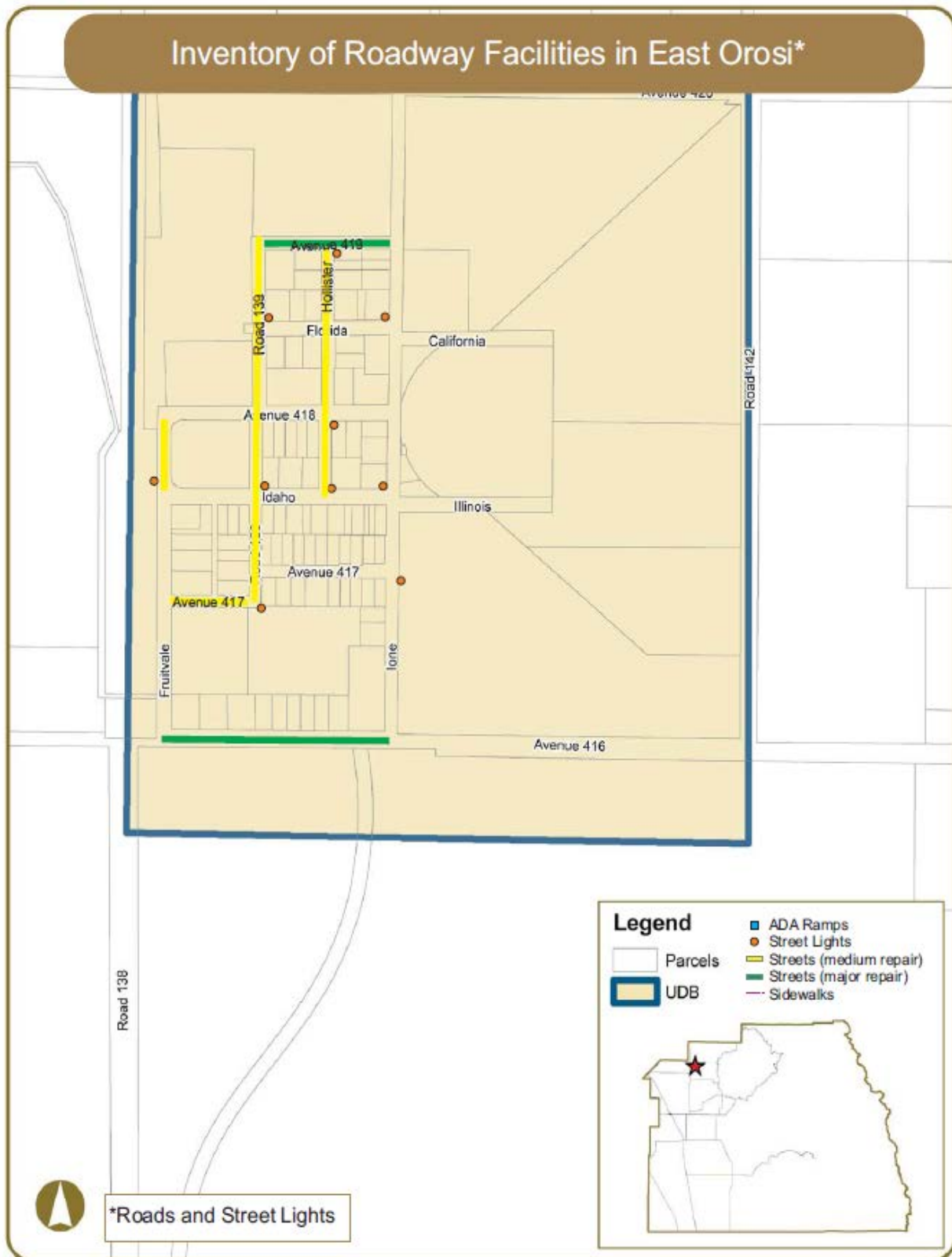
Eighteen fire hydrants are found within East Oroshi (see Table 15). These fire hydrants are located within the County right-of-way. Figure 7 displays Existing Fire Hydrants in East Oroshi.

Table 15 - Location of Existing Fire Hydrants

Existing Fire Hydrants	
No.	Location
1	Avenue 419 and Road 139
2	Avenue 419 east of Hollister Road
3	Ione Road north of Florida Avenue
4	Florida Avenue and Hollister Road
5	Road 139 south of Florida Avenue
6	Hollister Road south Florida Avenue
7	Ione Road south of Florida Avenue
8	Avenue 418 and Road 139
9	Road 139 south of Avenue 418
10	Avenue 418 east of Road 138
11	Idaho Avenue east of Road 138
12	Idaho Avenue east of Road 139
13	Ione Road north of Avenue 417
14	Avenue 417 and Road 139
15	Road 138 north of Avenue 417
16	Road 138 north of Avenue 416
17	Avenue 416 west of Ione Road
18	Avenue 416 west of Ione Road

EAST OROSI COMMUNITY PLAN

Figure 7 - Inventory of Fire Infrastructure in East Orosi



EAST OROSI COMMUNITY 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 East Orosi Community Plan Area is within the Cutler-Orosi Unified School District which provides K-12 grade education.

Libraries

“The Tulare County Public Library System is comprised of interdependent branches, grouped by services, geography and usage patterns to provide efficient and economical services to the residents of the county. At present, there are 15 regional libraries and one main branch”¹⁰ (see Table 20)

Table 16 - Library Location & Hours		
Branch	Address	Service Hours (2017)
East Orosi	Orosi Branch 12646 Avenue 416 Orosi, CA 93647	Wednesday, Thursday, and Friday 9:00 a.m. – 1:00 p.m. 2:00 p.m. – 6:00 p.m.

Library hours current as of September 2017

Parks

In the community of East Orosi there is no safe green space for children to play and adults to be physically active. There are no County owned/operated parks in East Orosi. The nearest County owned/operated park are the Ledbetter Park in the unincorporated community of Cutler approximately 12.5 miles west of East Orosi.

THE EAST OROSI COMMUNITY PLAN

CIRCULATION/COMPLETE STREETS/TRANSPORTATION

Existing Circulation

East Orosi is a small agricultural community located near Avenue 416. The major rural collector roads is Avenue 308. There are no proposed major streets as part of this Community Plan (see Figure 8).

Patterns of Blocks and Streets

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

Traffic

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 Avenue 416, as a result of the Project primarily because, and the Tulare County General Plan (TCGP) policies and limited growth rates under the RTP, will maintain LOS at B or C through Year 2040 projections, while the build-out time frame of the Community Plan is Year 2030.

¹⁰ General Plan Background Report, page 7-96

EAST OROSI COMMUNITY PLAN

The proposed Circulation Element and Complete Street Policies of the General Plan contain policies and actions that will continue to maintain LOS C or better. The Plan's projected growth and its impact on the circulation system will continue to be less than significant as the additional goals and policies are implemented through the Community Plan. These policies and actions will be implemented by the County of Tulare over a 20-year time period.

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.

Roads

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

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

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

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

- ✓ Grind and remix - process by which construction materials are recycled and reused to add structure to roadways
- ✓ Overlay resurfacing operation - consists of grinding off selected areas of old asphalt, patching any potholes, placing a fabric (in some cases), placing and compacting hot mix asphalt pavement, and adjusting any street hardware.

EAST OROSI COMMUNITY PLAN

- ✓ 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.”¹¹

Table 17 lists the roadways in need of repair, the limits, and type of maintenance strategy proposed. **Figure 9** graphically displays this information on a map.

Table 17 - Road Maintenance Strategies

Road Maintenance Strategies			
No.	Roadway	Limits	Repair Code
1	Avenue 416	Fruitvale Road to Ione Road	OLAY
2	Avenue 417	Fruitvale Road to Road 139	CHIP
3	Avenue 419	Road 139 to Ione Road	GRX
4	Fruitvale Road	Idaho Avenue to Avenue 418	CHIP
5	Hollister Road	Idaho Avenue to Avenue 419	CHIP
6	Road 139	Avenue 417 west to Avenue 419	CHIP

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

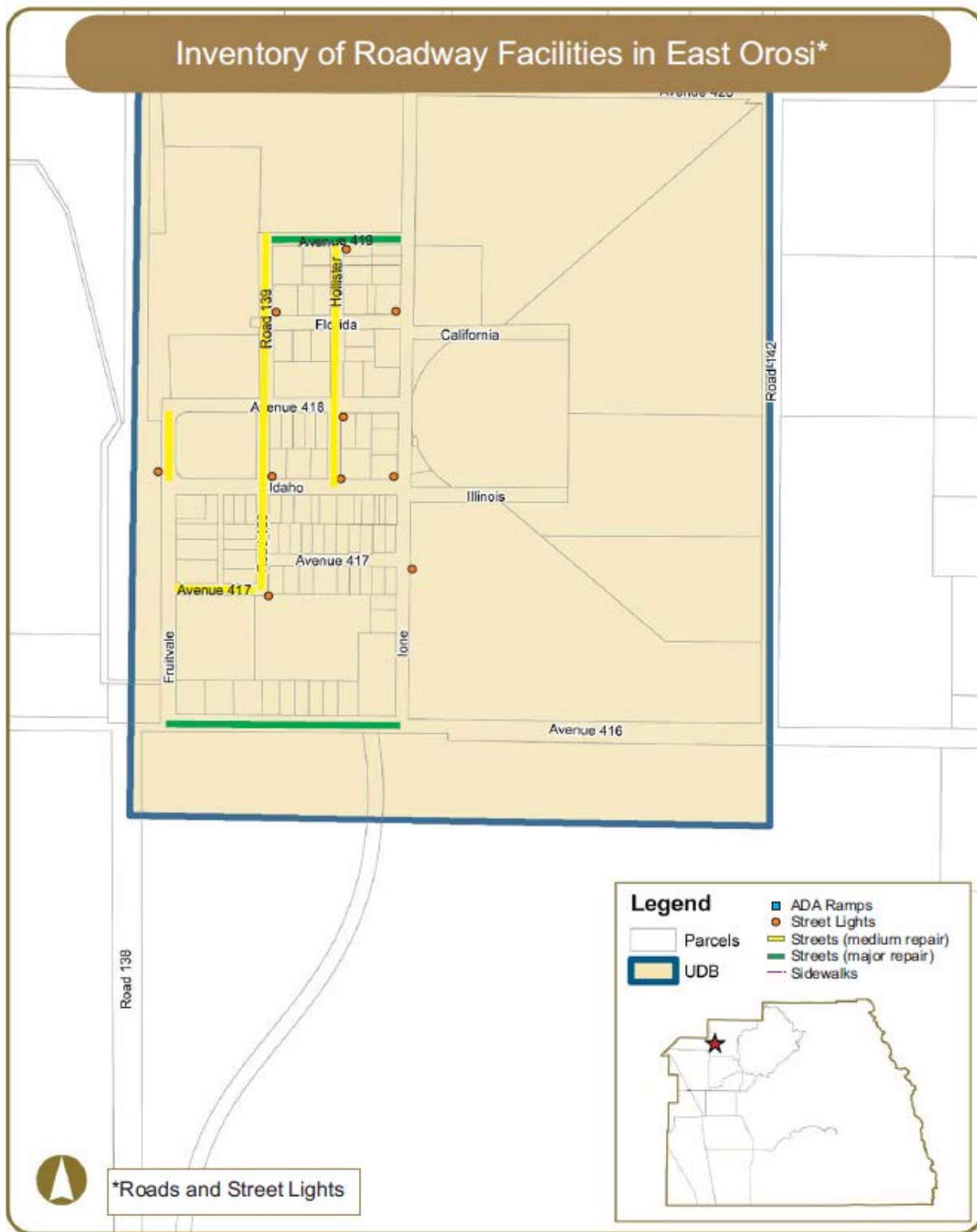
ACST – asphalt reconstruction
RCST – cold mix reconstruction

(Source: County of Tulare Public Works, 2012)

¹¹ Action Program 9, Tulare County 2015 Housing Element

EAST OROSI COMMUNITY PLAN

Figure 9 - Inventory of Roadway Facilities in East Orosi



EAST OROSI COMMUNITY PLAN

Street Lights

Lights are typically located at the edge of roadways on top of utility poles. They are illuminated at night and improve the visibility and safety of the roadway and sidewalk by increasing motorist visibility and improving nighttime pedestrian security. They can also reduce nighttime pedestrian crashes by increasing the awareness of drivers relative to pedestrians.

Table 18 identifies the location of existing street lights that are maintained by Tulare County, in East Orosi, as well as their specifications. **Figure 9** also displays this information graphically. The below table specifies the locations, the pole number, lumens, pole type, arm direction and utility provider. Pole numbers can be arbitrary and are used to match the pole specifications with its location. Lumens measure the amount of light emitted from the bulb (the more lumens the brighter the light). The pole type "W" represents a wood post for which the light is commonly shared with a Utility provider. Similarly, "M" represents metal and "C" represents concrete.¹²

Table 18 - 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 417	Road 139	SE Corner	1612	5800	W	W	PG&E
2	Avenue 417	Ione Road	SE Corner	1622 (3176)	5800	W	E	PG&E
3	Avenue 418	Hollister Road	SE Corner	1614	5800	W	S/W	PG&E
4	Avenue 419	Hollister Road	SE Corner	1616	5800	W	W	PG&E
5	Florida Avenue	Ione Road	NW Corner	N/A	5800	W	E	PG&E
6	Florida Avenue	Road 139	NE Corner	1626	5800	W	S	PG&E
7	Idaho Avenue	Hollister Road	NE Corner	2380	5800	W	S	PG&E
8	Idaho Avenue	Fruitvale Road	NW Corner	1619	5800	W	E	PG&E
9	Idaho Avenue	Road 139	NE Corner	1621	5800	W	S	PG&E
10	Idaho Avenue	Ione Road	NW Corner	1622	5800	W	E	PG&E

Sidewalks

There are currently no sidewalks located within East Orosi. Sidewalks are typically separated from a roadway by a curb and accommodate pedestrian travel. They improve mobility for those with disabilities and are also an important part of walking routes to schools. They provide the space for pedestrians to travel within the public right-of-way while being separated from vehicles and bicycles.

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.

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

¹² Action Program 9, Tulare County 2015 Housing Element

EAST OROSI COMMUNITY PLAN

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 East Oroshi.”¹³

Complete Streets

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

Improvement Plans:

- 1 Avenue 416 (between SR 63 and Road 140, this part is covered by the Oroshi Complete Street policy)
- 2 Avenue 418 (Road 139 to Road 140)
- 3 Ione/Road 140 (Avenue 416 to Avenue 419)
- 4 Avenue 419 (Road 139 to Road 140)

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

Complete Streets Bicycle Facilities

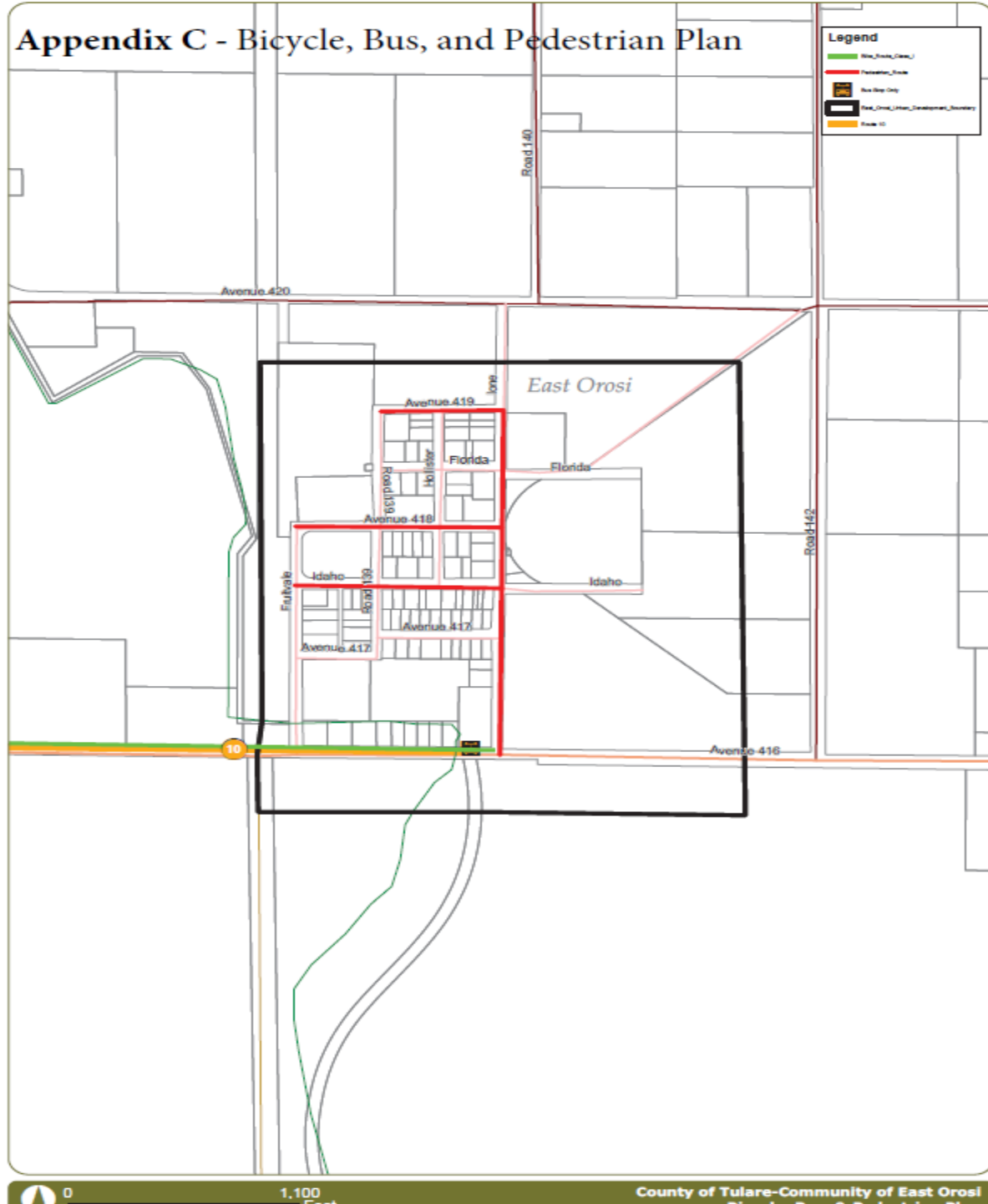
The 2014 Regional Transportation Plan (adopted June 30, 2014) prepared by the Tulare County Association of Governments (TCAG) provides for a regional bicycle network intended to provide a safe alternative mode of travel. The 2014 RTP identified Road 63 as a proposed Class III Bike Project¹⁴ In Tulare County, bicycle travel is not yet considered a major mode of transportation and bicycles are rarely seen 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 Road 63.

¹³ Action Program 9, Tulare County 2015 Housing Element

¹⁴ TCAG Action Element, TCAG 2014 Regional Transportation Plan. Page 3-89.

EAST OROSI COMMUNITY PLAN

Figure 10 - Bicycle, Bus, and Pedestrian Plan



EAST OROSI COMMUNITY PLAN

Complete Streets Pedestrian Paths and Sidewalks

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

Multituse Trails

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

Transit and Bus Stops

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. East Orosi is currently connected via TCAT Route 10 to Dinuba and its transit center (**see Figure 10**). www.ridetcat.org TCAT Route 10 provides service to Dinuba, Seville, Yettem, Sultana, Orosi, East Orosi, and Visalia four times per day on weekdays and four times on Saturday. In Dinuba, transfers can be made to connect to Visalia, Tulare, and the remainder of the TCAT public transit system TCAT vehicles are wheelchair accessible and all full size buses include bike racks. 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 East Orosi, 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.

Figure 11 - TCAG Fixed Route Service - Route 10



EAST OROSI COMMUNITY PLAN

State Route 99

State Route (SR) is the major highway between cities within the Central Valley and the primary route between the City of Fresno to the north and the City of Bakersfield to the south. East Oroshi is located approximately 15 miles east of SR 99.

AMTRAK

The Hanford AMTRAK station, located approximately 45 miles to the southwest in Kings County, is the closest station to East Oroshi providing passenger rail service. The San Joaquin Joint Powers Authority (SJJPA) is comprised of ten agencies (including TCAG) currently oversees the operation of seven daily trains serving this station. Service is provided to points north including San Francisco and Sacramento and to points south including Bakersfield and the Los Angeles basin (via connecting Amtrak Thruway) bus service.

Aviation

The nearest operational general aviation airport is Visalia Municipal Airport is approximately 30 miles southwest. Fresno Yosemite International Airport (FAT), approximately 30 miles northwest of East Oroshi, is a principal passenger and airfreight airport in the central San Joaquin Valley. Meadows Field (BFL), Bakersfield's principal commercial airport, is approximately 90 miles southeast of East Oroshi and offers direct flights to several destinations

EAST OROSI COMMUNITY PLAN

GOALS, OBJECTIVES AND POLICIES

This Section of the East Orosi Community Plan describes the land use policy framework which will govern the development of the community through the year 2030. It includes text, which sets out explicit policy statements about the quality, character, and manner in which development in the community will take place. The land uses in all the Community 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 East Orosi 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,

East Orosi Community Plan, and input received from East Orosi 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: Create a mix of uses with easy access to major roads

Objective: Promote mixed use zoning and land uses.

Policies:

1. Locate high density residential uses in close proximity to planned commercial areas.

2. Require public, quasi-public and high density residential uses to locate where direct access to major streets is available.
3. The County shall cooperate with all affected school districts to provide the highest quality educational services and school facilities possible.
4. The County shall work with the Schools to provide safe routes to school.
5. The County of Tulare will solicit recommendations from all interested public agencies on matters regarding the East Orosi Community Plan.
6. The East Orosi Community Plan should be reviewed every five years to determine if amendments are appropriate.
7. When considering any land use proposal, capital expenditure or other matters of community importance, the County of Tulare will request input from the local service district and other affected agencies.

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

EAST OROSI COMMUNITY PLAN

Policies:

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

Housing

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

Objective: Reduce deficiencies in existing housing stock.

Policies:

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

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

Economic Base

GOAL I: Develop a strong and diversified economy.

EAST OROSI COMMUNITY PLAN

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 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 the East Orosi 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 East Orosi 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 East Orosi, 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.

EAST OROSI COMMUNITY PLAN

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

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

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

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 East Orosi.

EAST OROSI COMMUNITY PLAN

ASSESSMENT OF LAND NEEDS

Within the existing 312-acre East Orosi Urban Development Boundary, agricultural activities, such as orchards and pasture, currently constitutes 70 percent (70 %) of the UDB Area.

The ratio of urbanized acres per person is calculated by dividing the year 2014 population of 572 by 30 urbanized acres (area within the UDB), which equals 20 persons per urbanized acre (**see Tables 19 and 20**) showing population projections). Projecting the population at a 1.3% growth rate adds 114 persons in year 2030. Multiplying the 114 persons by the 1/20 ratio (.05%) suggests an additional 6 acres of land will be required to accommodate development by the year 2030, if projections are realized.

Population Growth Forecast

Table 19 - East Orosi Population Projections			
Growth Rate	2015	2020	2030
0.013	572	602	685

Table 20 - Population Projects		
Year	Population	Growth (%)
2016	572	0.013
2017	579	0.013
2018	587	0.013
2019	595	0.013
2020	602	0.013
2021	610	0.013
2022	618	0.013
2023	626	0.013
2024	634	0.013
2025	643	0.013
2026	651	0.013
2027	659	0.013
2028	668	0.013
2029	677	0.013
2030	685	0.013

Demand Forecast

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

Population and Housing Units

The year 2015 baseline population and was determined by projecting the 2015 American Community Survey (Survey)¹⁵ data population by an annual growth rate of 1.3% annually. The Survey indicated that in year 2013 the community had 105 dwelling units (including vacant dwellings) with a population of 572. At an annual growth rate of 1.3%, the projected housing units are 20 in year 2030. Given one existing commercial use and ag related industrial uses, the zoning plan is consistent with or greater than the community needs. As such, there is adequate land available for development within the existing UDB to accommodate future residential growth through the year 2030.

¹⁵ See: http://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml.

EAST OROSI COMMUNITY 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, service levels for water to be expanded. Grant funding is needed to increase service levels.

Use Permits

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

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 East Orosi begins in grade school. Of the adults age 25 and older, 7.3% had an educational level of less than 9th grade. This lack of education could limit the types of jobs that these adults would be qualified to undertake. Improving educational attainment needs to begin in elementary school. As part of the Safe Routes to Schools, Tulare County 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.

Table 21 - Education Attainment			
Educational Attainment	California	Tulare County	East Orosi
Population 25 years and over	25,257,858	260,964	247
Less than 9th grade	10.0%	20.8%	55.5%
9th to 12th grade, no diploma	8.2%	10.9%	7.3%
High school graduate (& equivalency)	20.7%	25.2%	28.3%
Some college, no degree	21.8%	22.3%	8.9%
Associate's degree	7.8%	7.0%	0.0%
Bachelor's degree	19.8%	9.5%	0.0%
Graduate or professional degree	11.6%	4.3%	0.0%

2011-2015 American Community Survey 5-Year Estimates

Health Care

Health care is important for economic development as businesses need healthy employees. There are no medical offices in East Orosi. The nearest medical offices are located to the west in the community of Orosi.

EAST OROSI COMMUNITY PLAN

LAND USE AND ZONING ACREAGES

Land Use and Zoning District Updates

As suggested earlier, and based on the forecasted growth and the recommended Urban Development Boundary in the Opportunities and Constraints Analysis, the Land Use Plan (**see Table 22**) and Zoning Districts (**see Table 238**) have been updated.

Table 22 - Proposed Land Use	
Proposed Land Use	Acres
General Commercial	77.57
Heavy Industrial	206.80
High Density Residential	18.27
Light Industrial	90.02
Low Medium Density Residential	480.63
Medium Density Residential	102.04
Public/Quasi Public	98.69
Service Commercial	7.65
Urban Reserve-Residential	170.54
Right-of Ways	140.80
East Orosi UDB	1393.00

Table 23 - Proposed Zoning	
Proposed Zones	Acres
A-1	239.30
AE-10	48.91
C-2-MU	77.57
C-3	7.65
M-1	90.02
M-2	243.18
P-O	0.50
R-1	106.44
R-2	36.87
R-3	25.97
R-A	168.44
R-A-100	177.30
R-A-43	20.82
R-A-87	9.25
Right-of Ways	140.80
East Orosi UDB	1393.00

IMPLEMENTATION STRATEGY

The purpose of this section is to prescribe a proposed approach to implement the general plan recommendations contained in the East Orosi Community Plan. The following components comprise the East Orosi 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 East Orosi Community Plan, there are a variety of changes to existing zoning districts. These changes are described below.

Revise Chapter 16 of the Zoning Code to limit the uses that require a use permit. As part the Economic Development Strategy, use permit requirements are streamlined to allow for uses to be developed without discretionary review. That is, proposed uses will not have to undergo an approval

EAST OROSI COMMUNITY PLAN

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

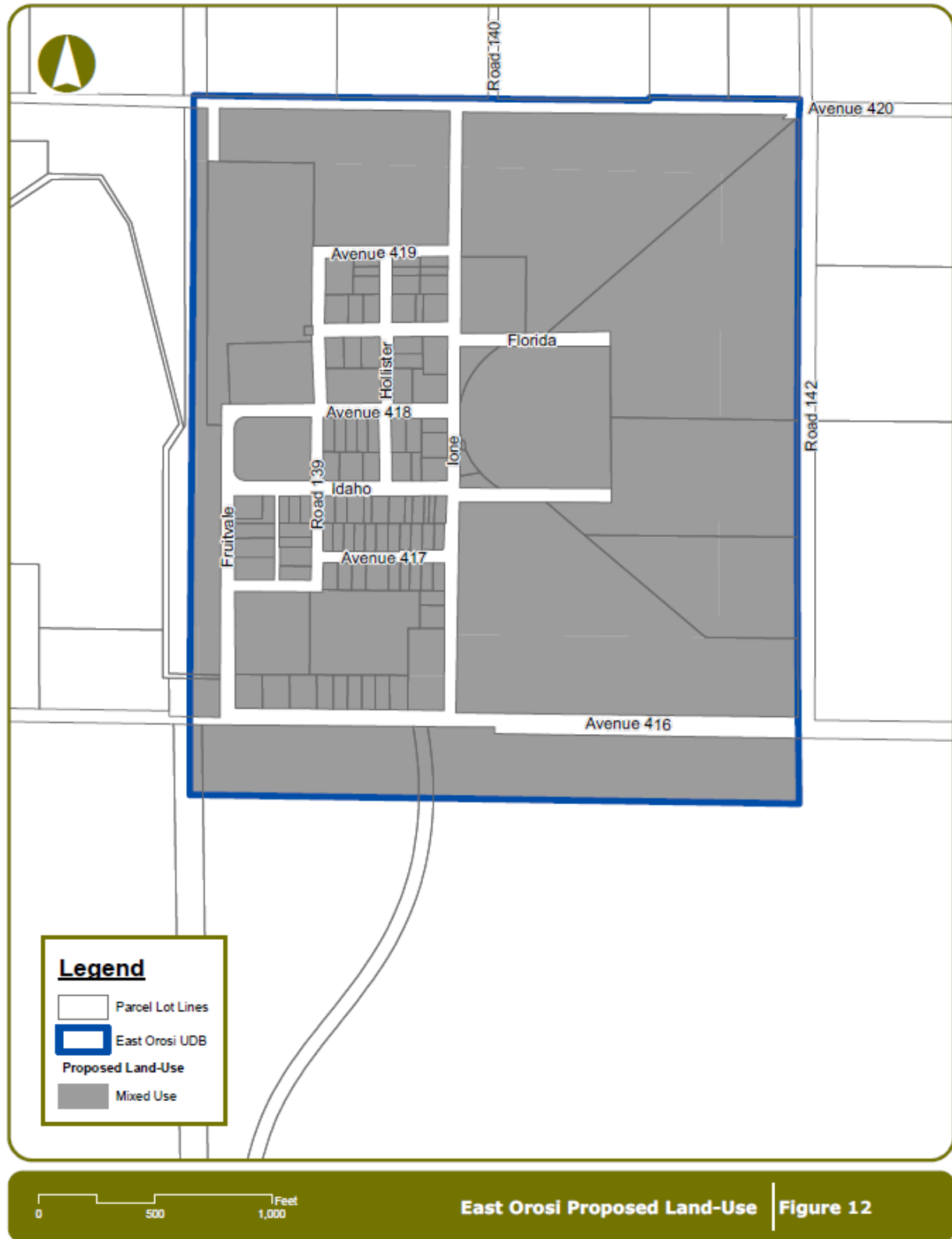
This alternative involves the creation of a Mixed Use Zoning Designation for the Community of East Oroshi.

Zoning Map Update

The current Zoning Map for East Oroshi (**see Figure 13**) will be amended to be compatible with the Land Use Map (**see Figure 12**) outlined in the General Plan. There are a couple of zoning district changes (**see Figure 14**) that are proposed to allow the General Plan and Zoning Ordinance to be in conformity with each other East Oroshi Proposed Zoning (**see Figure 15**).

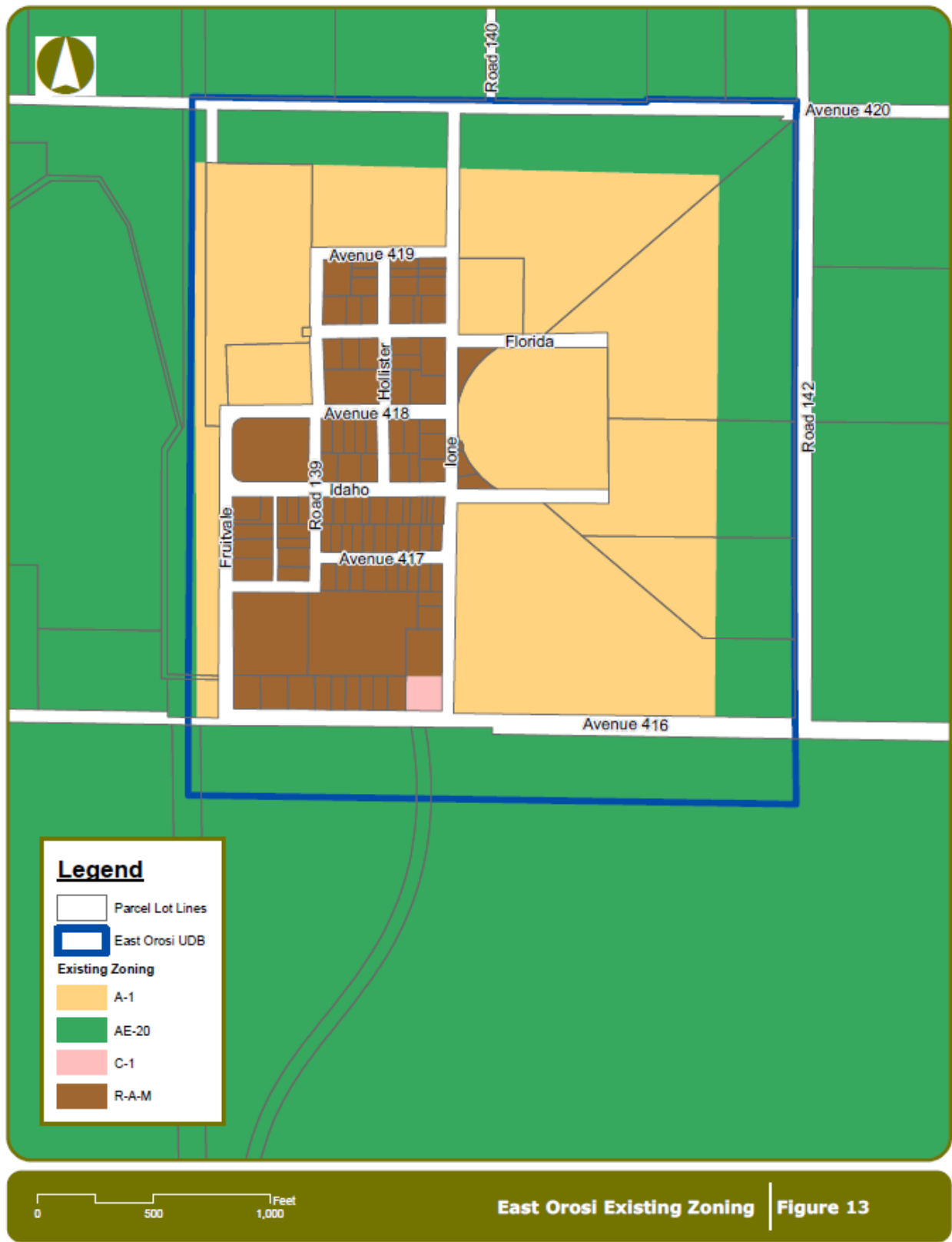
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Figure 12 - Proposed Land Use Plan



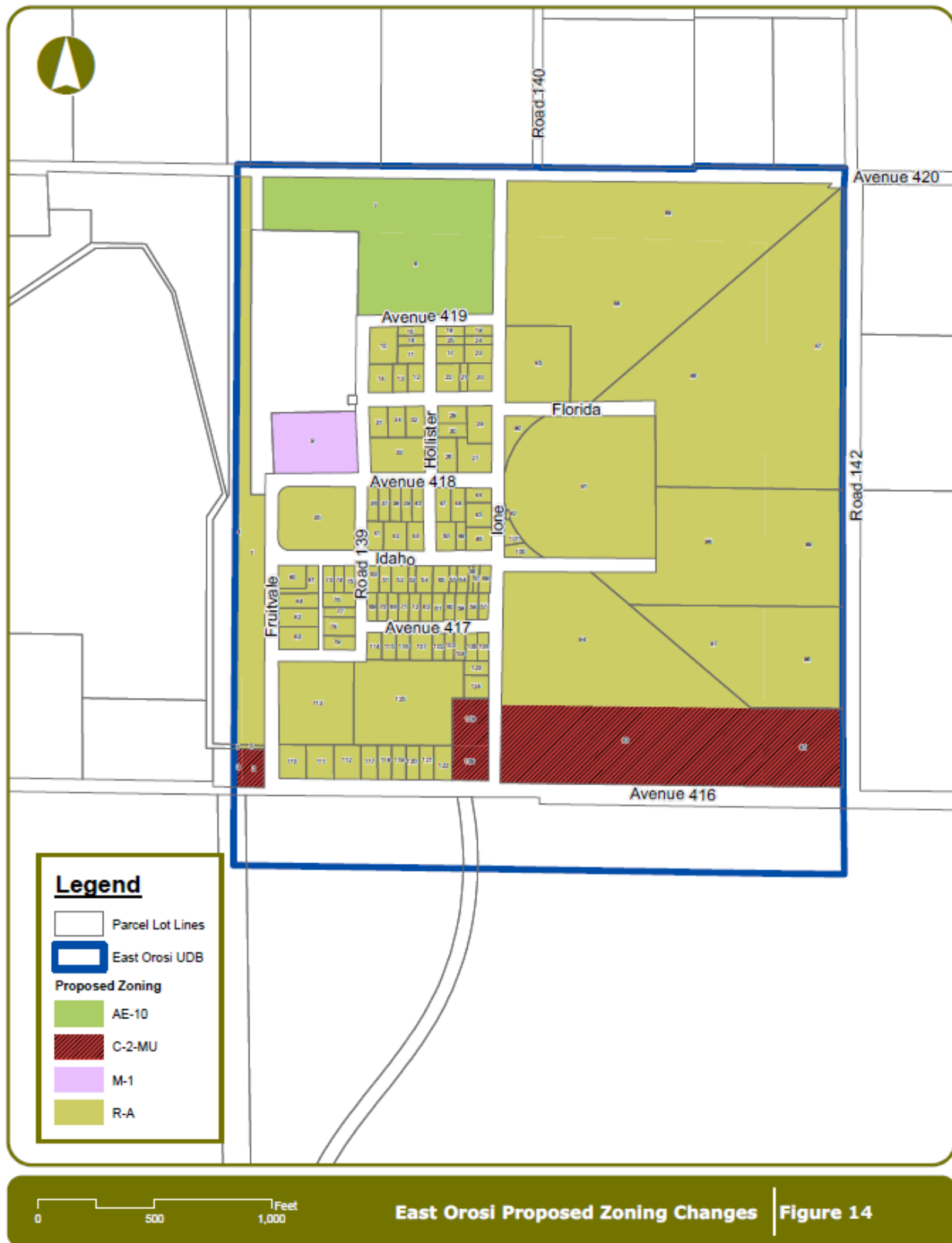
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Figure 13 - Existing Zoning Plan



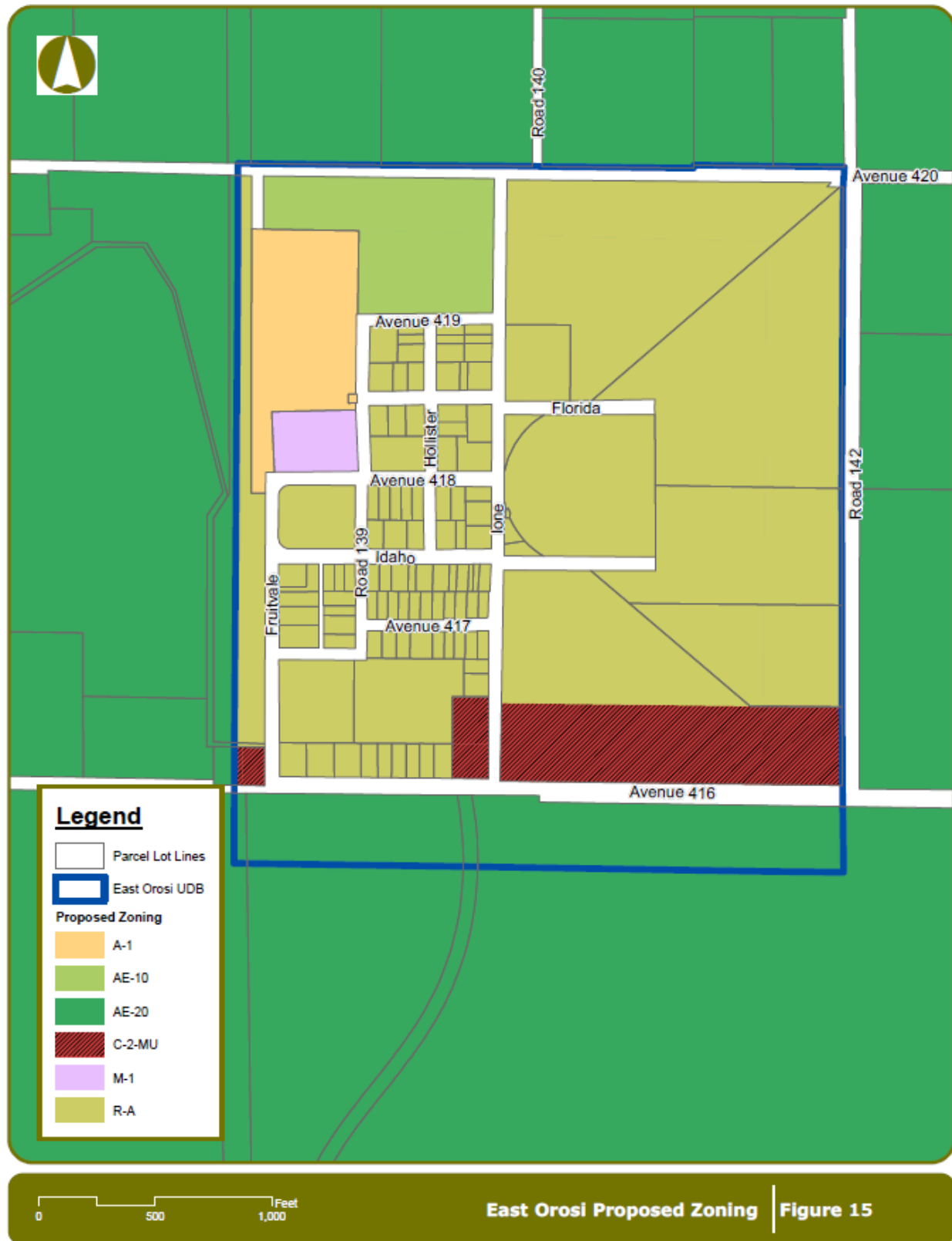
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Figure 14 - Proposed Zoning Changes



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Figure 15 - Proposed Zoning



EAST OROSI COMMUNITY PLAN

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

EAST OROSI COMMUNITY 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	

EAST OROSI COMMUNITY 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

EAST OROSI COMMUNITY PLAN

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, RA	
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	

EAST OROSI COMMUNITY PLAN

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

EAST OROSI COMMUNITY PLAN

	1, R-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
Radio, microwave and television towers (Over 75 feet or within 2 miles	C-2, C-3, M-1, M-2	

EAST OROSI COMMUNITY PLAN

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

EAST OROSI COMMUNITY PLAN

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

EAST OROSI COMMUNITY PLAN

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

The following regulations shall apply in the community of East Oroshi, 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 East Oroshi.

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 East Oroshi.

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

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

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

EAST OROSI COMMUNITY PLAN

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

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

DEVELOPMENT

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

EAST OROSI COMMUNITY PLAN

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

All other Development Standards are outlined in the Community Plan for East Oroshi. 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.

EAST OROSI COMMUNITY PLAN

A-3 *Development Standards (Mixed Use Zoning District)*

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

ARCHITECTURE

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

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

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

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

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

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

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

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

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

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

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

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

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

EAST OROSI COMMUNITY PLAN

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ROOFS AND AWNINGS

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

EAST OROSI COMMUNITY PLAN

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

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

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

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

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

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

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

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

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

RA-11 Mansard roofs are prohibited.

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

SITE PLANNING

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

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

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

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

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

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

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

EAST OROSI COMMUNITY PLAN

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

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

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

LANDSCAPING

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

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

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

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

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

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

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

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

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

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

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

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

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

EAST OROSI COMMUNITY PLAN

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

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

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

REFUSE AND STORAGE AREAS

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

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

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

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

LIGHTING

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

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

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

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

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

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

WALLS AND FENCES

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

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

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

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

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

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

EAST OROSI COMMUNITY PLAN

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

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

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

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

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

STREETSCAPE

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

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

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

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

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

SIGNAGE

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

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

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

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

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

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

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

EAST OROSI COMMUNITY PLAN

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.

EAST OROSI COMMUNITY PLAN

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

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

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

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

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

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

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

SERVICE STATIONS AND CAR WASHES

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

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

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

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

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

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

AUTO REPAIR SERVICES

AR-1 Building design should be stylistically consistent, and compatible with surrounding buildings through use 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.

EAST OROSI COMMUNITY PLAN

CONTRACTOR, BUILDING SUPPLY, OR LANDSCAPING YARDS

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

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

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

CONSUMER STORAGE FACILITIES

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

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

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

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

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

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

SPECIAL CONDITIONS

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

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

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

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

SC-5 The project should not create noticeable vibrations.

EAST OROSI COMMUNITY PLAN

A-4 East Orosi Complete Streets Program



Tulare County Complete Streets East Orosi

Final



Prepared by:

**Tulare County Resource
Management Agency**

Paid for by a grant from:



Tulare County Complete Streets – East Orosi

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TABLE OF CONTENTS

INTRODUCTION.....	1
Complete Streets Vision	1
Complete Streets Definition	1
Complete Streets Attributes.....	2
Report Outcomes	2
Conclusions and Future Funding Opportunities	3
COMPLETE STREET POLICIES	4
Complete Street Goals	4
Complete Streets Objectives	4
Complete Streets Policies	5
Tulare County General Plan Policies	5
Complete Street Policy Design Criteria	5
Complete Street Mobility Plan.....	6
Caltrans and Complete Streets	7
Bicycle Facilities	8
Pedestrian Facilities.....	9
Transit Facilities.....	9
Cost Benefits Analysis, Implementation, and Funding Mechanisms.....	10
Benefits of Complete Streets	11
Community Specific Complete Street Implementation Measures	12
Measure R	12
Active Transportation Program (ATP)	12
CITIZEN FEEDBACK.....	13
Public Outreach Efforts.....	13
Improvement Standards	13
Tulare County Pavement Management System	14
IMPLEMENTATION	15
Selection of Community Priorities	15
Project Phasing	15
Outreach: March 3, 2015, September 8, 2016 & December 15, 2016.....	16
Improvement Plans	16
PROJECTS.....	17
Complete Streets Project Plans	17



Complete Streets Funding Opportunities	17
Cost Estimates	17

FIGURES

Figure 1 - Tulare County Class 1, 2 & 3 Two Lane Roads.....	13
Figure 2 - Tulare County Class 3 Four Lane Road	14

APPENDIX

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



Complete Streets Vision

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

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


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

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

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

Complete Streets Definition

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



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

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

Complete Streets Attributes

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


Report Outcomes

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

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

These outcomes were achieved by the following:

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



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


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

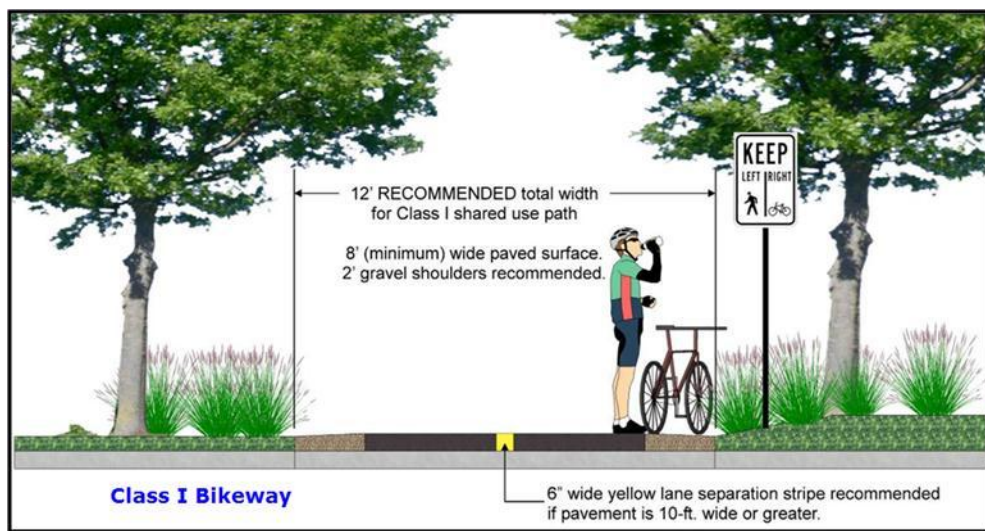
The Tulare County CAP calls for a reduction on a project (over 50 vehicles) by project basis of 6% through a mixture of measures that are spelled out in Appendix J of the CAP. Utilization of alternative means of transportation will reduce GHG emissions and will help projects and the region meet their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

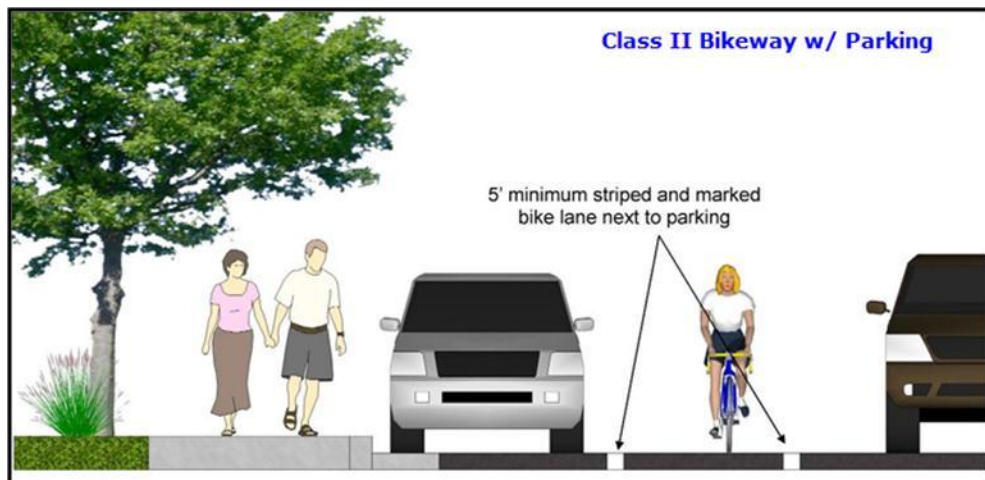
Class I

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 existing Cutler-Orosi Complete Streets Program calls for a Class I bicycle facilities along Avenue 416 in East Orosi.



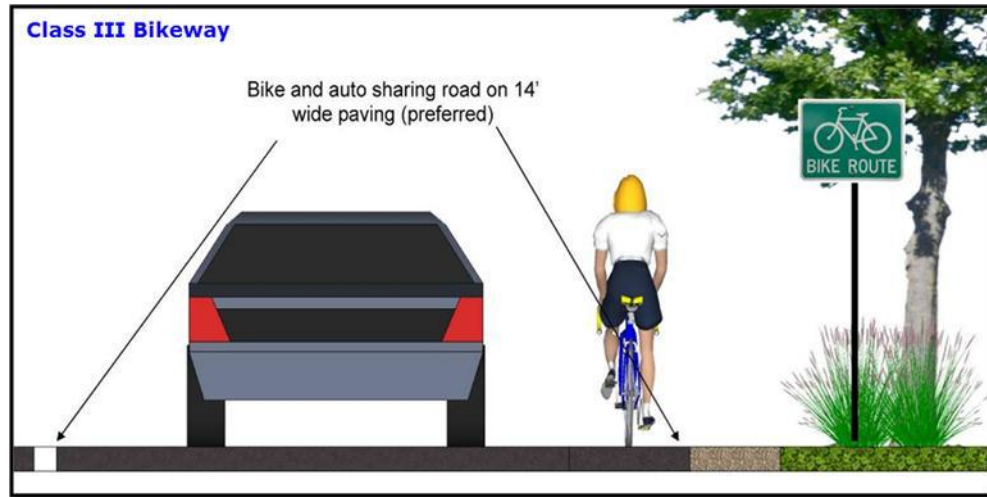
Class II

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 Class II bicycle facilities in East Orosi.



Class III

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

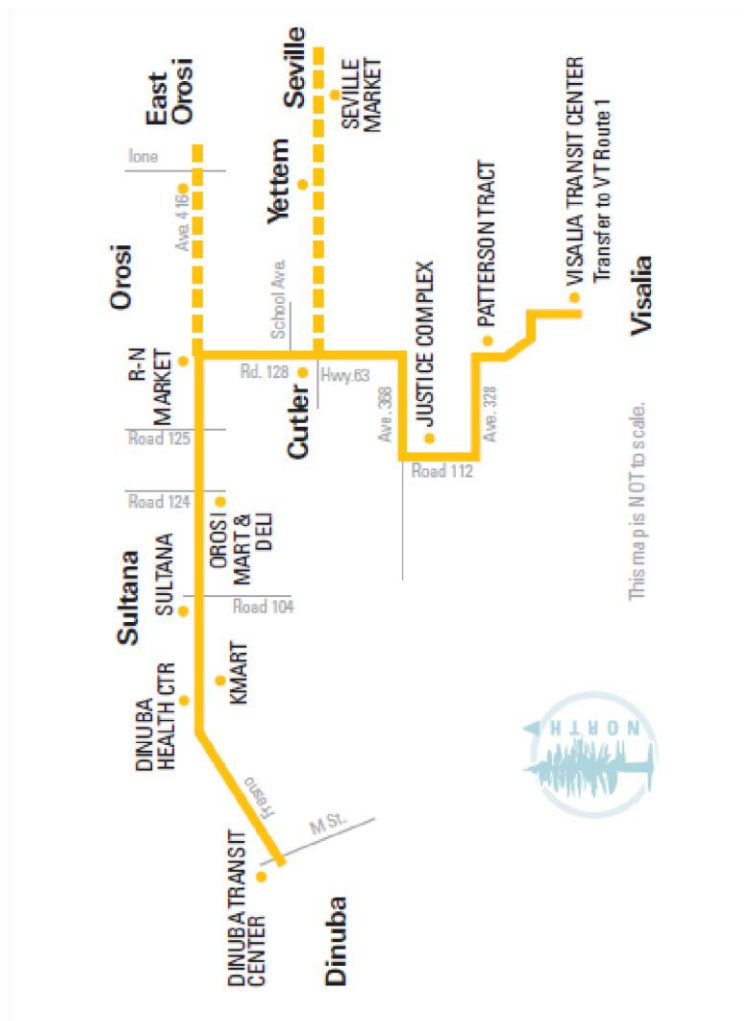
Multiuse Trails

Multiuse trails are facilities that can be used by bicycles, pedestrians, equestrians, and other recreational users. The Class 1 Facility along Avenue 416 could be considered a multiuse trail from Orosi to the East Orosi 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.



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

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.

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%.¹ According to Caltrans, the average costs of highway incidents are stated below.

Cost of Highway Accident	Dollars Per Accident
---------------------------------	-----------------------------

Fatal Accident	\$4,800,000
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Injury Accident	\$67,400
-----------------	----------

Property Damage Only (PDO) Accident	\$10,200
-------------------------------------	----------

Average Cost per Accident	\$52,500
---------------------------	----------

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

Level A (Severe)	\$221,400
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Level B (Moderate)	\$56,500
--------------------	----------

Level C (Minor)	\$26,900
-----------------	----------

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

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 - 206) – is located in the Appendix G.

Improvement Standards

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

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

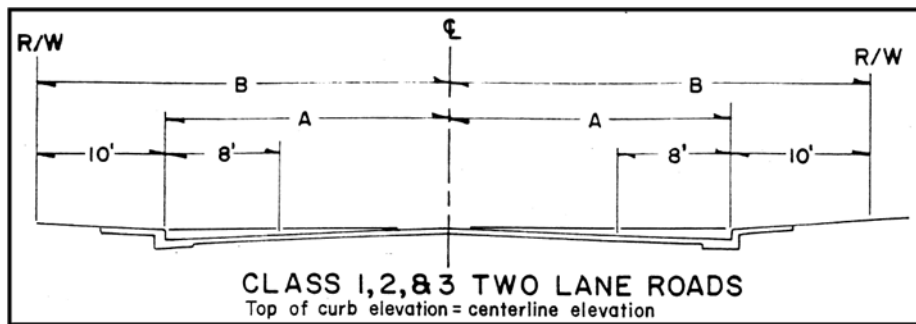


Figure 1 - Tulare County Class 1, 2 & 3 Two Lane Roads

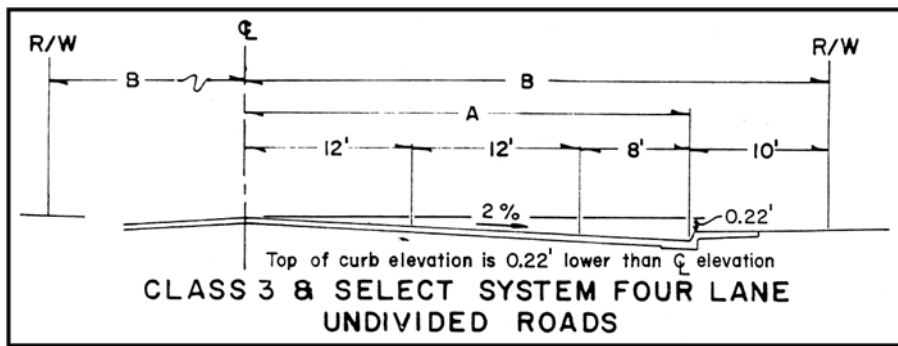


Figure 2 - Tulare County Class 3 Four Lane Road

Tulare County Pavement Management System

Pavement Management

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


Pavement Management System

The Tulare County Pavement Management System (PMS) is a planning tool used to aid pavement management decisions. PMS software programs model future pavement deterioration due to traffic and weather, and recommend maintenance and repairs to the road's pavement based on the type and age of the pavement and various measures of existing pavement quality. Measurements can be made by persons on the ground, visually from a moving vehicle, or using automated sensors mounted to a vehicle. PMS software assists RMA staff to create composite pavement quality rankings based on pavement quality measures on roads or road sections. Recommendations are usually biased towards preventive maintenance, rather than allowing a road to deteriorate until it needs more extensive reconstruction.

Typical tasks performed by Tulare County PMS include:

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

Research has shown that it is far less expensive to keep a road in good condition than it is to repair it once it has deteriorated. This is why pavement management systems place the priority



on preventive maintenance of roads in good condition, rather than reconstructing roads in poor condition. In terms of lifetime cost and long term pavement conditions, this will result in better system performance.

The County is proposing a Road Maintenance Plan (see Appendix D) for the community of East Orosi 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 meeting have been held in order to garner input from the local residents and business owners. Balancing the needs of what the people want while following local, state and federal policies and laws with a limited amount of available funding is the principal challenge in each community.

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

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

- Sidewalks
- Better road conditions
- Safe walking and biking areas
- Street lights
- Pedestrian crossings
- Safe (lower) vehicle speeds
- Improved drainage
- Increased transit stops
- Improved connectivity (railroad crossings)

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

Project Phasing

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

other infrastructure improvements such as storm water basins, major storm drain improvements, utilities to be undergrounded, etc.

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

Outreach: March 3, 2015, September 8, 2016 & December 15, 2016

The designs for roadway, bicycle and roadway facilities was based on feedback from members of the Custer-Orosi School District on March 3, 2015, and through two meetings held with members from the Community in September 2016, and December 2016. The approach RMA took was to plan for a connected network of Streets that brought travelers from Ave. 418 to the North through the Community on Lone / Road 140 down to connecting to Avenue 416.

Improvement Plans

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

Outreach: Thursday, September 8, 2016 6:00 p.m.

1. Ave 416 (between SR 63 and Road 140; this part is covered by the Orosi Complete street policy. We will include it in the East Orosi plan anyway)
2. Ave 418 (Road 139 to Road 140)
3. Lone/Road 140 (Ave 416 to Ave 419)
4. Ave 419 (Road 139 to Road 140)



Projects

Complete Streets Project Plans

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

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

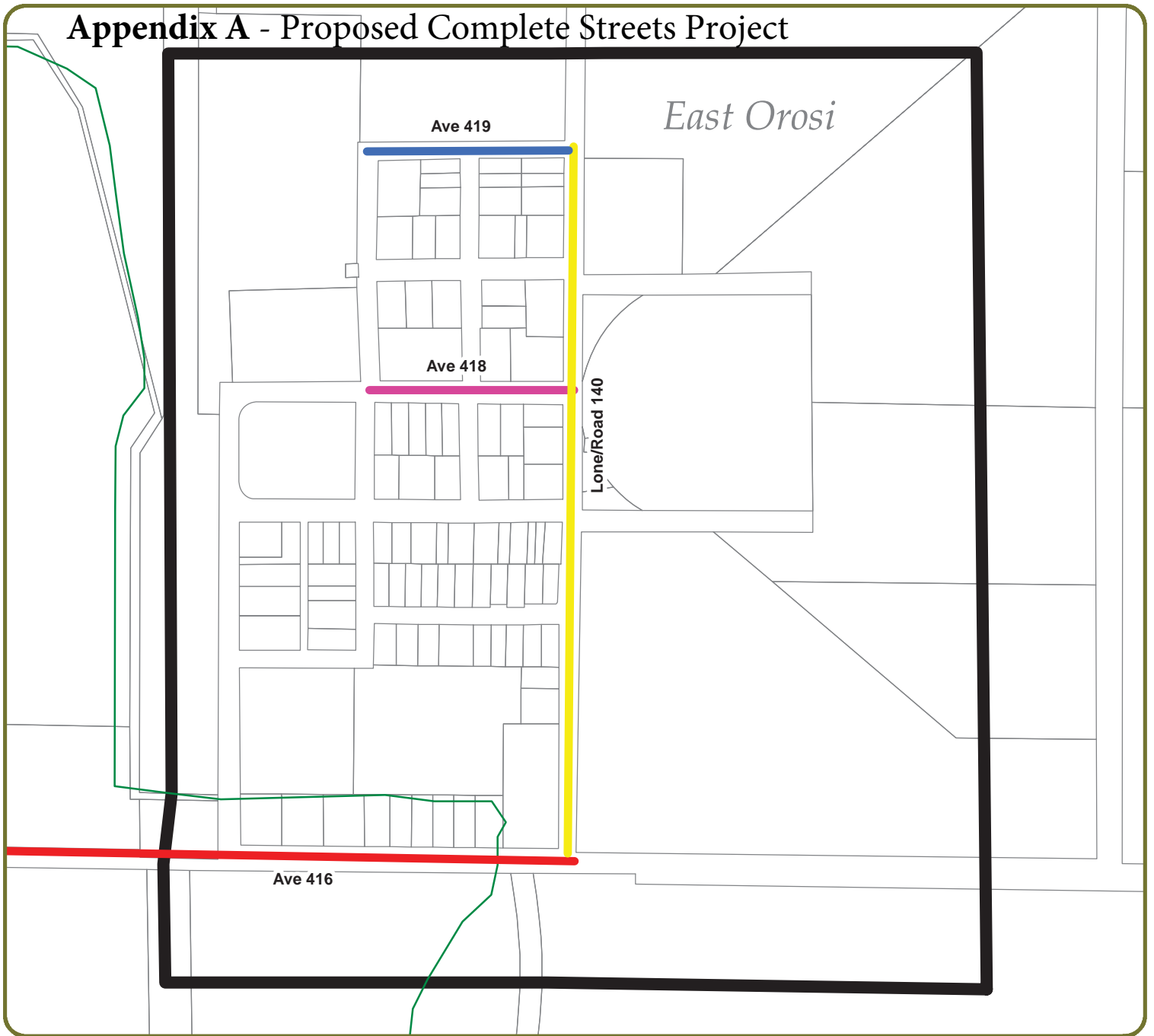
Complete Streets Funding Opportunities

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

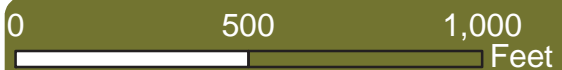
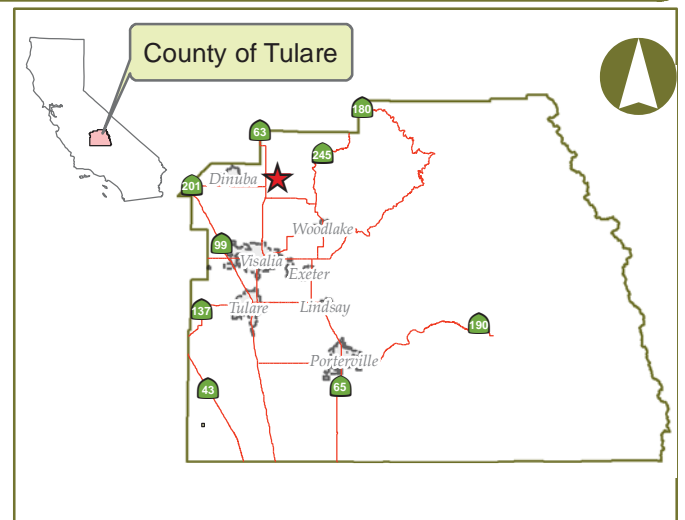
Detailed cost estimates are included in Appendix E.

Appendix A - Proposed Complete Streets Project



Legend

- Ave 418 Road 139-Road 140
- Ave 416 SR 63-Road140
- Lone/Road 140 Ave 416-Ave 419
- Ave 419 Road 139-Road 140

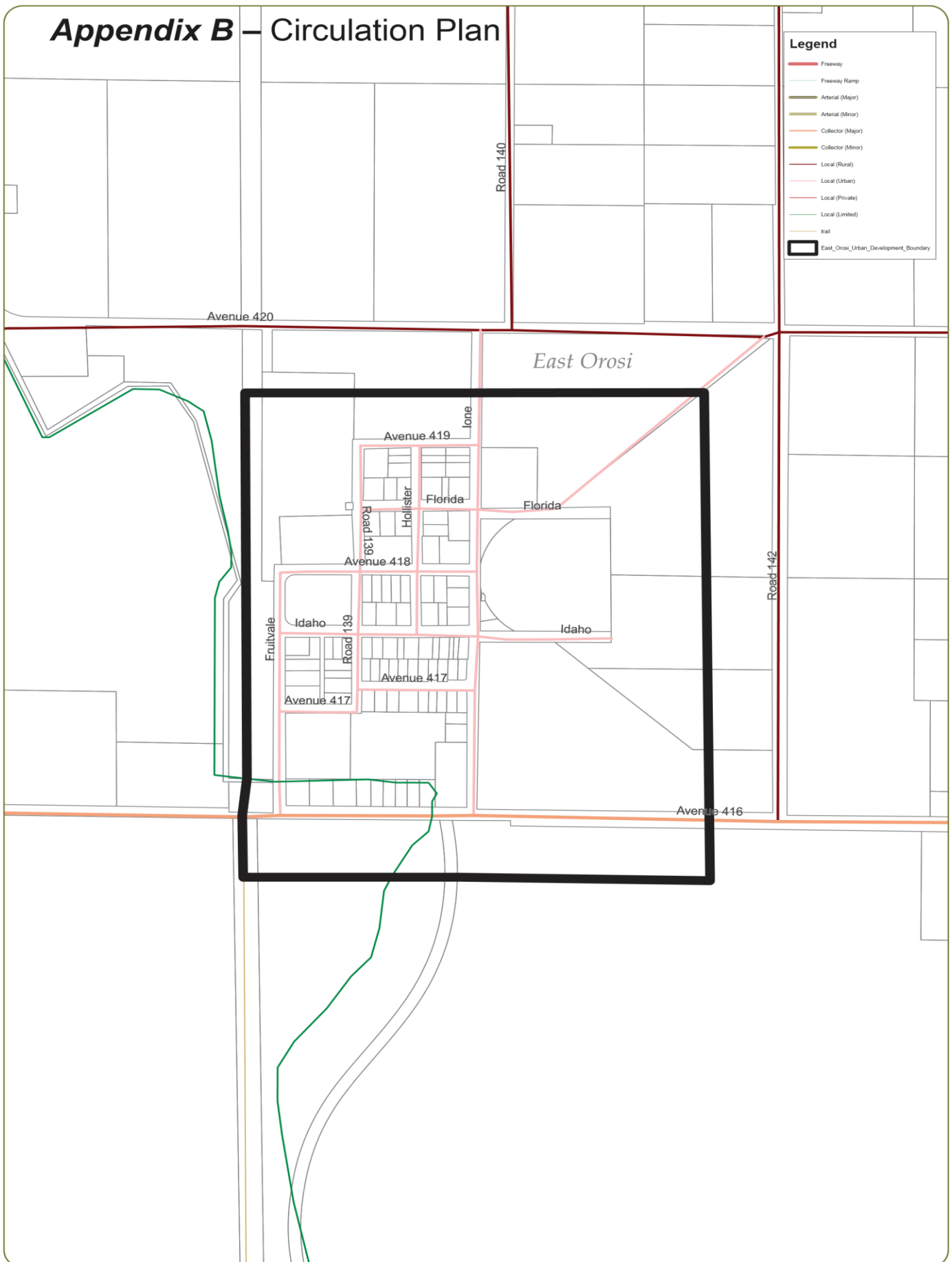


County of Tulare-East Orosi Road Identification
Vicinity Map

Appendix B – Circulation Plan

Legend

- Freeway
- Freeway Ramp
- Arterial (Major)
- Arterial (Minor)
- Collector (Major)
- Collector (Minor)
- Local (Rural)
- Local (Urban)
- Local (Private)
- Local (Limited)
- trail
- East_Orosi_Urban_Development_Boundary



0

1,100
Feet

County of Tulare-Community of East Orosi
Circulation Plan

Appendix C - Bicycle, Bus, and Pedestrian Plan

Legend

- Bike_Route_Class_1
- Pedestrian_Route
- Bus Stop Only
- East_Orosi_Urban_Development_Boundary
- Route 10

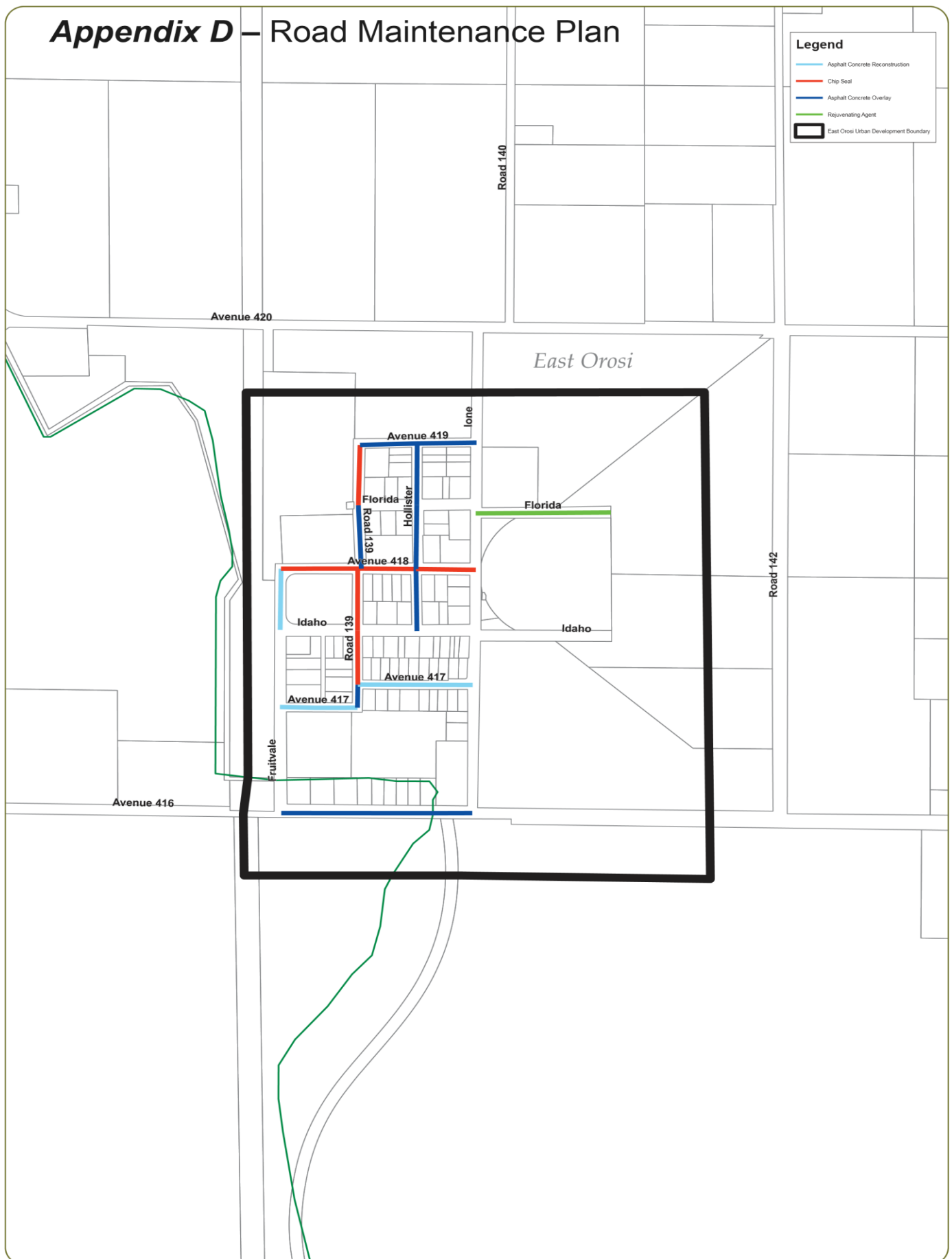
Map labels: Avenue 420, Road 140, Road 142, Avenue 419, Avenue 418, Avenue 417, Avenue 416, Road 139, Fruitvale, Idaho, Florida, Holister, Lone, East Orosi, 10, 214.



Appendix D – Road Maintenance Plan

Legend

- Asphalt Concrete Reconstruction
- Chip Seal
- Asphalt Concrete Overlay
- Rejuvenating Agent
- East Orosi Urban Development Boundary



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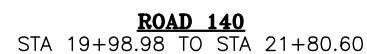
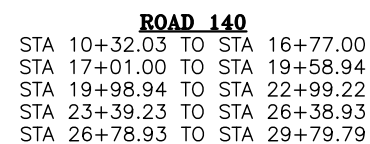
1,100
Feet

County of Tulare-Community of East Orosi
Road Maintenance Plan

Appendix E – Cost Estimates for East Orosi

Detailed Engineer's Estimate						
Agency:		Tulare County Resource Management Agency				
Project Name:		Complete Streets Phase 3 East Orosi				
Project Location:		Road 140 - Ave 416 to Ave 419				
Date of Estimate:		December 8, 2016				
Prepared by:		Pedro Ornelas/Diego Corvera				
Contruction Related Cost						
Item No.	Caltrans Item code	Description	Units	Quantity	Unit Cost	Total
1	999990	Mobilization	LS	1	\$100,000	\$100,000
2	050126	Construction Staking	LS	1	\$20,000	\$20,000
3	120090	Construction Area Signs	LS	1	\$25,000	\$25,000
4	120100	Traffic control system	LS	1	\$25,000	\$25,000
5	120300	Temporary Pavement Marker (Refl.)	LS	1	\$20,000	\$20,000
6	130200	Prepare Water Pollution Control Program	LS	1	\$10,000	\$10,000
7	220101	Finishing Roadway	LS	1	\$15,000	\$15,000
8	150712	Remove Painted Pavement Markings	SQFT	72	\$5	\$360
9	152390	Remove Roadside Sign	EA	6	\$200	\$1,200
10	152379	Relocate Fence	LF	1400	\$30	\$42,000
11(F)	190101	Roadway excavation	CY	1220	\$100	\$121,991
12(F)	250201	Class 2 Aggregate Base	CY	589	\$95	\$55,944
13	390133	Hot Mix Asphalt (Type B)	TON	636	\$120	\$76,320
14	731504	Minor Concrete (Curb & Gutter)	LF	2150	\$25	\$53,750
15	731521	Minor Concrete (Sidewalk)	SQFT	8300	\$8	\$66,400
16	731623	Minor Concrete (Ramp)	EA	12	\$4,000	\$48,000
17	731516	Minor Concrete (Driveway)	SF	2100	\$15	\$31,500
18	510502	Minor Concrete (Minor Structures)	EA	3	\$3,000	\$9,000
19	840515	Thermoplastic Pavement Marking (White)	SF	72	\$10	\$720
20	152434	Adjust riser	EA	2	\$1,000	\$2,000
21	152469	Adjust Utility Cover to Grade	EA	7	\$800	\$5,600
22	568023	Install Roadside Sign	EA	6	\$500	\$3,000
23		Remove Tree	EA	2	\$1,000	\$2,000
24		Minor Concrete (Continous Gutter)	LF	100	\$50	\$5,000
					Sub-Total:	\$739,785
					*Contingency:	\$73,979
					TOTAL:	\$813,764
* Up to 10% Contingency may be included in Engineer's Estimate						
(F) = Final Pay Item						
Non-Construction Related Cost						
Item No.	Caltrans Item code	Description	Units	Quantity	Unit Cost	Total
25	-	Environmental Clearance	% of CON	5%	\$739,785.19	\$36,989.26
26	-	Preliminary Engineering (PE)	% of CON	10%	\$739,785.19	\$73,978.52
27	-	Construction Engineering (CE)	% of CON	15%	\$739,785.19	\$110,967.78
28	-	R/W Acquisition	LS	1	\$15,000.00	\$15,000.00
29	-	Utility Pole Relocation	EA	10	\$25,000.00	\$250,000.00
					Total:	\$486,935.56
Total Construction & Non-Construction Items						\$1,300,699.26

OF 4



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' AB (CLASS II)
- 2

BARRIER TYPE CURB AND GUTTER,
- 3

CONCRETE SIDEWALK, 4" THICK TYPICAL

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

[illegible]

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



CROSS SECTIONS

COMPLETE STREETS PHASE III

EAST OROSI

TULARE COUNTY

SCALE	1"=5'
VISION	DESIGN
DB NO.	16018-1
DESIGNED	JDF
DRAWN	JDF
CHECKED	PAO
FILE	16018-1X001.DWG
DATE	11-15-2016
SHEET No.	

X1

2 OF 4

M:\PROJECTS\16018-1\16018-1X001.DWG 12/12/2016 8:35 AM

CONSTRUCTION NOTES (SHEETS L1 & L2):

- 1 MINOR CONCRETE (CURB & GUTTER)
- 2 MINOR CONCRETE (SIDEWALK) WIDTH PER PLAN
- 3 MINOR CONCRETE (RAMP) CASE C
- 4 MINOR CONCRETE (DRIVEWAY)
- 5 MINOR CONCRETE STRUCTURES (DROP INLET)
- 6 STORM DRAIN PIPE
- 7 MISCELLANEOUS AC RAMP
- 8 ADJUST UTILITY TO GRADE
- 9 RELOCATE CHAIN LINK FENCE
- 10 RELOCATE WOOD FENCE
- 11 RELOCATE WROUGHT IRON FENCE

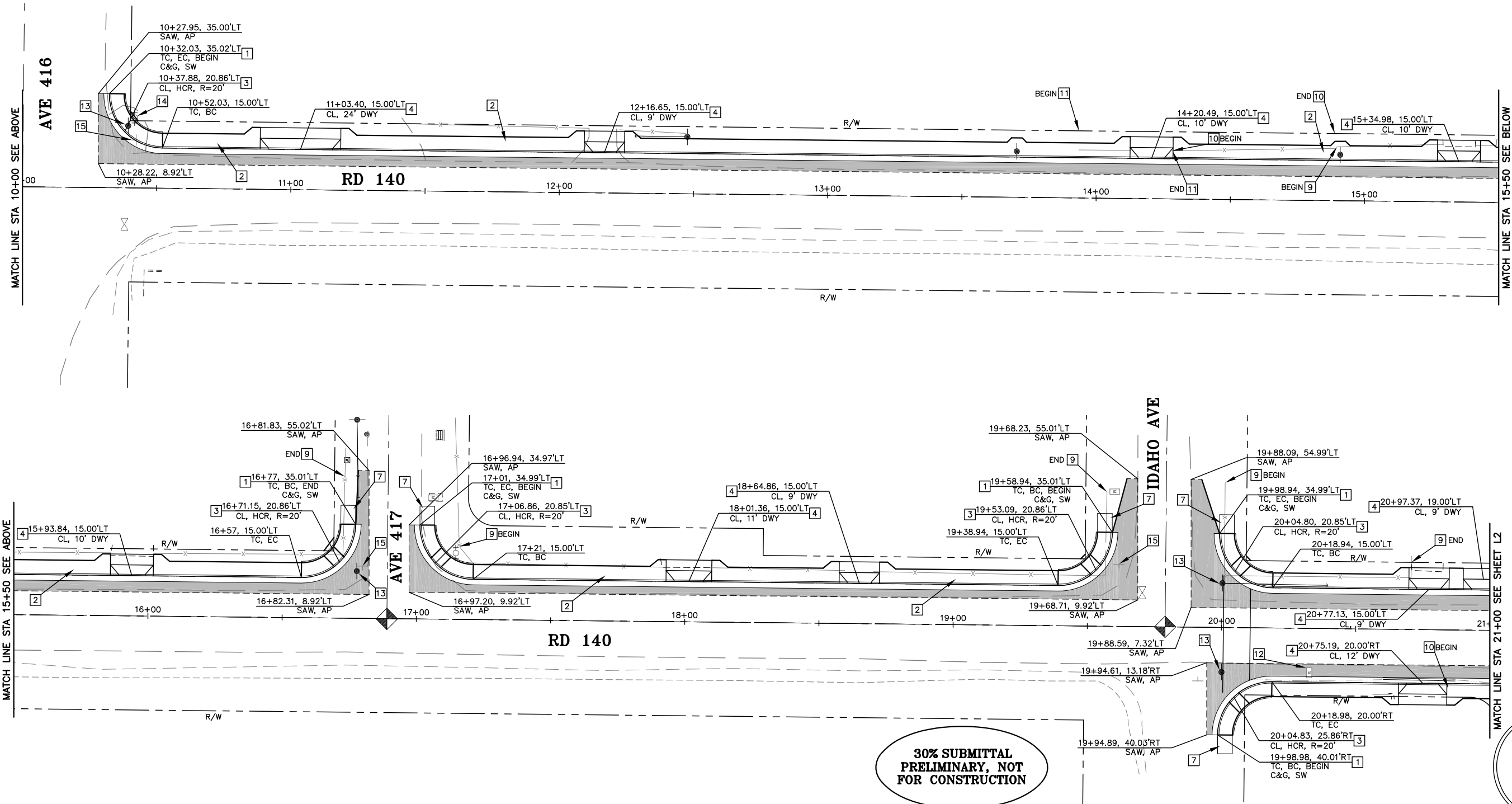
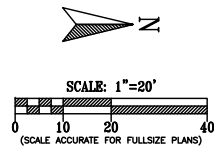
- 12 RELOCATE MAILBOX
- 13 RELOCATE UTILITY POLES (BY OTHERS)
- 14 RELOCATE FIRE HYDRANT
- 15 RELOCATE STREET SIGN
- 16 RELOCATE STONE WALL
- 17 REMOVE TREE

LEGEND

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

GENERAL NOTES:

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



30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

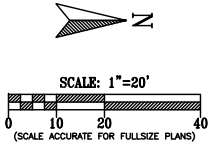
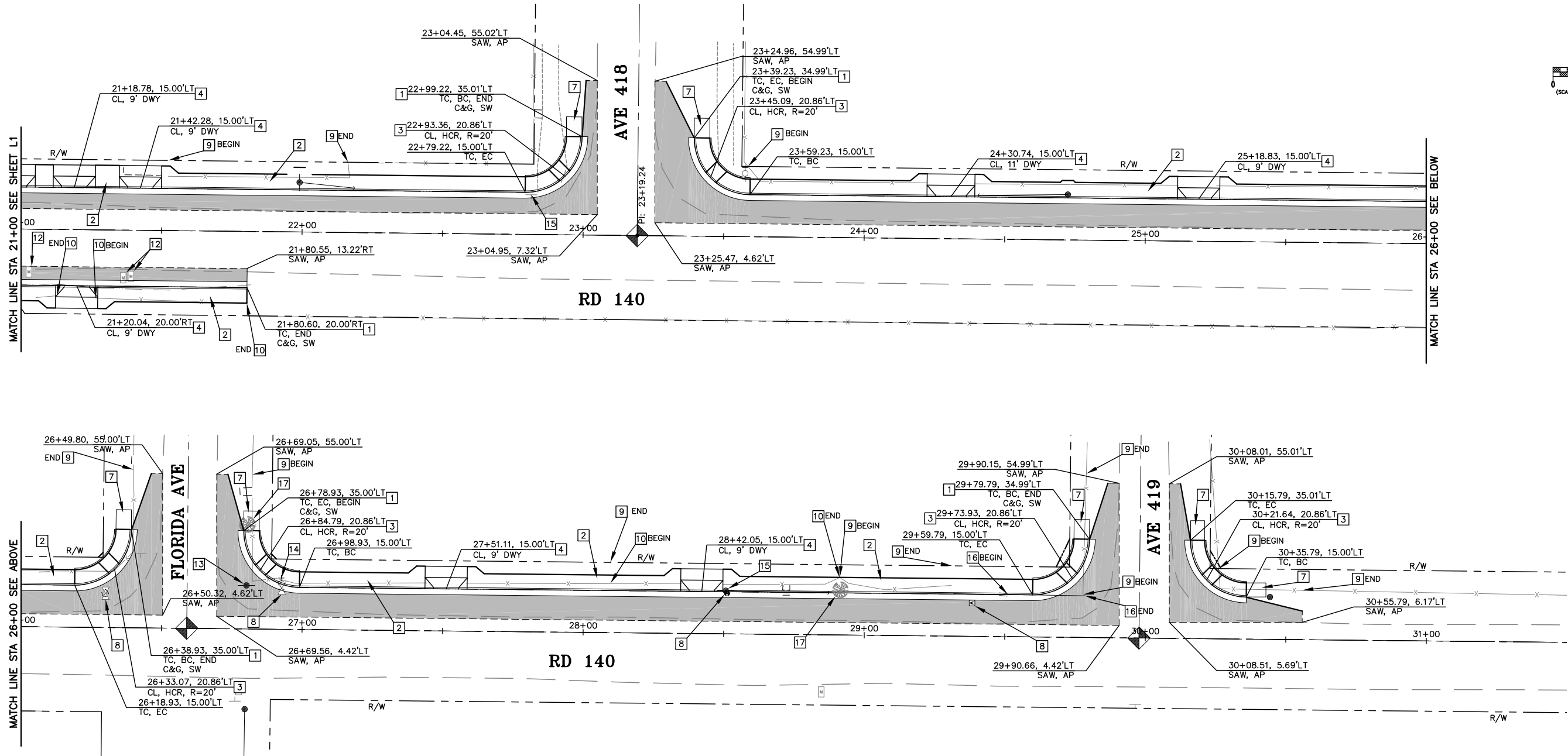
REVISIONS	
No.	DESCRIPTION

COUNTY OF TULARE
RESOURCE MANAGEMENT AGENCY
5961 SOUTH MOONEY BLVD.
VISALIA, CA 93277
(559)624-7000
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LAYOUT SHEETS
COMPLETE STREETS PHASE III
EAST OROSI
TULARE COUNTY

SCALE	1"=20'
DIVISION	DESIGN
JOB NO.	16018-1
DESIGNED	JDF
DRAWN	JDF
CHECKED	PAO
FILE	16018-1L001.DWG
DATE	11-15-2016
SHEET No.	



REVISIONS	
No.	DESCRIPTION

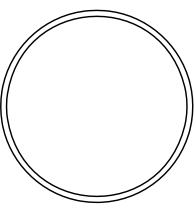
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LAYOUT SHEETS
COMPLETE STREETS PHASE III
EAST OROSI
TULARE COUNTY

SCALE	1"=20'
DIVISION	DESIGN
JOB NO.	16018-1
DESIGNED	JDF
DRAWN	JDF
CHECKED	PAO
FILE	16018-11001.DWG
DATE	11-15-2016
SHEET No.	

30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION



Appendix G – Outreach

Please join us for the Community Safe Routes to School and Complete Streets meeting. The meeting will dive deeper into the goals of the Safe Routes to School plan and the Complete Streets Policy. We encourage all the members of the community to attend. We seek and welcome your input!

Highlights: What is Safe Routes to School, the need for the safe routes to school plan, identification of project areas, discussion of future funding and more!

Date: Thursday, September 8th, 2016
Time: 6:00 p.m.
Location: Palm Elementary School- Cafeteria
12915 Ave 419 Orosi, CA

For more information call: 559-624-7000



Por favor, acompáñenos a la junta de su Comunidad para informarse acerca del programa Rutas Seguras a la Escuela y policía de calles completas. La reunión se enfocará en los objetivos y metas que tiene el plan de la comunidad y las necesidades de las carreteras. Todos los miembros de la comunidad están invitados a asistir. ¡Agradecemos su ayuda y opinión!

Aspectos destacados: ¿Que es "Rutas Seguras a la Escuela"? la necesidad de rutas seguras a la escuela, la identificación de áreas de proyectos, un análisis de finanzas futuras y mucho más!

Fecha: 8 de Septiembre del 2016
Hora: 6:00 p.m.
Localidad: Palm Escuela- Cafeteria
12915 Ave 419 Orosi, CA

Para más información llame a: 559-624-7000

Safe Routes to School   



East Orosi
Safe Routes to School Planning, Complete Streets Meeting,
Community Planning
Tulare County

Thursday, September 8, 2016
Time: 6:00 p.m.
Location: Palm School
12915 Ave 419 Orosi, CA

1. Introduction
2. Purpose of the Meeting
3. Land Use & Zoning
4. Complete Streets
5. Safe Routes to School
6. Preferred Routes
7. Public Input

Thank you for attending!
559-624-7000

Cutler-Orosi Community Meeting hosted by the Tulare County Resource Management Agency
Complete Streets Meeting/ Community Plan Kick off Meeting
Tuesday, March 3, 2015
Golden Valley Elementary School- Cafeteria
41456 Rd. 127
Orosi, CA 93647
5:30p.m.

County staff Kyria Fierros, Dave Bryant and Aaron Bock from County Economic Development and Planning Branch from the Tulare County Resource Management Agency (RMA) attended the community meeting in Orosi, CA on March 3, 2015. This was the second meeting RMA held in Orosi.

On February 12, 2015, RMA gave an informational update about the Community Plan and Complete Streets program at the Cutler-Orosi Joint Unified School Board meeting.

At the meeting the Board suggested RMA hold a separate meeting with the community allowing all local residents the opportunity to come to a meeting. The Board also requested information on the past improvements completed from the previous Community Plan of 1988 and the amount of projects implemented since the passing of Measure R in 2006.

On March 3, 2015 RMA with the help from Roel Alvarado, Principal at Cutler Elementary, translated the meeting in English to Spanish.

RMA staff gave a PowerPoint explaining the Community Plan process and the Complete Streets program letting the public know we were seeking input on priority streets. Dave Bryant updated the community on infrastructure improvements from the previous community plan of 1988 and Kyria Fierros presented on the Measure R funds.

According to our Road Department there the total amount of funds used from Measure R funds since 2006:

Cutler \$242K

Orosi \$900K

Total: \$1.1 million

The five Streets County identified for the complete streets by the community were:

Orosi

1. Avenue 416 – SR 63 to Rd 140 (East Orosi) 43 Votes
2. Avenue 413 – Rd 124 to SR 63 11 Votes
3. Avenue 419 3 Votes
4. Avenue 416 – SR-63 to Dinuba 0 Votes



EAST OROSI COMMUNITY PLAN

APPENDICES

Appendix A: Planning Commission Resolutions

Appendix B: Board of Supervisors Resolution

Appendix A – Planning Commission Resolutions

Addendum Environmental Impact Report and MMRP-Resolution No. 9371

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

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

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

Zoning Districts Map-Resolution No. 9375

Sustainable Community Plans-Resolution No. 9376

BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

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

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

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

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

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

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

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

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

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

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

1. Land Use and Environmental Planning - Promote Economic Development within planning areas in order to implement the following General Plan goals:
 - a. Ensure that the text and mapping of the Community Plan Designations and Zoning Reclassifications address various development matters such as encouraging Agricultural Adaptive Reuse activities, recognizing Non-Conforming Use activities, and facilitating Ministerial Permit approvals through an amendment of the Land Use Element to incorporate use designations contained in the proposed Community Plans;
 - b. Encourage infill development within Urban Development Boundaries, thereby discouraging leapfrog development within Tulare County;
 - c. Reduce development pressure on agriculturally-designated lands within the Valley Floor, thereby encouraging agricultural production to flourish;
 - d. Reduce vehicle miles travelled throughout the County, thereby reducing greenhouse gas emissions and positively affecting air quality;
 - e. Amend the Transportation and Circulation Element and incorporate circulation plan designations in the Community Plans. This will improve the community's circulation, transit and pedestrian transportation system by enabling the construction of key projects including Safe Routes to Schools, Complete Streets, and Bike Lanes/Pedestrian Paths; and
 - f. Promote Economic Development by reducing entitlement requirements and providing flexible land uses in a mixed use overlay zone, which will enable the County to adapt to current market conditions.
2. Improvements for a "disadvantaged community" - The Community planning areas will be improved because of the following:
 - a. Faster project processing resulting in increased employment opportunities by the private sector, as proposed projects can be reviewed and approved expeditiously;
 - b. Increased housing grant awards that are consistent with the policies of the recently adopted General Plan Update and Housing Element; and
 - c. Enhanced infrastructure grant awards providing access to funding to upgrade road, water, wastewater, and storm water facilities.
3. Strengthening Relationship with TCAG - An important benefit of this expedited community plan process is the opportunity for RMA to strengthen the County's relationship with the Tulare County Association of Governments (TCAG), as this Community Plan will help to facilitate the funding and implementation of several key transportation programs such as Safe Routes to Schools, Complete Streets, and Bike/Pedestrian Projects. By pursuing these transportation programs through a collaborative process, there is greater probability of getting projects in the ground faster, thereby making the community safer and healthier by providing a more efficient transportation network.

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED as follows:

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

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

AND, BE IT FURTHER RESOLVED as follows:

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

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

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

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

TULARE COUNTY PLANNING COMMISSION


Michael Washam, Secretary

Exhibits:

A – Addendum EIR

B – Mitigation Monitoring and Reporting Plan (MMRP)

BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

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

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

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

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

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED as follows:

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

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

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

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

AND, BE IT FURTHER RESOLVED as follows:


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

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

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

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

TULARE COUNTY PLANNING COMMISSION



Michael Washam, Secretary

Exhibits:

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

BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

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

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

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

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED as follows:

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

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

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

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

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

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

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

AND, BE IT FURTHER RESOLVED as follows:

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

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

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

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

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

TULARE COUNTY PLANNING COMMISSION


Michael Washam, Secretary

Exhibits:

A – Section 18.9 Mixed-Use Combining Zone

BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

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

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

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

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED as follows:

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

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

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

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

AND, BE IT FURTHER RESOLVED as follows:

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

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

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

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

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

TULARE COUNTY PLANNING COMMISSION



Michael Washam, Secretary

Exhibits:

A – Section 16.H Additional By-Right Uses

BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

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

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

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

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED as follows:

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

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

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

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

AND, BE IT FURTHER RESOLVED as follows:

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

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

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

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

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

TULARE COUNTY PLANNING COMMISSION


Michael Washam, Secretary

Exhibits:

Attachment 1

Alpaugh Change of Zone No. PZC 17-004

Exhibit "A" – Zoning District Ordinance Map

Exhibit "B" – Zoning Map

Exhibit "C" – List of Affected Properties/Map

East Orosi Change of Zone No. PZC 17-005

Exhibit "D" – Zoning District Ordinance Map

Exhibit "E" – Zoning Map

Exhibit "F" – List of Affected Properties/Map

London Change of Zone No. PZC 17-008

Exhibit "G" – Zoning District Ordinance Map

Exhibit "H" – Zoning Map

Exhibit "I" – List of Affected Properties/Map

Richgrove Change of Zone No. PZC 17-011

Exhibit "J" – Zoning District Ordinance Map

Exhibit "K" – Zoning Map

Exhibit "L" – List of Affected Properties/Map

Sultana Change of Zone No. PZC 17-012

Exhibit "M" – Zoning District Ordinance Map

Exhibit "N" – Zoning Map

Exhibit "O" – List of Affected Properties/Map

Attachment 2

Community Plan Rezoning Full Ordinance

Exhibit A - Community Plan Rezoning Full Ordinance

BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF SUSTAINABLE
COMMUNITY PLANS

)
)

RESOLUTION NO. 9376

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

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

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

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

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

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

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

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

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED as follows:

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

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

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

TULARE COUNTY PLANNING COMMISSION


Michael Washam, Secretary

Exhibits:

A- Strategic Growth Council Final Report

Appendix B – Board of Supervisors
Resolution No. 2017-0976

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

IN THE MATTER OF HAMLET AND)
COMMUNITY PLANS 2017 UPDATE)
(GENERAL PLAN AMENDMENT 17-035)) Resolution No. 2017-0976
AND AMENDMENTS TO THE TULARE) Ordinance No. 3515, 3516, 3517,
ZONING ORDINANCE NO. 352) 3518, 3519, and 3520

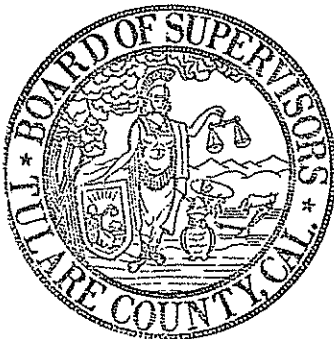
UPON MOTION OF SUPERVISOR WORTHLEY, SECONDED BY
SUPERVISOR ENNIS, THE FOLLOWING WAS ADOPTED BY THE BOARD OF
SUPERVISORS, AT AN OFFICIAL MEETING HELD DECEMBER 5, 2017, BY THE
FOLLOWING VOTE:

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:


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