PORTERVILLE AREA COMMUNITY PLAN

A Component of the Planning Framework, Land Use and Transportation and Circulation Elements of the Tulare County General Plan

Tulare County Resource Management Agency February 2015 - Final

Porterville Area Community Plan

A component of the Planning Framework, Land Use, and Transportation and Circulation Elements of the Tulare County General Plan

GPA 14-008

Prepared by:

Tulare County Resource Management Agency

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Resolution No. 9028

Approved: Tulare County Planning Commission
Resolution No. 9029

Adopted: Tulare County, Board of Supervisors
Resolution No. 2015-0136

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Tulare County Resource Management Agency
Economic Development and Planning Branch
Project Staff

Michael C. Spata, Director

Mike Washam, Assistant Director of Economic Development & Planning

Eric Coyne, Economic Development Coordinator

Aaron Bock, Chief Planner (Project Manager)

Dave Bryant, Chief Planner (Project Manager)

Hector Guerra, Chief Planner

Kyria Martinez, Economic Development Analyst II

Celeste Perez, Staff Services Analyst II

Mark Clark, Geographic Information Services Coordinator

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INTRODUCTION AND EXECUTIVE SUMMARY

On August 26, 2014 the Tulare County Board of Supervisors (BOS) approved a request from the City of Porterville to initiate an update to the County Adopted City Plan (Porterville Area Community Plan) for the Porterville Area in order to implement the Settlement Agreement reached by the City and County in April 2014 to settle litigation over the Tulare County Plan ("Settlement Agreement").

The City of Porterville requested that the County use the City's adopted General Plan as the foundational document to develop Tulare County's Adopted City Plan (Porterville Area Community Plan). The proposed area that will be considered for the update is included in Exhibit "1-1" ("Proposed Plan Area").

The proposed Plan Amendment (GPA14-008) is intended to update the existing "Porterville Area Community Plan" (GPA 87-06) adopted by BOS Resolution 90-1202 on October 9, 1990, as amended by several GPAs thereafter (e.g., GPA's 93-06, 97-04, 07-08, and 99-003).

Specifically, the proposed update includes an amendment to the Land Use, Planning Framework (Urban Boundaries), Transportation and Circulation, and Environmental Resources Management Elements of the GPU - Part I, The Foothill Growth Management Plan GPU- Part II, and the Porterville Plan of Part III (Porterville Area Community Plan). The Porterville Area Community Plan is a component of the County's Plan and was initiated to implement the Settlement Agreement. As a community-based planning document, the Porterville Area Community Plan will implement the vision and goals described in the City of Porterville's General Plan.

The Tulare County Plan provides the following policy direction regarding the updating of County Adopted City Plans:

PF-4.3 Modification of CACUABs and CACUDBs

The County may consider modification of CACUABs and CACUDBs at such time as the land use plan for a city is revised to reflect changing needs and circumstances over an extended time frame. Preservation of productive agricultural lands and operations shall be one consideration when

considering such modifications. Cities may examine existing CACUAB and CACUDB lines and recommend changes to the Board of Supervisors, as appropriate.

PF-4.8 Updating Land Use Diagram in CACUDBs

Following city adoption of a Plan update or amendment that reflects the area within a CACUDB, the County shall update Part III (Community Plans, Kings River Plan, Mountain Sub-Area Plans, and CAC Plans), if applicable, to reflect the city's modified plan. Any unresolved conflicts between the County and city plans shall be identified for the Board of Supervisors. The County shall establish and maintain land use controls on unincorporated lands within the UDB consistent with the policies of the County Plan.

PLANNING FRAMEWORK (COMMUNITY PLAN CONTENT)

State law, Government Code Section 65300, requires every city and county to adopt a comprehensive, long-range plan to guide its future physical, economic and social development. As the name implies, a plan is not a detailed parcel by parcel statement of land use policy. It is a statement of generalized land use patterns, policies and recommendations which carry out the goals and objectives of the community, and embodies public policy relative to the distribution of future land use, both public and private. It is the foundation upon which all land use decisions are to be based.

According to the State Plan Guidelines published by the Governor's Office of Planning and Research, "Preparing, adopting, implementing and maintaining a plan serves to:

* Identify the community's land use, circulation, environmental, economic, and social goals and policies as they relate to land use and development.

* Provide a basis for local government decision making.

* Provide citizens with opportunities to participate in the planning and decision making processes of local government.

* Inform citizens, developers, decision makers, and other cities and counties of the ground rules that will guide development within the community."

Tulare County fulfills State planning law requirements by preparing a comprehensive plan for the County, augmented by the preparation of a series of "community plans" for the cities and larger unincorporated communities.

Community plans allow the County to examine planning issues within a defined area and to tailor a planning program to fit the community's unique characteristics.

While State planning law establishes the issues a plan must address, the responsibility of determining the contents of the community plans rests with the adopting agency, the County of Tulare. The Porterville Area Community Plan "Plan" examines the most critical issues facing the community. The framework within which those issues are discussed includes:

Planning Framework (Urban Boundaries). This Plan revises the Urban Development Boundary (20-year growth Urban Development Boundary) and revises the Urban Area Boundary (area of interest) around the City of Porterville. This Plan also maintains, without revision, an Urban Development Boundary for the East Porterville area.

Land Use and Circulation. The Plan designates the proposed general distribution, location, density and intensity of the use of land for housing, commercial, industrial, agricultural, public/quasi-public, and other categories of public and private land uses. The Plan designates the general location and extent of existing and proposed major roadways and improvements to the circulation system, consistent with the land use designations of the Plan. The Plan sets forth policies which address the location and distribution of land uses; residential densities; conservation of natural resources, including plant and animal species; archaeological resources; other environmental concerns and constraints; public services and facilities; roads and traffic; flooding; and airport related issues.

Zoning. Zoning is a legal tool to implement the policies and land use designations contained in the Plan. State law requires zoning to be consistent with the Plan. Zoning regulations are more specific and precise than land use designations. This Plan contains a Zoning Consistency Matrix which sets forth the zone or zones which are consistent with each land use category. Concurrent with the adoption of this Plan, precise zoning is proposed for consideration.

Annexation. The Plan assumes that most areas within the City of Porterville UDB will be annexed to the City of Porterville during the planning period.

THE PLANNING PERIOD

To provide a meaningful tool for guiding future growth, a community plan must be designed to be implemented within a realistic time frame termed the "planning period." In this case, the planning period encompasses a timeframe of approximately 15 years. Thus, population and land demand projections were developed based on a planning period extending to the year 2030. This assumption does not mean that the Plan will remain unchanged during this period. As conditions and needs of the community change during the planning period, the community plan must be reviewed periodically so that modifications can be considered as appropriate. In this manner, the Plan will continue to serve the community effectively.

RELATIONSHIP TO OTHER ELEMENTS OF THE PLAN

The County of Tulare has adopted all of the plan elements required by State law and has also adopted optional elements; these elements are structured for application on a county-wide basis and are, therefore, broad in scope, typically addressing the Porterville area in a general manner only. The Porterville Area Community Plan works within the County's plan policies, and is tailored to reflect the needs and unique characteristics of the Porterville community and its residents.

In accordance with State law, care has been taken to ensure that consistency is maintained between the Plan and other plan elements. To achieve this consistency, other mandatory and optional Plan elements must be modified. The necessary amendments to other Plan elements which are encompassed by this Plan are described as follows:

Planning Framework Element (Urban Boundaries). The Planning Framework Element of the Tulare County Plan revises the Urban Development Boundary and Urban Area Boundary for Porterville. This Element is amended to revise the Urban Development Boundary and Urban Area Boundary for the City of Porterville. This Plan also maintains, without revision, an Urban Development Boundary for the East Porterville area.

Open Space Element. The Environmental Resources Management Element is amended to revise the "Urban Expansion Area" designation on the Open Space Map to reflect the area within the revised Urban Area Boundary.

Land Use and Circulation Elements. This Plan supersedes the following land use and circulation plans for the Porterville area:

GPA 87-06 Porterville Area Community Plan

GPA 93-06 Porterville Urban Boundary and Land Use GPA 97-04 Porterville Land Use

GPA 99-03 Porterville Urban Boundary and Land Use GPA 07-08 Porterville Urban Boundary and Land Use

This Plan supersedes GPA 82-04, the East Porterville Land Use and Circulation Plan, Land Use and Circulation Elements. This Plan supersedes the following land use and circulation plans for the East Porterville area:

GPA 88-02 East Porterville Land Use

GPA 90-04 Land Use Element East Porterville Area GPA 99-04 East Porterville Land Use Plan

GPA 01-002 East Porterville Land Use Plan

This Plan also maintains, without revision, an Urban Development Boundary for the East Porterville area.

Foothill Growth Management Plan. This Plan amends the Foothill Growth Management Plan to remove that portion of the area within the proposed Urban Area Boundary which currently falls within the planning area of the Foothill Growth Management Plan, and places it within the jurisdiction of the Porterville Area Community Plan.

DEVELOPMENT STANDARDS AND CITY MASTER PLANS

The City of Porterville's Development Standards and City Master Plans for the unincorporated area around the City of Porterville, Porterville Area County Adopted City Urban Development Boundary (CACUDB) attached as Appendix D are not part of the Porterville Area Community Plan but have been adopted separately by the County and are included for reference in Appendix D.

The Tulare County Board of Supervisors will independently review and exercise its discretion when considering the adoption of any subsequent Porterville Development Standards and City Master Plans.

THE NEED FOR A COMMUNITY PLAN

The City of Porterville General Plan Update was initiated to take a comprehensive look at where the City is, where it would like to be in the future, and to create a vision of what Porterville should be like in 2030. Some areas of the City may change very little in this timeframe, and others may change dramatically. The General Plan focuses on current community needs and neighborhood character, economic development opportunities and challenges, how to encourage mixed-use and infill development and appropriate development outside the current City limits. Lastly, It Responds to residents' preferences about where different land uses such as housing, shopping, industry, parks and recreation, and public facilities should be located and how City resources should be used to achieve the Plan's goals.

Looking ahead, Porterville faces several planning challenges over the next 23 years. The foremost challenge is to support sustainable development. Sustainable development has been defined as "development that meets the needs of the present without compromising the ability of future generations to meet their own needs. The goal of sustainability is to balance economic prosperity, environmental quality, and social equity.

In order to preserve and enhance the environmental quality of Porterville, sustainable development entails both encouraging the infill development of existing vacant land within the City limits, and protecting important agricultural lands and open space areas around the urban periphery. These are necessary steps to create a sustainable footprint for future growth while preserving the City's agriculture community and small town character.

The equity element of sustainability typically refers to the distribution of costs and benefits across all members of society. Therefore, another significant challenge is to ensure the dedication of land and resources for new housing, schools, parks and community facilities. In addition, sustainable growth will require careful planning in order to provide adequate public infrastructure to the entire community without impairing environmental resources.

Improving economic stability and vitality is another challenge for Porterville over the next two decades. Enhancing the City's role in the region will require building a diversified job base, expanding the base economy, supporting a multi-modal transportation system, and developing regional attractions, such as unique shopping areas and high-quality parks and recreation.

Thus, this Porterville Area Community Plan has been prepared to:

- Establish a long-range vision that reflects the aspirations of the community and outlines steps to achieve this vision;

- Provide a basis for judging whether specific development proposals and public projects are in harmony with plan policies;

- Reflect Porterville's current planning and economic development efforts;

- Plan in a manner that improves the quality of life for the whole community and meets future land needs based on the projected population and job growth;

- Allow City departments, other public agencies, and private developers to design projects that will preserve and enhance community character and environmental resources, promote sustainability, and minimize hazards; and

- Provide the basis for establishing detailed plans and implementation programs, such as the zoning and subdivision regulations, specific and master plans, and the Capital Improvement Program.

FIGURE ES-1

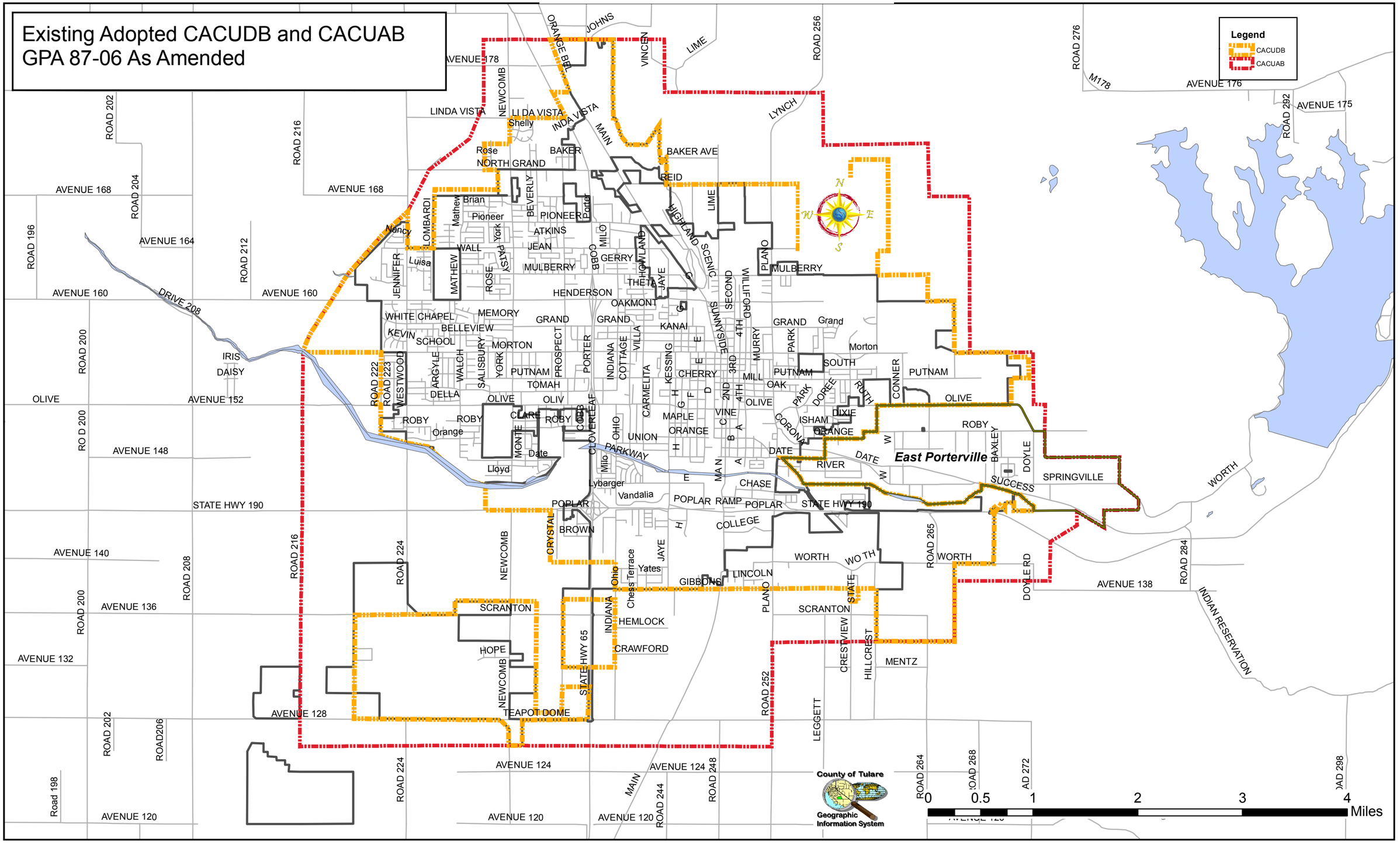
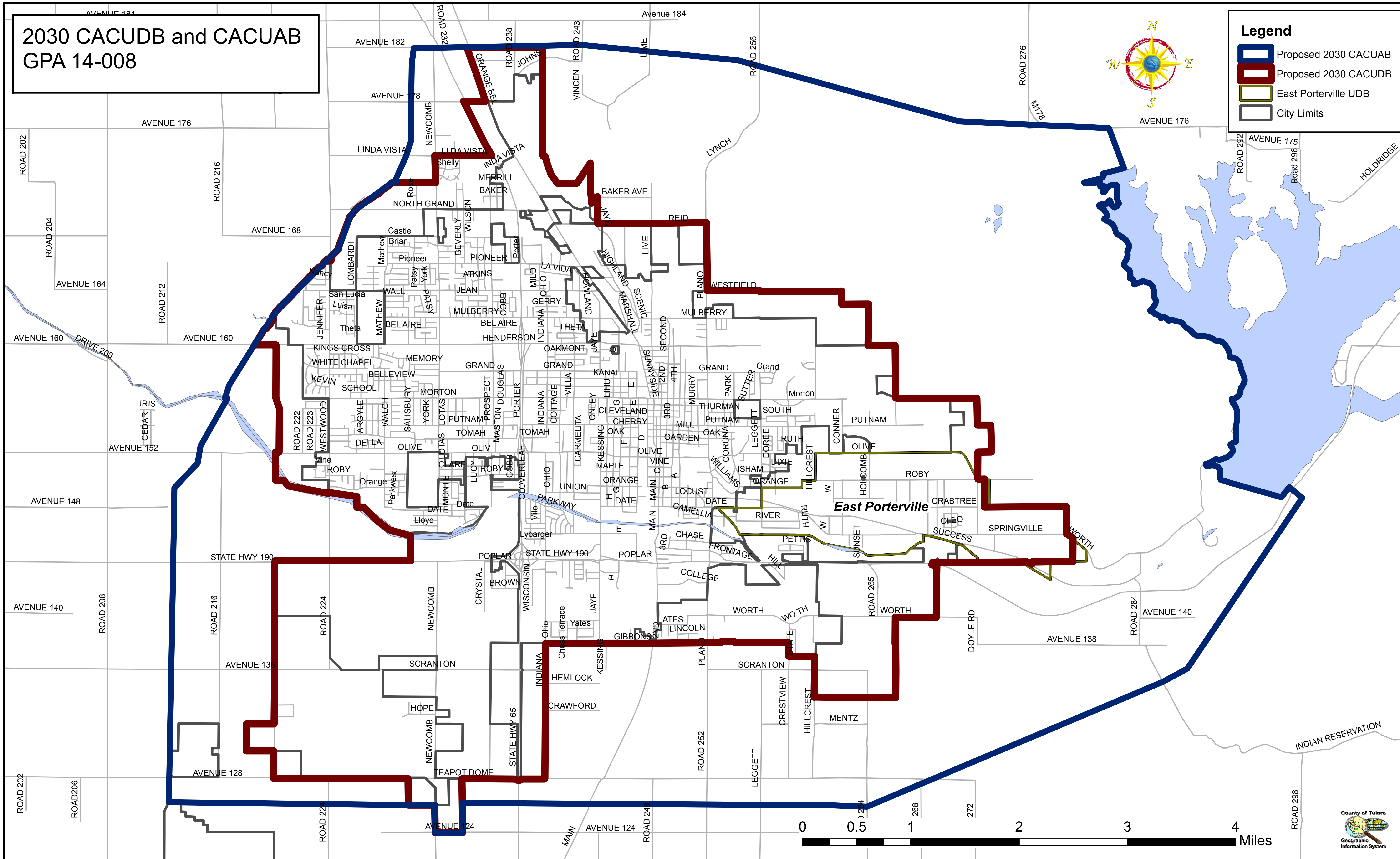

Existing Adopted CACUDB and CACUAB
GPA 87-06 As Amended
Legend
CACUDB
CACUAB
East Porterville
County of Tulare
Geographic Information System
0 0.5 1 2 3 4
Miles

FIGURE ES-2



2030 CACUDB and CACUAB
GPA 14-008
Legend
Proposed 2030 CACUAB
Proposed 2030 CACUDB
East Porterville UDB
City Limits
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East Porterville
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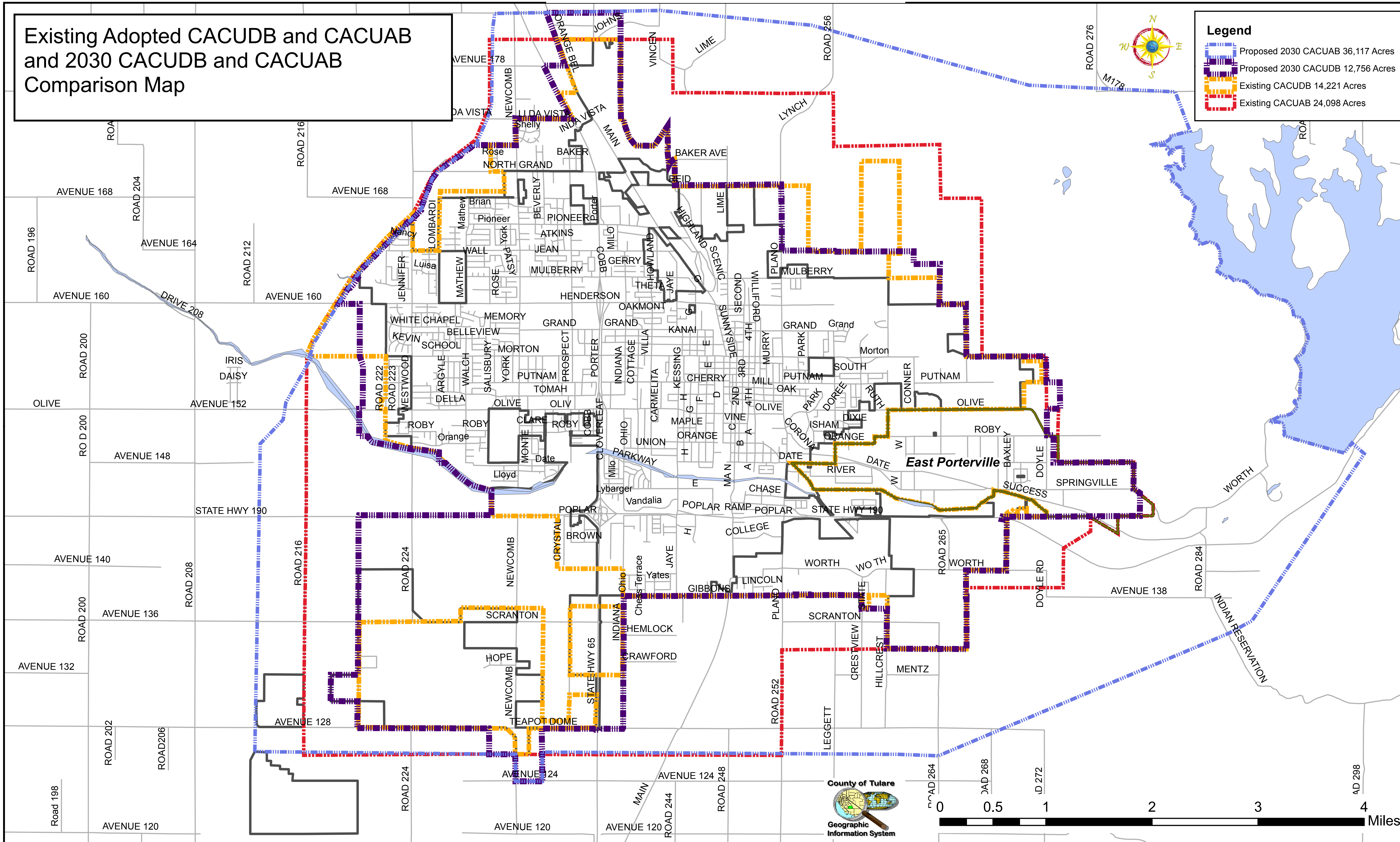
Miles
County of Tulare
Geographic Information System

FIGURE ES-3


Existing Adopted CACUDB and CACUAB and 2030 CACUDB and CACUAB Comparison Map
Legend
Proposed 2030 CACUAB 36,117 Acres
Proposed 2030 CACUDB 12,756 Acres
Existing CACUDB 14,221 Acres
Existing CACUAB 24,098 Acres
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East Porterville
County of Tulare
Geographic Information System
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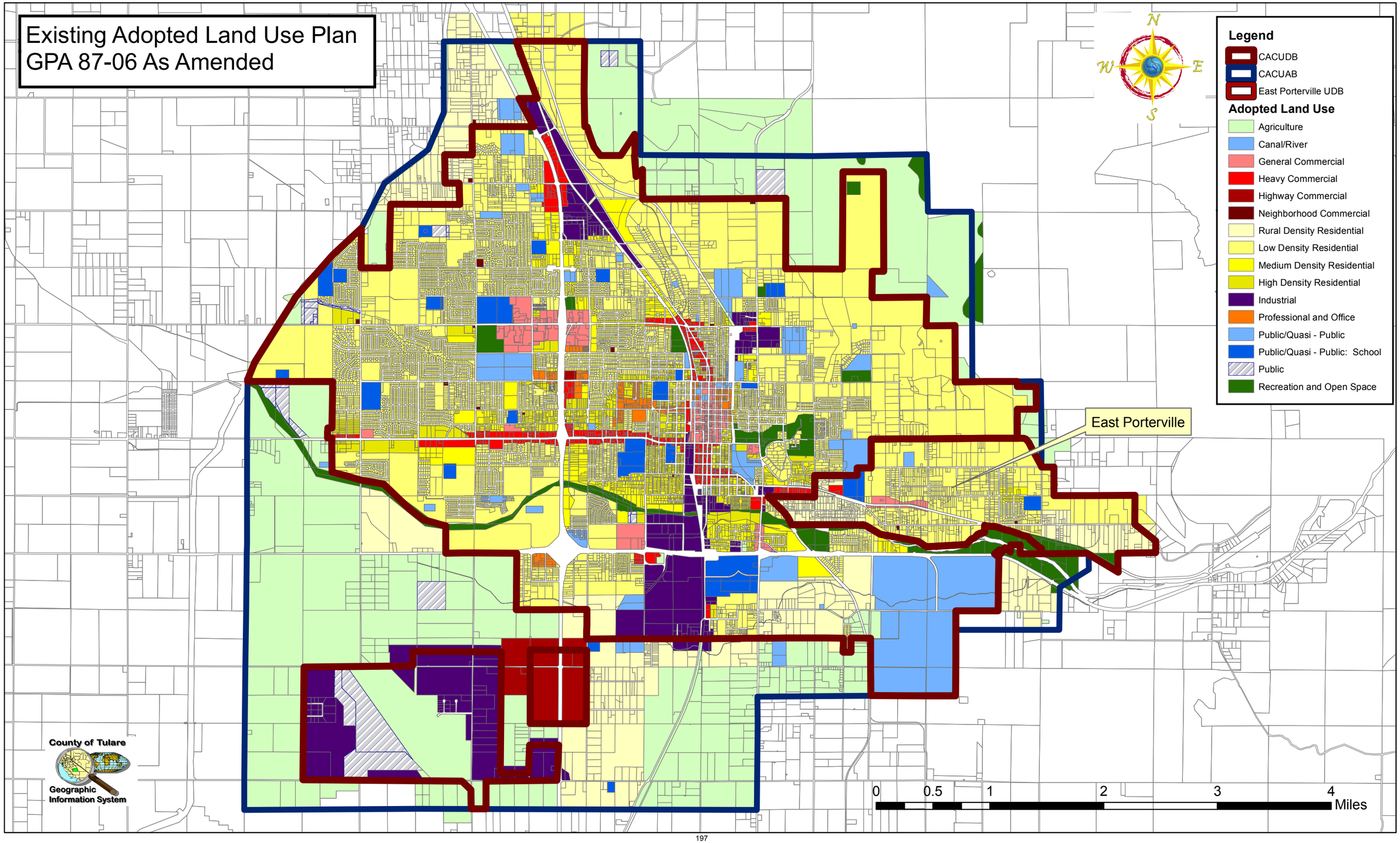
Miles
AVENUE 168
AVENUE 164
AVENUE 160
AVENUE 152
AVENUE 148
AVENUE 140
AVENUE 136
AVENUE 132
AVENUE 128
AVENUE 124
AVENUE 120
AVENUE 138
STATE HWY 190
OLIVE
WORTH
SPRINGVILLE
SUCCESS
INDIAN RESERVATION
ROAD 196
ROAD 200
ROAD 204
ROAD 208
ROAD 212
ROAD 216
ROAD 224
ROAD 248
ROAD 252
ROAD 256
ROAD 265
ROAD 276
ROAD 284
NEWCOMB
MAIN
PLANO
GRAND
PUTNAM
HENDERSON
SCRANTON
TEAPOT DOME
BAKER AVE
LYNCH
MULBERRY
ROBY
DATE
POPLAR
COLLEGE
MENTZ
HILLCREST
LEGGETT
PARKWAY

FIGURE ES-4


Existing Adopted Land Use Plan
GPA 87-06 As Amended
N
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Legend
CACUDB
CACUAB
East Porterville UDB
Adopted Land Use
Agriculture
Canal/River
General Commercial
Heavy Commercial
Highway Commercial
Neighborhood Commercial
Rural Density Residential
Low Density Residential
Medium Density Residential
High Density Residential
Industrial
Professional and Office
Public/Quasi - Public
Public/Quasi - Public: School
Public
Recreation and Open Space
East Porterville
County of Tulare
Geographic Information System
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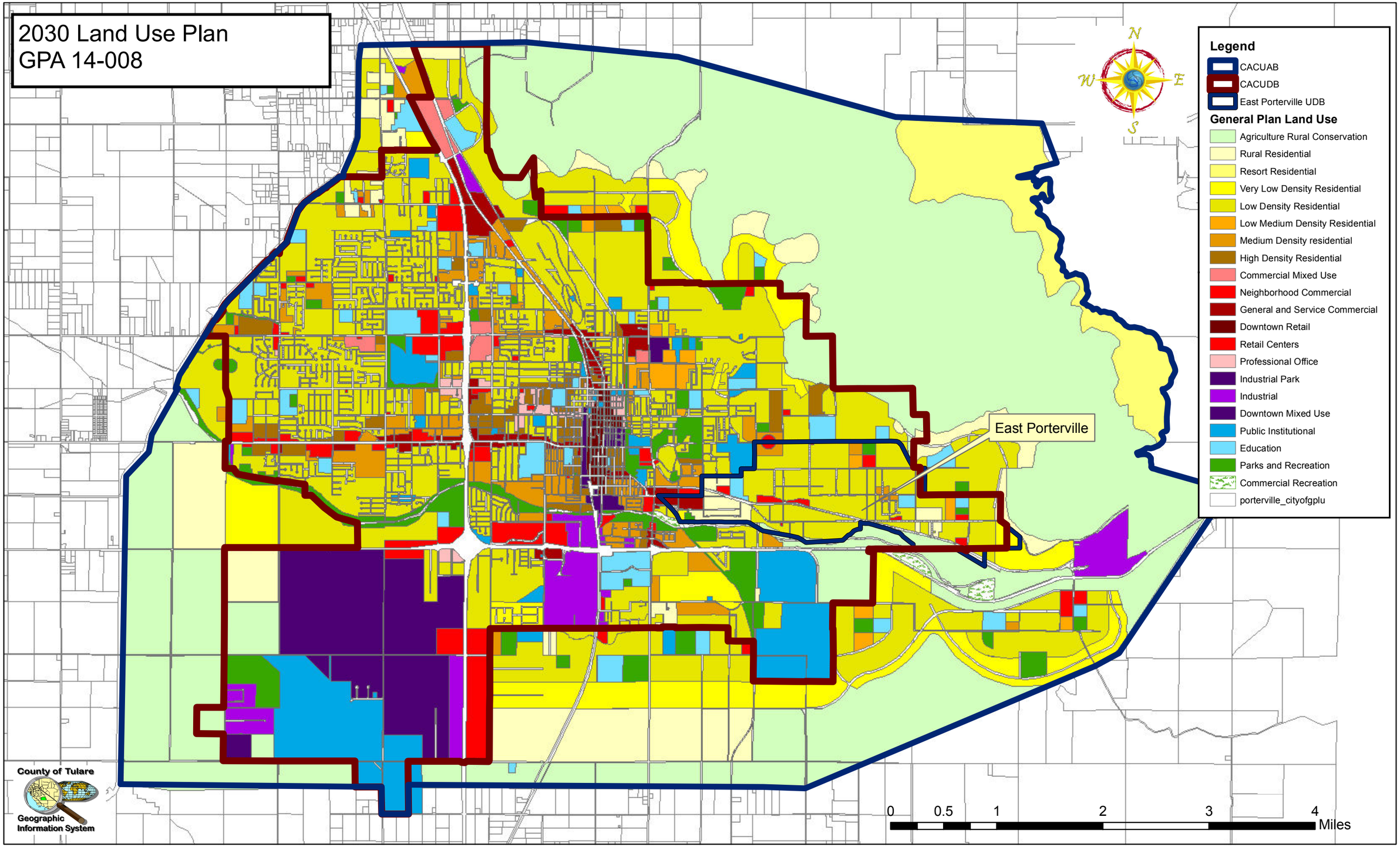
Miles

FIGURE ES-5


2030 Land Use Plan
GPA 14-008
N
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Legend
CACUAB
CACUDB
East Porterville UDB
General Plan Land Use
Agriculture Rural Conservation
Rural Residential
Resort Residential
Very Low Density Residential
Low Density Residential
Low Medium Density Residential
Medium Density residential
High Density Residential
Commercial Mixed Use
Neighborhood Commercial
General and Service Commercial
Downtown Retail
Retail Centers
Professional Office
Industrial Park
Industrial
Downtown Mixed Use
Public Institutional
Education
Parks and Recreation
Commercial Recreation
porterville_cityofgplu
East Porterville
County of Tulare
Geographic Information System
0 0.5 1 2 3 4
Miles

FIGURE ES-6

Existing Adopted Land Use Plan and 2030 Land Use Plan Comparison Map

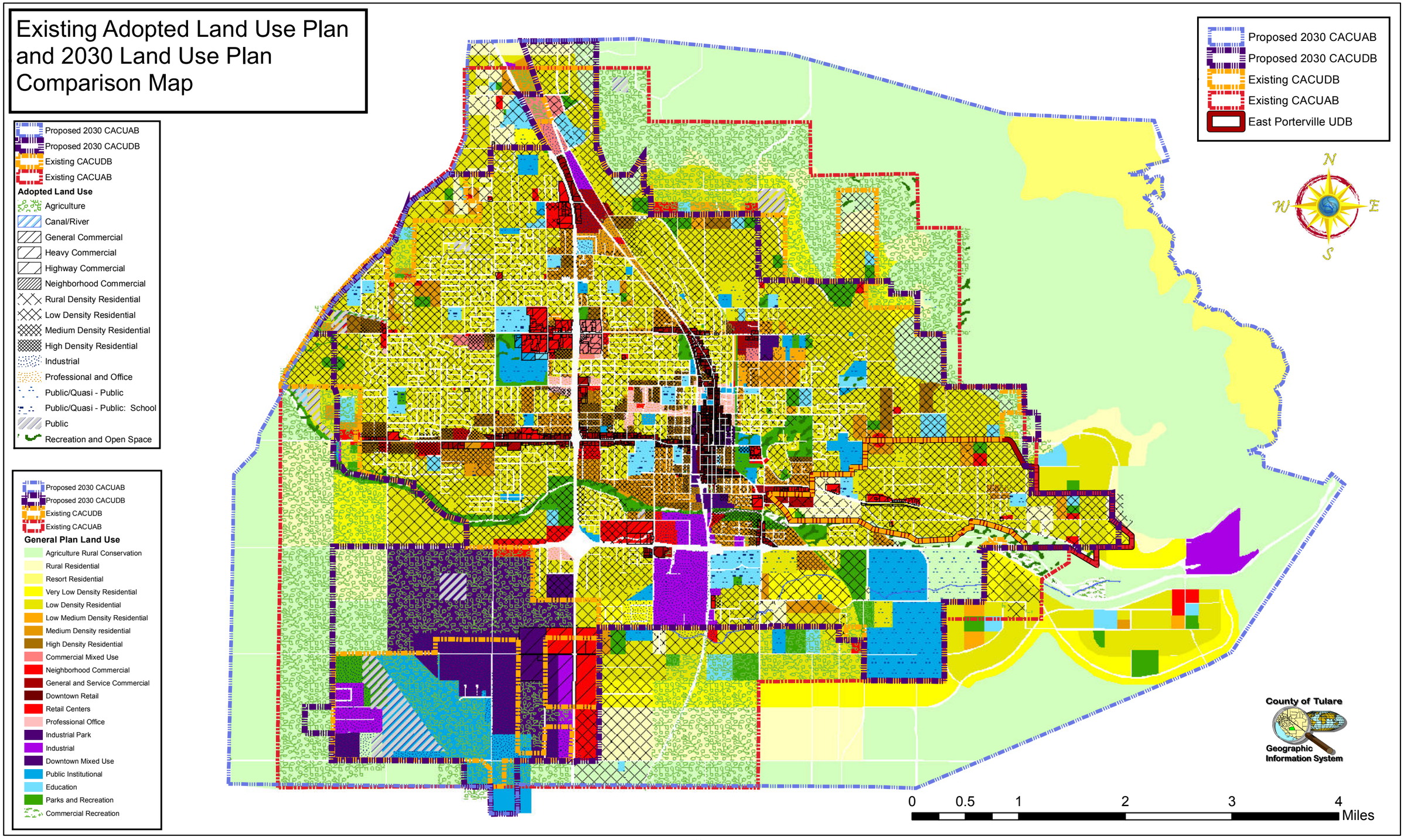

FIGURE ES-7

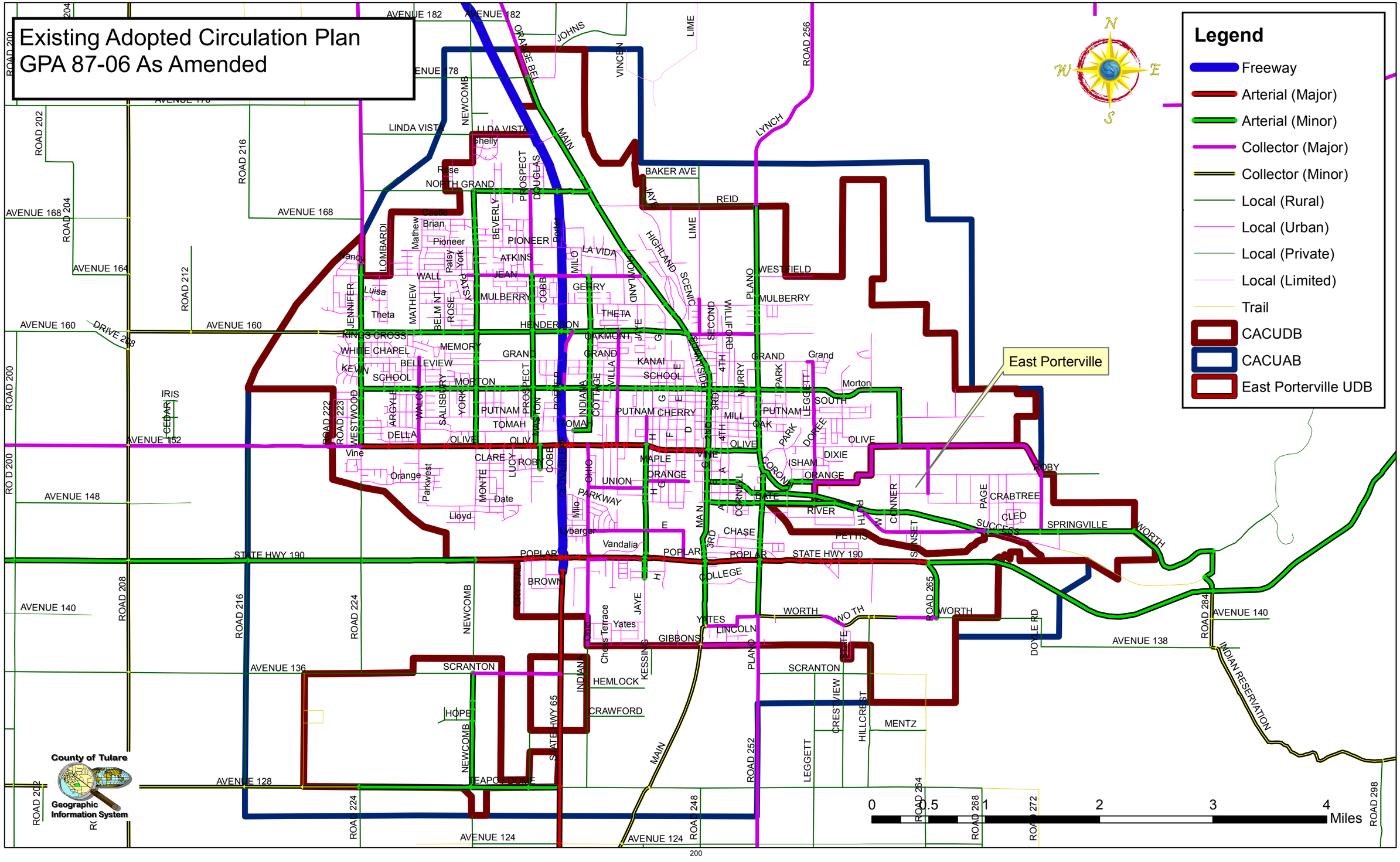

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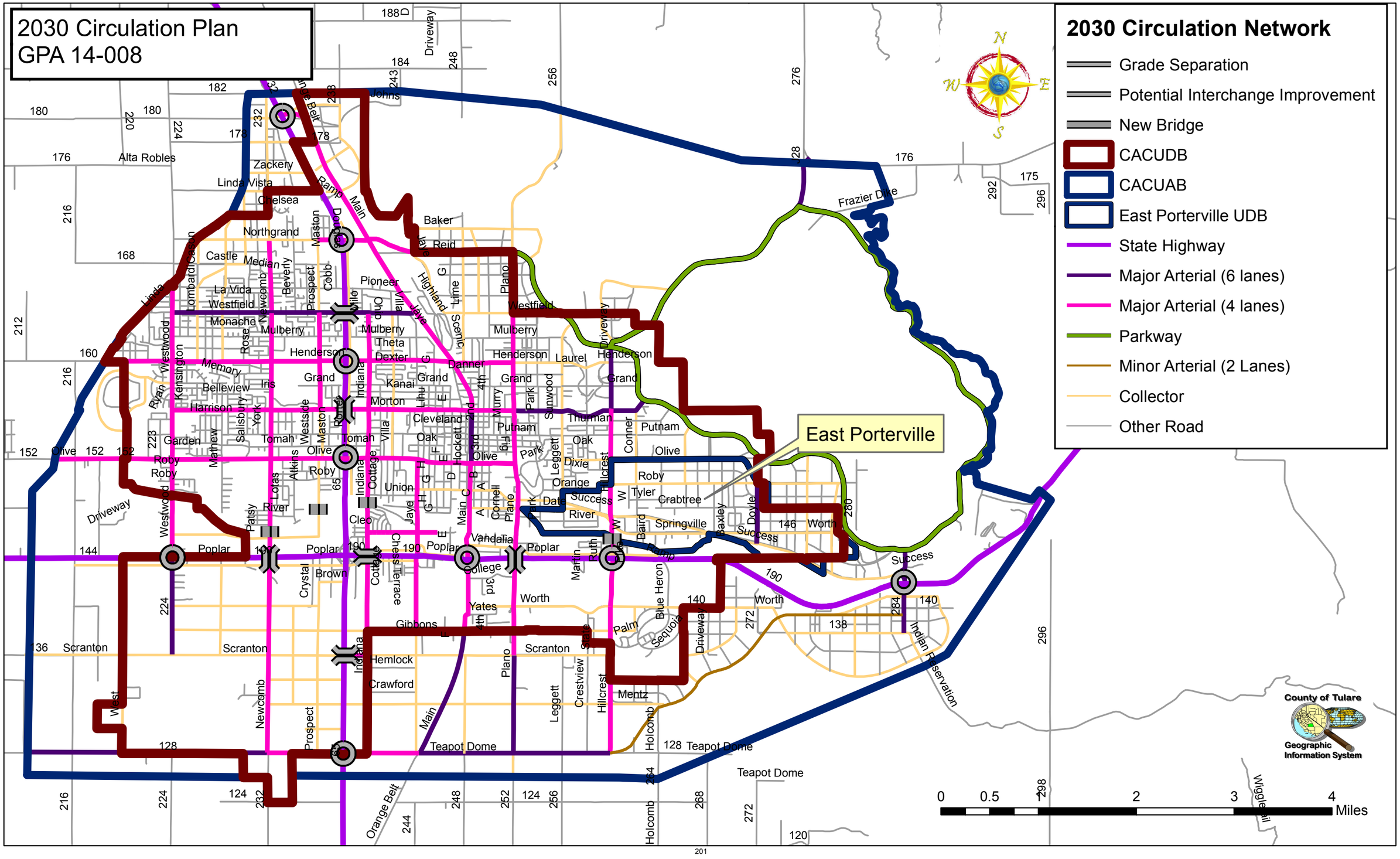
FIGURE ES-8


2030 Circulation Plan
GPA 14-008
2030 Circulation Network
Grade Separation
Potential Interchange Improvement
New Bridge
CACUDB
CACUAB
East Porterville UDB
State Highway
Major Arterial (6 lanes)
Major Arterial (4 lanes)
Parkway
Minor Arterial (2 Lanes)
Collector
Other Road
East Porterville
N
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County of Tulare
Geographic Information System
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Miles

Exhibit 1 -1

LAFCo Boundaries (2012)

- SOI 14,834 Acres
- City Limits 11,308 Acres

Tulare County Planning Boundaries (1988)

- East Porterville UDB 1,335 Acres
- UDB 14,221 Acres
- UAB 24,098 Acres

City of Porterville Planning Boundaries (2008)

- Porterville Proposed UDB 17,128 Acres
- Porterville Existing UAB 22,331 Acres
- Porterville Existing UDB 15,086 Acres
- Porterville Planning Area Boundary 36,341 Acres

Planning Area Boundary
According to State law, the City must consider a Planning Area that consists of land within the City and "any land outside its boundaries which, in the planning agency's judgment, bears relation to its planning." The City of Porterville defined a 36,341 acre, 56.8 square miles, Planning Area which extends from the Friant-Kern canal on the west to Lake Success on the east and from Road 232 on the north to south of Teapot Dome Avenue.

Urban Development Boundary
The UDB is an administrative boundary beyond which urban development is not allowed during the time period for which it is effective Tulare County Local Agency Formation Commission (LAFCO) allows the UDB to be reviewed and amended every five years to ensure an adequate land supply is provided to accommodate 10 years of residential land demand and 20 years of non-residential land demand. Following General Plan adoption, the UDB will be reviewed and updated.

East Porterville

Map Date: January 2014

County of Tulare
Geographic Information System

1
Introduction

After the 2002 centennial celebration, it is an appropriate time for Porterville to take stock of its rich history and look to possibilities held by the future. The Porterville 2030 Plan articulates a vision for the City that draws from the ideas of the many citizens, business owners, elected officials, and City staff who participated in the planning process. The Plan envisions Porterville as a vibrant, growing city, infused with a sense of heritage and community. The Plan supports the community's vision to preserve the desirable qualities that make Porterville an ideal place to live, work, and play.

The Porterville Plan is not merely a compendium of ideas and wish lists. It is general but comprehensive, long-range in scope but with many near-term actions. It lays out policies and implementation strategies for the next two decades. The defined policies, maps, standards, guidelines and actions to be undertaken by the City and County focus on what is concrete and achievable in order to accommodate the future population. Broad objectives such as "economic development," "quality of life," and "neighborhood character" are meaningful only if translated into actions that are tangible and can be implemented. State law requires that many governmental agency regulations, requirements and actions be consistent with the Plan. Therefore, regular ongoing use of the Plan is essential.

100 years of the Good Life

1.1 PURPOSE OF THE PORTERVILLE AREA COMMUNITY PLAN

The General Plan Update and subsequent Porterville Area Community Plan was initiated to take a comprehensive look at where the City is, where it would like to be in the future, and to create a vision of what the Porterville area should be like in 2030. Some areas of Porterville may change every little in this timeframe, and others may change dramatically. The Plan focuses on current community needs and neighborhood character, economic development opportunities and challenges, how to encourage mixed-use and infill development and appropriate development outside the current City limits. Lastly, it responds to residents' preferences about where different land uses such as housing, shopping, industry, parks and recreation, and public facilities should be located and how resources should be used to achieve the Plan's goals.

Looking ahead, the Porterville area faces several planning challenges over the next 23 years. The foremost challenge is to support sustainable development. Sustainable development has been defined as "development that meets the needs of the present without compromising the ability of future generations to meet their own needs."[1] The goal of sustainability is to balance economic prosperity, environmental quality, and social equity.

In order to preserve and enhance the environmental quality of Porterville, sustainable development entails both encouraging the infill development of existing vacant land within the City limits, and protecting important agricultural lands and open space areas around the urban periphery. These are necessary steps to create a sustainable footprint for future growth while preserving the Porterville Area's agriculture community and small town character.

The equity element of sustainability typically refers to the distribution of costs and benefits across all members of society. Therefore, another significant challenge is to ensure the dedication of land and resources for new housing, schools, parks and community facilities. In addition, sustainable growth will require careful planning in order to provide adequate public infrastructure to the entire community without impairing environmental resources.

Improving economic stability and vitality is another challenge for Porterville over the next two decades. Enhancing the Porterville Area's role in the region will require building a diversified job base, expanding the base economy, supporting a multi-modal transportation system, and developing regional attractions, such as unique shopping areas and high-quality parks and recreation.

Thus, this Porterville Area Community Plan has been prepared to:

- Establish a long-range vision that reflects the aspirations of the community and outlines steps to achieve this vision;
- Establish long-range development policies that will guide decision-making;
- Provide a basis for judging whether specific development proposals and public projects are in harmony with plan policies;

[1] World Commission on Environment and Development, *Our Common Future*, Oxford, Great Britain: Oxford University Press, 1987.
This document is frequently referred to as the Brundtland report after Gro Harlem Brundtland, Chairman of the Commission.

- Reflect Porterville's current planning and economic development efforts;
- Plan in a manner that improves the quality of life for the whole community and meets future land needs based on the projected population and job growth;
- Allow the County working in cooperation with City departments, other public agencies, and private developers to design projects that will preserve and enhance community character and environmental resources, promote sustainability, and minimize hazards; and
- Provide the basis for establishing detailed plans and implementation programs, such as the zoning and subdivision regulations, specific and master plans, and the Capital Improvement Program.

1.2 GENERAL PLAN REQUIREMENTS

State law requires each California municipality to prepare a general plan. A general plan is defined as "a comprehensive, long-term plan for the physical development of the county or city, and any land outside its boundaries which in the planning agency's judgment bears relation to its planning." State requirements call for plans that "comprise an integrated, internally consistent and compatible statement of policies for the adopting agency."

A plan has been described as its constitution for development – the framework within which decisions on how to grow, provide public services and facilities, and protect and enhance the environment must be made. California's tradition of allowing local authority over land use decisions means that the State's cities have considerable flexibility in preparing their plans.

While allowing considerable flexibility, State planning laws do establish some requirements for the issues that plans must address. The California Government Code (Section 65300) establishes both the content of plans and rules for their adoption and subsequent amendment. Together, State law and judicial decisions establish three overall guidelines for general plans:

The General Plan Must Be Comprehensive. This requirement has two aspects. First, the plan must be geographically comprehensive. That is, it must apply throughout the entire incorporated area and it should include other areas that the County in cooperation with the city determines are relevant to its planning. Second, the plan must address the full range of issues that affect the Porterville Area's physical development.

The Plan Must Be Internally Consistent. This requirement means that the plan must fully integrate its separate parts and relate them to each other without conflict. "Horizontal" consistency applies both to figures and diagrams as well as general plan text. It also applies to data and analysis as well as policies. All adopted portions of the plan, whether required by State law or not, have equal legal weight. None may supersede another, so the plan must resolve conflicts among the provisions of each element.

The Plan Must Be Long-Range. Because anticipated development will affect the Porterville Area and the people who live or work there for years to come, State Law requires every plan to take a long-term perspective.

CONSISTENCY REQUIREMENTS WITHIN THE PLAN

The Porterville Area Community Plan includes the six of the seven elements required by State law: Land Use, Circulation, Open Space, Conservation, Safety, and Noise. It also includes three other optional elements that address local concerns: Economic Development; Parks, Schools & Community Facilities; and Public Utilities. The current Housing Element was adopted in 2012 as a separate volume. Table 1-1 outlines how the required elements and optional elements correspond with the Porterville Area Community Plan.

Table 1-1: Required Elements & Plan Elements Correspondence

Required Elements	General Plan Element
Land Use	Chapter 2: Land Use
Circulation	Chapter 4: Circulation
Open Space	Chapter 6: Open Space & Conservation
Conservation	Chapter 6: Open Space & Conservation
Safety	Chapter 7: Public Health & Safety
Noise	Chapter 9: Noise
Housing	Contained in a separate volume, adopted 2012

Source: Dyett & Bhatia, 2007 and County of Tulare 2014

ENVIRONMENTAL JUSTICE

State law now requires general plans to include consideration of environmental justice in preparing policies and implementation programs, and in creating the physical framework for development. The problems of environmental justice that the Porterville Area Community Plan can address include procedural inequities and geographic inequities.

- Procedural inequities might include "stacking" commissions or committees with individuals who ignore the interests of minority and low-income residents, holding meetings at times and places that minimize the ability of low-income residents to participate, using English-only communications when non-English speaking populations may be affected by land use decisions, and requiring lower levels of mitigation for projects affecting low-income and minority populations.
- Geographic inequities might include providing fewer public services, transit services, and parks for minority and low-income residents than for middle-and upper-income residents.
- Several new policy initiatives, distributed throughout the Porterville Area Community Plan, are included to address environmental justice.

1.3 PLANNING CONTEXT

REGIONAL LOCATION

The City of Porterville is located in the southeastern portion of the San Joaquin Valley, at the base of the foothills of the Sierra Nevada Mountains. It is approximately 70 miles south of Fresno and 50 miles north of Bakersfield, in the south central portion of Tulare County. Visalia, the County seat, is approximately 30 miles to the northwest Neighboring communities include Strathmore, Springville, Terra Bella, Tipton, Pixley, Woodville, Richgrove, and Lindsay. Sequoia National Park is 50 miles to the northeast. The Tule River Indian Reservation is located approximately 15 miles to the east. Porterville is served by state routes 65 and 190 and is approximately 17 miles east of State Route (SR) 99, a major San Joaquin Valley transportation arterial. Success Reservoir (Lake) and Dam are located on the Tule River five miles east of Porterville. The regional location is depicted in Figure 1-1.

PLANNING BOUNDARIES

In 2006, the City of Porterville encompassed approximately 9,161 acres, about 14.3 square miles. The City boundary created a patchwork that extended north along Main Street to Avenue 178, west to the Friant-Kern Canal at Westfield Avenue, east the Sierra Nevada foothills, and south to Teapot Dome Avenue including the Porterville Municipal Airport. The City adopted an Urban Development Boundary which encompasses 12,757 acres.

According to State law, the General Plan must consider a Planning Area that consists of land within the City and "any land outside its boundaries which, in the planning agency's judgment, bears relation to its planning." The City of Porterville defined a 36,341 acre, 56.8 square miles, Planning Area which extends from the Friant-Kern Canal on the west to Lake Success on the east and from Road 232 on the north to south of Teapot Dome Avenue. The planning boundaries are depicted in Figure 1-2 and are coterminous with the plan.

HISTORY OF PORTERVILLE

During California's Spanish period, the San Joaquin Valley was considered a remote region of little value. Swamps stretched out into the Valley floor lush with tall rushes or "tulares" as the Indians called them. Emigrants skirted the eastern foothills in the vicinity of Porterville as early as 1826. This all changed when gold was discovered in 1848, bringing tremendous migration to both California and Porterville. From 1849 to 1852, prairie schooners rolled through Porterville. While some wagon trains of gold seekers passed through the village, other travelers found the land rich and remained to establish farms. In 1854, the Butterfield Overland Mail Station and store was established on the banks of the old Tule River channel (now part of Main Street) to serve minders and Native Americans alike.

A growing town

The growing population's need for food was the impetus for permanent development of the east side of the southern San Joaquin Valley. Royal Porter Putnam purchased 40 acres which were surveyed, divided into town lots, and recorded the first tract in 1870. The new town was named after the founder's middle name.

Incorporated in 1902 with a population of 2,906, Porterville grew to approximately 5,000 by 1920. During this boom, agriculture, supplemented by the Central Valley Project, was the major source of economic growth in the area. More recently, industry has become a significant factor in the development of Porterville. Industries such as Wal-Mart Distribution Center, Beckman Instruments, Foster Farms, Pro Document Solutions, Royalty Carpet Mills, and other small companies have begun developing facilities within the Porterville Area.

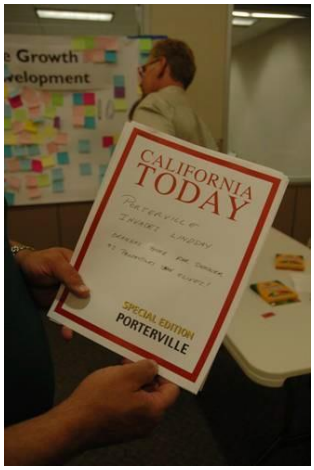
Today, Porterville is still significantly influenced by agriculture and supportive industries, although the economy has increasingly become more diverse. With the Porterville Area's advantageous location between Northern and Southern California, the Porterville Area has also become a desirable location for shopping and warehousing business. Porterville remains a fast -growing community, with its strategic central location combined with affordable home prices fueling the boom. As of 2006, the State Department of Finance estimates Porterville to have a population of 45,220.

1.4 PLAN PREPARATION PROCESS

The Porterville City Plan update was initiated in the summer of 2005. In order for the Plan to accurately address community needs and values, a comprehensive public process of obtaining the input of residents, businesses, and property owners as well as City officials was central to the update process. This involved the sharing of information and ideas between elected and appointed officials, City staff, the planning consultants, and residents. The following methods were used over the course of the General Plan update to ensure the community's full participation:

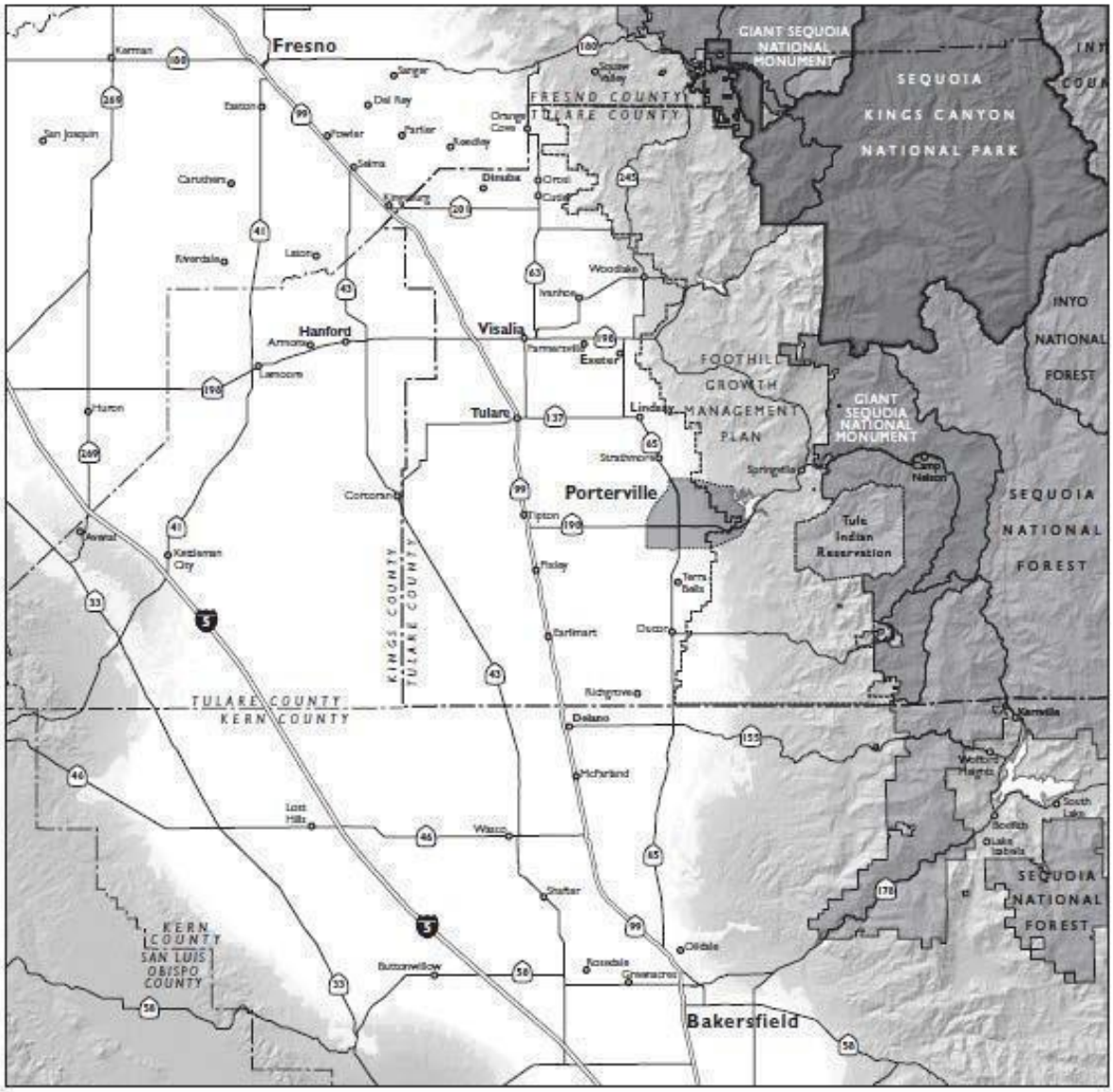
- *Stakeholder Interviews*. Interviews were conducted with 37 representatives of various community stakeholders and organizations.
- *Community Workshops*. The first Community Workshop on Visioning and Planning Issues was held on October 11, 2005. Approximately 70 community members attended. A subsequent workshop on sketch plan concepts was held on March 14, 2006. Small group discussions allowed for the 40 or so workshop participants to be heard. A third workshop, held on August 29, 2006, formed the Draft Preferred Plan concept. Approximately 55 people participated. Spanish translators and translation of workshop materials were made available at each workshop.
- *Plan Update Advisory Committee*. The Plan Update Advisory Committee served as a "sounding board" for ideas and alternatives during the update process and made recommendations to the City Council. Committee members also attended public workshops to facilitate dialogue and understand community concerns. The Committee held six meetings throughout the process.

- *City Council Study Sessions*. The City Council periodically met to discuss issues and provide direction on the Plan. These Study Sessions were open to the public.
- *Parks & Leisure Services Commission.* The Commission met periodically to discuss issues and concerns pertaining to Parks and Open Space.
- *Newsletters*. The City published newsletters in English and Spanish to provide updates on the planning process and details on upcoming workshops. Newsletters were mailed to City residents, property owners, business owners, developers, service organizations, and other interested agencies. Updates were also published in the Porterville Recorder and Noticiero newspapers which are distributed to more than 19,700 organizations and individuals.
- *City Website*. All meeting agendas, staff reports, workshop summaries, planning documents and maps created during the update process were posted on the City's website: http://www.ci.porterville.ca.us/.
- *Plan Update Mailing List*. Those interested in receiving information and notices were placed on the Plan update mailing list.
- *Printed Documents*. Copies of the results from City Council meetings, workshops, and presentations were summarized and made available at City Hall.



Porterville residents participated in community meetings and stakeholder interviews.

Figure 1-1: Regional Location



Source: Planning Area Boundary, Dyett & Bhatia, 2005; Foothill Growth Management Plan Boundary, Tulare County, 2005; Roads, Hydrologic Features, Cities and County Boundaries, California Spatial Information Library, 1992-1999.

Figure 1-1
Regional Location

November 2007

Figure 1-2: Planning Area Boundaries

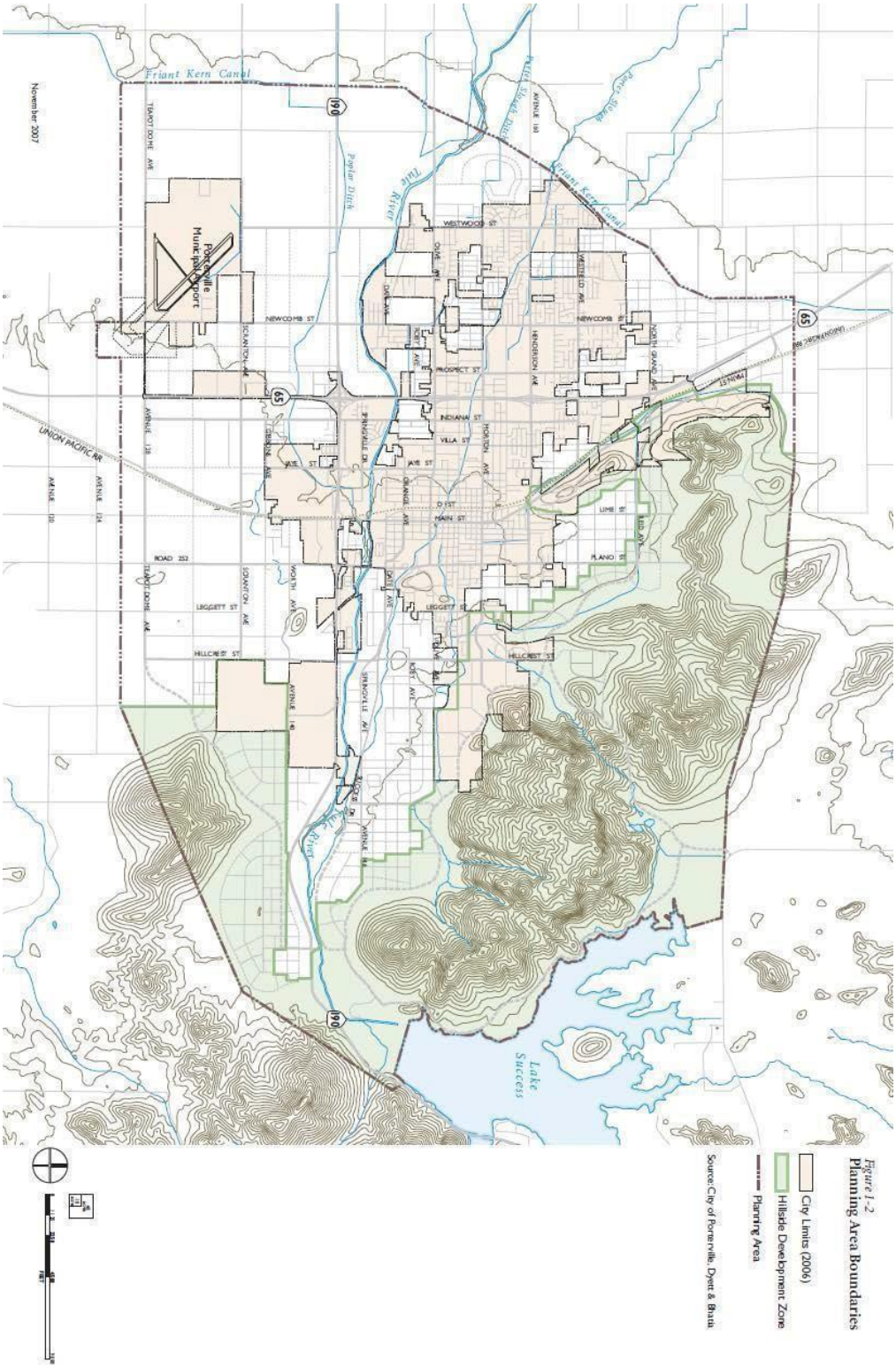


Figure 1-2 back

1.5 GENERAL PLAN THEMES & KEY INITIATIVES

Several themes for the City's General Plan were identified and subsequent Porterville Area Community Plan based on input by the public and from key stakeholders and City and County staff.

The importance of agriculture is seen throughout the community.

- *Compact, Balanced, & Equitable Growth.* Clearly defined urban edges reflect a commitment to focus future growth within the Area in order to prevent urban sprawl and protect environmentally sensitive areas. Policies to encourage infill development are found throughout the Plan.

- *Protect Community Assets*. The Plan renews the Communities commitment to protect and enhance its local assets including small town community character, Downtown Porterville, a strong sense of community, a diverse population, historic buildings, affordable housing, and a family atmosphere. Community guidelines are described in full detail in the Land Use Element. The arrangements of land uses on the General Plan Land Use Diagram (Figure 2-2) create a framework within which quality community design is possible.

- *Economic Development & Jobs*. A significant amount of land is planned for uses that provide jobs. Areas designated "Professional Office" and "Industrial Park" will accommodate uses that provide employment opportunities for existing and future residents consistent with the Economic Development Strategy described in the Economic Development Element.

- *Variety Commercial & Retail Opportunities.* The Plan provides for the full range of commercial and retail uses needed for the future population and business community, consistent with the Economic Development Strategy described in the Land Use Element. Regionally-oriented establishments are placed on major roadway corridors; community- and neighborhood-oriented uses are placed within planned communities and neighborhoods.

- *Park & Community Facility Network*. New parks and community facilities are placed in close proximity to proposed residential development and when possible by schools, trails and bikeways. A further discussion of parks is presented in the Parks, Schools & Community Facilities Element of the Plan.

- *Complete Roadway System.* The land uses presented on the General Plan Land Use Diagram are structured around the proposed roadway network, and the two components are interactive and interrelated. The types, location, capacity, and use of these roadways are presented in the Circulation Element.

- *Integrated Neighborhoods & Neighborhood Centers.* Neighborhoods are defined as areas with a mix of land uses, including housing, shopping, and other local services, which interrelate and serve one another. Neighborhoods depicted on the Plan Land Use Diagram work as part of a network, are internally accessible by non-motorized means, include community facilities such as parks and schools, and have a central focal point.

- *Mix of Housing Types.* The Plan Land Use Diagram depicts seven residential and two mixed-use land use designations. These land uses will accommodate a diverse range of housing types and prices to provide housing choice.
- *Adequate, Flexible School Sites.* School sites depicted on the General Plan Land Use Diagram are intended to meet the school districts' needs, and relate well to adjacent neighborhood centers and parks. A further discussion of schools is presented in the Parks, Schools & Community Facilities Element.
- *Open Space Action Plan.* The Open Space and Conservation Element outlines the five types of open space preserved as part of the Action Plan. Additional Plan policies are intended to protect ridgelines, visible hillsides and other significant natural and archeological resource areas from development that would have adverse impacts.

1.6 DEVELOPMENT UNDER THE PLAN

Full development under the Plan is referred to as "buildout." It should be noted that when buildout will actually occur is not specified in or anticipated by the Plan, and designation of a site for a certain use does not necessarily mean that the site will be built/redeveloped with the designated use by 2030, the horizon of the Plan.

RESIDENTIAL DEVELOPMENT

Table 1-2 tracks the existing and additional housing units expected under the Plan buildout. As shown, approximately 14,080 units currently exist in the Planning Area. The Plan is intended to accommodate an additional 20,170 units, through both new and infill development. In total, Plan buildout will result in approximately 34,250 housing units in the Planning Area.

Table 1-2: Residential Development

Existing Units (2006)	*Additional Units Under Plan Buildout*	*Total Housing Units at Buildout (2030)*
14,080	20,170	34,250

Source: City of Porterville, Dyett & Bhatia, 2007.

BUILDOUT POPULATION

Over the past 30 years, the City of Porterville's population has grown at an average annual rate of 3.7 percent. However, the City's population growth has slowed to an average annual rate of 2.8 percent over the past 15 years. According to the Department of Finance's 2006 estimates, the City currently has a population of 45,220 residents. Buildout of the Plan will accommodate a population of approximately 107,300 in the Planning Area, which represents an annual population growth rate of 3.7 percent. Table 1-3 shows the current and estimated buildout populations for the Planning Area.

Table 1-3: Population

Existing Population (2006)	*From Additional Units Under Plan Buildout*	*Buildout Population (2030)*
45,220	62,080	107,300

Source: Existing population: Department of Finance, 2006; Projections: Dyett & Bhatia, 2007.

NON-RESIDENTIAL DEVELOPMENT

Table 1-4 tracks examples of the existing, and additional non-residential floor area expected under the Plan buildout. Approximately 7.2 million square feet of non-residential floor area currently exist in the City of Porterville. The Plan is intended to accommodate an additional 23.3 million square feet of non-residential space of the types listed. At buildout, the proposed Plan will result in approximately 30.5 million square feet of nonresidential floor area in the Planning Area. Approximately half of this new space is designated for industrial development.

Table 1-4: Non-Residential Floor Area (1,000 Square Feet)

Type	*Existing Floor Area (2005)*	*Additional Floor Area Under Plan Buildout*	*Buildout Floor Area (2030)*
Retail	2,030	3,050	5,080
Office	1,530	5,300	4,310
Service	1,680	2,630	6,830
Industry	1,410	12,280	13,690
Other	590	-	590
Total	**7,240**	**23,260**	**30,500**

Assumes the following estimated actual FARs: 0.25 for Office, 0.25 for Retail, and 0.25 for Industrial. Actual buildout is assumed to be less than the maximum allowable FARs indicated in the Land Use Element.
Source: Dyett & Bhatia, 2007.

BUILDOUT EMPLOYMENT

At buildout, the Planning Area will accommodate approximately 54,460 jobs, an increase of about 180 percent over the current estimated City of Porterville employment of 19,470. This represents a job growth rate of about 4.4 percent. Table 1-5 shows the current and estimated buildout employment for the Planning Area.

Table 1-5: Employment by Sector

Type	*Existing Employment (2005)*	*From Additional Floor Area Under Plan Buildout*	*Buildout Employment (2030)*
Retail	4,510	5,810	10,022
Office	631	7,540	8,171
Service	4,706	2,510	7,216
Education	1,875	2,010	3,885
Government	4,509	760	5,269
Agriculture	1,184	-	1,184
Industrial	1,242	16,360	17,602
Other	1,112	-	1,112
Total	**19,471**	**34,990**	**54,461**

Assumes the following job generation ratios per square feet: 400 for Office; 425 for Retail and Service; 1,300 for Education and Government; and 750 for Industrial.
Source: Dyett & Bhatia, 2006.

JOBS/EMPLOYED RESIDENT BALANCE

An area's jobs/employment ratio (jobs to employed residents) would be 1:1 if the number of jobs in the area equaled the number of employed residents. In theory, such a balance would eliminate the need for commuting. More realistically, a balance means that in-commuting and out-commuting are matched, leading to efficient use of the transportation system, particularly during peak hours. The current jobs/employment ratio in Porterville is 0.96:1, which means that the number of jobs in the Porterville Area is slightly less than the number of employed residents. At buildout, the Plan will add more jobs than employed resident, increasing jobs/employment balance to 1.13:1. Table 1-6 displays existing and projected jobs per employed resident's ratios.

Table 1-6: Jobs per Employed Residents

	Existing (2005)	*Buildout (2030)*
Jobs	19,470	54,460
Employed Residents	20,350	48,290
Jobs/Employed Residents	0.96	1.13

Employed Residents assumed to be 45 percent of total population, based on 2000 Census data for labor force.
Source: Dyett & Bhatia, 2007.

1.7 PLAN ORGANIZATION

PLAN STRUCTURE

The Porterville Area Community Plan is organized into the following chapters and elements:

- *Introduction*. This introductory chapter includes Plan objectives and key initiatives, State requirements, and requirements for administration of the Plan. In addition the projected development under Plan buildout is summarized and overreaching themes of the Plan are presented.
- *Land Use*. This element provides the physical framework for development in the Porterville Area. It establishes policies related to the location and intensity of new development, area wide land use and growth management policies.
- *Economic Development.* This element presents the economic framework for development in the Porterville Area and outlines associated policies and implementation programs.
- *Circulation.* This element includes policies, programs, and standards to maintain efficient circulation for vehicles and alternative modes of transportation. It identifies future street and bikeway improvements, and addresses parking, goods movement, and long-term plans for the municipal airport.
- *Parks, Schools & Community Facilities.* This element provides an inventory of existing and planned parks, recreation facilities, public schools, and other community facilities. This element also defines policies and standards relating to parks, schools, and other community facilities.
- *Open Space & Conservation.* This element outlines policies relating to the preservation of open space and the conservation of natural resources, including geologic, biological, water, air, energy, and cultural resources.

- *Public Health & Safety*. This element addresses the risks posed by geologic hazards, wildland fire, hazardous materials, and flooding. It also discusses emergency response, safety service response standards, and evacuation routes.
- *Public Utilities.* This element outlines existing and future demand for water, wastewater, solid waste services, and other public facilities.
- *Noise.* This element includes policies and standards to limit the impacts of noise sources throughout the Porterville Area. Future noise contours are illustrated in order to facilitate administration of noise policies and standards.
- *Implementation.* The Implementation chapter provides an overview of the implementation and monitoring program for this Porterville Area Community Plan.

POLICY STRUCTURE

Each element of the Plan includes brief background information to establish the context for policies in the element. This background material is neither a comprehensive statement of existing conditions nor does it contain adopted information. This background information is followed by two sets of policies:

Guiding Policies are the plan's statements of its goals and philosophy existing programs or call for establishment of new ones.

Implementing Policies represent commitments to specific actions. They may refer to existing programs or call for the establishment of new ones.

Together, these guiding and implementing policies articulate a vision for Porterville that the Plan seeks to achieve. They also provide protection for the Porterville Area's resources by establishing planning requirements, programs, standards, and criteria for project review. Explanatory material or commentary accompanies some policies. Commentary provides background information or is intended to guide Plan implementation. The use of "should" or "would" indicates that a statement is advisory, not binding; details will need to be resolved in Plan implementation. Where the same topic is addressed in more than one element, sections and policies are cross-referenced.

1.8 ADMINISTRATION OF THE PLAN

The Plan is intended to be a dynamic document. As such, it may be subject to more site- specific and comprehensive amendments over time, amendments that may be needed to conform to State or federal law passed after adoption, or to eliminate or modify policies that may become obsolete or unrealistic over time due to changed conditions, such as the completion of a task or project, development on a site, or adoption of an ordinance or plan.

AMENDMENTS TO THE PORTERVILLE AREA COMMUNITY PLAN

State law limits the number of times a jurisdiction can amend its plan to generally no more than four times in one year for a mandatory element, although each amendment may include more than one change. This restriction does not apply to optional general plan elements (Economic Development, Parks and Recreation, and Public Facilities and Utilities), or if the amendment is necessary to allow for the development of workforce housing or to comply with a court decision.

ANNUAL REPORT

It is good planning practice to provide an annual report to the local legislative body on the status of the Plan and progress in its implementation. This report is an opportunity to investigate and make recommendations to the legislative body regarding reasonable and practical means for implementing the Plan, so that it will serve as an effective guide for orderly growth and development, preservation and conservation of open-space land and natural resources, and the efficient expenditure of public funds relating to the subjects addressed in the Plan. The report should include a summary of all Plan amendments adopted during the preceding year, as well as a work program for the upcoming year. The work program should outline upcoming projects and any Plan issues that need to be addressed. Also as part of the annual report, any mitigation monitoring and reporting requirements prescribed by the California Environmental Quality Act (CEQA) as identified in the Plan environmental impact report (EIR) should be addressed because they are closely tied to Plan implementation.

All local governments must also submit a progress report to the State on the Housing Element implementation, which must include an analysis of the progress in meeting the Area's share of regional housing needs and local efforts to remove governmental constraints to maintenance, improvement, and development of workforce housing (Government Code Sections 65583, 65584). Porterville staff will continue to submit the Housing Element report to the State annually.

DEVELOPMENT STANDARDS AND CITY MASTER PLANS

The City of Porterville's Development Standards and City Master Plans for the unincorporated area around the City of Porterville, Porterville Area County Adopted City Urban Development Boundary (CACUDB) attached as Appendix D are not part of the Porterville Area Community Plan but have been adopted separately by the County and are included for reference in Appendix D.

The Tulare County Board of Supervisors will independently review and exercise its discretion when considering the adoption of any subsequent Porterville Development Standards and City Master Plans.

2
Land Use

This element of the Porterville Area Community Plan constitutes the framework for land use planning in Porterville. To provide context, the evolution of the Porterville Area is described and existing land use in the Porterville Area is summarized. The guiding principles of the land use framework, the Plan Land Use Diagram (Diagram), the land use classification system, and the buildout of this Plan to the year 2030 are then presented.

2.1 BACKGROUND & CONTEXT

HISTORICAL LAND USE DEVELOPMENT

Much of the existing land use pattern found in the Planning Area can be traced back to Porterville's evolution as a valley agriculture center. Downtown Porterville is similar to many older Central Valley downtown districts, with a mixture of retail, public facilities, and older residential neighborhoods. Larger commercial, agriculture, and newer residential neighborhoods are located further out from the city center. Some industrial land is located adjacent to State Route 190 (SR 190) and Union Pacific Railroad. Parks and schools are distributed throughout residential neighborhoods within the area.

EXISTING LAND USE CHARACTERISTICS

The existing land use pattern in the Planning Area, based on 2005 data, is illustrated in Figure 2-1, and current land uses are listed in Table 2-1. Single Family Residential and Public/Quasi- Public were the most significant existing land uses located within the 2005 City Limits, each representing more than 20 percent of the total land use. More than 1,500 acres (17 percent) of the incorporated land was designated as vacant, with no identified land use designation.

Within the Planning Area, approximately 21,270 acres or 59 percent of the total land area was being used for agriculture and other rural uses (generally categorized as Agriculture/Rural/Conservation). Thirteen percent of the whole Planning Area was categorized as single family residential and 10 percent was considered vacant.

Other land uses in the Planning Area include commercial, retail, and industrial. Downtown lies near the center of the Planning Area, bordered by Morton Avenue to the north, Olive Avenue to the south, D Street to the west, and Fourth Street to the east. Main Street is the central commercial street. Other large commercial areas are located along State Route 65 (SR 65) and Olive Avenue. The majority of the industrial sites are in proximity to the intersection of SR 190 and Main Street, and in proximity to the Union Pacific Railroad. A few industrial developments are also located near the Porterville Municipal Airport.

Table 2-1: Existing Land Use: Porterville Planning Area (2005)

	Incurpirated		Unicoi prorated		Total Planning Area	
Land Use	Acres	Percentage	Acres	Percentage	Total Acres	Percent of Total
Agriculture/Rural/Conservation	820	9%	20,390	75%	21,270	59%
Single Family Residential	2,230	24%	2,525	9%	4,760	13%
Multi-Family Residential	170	2%	65	0%	240	1%
Retail Shopping	80	1%	0	0%	80	0%
Commercial	480	5%	277	1%	760	2%
Industrial	320	3%	31	0%	350	1%
Public/Quasi-Public	2,020	22%	614	2%	2,630	7%
Vacant	1,580	17%	2,009	7%	3,590	10%
Unclassified (Roads, water, etc.)	1,461	16%	1,220	4%	2,661	7%
Total	**9,161**	**100%**	**27,130**	**100%**	**36,341**	**100%**

Table includes development projects approvedin 2005.

Source: Tulare County Assessor, Dyett & Bhatia, 2007.

2.2 GROWTH STRATEGY

This Plan shows how the community would like Porterville to grow over the planning period, through 2030. Through integration of all the Plan Elements, this Porterville Area Community Plan will guide sustainable physical and economic growth, while conserving natural and cultural resources.

COMPACT

Urban Development Boundary

Clearly defined urban edges reflect a commitment to focus future growth within the Porterville Area in order to prevent urban sprawl and protect environmentally sensitive areas. The Urban Development Boundary (UDB) is one of the best strategies to achieve this. The UDB protects the health, safety, welfare, and quality of life of the residents of Porterville by concentrating future residential, commercial, and industrial growth in areas already served by urban services or areas where such services are to be provided consistent with this Porterville Area Community Plan.

The UDB is an administrative boundary beyond which urban development is typically not allowed during the time period for which it is effective. The current UDB was most recently amended in 1993. Tulare County Local Agency Formation Commission (LAFCO) allows the UDB to be reviewed and amended every five years to ensure an adequate land supply is provided to accommodate 10 years of residential land demand and 20 years of non- residential land demand. Following adoption, the UDB will be reviewed and updated.

Open Space Action Plan

Porterville's Open Space Action Plan consists of the goals, principles and policies presented in the Open Space & Conservation Element. The open space network reinforces the limits of urban development by designating land around the growth area as Agriculture/ Rural/Conservation, Park, and Rural Residential. Additional detail on how the action plan will be implemented is in the Implementation Chapter. Taken together, these initiatives specifically respond to and are consistent with the Government Code's requirements for an Open Space Action Plan.

Infill Development

The Urban Development Boundary complements Porterville Area Community Plan policies emphasizing infill development, a thriving downtown, new industrial parks and additional housing opportunities. In addition to the 1,580 acres of vacant land within the 2006 City limits, more than 700 acres can be classified as underutilized, based on an improvement to land value ratio, and may have development potential. Infill development is encouraged with the Urban Development Boundary. In addition, the Economic Development and Land Use Elements provide strategies for fostering a strong Downtown that is the center of the community and a source of positive identity for the Porterville Area.

BALANCED

The Plan Land Use Diagram (Figure 2-2) illustrates a mix of land uses that meet the housing and economic development needs of the community while balancing growth so that Downtown is once again the "heart of the City" and environmental and cultural resources are protected. In recent years, the majority of the growth and development has occurred in the northwest of the City. This Plan re-centers the City on Downtown by promoting growth in the eastern portions of the Planning Area.

In addition to balancing the anticipated growth geographically, the Plan Land Use Diagram balances residential growth with employment-generating land uses. More than 2,000 additional acres of commercial and industrial land f or potential employment development have been planned. This will help not only to create jobs for local residents, but also balance the job to housing ratio.

EQUITABLE

This Plan is predicated on the idea that new development should pay its own way, so existing residents do not have to assume the costs of providing infrastructure and services to growth areas. The key principle underpinning the Plan's policies for development mitigation is that the development community has an obligation to pay its fair share of costs so growth will not diminish the quality of public services, facilities, and lifestyle that are enjoyed by those who live in the community. Development mitigation and growth management policies will be used as tools to manage all development within Porterville and protect and enhance open space and environmental resources.

BETTER NEIGHBORHOODS

The Plan directs residential expansion in the new growth areas into a network of approximately seventeen neighborhoods. These neighborhoods are planned to contain a mix of uses and housing types. Each neighborhood will have a well-defined, mixed-use center with neighborhood commercial and publicly- oriented uses, such as a park and recreation facility or a school. By creating these centrally located hubs, a larger number of residents have the option to bike or walk for non-work related trips. The Plan Land Use Diagram depicts seven residential and two mixed-use land use designations. These land uses will accommodate a diverse range of housing types and prices to provide more housing choices. Policies in the Plan strive to promote the integration of new neighborhoods with existing urban development, and to preserve and enhance neighborhood connectivity with a continuous street network.

The Plan will promote development of new neighborhoods around publicly-oriented uses.

One of the new neighborhoods proposed in the Plan Land Use Diagram is a Resort Residential community along the northwestern shore of Lake Success. This area is envisioned to incorporate a mix of land uses which provide a variety of housing types for all ages and income levels, and a complete open space system. The residential neighborhoods would be environmentally planned to be compact and walkable with some commercial and community services. The recreational facilities may include a golf course, a hotel, new boat ramps, parks, and trails.

ECONOMIC OPPORTUNITIES

Another priority over the next two decades is to ensure opportunities for economic development for the residents and the Porterville Area as a whole. New jobs and industries, a skilled labor force, thriving local businesses and a high-quality of life for all residents will help preserve "the good life." In order to facilitate economic development, a range of commercial and retail sites and ample land for industrial and educational development has been designated in the Plan Land Use Diagram. The Economic Development Element provides additional policies and strategies for this initiative. The Land Use Element also provides guidance for new and revitalized commercial areas, including neighborhood and regional shopping centers, office parks and mixed-use districts.

Figure 2-1: Existing Land Use

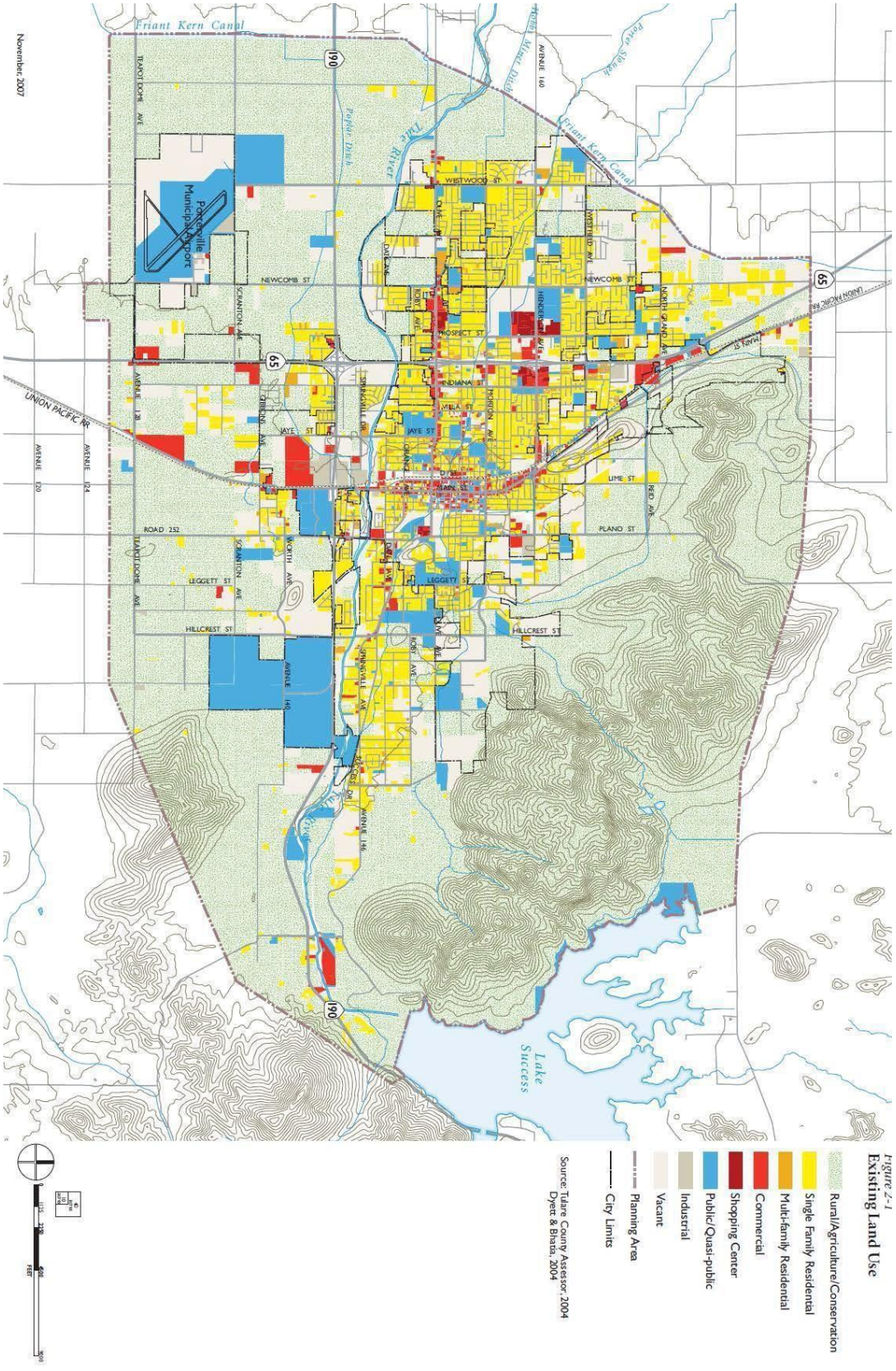


Figure 2-1 BACK

GUIDING POLICIES

LU-G-1 Promote a sustainable, balanced land use pattern that responds to existing needs and future needs of the Porterville Area.

LU-G-2 Maintain a well-defined, compact urban form with Downtown as the "heart of the City."

LU-G-3 Promote sustainability in the design and development of public and private development projects.

LU-G-4 Provide transitions between types and intensities of land use using high-quality urban design and greenway buffers.

LU-G-5 Ensure that new development pays for the public facilities and infrastructure improvements required to meet the demands resulting from that growth.

IMPLEMENTATION POLICIES

LU-I-1 Amend the Zoning Ordinance to include use regulations, development standards, and minimum performance requirements for zoning districts as needed to implement the Porterville Area Community Plan.

LU-I-2 Require a mix of civic, retail and service-oriented uses in the commercial component of neighborhood centers.

The Zoning Ordinance will establish a minimum site area and use mix so centers include more than just a convenience store or gas station. They also will need to provide for transit stops and related amenities. The County may offer FAR or density bonuses or other incentives for projects undertaking elective improvements that further the County's community design and/or open space objectives. This type of density bonus cannot be combined with the affordable housing bonus. Off-site improvements directly resulting from a project's impacts, as specified in the Zoning Ordinance, will be required under the Area's development mitigation program; the bonus is intended for improvements that go beyond the required minimum.

LU-I-3 Amend the Urban Development Boundary (UDB) in order to guide growth through annexation and development, and the efficient extension of public services to new areas.

The UDB will be periodically reviewed and updated to ensure that it provides for a 10-year supply of developable residential land and a 20-year supply of developable commercial and industrial land, consistent with the Plan and LAFCO requirements. The UDB will be adopted separately by the County as a Porterville Area Community Plan implementation policy.

LU-I-4 Seek LAFCO approval of a Sphere of Influence (SOI) line that accommodates planned urban development under a Plan.

This policy is not intended to limit extension of services to existing rural uses, nor deny existing rural property owners the option of requesting annexation.

LU-I-5 Require contiguous development within the UDB unless it can be demonstrated that development of property which is contiguous to urban development is unavailable.

The County desires to prevent leapfrog development where development skips over available land to outlying and isolated areas. Contiguous development will reduce sprawl, safeguard agriculture land, and reduce the cost of extending services.

LU-I-6 Adopt, and maintain in place, a development mitigation program to ensure that all new growth is paying its share of the costs associated with that growth. This program will include two components:

- Local Mitigation Program: The local development fee program will establish fees, exactions, assessments or other mitigation measures to fund streets and other city-owned facilities. Revenue provided from this program shall not be used to replace private developer funding of any required improvements that have or would have been committed to any project.
- Regional Mitigation Program: The regional development fee program will establish fees, exactions, assessments or other mitigation measures to fund State highway and other regional transportation improvements needed to mitigate the impacts of planned development under the Plan. Regional development impact fees may be established under this program that would apply to all new development in the Porterville Area, unless exempt.

LU-I-7 Use other funding mechanisms to augment developer and /or mitigation fees, when and where appropriate.

In certain situations, it may benefit the County and/or City to advance funds, prior to developer funding and/or project completion. Additional financing options available to the City include but are not limited to: reimbursement agreements; debt financing; and assessment districts. None of these mechanisms precludes the developer's responsibility to pay the cost or mitigate the impact of their proposed development.

LU-I-8 Approve development projects only after making findings that one or more of the following conditions are met:

- No General Fund revenue will be used to replace developer funding that has or would have been committed to any other public project;
- The development project will fully fund all public facilities and infrastructure, including streets, water, sewer and storm drainage systems, parks and public safety facilities and equipment, as necessary to directly mitigate the impact of the new development; and
- The development project will pay impact fees for public facilities and infrastructure improvements in proportion to the development's impacts, as per the approved master plans.

LU-I-9 Establish a comprehensive design review process for multi-family housing, commercial and industrial development with an appropriate level of review based on project type and size.

2.3 COMMUNITY AREA PLAN LAND USE DIAGRAM

The Plan Land Use Diagram, Figure 2-2, is a graphic representation of the Plan's themes and policies. It designates t h e proposed general location, distribution, and extent of land uses through 2030. The Diagram is to be used and interpreted only in conjunction with the text and other figures contained in the Porterville Area Community Plan. The Diagram legend includes the land use classifications described below, which represent an adopted component of the Plan.

The Diagram is not parcel-specific and uses on sites less than one acre in size are generally not depicted. The Zoning Map which will be prepared subsequent to the adoption of the Porterville Area Community Plan will be parcel-specific.

DENSITY/INTENSITY STANDARDS

As required by State law, the land use classifications of the Plan specify a range for housing density and building intensity for each land use type. Residential density is expressed as housing units per gross acre (including public streets and other rights-of-way). Maximum permitted ratio of gross floor area to site area, called Floor Area Ratio (FAR), is specified for non-residential uses. FAR is a broad measure of building bulk that controls both visual prominence and traffic generation. It can be clearly translated to a limit on building bulk in the Zoning Ordinance and is independent of the type of use occupying the building. These density/intensity standards allow circulation and public facility needs to be determined.

Density (housing units per acre) and intensity (FAR) standards are for gross developable land (that is, including proposed streets and other rights-of-way), but excluding areas subject to physical or environmental constraints, which include ridgelines and steep hillside slopes, creek corridors and floodways, and areas to be dedicated for greenways or habitat protection. The density/intensity standards do not imply that development projects will be approved at the maximum density or intensity specified for each use. Zoning regulations consistent with Plan policies and/or site conditions may reduce development potential within the stated ranges.

The Zoning Ordinance, as amended to implement the Plan, may provide specific exceptions to the FAR limitations for uses with low employment densities, such as research facilities, or low peak- hour traffic generation, such as a hotel or hospital. Intensity standards for non-residential and mixed-use development are for each entire development site; that is, intensities on individual parcels may exceed the maximum, provided each overall development project does not exceed the stipulated intensity. This type of flexibility in density and intensity standards may also be provided for planned developments in the Zoning Ordinance.

LAND USE CLASSIFICATIONS

The following descriptions apply to land uses indicated on the General Plan Land Use Diagram. Land use classifications are organized into the following categories: Residential, Mixed-Use, Commercial, Office/Industrial, and Public/Open Space.

Residential

Rural Residential. This designation is intended to allow opportunities for rural living on lots ranging in size from 2.5 to 10 acres or more. This land use is around the periphery of the community because it helps serve as a transition between agriculture/open space and more intensive urban uses. This type of development helps define the limits of urban development. Clustered development is encouraged, and smaller lots may be allowed, provided that the overall density does not exceed 0.2 units per acre, with lower limits applying in the Hillside Development Zone.

Resort Residential. This designation is intended to allow residential development along the Lake Success shore and surrounding hillsides. There is an emphasis on creating a resort community with supporting commercial and recreation uses. Pedestrian-oriented design standards, including clustered development patterns, will promote sustainable development. The maximum overall density is 5.0 units per acre, with lower limits applying in the Hillside Development Zone.

Very Low Density Residential. This designation is typical of large lot or executive home single-family subdivisions. The maximum residential density is 2.5 units per gross acre.

Low Density Residential. This density represents typical single -family subdivisions. The maximum residential density is 6.0 units per gross acre.

Low-Medium Density Residential. This density is also for typical single –family subdivisions, but allows for smaller lots. The maximum residential density is 9.0 units per gross acre.

Medium Density Residential. This density range would accommodate a variety of housing types, such as small-lot single-family homes, detached zero lot line developments, duplexes, townhouses, and garden apartments. Pedestrian-oriented design and clustered development can support higher levels of density. The maximum residential density is 12.0 units per gross acre.

High Density Residential. This classification is intended to accommodate attached homes, two-to four-plexes, and apartment buildings. The maximum residential density is 24.0 unit s per gross acre.

Mixed-Use

Downtown Mixed-Use. Downtown Mixed-Use development allows for a mostly vertical mix of commercial, service, office, and residential uses. The vertical nature of this type of use may allow for a reduction in the minimum parking requirements. This designation allows a maximum FAR of 3.0. The maximum residential density is 30.0 units per gross acre.

Commercial Mixed-Use. This designation allows for either horizontal or vertical mixed-use development. Commercial, service, office, and residential uses are allowed. Buildings more than one story are strongly encouraged. The designation allows a maximum FAR of 2.0. The maximum residential density is 24.0 units per gross acre.

Commercial/Office/Industrial

Downtown Retail. Pedestrian-oriented and "Main Street" design standards, a vertical mix of uses, and the retention of a unique retail environment is the focus in the Downtown area. This designation allows for a maximum FAR of 3.0.

Retail Centers. Design and use standards will be established for regional shopping centers located at major circulation intersections. Large format or "big box" retail and auto sales as well as travel related services, such as hotels and gas stations are allowed. This designation allows for a maximum FAR of 0.35.

General and Service Commercial. This designation is intended for retail and services uses that meet local and regional demand. Examples of allowable uses include: equipment rental and repair, commercial print shops, auto sales, storage facilities, and wholesale businesses, and specialized retail not normally found in shopping centers. Accessory office uses related to the primary commercial use are also allowed. This designation allows for a maximum FAR of 0.40.

Neighborhood Commercial. This designation is intended for small-scale commercial development that primarily provides office space and convenience retail for local neighborhoods. This designation allows for a maximum FAR of 0.30.

Professional Office. This designation is intended for office complex development, including professional and medical offices, as well as research and development activities. Small restaurants, support services, convenience retail and limited medium and high density residential are also allowed. This designation allows for a maximum FAR of 0.50.

Industrial Park. This designation comprises a mix of light industrial, secondary office, bulk retail, and service uses. Typical uses include warehouse, mini-storage, research and development, wholesale, bulk retail, and office space with limited customer access. Other uses may be allowed, such as commercial recreation, distribution centers, or other uses that require large, warehouse-style buildings. Small-scale retail and service uses serving local employees and visitors are permitted as secondary uses. This designation allows for a maximum FAR of 0.40.

Industrial. This designation allows primary manufacturing, refining, and similar activities including those with outdoor facilities. It also accommodates warehousing, distribution, with support commercial services and ancillary office space. No retail uses are allowed. This designation allows for a maximum FAR of 0.60.

Agriculture/Rural/Conservation

Agriculture/Rural/Conservation. This designation preserves agricultural and resource conservation areas. Incidental residential uses with septic systems are allowed, subject to health and environmental standards. Clustered housing is strongly encouraged because it makes the provision of other infrastructure, such as roads and electricity, more cost-effective and limits the impact on natural resources. Industrial gravel and aggregate mining is allowed in areas Designated as Mineral Resource Zones.

The Plan will protect surrounding productive Agricultural lands.

Public Uses and Open Space

Public/Institutional. This designation is intended for lands owned by public entities, including the Municipal Airport, City Hall, County buildings, and the hospital. At the Municipal Airport, industrial park uses will be allowed. It will provide for needed public facilities, including, but not limited to, recycling centers, sewage treatment ponds, and police and fire stations. This designation allows for a maximum FAR of 0.25.

Education. This designation is intended for lands owned by public or private entities for educational purposes, including schools, colleges, vocational training facilities, and administrative offices.

Commercial Recreation. This designation is intended for campgrounds, off-road vehicle complexes, and other recreation areas where patrons usually pay to participate. The maximum FAR is 0.10.

Park. This designation applies to both public and private recreation sites and facilities. It allows for a maximum FAR of 0.10.

Table 2-2 summarizes the density and intensity (FAR) standards used in the General Plan, which reflect both allowed and typical buildout densities for residential areas.

Table 2-2: Standards for Density & Development Intensity

Land Use	*Maximum Residential Density (du/gross acre)*	*Maximum Floor Area Ratio (FAR)*
Rural Residential	0.2	
Resort Residential	5.0	
Very-Low Density Residential	2.5	
Low Density Residential	6.0	
Low-Medium Density Residential	9.0	
Medium Density Residential	12.0	
High Density Residential	24.0	
Downtown Mixed-Use	30.0	3.00
Commercial Mixed-Use	18.0	2.00
Retail Commercial		0.35
General Commercial		0.40
Neighborhood Commercial		0.30
Professional Office		0.50
Industrial Park		0.40
Industrial		0.60
Agriculture/ Rural/ Conservation		NA
Public/Institutional		0.25
Education Commercial		NA
Recreation		0.10
Park		0.10

Source: Dyett & Bhatia, 2007.

Overlays

Hillside Development Zone. All development within the Hillside Development Zone is subject to hillside development and design standards. Review criteria and limitations on maximum density are based on slope.

Downtown Planning Area. This overlay is intended to emphasize the Downtown area where the City wants to promote mixed-use development. Pedestrian-oriented design standards will apply.

Transition Landscape Buffers. This designation is intended to provide a variable-width landscaped buffer between industrial and industrial park uses, or heavily traveled highways and residential land uses. The recommended buffer widths are between 150 to 200 feet. Frontage roads, orchards, and recreational uses are allowed in these areas.

Hillside development will be regulated by the City's Hillside Development Ordinance.

Porterville Area Community Plan Land Use Diagram Summary

Table 2-3 summarizes the total land use acreages at buildout for the Planning Area.

Table 2-3: Buildout Porterville Area Community Plan Land Use Acreage

Land Use	*Developed Land*[1]	*Plan*	*2030 Total*	*Percent of Total*
Rural Residential	324	1,731	2,055	5.7%
Resort Residential	-	1,084	1,084	3.0%
Very Low Density Residential	79	1,699	1,778	4.9%
Low Density Residential	3,802	4,339	8,141	22.4%
Low-Medium Density Residential	28	223	251	<1%
Medium Density Residential	613	438	1,051	2.9%
High Density Residential	264	11	275	<1%
Residential Subtotal	5,110	9,525	14,635	40.3%
Downtown Mixed-Use	34	25	59	<1%
Commercial Mixed-Use	57	58	115	<1%
Retail Centers	495	251	746	2.1%
General & Service Commercial	242	76	318	<1%
Neighborhood Commercial	18	129	147	<1%
Mixed-Use and Commercial Subtotal	846	539	1,385	3.8%
Industrial Park	131	1,314	1,445	4.0%
Industrial	312	171	483	1.3%
Professional Office	100	1	101	<1%
Office and Industrial Subtotal	543	1,486	2,029	5.6%
Public/Institutional	1,255	348	1,603	4.4%
Education	419	343	762	2.1%
Parks & Open Space	313	993	1,306	3.6%
Commercial Recreation	-	55	55	<1%
Public and Open Space Subtotal	1,987	1,739	3,726	10.3%
Agriculture/Rural/Conservation	266	11,658	11,924	32.8%
Unclassified (Roads, water, etc.)	3	2,639	2,642	7.3%
TOTAL	**8,755**	**27,586**	**36,341**	**100%**

[1] Developed Land includes development projects approved in 2005.

Source: City of Porterville; Dyett & Bhatia, 2007.

FIGURE 2-2

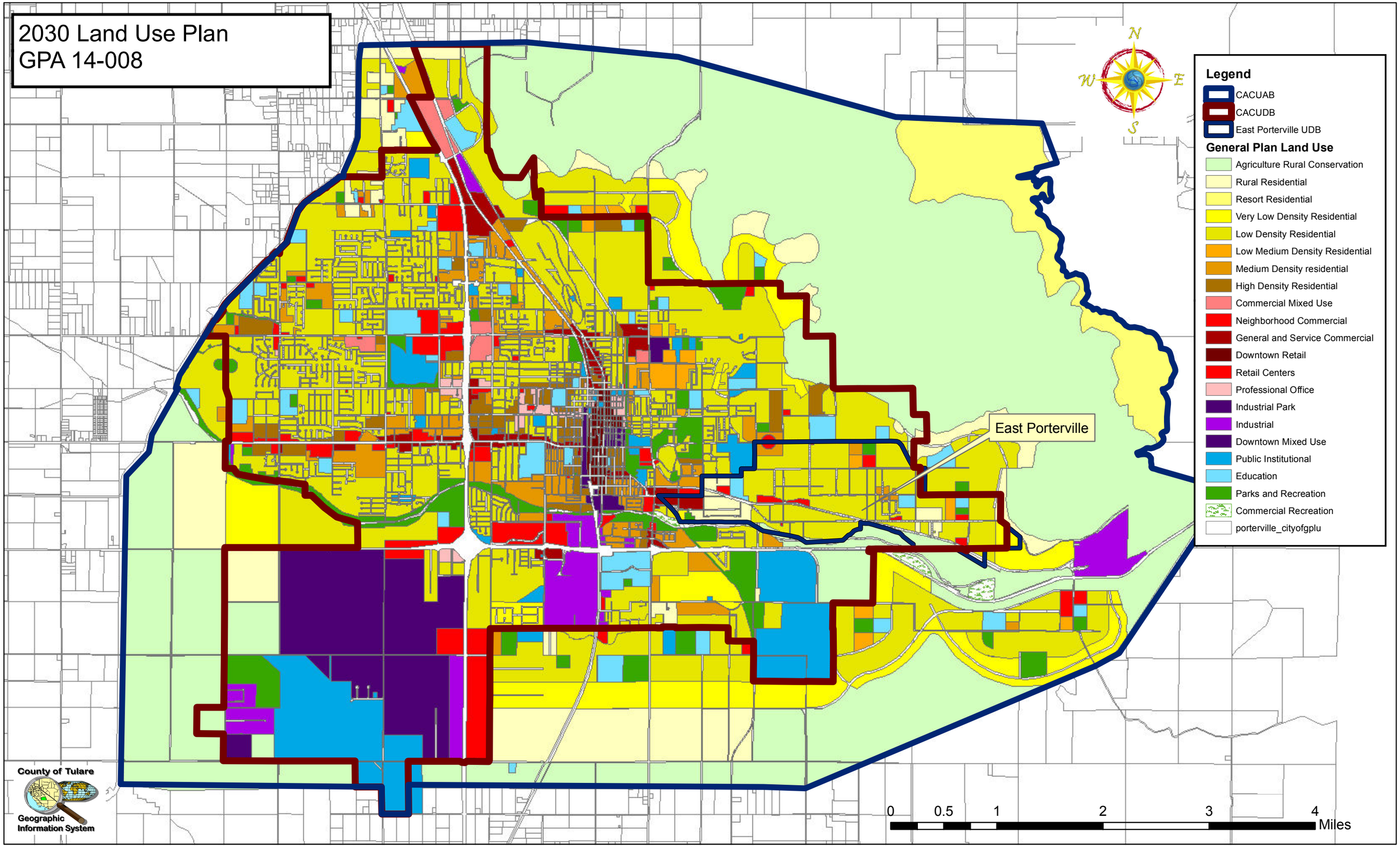

2030 Land Use Plan
GPA 14-008
N
W
E
S
Legend
CACUAB
CACUDB
East Porterville UDB
General Plan Land Use
Agriculture Rural Conservation
Rural Residential
Resort Residential
Very Low Density Residential
Low Density Residential
Low Medium Density Residential
Medium Density residential
High Density Residential
Commercial Mixed Use
Neighborhood Commercial
General and Service Commercial
Downtown Retail
Retail Centers
Professional Office
Industrial Park
Industrial
Downtown Mixed Use
Public Institutional
Education
Parks and Recreation
Commercial Recreation
porterville_cityofgplu
East Porterville
County of Tulare
Geographic Information System
0
0.5
1
2
3
4
Miles

Figure 2-2 BACK

2.4 RESIDENTIAL NEIGHBORHOODS

The Porterville Area Community Plan promotes a mix of residential densities and compact neighborhood design that provide for efficient use of available land resources and maintain a compact form that is less intrusive on the surrounding countryside. The Plan also provides for a mix of housing types to serve the needs of all Porterville residents.

New multifamily development will occur around neighborhood centers and at other appropriate locations.

Community facilities that are appropriate for a residential environment, including residential care, day care, elderly care, and alcoholism or drug abuse recovery or treatment facilities will be allowed within neighborhoods, consistent with State and federal law, because they are considered "protected" facilities and local zoning cannot exclude them as long as specified standards and licensing requirements are met.

GUIDING POLICIES

LU-G-6 Provide for residential development with strong community identities, appropriate and compatible scales of development, identifiable centers and edges and well- defined public spaces for recreation and civic activities.

LU-G-7 Guide new development into compact neighborhoods with a defined, mixed- use center including public open space, a school or other community facilities, and neighborhood commercial.

LU-G-8 Allow and encourage efficient infill development in existing neighborhoods.

LU-G-9 Provide sufficient land with appropriate parcel sizes to support a full range of Housing types and prices.

IMPLEMENTATION POLICIES

LU-I-10 Amend the Zoning and Subdivision Ordinances to include:

- Minimum lot sizes and densities consistent with the Plan's land use classifications;
- Development standards that permit townhouses and zero-lot line attached or detached single-family dwellings on sites designated for low-medium, medium, or medium-high densities;
- Development standards that permit second units, small family daycares, and residential care homes in neighborhoods in accord with State law; and
- Sustainable design standards that will achieve compact, walkable neighborhoods and provide an interconnected network of local streets.

LU-I-11 Only allow gated communities in very low density, planned development areas, and Resort Residential areas.

LU-I-12 Require residential development on slopes over six percent to comply with the Hillside Development Ordinance.

This ordinance establishes a Hillside Development zoning district with standards and review procedures tailored to the Porterville Area's needs and expectation for hillside development.

LU-I-13 Discourage residential development within Airport Safety Zone. If residential development is approved in the County within the Airport Safety Zone, it must comply with Tulare County Airport Land Use Commission's land-use compatibility standards and density restrictions.

The County recently prepared an Airport Land Use Compatibility Plan which will include updated information for a safety zone.

LU-I-14 Allow residential developments to employ creative site design, landscaping, and architectural quality that blend with the characteristics of each location and its surroundings and offer superior design solutions.

LU-I-15 Adopt community design standards for new residential development.

These could include but are not limited to:

- *Maximum block length;*
- *Maximum ratio of block length to width;*
- *Limited use of dead-end streets;*
- *Orientation of residential building; and*
- *Required connectivity.*

Exceptions may be provided for infill sites and projects in the Hillside Development Zone.

LU-I-16 Establish guidelines and incentives to promote green building techniques and materials in residential development.

LU-I-17 Require that all new subdivisions preserve natural, cultural, and biological resources, including stands of large trees and rock outcroppings, to the maximum extent feasible.

LU-I-18 Protect existing residential neighborhoods from the encroachment of incompatible activities and land uses, and environmental hazards.

LU-I-19 Enforce zoning and development regulations through project review, construction inspections, and code enforcement, with fees to enable full-cost recovery for providing these services.

2.5 RETAIL, COMMERCIAL, OFFICE & MIXED USE

RETAIL & COMMERCIAL

Clusters of commercial uses are designed to provide goods, services, and employment opportunities to both local residents and people from surrounding communities. These clusters are called neighborhood and regional centers. A neighborhood center is composed of a mix of retail, civic, and service-oriented uses which is often surrounded by higher density housing. These centers help support local transit and provide places for social interaction for the neighborhood residents. The Plan provides for new neighborhood centers, located closer to where people live and designed with the pedestrian in mind.

Attractive, well-designed regional centers are critical in shaping the identity and image of Porterville. The Plan builds on the regional accessibility of state routes 65 and 190 in order to plan for regional, auto-oriented commercial development which will capture out-of-town sales tax revenue.

OFFICE

The Plan recognizes the need for new office development, both in free-standing office buildings within existing commercial areas, along arterial streets and in new office parks. Sites that can accommodate flexible office space facilities will be in demand as the local economy matures and the County in cooperation with the City implements the Economic Development strategy described in Economic Development Element.

The Plan Land Use Diagram provides sites for both larger site office parks and smaller, integrated office uses, designated as Professional Office. Smaller sites are typically expected to be local-serving professional and administrative office environment s, such as, medical, real estate, or financial services. Larger sites are envisioned as office parks that draw employees from a wider area and provide more jobs. Offices are also permitted in Neighborhood Commercial area, the Downtown Planning Area, and Retail Centers and as accessory uses in General and Service Commercial areas and Industrial Parks. A vertical mix of uses where new office uses are located above the first floor or as a secondary use in multi- tenant buildings can be an efficient use of land and promote retail continuity at the street level.

MIXED-USE

Mixed-Use designations which provide commercial and residential uses in the same area can help reduce auto dependence, preserve green space and natural resources, and promote revitalization, economic development, and modestly priced housing. The Downtown Mixed-Use designation encourages a higher-density, vertical mix of uses with residential or office uses above ground floor retail or other commercial uses. It also provides for the development of more multi-family residential within walking distance of Downtown. The Commercial Mixed-Use designation allows for lower density but multi-story development where the uses may be either horizontally or vertically mixed.

GUIDING POLICIES

LU-G-10 Foster viable, pedestrian-oriented neighborhood centers with vertically-and horizontally-mixed-use development.

LU-G-11 Foster strong, visually attractive regional commercial centers with a mix of tenants to serve both local and regional needs.

LU-G-12 Promote the location of professional and administrative offices Downtown, near post-secondary education facilities, and in other mixed-use districts.

IMPLEMENTATION POLICIES

LU-I-20 Establish standards for pedestrian-oriented design in neighborhood centers.

Pedestrian-oriented design standards may include, but would not be limited to:

- *Limitations on maximum block length;*
- *Minimum sidewalk width;*
- *Required streetscape improvements, including street trees;*
- *Building height and articulation;*
- *Building setbacks;*
- *Location of entries; and*
- *Parking location and required landscaping.*

The County and/or City also may provide additional incentives for projects that contribute to the pedestrian, bicycle and transit networks, and/or the open space network.

LU-I-21 Prohibit new strip commercial developments.

For purposes of this policy, strip development is defined as a row of at least three stores, where each has direct access to a street with a surface parking lot between the building and the street. There may or may not be an anchor tenant.

LU-I-22 Promote and support the revitalization and infill development in existing retail shopping centers.

LU-I-23 Establish an incentive program that will provide for density and FAR bonuses for mixed-use development that includes amenities for public benefit, such as workforce housing, pedestrian-oriented facilities (outdoor seating, plazas, weather protection, transit waiting areas), historic preservation, cultural facilities, public art and water features, and open space preservation.

LU-I-24 Allow supporting retail, business services and other complementary uses in Professional Office districts

2.6 INDUSTRY

The Plan proposes to shift the focus of industrial development to areas south of SR 190, particularly around the Airport. Existing, well established industrial areas in other parts of the Porterville Area will be retained. Plan policies seek to increase the supply of pre-zoned, "ready-to- go" job producing land. This will improve Porterville's competitiveness in the regional economy by decreasing start up time for new development. In addition, the Plan reduces the potential for conflicts associated with industrial uses adjacent to other sensitive uses.

GUIDING POLICIES

LU-G-13 Improve Porterville's prominence as a major center of economic activity in Tulare County.

LU-G-14 Ensure the availability of land and buildings to accommodate new industries and the expansion of existing businesses while accounting for market factors.

LU-G-15 Promote clustering of industrial uses into areas that have common needs and are compatible in order to maximize their efficiency.

LU-G-16 Discourage industrial development in locations where access and operations conflict with neighboring land uses.

IMPLEMENTATION POLICIES

LU-I-25 Establish buffering requirements and performance standards intended to minimize harmful effects of excessive noise, light, glare, and other adverse environmental impacts.

LU-I-26 Actively promote the annexation of industrial designated lands to accommodate planned job growth.

LU-I-27 Require Master Plans for new Industrial Parks over a specified size to ensure coordination of land use and infrastructure planning.

The County in cooperation with the City could waive this requirement where existing infrastructure can accommodate the planned industrial use.

LU-I-28 Foster high-quality design and allow secondary uses, such as child care and other employee-serving amenities in Industrial Parks, if they complement primary use without compromising public health and safety.

LU-I-29 Offer incentives for industrial development projects that contribute to the pedestrian, bicycle and transit networks, and/or parks and public open space.

2.7 PUBLIC & INSTITUTIONAL

Public and quasi-public facilities, such as government facilities, hospitals and cemeteries, are important elements of community-building. Sites needed for large facilities are indicated on the Plan Land Use Diagram near mixed-use neighborhood centers and Downtown. Public uses on sites less than two acres in size do not need a separate zoning classification and are not shown on the Diagram.

Houses of worship and other places for religious assembly as well as private schools and colleges will be permitted in residential and commercial areas, subject to appropriate location and development standards, and use-permit requirements which will ensure neighborhood compatibility.

The State Development Center is a major institution in Porterville.

For policies related to community facilities, see the Parks, Schools & Community Facilities Element. For policies related to law enforcement and fire service standards, see the Public Health & Safety Element.

GUIDING POLICIES

LU-G-17 Provide sufficient land for civic and institutional uses such as police and fire services, water and sanitary facilities, infrastructure and other services to meet future demand.

LU-G-18 Support the expansion of Porterville's Sierra View District Hospital and related medical and dental offices in the surrounding area, subject to standards ensuring that surrounding residential areas are not adversely affected.

IMPLEMENTATION POLICY

LU-I-30 Establish appropriate zoning for civic and institutional uses, including development standards that address scale, operation, location, and other characteristics of community facilities, including public and quasi-public facilities that enhance the character and quality of neighborhoods

2.8 PARKS & OPEN SPACE

Parks and open space are a fundamental building block of the Plan Land Use Diagram. Policies pertaining to parks are found in the Parks, Schools & Community Facilities Element. Policies related to public open space are in the Open Space & Conservation Element. Public uses on sites less than two acres in size do not need a separate zoning classification and are not shown on the Diagram.

GUIDING POLICY

LU-G-19 Provide sufficient land for parks and open space to meet future demand.

2.9 DOWNTOWN PORTERVILLE

Since incorporation in 1902, Downtown Porterville has been the "heart of the City." Main Street forms a spine which supports significant cultural and governmental buildings as well as specialty retail stores and restaurants. Recent street improvements have increased the pedestrian-friendly aspect of Main Street with new paving, contrasting crosswalks, improved lighting and additional landscaping. Public spaces are regularly programmed with local music and cultural events. Plus, most of Porterville's historic buildings are in or near Downtown.

Downtown retail and restaurants

Even with recent improvements, Downtown is still underutilized. Buildings are aging and require rehabilitation. Streets adjacent to Main Street have not been upgraded. Incompatible uses and parking deficiencies further inhibit residents and businesses from fully taking advantage of this resource.

It is a priority for the community to revitalize Downtown. The Plan Land Use Diagram includes an overlay for the Downtown Planning Area, where additional planning efforts will help define the long-term strategy. The Plan supports creating new housing opportunities in and near Downtown. New residents will help support local retail and provide a greater level of around-the-clock activity. Additional street improvements will be prioritized to expand the pedestrian-friendly areas beyond Main Street. Specific building and design standards will be written to enhance the character of the area. Efforts will be made to recruit a wider variety of retail stores, restaurants, and cultural facilities.

Additional policies regarding the economic development of Downtown are found in the Economic Development Element. Historic preservation is discussed in the Open Space and Conservation Element.

GUIDING POLICIES

LU-G-20 Enhance Porterville's Downtown as a pedestrian-oriented district that reflects local history and culture.

LU-G-21 Attract and retain specialty retail and restaurant businesses that will enhance Porterville's unique character.

LU-G-22 Promote vertical mix of uses with residential and office uses above the ground floor retail to add vitality to Downtown Porterville.

LU-G-23 Provide sites for multi-family housing within walking distance of Downtown.

LU-G-24 Promote public and private development within Downtown that is sensitive to historic sites.

IMPLEMENTATION POLICIES

LU-I-31 Prepare a Downtown Plan with implementing regulations to support pedestrian-oriented, infill development and a mix of office, residential, retail and civic uses.

LU-I-32 Include standards in the Zoning Ordinance for housing and mixed-use development within the Downtown area that address:

- Building setbacks and relationship to the street;
- Outdoor dining areas;
- Street landscaping to create an attractive and livable environment;
- Adequate light, air, ventilation, and noise insulation for residential units;
- Building design, including articulation and quality of materials;
- Ground floor uses;
- Location and quality of parking; and
- Height and setback transitions to adjacent lower density residential uses

LU-I-33 Continue to improve the appearance of Main Street and other Downtown streets with traffic calming measures, tree planting, attractive landscaping, street furniture, and water features, etc., that will contribute to the creation of a distinctive image for Porterville's Downtown.

LU-I-34 Utilize tools where available, to revitalize and preserve historic buildings.

Continue to allow the adaptive reuse of historic buildings. The County in cooperation with the City could also enable owners to use the State's Historic Buildings Code as an incentive to upgrade historic buildings.

LU-I-35 Establish a density bonus/incentive program to spur creation of privately-owned public spaces throughout Downtown, including seating areas, landscaping, water- features, and public art.

LU-I-36 Expand parking facilities while improving access by other transportation modes.

Promote a "park once" concept where motorists are able to drive downtown, quickly find a parking space and then walk or ride public transit to jobs, shops, restaurants and entertainment, without having to get back into their cars until they're ready to leave.

LU-I-37 Update the Successor agency Project Area plans to support a contemporary mix of retail, office and entertainment uses.

This could include support for a greater variety of apparel stores, bookstores and restaurants as well as additional cultural, arts, and entertainment venues that offer quality arts and entertainment functions such as live music, theater, or comedy.

LU-I-38 Create and maintain an attractive, pedestrian-friendly circulation system to provide connections between the downtown pedestrian core, adjacent residential, the Transit Center, civic buildings, and parking areas.

LU-I-39 Identify funding mechanisms for improvements within Downtown, including streetscape enhancements, public space, façade renovation, parking, etc.

Explore a wide variety of options, including: development fees, community facilities districts, public improvements bonds, and regulatory programs applicable to new development.

LU-I-40 Seek grants and other funding sources to support the façade, awning, and signage improvement program.

This program could include matching funds, subsidized architecture and design assistance, and/or reduced permit fees

2.10 LAKE SUCCESS RESORT RESIDENTIAL COMMUNITY

The Resort Residential Community proposed adjacent to Lake Success represents a unique opportunity to plan a new mixed-use Resort Residential community that is vital, livable, and walkable while respecting wildlife habitat and sensitive resources. This Porterville Area Community Plan outlines the policies and elements that will integrate this site's importance as an economic, natural, and community asset.

Lake Success

The plan recognizes that development policies and standards for the Resort Residential Community must provide flexibility within a general framework for land use, open space, and environmental resource management. Therefore, the site planning policies set forth the basic parameters for more detailed master planning and development agreements, while establishing the basic character of a Resort Residential community.

LAND USE MIX

To ensure that the Resort Residential Community attracts high-quality Resort Residential development, more detailed planning for the area will be required following the adoption of the Plan. The additional plans will ensure that desired land use intensities and overall level of development are attained. In addition, the specific location of development, number of housing units, variety of land uses, and requirements for community amenities will be determined

The proposed land use allocation and development concept (see Tables 2-4 and 2-5) for the Resort Residential Community could accommodate up to 2,000 new housing units or more if overall goals are met (while preserving land for open space, parks and recreation facilities, neighborhood commercial and visitor facilities). The ultimate level of development will depend on decisions to be made following detailed site planning, analysis of specific land use mixes within community and neighborhoods, environmental constraints and resource assessment, the specific character of the visitor-oriented mixed-use area, economic jobs analysis, and determination of infrastructure costs. It also will depend on the scope of open space, parks, and recreation facilities planned for the area.

Table 2-4: Resort Residential Development Concept

Criteria	*Development Concept*
Population	4,000[1]
Housing Units	2,000[1]
Jobs	500

[1] The maximum number of housing units and resident population may be greater, provided the land use allocations in Table 2-5 are not exceeded, the standards set by the City's hillside development ordinance are met, and level of service Standards for arterial and collector streets are maintained.

Source: Dyett & Bhatia, 2007.

The ranges in Table 2-5 reflect the development concept and provide minimum and maximum levels of development for each type of land use, which will allow for flexibility in master planning in response to market conditions, infrastructure costs, and site planning policies. The specific percentages may be adjusted based on a detailed site and market analysis conducted after Porterville Area Community Plan adoption to assess potential level of development.

Table 2-5: Resort Residential Conceptual Land Use Allocations

Criteria	Gross Acreage (Percent of Total) Minimum	Maximum
Residential Neighborhoods	30%	50%
Civic/Institutional/Small-scale Visitor Oriented Mixed-Use (including overnight accommodations, restaurants and commercial services)	3%	6%
Parks & Recreation (includes local and regional facilities and potentially a new Golf Course)	5%	35%
Other Public Open Space, Protected Hillsides (shoreline corridor for public access, slopes over 20%, ridgelines and visible hillsides)[1]	30%	50%
Total	**68%**	**nan.[2]**

[1] In the Resort Residential Community, only about 3% of the land is over 20% slope.

[2] The total in this column exceeds 100% reflecting the potential to "mix-and-match" with the 32% that is "unallocated" (the difference between the total in the minimum allocation column and 100%).

Source: Dyett & Bhatia, 2007.

DENSITY & INTENSITY

Neighborhoods are envisioned to be 80 to 120 acres in size, so that residents would be within one quarter-mile of a neighborhood center or neighborhood park, thereby reducing the need for automobile use for some local trips. Each neighborhood should have a mix of housing, which could be based on residential density allocations or on allocation by basic building type established in a master plan. The master plan could provide specifically for the goal of housing mix to be met by a combination of housing types rather than a combination of different residential densities.

GUIDING POLICY

LU-G-25 Create a Resort Residential community at Lake Success that is sensitive to the environmental characteristics of the lakefront and surrounding hillsides.

IMPLEMENTATION POLICIES

LU-I-41 Establish zoning and development standards for a resort residential community that will allow up to 2,000 housing units and up to 100,000 square feet of non-residential space for visitor accommodations, commercial recreation and related supporting uses.

Additional density and non-residential floor area may be permitted to enable new development to be self-sufficient and pay for all required infrastructure, community facilities, small-scale visitor-oriented mixed-use center, and open space, provided all environmental impacts are mitigated.

LU-I-42 Establish minimum requirements for specific housing types in the Resort Residential area to ensure that the needs of all economic segments of the community are met.

These should include provisions for some workforce housing at appropriate locations and possibly a requirement that some housing be restricted to seniors to minimize impacts on the school system.

LU-I-43 Require master planning using a specific plan—as authorized by the Government Code—or a similar planning program (e.g. a PD Planned Development Plan).

Master planning will enable the County in cooperation with the City to review and approve details about the location of various land uses, open spaces and linkages, and establish the standards and detailed design guidelines for individual development units with their community. Topics to be addressed will include, but not be limited to:

- *Integrating storm drainage requirements in site-specific planning;*
- *Planning for appropriate habitat conservation to preserve and protect special status species in the area;*
- *Preparing site-specific standards and financing programs for public and private improvements including new streets, parks and open space systems, street landscaping, drainage, bikeways and pedestrian walkways;*
- *Creating a streamlined development review process establishing permit review thresholds with clear standards and findings requirements consistent with Plan policies;*
- *Undertaking a fiscal impact analysis and financial feasibility study, including an analysis of revenues, capital and operating costs, development impact fees, bonding costs, and state and federal funding sources for needed improvements, and parks and recreation facilities. A long-range capital improvement program (CIP) for the Resort Residential Community also should be prepared; and*
- *Establishing minimum and maximum densities and intensities and allowable uses for individual neighborhoods (e.g., scale and mix within a visitor-oriented, mixed-use center with potential overnight lodging), consistent with the overall land use allocations and limitations based on performance standards and traffic levels of service established in the Porterville Area Community Plan and the Hillside Development Ordinance*.

LU-I-44 Establish minimum requirements for parks and open space. These will include:

- Providing one or more community-serving recreational facilities, such as tennis courts, golfing opportunities, lakeshore recreation facilities, and community facilities; and
- Providing a minimum 200-foot wide shoreline corridor for public access to and along the lakefront.

3
Economic Development

Porterville is committed to enhancing economic development opportunities and defining a long- term framework for sustainable growth. In fact, the success of accomplishing the Porterville Area Community Plan objectives is closely inter- related to a strong economic development strategy. The Economic Development Element contains policies and actions that will enable the County in cooperation with the City to direct local resources to retain and assist local businesses and attract new industry that will increase its tax base and economic diversity. This Element provides policy direction and concrete actions for improving the education and training programs; providing jobs for its growing population; creating opportunities for supply of retail goods and services that will be needed by the community; fostering the development of a plan that sustains its downtown; and supporting regional-serving and neighborhood commercial centers that can meet the everyday needs of residents.

In conjunction with the other Plan Elements, the Economic Development Element enables the County in cooperation with the City to act as a "development partner," by providing supportive zoning and infrastructure and facilitating the approval process. The Land Use Element and Plan Land Use Diagram allows for new commercial and industrial development and provides sites for schools and campuses for higher education. The Circulation Element centers provides new multi- modal linkages from neighborhoods to commercial and employment. The Public Utilities Element ensures that the underlying infrastructure necessary for new development is available in a timely manner. The other elements, including Parks, Schools & Community Facilities, Open Space & Conservation, Public Health & Safety, and Noise, all contribute to increasing Porterville's quality of life.

3.1 STRATEGY FOR ECONOMIC DEVELOPMENT

The population of Porterville is expected to more than double over the time frame of this Plan. To support that growth, the City will have to add jobs. At the same time, the Plan recognizes that the expected growth must be disciplined by a vision of the future that maintains Porterville's community character. This vision includes: a strong downtown that is the keystone of community identity; a network of regional-serving and neighborhood commercial centers that serve the everyday needs of nearby residents; and, ample industrial land around the Airport to meet the needs of existing and new businesses.

Porterville's strategy for economic development takes into account the following basic concepts:

- Porterville operates in a competitive context. Other Central Valley cities are as interested in new basic development as Porterville, and some have established pro-active economic development programs that are continuously funded and have a positive track record.
- Employer decisions to choose a site in Porterville (or elsewhere in the Valley) are likely "opportunistic," which means neither local natural resources nor a specialized labor force create an obvious attraction for particular industries.

Therefore, the economic development approach presented in this Element calls for the plan to:

- Ensure the availability of physical, institutional, and social capacity to respond to the needs of business.
    - Physical capacity includes the availability of sites (land and/or buildings) that are of adequate size and in appropriate locations, served with urban infrastructure (roads and utilities).
    - Institutional capacity includes the ability of local government to respond in a timely manner to applications for development, expansion, and relocation of economic activities that are consistent with the community's goals, and to proactively seek such development.
    - Social capacity includes the availability of housing at prices that can be afforded by employees, educational opportunities that provide needed skills, and other social systems and amenities (health care, recreation, etc.) that maintain the current overall high-quality of life.
- Support existing businesses and recruit new businesses that can provide jobs for local residents or resources for other local businesses.
- Identify industry clusters that are growing in the Porterville area, or for which Porterville offers advantages compared to other communities. Identify the conditions required by these clusters to locate and grow in Porterville.
- Provide incentives through the Business Incentive Zone, Enterprise Zone and/or other programs, including zoning for "ready-to-go" site and bonuses for targeted industries or institutions, reductions in utility connection fees and/or expedited permit processing for job-generating development.
- Foster positive relationships between the County, City and its businesses and a positive image that will help attract new businesses.
- Improve workforce training and attract new educational institutions to Porterville.

3.2 THE ECONOMICS OF PORTERVILLE

THE CURRENT ECONOMY

Porterville has a diverse, yet limited economy. The Tulare County Association of Governments (TCAG) has estimated current (2005) employment by economic sector in the City. These estimates, which identify approximately 19,500 jobs, are summarized in Table 3-1.

Table 3-1: Estimated 2005 Employment by Sector

Employment	*Number*	*Percent*
Agriculture	1,184	6.1%
Education	1,875	9.6%
Government	4,509	23.2%
Industry	1,242	6.4%
Office	631	3.2%
Other	1,112	5.7%
Retail	4,212	21.6%
Service	4,706	24.2%
Total	**19,471**	**100.0%**

Source: Tulare County Association of Governments, 2005.

The largest and most important economic sectors, in terms of employment, are services, government, and retail trade; together, these three sectors account for almost 70 percent of all jobs in the Porterville Area.

Major employers include the Porterville Development Center (about 2,000 services sector jobs), Wal-Mart distribution center (about 1,700 industrial sector jobs), Porterville Public Schools (about 1,600 education sector jobs), and Sierra View District Hospital (about 725 services sector jobs).1 Examples of other firms engaged in basic economic activity (that is, their customer base extends beyond Porterville) include Beckman Coulter (manufacturer and distributor of biomedical instruments), Endure Quest Corporation (manufacturer of specialty plastic products), Foster Farms (value-added poultry processing),Porterville Citrus, Inc.

Expanding basic economic activities is important for Porterville.

(produce packing and shipping), Pro Document Solutions (business forms printing), Royalty Carpet Mill s (manufacturer of carpet yarn), and Tule River Aero Industries (services related to small aircraft). This array of companies indicates that Porterville's economy includes a diverse mix of activities.

[1] Porterville Chamber of Commerce, "Porterville Facts," May, 2006.

Although the economy of Porterville has historically been based on agriculture, Table 3-1 shows that the influence of this sector is now limited. The sector accounted for only six percent of all jobs in 2005. Agriculture nevertheless remains an important sector of the Tulare County economy. While Porterville agriculture jobs are more likely to be reported in the retail, services, or industry sectors, the Porterville Area's reliance on the County's agricultural economy as a foundation for trade and employment should not be under estimated.

THE FUTURE ECONOMY: PROJECTED JOBS

Employment projections prepared by TCAG only anticipate the addition of about 12,250 jobs in the City between 2005 and 2030. These projections do not account for the City's economic development programs. The increase would be concentrated in the retail, office, and service sectors, which together would account for about two-thirds of the new jobs.

Table 3-2: Projected Employment Growth in Porterville, 2005-2030

			Change, 2005 – 2030		
Employment	*Jobs in 2005*	*Jobs in 2030*	*Number*	*Percent*	*Average Annual Percent*
Government	4,509	7,505	2,996	66%	2.1%
Service	4,706	7,661	2,955	63%	2.0%
Retail	4,212	6,462	2,250	53%	1.7%
Office	631	2,082	1,451	230%	4.9%
Industry	1,242	2,617	1,375	111%	3.0%
Other	1,112	1,923	811	73%	2.2%
Education	1,875	2,445	570	30%	1.1%
Agriculture	1,184	1,024	-160	-14%	-0.6%
Total	**19,471**	**31,719**	**12,248**	**63%**	**2.0%**

Source: Tulare County Association of Governments, Mundie & Associates, 2005.

Some of these economic sectors—notably, retail trade, services, and government—are likely to grow in response to the needs of growing population. Others—such as industry and agriculture—respond to market demands of a broader geographic area. Education is a mix: it certainly will grow to meet the needs of Porterville residents, but may also serve a larger population if educational institutions attract students from beyond the local area.

ECONOMICS AND LAND USE

Having a strong economy is important for Porterville. Appearing to have a strong economy is also important: it helps people feel good about their community and neighborhood; it creates a favorable impression on visitors; it attracts businesses that value the quality of life for their employees. To the casual observer, appearances of economic health generally center on the performance of retail space, and particularly on activity in the downtown area.

Downtown Porterville is attractive, but it could be healthier: there are few retail vacancies and the area is active during the day, but there is little activity at night, new investment and reinvestment has

lagged, and currently there are no department stores to help bring shoppers to the area.

Beyond Downtown, retail development along the major arterials presents a mixed appearance: some areas are occupied by new buildings that are well-occupied and busy; others have vacant stores that have not been occupied in some time.

To address the recent shift in consumer and corporate preferences, the Plan Land Use Diagram expands the Downtown Mixed-Use designation and clusters new commercial development near neighborhood centers to meet the daily needs of residents and at major regional shopping destinations near the highways.

3.3 CHALLENGES TO ECONOMIC GROWTH

To achieve the employment increase anticipated by TCAG, Porterville will have to retain existing businesses that are successful and growing, as well as attract businesses that are seeking new locations. However, the Porterville Area also needs new "basic" economic development; that is, jobs in companies that make products and services that are sold outside the community, thereby creating income for local workers by bringing in new money into the community.

Some businesses, such as those that serve consumers directly, will be attracted by a growing population. As the number of residents increases from 45,220 to more than 100,000, the Porterville Area will attract an array of new stores, including department stores, supermarkets, drug stores, as well as restaurants and services.

Other businesses—those that comprise the "economic base" of the community —may not come automatically. Economic-base businesses bring new money into the Porterville Area that can then be spent at the retail stores, restaurants, and service outlets. However, because their consumer base is regional, national, or international, they have more leeway in selecting their locations. To compete with other communities—in an increasingly competitive economic environment— will require a concentrated effort that, to be successful, must address the following conditions:

- Location. Porterville is located in the Central Valley, generally between the larger cities of Bakersfield and Fresno, but 20 miles east of a major north-south transportation route (State Route 99). The Porterville Area cannot change its location, but it can direct its efforts toward attracting the types of basic economic activities that do not rely on physical transportation of inputs or outputs, especially if those inputs or outputs are heavy or bulky.
- Supply of sites. Porterville has almost 1,000 acres of land available for employment- bearing land uses. This amount of land should be adequate to accommodate employment growth that is expected through the year 2030. The sites, however, are not all competitive: some are too small, some are in less-than-optimal locations, some are not served (or not adequately served) by infrastructure, and some are not available for sale or development. In order to address this issue, the Plan Land Use Diagram increases the employment- bearing land uses to more than 4,000 acres.
- Major employment anchors and linked economic activities. Although Porterville has several employers with more than 1,000 jobs, they do not attract linked economic activities – either because they are not large enough, or because their needs are too diverse to create a critical mass of demand for specific goods and services, or because they take care of all of their business needs in-house. As economies grow, they are sometimes able to attract suppliers who do businesses with a number of firms, such that when the collective demand for a particular good or service (such as cardboard boxes, or glass bottles, or legal services, or truck repair, for example) is great enough a local supplier can be supported.

- Workforce readiness. The workforce in Porterville is not as well educated as the workforce of California in general: 62 percent have graduated from high school compared to 77 percent in California, and 11 percent have graduated from college compared to 27 percent statewide. Additionally, 22 percent of Porterville residents aged 25 or older did not complete ninth grade compared to 12 percent statewide.
- Difficulty of horizontally or vertically diversifying the agricultural sector. Agriculture activities that are locally dominant (e.g., dairy, citrus, and other fruit) do not appear to require inputs or produce outputs that can profitably be captured by related local manufacturing or processing operations. Economic opportunities presented by agriculture are usually in the service sector (e.g., equipment maintenance and repair) and transportation, though the potential for agriculture-related manufacturing can also be developed.

- Lack of a basic industry that establishes a clear "direction" for Porterville development. Few industries are of a significant size, and there is no resource outside the agriculture sector that would provide a "hook" or platform for related economic development.

3.4 ECONOMIC DEVELOPMENT POLICIES

The guiding and implementing policies presented in this section include a number of specific programs that the plan will undertake for economic development as well as policies intended to improve the overall business climate and establish a positive working relationship with the private sector. Additional policies related to commercial and industrial development and Downtown are in the Land Use Element.

Growing local businesses is an economic development priority.

GUIDING POLICIES

ED-G-1 Recruit targeted community-serving retail, neighborhood-serving commercial, and basic industrial activities that meets the needs of our residents.

ED-G-2 Retain, improve, and promote existing businesses in Porterville and foster local start-up businesses.

ED-G-3 Maintain an adequate supply of land for economic development and be able to process development applications expeditiously.

ED-G-4 Recruit appropriate basic economic activities.

ED-G-5 Retain existing local businesses and foster local start-ups.

ED-G-6 Support and contribute to a clean, attractive, safe, pedestrian-friendly, well-maintained downtown and provide neighborhood commercial centers to meet every day (convenience) shopping needs.

ED-G-7 Create an image for Porterville that will attract and retain economic activity.

IMPLEMENTING POLICIES

Strategic Readiness for Economic Development

Strategic readiness for economic development requires Porterville to have clear targets for economic development that are achievable for the Porterville Area. These targets should be based on a realistic assessment of the Porterville Area's strengths and weaknesses in its quest for new employers that will strengthen the economic base. The following policies provide details on how such an assessment can be translated into specific action plans:

ED-I-1 Prepare a comprehensive assessment of Porterville's economy, including (but not limited to) existing businesses, characteristics of the labor force, and assets of the Porterville area.

Assets may include, for example, labor force availability (particularly entry- level workers), low cost of housing, ample supply of land, local general aviation airport, strong existing basic economy based on agriculture, access to outdoor recreation, availability of high-quality medical services, and other quality of life factors.

ED-I-2 Conduct a Business Roundtable with key business leaders to develop a five- year business strategy including an economic vision, employment training needs, collaboration opportunities, and identification of targeted industries, strategies, and indicators.

ED-I-3 Determine economic development indicators, benchmarks, and targets.

ED-I-4 Identify and target key industries for a strong and vibrant economy.

ED-I-5 Monitor regional, state, and national economic trends to identify new and emerging targeted industries for Porterville.

ED-I-6 Pursue funding to develop a marketing program to recruit targeted industries and to promote existing businesses.

Focus recruiting effort as follows:

- *Businesses that indicate an interest in the San Joaquin Valley, Tulare County, or Porterville, regardless of their economic sector;*
- *Businesses whose labor requirements match the occupations and skills of the Porterville labor force;*
- *Industries that produce high-value, lower cost goods*;

- *Industries based on information technology (electronic communications), such as call centers and data processing; and*
- *Public or private enterprises with emerging, high-wage industries such as manufacturing, health care, professional, scientific, technical, finance and insurance, and information technologies.*

ED-I-7 Work with large existing employers to identify and recruit businesses related and businesses that provide goods and services that meet their business needs.

ED-I-8 Support business retention by maintaining a revolving micro-enterprise loan program for new or expanding businesses which need temporary financial support.

ED-I-9 Promote the benefits that senior communities bring to Porterville and, if appropriate, pursue development of such communities in appropriate locations.

Seniors relocating from other areas would support not only local-serving retail and service businesses, but also the Porterville Area's medical services. In addition, seniors can be recruited as business mentors for new and emerging industries.

Workforce Preparedness

A comprehensive set of programs and actions for workforce preparedness will build skills and improve the competitiveness of Porterville's labor force. The most important initiatives involve creating a four-year college in Porterville and building partnerships with adult schools, the community college, and other training providers to advance vocational education. The Plan Land Use Diagram shows two potential campus sites.

ED-I-10 Work with the Chamber of Commerce and Workforce Investment Board (WIB) to identify needed workforce skills and training opportunities (classes, workshops, etc.) and support efforts to provide critical educational opportunities for the labor force.

Promote a partnership between nearby state universities, Porterville College and the business community to conduct academic, community education and distance learning programs to meet the needs of the business community (e.g., supervisory certification programs, teacher certification programs, healthcare professional training, and technology-oriented, technical, bio-medical training). Students should be required to intern at local businesses. All academic programs should include technology, innovation and entrepreneurship as a basic requirement.

In order to keep pace with other communities Porterville needs to offer the best education possible. The Community College President should have an agreement from several universities for automatic transfer and admission of graduating two- year students. The Board of Trustees and College President should consider the feasibility of the College becoming a four-year institution. Annual "employer" days should be held inviting key business leaders to speak about job opportunities and training needs.

Continue to offer the youth career "Shadow" program.

Students need to be encouraged as early as middle school and always in high school to take the appropriate classes and training to obtain a good paying job. School counselors should guide students into business, supervisory and management- related courses and other skills courses related to the targeted industries identified in the five-year business strategy.

ED-I-11 Work with the Porterville school districts and the Community College District to assure the provision of classes and workshops needed for all members of the workforce, but especially those needed to:

- Improve basic employment skills (math, science, reading, writing, resume development, and interview skills); and
- Enhance employability by teaching skills that are needed in today's economy (e.g., service and repair occupations, construction trade, and machine operations).

ED-I-12 Reach out to post-secondary educational institutions—including universities, colleges, technical schools, and trade schools —that may be looking for a new or additional location.

Academic institutions (universities and colleges) are likely to appeal to a different student population than would be attracted by technical/trade schools. Both would be advantageous for Porterville. Technical/trade institutions would be equipped to teach skills that are needed to support Tulare County's existing agricultural economy as well as a future economy that will still require such skills as operation of machine tools and other heavy machinery, repair of machinery, equipment, as well as computers, construction, and other trades.

Integrate youth into business activities.

ED-I-13
- Encourage the high schools to require volunteer hours at local businesses.
- Encourage businesses, including the City to hire high school and college students to complete various projects (e.g., architectural undertakings, economic analysis, park maintenance, art installations etc.).
- Offer window space where appropriate to advertise school and youth products and events.

Opportunistic Readiness for Economic Development

Opportunistic readiness for economic development requires Porterville to be able to respond quickly and effectively to indications that firms may be interested in moving to the Porterville Area and to existing firms that need to expand or relocate. Such response, in turn, requires that Porterville maintain an adequate supply of land for economic development and be able to process development applications expeditiously.

ED-I-14 Create a list of existing sites for economic development with information about their location, size, configuration, infrastructure availability, zoning, and other data that indicates suitability and readiness for development.

This list can be distributed regularly to the local Chamber of Commerce, Hispanic Chamber of Commerce, employment recruiters, real estate boards, large commercial bankers, and developers and/or be maintained as a website. Firms outside the area would have more access to a website.

ED-I-15 Formulate strategies to bring infrastructure to economic development sites in advance of development.

A long-term Infrastructure Master Plan can provide the basis for a comprehensive, cost-effective improvement strategy. The Infrastructure Master Plan should include access improvements for future industrial sites in the southern part of the Porterville Area around the Airport and a coordinated transit system to get residents to jobs and services (transit, pedestrian, and bicycle). It also should address fiber optic and/or wireless communications systems, along with water, sewer, electricity, natural gas, and cable, in planning for infrastructure needs.

ED-I-16 Monitor the supply of usable sites to assure that Porterville Area has sufficient land, suitably positioned, for expected growth.

"*Usable sites" must have appropriate size, location, and infrastructure characteristics to meet the needs of the economic activities sought by Porterville.*

ED-I-17 Re-designate sites—through Plan amendments or zoning changes, as necessary—to assure that sufficient land is available for future development. Consider designating sites for truck stops.

Scattered sites can be addressed by merging sites, zoning adjacent sites similarly and designating some sites for small, medium and large sized uses. The City also will work with landowners to annex land at the City limits, if appropriate, to enhance the supply of land for economic development.

ED-I-18 To the extent possible, continue to offer economic development incentives in specific economic zones.

At present, Porterville has:

- *HUB (Historically Underutilized Business) Zone ;*
- *Recycling Market Development Zone;*
- *Successor Agency Project Area;*
- *Business Incentive Zone, a Targeted Tax area; and*
- *Foreign Trade Zone.*

Among them, these zones make available low-interest loans for land, buildings, and equipment; preferences for federal contracts; permit fast-tracking; tax credits and other favorable tax treatments; operating assistance; preference points for Industrial Development Bonds (which may be used to provide financing at favorable rates for infrastructure).

ED-I-19 Re-establish and expand the Enterprise Zone.

ED-I-20 Look for opportunities and financing to reuse existing buildings and underdeveloped sites.

ED-I-21 Amend the Zoning Ordinance to streamline the development review process for "as-of-right" development and provide authority for fee waivers for targeted businesses locating in Porterville.

ED-I-22 Enhance the City's economic development function by creating a centralized point of contact and by forming an ad hoc Economic Development Advisory Committee to advise the County Board of Supervisors, City Council and staff on economic development, successor agency, employment, housing, and transportation-related issues.

An economic development staff person could be the main point of contact for the business community, advise the County on economic policy related issues, and act as the liaison facilitating timely implementation of economic programs.

The ad hoc Economic Development Advisory Committee could be made up of individuals from various sectors, such as education, finance, health, agriculture, marketing, and youth organizations. One of the first tasks could be identifying needed downtown revitalization improvements and the development of benchmarking statistics for future comparison.

ED-I-23 Pre-zone land outside the current City limits for commercial and industrial development, consistent with the Plan to facilitate annexation and development review.

Adequate sites must be available for projected needs and many of the development opportunities shown on the Porterville Area Community Plan Land Use Diagram are not within the City limits. In addition, sites should be zoned to promote businesses which complement one another and should be clustered adjacent to one another.

Recruiting Appropriate Basic Economic Activities

ED-I-24 Expand marketing efforts, focusing on targeted industries and specific segments of the economy.

- Respond to all inquiries from basic industries.
- Work with the County Economic Development Corporation (EDC) and the California and Porterville Chambers of Commerce regarding business retention resources and business targeting efforts.
- Attend trade shows or other industry gatherings and distribute promotional economic development materials.
- Advertise in industry publications.
- Publicize local business success stories in the City Newsletter.
- Contract with a professional marketing service.
- Prepare, update, and publish marketing materials, including an inventory of assets that Porterville offers, such as available development sites (and buildings), incentives/special zones, streamlined processing affordable cost of living, attractive quality of life (proximity to outstanding outdoor recreation), and community character.
- Change business attraction to manufacturing instead of warehouse distribution facilities because of the higher employment densities.
- Coordinate with the Hispanic Chamber of Commerce on developing specific marketing strategies that can be jointly implemented.

ED-I-25 Amend the Zoning Ordinance to provide sites for family-oriented retail geared toward larger households with low to moderate incomes.

Porterville has a high proportion of families with larger-than-average household size with incomes below county-wide levels. The Porterville Area is thus well- suited for companies with a low "price point." Other stores which would likely be well suited are low-priced home furnishing stores, appliance/electronic stores, sporting goods, and family-oriented apparel stores.

Retaining Existing Local Businesses and Fostering Local Start-ups

ED-I-26 Create a program of technical (and, possibly, financial) support for local start- up businesses.

Work with the Workforce Investment Department and Porterville College to establish a branch of the Central California Small Business Development Center (SBDC) in Porterville. SBDCs offer classes in starting and operating a small business. Encourage community foundations and other grant sources to focus their allocation on promoting entrepreneurship and locally-owned, targeted businesses.

ED-I-27 Encourage the creation of a business incubator program to foster the development of local start-ups.

Incubators provide space and onsite technical assistance/training to small businesses that are looking to grow.

Supporting Downtown and Neighborhood Commercial Centers

ED-I-28 Work with the Chamber of Commerce, the downtown merchants, and others to support marketing, promotions, and events that bring people downtown. Amend the zoning ordinance to ensure downtown commercial tenants can have evening and weekend activities and events.

ED-I-29 Support the establishment of a weekly open air market in the center of Porterville.

The Marketplace, similar to Lindsay's Mercado but with its own identity, would be a casual open-air market (no permanent structures) that offers food and crafts from local producers/artisans, along with community services for people who need them. It would have a festive atmosphere, possibly with live music.

ED-I-30 Identify businesses that are appropriate for downtown and neighborhood commercial centers, and amend t h e Zoning Ordinance to ensure that the scale of development is sufficient to support those businesses.

Development standards in the Zoning Ordinance related to the size of the neighborhood center and the scale of residential development in the immediate area should be coordinated so that the residents of the neighborhood have enough buying power to support convenience retail stores, such as groceries, drug stores, video stores, laundromats, cafes, etc.

ED-I-31 Limit opportunities for commercial development outside the downtown and designated neighborhood commercial centers. Limit "leapfrog" development.

The Plan Land Use Diagram expands the Downtown Mixed-Use district and clusters new commercial development near neighborhood centers to meet the daily needs of residents and at major regional shopping destinations near the highways.

Historically, retail outlets have sought locations that are surrounded (or potentially surrounded) by housing, so that they could attract customers from the full circle of market area surrounding them. When stores locate at the edge, they do so either because they anticipate future expansion of the residential area beyond their sites, or because transportation access to their sites is considered to compensate for the lack of nearby housing. When stores that offer the same types of goods that are—or could be—offered downtown are built in edge centers, they have the effect of pulling people away from the central business district; that is, downtown. This pattern of development compromises downtown's ability to attract new investment, new stores, and ongoing patronage from retail customers.

ED-I-32 Allow unused retail buildings outside downtown, in non-pedestrian-oriented locations, to be adapted to other uses.

Adaptive reuse serves multiple purposes it makes productive use of the site and, at the same time, allows for better clustering and definition of retail areas.

ED-I-33 Support the improvement of downtown building façades through the economic development incentives programs.

Creating an Image

ED-I-34 Adopt an architectural style and set of design guidelines for new development, to establish a recognizable physical identity for Porterville.

ED-I-35 Some design flexibility should be allowed to encourage architectural creativity.

ED-I-36 Design new sports complexes to accommodate regional and state tournaments (e.g., for soccer, softball, etc.).

ED-I-37 Link the Porterville Area's image to recreation activities at Lake Success and to Sequoia National Park.

4
Circulation

The Circulation Element of the Porterville Area Community Plan is intended to provide guidance and specific actions to ensure the continued safe and efficient operation of Porterville's circulation system. The Element is based on a fundamental philosophy that traffic conditions in the Porterville Area can be managed through a comprehensive program of transportation planning, land use planning, and growth management strategies. This Element includes provisions for roadways, transit, aviation, pedestrian, and bicycle transportation modes, as well as parking.

The Circulation Element responds directly to the Government Code (Section 65302(b)), which requires "a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan."

State law recognizes that circulation and land use are closely related and requires that policies in this Element and the Land Use Element be tied together. Careful integration of the Porterville Area's traffic and circulation policies with its land use policies will ensure that there is sufficient roadway capacity to accommodate traffic generated by planned future development. The County in cooperation with the City is committed to designing a system of regional routes, local roads, public transit, and bicycle and pedestrian pathways that will enhance the community and protect the environment.

The Land Use Element contains policies related to the physical framework for development that the circulation system is designed to serve including the Airport environs. This Element also addresses landscaping along major streets and planning for new neighborhoods to ensure street connectivity. It also addresses how to create pedestrian-friendly environments and design for alternate modes. The Noise Element of the Plan includes policies to alleviate noise generated by traffic.

4.1 GUIDING PRINCIPLES

Porterville's Circulation Element relies on three principles:

- Land use and the circulation system are interactive and interrelated;
- The Porterville Area traffic circulation planning efforts are integrated with those of the County and Caltrans in a cooperative, regional planning effort; and
- State-of-the-art traffic engineering is used to bring planned improvements to reality.

Only through the development and implementation of all these principles can the plan provide a commitment to a balanced, efficient circulation system be achieved.

CONNECTIVITY

The major objective of the Circulation Element is to provide an interconnected street system with improved north-south and east-west connections for existing and future development of Porterville. The original street layout provided street connections linking neighborhoods with work places, but as the community has grown, access has not always improved.

Traditional grid street designs allow for a choice of routes and good connections between and within neighborhoods. Short blocks offer more frequent pedestrian and bike direct connections. Variations from the traditional grid can allow for diagonal and curvilinear streets as well as larger or smaller blocks for maximum flexibility and improved connectivity.

Some more recently developed neighborhoods in Porterville have been built using cul-de-sacs. This type of design promotes circuitous travel and results in traffic being distributed along fewer streets where heavy traffic concentrates. Grid-based development is more desirable because it balances a sense of proximity and ease of access with the quieter environments of neighborhoods. In order to ensure that street layout in future development incorporates the need for neighborhood connectivity and the comfort and safety of pedestrians and bicyclists, it is essential that:

- New development be "connected" to the surroundings with an increased number of access points and pedestrian and bicycle connections to the neighborhood network;
- Blocks be short to allow for more direct connections;
- Neighborhood streets be designed at a human-scale, without excessively wide streets; and
- Traffic controls are incorporated including speed limits, bulb outs, signage, and truck routes to restrict commercial traffic in neighborhoods.

The Porterville Area Community Plan provides for new routes in partially developed portions of the Planning Area and expands the capacity and efficiency of the existing system. In addition, the Plan provides for narrower streets in some areas than might otherwise be designed based on traffic requirements alone.

BALANCED MODES

Another objective is to create a balanced transportation system that serves public transit, bicyclists, and pedestrians as well as private motor vehicles. Allowing market-driven development without regard to use mix, dispersion, and connections with the transportation system will not be sufficient to support the pedestrian- oriented development or maintain the "small-town" atmosphere Porterville desires. Careful integration of land use and transportation and attention to the design and location of pedestrian and bicycle networks, the design of linkages, the location of parking, and provisions for local transit will be essential. The Plan includes new bikeways, trails, and pedestrian facilities to link neighborhoods, schools, major recreation sites, and commercial centers including downtown. The Plan also fosters compact development which can support additional public transit. By facilitating use of alternative modes of travel, Porterville will encourage physical activity and reduce auto-dependency.

Downtown streetscape improvements will support pedestrian activity.

4.2 OVERALL CIRCULATION SYSTEM PLANNING

Citywide policies that will guide overall circulation system planning emphasize the need to consider all modes, not just automobile circulation. Implementation actions will support the overall objective of having a multi-modal transportation system.

GUIDING POLICIES

C-G-1 Promote safe and efficient vehicular circulation.

C-G-2 Provide a wide variety of transportation alternatives and modes to service all residents and businesses to enhance the quality of life.

C-G-3 Make efficient use of existing transportation facilities and, through coordinated land use planning, strive to improve accessibility to shops, schools, parks and employment centers and reduce total vehicle miles traveled per household to minimize vehicle emissions and save energy.

C-G-4 Protect neighborhoods by discouraging through-traffic on local streets.

C-G-5 Improve the scenic character of transportation corridors in the Porterville Area.

IMPLEMENTING POLICIES

C-I-1 Adopt street standards that provide flexibility in design, especially in residential neighborhoods. Revise right-of-way and pavement standards to reflect adjacent land use and/or anticipated traffic, and permit reduced right-of-way dimensions where necessary to maintain neighborhood character.

C-I-2 Require all new developments to provide right-of-way and improvements consistent with the Plan street designations and City street section standards.

This may include frontage roads adjacent to State highways, where needed.

C-I-3 Provide for greater street connectivity by:

- Incorporating in subdivision regulations requirements for a minimum number of access points to existing local or collector streets for each development;
- Encouraging roundabouts over signals, where feasible and appropriate;
- Requiring the bicycle and pedestrian connections from cul-de-sacs to nearby public areas and main streets; and
- Requiring new residential communities on undeveloped land planned for urban uses to provide stubs for future connections to the edge of the property line. Where stubs exist on adjacent properties, new streets within the development should connect to these stubs.

C-I-4 Develop a multi-modal transit system map integrating bicycle, public transportation, pedestrian and vehicle linkages within the Porterville Area to ensure circulation gaps are being met.

The Porterville Area has a Transit Service Map that is updated regularly and can be used as the base for implementing this policy.

C-I-5 Install traffic calming devices, such as signage and bulbs, as needed and appropriate in existing neighborhoods.

C-I-6 Require the installation of landscaping in center medians and at major intersections to minimize summer heat and enhance the character of the streetscapes.

For small-lot subdivisions (with an average lot size of 6,000 square feet or less), the planter strip for a local street may be omitted if:

- *A five-foot sidewalk is provided on both sides of the street and trees are provided in the front yards of private lots parallel with the sidewalk at the minimum frequency required for street trees; and/or*
- *Street trees are provided in landscaped bulb-outs into the parking lane at intersections.*

Alternatively, where a planter strip is provided along a local street, the front setback for buildings may be reduced an additional two feet from the normally required setback.

C-I-7 Require street tree planting as part of an urban forestry program.

4.3 ROADWAY NETWORK

In Porterville, the roadway system is based on a traditional grid pattern, on which all modes of transportation depend to some degree. This pattern has been modified in recent years to include some suburban curvilinear and cul-de-sac streets in the western portions of the Porterville Area. While state routes 190 and 65 provide regional east/west and north/south access respectively, these large arterials create lineal barriers to connectivity. In addition, the Tule River constrains local north/south access to approximately ten bridges.

FUNCTIONAL STREET CLASSIFICATIONS

Porterville's roadway system is set up around a hierarchy of street types, which are commonly referred to as functional classifications. The functional classifications for most major streets are illustrated on Figure 4-1 and are defined as follows:

Freeways. Freeways serve regional and inter-city travel and should not become the optimum route for intra-city trips. Access is controlled, grade crossings are separated, and medians separate lanes moving in opposite directions. Typical free flow speeds exceed 55 miles per hour.

Highways. Highways are designed to carry heavy traffic volumes and should serve longer distance intra-city travel as well as linking the Porterville Area with other nearby urban areas. Access is limited, crossings are generally signalized at grade, parking is not allowed, and a continuous median separates lanes moving in opposite directions. State routes 65 and 190 are regional State Highways, with portions designated as freeways.

Arterials. Arterials are designed to move large volumes of traffic between freeways/highways and other arterials in Porterville and to adjacent jurisdictions. Major arterials are four- or six- lane, access-controlled roadways emphasizing mobility between major portions of the Porterville Area and to regional freeways and highways. On-street parking m a y be restricted on major arterials to maintain traffic levels of service. Major east-west arterials will be Reid, Henderson, Morton, Olive, and Teapot Dome avenues. Westwood, Newcomb, Prospect, Indiana, Jaye, Main, Plano and Hillcrest streets will provide major north-south access.

Minor arterials provide mobility through the Porterville Area and access to major residential, employment, and activity centers. Minor arterials provide two travel lanes. Driveway access should be minimized, consistent with the primary function of arterials to move through traffic. Bike lanes, landscaped parkstrips, sidewalks, and transit facilities may also be accommodated within the right-of-way of minor arterials. Westfield Avenue and portions of Teapot Dome Avenue will serve as minor east-west arterials, while Doyle Street and the southern portion of Main Street will be minor north-south arterials.

Parkways. Parkways provide an attractive, limited access link between residential communities and commercial centers. Parkways are tree-lined with landscaped medians and four travel lanes.

Sidewalks and transit facilities may be provided. Curbs should be provided with limited curb cuts. On-street parking should not be provided. New parkways will be constructed along the foothills and around Rocky Hill.

Collectors. Collector streets provide a link between neighborhood streets and arterials. Collectors provide two travel lanes and bike lanes. On-street parking may be provided if sufficient width is available. Collectors also provide access to adjacent properties so driveway access should be discouraged but need not be restricted (subject to accepted engineering practice). Bike lanes, landscaped parkstrips, sidewalks, and transit facilities may also be accommodated.

Local Streets. The primary function of local streets is to provide direct access to adjacent properties. Neighborhood streets should provide two travel lanes, landscaped parkstrips, and sidewalks. On-street parking may be regulated. Bike lanes are usually not needed because neighborhood streets carry low traffic volumes and all neighborhood streets are considered to be bicycle friendly. Neighborhood streets are not shown on the Plan Land Use Diagram or Figure 4-1: 2030 Circulation Network.

New neighborhood streets will have two travel lanes, landscaped parkstrips, and sidewalks.

LEVEL OF SERVICE

To determine the operating conditions of a roadway segment or intersection, the concept of level of service (LOS) is commonly used. The LOS grading system is a ratings scale ranging from LOS A to LOS F, with LOS A representing free-flow conditions and LOS F representing congested conditions. Table 4-1 provides more specific definitions.

Table 4-1: Level of Service Definitions

LOS	*Description*	*Max. Volume/ Capacity Ratio*
A	*Free Flow or Insignificant Delays*: Vehicles are completely unimpeded in their ability to maneuver Within the traffic stream. Control delay at signalized intersections is minimal.	0.6
B	*Stable Operation or Minimal Delays:* The ability to maneuver within the traffic stream is only Slightly restricted, and control delay at signalized intersections are not significant.	0.7
C	*Stable Operation or Acceptable Delays:* The ability to maneuver and change lanes is somewhat restricted, and average travel speeds may be about 50 percent of the free flow speed.	0.8
D	*Approaching Unstable or Tolerable Delays:* Small increases in flow may cause substantial increases in delay and decreases in travel speed.	0.9
E	*Unstable Operation or Significant Delays*: Significant delays may occur and average travel speeds may be 33 percent or less of the free flow speed.	1.0
F	*Forced Flow or Excessive Delays*: Congestion, high delays, and extensive queuing occur at critical signalized intersections with urban street flow at extremely low speeds.	>1.0

Source: Highway Capacity Manual, Transportation Research Board, Washington D.C, 2000.

Existing conditions for roadway segment levels of service were estimated utilizing average daily traffic (ADT) and then evaluated based on LOS thresholds; see Table 4-2.

Table 4-2: Level-of Service Criteria for Roadway Segments

Roadway Segment Type	Total Two-way Average Daily Traffic (ADT)			
	LOS B	LOS C	LOS D	LOS E
6-Lane Divided Freeway	64,800	92,400	111,600	120,000
4-Lane Divided Freeway	43,200	61,600	74,400	80,000
2-Lane Rural Highway	4,800	7,900	13,500	22,900
6-lane Divided Expressway (with left-turn lanes)	42,200	46,200	55,800	60,000
6-Lane Divided Arterial (with left-turn lane)	38,000	43,000	49,000	54,000
4-Lane Divided Arterial (with left-turn lane)	25,000	29,000	32,500	36,000
4-Lane Undivided Arterial (no left-turn	21,000	24,000	27,000	30,000
2-Lane Arterial (with left-turn lane)	12,500	14,500	16,000	18,000
2-Lane Arterial (no left-turn lane)	10,500	12,000	13,500	15,000
2-Lane Collector/Local Street	7,500	9,000	10,500	12,000

All volumes are approximate and assume ideal roadway characteristics. Actual threshold volumes for each Level of Service listed above may vary depending on a variety of factors including curvature and grade, intersection or interchange spacing, driveway spacing, percentage of trucks and other heavy vehicles, travel lane widths, signal timing characteristics, on-street parking, volume of cross traffic and pedestrians, etc.

Source: Based on "Highway Capacity Manual," Transportation Research Board, 2000. Omni-Means, 2005.

EXISTING TRAFFIC CONDITIONS

Traffic conditions, based on traffic counts conducted in October 2005, for 23 road segments in Porterville are shown in Table 4-3. Additional traffic counts were obtained from Caltrans and subsequent studies.

Based on the roadway LOS thresholds, all the study roadway segments operate at an acceptable LOS except for Date Avenue, which is operating at LOS F, and Prospect Street between Morton and Grand avenues, which is operating at LOS E. The existing collector street cannot accommodate the high traffic volume of approximately 12,710 vehicles per day.

the foothills and around Rocky Hill.

Table 4-3: Daily Roadway Segment Operations – 2005

Roadway Segment	*Limits*	*Lanes*	*Facility Type*	*AADT*	*LOS*
SR 65	SR 190 - Westfield Ave.	4	Divided Freeway	25,000	A
SR 65	Westfield Ave. - Linda Vista Ave.	4	Divided Freeway	19,800	A
SR 190	Road 192 - SR 65	2	Arterial	5,700	A
SR 190	SR 65 - Jaye St.	4	Divided Arterial	24,100	B
SR 190	Jaye St. - Main St.	4	Divided Arterial	20,500	A
SR 190	Main St. - Plano St.	4	Divided Arterial	18,900	A
SR 190	Plano St. - Road 265	4	Divided Arterial	10,900	A
SR 190	Road 265 - Road 284	2	Arterial	8,000	A
SR 190	Road 284 - Success Valley Dr.	2	Arterial	6,300	A
Date Ave.	Plano St. - Park St.	2	Collector	12,710	**F**
Main St.	North Grand Ave. - Linda Vista Ave.	2	Arterial	7,490	A
Main St.	Pioneer Ave. - Reid Ave.	2	Arterial	8,210	A
Morton Ave.	Plano St. - Larson St.	4	Divided Arterial	6,590	A
Morton Ave.	Crestview St. - Hillcrest St.	4	Undivided Arterial	2,700	A
Newcomb St.	Scranton Ave. - SR 190	2	Arterial	1,080	A
Olive Ave.	A St. - Plano St.	4	Divided Arterial	7,580	A
Plano St.	Henderson Ave. - Prosperity Cir	2	Collector	5,230	A
Plano St.	Westfield Ave. - Reid Ave.	2	Collector	2,730	A
Prospect St.	Morton Ave. - Grand Ave.	2	Collector	11,130	**E**
Prospect St.	Glenn Court - Pioneer Ave.	2	Collector	5,260	A
Putnam Ave.	Plano St. - Esther St.	2	Collector	6,960	B
Westfield Ave.	Prospect St. - Maston St.	2	Local St.	8,030	C
Westwood St.	Roby Ave. - Olive Ave	2	Local St.	6,560	B

Source: Omni-Means, 2005.

4.4 PLANNED IMPROVEMENTS

To achieve a balance between existing and future land use and traffic carrying capacity, improvements to the roadway network will be needed. Major street improvements planned for Porterville are listed in Table 4 -4. These improvements include widening portions of SR 65 and other major arterials, new bridge crossings, interchange improvements and grade separations.

A few new arterial roads will need to be constructed as well as numerous collector and residential streets in the targeted growth areas.

- As part of developing the area near Lake Success, a new parkway, Hillcrest Parkway will extend from Hillcrest Street over the Rocky Hill area to Lake Success. The road will approximately follow the lakeshore, as Lake Success Parkway, to connect with Road 284/Reservation Road.

- A new parkway, Foothill Parkway, will follow the foothills, linking new neighborhoods and potential college sites between Reid Avenue and Road 284/Reservation Road and SR 190.

- A third parkway, Teapot Dome Parkway, will extend from Teapot Dome Avenue along the southeastern foothills to Road 284/Reservation Road. This is designed to provide access from new residential neighborhoods to the major employment center near the airport, as well as provide alternative access to SR 190 or SR 65.

The future circulation network is illustrated in Figure 4-1. The proposed roads are conceptual, subject to further engineering and environmental review. No General Plan amendment is required if the general location, anticipated level of service, and connections to the street network are maintained.

The typical street widths and design elements listed in Table 4-5 are illustrated in Figure 4-2. All street designs are subject to review and approval by the Public Works Department and additional local street cross-sections may be approved with area plans, development projects or subdivisions to reflect specific design concepts. These sections assume 11-foot travel lanes.

Table 4-4: Major Planned Street Improvements

Roadway Segments	*Improvement*
Gibbons Ave: Indiana St - Jaye St	Widen to 4-lane Arterial
Henderson Ave: Friant-Kern Canal - Newcomb St	Complete 4-lane Arterial
Henderson Ave: Prospect St - Indiana St	Widen to 6-lane Major Arterial
Hillcrest St: Teapot Dome Ave - Morton Ave	Complete 4-lane Arterial, new bridge
Indiana Ave: Ave 128 – Westfield Ave	Complete 4 lane Arterial, new bridge
Jaye St: Springville Dr - Olive Ave	Complete 4-lane Arterial
Jaye St: SR 190 - Springville Dr	Widen to 6-lane Arterial
Jaye St: Gibbons Ave – SR 190	Widen to 4-lane Arterial
Main St: Henderson Ave - Ave 181	Widen to 4-lane Arterial
Newcomb St: Pioneer Ave - North Grand Ave	Widen to 4-lane Arterial
Newcomb St: Teapot Dome Ave - Olive Ave	Complete 4-lane Arterial, new bridge
North Grand Ave/Reid Ave: SR 65 - Plano St	Widen to 4-lane Arterial
North Grand Ave: Prospect St - SR 65	Widen to 4-lane Arterial
Olive Ave: Friant-Kern Canal - Westwood St	Widen to 4-lane Arterial
Olive Ave: Prospect St - Indiana St	Widen to 6-lane Major Arterial
Plano St: Henderson Ave - Reid Ave	Complete 4-lane Arterial
Plano St: Scranton Ave - SR 190	Widen to 4-lane Arterial
Prospect St: Mulberry Ave - Westfield Ave	Widen to 4-lane Arterial
Scranton Ave: SR 65 - Indiana St	Widen to 4-lane Arterial
Springville Dr: Indiana St - East of Jaye St	Widen to 4-lane Arterial
SR 65: S. City Limits - SR 190	Widen to 4-lane expressway/freeway
Teapot Dome Ave: Newcomb St - S. Main St	Widen to 4-lane Arterial Westwood
St: Henderson Ave - Friant-Kern Canal	Widen to 4-lane Arterial Westwood
St: SR 190 - Olive Ave	Widen to 4-lane Arterial

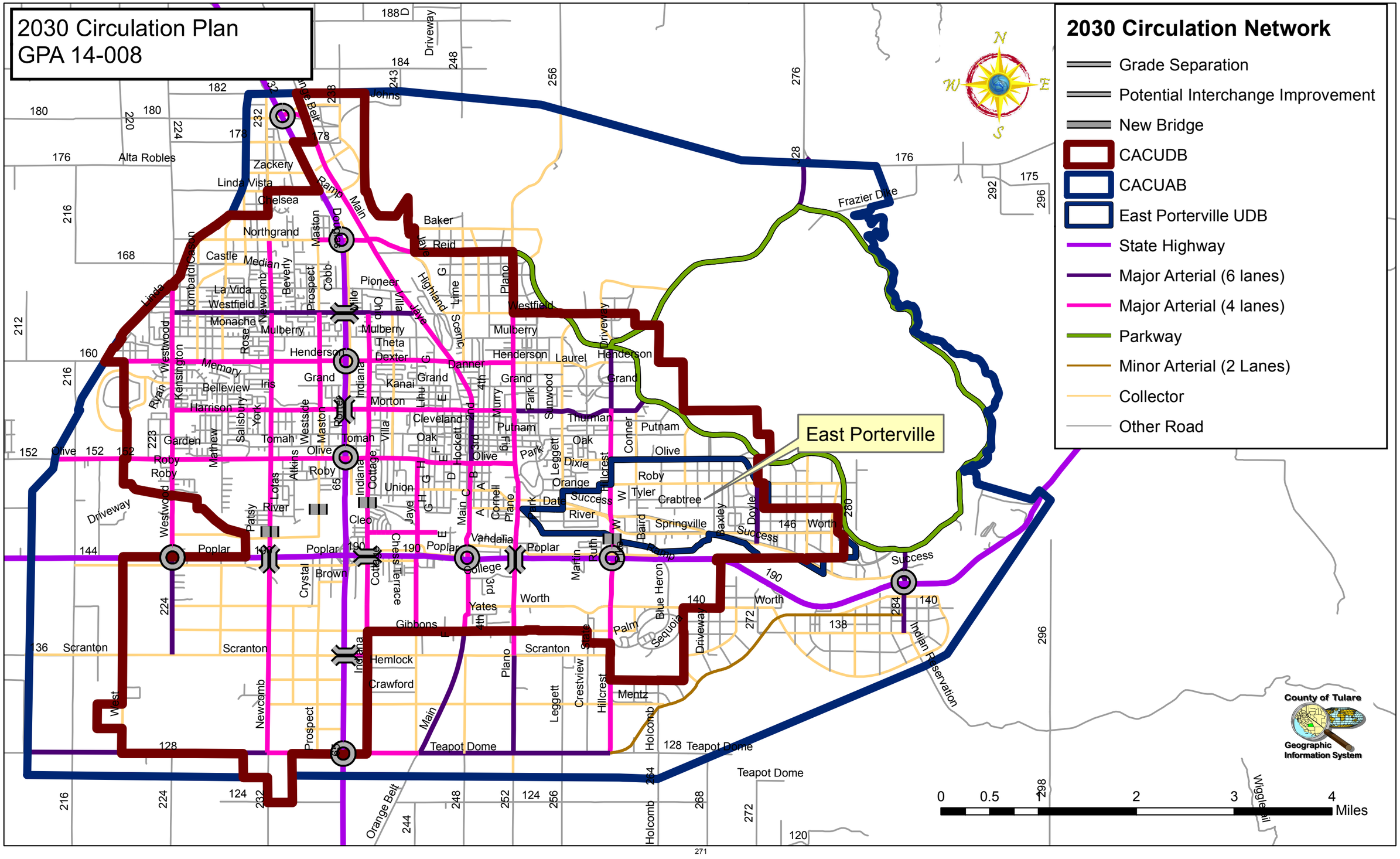
New Major Roads	
Foothill Parkway: Reid to Road 284	Lake Success Parkway: Hillcrest Parkway to Road 284
Hillcrest Parkway (Extension): Foothill Parkway to Ave 176	Teapot Dome Parkway (Extension): Hillcrest St to Road 284
Mentz Avenue Extension: Newcomb - Hillcrest	

SR 65 Interchange Improvements	*SR 65 Grade Separations*
Avenue 181 (new)	Westfield Ave
Olive Ave (exists)	Morton Ave
Teapot Dome Ave (new)	Scranton Ave
North Grand Ave (new)	
Henderson Ave (exists)	

SR 190 Interchange Improvements	*SR 190 Grade Separations*
Westwood St (new)	Newcomb St
Main St (existing)	Plano St
Hillcrest St (new)	Indiana St
Road 284 (new)	

Source: City of Porterville; Omni-Means, 2007; Dyett & Bhatia, 2007.

FIGURE 4-1


2030 Circulation Plan
GPA 14-008
2030 Circulation Network
Grade Separation
Potential Interchange Improvement
New Bridge
CACUDB
CACUAB
East Porterville UDB
State Highway
Major Arterial (6 lanes)
Major Arterial (4 lanes)
Parkway
Minor Arterial (2 Lanes)
Collector
Other Road
East Porterville
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County of Tulare
Geographic Information System

Figure 4-1 BACK

Figure4-2:StreetSections

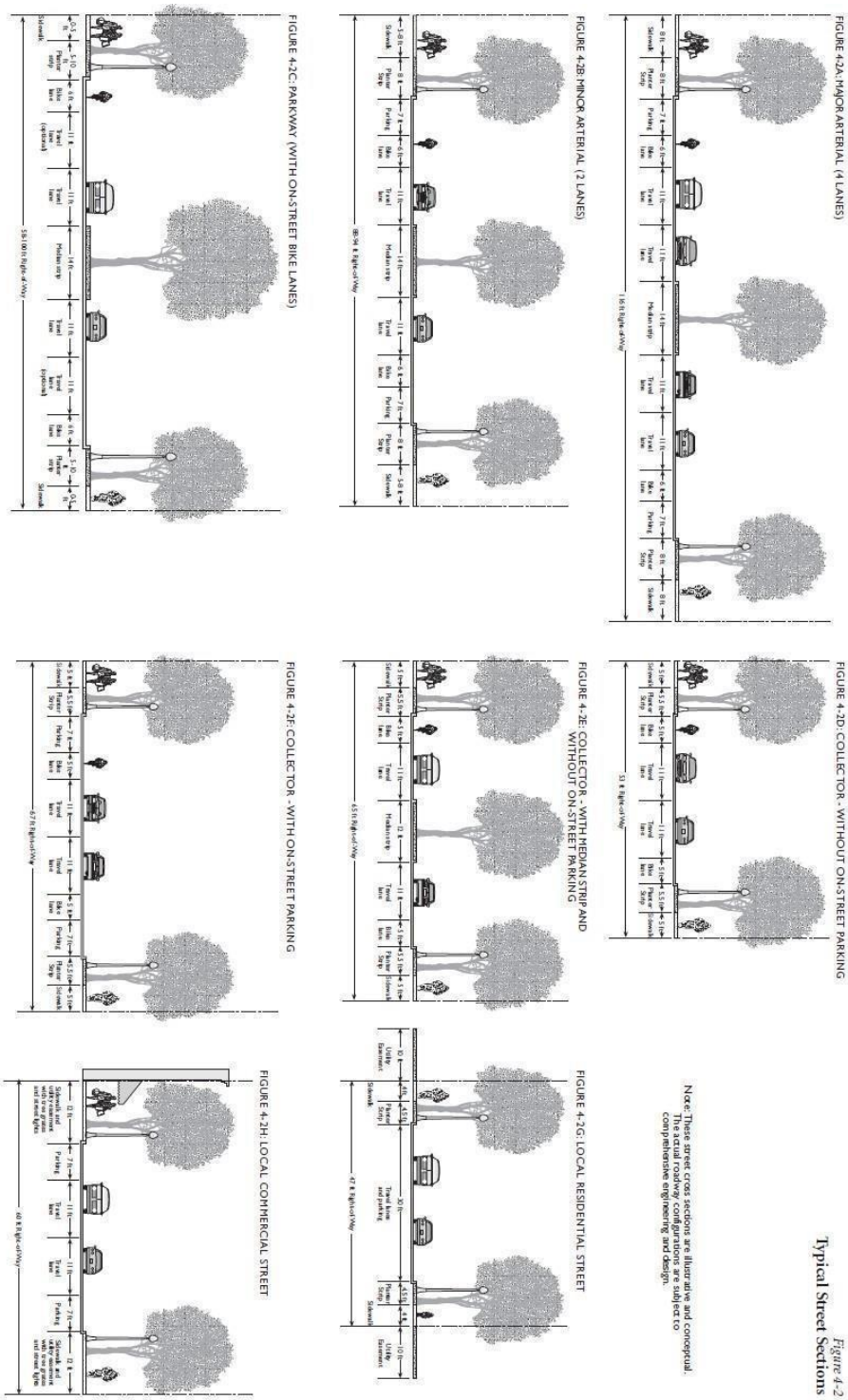


Figure 4-2 BACK

Table 4-5: Typical Street Elements and Widths (Feet)

Street Classification	Right-of-Way Width	Curb-to-Curb Width	Travel Lanes: Number	Parking Lanes: Number	Bicycle Lanes: (each	Median Strip	Planter Strip (each side)[1]	Sidewalks (each side)
Major Arterial	116	84	4	2	6	14	8	8
Minor Arterial	88-94	62	2	2	6	14	8	5 - 8[2]
Parkway	Varies	Varies	2 - 4	None	6	Varies	5 - 10	- 5
Collector: without on-street parking	53	32	2	None	5	None	5.5	5
Collector: with median and without on-street parking	65	44	2	None	5	12	5.5	5
Collector: with on-street parking	67	46	2	2	5	None	5.5	5
Local Residential Street	47	30	Parking lanes on each side, and one shared central travel lane.		None	None	4.5	4
Local Commercial Street	60	36	2	2	None	None	12, combined width of sidewalks and planter strip.	
Cul-de-sac or Other Dead-End Street Serving Less than 10 Homes	47	30 – 41	2	2	None	5, as alternative to planter strip	4.5, or option to substitute median strip	4

1. Minimum planter strip width stated in table includes the width of the curb.
2. In residential areas, the narrower sidewalk may be appropriate.

Source: Dyett & Bhatia, 2007.

FUTURE TRAFFIC CONDITIONS

The traffic model predicts that by making the planned improvements the Porterville Planning Area will generate approximately 2,150,000 vehicle miles traveled (VMT) or approximately 21 miles per person per day. In addition, only SR 190 between SR 65 and Plano Street will be operating below the LOS standards of this Plan. Plus, one of the new collector roads to be built between Newcomb Street and SR 65 will be operating at the General Plan minimum standard, LOS D.

Table 4-6: Daily Roadway Segment Operations - 2030 Buildout

Roadway Segment	*Lanes*	*Type*	*AADT*	*LOS*
Avenue 128: Newcomb St - SR 65	4	Major Arterial	5,120	B
Avenue 128: SR 65 - Main St	4	Major Arterial	7,530	B
Henderson Ave: Westwood St - Prospect St	4	Major Arterial	18,610	B
Henderson Ave: Prospect St - Indiana St	6	Major Arterial	28,110	B
Henderson Ave: Indiana St - Main St	4	Major Arterial	19,210	B
Hillcrest St: Worth Ave - SR 190	4	Major Arterial	4,880	B
Hillcrest St: SR 190 - Roby Ave	4	Major Arterial	12,680	B
Hillcrest Pkwy: Foothill Pkwy - Avenue 176	2	Parkway	9,810	C
Indiana St: SR 190 - Olive Ave	2	Minor Arterial	1,520	B
Indiana St: Olive Ave - Westfield St	4	Major Arterial	2,930	A
Jaye St: Teapot Dome Ave - SR 190	2	Collector	9,310	C
Jaye St: SR 190 - Date Ave	6	Major Arterial		
Jaye St: Date Ave – Olive Ave	4	Major Arterial	21,760	B
Main St: Gibbons Ave - SR 190	4	Major Arterial	5,890	B
Main St: SR 190 - Olive Ave	4	Major Arterial	7,390	B
Main St: Olive Ave – Morton Ave	2	Arterial	8,430	A
Main St: Morton Ave - Westfield Ave	4	Major Arterial	21,680	B
Main St: Westfield Ave - Linda Vista Ave	4	Major Arterial	19,620	B
Morton Ave: Westwood St - SR 65	4	Major Arterial	5,390	B
Morton Ave: SR 65 - Main St	4	Major Arterial	5,250	B
Morton Ave: Plano St - Hillcrest St	4	Major Arterial	13,460	C
Mentz Ave Extension: Newcomb St - SR 65	2	Collector	14,480	D
Mentz Ave Extension: SR 65 - Jaye Street	2	Collector	5,160	C
Foothill Pkwy: Morton Ave - Road 284	2	Parkway	9,370	C
Newcomb St: Scranton Ave - SR 190	4	Major Arterial	15,940	B
Newcomb St: SR 190 - Henderson Ave	4	Major Arterial	12,750	B
Olive Ave: Westwood St - Prospect St	4	Major Arterial	22,300	B
Olive Ave: Prospect St - Indiana St	6	Major Arterial	30,520	B
Olive Ave: Indiana St - Main St	4	Major Arterial	20,750	B
Plano St: Scranton Ave - SR 190	4	Major Arterial	14,500	B
Plano St: SR 190 - Morton Ave	4	Major Arterial	21,350	B
Plano St: Morton Ave - Reid Ave	4	Major Arterial	14,500	B
Prospect St: Morton Ave - Westfield St	4	Major Arterial	12,760	B
Reid Ave: SR 65 - Plano St	4	Major Arterial	12,520	B
Road 284: SR 190 - Reservation Rd	2	Minor Arterial	8,480	C
Scranton Ave: Newcomb St - SR 65	2	Collector	4,070	B
Scranton Ave: SR 65 - Jaye St	2	Collector	8,260	C

Table 4-6: Daily Roadway Segment Operations - 2030 Buildout

Roadway Segment	*Lanes*	*Type*	*AADT*	*LOS*
Springville Ave: Indiana St - Jaye St	4	Major Arterial	1,460	A
Springville Ave: Hillcrest St - Doyle St	2	Collector	6,470	C
SR 190: Westwood St - SR 65	4	State Highway	21,820	B
SR 190: SR 65 - Plano St	4	State Highway	37,540	**F**
SR 190: Reservation Rd - Success Valley Dr	4	State Highway	14,630	B
SR 65: Teapot Dome Ave - SR 190	4	State Highway	34,486	B
SR 65: SR 190 - Henderson Ave	4	State Highway	43,990	C
SR 65: Henderson Ave - North Grand Ave	4	State Highway	38,570	B
Teapot Dome Pkwy: Hillcrest St - Reservation Rd	2	Parkway	2,510	B
Westwood St: Scranton Ave - SR 190	2	Minor Arterial	1,110	B
Westwood St: SR 190 - Morton Ave	4	Major Arterial	9,550	B
Westwood St: Morton Ave - Westfield Ave	4	Major Arterial	11,080	B

Source: Omni-Means, 2007.

GUIDING POLICIES

Traffic Level of Service (LOS)

C-G-6 Maintain acceptable levels of service and ensure that future development and the circulation system are in balance.

Funding for Improvements

C-G-7 Ensure that new development pays its fair share of the costs of transportation facilities.

IMPLEMENTING POLICIES

Traffic Level of Service (LOS)

C-I-8 Develop and manage the roadway system to obtain LOS D or better during the peak hour for all major roadways and intersections in the Porterville Area. This policy does not extend to residential streets (i.e., streets with direct driveway access to homes) or state highways and their intersections, where Caltrans policies apply. Exceptions to LOS D policy may be allowed by the County in cooperation with the City Council in areas such as downtown and at highway interchanges, where allowing a lower LOS would result in clear public benefits.

No new development will be approved unless it can be shown that required level of service can be maintained on the affected roadways or there are specific benefits that justify accepting a lower level of service.

C-I-9 Develop and manage local residential streets (i.e., streets with direct driveway access to homes) to limit average daily vehicle traffic volumes to 2,500 or less and 85th percentile speeds to 25 miles per hour or less.

Neighborhood traffic control measures to be considered include: regulatory devices, such as right-of-way controls, speed limits, and parking regulations; as well as geometric fixtures such as roundabouts, semi-diverters, and diagonal diverters.

C-I-10 Require traffic impact studies for all Plan amendments that will generate more than 100 peak hour trips.

Exceptions may be granted where traffic studies have been completed for adjacent development. The City's new traffic model developed for the Porterville Area Community Plan will facilitate this analysis.

C-I-11 Establish and implement additional programs to maintain adequate levels of service at intersections and along roadway segments as circumstances warrant, including the following actions:

- Collect and analyze traffic volume data on a regular basis and monitor current intersection and roadway segment levels of service on a regular basis. Use this information to update and refine the TCAG travel forecasting model so that estimates of future conditions are more strongly based upon local travel behavior and trends.
- Consider, on a case by case basis, how to shift travel demand away from the peak period, especially in those situations where peak traffic problems result from a few major generators (e.g., major new retail development in the highway corridors).
- Perform periodic evaluations of the efficiency of the Porterville Area's traffic control system, with emphasis on traffic signal timing, phasing and coordination to optimize traffic flow along arterial corridors.

Funding for Improvements

C-I-12 Continue to require that new development pay a fair share of the costs of street and other traffic and local transportation improvements based on traffic generated and impacts on traffic service levels.

C-I-13 Use Porterville Area-wide traffic impact fees to provide additional funding for transportation improvements needed to serve new development.

C-I-14 Require new development that will have an impact on regional transportation facilities to pay a regional transportation impact fee.

A two-tier system will generate funds not only for the Porterville Area street system but also for any needed improvements to the State highway facilities that are needed to serve new development. These fees would be set on a "fair share" basis.

4.5 PUBLIC TRANSIT

Bus public transit is provided by Porterville Transit and Tulare County Area Transit Porterville Transit is the municipal public transit operator and is managed by Sierra Management for the City of Porterville. The local transit system consists of seven fixed-routes that run Monday through Friday, 7 a.m. to 7 p.m. and Saturday, 9 a.m. to 5 p.m. and a demand-response "Dial-a-Ride" service called Porterville COLT (City Owned Local Transit). There is no bus service on Sunday. The frequency between buses during both peak and off-peak hours of operation is approximately every 30 minutes.

The 2006 Short Range Transit Plan (SRTP) estimates annual bus ridership to be approximately 450,000 and 27,500 for the demand-response service. This represents a per capita trip rate of 9.9 on the buses and 0.6 on the demand-response service. The dramatic decrease in ridership on the demand-response system is because it restricted service to seniors and persons with disabilities in 2006. The SRTP uses a range of per capita trip rates to estimate future transit demand, as shown in Table 4-7.

Table 4-7: Current and Future Local Transit Ridership

Year	*Bus Ridership*	*Per capita trip rate*	*COLT Ridership*	*Per capita trip rate*
2006	451,046	10.1	58,611	1.3
2007	449,538	9.9	27,477[1]	0.6
2030 (Low)	671,698	6.3	35,409	0.3
2030 (High)	1,158,840	10.8	96,570	0.9

[1] In 2006, Porterville COLT restricted its service to only seniors and persons with disabilities.

Source: City of Porterville, Short Range Transit Plan, 2006. Linda Clark, City of Porterville. July 12, 2007.

The Porterville Transit Center is located on "D" Street at Oak Avenue and serves as the transfer node for each of the seven bus routes. This fixed transfer point provides increased connectivity between bus routes.

Tulare County Area Transit provides regional bus service from the City of Porterville to surrounding communities via five routes. Tulare County Area Transit provides bus service Monday through Saturday.

GUIDING POLICY

C-G-8 Promote the use of public transit for daily trips to schools and work and for other purposes.

IMPLEMENTING POLICIES

C-I-15 Situate transit stops and hubs at locations that are convenient for transit users, and promote increased transit ridership through the provision of shelters, benches, bike racks on buses, and other amenities.

C-I-16 Ensure that new development is designed to make transit a viable choice for residents. Design options include:

- Have neighborhood focal points with sheltered bus stops;
- Locate medium-high density development whenever feasible near streets served by transit; and
- Link neighborhoods to bus stops by continuous sidewalks or pedestrian paths.

4.6 BICYCLES, TRAILS AND PEDESTRIAN CIRCULATION

Bicycling and walking are inexpensive, energy conserving, and non-polluting modes of transportation. Porterville's typically flat topography and dry, moderate climate make choosing to walk or bicycle an attractive transportation option during much of the year.

As pedestrian and bicycle travel is directly related to perceived safety and convenience, providing a safe and complete network of pedestrian and bicycle facilities should continue to increase the use of these modes of travel, especially when crossing heavily traveled roads such as SR 190 and SR 65.

BIKEWAYS/TRAILS

Porterville has recently completed eight miles of bikeway segments and eleven bike parking facilities, however few of the segments are linked. The City is in the process of developing a Class 1 Tule River Parkway bicycle and pedestrian path and a Class 1 rails-to-trails path along the abandoned Tulare Valley Railroad Corridor. The first two phases of the Tule River Parkway between Main Street and SR 65 are complete. The Rails-to-Trails project will run from the Tule River Parkway to Mulberry Avenue. An on-street connection is planned to link the two pathways using Plano Street. Additional bikeways, particularly to and from Lake Success and along the new Foothill Boulevard should encourage recreational biking. New intra-city bikeways will support bicycling commuting to employment and commercial centers.

Rails-To-Trails project will reuse abandoned rail right-of-way.

A "Class I" bikeway, also referred to as a bike path or multi-use trail, is a right-of-way that is completely separated from any street. A "Class II" bikeway, or bike lane, is a one-way, striped, and signed lane on a street or highway. A "Class III" bike route shares the road with pedestrians and motor vehicle traffic and is marked only by signs. The existing bikeway miles are shown in Table 4-8.

Table 4-8: Existing Bikeways (miles)

Class I	*Class II*	*Class III*
0.2	5.0	3.0

Source: City of Porterville.

Figure 4-3: Bikeways and Trails

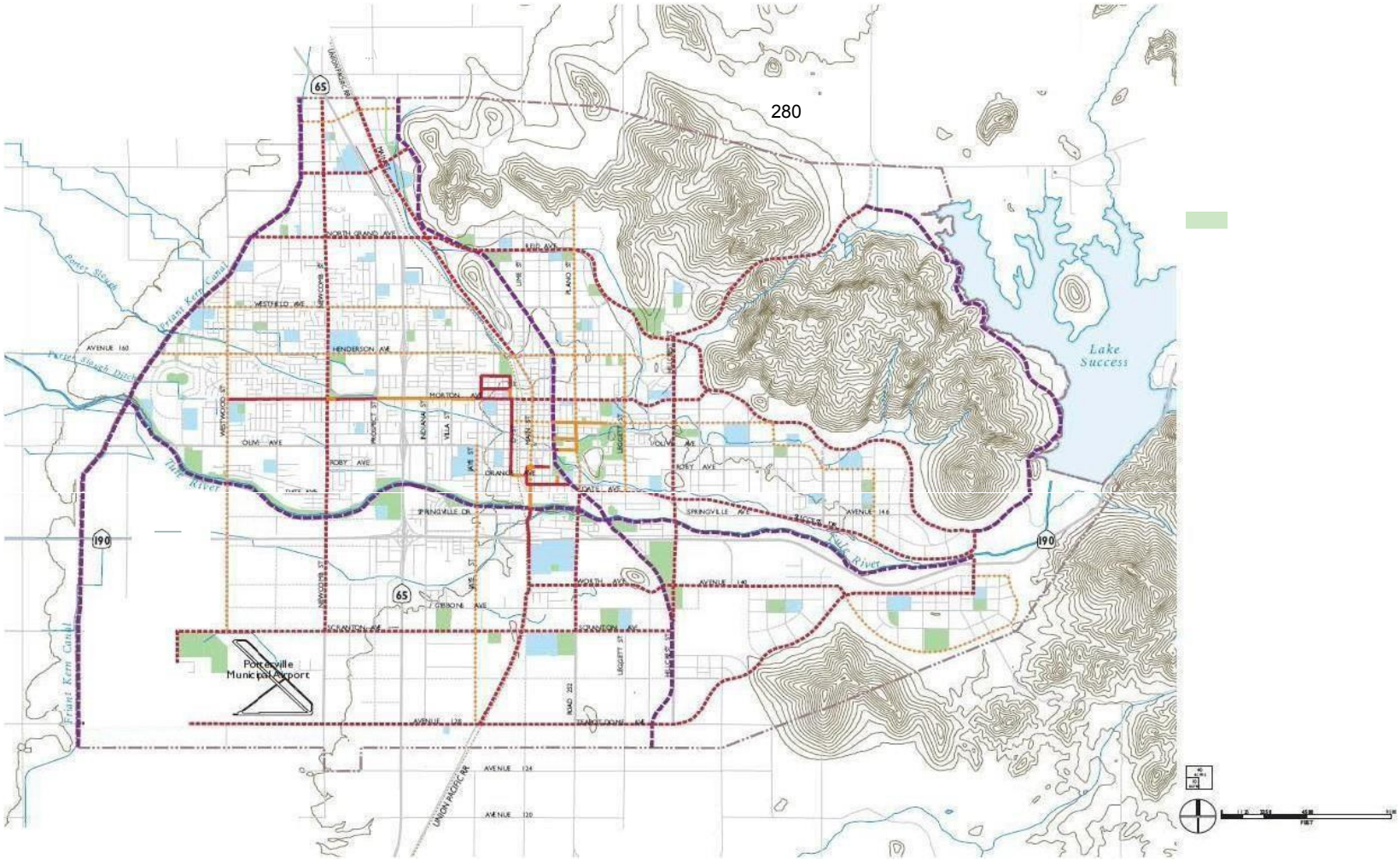


Figure 4-3 BACK

Bicycle Transportation Plan

In addition to the bikeway improvements already made by the City, the 2002 Tulare County Association of Governments (TCAG) Bicycle Transportation Plan identifies 110.5 miles of existing and proposed bikeways in the Porterville area. These improvements are intended to complete a regional network. This plan is currently being updated.

Table 4-9: Proposed TCAG Projects in Porterville Area

Name/Classification	*From*	*To*	*Miles*
Class I			
Tule River Bike Path	Road 224	Success Lake	10
San Joaquin Valley Railroad Bike Path	Porterville	Lindsay	10.5
Main Street Bike Path	North City Limit	Avenue 128	6.5
Class II or III			
SR 65/Road 196	Avenue 344	Teapot Dome Ave.	45
Porterville to Springville (Ave. 144, SR 190)	State Route 65	Springville	16.5
Class II			
Newcomb Street	Linda Vista	Avenue 144	5
Jaye Street	Olive Avenue	Avenue 144	5
Plano Street	Success Dr.	Avenue 136	2
Morton Avenue	Westwood St.	Conner Street	4.8
Success Drive	Plano Street	Page Street	2
Yates Ave.-Worth Ave	Main Street	Blue Heron	3.2
Total Miles			**110.5**

Source: TCAG Bicycle Transportation Plan, 2002.

As part of the proposed street standards, the bikeway network will be expanded as new arterial and collector streets are built. New streets will support approximately 75 miles of new Class II or III bikeways. The proposed Plan Land Use Diagram also illustrates the expansion of the Tule River Parkway and Rail-to-Trails bikeway projects, as well as a new trail along the Friant-Kern Canal. These trails add approximately 25 miles of Class I bikeways to the network. Key upgrades within the existing built areas will be identified and prioritized to link schools, parks, trails, and other recreation areas.

PEDESTRIAN CIRCULATION

The pedestrian circulation system in Porterville is mainly comprised of sidewalks. Currently, the street environment is mostly auto-oriented with wide roadways and discontinuous sidewalks. In some areas, there are no existing sidewalks or they have fallen into disrepair.

While sidewalk capacity is not generally an issue, all areas should be designed to a scale that accommodates pedestrians and bicyclists (in areas where bikeways are unavailable). Improvements in areas within the Porterville Area that currently have undersized, damaged or no pedestrian facilities should be made a priority so that the pedestrian system will be better connected. The new neighborhood centers should also be designed to be "pedestrian friendly."

In these areas, wider sidewalks should be considered to accommodate increased flows and to give preferential treatment to pedestrians. Pedestrian-friendly facilities should also be provided near transit stops and adjacent to medium and higher density residential areas.

GUIDING POLICIES

C-G-9 Promote the use of bicycles to alleviate vehicle traffic and improve public health.

C-G-10 Promote pedestrian activity.

IMPLEMENTING POLICIES

C-I-17 Establish bicycle lanes, bike routes and bike paths consistent with the Plan.

C-I-18 Amend the Zoning Ordinance to require bicycle facilities at large commercial and industrial employer sites.

C-I-19 Increase bicycle safety by:

- Sweeping and repairing bicycle lanes and paths on a regular basis;
- Ensuring that bikeways are delineated and signed in accordance with Caltrans' standards, and lighting is provided, where needed;
- Providing bicycle paths or lanes on bridges and overpasses;
- Ensuring that all new and improved streets have bicycle-safe drainage grates and are free of hazards such as uneven pavement and gravel;
- Provide adequate signage and markings warning vehicular traffic of the existence of merging or crossing bicycle traffic where bike routes and paths make transitions into or across roadways; and
- Work with the school districts to promote classes on bicycle safety in the schools.

C-I-20 Give bikes equal treatment in terms of provisions for safety and comfort on arterials and collectors as motor vehicles.

C-I-21 Develop a series of continuous walkways within new office parks, commercial districts, and residential neighborhoods so they connect to one another.

C-I-22 Provide for pedestrian-friendly zones in conjunction with the development, and design of mixed-use neighborhood core areas, the Downtown area, schools, parks, and other high use areas by:

- Providing intersection "bump outs" to reduce walking distances across streets in the Downtown and other high use areas;
- Providing pedestrian facilities at all signalized intersections;

- Providing sidewalks of adequate width to encourage pedestrian use; and
- Constructing adequately lit and safe access through subdivision sites.

C-I-23 Establish specific standards for pedestrian facilities to be accessible to physically disabled persons, and ensure that roadway improvement projects address mobility or accessibility for bicyclists or pedestrians.

C-I-24 Amend the Zoning Ordinance to include standards for pedestrian circulation in all new development, including patterned concrete sidewalks, pedestrian-scale lighting and tree canopy shading for walkways.

4.7 PARKING

Parking decisions affect land use and development patterns, as well as travel behavior. The placement and type of parking must accommodate the needs of businesses, pedestrians, motorists, and residents, while not overwhelming the urban design.

Parking regulations can help to provide accessible, attractive, secured parking facilities as well as manage supply. New ideas about parking include shared parking, multi-use parking lots, and the use of pervious surfaces with water runoff filtering systems and the use of solar panels to provide shade as well as energy production.

DOWNTOWN PARKING

According to the *2001 Downtown Parking Management and Implementation Study*, downtown Porterville supply consists of 11 public lots with a total capacity of 839 spaces; numerous private lots totaling 1,429 spaces; and 974 public "on street" parking spaces. This study concluded that the parking supply downtown adequately serves the existing and anticipated future demand. However, the study recommended that the City be proactive in acquiring additional identified locations and developing municipal lots in order to regulate the future supply of parking as vacant lots or existing parking facilities are developed or converted.

GUIDING POLICY

C-G-11 Foster practical parking solutions.

IMPLEMENTING POLICIES

C-I-25 Ensure that downtown commercial businesses have adequate parking facilities; consider the need to construct new parking structures for public convenience and to promote economic development.

C-I-26 Amend the Zoning Ordinance to allow shared parking for mixed-uses where peak parking demands do not overlap.

C-I-27 Amend the Parking Design Standards to promote multiple benefits, including shared parking for mixed-use projects, passive solar on parking structures to generate energy for parking lot lighting, and pervious parking paving to improve groundwater recharge.

4.8 TRUCK ROUTES

In addition to moving people, the roadway system in Porterville carries a substantial number of trucks moving goods. Existing, designated truck routes within the Planning Area are shown on Figure 4-4. These routes are designed to allow truck traffic to pass through the City with minimal impact on residential neighborhoods as well as local vehicular and pedestrian traffic.

GUIDING POLICY

C-G-12 Improve commercial goods movement.

IMPLEMENTING POLICIES

C-I-28 Designate specific truck routes to provide for movement of goods throughout the Porterville Area, ensure that adequate pavement depth, lane widths, and turn radii are maintained on the designated truck routes, and prohibit commercial trucks from non-truck routes except for deliveries.

These routes should avoid residential neighborhoods.

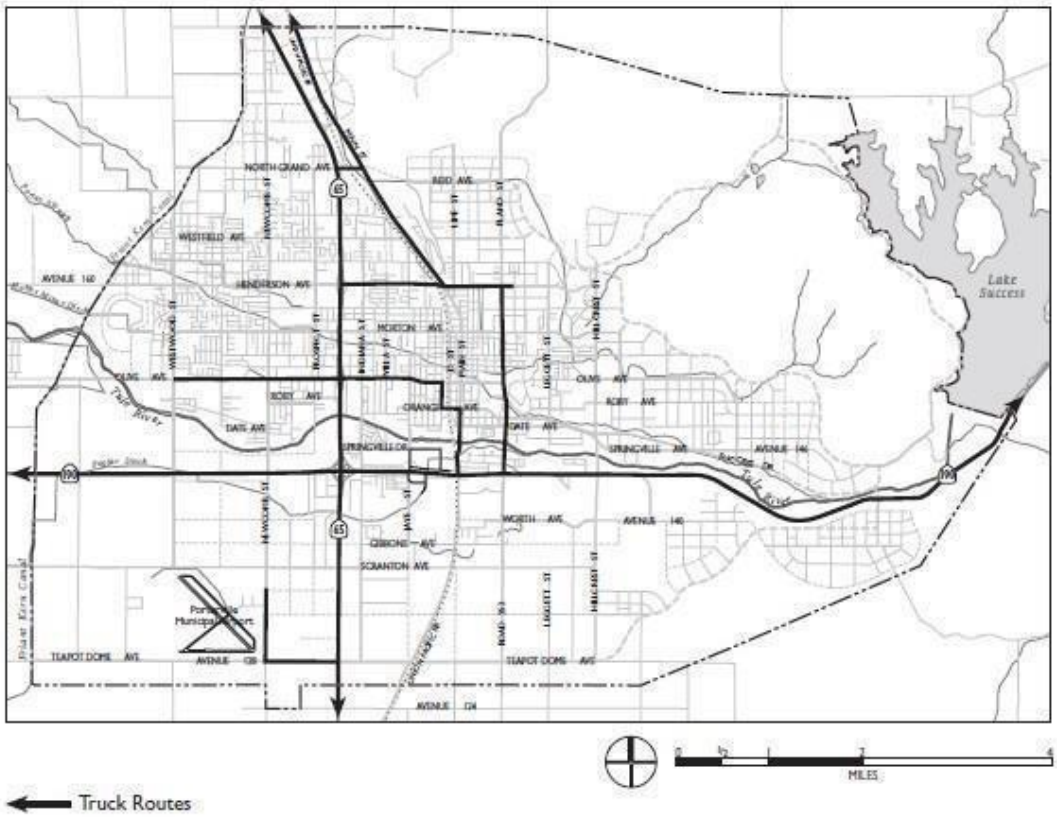
C-I-29 Maintain design standards for industrial streets that incorporate heavier loads associated with truck operations and larger turning radii to facilitate truck movements.

C-I-30 Continue to ensure adequate truck access to off-street loading areas in commercial areas.

C-I-31 Encourage regional freight movement on freeways and other appropriate routes; evaluate and implement vehicle weight limits as appropriate on arterial, collector, and local roadways to mitigate truck traffic impacts in the community.

C-I-32 Designate truck and tractor vehicle overnight parking at key freeway-oriented locations to avoid truck parking in residential neighborhoods.

Figure 4-4: Existing Truck Routes



Source: City of Porterville

Figure 4-4
Existing Truck Routes

4.9 AVIATION

The Porterville Municipal Airport provides aviation and transportation services for State and federal fire suppression activities, passengers, and commercial goods. The Airport is located southwest of the intersection of state routes 65 and 190, with access provided via Newcomb Street. The majority of the airport land, approximately 770 acres, is owned by the City of Porterville. Portions of the runway protection zone for Runway 30 extend outside of Airport property across Teapot Dome Avenue to the south and Newcomb Street to the east. The City does not have aviation easements over these areas.

In 2003, there were 73 aircraft based at the airport – 54 single-engine, 13 multi-engine, and six helicopters. Of the approximate 51,200 total aircraft operations (140 flights per day), 44 percent were local operations, 52 percent were itinerant, three percent were air taxi services, and one percent were military flights.

The Porterville Municipal Airport Rules and Regulations are contained in Chapter 4 of the City Code. The 1990 Airport Master Plan Report is intended to guide the long-term development of the airport, including the compatibility of adjacent land uses. The Airport Master Plan and the Plan must be consistent with the Tulare County Comprehensive Airport Land Use Plan (CALUP). The principle concerns of airport land use planning fall into four categories:

- *Height restrictions*: to enhance aircraft safety by protecting the navigable airspace around airports;
- *Safety of persons on the ground*: to reduce risks to the population from aircraft operations and accidents;
- *Noise compatibility*: to minimize the effects of aircraft noise on communities adjacent to airports;and
- *Overflight*: to balance land development within traffic patterns of public use airports.

Porterville Municipal Airport

Currently, the airport is primarily used for general aviation operations, including local and itinerant services. Other Airport activities include air taxi service and government operations.

AIRPORT LAYOUT PLAN

The *2006 Airport Layout Plan (ALP)* updated the airport's physical development plan in accordance with Federal Aviation Administration Advisory Circular 150/5300- 13, Airport Design. The Plan is intended to provide for approximately 93,900 total aircraft operations or 257 flights per day by 2025.

GUIDING POLICY

C-G-13 Promote the Porterville Airport to meet increasing business and industrial goods movement demand.

IMPLEMENTING POLICIES

C-I-33 Work with Caltrans on providing interchange improvements and access to the Airport from the State highway system, at a location that will minimize environmental impacts, consistent with State design criteria.

C-I-34 Coordinate Airport access improvement with planned commercial and industrial development on Airport lands and in the Airport environs to minimize traffic conflicts and ensure efficient use of these facilities.

C-I-35 Ensure that the land uses in the Airport environs are consistent with the *Tulare County Comprehensive Airport Land Use Plan* in order to protect the safety of persons and property.

- Ensure no new schools and other noise sensitive uses are built within 4,000 feet of the Airport Clear Zone.
- Ensure that any non -residential uses are not subject to aircraft hazards based on specific criteria developed to evaluate safety risks.
- Limit residential parcels within the Airport Outer Approach/Departure Zone to at least five acres in size.

4.10 RAIL

Porterville was historically connected to Fresno and Bakersfield via two railway lines which primarily transported lumber and agricultural produce and goods. The Southern Pacific right- of- way was abandoned and the City is in the process of converting it to a trail. The San Joaquin Valley Railroad Company (SJVR), a subsidiary of Rail America, now owns the service rights to the Union Pacific right-of-way. However, since trucking became more economical, usage diminished and the railroad discontinued operations to Porterville. If service were to be restored, SJVR would operate one train to and from Porterville twice per week.

It is the City's goal to maintain the remaining railroad right-of-way. Future industrial development may allow freight operations to resume. In addition, the right-of-way may allow opportunities to transition the rail to passenger-carrying operations as a part of a regional light rail system.

GUIDING POLICY

C-G-14 Protect the City's rail corridor as an economic asset.

Implementing policies in the Land Use Element and Economic Development Element support this goal.

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5
Parks, Schools & Community Facilities

This element presents Porterville's policies and programs for the development and maintenance of parks, schools, and community facilities. In order to foster compact development, these facilities are viewed as fundamental building blocks for new neighborhoods to be built over the next two decades. As discussed in the Land Use Element, new neighborhoods are designed to protect and enhance community assets including small town character and strong sense of community. The Circulation Element policies ensure that parks and schools will be linked, where possible, by bikeways, trails, and pedestrian facilities.

5.1 PARKS

Neighborhood and community parks are an important component of Porterville in 2030, as both recreational and aesthetic resources that contribute to the Porterville Area's character. Porterville is committed to creating and maintaining a park system that meets citizens' recreational needs, maximizes landscapes endowed by the natural environment, and contributes to the Porterville Area's quality of life. The Parks, Schools & Community Facilities Element serves as a guide for park planning and development documents.

PARK CLASSIFICATIONS

The City provides its residents with several types of parks and facilities. Parks are defined as land owned or leased by the City and used for public recreational purposes. Several parks also serve as water detention basins. Park types are classified as follows:

- *Pocket Park.* A park typically under an acre in size intended to serve the needs of a specific neighborhood within a half-mile radius.
- *Neighborhood Park.* A park typically one to 15 acres in size which provide basic recreation activities for one or more neighborhoods. The service area ranges from a half- to one-mile radius. These parks may include facilities such as children's playgrounds, picnic tables, benches, and walkways.

Local pocket park

- *Community Park.* A park typically greater than 15 acres in size intended to serve the recreational needs of the entire Porterville Area, especially those living or working within a two-mile radius. These parks may include facilities such as sport fields, exercise courses, recreation buildings, and restrooms. Other facilities may include community centers, swimming pools, tennis courts, and concession stands.
- *Specialized Recreation.* A park of any size intended to serve the specialized recreational needs of residents. These parks may include large sports fields, off road vehicle parks, and golf courses.
- *Trail/Parkways.* A network of linear parks of varying size intended to serve the recreational needs of Porterville Area residents. These parks may include facilities such as bikeways, walkways, and riding trails.

Table 5-1: Park Facility Standards

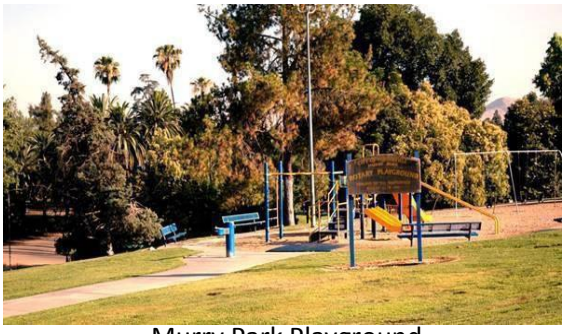
Park Type	*Typical Size*	*Service Area*
Pocket	Less than 1 acre	½ mile
Neighborhood	1 to 15 acres More	½ to 1 mile radius
Community	than 15 acres Vary	Entire City
Specialized	Vary	Entire City
Recreation		Entire City

Source: Dyett & Bhatia, 2007.

EXISTING CITY PARK FACILITIES

Currently, Porterville has 15 parks for a total of almost 295 acres of parkland, plus other community facilities. These facilities range in size from the 0.1-acre North Park pocket park to the 95-acre Sports Complex. Marry Park is currently a 36-acre community park which includes the municipal swimming pool, family picnic areas, pavilions, barbecue pits, sinks, tables and benches, fishing pond, two Children's play areas, and restrooms. The Sports Complex consists of a 17-acre Off- Highway Vehicle Park, a two -acre B M X Facility, 62 acres of soccer fields, and a 14-acre parking lot. The Porterville Municipal Golf Course features a nine-hole course and driving range. The existing Tule River Parkway is a linear trail along the river from Main Street to SR 65 which features a walking and bike-riding trail.

Other community facilities include the Community Center, the Zalud House, and the Heritage Center.



Murry Park Playground

With a 2006 population of 45,220 residents, the City has a ratio of 5.1 acres of parkland per 1,000 residents. The park ratio is based on Neighborhood Parks, Community Parks and Specialized Recreation areas only. Trails Community Facilities and Pocket Parks do not contribute to the ratio. Table 5-2 summarizes Porterville's existing parks and recreation facilities. Figure 5-1 illustrates the existing parks, as well as the proposed facilities.

Table 5-2: Existing Park and Recreation Facilities

Name	*Acres*
Pocket Parks	
Centennial Plaza	0.25
Lions Mini Park	0.25
North Park	0.25
Olivewood Mini Park	0.25
Neighborhood Parks	
Burton Ball field	5.3
Hayes Field	7.5
Pioneer School Ball field	3.9
Community Parks	
Fairgrounds - Municipal Ball Park	3.6
Murry Park	36.1
Veterans Park	26.0
Zalud Park	14.6
Specialized Recreation	
Porterville Sports Complex	95.5
Municipal Golf Course	38.0
Trails/Parkways	
Rails-to-Trails	14.3
Tule River Parkway	48.3
Other Community Facilities	
Community Center	1.5
Zalud House	0.3
Heritage Center	13.9
Grand Total	**309.7[1]**
Park Ratio Subtotal	**230.5**
Park Ratio[2]	**5.1**

[1] Total acreage represents gross park acres which may be more than the improved park acres.

[2] Park Ratio is based only on Neighborhood Parks, Community Parks, and Specialized Recreation areas. Pocket Parks, Community Facilities, and Trails are excluded.

Source: City of Porterville, Dyett & Bhatia, 2007.

Existing Tulare County Park Facilities

There are several Federal, State, and local parks within Tulare County, including 13 park and recreational facilities operated by the County of Tulare. A list of these local park facilities is provided in **Table 5.3**. There are no park facilities within any of the identified unincorporated communities. "All of the communities are in much closer proximity to City park facilities than County park facilities with exception of the eastern portion of East Porterville which is closer to Bartlett Park, located near the base of Success Dam.[11]

Table 5-3
Recreational Areas in Tulare County

ID	Recreation Area	Location	Acres	Type of Use/Features
1	Alpaugh Park	Located in Alpaugh on Road 40.	3	Reservations for picnic areas are taken. No entrance fee.
2	Balch Park Campgrounds	20 miles NE of Springville in the Sierras.	160	71 Campsites. No reservations taken; first come first serve basis. Entrance fee for vehicles.
3	Bartlett Park	8 miles east of Porterville on North Drive.	127.5	Reservations for picnic areas are taken. Entrance fee for vehicles.
4	Cutler Park	5 miles east of Visalia on Highway 216 to Ivanhoe.	50	Reservations for picnic areas are taken. Entrance fee for vehicles.
5	Elk Bayou Park	6 miles SE of Tulare on Avenue 200.	60	Reservations for picnic areas are taken. No fee for day use.
6	Kings River Nature Preserve	2 miles east of Highway 99 on Road 28	85	This park is only for school environmental programs.
7	Ledbetter Park	1 mile northwest of Cutler on Road 124/Hwy 63	11	Reservations for picnic areas are taken. No fee.
8	Mooney Grove Park	2 Miles south of Caldwell Avenue on Mooney Blvd. In South Visalia.	143	Reservations for picnic areas are taken. Paddle boats, playground, and baseball diamonds. Home of the End Trail statue. One of the largest oak woodlands in Tulare County. Location of the Agriculture and Farm Labor Museum.
9	Pixley Park	1 mile NE of Pixley on Road 124.	22	Reservations for picnic areas are taken. No fee.
10	Tulare County Museum	In Mooney Grove Park, South Visalia	8.5	Free admission with park fee. Museum is opened Thursday thru Monday (closed Tuesday and Wednesday).

[11] City of Porterville Draft Municipal Service Review (MSR) September 2014

ID	Recreation Area	Location	Acres	Type of Use/Features
11	Woodville Park	Located in Avenue 166 in	10	Reservations for picnic areas are taken. Day use no entrance fee.
12	West Main Street Park	2 blocks west of County Courthouse on Main Street in Downtown Visalia.	5	Day use no entrance fee.

Source: Tulare County Plan Background Report

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Figure 5-1: Parks

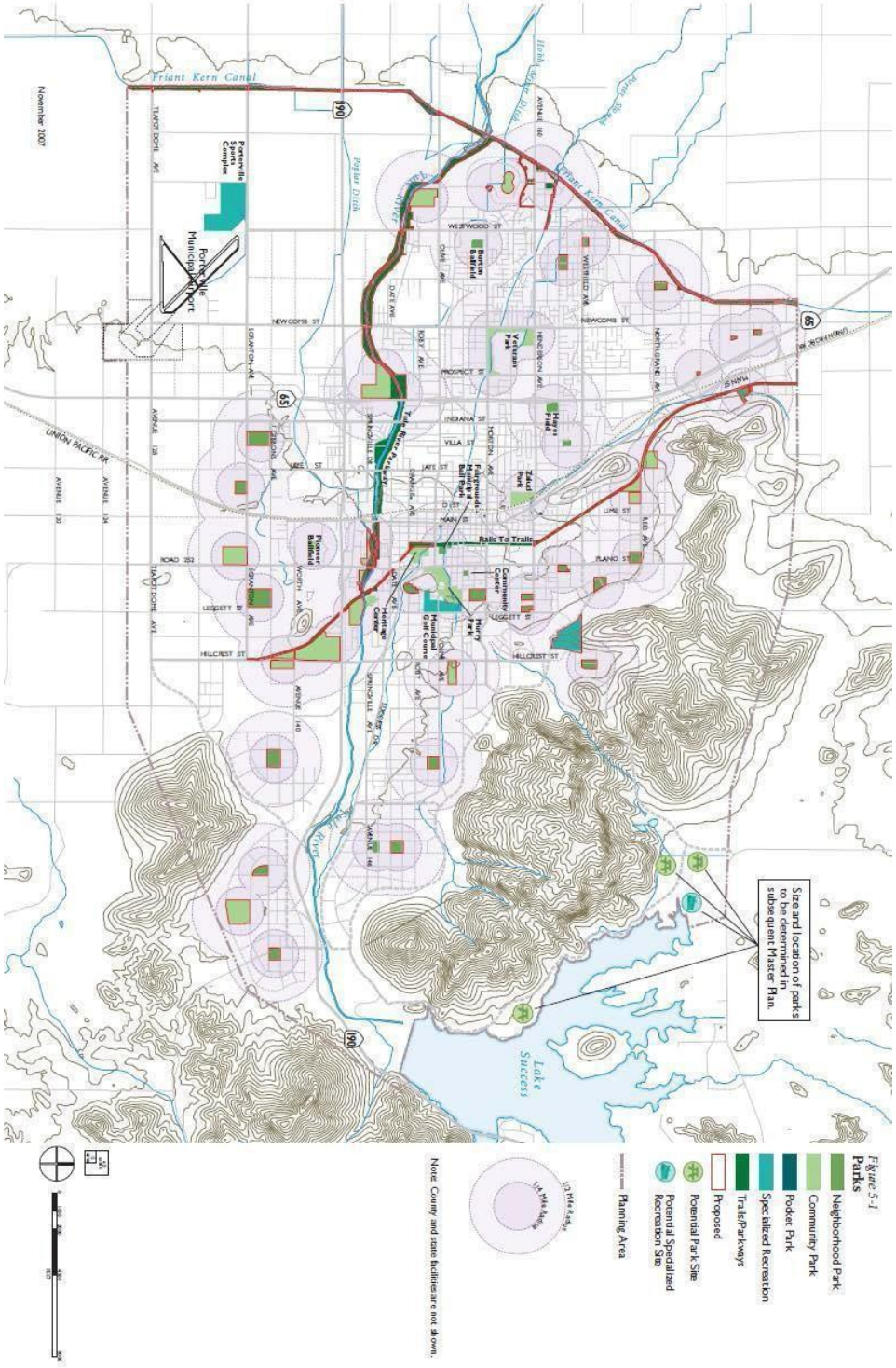

Figure 5-1 BACK

PLANNED PARK NETWORK

The development of an open space and park network integrating park, recreation facilities, and open space is central to enhancing the quality of life and promoting the unique environment of Porterville. A very important component to this network will be the Tule River Parkway, as it is integral to connecting other parks, recreation facilities, neighborhoods, the foothills, and Lake Success. The Plan also proposes sites for additional Sports Complexes.

One major objective for Porterville is to ensure the accessibility of parks to all its residents and visitors. This Plan's parks are located so that the majority of new residential development is within a quarter- or half-mile walking radius of a park. This will ensure that at least 80 percent of the residents live within easy walking distance of a school or park. Trails will be used to connect neighborhoods to parks and recreation facilities.

Park Demand

The City's park standard for neighborhood and community parks is 5.0 acres per 1,000 residents. The goal for all parkland, including specialized facilities, is 10.0 acres per 1,000 residents. The buildout of the Plan Land Use Diagram would result in approximately 62,080 new residents in Porterville, with a total population of about 107,300. Using this park standard, this additional population would require an additional 620 acres of parkland.

The Plan provides approximately 870 acres of parkland within the Planning Area. Buildout of the proposed Porterville Area Community Plan would result in approximately a park ratio of 6.3 acres of neighborhood and community parks, and 10.3 acres of total parkland per 1,000 residents. Table 5-1 summarizes existing and proposed park calculations. In addition, new development in the Resort Residential Community near Lake Success requires a minimum of 9 acres of parkland per 1,000 residents. With approximately 4,400 additional residents proposed for this area, 40 acres of new parkland would be required. Therefore, in total the Plan provides 914 acres of additional parkland.

Table 5-4: Parks by Type at Buildout

Park Type	*Existing Acreage*	*Proposed Acreage*	*Total Acreage at Buildout*	*Parkland Ratio at Buildout*[1]
Neighborhood	16.7	220	237	2.2
Community	80.3	360	440	4.1
Specialized Recreation	133.5	290	424	3.9
Total[2]	**230.5**	**870**	**1,100**	**10.3**

[1] Acres of neighborhood, community, and specialized recreation parkland per 1,000 residents.

[2] The 40 acres of parkland in the Resort Residential area is not represented in the total because the type of facility has not Yet been determined.

Source: Dyett & Bhatia, 2007.

Sports Fields Evaluation

The 2006 *Sports Field Evaluation* evaluated the sports fields in Porterville and made various recommendations to development of existing and future recreational facilities. There are currently seven lighted and four unlit baseball diamonds, 11 soccer fields, and three football fields.

However, the study concludes that these fields are not sufficient, particularly the lighted baseball diamonds, to meet future demand.

The Parks and Leisure Services Commission recommends the development of a Sports Complex with a minimum of four full-size, lighted softball fields and providing lights at the other existing fields.

Parks, Recreation & Open Space Master Plan

Following the City's 2030 General Plan Porterville Area Community Plan adoption, a new Porterville Parks, Recreation, and Open Space Master Plan the City will be prepared as a guiding blueprint for the City Council, the Parks and Leisure Services Commission, and the public. In conjunction with the General Plan, this Master Plan will ensure the cohesive development of a parks and open space system that upholds the standards and goals set forth in the Plan. In addition, the Master Plan will include a range of programs for all ages and interests. It will determine which parks and recreation facilities will be shared with school programs, while others are wholly public. As the Master Plan would encompass the entire Planning Area, it would include standards for the Porterville Area and would be incorporated into the Porterville Area Community Plan.

Centennial Park off Main Street is an important Downtown amenity.

GUIDING POLICIES

PSCF-G-1 Establish and maintain a high-quality, enjoyable, and attractive public park system for the entire community.

PSCF-G-2 Provide park and recreation facilities within close proximity to residents they are intended to serve.

PSCF-G-3 Ensure adequate funding for park and recreation facilities acquisition, development, operations, maintenance, and enforcement of park rules.

IMPLEMENTATION POLICIES

PSCF-I-1 Prepare, adopt, and implement a Parks and Recreation Master Plan, including:

- Plans for the development and acquisition of parks, recreation facilities, trails, and open space;
- Specific facility standards and guidelines for landscaping, lighting, signage, parking, and recreational equipment design;
- Performance guidelines to minimize water, energy, and chemical use and preserve wildlife;
- Recommended programs for parks and recreation; and
- Programs for enforcement of park rules.

A comprehensive Master Plan will ensure that planned park, amenities, and recreational programs will serve the needs of all residents regardless of age, income, or ability, including the physically disabled, and that recreational equipment meet passive (picnicking, walking, etc.) and active needs (sports and team activities) of the population. The Plan also will show how existing parks and recreation facilities will be improved to reduce maintenance cost and water use, along with improving safety and aesthetics.

PSCF-I-2 Update park impact fees to fund the acquisition and development of land for park and recreation facilities, pursuant to the Porterville Area Community Plan.

PSCF-I-3 Amend the Subdivision Ordinance to require that residential developers provide a minimum of five acres of neighborhood and community parks per 1,000 residents or pay in lieu fees.

In-lieu fees can be used for any capacity-building park and recreation facility improvements.

PSCF-I-4 Establish additional funding for the acquisition and development of specialized park and recreation facilities to serve existing and future residents.

PSCF-I-5 Require developers for new neighborhoods to agree to the establishment of, or annexation into, a Park Maintenance District in new neighborhoods.

PSCF-I-6 Establish a program for contributions to the Porterville Area's park system by non-residential developers, based on their proportional share of needs generated and use of facilities.

PSCF-I-7 Establish dedication and reservation requirements in the Subdivision Ordinance for open space, parkways, and trail systems in new residential developments.

PSCF-I-8 Provide lighted facilities for active community recreation areas in order to extend usability, whenever possible.

Address compatibility with surrounding uses and use energy-efficient lighting design with limited glare and spillover.

PSCF-I-9 Design park and recreation facilities to be as flexible as possible, so that they may adapt to changes in the population served and in the recreation programs offered.

Changing neighborhood demographics can lead to different user requirements over the life of a park. By having flexible park facilities, this will enable the park to adapt to the changing needs of the adjacent neighborhood.

PSCF-I-10 Place neighborhood and community parks at the core of new neighborhoods and co-locate parks and school sites where possible, as depicted on the Porterville Area Community Plan Land Use Diagram.

PSCF-I-11 Combine use of park, recreation, and open space lands with drainage facilities and school facilities, where feasible.

PSCF-I-12 Evaluate the feasibility and benefit derived from relocating the existing Sports Complex to a more accessible location that can accommodate lighted fields.

PSCF-I-13 Conduct community surveys as needed to identify unmet demand for park and recreation services.

The Parks and Leisure Services Commission will take the lead to conduct and evaluate the survey.

PSCF-I-14 Develop a safe and efficient trail network throughout the Porterville Area that links parks and other key Porterville Area destinations.

PSCF-I-15 Continue to support the development of the Tule River Parkway Bicycle and Pedestrian path and the Rails to Trails Project.

PSCF-I-16 Work with the appropriate government agencies and local businesses to produce a bicycle map that shows touring and commuting bicycle routes, mountain bike trails, and school commute routes.

PSCF-I-17 Involve citizens, especially the youth, in maintaining park areas through participation in park watches, citizen based on graffiti watch and cleanup and repair.

PSCF-I-18 Cooperate with the school districts to promote joint development and use of school facilities after school hours.

Joint development and use of school sites is especially important in developed areas where park standards have not yet been achieved. This approach will maximize opportunities for park and recreation facilities for Porterville residents.

5.2 SCHOOLS

Providing adequate, flexible school sites is another key objective of the Porterville Area Community Plan. New sites for elementary, middle and high schools are recommended and discussed in this section. Plus, land for a new campus to support higher education and job training facilities is set aside to reinforce economic development initiatives.

Porterville Schools

Within the Planning Area, Porterville Unified School District, Burton Elementary School District, Alta Vista School District, and Tulare County Office of Education operate a total of 28 schools. These schools along with district boundaries are illustrated in Figure 5 -2. Two private schools, Landmark Christian Academy and St. Anne School, are also located in the Planning Area. The Porterville Unified School District completed a 500-student high school north of the City of Porterville in 2008 and has begun planning a new elementary school. Burton Elementary School District completed Thurman Avenue Middle School in 2008 and Lombard Elementary School in 2010.

Tulare County Schools

A total of 48 school districts provide education throughout Tulare County. Of the 48 school districts, seven are unified districts providing educational services for kindergarten through 12th grade. The remaining 41 districts consist of 36 elementary school districts and four high school districts. Many districts only have one school.

Total enrollment in Tulare public schools has increased from about 80,000 to 88,300 students during a nine-year span from 1993 to 2002. On average, the growth rate has remained steady with annual increases approximating two percent.

Enrollment and Capacity

According to 2006 enrollment data provided by the California Department of Education, the four school districts serve approximately 17,600 students and operate 16 elementary, six middle, and six high schools in the Planning Area. On average, these public schools are at 93 percent capacity. Four schools are over capacity. Table 5 -5 summarizes current enrollment and capacity information.

The Porterville Unified School District anticipates the completion of a 500-student high school north of the City of Porterville in 2008 and has begun planning a new elementary school. Burton Elementary School District anticipates the completion of Thurman Avenue Middle School in 2008 and Lombardi Elementary School in 2010.

Table 5-5: Existing Public Schools in Planning Area, 2005-2006

School	*Enrollment*	*Capacity*	*%of Capacity*
Elementary Schools (K-5)			
Alta Vista Elementary	518	635	81.6%
Belleview Elementary*	413	425	97.2%
Buckley (William R.) Elementary	552	473	116.7%
Burton Elementary	571	629	90.8%
Doyle (John J.) Elementary	706	750	94.1%
Hope Elementary	144	140	102.9%
Los Robles Elementary	523	625	83.7%
Monte Vista Elementary	527	575	91.7%
Oak Grove Elementary*	554	566	97.9%
Olive Street Elementary*	671	750	89.5%
Roche Elementary	365	400	91.3%
Santa Fe Elementary*	571	625	91.4%
Summit Charter Academy	393	612	64.2%
Vandalia Elementary*	710	750	94.7%
West Putnam Elementary	506	600	84.3%
Westfield Elementary	690	775	89.0%
Total Elementary Schools	*8,414*	*9,330*	*90.2%*
Middle Schools (6-8)			
Bartlett Intermediate	620	700	88.6%
Burton Middle*	720	648	111.1%
Horizon Community Day	6	15	40.0%
Jim Maples Academy*	589	660	89.2%
Pioneer Intermediate*	773	900	85.9%
Sequoia Middle School	446	550	81.1%
Total Middle Schools	*3,154*	*3,473*	*90.8%*
High Schools (9-12)			
Citrus High (Continuation)	283	180	157.2%
Granite Hills High	1,479	1,525	97.0%
La Sierra Charter School	332	150	221.3%
Monache High*	1,989	2,100	94.7%
Porterville High	1,936	2,075	93.3%
Vine Street Community Day	23	45	51.1%
Total High Schools	*6,042*	*6,075*	*99.5%*
Total	**17,610**	**18,878**	**93.3%**

* Indicates school located within ¼-mile walking distance to a park and recreation facility.

Source: Enrollment data from California Department of Education, 2004-5; Capacity data from Burton Elementary School District & Porterville Unified School Districts and individual schools; Dyett & Bhatia, 2006.

Figure 5-2: Schools and School Districts

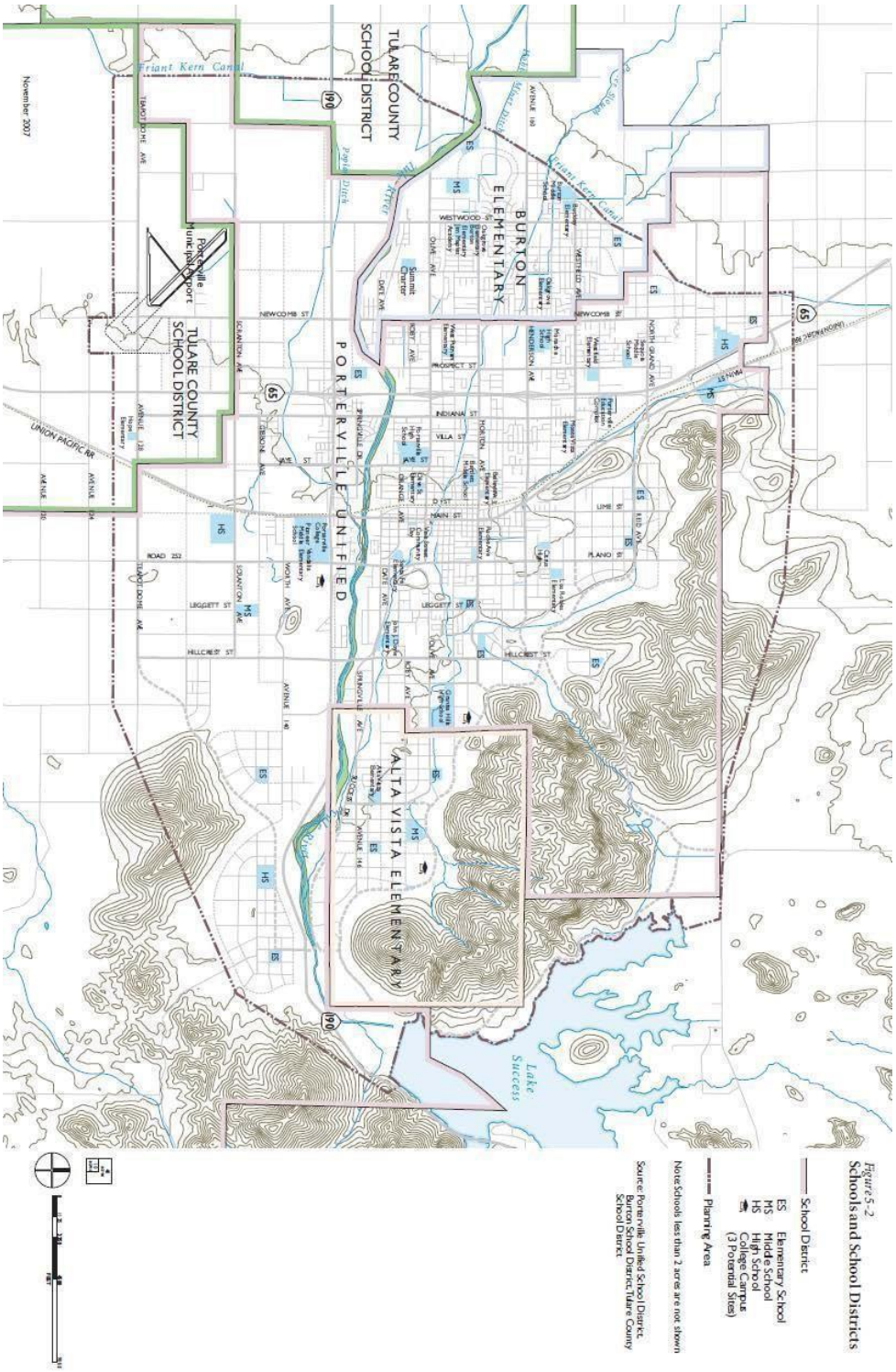

Figure 5-2 back

Projected Enrollment

Buildout of the Porterville Area Community Plan will result in the addition of 20,170 housing units. However, it is assumed that only 25 percent of the proposed units in the Resort Residential community near Lake Success will generate students. Therefore, buildout of the Porterville Area Community Plan will generate approximately 13,069 new students, according to the school districts' average student yield factors. This buildout would result in a total of 30,814 students and a demand for an additional 12 elementary schools, two middle schools, and three high schools. The number of students added for each school type represents a significant increase (almost 75 percent) over current levels. Student buildout calculations are provided in Table 5-6**.**

Table 5-6: Buildout Student Population and School Demand

Type	*Current Capacity*	*New Students*[1]	*Total Students at Buildout*[2]	*Students at Buildout in Excess of Capacity*	*New Schools Needed*[3]
K-5	9,330	7,468	15,882	6,552	12
6-8	3,473	1,867	5,021	1,548	2
9-12	6,075	3,734	9,911	3,836	3
Total	**18,878**	**13,069**	**30,814**	**11,936**	**17**

[1] Assumes only 25 percent of the housing units Resort Residential community will generate students.

[2] Assumes 2005 school district generation rates: 0.4 elementary school students, 0.1 middle school students, and 0.2 high school students per new housing unit.

[3] Assumes average school size of 550 students (grades K-5), 800 students (grades 6-8), and 1,500 students (grades 9-12). The number of schools needed is rounded up.

Source: Dyett & Bhatia, 2007.

Planned Facilities

Figure 5-2 illustrates planned school sites in the Planning Area, which are also shown on the Plan Land Use Diagram. A total of 14 elementary, four middle and three high schools are planned in new and existing neighborhoods.

SPECIALIZED SCHOOL FACILITIES

Specialized school facilities include the Lillian B. Hill Learning Center, offering special education services; the newly opened Prospect Education Center, offering both on-site and home instruction to any student residing in the Porterville Unified School District; and the Porterville Adult School, offering adult classes and child care services.

HIGHER EDUCATION

Porterville College is a comprehensive community college that provides general, transfer and career education at the undergraduate level, training and services for updating skills in the existing workforce, and basic skills. Porterville College has an average attendance of 3,850 students, of which about 20 percent are full-time. [1]

[1] Porterville College Fall Student Demographics 2003-2006, and Porterville College Growth and Space Needs Plan. October 2003.

The Plan Land Use Diagram illustrates three options for sites for new post-secondary education facilities to support the economic development strategy discussed in the Economic Development Element.

GUIDING POLICIES

PSCF-G-4 Support efforts to provide superior public and private educational opportunities for all segments of the population.

PSCF-G-5 Place schools at the core of new neighborhoods and co-locate parks and school sites where possible.

PSCF-G-6 Advocate the development of post-secondary education institutions.

IMPLEMENTATION POLICIES

PSCF-I-19 Cooperate with local school districts to ensure that educational facilities with sufficient permanent capacity are constructed to meet the needs of current and projected student enrollment and required infrastructure is constructed when needed.

PSCF-I-20 Amend the Subdivision Ordinance to require reservation of school sites, as shown on the Plan Land Use Diagram, for school district acquisition for a reasonable period of time, not to exceed five years.

PSCF-I-21 Establish zoning and development incentives for developers who provide sites to accommodate higher education institutions.

5.3 COMMUNITY FACILITIES

Community facilities are the network of public and private institutions that support the civic and social needs of the population. They offer a variety of recreational, artistic, and educational programs and special events. New community facilities are not specifically sited on the Porterville Area Community Plan Land Use Diagram. Small-scale facilities are appropriately sited as integral parts of neighborhoods and communities, while existing larger-scale facilities are generally depicted as public/semi-public land use, as appropriate.

Porterville Heritage Center

Other types of important social and community services, such as child day care and elder care, are provided by the private sector and Tulare County Health and Human Services Agency.

These facilities in Porterville can be grouped into the following categories:

- *Community Centers*. These facilities are designed to meet the needs of the population for civic meetings, recreational activities, social gatherings, and cultural events. These facilities may be located in Community Parks.
- *Museums and Galleries*. These facilities house scientific and historical exhibits or offer space for artistic performances and presentations. The Porterville Historical Museum was founded in 1965 and is housed in the former Southern Pacific depot, constructed in 1913, The Zalud House, a historic site built in 1891, is also open to the public.
- *Civic Buildings*. This category of community facilities includes City and County administrative and public buildings. City Hall is currently located at 291 N. Main Street. The Tulare County Courts system is currently maintains a courthouse at 87 East Morton Avenue, Porterville. Plans are underway to expand and relocate the courthouse.
- *Libraries*. These facilities house literary, artistic, and reference materials for public use and circulation. The City of Porterville owns and maintains two public library facilities that provide library resources for residents and businesses within the community. Porterville City Library is a member of the San Joaquin Valley Library System, a library consortium. Member libraries are integrated into a common patron database which provides a common computer system platform, technical support, and facilitates the sharing of collection materials within the San Joaquin Valley. Libraries are located at 41 W. Thurman Avenue and at 256 E. Orange Avenue. Porterville's Library Board of Trustees meets monthly and serves as an advisory body to the Porterville City Council.
- *Medical Facilities*. This category of community facilities includes hospitals, clinics, long- term care facilities, and medical offices. In 2005 Sierra View District Hospital, handled more than 46,000 visits and admitted about 8,700 patients.[1] The Tulare County Health and Human Services Agency provides social services to residents in need of assistance throughout Tulare County. Porterville is served by the Imperial Ambulance District and other private ambulance services.

Tulare County Library System

The Tulare County Public Library System is comprised of interdependent branches, grouped by services, geography and usage patterns to provide efficient and economical services to the residents of the county. At present, there are 14 regional libraries and one main branch.[13]

Table 5.10
Tulare County Libraries

Branch	Address	Service Hours (2003)
Alpaugh	3816 Avenue 54 Alpaugh, CA 93201-0069	Tuesday: 10 am – 1 pm, 2 pm - 6 pm Wednesday: 10 am - 1 pm, 2pm – 6pm
Dinuba	150 South I Street Dinuba, CA 93618-2399	Tuesday: 11 am - 5 pm, 6 pm - 8 pm Wednesday: 9 am- 1 pm, 2 pm - 6 pm Thursday: 11 am - 5 pm, 6 pm - 8 pm Friday: 9 am - 1 pm, 2 pm -6 pm

Earlimart	780 East Washington Earlimart, CA 93219-2153	Tuesday: 10 am -1 pm, 2 pm - 6 pm Wednesday: 10 am - 1pm, 2pm - 6pm Thursday: 10 am - 1 pm, 2 pm - 6 pm Friday: 10 am - 1, 2 pm - 6 pm
Exeter	230 East Chestnut Exeter, CA 93221-1712	Tuesday: 11 am -5 pm; 6 pm - 8 pm Wednesday: 11 pm - 5pm, 6 pm-8pm Thursday: 9 am - 1 pm; 2 pm - 6 pm Friday: 9 am - 1 pm; 2 pm – 6 pm
Ivanhoe	15964 Heather Ivanhoe, CA 93235-1253	Wednesday: 10 am - 1 pm, 2 pm - 6pm Thursday: 10 am - 1 pm, 2 pm - 6 pm
Lindsay	165 North Gale Hill Street Lindsay, CA 93247-2507	Tuesday: 11 pm - 5 pm; 6 pm - 8 pm Wednesday: 9 am - 1 pm; 2pm- 6pm Thursday: 11 am - 5 pm; 6 pm - 8 pm Friday: 9 am - 1 pm; 2 pm - 6 pm
Cutler-Orosi	12646 Avenue 416 Orosi, CA 93647-2018	Wednesday: 9 am - 1 pm, 2 pm - 6pm Thursday: 9 am - 1 pm, 2 pm - 6 pm Friday: 9 am -1 pm, 2 pm - 6 pm
Pixley	300 North School Pixley, CA 93256-1011	Tuesday: 9:30 am - 8 pm Wednesday : 9:30 am - 5 pm Thursday: 9:30 am - 8 pm Friday: 9:30 am - 3:30 pm
Springville	35800 Highway 190 Springville, CA 93265-0257	Thursday: 11 am - 5 pm , 6 pm - 8 pm Friday: 9 am - 1 pm , 2 pm - 6 pm Saturday: 9 am - 1 pm, 2 pm - 5 pm
Strathmore	19646 Road 230 Strathmore, CA 93267-0595	Tuesday: 9 am - 1 pm, 2 pm - 6 pm Wednesday: 9 am - 1 pm, 2 pm-6pm
Terra Bella	23825 Avenue 92 Terra Bella, CA 93270-0442	Monday – Friday: 8:30 am - 2:30 pm
Three Rivers	42052 Eggers Drive Three Rivers, CA 93271-0216	Wednesday: 10 pm - 1 pm, 2 pm-6pm Thursday: 12 pm - 1 pm, 6 pm - 8 pm Friday: 10 am - 1 pm, 2 pm - 6 pm
Tipton	301 East Woods Avenue Tipton, CA 93272-0039	Thursday: 9 am - 1 pm, 2 pm - 6 pm Friday: 9 am - 1 pm, 2 pm - 6 pm
Visalia	Main Branch 200 West Oak Avenue Visalia, CA 93291-4993	Tuesday: 9 am - 8 pm Wednesday: 9 am - 8 pm Thursday: 9 am - 8 pm Friday: 12 pm - 6 pm Saturday: 9 am - 5 pm
Woodlake	400 West Whitney Woodlake, CA 93286-1298	Wednesday: 9 am - 1 pm, 2pm -6pm Thursday: 9 am - 1 pm, 2 pm - 6 pm Friday: 9 am - 1 pm, 2 pm - 6 pm

Library hours current as of February 2010
Source: Plan Background Report

[12] Tulare County 2030 Plan, page 14-12

GUIDING POLICIES

PSCF-G-7 Support the development of public and cultural facilities to enhance community identity and meet the civic and social needs of the community.

PSCF-G-8 Ensure that community centers provide sufficient space to conduct civic meetings, recreational programs, and social activities to meet the needs of Porterville's citizens.

PSCF-G-9 Achieve and maintain library services that provide adequate and accessible informational, recreational and research materials in a variety of formats for all ages and for a culturally diverse population.

PSCF-G-10 Promote the development of medical facilities in Porterville to serve a local and regional population

IMPLEMENTATION POLICIES

PSCF-I-22 Amend the Subdivision Ordinance to require reservation of community facility sites in new neighborhoods for a reasonable period of time.

PSCF-I-23 Maintain a minimum ratio of 1.2 square feet of community center space per resident.

PSCF-I-24 Locate new Community Centers, to be operated by the Porterville Parks and Leisure Services Department, in neighborhood centers, Downtown or within or adjacent to parks.

PSCF-I-25 Support the Youth Services Foundation's efforts to identify and evaluate recreational, social, and cultural activities and facilities for youth in the community.

PSCF-I-26 Support the development of a range of cultural and arts facilities throughout the Porterville Area, including museums, performing art centers, shared cultural spaces, and art exhibition spaces, working in partnership with non-profit organizations, the school districts, and the private sector.

PSCF-I-27 Cooperate with the Porterville Art Association to promote visual arts in the Porterville area through workshops, educational programs, art exhibits and other appropriate activities.

PSCF-I-28 Explore the long term demand and feasibility of developing a regional-scale performing arts center or museum facility in downtown Porterville.

PSCF-I-29 Expand library facilities to achieve a standard of 0.5 to 1.0 square feet of public library space per capita with a goal of providing up to date facilities fully capable of supporting state-of-the-art technology in library services.

Expansion options may include, but are not limited to:

- Construction or expansion of Downtown Library;
- Mobile libraries to augment library services; and/or
- Other satellite facilities.

PSCF-I-30 Work with health care providers to maintain a full range of health care facilities and services designed to meet regional and community needs.

PSCF-I-31 Support public, private, and non-profit service providers to create and expand opportunities for safe, affordable, and quality child care facilities and services, and more opportunities for elder care facilities, programs, and services.

PSCF-I-32 Enforce code requirements to ensure accessibility for disabled persons to all buildings offering health and social services, consistent with the Americans with Disabilities Act of 1990.

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6
Open Space & Conservation

The Porterville Planning Area includes natural resources that are important, not only for their aesthetic values, but also for environmental quality, habitat protection, recreation, water resources, and agriculture production. The Open Space & Conservation Element is intended to establish policies and programs for the conservation, development, and use of open space and natural resources. Topics addressed include: open space; agriculture and farmland resources; land resources including soils and minerals; biological resources; water quality; air quality; and cultural resources.

The three Plan initiatives this element addresses are: providing Porterville with a network of parks and open space; protecting ridgelines, visible hillsides, and significant environmental resources; and protecting community assets. This element also supports rural conservation within the County through compatible development that preserves natural features, sensitive habitats, and agricultural resources.

In conjunction with the Land Use Element and the Circulation Element, the policies and implementation actions of this element become an Open Space & Conservation Action Plan. The Land Use Element fosters a compact development pattern with strong urban "edges" in order to protect adjacent agricultural lands, the Tule River Parkway, and hillsides, and contribute to the sense of place for the community. The new Resort Residential area near Lake Success will incorporate an open space system of parks, trails, and natural reserves, while accommodating new housing and recreation opportunities. The expanded and interconnected trail and circulation network in the Circulation Element links Porterville's residents directly to these resources.

6.1 OPEN SPACE

Porterville is located in the southern portion of the San Joaquin Valley at the base of the Sierra Nevada foothills. It is surrounded by farmland. The Tule River flows down from Lake Success and through the Porterville Area. Views extending along the river and of its heavily vegetated banks contribute to the scenic quality of the area. Rocky Hill is a prominent visual landmark and potential recreation area. The agricultural foundation, topography and landscape are important not only for community identity and aesthetic value, but also for environmental quality, habitat protection and recreation opportunities

Open space near Porterville

The plan defines open space as any parcel of land or body of water that is essentially unimproved and underdeveloped, with the exception of designated historical properties. This includes agricultural land, recreation areas, areas with hazardous conditions, and conservation areas. Currently there are approximately 21,270 acres being used for agriculture or are considered rural or conservation uses. In addition, there are about 1,400 acres of other public/quasi-public land which is open space:

- Parkland – 295 acres
- Yandanchi Ecological Preserve – 164 acres
- Lewis Hill Preserve – 107 acres (included in the Agriculture/Rural/Conservation total)
- Cemeteries – 195 acres
- Water systems and sewer treatment plant – 725 acres

Tulare County's Bartlett Park is located near the base of Success Dam; however its future status is unconfirmed.

The Lake Success recreation areas, along the north-eastern edge of the Planning Area, provide camping, fishing, picnicking and boating opportunities. Tulare County's Bartlett Park is located near the base of Success Dam; however its future status is unconfirmed. In total, approximately 62 percent of the Planning Area was open space in 2005.

In order to conserve the existing open space and unique landscape features, and protect views, the City adopted a Hillside Development Ordinance which details design and planning standards for the foothills area. In addition, the Foothill Growth Management Plan, an element of the existing Tulare County General Plan, helps guide development in the area.

Figure 6-1: Open Space

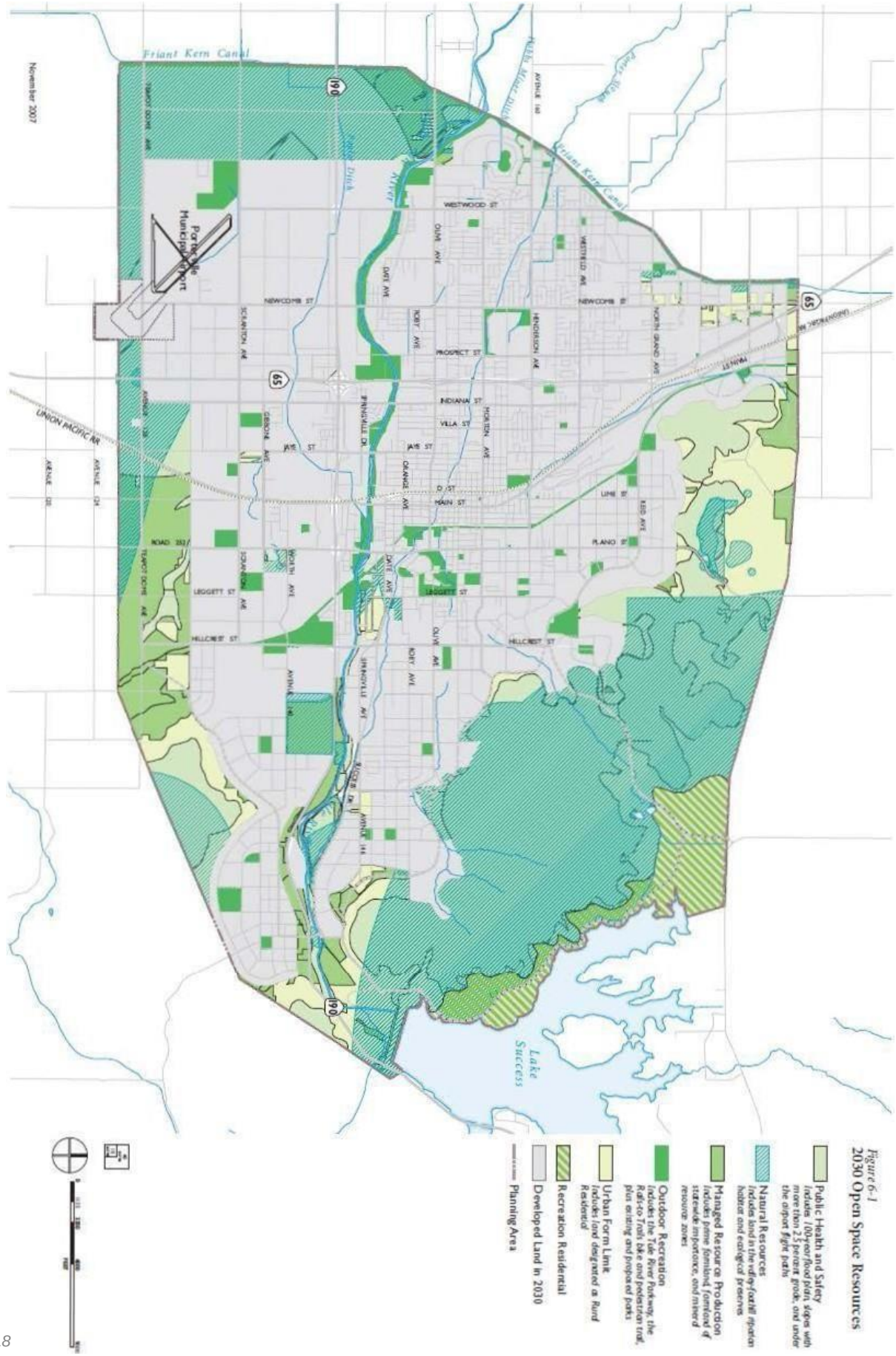


Figure 6-1
2030 Open Space Resources

Figure 6-1- BACK

CLASSIFICATION OF OPEN SPACE

State planning law (Government Code Section 65560) provides a structure for the preservation of open space by identifying open space categories. An additional category is proposed for this Plan to help define the urban development edge.

- *Open space for public health and safety* including, but not limited to, areas that require special management or regulation due to hazardous or special conditions. This type of open space might include: earthquake fault zones, unstable soil areas, floodplains, watersheds, areas presenting high fire risks, and areas required for the protection of water quality and water reservoirs. In Porterville, this category includes land in the 100-year flood plain, slopes with more than 25 percent grade, and land beneath the airport approach and departure zones.
- *Open space for the preservation of natural resources,* including, but not limited to, areas required for the preservation of plant and animal life, such as habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, and creeks, lakeshores, banks of rivers and streams; and watershed lands. In Porterville, this category includes lands such as those in the valley-foothill riparian habitat, ecological preserves, and conservation areas.
- *Open space used for the managed production of resources*, including, but not limited to, forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of ground water basins; marshes, rivers and streams that are important for the management of commercial fisheries; and areas containing major mineral deposits. In Porterville, this category includes prime farmland, farmland of statewide importance, and mineral resource zones.
- *Open space for outdoor recreation,* including, but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, such as access to lakeshores, beaches, rivers and streams; and areas that serve as links between major recreation and open space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors. In Porterville, this category includes areas such as the Tule River Parkway, the Rails-to-Trails bike and pedestrian trail, plus existing and proposed parks. Over the long-term, Rocky Hill will also provide opportunities for limited outdoor activities, such as hiking and horseback riding.
- *Open space for the protection of Native American sites,* including, but not limited to, places, features and objects of historic, cultural, or sacred significance such as Native American sanctified cemeteries, places of worship, religious or ceremonial sites, or sacred shrines located on public property (further defined in California Public Resources Code Sections 5097.9 and 5097.993). These sites are not included on Figure 6-1, as locations are suppressed for their protection.
- *Open space to shape and limit urban form,* including, but not limited to, areas such as greenbelts and open space corridors established to implement community design goals and objectives. In some areas of Porterville, this category includes land designated as Rural Residential, as well as open space in other categories.

PLANNED OPEN SPACE NETWORK

Figure 6-1 illustrates a composite of the open space classifications established in State law, with the addition of the land categorized as Rural Residential in order to shape the urban form. The illustrated open space resources are not intended to imply that the public interest would be best served by prohibiting development on all such lands. Rather, these open space resources likely signify one of three possible scenarios, depending upon the ecosystem fragility, location, hazard potential, regulatory constraints, and other pertinent factors.

The three possible scenarios are:

- All development should be prohibited;
- Development should be permitted on part of the land and the balance preserved as open space—a clustering concept; or
- Development should be permitted subject to site plan review and the imposition of specific conditions to protect against hazards, preserve the integrity of the land and the environment, and meet specific development and design standards (e.g., for the Hillside Development Zone).

Determination of how these open space resources are to be protected will be made on a case- by-case basis following standards and review procedures established in the Zoning and Subdivision ordinances consistent with Porterville Area Community Plan policies.

Resort Residential Community near Lake Success

Integrating the Lake Success Resort Residential area with the open space network is a very high priority for future planning efforts. The physical designs of the park and open space systems for the Resort Residential Community should create a unique image and recreational space. This includes the connectivity to the Rocky Hill area, its trails, and its other recreational amenities.

GUIDING POLICIES

OSC-G-1 Protect the Tule River Corridor and Rocky Hill as significant open space resources.

OSC-G-2 Use the open space system to meet multiple needs, including bike and trail linkages, storm water drainage and treatment, wildlife habitat, and active and passive recreation.

OSC-G-3 Design public open spaces as sustainable systems.

IMPLEMENTATION POLICIES

OSC-I-1 Adopt resource protection regulations for Agricultural/Rural/Conservation areas designated on the Porterville Area Community Plan Land Use Diagram.

This will include City-owned lands used for wastewater reclamation.

OSC-I-2 Work with the City with the objective of:

- Retaining agriculture and open space areas around the City, consistent with the Porterville Area Community Plan; and
- Notifying the City of development applications to areas adjacent to the City's Planning Area.

Joint planning agreements or MOU's have been used successfully in many jurisdictions. This policy is intended to create a mechanism to protect the open space, wetlands, and creeks that form the backdrop for the Porterville Area, so that the Porterville Area can keep a distinct urban edge.

OSC-I-3 Establish a secure funding source for open space acquisition and management.

Options to be evaluated may include, but are not limited to: a dedication by future private development; an increase in the Transient Occupancy Tax; a Utility User's Tax or a Property Transfer Tax. These latter options would require voter approval.

OSC-I-4 Establish standards for the management and maintenance of open space within subdivisions, and require formation of open space acquisition and maintenance districts where necessary and appropriate, to protect open space resources.

OSC-I-5 Require, as a condition of any Resort Residential development, commitments to permanent open space, and preservation of ridges and steep hillside land that form the scenic backdrop of the Resort Residential district.

OSC-I-6 Support the preservation of the Yaudanchi Ecological Preserve.

OSC-I-7 Use native vegetation, drought tolerant plants, recycled water irrigation, other water-saving devices drainage swales and water percolation systems, and recycled building materials in public open spaces for ease of maintenance and environmental sustainability.

OSC-I-8 Provide a variety of outdoor recreation opportunities through improvements to open space and parks, construction of facilities, and sponsoring of programs that stimulate active resident participation.

OSC-I-9 Require degraded open space areas be restored to an environmentally sustainable condition as part of development approval where these lands are proposed as permanent open space in new development.

OSC-I-10 Work with property owners, law enforcement officials, and the public to protect open space resources. These efforts will include, but are not limited to:

- Soliciting volunteers to remove invasive vegetation;
- Removing abandoned items and trash; and
- Ensuring no illegal encampments occur on open space areas.

OSC-I-11 Support regional and sub-regional efforts to acquire, develop, and maintain, open space lands.

OSC-I-12 Establish priorities for open space preservation and acquisition based on an evaluation of:

- Significant natural areas that are historically, ecologically, or scientifically unique or are outstanding, important or threatened;
- Wildlife habitats and fragile ecosystems in need of protection;
- Watersheds or significant water recharge areas;
- Lands suitable for recreation such as biking, photography or nature study; and
- Land suitable for agricultural production.

OSC-I-13 Preserve Rocky Hill as an open space resource through the establishment of a conservancy, Open Space District, or other device.

OSC-I-14 Establish incentives to preserve open space in very low density residential areas.

One option will be to allow clustering of housing units on smaller lots in return for preservation of common area open space.

OSC-I-15 Preserve open space designated for public safety to minimize damage to people and property resulting from potential hazards. Such hazards include, but are not limited to: quaking, slope collapse, liquefaction, fire, earth sliding, flooding, erosion and siltation, soil compression, lateral spreading, and subsidence.

An easement can be used to restrict development near safety hazards, travel networks such as bike or pedestrian paths, as well as near natural resources such as streams that require buffers for water quality protection. The easement does not require the transfer of ownership of property but rather reduces the development potential of the land in order that it may continue to serve the necessary open space purpose.

6.2 AGRICULTURE & FARMLAND RESOURCES

Agriculture is one of the most prominent open space uses in the Porterville Planning Area. Agriculture also is an important contributor to the Porterville Area's economy and character. California law requires that a General Plan address agricultural resources from both a soil conservation and open space perspective.

Grazing land near Lake Success

FARMLAND

Farmland across the state has been classified by the California Department of Conservation with respect to its potential for agricultural productivity based on soil type and other physical characteristics. The State applies seven farmland categories:

- ***Prime Farmland***. Land with the best combination of physical and chemical features able to sustain long-term agricultural production.
- ***Farmland of Statewide Importance.*** Similar to Prime Farmland but with minor shortcomings, such as greater slopes or decreased ability to store soil moisture.
- ***Unique Farmland.*** Land with lesser quality soils used for the production of the state's leading agricultural crops.
- ***Farmland of Local Importance.*** Land of importance to the local agricultural economy as determined by each county's board of supervisors and local advisory committee.
- ***Grazing Land.*** Land on which the existing vegetation is suited to the grazing of livestock.
- ***Urban and Built-up Land.*** Land occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel.
- ***Other Land.*** Low-density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres.

In 2006, farmland, as defined by the States soil categories, accounted for approximately 56 percent of the Planning Area. The remaining 44 percent of the Planning Area is designated as either urban and built-up, water resources, or other types of soils.

Table 6-1: Existing Farmland Soils in Planning Area

Type	*Existing Acres*	*Percent of Planning Area*
Prime Farmland	3,723	10%
Farmland of Statewide Importance	5,579	15%
Unique Farmland	1,351	4%
Farmland of Local Importance	2,060	6%
Grazing Land	7,916	22%
Urban	14,360	40%
Other Land & Water	1,352	4%
Total	**36,341**	**100%**

Note: Farmland is not equivalent to land designated for Agriculture/Rural/Conservation uses. These designations are defined by the State based on soil types.

Source: Department of Conservation, Division of Land Resource Protection; Dyett & Bhatia, 2007.

Williamson Act

The California Land Conservation Act, commonly referred to as the Williamson Act, was enacted in 1965 to preserve agricultural and open space land in danger of premature conversion to urban uses. Its success has been based on the dual incentives of lowered property taxes for individual landowners and payments of subventions to counties for some of the losses of property tax revenues. Currently, approximately 35 percent of the farmland is designated as Williamson Act land.

FARMLAND PROTECTION ISSUES

Significant agricultural land area within the Porterville Planning Area is likely to be converted to urban uses over the next 23 years, in order to accommodate the projected growth. At buildout, 70 percent of the Planning Area will be either urban, water resources or other soil types, and 30 percent will be in agricultural use. Farmland soils at buildout are illustrated on Figure 6-2.

Table 6-2: Buildout Farmland Soils in Planning Area

Type	*Buildout Acres*	*Percent of Planning Area*
Prime Farmland	674	2%
Farmland of Statewide Importance	2,187	6%
Unique Farmland	528	1%
Farmland of Local Importance	548	2%
Grazing Land	6,946	19%
Urban	25,239	69%
Other Land & Water Resources	219	1%
Total	**36,341**	**100%**

Source: Department of Conservation, Division of Land Resource Protection; Dyett & Bhatia, 2007.

Figure 6-2: Farmlands

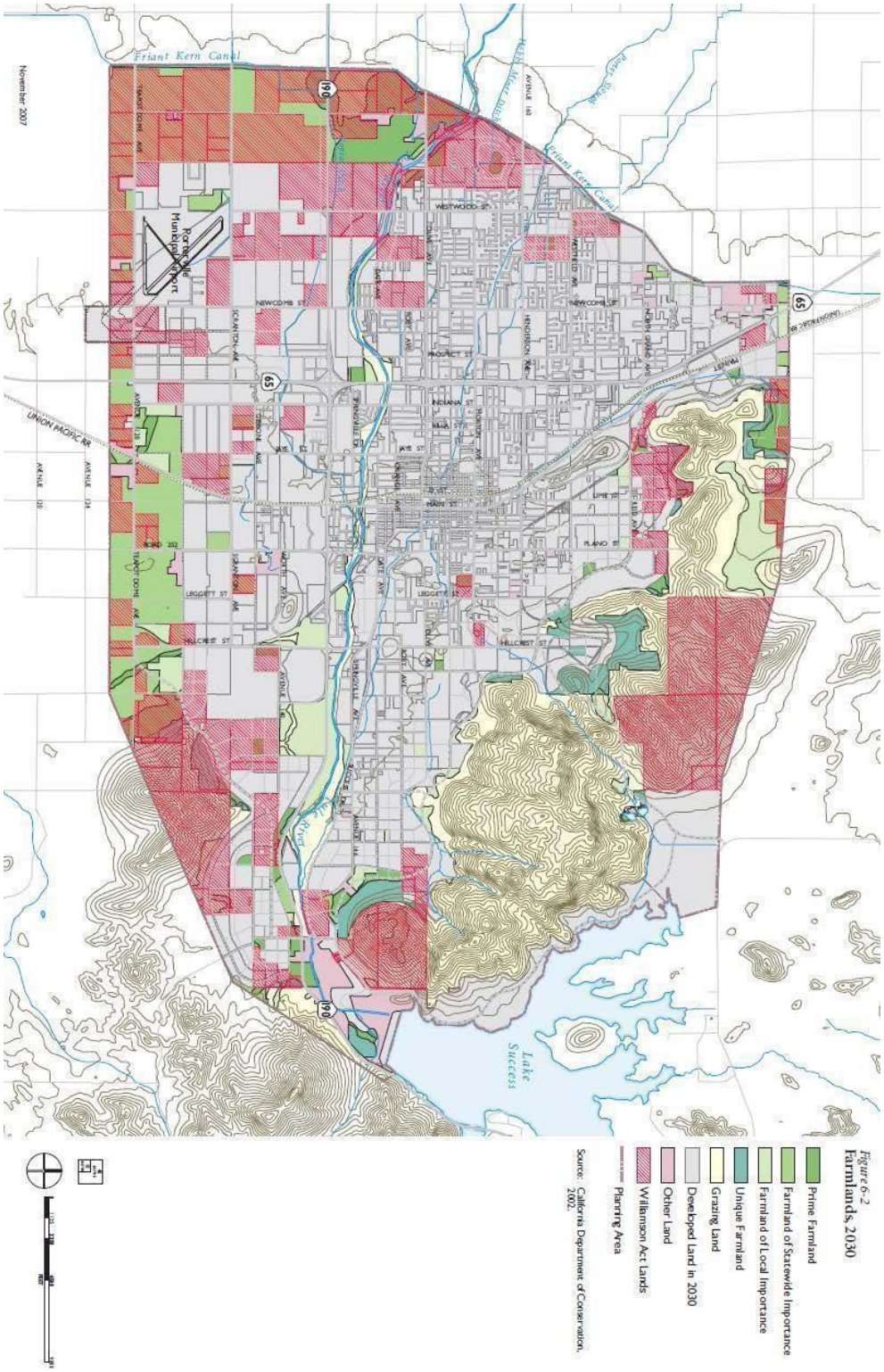


Figure 6-2 BACK

Continued conversion of agricultural lands to urban uses and rural residential uses could have an impact on the County's agricultural economic base. For that reason, the Land Use Element establishes a fairly compact urban area, encouraging infill development and new growth adjacent to or near existing urban uses, thus minimizing sprawl and unnecessary conversion of agricultural lands. The Open Space and Conservation Action Plan also calls for protection of surrounding agricultural lands

GUIDING POLICY

OSC-G-4 Promote preservation of agriculture lands within and adjacent to the Planning Area.

IMPLEMENTATION POLICIES

OSC-I-16 Decline requests for annexation of any land subject to an ongoing Williamson Act contract.

OSC-I-17 Prohibit the conversion of prime agricultural land for urban development through Plan amendments, after adoption of this Porterville Area Community Plan Update, unless there are no other feasible alternatives for development.

OSC-I-18 Adopt a Right to Farm Ordinance to facilitate the continuance of agricultural activities within the Planning Area until the land is needed to accommodate population and employment growth.

A Right to Farm ordinance will require developers adjacent to sites where agricultural uses are being conducted to inform subsequent buyers of potential continued agricultural production and the lawful use of agricultural chemicals, including pesticide sand fertilizers.

OSC-I-19 Work with the County Sheriff and other law enforcement agencies to combat vandalism of agricultural activities.

OSC-I-20 Work with Tulare County and non-profit land trusts to establish and fund programs for purchase of conservation easements, which may assist property owners who want to maintain agricultural and rural land in the Planning Area.

6.3 LAND RESOURCE CONSERVATION

SOILS

The Porterville area sits on top of the alluvial fans of the Tule River and its distributaries. The bedrock is present at relatively shallow depths beneath the eastern end of Porterville. However, the depth to bedrock deepens appreciably to the southwest. There are four general soil types in the Planning Area. The first is located northeast of the Porterville Area and is described as moderately deep to very deep, well-drained, low permeability clay. The second is located to the south of the Porterville Area and consists of very deep, moderately well to excessively well-drained, fine sandy loam. The third, found northwest of the Porterville Area, is characterized as moderately deep, well-drained, sandy loam underlain by hardpan. The fourth type consists of rock outcrops of exposed bedrock found on the slopes of the Sierra Foothills.

Conservation efforts are continually being made to prevent soil erosion and the chemical alteration of soils caused by overuse, salinization, acidification, or other chemical soil contamination. It is important to maintain soil quality to sustain plant and animal productivity, maintain or enhance water and air quality, and support human health and habitation. While State and federal laws regulate soil quality, as indicated by the farmland classification system, local land use planning is important for limiting erosion potential.

Erosion Potential

Erosion is the process by which the soil and rock components of the Earth's crust are worn away and removed from one place to another by natural forces such as weathering, solution, and transportation. Soil erosion can lead to sedimentation of watercourses, eventually having an adverse impact on water quality and aquatic life. Furthermore, once erosion occurs, it may be difficult for natural vegetation to reestablish itself. The loss of topsoil to erosion is detrimental to agriculture and other landscaping. The risk of erosion is greatly increased during grading and construction activities, and agricultural practices, when soils are loosened and bare of vegetation.

Soil erodibility can be identified by a specific soil's "K-Factor." 5 Values of K range from 0.02 to 0.69, with the higher the value, the more susceptible t h e soil is to erosion. Soils with K factors above 0.40 are considered to be the most susceptible to erosion. However, this factor is only one of the measurements needed to determine overall soil erosion potential. It does not take the impacts of rainfall, slope above nine percent and groundcover on erosion potential into account.

There are no soils with a K factor higher than 0.37, as determined by the U.S. Natural Resource Conservation Service, in the Planning Area. Soils with moderate or moderate-high erodibility are found throughout the Planning Area. In general, soil conservation is addressed by the City's site review and grading plan requirements. Soil erosion potential is mapped in Figure 7-1, Geologic Hazards, and the acreage of land in each category is summarized in Table 6-3.

Table 6-3: Soil Erosion Susceptibility[1]

Category	*Total Acres*	*Percentage of Total*
Low (0 – 0.17)	1,888	5%
Moderate (0.18- 0.28)	4,728	13%
Moderate-High (0.29 - 0.37)	19,995	55%
Not Classified[2]	9,729	27%
Total	**36,341**	**100%**

[1] The evaluation does not account for slope above 9 percent grade, amount of groundcover, or amount of rainfall which Impact erosion.

[2] Unclassified could mean the area is currently under study, about to be studied or does not meet basic classification Criteria (such as rivers, lakes, etc.).

Source: USDA Soil Survey Geographic Database, 2005.

[5] Natural Resources Conservation Service. *National Soi lSurvey Handbook*. http://soils.usda.gov/technical/handbook/contents/part618.html

MINERAL RESOURCES

The most economically significant mineral resources in Tulare County are sand, gravel, and crushed stone, used as sources for aggregate (road materials and other construction). The two major sources of aggregate are alluvial deposits (river beds and floodplains), and hard rock quarries. Consequently, most Tulare County mines are located along rivers at the base of the Sierra foothills.

Surface mining in California is regulated through the Surface Mining and Reclamation Act (SMARA), a State law adopted in 1975 to address the dual goals of protecting the state's need for a continuing supply of mineral resources, while protecting public and environmental health. SMARA mandates that land be reclaimed after mining has ceased. Reclamation plans often restore land for agricultural uses or as wildlife habitat.

SMARA requires that all cities incorporate into their plans mapped mineral resource designations approved by the State Mining and Geology Board. The State Geologist classifies land in California based on availability of mineral resources. Because available aggregate construction material is limited, five designations have been established for the classification of sand, gravel and crushed rock resources:

- **Scientific Resource (SZ)** areas contain unique or rare occurrences of rocks, minerals or fossils that are of outstanding scientific significance.
- **Mineral Resource Zone 1 (MRZ-1)** is an area where adequate information indicates that no significant mineral deposits are present or likely to be present. This zone is applied where well developed lines of reasoning, based on economic-geologic principles and adequate data, indicate that the likelihood for occurrence of significant mineral deposits is nil or slight.
- **Mineral Resource Zone 2 (MRZ-2)** is an area where adequate information indicates that significant mineral deposits are present or there is a high likelihood for their presence and developments should be controlled.
    - **MRZ-2a:** Areas classified MRZ-2a contain discovered mineral deposits that are either measured or indicated reserves as determined by such evidence as drilling records, sample analysis, surface exposure, and mine information. Land included in the MRZ- 2a category is of prime importance because it contains known economic mineral deposits.
    - **MRZ-2b:** Areas classified MRZ-2b contain discovered deposits that are either inferred reserves or deposits that are presently sub-economic as determined by limited sample analysis, exposure, and past mining history.
- **Mineral Resource Zone 3 (MRZ-3)** is an area where the significance of mineral deposits cannot be determined from the available data.
    - **MRZ-3a:** MRZ-3a areas are considered to have a moderate potential for the discovery of economic mineral deposits due to direct evidence of a surface exposure of a geologic unit, such as a limestone body, known to be or to contain a mineral resource elsewhere but has not been sampled or tested at the current location.
    - **MRZ-3b**: Land classified MRZ-3b represents areas in geologic settings which appear to be favorable environments for the occurrence of specific mineral deposits. MRZ-3b is applied to land where geologic evidence leads to the conclusion that it is plausible that economic mineral deposits are present.

- **Mineral Resource Zone 4 (MRZ-4)** is an area where there is insufficient data to assign any other MRZ designation.[6]

Table 6-4: Mineral Resources

Type	*Acres*	*Percent of Planning Area*
MRZ-2a	55	0.2%
MRZ-2b	487	1.3%
MRZ-3a	348	1.0%
Total	**890**	**2.5%**

Source: California Division of Mines and Geology, 1997.

As shown in Table 6-4 and Figure 6-3, the area along the Tule River contains various State-classified mineral resource zones (MRZ-2a, MRZ-2b, and MRZ-3a). While this area was once suitable for mining operations, it is now surrounded by urban development and as such, extraction and transport of mineral resources would conflict with the surrounding urban uses. A total of 890 acres within the Planning Area is located within State-designated mineral resource zones.

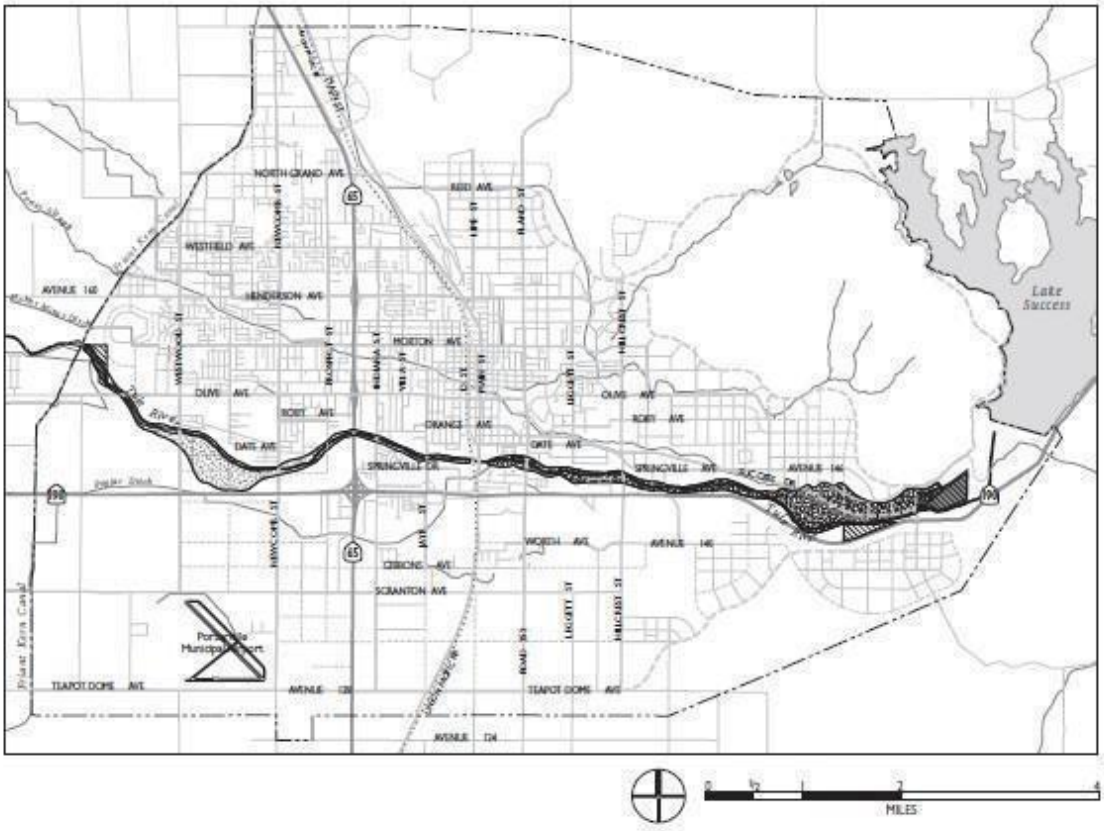
In Tulare County, the Resource Management Agency is the lead agency for processing Tulare County surface mine reclamation plan applications.

The plan is responsible for designating Regionally Significant Construction Aggregate Resource Areas or identifying mineral resources to be conserved. Historically, the quarrying of magnesite was a significant industry in the Porterville Area. As of 2004, there were three active construction-grade sand and gravel mining sites in the Planning Area: Porterville Ready Mix's Vollmer site near where the Tule River meets the Friant-Kern Canal and two Mitch Brown sites along the Tule River below Success Dam. In addition to these known concentrations, there are areas scattered throughout the Planning Area that contain marginal deposits of feldspar, silica, limestone and other rock products which are not mapped.

[6] California Department of Conservation, *Guidelines for Classification and Designation of Mineral Lands*, http://www.consrv.ca.gov/SMGB/Guidelines/ClassDesig.pdf

[7] Tulare County: http://www.co.tulare.ca.us/government/rma/countywide/mineral.asp

Figure 6-3: Mineral Resources



Mineral Resource Zones

- MRZ-2a Significant aggregate deposit
- MRZ-2b High likelihood of significant aggregate deposit
- MRZ-3a May contain significant aggregate deposit
- Active Mining Area
- Planning Area

Source: California Department of Mines and Geology, Tulare County, 2007.

Figure 6-3
Soil and Mineral Conservation

GUIDING POLICIES

OSC-G-5 Preserve soil resources to minimize damage to people, property, and the environment resulting from potential hazards.

OSC-G-6 Protect significant mineral resources.

IMPLEMENTATION POLICIES

OSC-I-21 Adopt soil conservation regulations to reduce erosion caused by overgrazing, plowing, mining, new roadways and paths construction, and off-road vehicles.

OSC-I-22 Continue to require soils and geologic surveys for all proposed development in hillside areas.

OSC-I-23 Require adequate grading and replanting to minimize erosion and prevent slippage of manmade slopes.

Plant materials for re-vegetation should not be limited to hydro seeding and mulching with annual grasses. Trees add structure to the soil and take up moisture while adding color and diversity.

OSC-I-24 Require all mining and sand extraction operations to mitigate completely environmental impacts, including operations affecting water quality, habitat preservation, aesthetics and bridge undermining, and to submit reclamation and ultimate use plans for approval prior to initiating operations.

OSC-I-25 Work with Tulare County to ensure that reclamation and ultimate use plans for mining operations land are consistent with the Porterville Area Community Plan.

6.4 BIOLOGICAL RESOURCES

The Porterville Planning Area lies in two primary eco-regions: the larger Sacramento/San Joaquin Valley (larger western portion of the study area) and the Sierra Nevada Foothills (located near the eastern boundary). Consequently, the Planning Area includes a variety of biological habitats ranging from vernal pools/wetland communities to blue oak woodlands. Both larger eco-regions traverse the study area in a north-south pattern and include a variety of plant and wildlife species. Numerous special status species occur in the Planning Area. These species are designated by federal or State agencies as needing protection due to rarity or threats to their existence.

FLORA

The Sacramento/San Joaquin Valley eco-region includes large agricultural areas, croplands, orchards, and vineyard habitat types. Vernal pools including Northern clay pan vernal pools, can be found in and beyond the southern portion of the Planning Area, particularly along the SR 65 corridor. Seasonal wetlands may occur adjacent to the Tule River, Porter Slough, and Lake Success. Isolated wetlands also may be found within pasture, grazing or grassland areas. The Sierra Nevada Foothill eco-region is largely composed of annual grassland areas, with areas of montane hardwood located in the higher elevations. Areas of valley-foothill riparian habitat are located in less developed areas around the river and enhance the aquatic habitat of the Tule River.

Valley Oak trees, which have inherent aesthetic and wildlife value, occur in the Planning Area. The City of Porterville does not currently have a tree preservation ordinance; therefore, policies aimed to protect these trees whenever possible are included in the Porterville Area Community Plan.

As illustrated in Figure 6-4, portions of the Planning Area provide potential and known habitat for several special status plant species. These species include: Keck's checkerbloom (Sidalcea keckii); Springville clarkia (Clarkia springvillensis); San Joaquin adobe sunburst (Pseudobahia peirsonii); Striped adobe-lily (Fritillaria striata); Madera leptosiphon (Leptosiphon serrulatus); Calico monkeyflower (Mimulus pictus); and Spiny-sepaled button- celery (Eryngium spinosepalum). In addition, elderberry shrubs which support the special status species, Valley elderberry longhorn beetle, are known to occur in various areas throughout the Planning Area.

Lewis Hill Preserve

Lewis Hill Preserve was established in 1994 and is now managed by the Sequoia Riverlands Trust. It is a 110-acre preserve located in the northern portion of the Planning Area which protects two rare wildflower species, the striped adobe lily and San Joaquin adobe sunburst. The open grasslands and blue oak woodlands of the southern Sierra Nevada foothills provide critical habitat for these flowers.[8]

[8] Sequoia Riverlands Trust. http://www.sequoiariverlands.org/ May 24, 2007.

FAUNA

The Planning Area provides appropriate habitats for a variety of wildlife species including but not limited to mule deer, coyotes, grey fox, cottontails, kangaroo rats, scrubjays, herons, falcons, finches, and sparrows.

As illustrated in Figure 6-4, the Planning Area provides known or high potential habitat for various State and federal special status animal species. These species include: California condor (Gymnogyps californianus); San Joaquin kit fox (Vulpes macrotis mutica); Valley elderberry longhorn beetle (Desmocerus californicus dimorphus); Vernal pool fairy shrimp (Branchinecta lynchi); American badger (Taxidea taxus), Pallid bat (Antrozous pallidus); Western mastiff bat (Eumops perotis californicus); Great Blue Heron (Ardea herodias); Western pond turtle (Emys marmorata); Tricolored blackbird (Agelaius tricolor); Morrison's blister beetle (Lytta morrisoni); and Molestan blister beetle (Lytta molesta).[9]

SanJoaquin kit fox

In addition, there is potential for a few protected species such as the White-tailed kite (Elanus leucurus) to be found in the Planning Area.[10]

Valley Elderberry Longhorn Beetle Habitat Conservation Plan

The City is preparing a Valley Elderberry Longhorn Beetle Habitat Conservation Plan (HCP), in coordination with the United States Fish and Wildlife Service (USFWS), in order to take a comprehensive approach to impact analysis and mitigation, and to apply for an Incidental Take Permit (ITP) for any Valley elderberry longhorn beetle (VELB) that may result from project activities. The ITP term would be for a period of 25 years. A 7.3-acre Conservation Area has already been established and will be protected in perpetuity. This area can be expanded up to approximately 55 acres.[11]

[9] California Natural Diversity Database. April 2007.

[10] California Department of Fish and Game. Response to Notice of Preparation of an EIR: City of Porterville Plan Update. November 3, 2006.

[11] City of Porterville. Valley Elderberry Longhorn Beetle Habitat Conservation Plan Draft. April 2007.

Figure 6-4: Special Status Species & Sensitive Vegetation

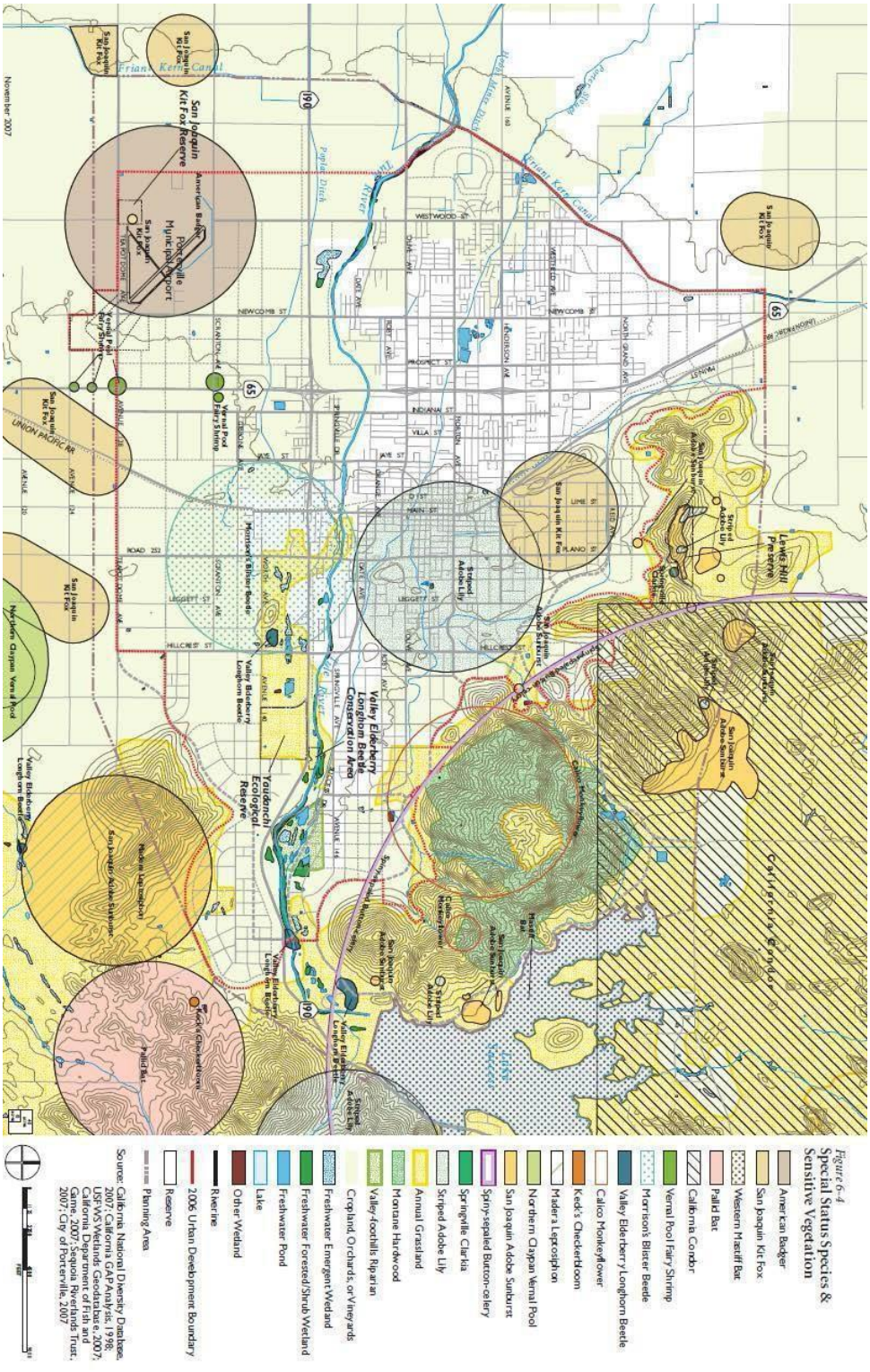


Figure 6-4 BACK

Yaudanchi Ecological Preserve

The 190-acre Yaudanchi Ecological Preserve was established in 1975 to protect a heron and egret rookery. The preserve is owned by the California Department of Developmental Services (DDS) and managed by the Department of Fish and Game (DFG). Even though the rookery has since moved about a mile from the preserve, 12 natural riparian and manmade habitat (a small pond) supports many species including songbirds, raptors, water fowl, bobcats, gray fox and coyote. DFG maintains a small parking lot and nature trail for visitors. DFG has recently partnered with Wild Places, an ecological restoration and education organization, to restore native habitat and remove invasive tree species. This work plus new signage and additional trail maintenance is planned to be completed by 2008.

Development Affecting Biological Resources

Under Plan policies, any hillside residential, Resort Residential, or Tule River Corridor development would have to ensure minimal disruption/loss of habitat that could support special status animal species. Natural Communities Conservation Plans (NCCP) will be required for development that would potentially affect sensitive habitat. The Natural Communities Conservation Planning Act allows a process for developing NCCPs under DFG direction. NCCPs provide regional protection of wildlife diversity, while allowing compatible development.

GUIDING POLICY

OSC-G-7 Protect habitat for special status species, designated under State and federal law.

IMPLEMENTATION POLICIES

OSC-I-26 Adopt habitat conservation regulations, including requirements and incentives to incorporate natural wildlife habitat features into new development and public landscapes, parks, and other public facilities.

The regulations will require adequate mitigation measures (e.g. selective preservation, replanting, sensitive site planning, etc.) for all development that will adversely impact significant biological resources, consistent with State and federal law.

OSC-I-27 Protect and enhance the natural habitat features of the Tule River and open space corridors within the Planning Area.

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[12] Eric Kleinfelter, Associate Wildlife Biologist. California Department of Fish and Game. Personal communication. May 30, 2007. The new location of the rookery is not mapped.

OSC-I-28 Require protection of sensitive habitat areas and special status species in new development site designs in the following order: 1) avoidance; 2) onsite mitigation, 3) offsite mitigation, and 4) purchase of mitigation credits.

OSC-I-29 Require assessments of biological resources prior to approval of any development within 300 feet of any creeks, sensitive habitat areas, or areas of potential sensitive status species.

The term "special status" species includes species classified as rare and endangered. These priorities are consistent with the California Department of Fish and Game guidelines. When habitat preservation on-site is not feasible (i.e., preserved parcels would be too small to be of any value), then off-site mitigation should occur.

OSC-I-30 Adopt regulations to promote water-conserving landscape plans, including the use of drought tolerant plants.

OSC-I-31 Require, as part of the proposed Tule River Corridor Plan, measures to protect and enhance riparian zones, natural areas and wildlife habitat qualities; and establish and maintain a buffer along the river where development shall not occur, except as part of the parkway enhancement (e.g., trails and bikeways).

For park improvements and commercial recreation (campground) proposals, the plan will require a buffer zone along the river in which no grading or construction activities will occur, except as needed for shoreline uses.

OSC-I-32 Identify and protect wildlife movement corridors that serve critical habitats to minimize wildlife-urban conflicts.

OSC-I-33 Protect, revitalize and expand Porterville's urban forest through public education, sensitive regulation, and a long-term financial commitment that is adequate to protect this resource.

OSC-I-34 Continue to require street tree planting in new development and consider support the City's tree planting fund.

OSC-I-35 Consult with all responsible agencies about wetland and vernal pool habitat potentially affected by development.

This consultation will occur as part of the environmental review process.

OSC-I-36 Establish a "no net loss" policy for wetlands and vernal pools, including credits for land banking and off-site mitigation, and maintain a protection zone around wetlands, riparian corridors, and identified habit areas where development shall not occur, except as part of a parkway enhancement program (e.g., trails and bikeways).

Protection zones will be determined on case-by-case based on biological studies and field assessment.

6.5 WATER RESOURCES

This section addresses surface and groundwater resources. Water quality standards are established and enforced by the State and the Central Valley Regional Water Quality Control Board (RWQCB). Water supply, use, and conservation measures are addressed in Public Utilities Element and the Porterville Urban Water Management Plan. Drainage and flooding hazards in Porterville are addressed in Public Health& Safety Element.

SURFACE WATER

Hydrologic Features & Supply

The Tule River, which flows through the central portion of the Planning, is one of the principal watercourses in Tulare County. Under normal conditions discharge in this River is regulated by Success Dam, located approximately five miles upstream from Porterville. Porter Slough is a natural distributary of the Tule River and flows through the center of Porterville. It originates from the Tule River approximately four miles upstream from the Porterville Area, and returns to the river approximately 17 miles below its point of origin.

Seven ditch companies divert water from the Tule River and/or Porter Slough at points within the Planning Area: Pioneer, Campbell-Moreland, Porter Slough, Vandalia, Poplar, Hubbs- Miner, and Woods-Central. In addition to delivering water for irrigation, these ditches also provide extra capacity to carry peak flood flows and urban stormwater runoff. The Friant- Kern Canal defines the western edge of the Planning Area. Water in the Canal is imported from the San Joaquin River northeast of Fresno and distributed to the western portion of the Planning Area by the Porterville Irrigation District.

The City is considering purchasing additional surface water from local irrigation and water districts which have water rights on the San Joaquin River and Tule River.

Surface Water Quality

Both San Joaquin and Tule River water sources originate primarily from snowmelt in the Sierra Nevada Mountains and as a result have well to excellent water quality. These water supplies have no restrictions on use for municipal water, but they will require standard water treatment.

Tule River water is delivered from Lake Success. According to the Lower Tule River Irrigation District, the Lake periodically experiences turnover episodes which have caused hydrogen sulfide problems. These turnovers take place in the spring and fall. In the summer and fall, the lake experiences algae growth problems. These problems can be remedied with water treatment.

Additional development in watershed areas may cause some water quality degradation in the San Joaquin and Tule Rivers. However, improved watershed management may prevent further degradation or even improve the water quality. As a result, it is assumed that the quality of these surface water sources will remain good to excellent through the next 25 years.

GROUNDWATER

Groundwater Resources

The Porterville area is part of the Tule Sub-basin of the San Joaquin Valley Groundwater Basin. The area is underlain by an unconfined aquifer which receives groundwater recharge from the Sierra Nevada Mountains and seepage from the Tule River and irrigation ditches. The alluvial fans of the Tule River provide highly permeable areas in which groundwater is readily replenished. Annual rainfall in Porterville usually ranges from eight to 12 inches; however, there is no estimate of what percentage of rainfall reaches the groundwater supply.

Groundwater levels have declined an average of 0.75 feet/year on well hydrographs completed by the Department of Water Resources. In addition, well yields have decreased substantially in the past 10 years. Some City wells have seen capacity reductions from 1,500 gallons per minute (gpm) to 500 or 600 gpm. New wells typically have capacities of 500 gpm or less.

Groundwater Quality

Groundwater quality in the Porterville areas is generally good. Groundwater quality and quantity is generally better on the western edge of town, and hence most of the production wells are placed in this area. A few wells have been shut down due to water quality problems. Wells adjacent to Porter Slough have been closed due to percloroethylene (PCE) contamination, and a few wells in the downtown area and eastern portion of town have experienced nitrate problems. In addition, wells in t h e eastern part of town have nitrate problems (originating from citrus orchards). All active wells produce water that meets State and federal drinking water quality standards. The City does not presently provide treatment for any well water.

Groundwater Management

The Deer Creek and Tule River Authority (DCTRA) is a joint powers authority comprised of five local irrigation districts in the vicinity of Porterville. The DCTRA adopted a new Groundwater Management Plan (GMP) in the summer of 2006. The City may consider becoming a partial or full member of the DCTRA and signatory to the GMP, or the City may develop their own GMP.

GUIDING POLICY

OSC-G-8 Ensure adequate water quality and supply for the entire Porterville community.

IMPLEMENTATION POLICIES

OSC-I-37 Establish watershed protection standards and review procedures in the Zoning Ordinance to protect groundwater resources.

These standards may include requirements for water holding areas such as creek beds, recessed athletic fields, ponds, and other features that serve to recharge groundwater, reduce runoff, improve water quality, and decrease flooding.

OSC-I-38 Continue to work with the Central Valley Regional Water Quality Control Board (RWQCB) for short- and long-term solutions for excessive salts in the groundwater, and maintain a valid RWQCB permit for all wastewater treatment operations.

OSC-I-39 Adopt the Regional Water Quality Control Board's policies on soil disturbance activities in order to minimize the disturbance of soil, vegetation, organic debris, and other materials that control runoff.

These policies include*:*

- *Planning and conducting operations and activities in a manner that will not disturb extensive areas of soil or that will disrupt local drainage;*
- *Promptly reseeding or stabilizing areas where soil is disturbed to prevent erosion;*
- *Establishing restrictions on activities in water protection zones, designated by the U.S. Forest Service and the California Department of Forestry and Protection;*
- *Stabilizing and maintaining the stream flow regimen and apply soil control measures in a timely manner;*
- *Prohibiting organic or earthen material from being discharged into any streams or placed at locations where they can pass into streams in quantities that could impair any beneficial use of the water; and*
- *Regulating operations and activities that cause increased turbidity levels in local streams so that streams are not affected for extended periods or for more than ten percent of the time and operations and activities shall not violate water quality objectives*.

OSC-I-40 Support the identification of degraded surface water and groundwater resources and promote restoration where appropriate.

This will be accomplished as part of the groundwater quality and quantity monitoring program.

OSC-I-41 Monitor and enforce provisions to control non-point source water pollution, including storm water flows, contained in the United States Environmental Protection Agency NPDES program as implemented by the Regional Water Quality Control Board.

OSC-I-42 Support the collection of monitoring data for facilities or uses that are potential sources of groundwater pollution as part of project approvals, including residential and industrial development.

OSC-I-43 Work with agricultural and industrial uses to ensure that water contamination and waste products are handled in a manner that protects the long-term viability of water resources.

OSC-I-44 Work with the Regional Water Quality Control Board to ensure that all point source pollutants are adequately mitigated (as part of the CEQA review and project approval process) and monitored to ensure long-term compliance.

The City will develop a priority list of businesses that may impact water quality as a result of the services they provide and give recognition to businesses that actively promote activities that reduce or eliminate storm water pollution.

OSC-I-45 Continue to require use of feasible and practical best management practices (BMPs) and other mitigation measures designed to protect surface water and groundwater from the adverse effects of construction activities and urban runoff in coordination with the Regional Water Quality Control Board.

OSC-I-46 Adopt water well standards meeting the requirements of the State with Department of Water Resources.

OSC-I-47 Prepare a Groundwater Management Plan and develop groundwater monitoring programs with federal, State, and local agencies and the private sector to improve local groundwater pollution detection and monitoring.

The Plan will be developed in consultation with the Deer Creek and Tule River Authority.

OSC-I-48 Protect groundwater recharge areas by carefully regulating the type of development within these areas.

Regulations may include limitations on structural coverage and impervious surfaces and prohibition of uses with the potential to discharge harmful pollutants, increase erosion, or create other impacts degrading water quality.

OSC-I-49 Promote the combined use of recharge areas, public recreation, wetland mitigation programs and/or banking, as part of the open space or recreational trail system to the extent deemed feasible by good engineering or geotechnical practice.

Such programs may be jointly or individually managed by the City of Porterville.

OSC-I-50 Do not allow new septic systems within the Porterville Area unless wastewater collection facilities are unavailable and the applicant agrees to connect when permanent facilities are constructed.

OSC-I-51 Prior to the approval of individual projects, require the County Engineer and/or Building Official to verify that the provisions of applicable point source pollution programs have been satisfied.

OSC-I-52 Establish requirements for appropriate Best Management Practices to be implemented during construction efforts to control the discharge of pollutants, prevent sewage spills, and avoid discharge of sediments into streets, stormwater conveyance channels, or waterways.

The use of pervious materials for runoff channels and parking areas shall be encouraged, such as grass or permeable/porous pavement.

OSC-I-53 Require development to retain areas of open space as natural or landscaped to aid in the recharge and retention of runoff.

Use of native and/or drought-tolerant plant material is encouraged in replanting and hydroseeding operations.

OSC-I-54 Support efforts to create additional water storage where needed, in cooperation with federal, State, and local water authorities. Additionally, support and/or engage in water banking in conjunction with these agencies where appropriate.

OSC-I-55 Participate in the development, implementation, and maintenance of a program to institute recharge aquifers underlying the Planning Area. The program shall make use of flood and other waters to offset existing and future groundwater pumping.

OSC-I-56 Incorporate natural drainage systems and groundwater recharge features into developments where appropriate and feasible.

These drainage systems and groundwater recharge features shall be reviewed by the County Engineer and/or Building Official prior to the issuance of grading permits.

OSC-I-57 Update the emergency water conservation plan to include appropriate conservation policies that can be implemented during times of water shortages caused by drought, loss of one or more major sources of supply, contamination of one of more sources of supply, or other natural or manmade events.

This update will ensure consistency with the City's Urban Water Management Plan.

6.6 AIR RESOURCES

Porterville is located in the San Joaquin Valley Air Basin (SJVAB). The Air Quality monitoring has been conducted in the SJVAB for the last 15 years. While new and innovative pollution controls has made the San Joaquin Valley Air Pollution Control District (SJVAPCD) a leader in the rate of improvement, the region is not in attainment and the air basin still has poor air quality. Much of this pollution is attributed to the valley's topography, meteorology, and intensive agricultural uses. In 2006, the major sources of air pollution in the San Joaquin Valley were heavy duty trucks, other mobile sources, autos and light trucks, and fuel combustion from stationary sources.[13]

The California Air Resources Board (CARB) operates a regional network of air pollution monitoring stations that provide information on ambient concentrations of criteria air pollutants and toxic air contaminants. In Tulare County, CARB measures certain air pollutants, such as carbon monoxide (CO), ozone (O3), nitrogen dioxide (NO2), and particulate matter less than ten microns in diameter (PM-10). Data is collected at five active air quality stations located in Tulare County. The station closest to Porterville is about 20 miles to the northwest in Visalia on North Church Street.

[13] San Joaquin Valley Regional Air Pollution Control District, http://www.valleyair.org/General_info/aboutdist.htm. April 16, 2007.

PHYSICAL SETTING & AIR QUALITY

The SJVAB has an inland Mediterranean climate that is characterized by warm, dry summers and cooler winters. Summer high temperatures often exceed 100 degrees Fahrenheit (°F), averaging from the low 90s in the northern part of the valley to the high 90s in the south. The daily summer temperature variation can be as high as 30 °F. Winters are for the most part mild and humid. Average high temperatures during the winter are in the 50s, while the average daily low temperature is approximately 45 °F.

The vertical dispersion of air pollutants in the valley is limited by the presence of persistent temperature inversions. Air temperatures usually decrease with an increase in altitude. A reversal of this atmospheric state, where the air temperature increases with height, is termed an inversion. Air above and below an inversion does not mix because of differences in air density thereby restricting air pollutant dispersal.

Wind speed and direction play an important role in dispersion and transport of air pollutants. During summer periods, winds usually originate from the north end of the San Joaquin Valley and flow in a south-southeasterly direction through the valley, through the Tehachapi Pass and into the neighboring Southeast Desert Air Basin. In the winter months, winds occasionally originate from the south end of the valley and flow in a north-northwesterly direction. Also, during winter months, the valley experiences light, variable winds, less than 10 miles per hour. Low wind speeds, combined with low inversion layers in the winter, create a climate conducive to high concentrations of certain air pollutants.

The SJVAB is basically a flat area bordered on the east by the Sierra Nevada Mountains; on the west by the Coast Ranges; and to the south by the Tehachapi Mountains. Airflow in the SJVAB is primarily influenced by marine air that enters through the Carquinez Straits where the San Joaquin-Sacramento Delta empties into the San Francisco Bay. The region's topographic features restrict air movement through and out of the basin. As a result, the SJVAB is highly susceptible to pollutant accumulation over time. Frequent transport of pollutants into the SJVAB from upwind sources also contributes to poor air quality.

AIR QUALITY REGULATORY SYSTEM

Federal and State laws require emission control measures in areas where air pollution exceeds standards. The San Joaquin Valley is one of these areas. The federal government, primarily through the Environmental Protection Agency (EPA) and the federal Clean Air Act, sets standards, oversees state and local actions, and implements programs for toxic air pollutants, heavy-duty trucks, locomotives, ships, aircraft, off-road diesel equipment, and some types of industrial equipment. Currently, EPA has established national standards for criteria air pollutants: ozone (O3); carbon monoxide (CO); nitrogen dioxide (NO2); sulfur dioxide (SO2); suspended particulate matter (PM-10 and PM-2.5); and lead (Pb).

Pursuant to the California Clean Air Act of 1988, the State government, through CARB and the Bureau of Automotive Repair, set more stringent State standards, oversees local actions, and implements programs for motor vehicle emissions, fuels, and smog checks.

The San Joaquin Valley Air Pollution Control District (SJVAPCD) was established in 1991 to administer local, state, and federal air quality management programs and implement control measures. The SJVAPCD is responsible for developing attainment plans for the San Joaquin Valley Air Basin, for inclusion in California's State Implementation Plan (SIP), as well as establishing and enforcing air pollution control rules and regulations. The attainment plans must demonstrate compliance with federal and State ambient air quality standards, and must first be approved by CARB before inclusion into the SIP. The SJVAPCD regulates, permits, and inspects stationary sources of air pollution.

SJVAPCD also administers the Air Toxics "Hot Spots" Program which involves reviewing new stationary sources to ensure compliance with required emission controls and limits, maintaining an inventory of existing stationary sources of toxic air contaminants, and developing new rules and regulations to reduce toxic air contaminant emissions.

Local cities and counties are responsible for implementing air friendly community planning that promotes pedestrian traffic, commute alternatives and cleaner transit fleets. They can also regulate odors and nuisances and the release of particulate matter at construction sites.

CRITERIA AIR POLLUTANTS

As required by the Federal Clean Air Act passed in 1977, EPA has identified six criteria air pollutants that are pervasive in urban environments and for which State and national health- based ambient air quality standards have been established. EPA identifies these pollutants as criteria air pollutants because the agency has regulated them by developing specific public health and welfare based criteria as the basis for setting permissible levels. Ozone, carbon monoxide (CO), nitrogen dioxide (NO2), sulfur dioxide (SO2), particulate matter (PM), and lead (Pb) are the six criteria air pollutants.

Ozone (O3)

Ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and that can cause substantial damage to vegetation and other materials. Ozone is not emitted directly into the atmosphere, but is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG) and nitrogen oxides (NOx). ROG and NOx are known as precursor compounds for ozone. Significant ozone production generally requires ozone precursors to be present in a stable atmosphere with strong sunlight for approximately three hours. Ozone is a regional air pollutant because it is not emitted directly by sources, but is formed downwind of sources of ROG and NOx under the influence of wind and sunlight. Ozone concentrations tend to be higher in the late spring, summer, and fall, when the long sunny days combine with regional subsidence inversions to create conditions conducive to the formation and accumulation of secondary photochemical compounds, like ozone. Ground level ozone in conjunction with suspended particulate matter in the atmosphere leads to hazy conditions generally termed as "smog."

Carbon Monoxide (CO)

Carbon monoxide, a colorless and odorless gas, is a non-reactive pollutant that is a product of incomplete combustion and is mostly associated with motor vehicle traffic. High carbon monoxide concentrations develop primarily during winter when periods of light wind combine with the formation of ground level

temperature inversions (typically from the evening through early morning). These conditions result in reduced dispersion of vehicle emissions. Motor vehicles also exhibit increased carbon monoxide emission rates at low air temperatures. When inhaled at high concentrations, carbon monoxide combines with hemoglobin in the blood and reduces the oxygen-carrying capacity of the blood. This results in reduced oxygen reaching the brain, heart, and other body tissues. This condition is especially critical for people with cardiovascular diseases, chronic lung disease, or anemia.

Nitrogen Dioxide (NO_2)

Nitrogen dioxide is an air quality concern because it acts a respiratory irritant and is a precursor of ozone. Nitrogen dioxide is produced by fuel combustion in motor vehicles, industrial stationary sources, ships, aircraft, and rail transit.

Sulfur Dioxide(SO_2)

Sulfur dioxide is a combustion product of sulfur or sulfur-containing fuels such as coal and oil, which are restricted in the San Joaquin Valley. Its health effects include breathing problems and may cause permanent damage to lungs. SO2 is an ingredient in acid rain, which can damage trees, lakes and property, and can also reduce visibility.

Particulate Matter (PM)

PM-10 and PM-2.5 consist of particulate matter that is 10 microns or less in diameter and 2.5 microns or less in diameter, respectively. (A micron is one-millionth of a meter). PM-10 and PM-2.5 represent fractions of particulate matter that can be inhaled into the air passages and the lungs and can cause adverse health effects. Particulate matter in the atmosphere results from many kinds of dust- and fume-producing industrial and agricultural operations, fuel combustion, and atmospheric photochemical reactions. Some sources of particulate matter, such as demolition and construction activities, are more local in nature, while others, such as vehicular traffic, have a more regional effect. Very small particles (PM-2.5) of certain substances (e.g., sulfates and nitrates) can cause lung damage directly, or can contain adsorbed gases (e.g., chlorides or ammonium) that may be injurious to health. Particulates also can damage materials and reduce visibility.

PM emissions in the Planning Area are mainly from urban sources, dust suspended by vehicle traffic and secondary aerosols formed by reactions in the atmosphere. Particulate concentrations near residential sources generally are higher during the winter, when more fireplaces are in use and meteorological conditions prevent the dispersion of directly emitted contaminants.

Lead(Pb)

Leaded gasoline (which is being phased out), paint (houses, cars), and manufacture of lead storage batteries have been the primary sources of lead released into the atmosphere. Lead has a range of adverse neurotoxic health effects for which children are at special risk. Some lead- containing chemicals cause cancer in animals.

AMBIENT AIR QUALITY STANDARDS

Regulation of air pollution is achieved through both national and State ambient air quality standards and emissions limits for individual sources of air pollutants. As required by the Federal Clean Air Act, the EPA has established National Ambient Air Quality Standards (national standards) to protect public health and welfare. California has adopted more stringent ambient air quality standards for most of the criteria air pollutants (referred to as State Ambient Air Quality Standards or State standards). In addition, California has established State ambient air quality standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. Because of California's unique meteorological problems, there are considerable differences between State and federal standards currently in effect in California, as shown in Table 6-5. The table also summarizes the related health effects and principal sources for each pollutant.

The ambient air quality standards are intended to protect the public health and welfare, and they incorporate an adequate margin of safety. They are designed to protect those segments of the public most susceptible to respiratory distress, known as sensitive receptors, including asthmatics, the very young, the elderly, people weak from other illness or disease, or persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollution levels somewhat above the ambient air quality standards before adverse health effects are observed.

Table 6-5: State and National Criteria Air Pollutant Standards (2006)

Pollutant	*Averaging Time*	*California Standard*	*National Primary Standard*	*Major Pollutant Sources*	*Pollutant Health and Atmospheric Effects*
Ozone	1 hour	0.09 ppm	---	On-road motor vehicles, other mobile sources, solvent extraction, combustion, industrial and commercial processes.	High concentrations can directly affect lungs, causing irritation. Long-term exposure may caused damage to lung tissue.
	8 hours	0.07 ppm	0.08 ppm		
Carbon Monoxide	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.
	8 hours	9.0 ppm	9 ppm		
Nitrogen Dioxide	1 hour	0.25 ppm	---	Motor vehicles petroleum refining operations, industrial sources, aircraft, ships, and railroads.	Irritating to eyes and respiratory tract. Colors atmosphere reddish brown.
	Annual Average	---	0.053 ppm		
Sulfur Dioxide	1 hour	0.25 ppm	---	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.	Irritates upper respiratory tract, injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron and steel. Limits visibility and reduces sunlight.
	24 hours	0.04 ppm	0.14 ppm		
	Annual Average	---	0.03 ppm		
Respirable Particulate Matter (PM_{10})	24 hours	50 $\mu g/m^3$	150 $\mu g/m^3$	Dust- and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g. wind-raised dust and ocean sprays).	May irritate eyes and respiratory tract, decreases lung capacity and increases risk of cancer and mortality. Produces haze and limit visibility.
	Annual Average	20 $\mu g/m^3$	50 $\mu g/m^3$		
Fine Particulate Matter ($PM_{2.5}$)	24 hours	---	65 $\mu g/m^3$	Fuel combustion in motor vehicles, equipment and industrial sources; residential and agricultural burning. Also formed from photochemical reactions of other pollutants, including NOx, sulfur oxides, and organics.	Increases respiratory disease, lung damage, cancer and premature death. Reduces visibility and results in surface soiling.
	Annual Average	12 $\mu g/m^3$	15 $\mu g/m^3$		
Lead	Monthly Average	1.5 $\mu g/m^3$	---	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurological dysfunction.
	Quarterly	---	1.5 $\mu g/m^3$		

Note: ppm = parts per million; and $\mu g/m^3$ = micrograms per cubic meter

A few of these standards have been updated for 2007. However, the existing conditions for this document are based on 2006. Therefore the 2006 standards are listed here.

Source: California Air Resource Board.

Attainment Status

Under amendments to the Federal Clean Air Act, the EPA has classified air basins or portions thereof, as either "attainment" or "nonattainment" for each criteria air pollutant, based on whether or not the national standards have been achieved. The California Clean Air Act, which is patterned after the Federal Clean Air Act, also requires areas to be designated as "attainment" or "nonattainment" for the State standards. Thus, areas in California have two sets of attainment/nonattainment designations: one set with respect to the national standards and one set with respect to the State standards.

Table 6-6 shows the attainment status of the San Joaquin Valley with respect to the national and State ambient air quality standards for criteria pollutants.

Table 6-6: San Joaquin Valley Attainment Status for Ambient Air Quality Standards

Pollutant	*Attainment Status*	
	Federal Standards	*State Standards*
Ozone – one hour	No Federal Standard	Nonattainment/Severe
Ozone – eight hour	Nonattainment/Serious	No State Standard
PM-10	Nonattainment/Serious	Nonattainment
PM-2.5	Nonattainment	No State Standard
Carbon Monoxide – Tulare County	Unclassified/Attainment	Attainment
Nitrogen Dioxide	Unclassified/Attainment	Attainment
Sulfur Dioxide – Tulare County	Unclassified	Attainment
Lead	No Designation	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility-Reducing Particles	No Federal Standard	Unclassified

Source: San Joaquin Valley Air Pollution Control District, 2006.

TOXIC AIR CONTAMINANTS

The ambient background of toxic air contaminants (TACs) is the combined result of many diverse human activities, including emissions from gasoline stations, automobiles, dry cleaners, industrial operations, hospital sterilizers, and painting operations.

In 1987, the California State legislature enacted, through Assembly Bill 2588, the Air Toxics Hot Spots Information and Assessment Act, which requires companies in California to provide information to the public about emissions of toxic air contaminants and their possible impact on public health. The SJVAPCD implements this act through the local Air Toxics "Hot Spots" Program. Toxic air contaminants are pollutants that occurat relatively low concentrations and are associated with carcinogenic and other adverse health effects, but for which no ambient air quality standards have been established. Impact is measured as "maximum individual cancer risk" which is the likelihood that a person exposed to concentrations of TACs over a lifetime will develop cancer. As of 2005, there were no facilities located in the Porterville Planning Area identified as a significant risk.[14]

The Air Resources Board maintains an inventory of toxic air contaminants concentrations and their health risks. Total emissions in the year 2003 from stationary sources of TACs in the San Joaquin Valley included: 1.34 parts per billion (ppb) of acetaldehyde, 0.46 ppb of benzene; 0.10 of ppb of butadiene, 0.10 ppb of carbon tetrachloride, 0.08 ng/m3of chromium, 0.15 ppb of paraichlorobenzene, 3.02 ppb of formaldehyde, 0.14 ppb of methylene chloride, and 0.03 ppb of perchloroethylene.

The SJVAPCD regulates toxic air contaminants from stationary sources through their permit process. Mobile sources of toxic air contaminants are regulated indirectly through vehicle emissions standards or reactive organic gas (ROG) and through fuel specifications. Cities play a role in reducing public exposure to TACs by enforcing zoning ordinances and ensuring proper buffer zones between stationary sources that emit toxic contaminants and sensitive receptors located down wind.

Asbestos

In 1986, CARB identified asbestos as a TAC based on its classification as a known cancer causing pollutant. In that process, CARB found that no threshold exposure level could be identified below which adverse health effects would not be expected. Asbestos occurs naturally in ultramafic rock (which includes serpentine). When this material is used in unpaved surfacing and disturbed by vehicles and other means, dust containing asbestos can be generated. Serpentine soils have been identified in Tulare County. Figure 7 - 2 in the Public Health & Safety Element shows areas more likely to contain ultramafic rock. Additional policies addressing asbestos are also in the Public Health
& Safety Element.

SENSITIVE RECEPTORS

Some receptors are considered more sensitive than others to air pollutants. The reasons for greater than average sensitivity include pre-existing health problems, proximity to emissions source, or duration of exposure to air pollutants. Land uses such as schools, children's day care centers, hospitals, and convalescent homes are considered to be more sensitive than the general public to poor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress and other air quality-related health problems. Persons engaged in strenuous work or exercise also have increased sensitivity to poor air quality. Residential areas are considered more sensitive to air quality conditions than commercial and industrial areas, because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational uses are also considered sensitive, due to the greater exposure to ambient air quality conditions, and because the presence of pollution detracts from the recreational experience.

[14] San Joaquin Air Pollution Control District, *2005 Annual Report on the District's Air Toxics Program.*

GUIDING POLICY

OSC-G-9 Improve and protect Porterville's air quality by making air quality a priority in land use and transportation planning and in development review.

IMPLEMENTATION POLICIES

OSC-I-58 Continue to assess air quality impacts through environmental review and require developers to implement best management practices to reduce air pollutant emissions associated with the construction and operation of development projects.

The County will use the San Joaquin Valley Air Pollution Control District (SJVAPCD) Guidelines for Assessing and Mitigating Air Quality Impacts for determining and mitigating project air quality impacts and related thresholds of significance for use in environmental documents. The County shall cooperate with the SJVAPCD in the review of development proposals.

BMPs could include transportation demand management strategies for large development project such as:

- *Providing bicycle access and parking facilities;*
- *Providing preferential parking for high-occupancy vehicles, carpools, or alternative fuels vehicles;*
- *Establishing telecommuting programs or satellite work centers;*
- *Allowing alternative work schedules;*
- *Subsidizing public transit costs for employee; and*
- *Scheduling deliveries at off-peak traffic periods.*

OSC-I-59 Require preparation of a Health Risk Assessment for any development subject to the Air Toxics "Hot Spots" Act.

OSC-I-60 Require dust control measures as a condition of approval for subdivision maps, site plans, and all grading permits**.**

OSC-I-61 Coordinate air quality planning efforts with other local, regional and State agencies.

OSC-I-62 Be proactive in educating the public about the linkages between land use, transportation and air quality.

OSC-I-63 Notify local and regional jurisdictions of proposed projects that may affect regional air quality.

OSC-I-64 Investigate replacing vehicles with low-emission technology.

OSC-I-65 When asbestos has been identified in the preliminary soils report, require all new development and public works projects to comply with all provisions of State and regional ATCM regulations for control of airborne asbestos emissions relating to construction, road maintenance, and grading activities.

The plan will establish Best Management Practices for construction, grading and road maintenance in areas with naturally-occurring asbestos, consistent with State and regional regulations for Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations. BMPs may include but are not limited to:

- *Wetting soil during excavation and other dust suppression measures;*
- *Wetting roads, excavated materials and rinsing equipment;*
- *Limiting vehicle speeds within construction areas;*
- *Creating wind breaks and berms;*
- *Suspending activities when wind creates visible dust;*
- *Prohibiting rock-crushing of asbestos-containing materials;*
- *Monitoring dust levels;*
- *Posting warning signs;*
- *Replanting; and*
- *Paving or other permanent sealants or covers.*

6.7 ENERGY RESOURCES

The Porterville Area depends on energy to maintain a vital economy and desirable lifestyle. It uses electricity and natural gas to light, heat, and cool structures and to power its office equipment, industrial machinery, public services, and home appliances. Porterville also uses petroleum products to move people and products along its transportation corridors.

By reducing the amount of energy consumed in housing, commercial structures, public facilities, and transportation and the energy demand per capita plus using more renewable sources of energy, the environment and public health will be better protected, Porterville's standard of living can be increased, and the cost of new infrastructure to deliver energy to the Porterville Area will be reduced. Building design standards which recommend better use of materials and insulation, plus solar oriented site design reduces demand for natural gas and heating products. Transportation and land use measures that support transit and facilitate walking and bicycling reduce dependence on fossil fuels. Together, these steps will lead to a more sustainable energy future.

In addition to the policies below, land use and circulation policies in this General Plan contribute to the goals of reducing energy consumption and per capita energy use.

GUIDING POLICY

OSC-G-10 Reduce and conserve energy use in existing and new commercial, industrial, and public structures.

IMPLEMENTATION POLICIES

OSC-I-66 Adopt guidelines and incentives for using green building standards in new construction.

Green building design guidelines may include required and recommended "green" design and construction strategies including: Building Site and Form, Natural Heating or Cooling, Transportation, Building Envelope and Space Planning, Building Materials, Water Systems, Electrical Systems, HVAC Systems, Construction Management, and Commissioning.

OSC-I-67 Incorporate cost-effective energy conservation measures into all building programs owned by the City, including construction, operations, and maintenance.

Strategies will include conducting periodic energy audits of public buildings.

OSC-I-68 Publish best practices guide to saving energy on the City's website and other City publications.

OSC-I-69 Establish regulations to allow flexibility in site planning, solar orientation, roof design, and landscaping to decrease summer cooling and winter heating needs.

OSC-I-70 Ensure codes allow for environmentally acceptable alternative forms of energy production and green building techniques.

6.8 CULTURAL RESOURCES

One of the Porterville Area Community Plan initiatives is to protect community assets, including sites with historic, archeological or paleontological significance. The lands encompassed by the Planning Area have a long and rich history of human habitation, including primarily the Koyete Indian sub-tribe, the Yokuts. Archeological evidence of pre-historic cultures has been documented. A large inventory of historic homes and buildings provide a visual history of the development of the Porterville Area from its first modern settlement to today. The existence of both archaeologically sensitive areas and historic buildings in Porterville underscores the need for policies that preserve such aspects of the Porterville Area's heritage.

Several State laws, most notably the California Environmental Quality Act (CEQA), protect archaeological and historical resources. To preserve historic resources, the State has formed the State Historical Resources Committee that conducts the State Historic Resource Inventory and maintains the California Register of Historic Resources, which identifies historic landmarks and points of interest. The Committee also provides recommendations for the National Register of Historic Places.

ARCHAEOLOGICAL RESOURCES

According to the Southern San Joaquin Valley Archaeological Information Center at California State University, Bakersfield, 45 archaeological sites have been documented within the Porterville Planning Area.15 The main village of the Yokuts, Chokowisho, was located near Murry Hill north of Porter Slough until the mid-1850s. The Rocky Hill area contains numerous rock art and bedrock mortar sites, not all of which have been officially recorded. Most are these sites are from the prehistoric era and contain bedrock mortars, rock art (i.e. petroglyphs, or pictographs), human burials, village complexes, midden16, and artifacts (i.e. projectile points, pestles, pottery, etc). There are no archaeological sites currently listed on the National Register of Historic Places.

The Yokuts village of Trawoiu (P-54-000313) contained human remains, bedrock mortars, pictographs, artifacts and extensive midden. Archaeologists considered this to be a very important site and recommended that it be protected. The site was compromised when the landowner constructed a dam which inundated the site.

PALEONTOLOGICAL RESOURCES

Paleontological resources are the mineralized (fossilized) remains of prehistoric plant and animal life exclusive of human remains or artifacts. Fossil remains such as bones, teeth, shells, and leaves are found in geologic deposits (rock formations) where they were originally buried. Fossil remains are considered to be important as they provide indicators of the earth's chronology and history. These resources are afforded protection under CEQA and are considered to be limited and nonrenewable, and they provide invaluable scientific and educational data.

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15 The Northwest Information Center does not provide maps showing specific locations in order to protect these sites from looting.

16 A mound or deposit containing shells, animal bones, and other refuse that indicates the site of a human settlement.

The University of California, Museum of Paleontology lists 25 localities where fossils have been found in Tulare County. However, due to the sensitive nature of these sites, they are not mapped. 17 Identified fossil types in the County include prehistoric mammals, other vertebrates, invertebrates and plants.

HISTORIC RESOURCES

Many of the historic resources in Porterville, which date back to the days of its founding in the late 1800s, are located near Downtown. The Porterville Area's historic buildings reflect its changing role through time as a center of agriculture and commercial activities.

In 1986, the City of Porterville conducted a comprehensive inventory of sites and districts with potential historic significance. This inventory included an assessment of 337 individual residences and 89 "special" structures and sites, including churches, schools, museums, government, and commercial properties. The final evaluation process produced an inventory of 75 sites that may have eligibility for National Register designation. However, these properties are not currently listed on the National Register. According to the Southern San Joaquin Valley Archeological Information Center, many more properties have potential to also be listed in the national and state registries if they were formally evaluated or re-evaluated.

In total, the Porterville Planning Area contains four National Register Sites and two California Historic Landmarks. Five of the six historic sites are shown in Figure 6-5.

National Register Sites

The Salad House is listed in the National Historical Registry of Old Houses and in National Register of Historic Places. Built in 1891, its unique Second Empire architecture and long family residence makes this a significant local historic resource. It is now a museum operated by the City's Department of Parks and Leisure Services.

The Porterville Main U.S. Post Office, built in 1933, was placed on the National Register in 1995 for its distinctive art deco architecture. It still functions as a Post Office.

The First Congregational Church, also known as the United Church of Christ, was placed on the National Register in 1999 for architecture and its role in local social history. It was built in 1909.

First Congregational Church (1909)

The address for Tenable or the Walter Richardson House has been restricted. It was added to the National Register in 1986 because it was designed by Henry Greene of Greene & Greene Architects in 1929.

[17] University of California Museum of Paleontology, http://ucmpdb.berkeley.edu/loc.html. May 25, 2007.

California Historic Landmarks

The Tule River Stage Station (California Historic Landmark #473), located at the intersection of North Main Street and West Henderson Avenue, represents an emigrant trail stopping place on the bank of the Tule River from 1854 until the river changed its course in 1862. It was a Butterfield Overland Mail stage station between 1858 and 1861. R. Porter Putnam, who founded Porterville in 1864, operated the station between 1860 and 1862.

The First Tule River Reservation (California Historic Landmark #388) was originally established in 1857. The marker is located at the Alta Vista School at 2293 E. Crabtree Avenue. Native Americans from a widespread area were brought here. The local Native Americans, the Koyeti Tribe towards the west and the Yandanchi Tribe toward the east, were branches of the Yokuts Indians that occupied the San Joaquin Valley. The Tule River Indian Reservation was moved in 1873 to its present location, 10 miles east southeast of Porterville. Although the current reservation boundaries are located outside the Planning Area, designated Tribal Land Sites, including numerous bridges, dams, canals, and historic roads, are situated within the Planning Area.

Figure 6-5 historic sites

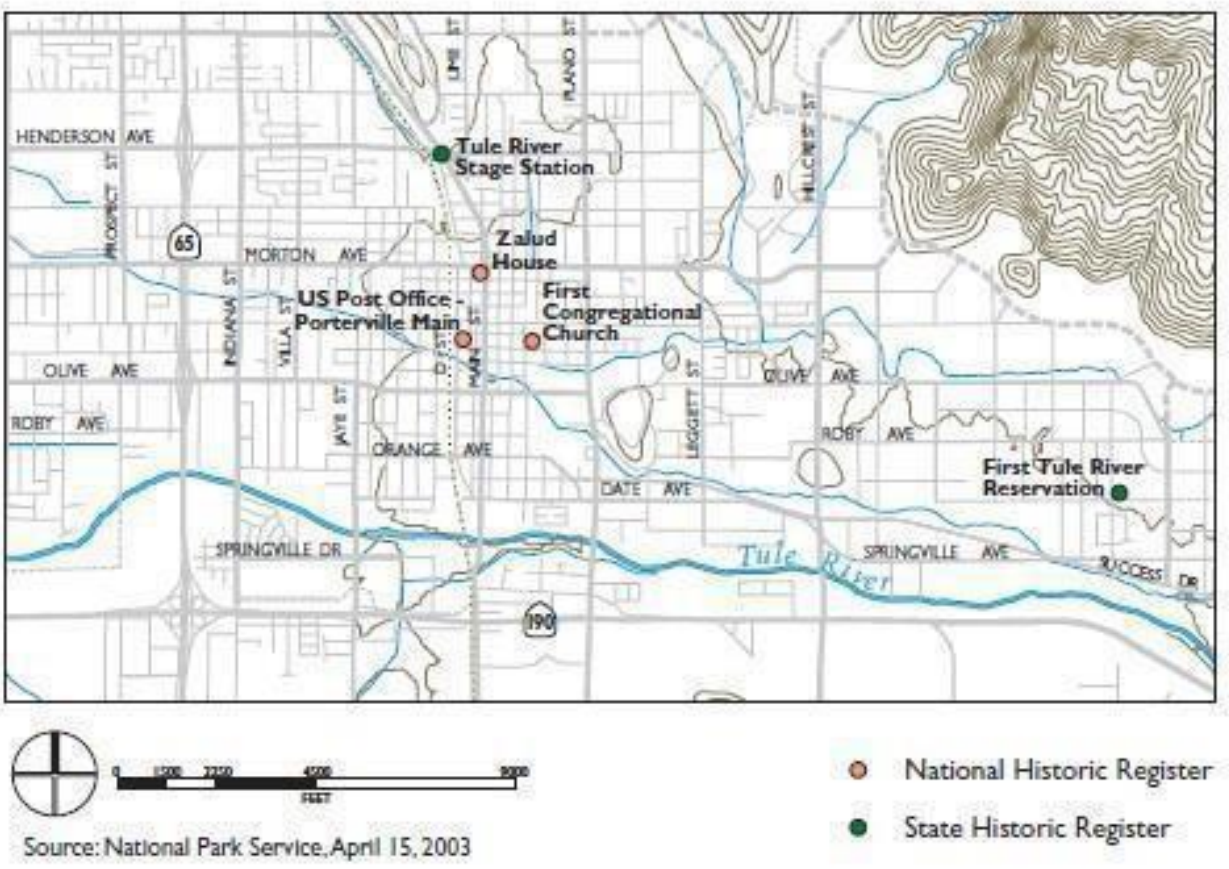

Figure 6-5
Historic Sites

GUIDING POLICY

OSC-G-11 Identify and protect archaeological, paleontological, and historic resources.

IMPLEMENTATION POLICIES

OSC-I-71 The City of Porterville will update the inventory of historic resources to determine sites or buildings of federal, State, or local historic significance.

OSC-I-72 Develop an agreement with Native American representatives for consultation in the cases where new development may result in disturbance to Native American sites.

OSC-I-73 Require that new development analyze and avoid any potential impacts to archaeological, paleontological, and historic resources by:

- Requiring a records review for development proposed in areas that are considered archaeologically sensitive, including hillsides and near the Tule River;
- Studying the potential effects of development and construction (as required by CEQA);
- Developing, where appropriate, mitigation measures to minimize potential impacts; and
- Implementing appropriate measures to avoid the identified impacts.

In the event that historical or archaeological resource are accidentally discovered during construction, the City will require that grading activity in the immediate area cease. A qualified archaeologist will then be required to make an immediate evaluation and recommend avoidance measures or appropriate mitigation.

7
Public Health & Safety

The purpose of the Public Health & Safety Element is to identify the natural and man-made public health and safety hazards that exist within the Porterville Area, and to establish preventative and responsive policies and programs to mitigate their potential impacts. This Element addresses geologic hazards, wildfire hazards, hazardous materials, flood hazards, and safety services. It also includes policies on natural hazards mitigation planning, which respond to the Federal Disaster Mitigation Act of 2000 and the Federal Emergency Management Agency's implementing regulations. Airport safety is addressed in the Land Use, Circulation, and Noise Elements.

7.1 SEISMIC & GEOLOGICAL HAZARDS

Geologic and soils hazards include steep slopes and landslides, subsidence, expansive soils, and soils with naturally-occurring asbestos. These hazards are shown on figures 7-1 and 7-2. Additional information on soils and erosion within the Planning Area is in Open Space & Conservation Element. Seismic hazards related to earthquakes include ground shaking and ground failures, such as liquefaction, lateral spreading, ground lurching, seiches, mudslides, landslides, and soil slumping.

GEOLOGY & SOILS

The valley floor is mostly composed of consolidated alluvial deposits which can be soft near the river and other waterways and firm in the downtown, north and northeast areas as a transition to the granitic bedrock deposits in the foothills. The Porterville Planning Area contains a wide variety of soil types which have a significant bearing on land planning and development. Porterville Clay is the most prominent soil type located within the Planning Area, comprising approximately 18 percent of the Planning Area.

Steep Slopes and Landslides

The majority of the urban area is at elevations between 400 and 800 feet. However, the eastern portion of the Planning Area is in the Sierra Nevada foothills where elevations reach almost 1,800 feet above sea level. Slopes can be greater than 30 percent grade. Development which occurs on slopes greater than 25 percent exacerbates soil erosion, risk of landslides and wildland fires, as well as impacting the visual aesthetics of the area. Figure 7-1 shows the steep slopes in the Planning Area.

Areas with fractured and steep slopes, where less consolidated or weathered soils overlie bedrock, have a higher risk of landslides. The California Geological Survey determined that no areas in Tulare County are at risk for catastrophic failure due to landslides.

The City adopted a Hillside Development Ordinance which includes development, design and landscape standards for the Hillside Development Zone. The Ordinance will limit the number of housing units allowed per acre in sloped areas in order to protect the public health, safety and welfare; protect and preserve natural and biological resources for the long-term benefit of Porterville and the broader community.

Expansive Soils

Expansive soils have the potential to shrink or swell significantly with changes in moisture content, which can limit the development capacity of an area. The type and amount of the silt and clay content in the soil will determine the amount of shrink or swell associated with the various levels of water content. Soils comprised of sand and gravel are not expansive soils.

Expansive soils are most likely to be found in basins and basin rims. Any structure located on expansive soils can be significantly damaged should the soil suddenly shrink or swell. Structural damage may result over a long period of time, usually from inadequate soils and foundation engineering or the placement of structures directly on expansive soils. Construction in areas of expansive soils may require major sub-excavation and replacement of existing materials with more stable soils.

As shown in Figure 7-1 the eastern portion of the Planning Area contains clay soils with high expansion potential. Table 7-1 summarizes the distribution of soil expansion potential for the Planning Area as a whole.

Figure 7-1: Geologic Hazards

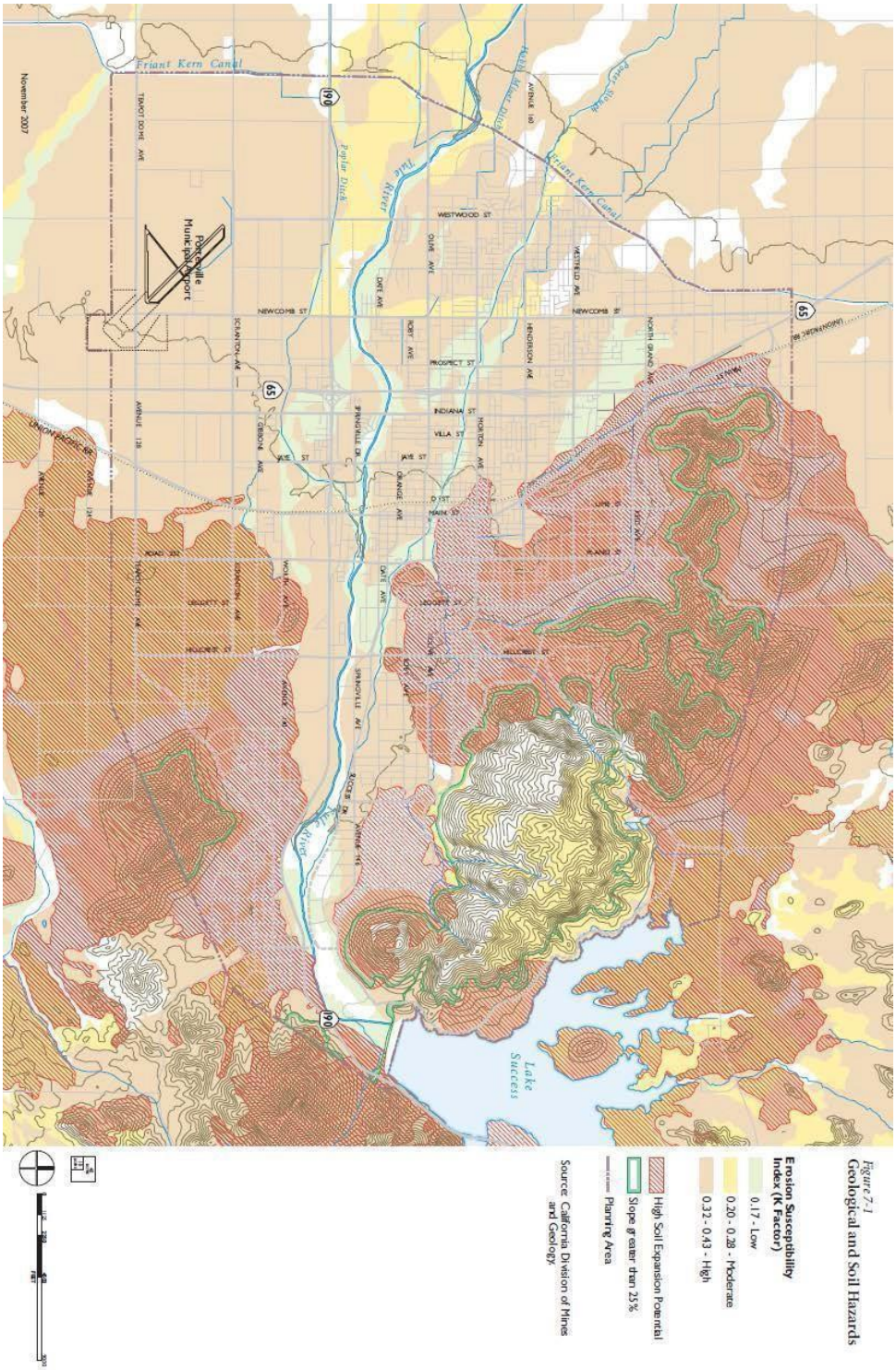

Figure 7-1 BACK

Table 7-1: Expansive Soils

Soil Expansion Potential	Total Acres	Percent of Total
High	13,722	38%
Moderate	349	1%
Low	17,563	48%
Data Unavailable[1]	4,707	13%
Total	**36,283**	**100.0%**

[1] Includes water, riverwash, rock outcrops, pits and dumps

Source: Environmental Science Associates, 2005.

Subsidence

Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. Some areas in the Central Valley have subsided more than 20 feet during the past 50 years.[1] Subsidence may occur in the Planning Area, particularly in areas with high clay content soils or due to groundwater withdrawal.

Naturally-Occurring Asbestos

Asbestos is a term used for several types of naturally-occurring fibrous minerals found in serpentine rock, and its parent material, ultramafic rock. These rock types are abundant in the Sierra foothills. Naturally-occurring asbestos (NOA) has been identified in Tulare County and ultramafic rocks have been generally mapped in the Porterville area.2, 3 Figure 7-2 illustrates areas more likely to contain natural occurrences of asbestos.

Asbestos may be released from ultramafic and serpentine rock when it is broken or crushed. This can happen when land is graded for building or agriculture purposes, at quarrying operations, or when the soil is disturbed by other activities such as the digging of fire suppression trenches. It is also released naturally through weathering and erosion. Once released from the rock, asbestos can become airborne and may stay in the air for long periods of time. Airborne asbestos is classified as a human carcinogen. Exposure to asbestos can result in health ailments, such as lung cancer, mesothelioma (cancer of the linings of the lungs and abdomen), and asbestosis (scarring of lung tissues that results in constricted breathing).[4]

This hazard is also addressed in the Open Space & Conservation Element.

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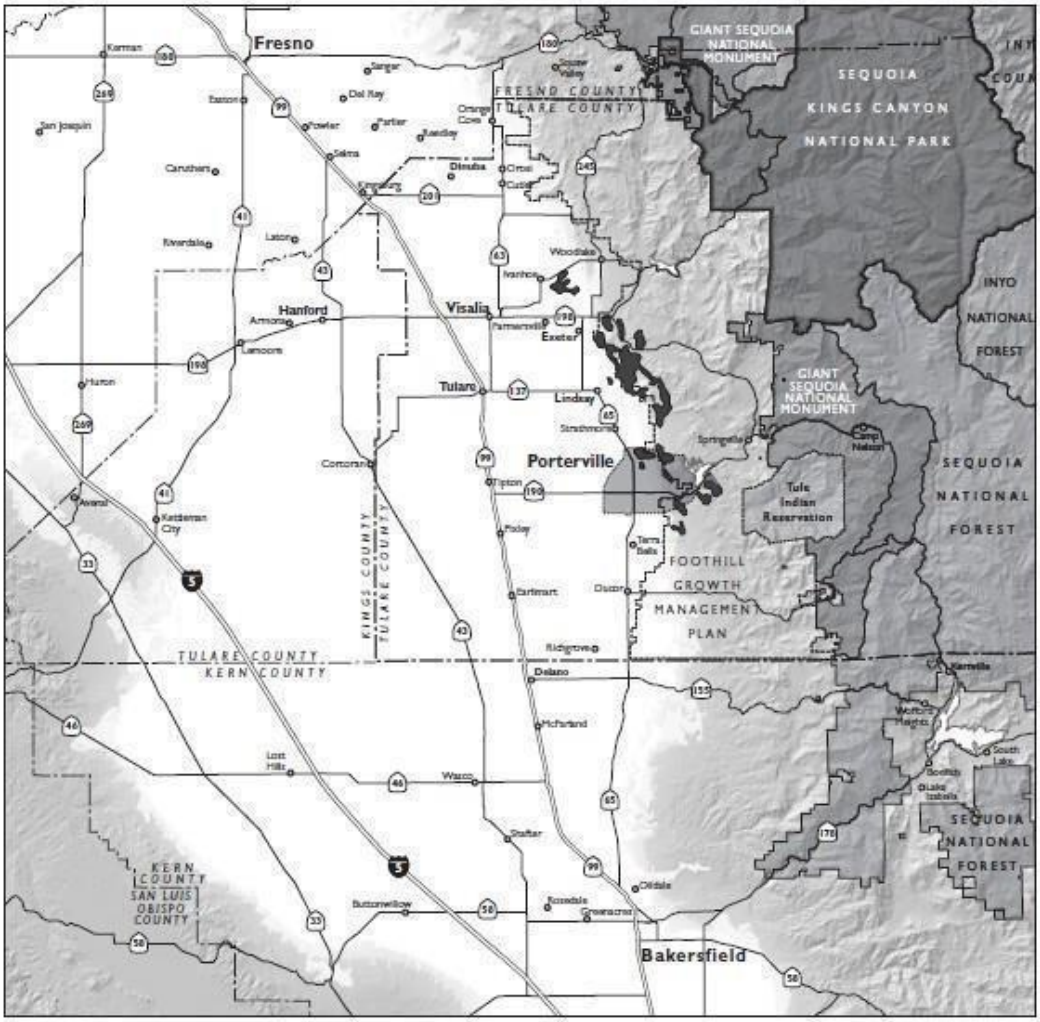
[1] Tulare County, Plan Background Report, October 2004. pg. 8-11.

[2] Geologic maps are generalized depictions of the presence and distribution of rock types. Without extensive surveys, detailed maps of NOA are not feasible.

[3] California Air Resources Board. http://www.arb.ca.gov/toxics/asbestos/geninfo.htm

[4] SJVAPCD, Draft Staff Report Asbestos for Surfacing Applications, March, 2002 .

Figure 7-2 Ultramafic Rock in Region



Ultramafic Rock Areas

The ultramafic rock areas shown on this map are adapted from Jennings, C.W., 1977, Geologic Map of California, California Department of Conservation, Division of Mines and Geology. Geologic Data Map No. 2, scale 1:750,000.

This map should not be used to determine whether bedrock or soil on a particular parcel of land in or adjacent to areas identified as ultramafic rocks contains asbestos. A site-specific investigation would be required to make such a determination.

November 2007

Figure 7-2
Location of Ultramafic Rocks, Areas More Likely to Contain Naturally Occuring Asbestos

SEISMIC HAZARDS

There are no known active earthquake faults in the Planning Area. The closest active faults are Owens Valley fault group and Sierra Nevada Fault Zone (50 miles to the east of the Planning Area, the San Andreas Fault Zone (70 miles to the west), and an unnamed fault group north of Bakersfield (40 miles to the south).1 Major earthquakes such as the 1906 San Francisco, 1952 Kern County, and 1983 Coalinga quakes were felt and caused some minor to moderate property damage in Porterville. Other potentially active faults exist near Tulare Buttes, about 30 miles north of Porterville. These faults are small and have exhibited activity in the last 1.6 million years, but not in the last 200 years. It is possible but unlikely that previously unknown faults could become active in the area. The State Geologist has not delineated any Alquist-Priolo Earthquake Fault Zones within or near the Planning Area.

Ground Shaking

The most significant hazard associated with earthquakes for the Porterville area is ground shaking rather than surface rupture or ground failure. However, the hazards due to ground shaking are considered to be minimal. Ground shaking intensities are measured using the modified Mercalli Intensity Scale. This is a 12-point scale of earthquake intensity based on local effects experienced by people, structures, and earth materials. Effects range from those that are detectable only by seismicity recording instruments at M1 (I) to total destruction at M12 (XII). The Modified Mercalli Rating for the Porterville area, as determined by the California Division of Mines and Geology, is estimated to be between Intensity M7 (VII) and M8 (VIII). Intensity M7 will cause considerable damage in poorly designed or constructed buildings (including some broken chimneys), slight to moderate damage in well-built ordinary structures, and negligible damage in buildings of good design and construction. Intensity M8 will cause great damage in poorly designed or constructed buildings (including fall of chimneys, factory stacks, columns, walls, etc.), considerable damage in ordinarily substantial structures (including some partial collapse), but slight damage in specially designed structures.

Ground Failure

Earthquake-induced ground failures, such as ruptures, lateral spreading, ground lurching, seiches, or mudslides, are unlikely to occur in the Planning Area because of its relatively stable geologic formation and lack of active faults. However, there is moderate risks of landslides due to the hillside topography, and soil slumping and liquefaction near the Tule River. There is also the risk of earthquake-induced dam failure at Success Dam. Potential inundation effects are discussed below in the Flood Hazards section.

Seismic Safety

Existing structures in the Planning Area could be affected by the types of earthquake-induced effects listed above, but to varying degrees based on length, intensity, and distance of the earthquake from a given building. New structures are required to adhere to current California Uniform Building Code (CUBC) standards for Seismic Zone 3, providing adequate design, construction and maintenance of structures to prevent exposure of people and structures to major geologic hazards. In particular, any critical facilities such as hospitals, fire and police stations and emergency communications and operations

[1] USGS Fault Maps, http://quake.wr.usgs.gov/info/faultmaps

centers must be adequately designed, constructed and maintained with the goal of remaining functional after a large seismic event. The use of flexible utility connections, building anchors, and adequately reinforced concrete can reduce the loss of life and damage to buildings for human occupancy.

GUIDING POLICY

PHS-G-1 Minimize risks of property damage and personal injury posed by geologic and seismic hazards.

IMPLEMENTING POLICIES

PHS-I-1 Amend the Zoning Ordinance to include provisions for a geologic hazards abatement district for hillside areas to ensure that geologic hazards are properly mitigated by developers or avoided prior to, or during, development.

Geologic Hazard Abatement Districts are potentially useful financing mechanisms for reducing hill slope hazards. They enable the formation of local assessment districts for the purpose of prevention, mitigation, abatement, or control of geologic hazards, allowing property owners to cooperate in solving a common problem and share costs in an equitable way. These districts are established on individual sites on a case- by-case basis through Zoning Map amendments.

PHS-I-2 Maintain and enforce appropriate building standards and codes to avoid and/or reduce risks associated with geologic constraints and to ensure that all new construction is designed to meet current safety regulations.

PHS-I-3 Provide information and incentives for property owners to rehabilitate existing buildings using construction techniques to protect against seismic hazards.

PHS-I-4 Support continued investigation by State agencies of geologic conditions within the Planning Area to promote public awareness of potential geologic and seismic hazards.

PHS-I-5 Require, as part of the preliminary soil report, a construction dust management plan when it has been determined that soils contain naturally-occurring asbestos.

PHS-I-6 If asbestos is present require construction work be done when soil moisture is sufficient to adequately compact the tread and prevent visible dust, which may contain airborne asbestos emissions.

If work is to be done under dry season conditions, then water will be added in sufficient quantities to maintain adequate soil moisture. Upon mechanical disturbance by the treads of track driven equipment, the soil will be re- compacted in six-inch or less lifts.

7.2 FLOOD HAZARDS

Porterville is in the Tulare County Flood Control District. Since the climate is relatively arid and development continues to increase the amount of impervious surfaces, surface run-off and storm drainage must be managed. The average annual precipitation in the Porterville area is approximately 10 inches. However, portions of the Tule River watershed which contribute to flooding in Porterville have a mean annual precipitation of 40 inches. Eighty–five percent of the annual precipitation occurs between November and April.

In the Planning Area, there are two natural channels for storm water discharge, the Tule River and Porter Slough. Flows in the natural waterways are largely controlled by the Success Dam, but still pose some flooding hazards, particularly in the lower-lying western portions of the Porterville Area. Flash flooding has occurred in low-lying drainage areas at the base of the foothills. The main channel of the Tule River can pass flows of about 10,000 cubic feet per second (cfs) before extensive damage occurs. Damage to urban property would occur at flows of approximately 16,000 cfs. Porter Slough has a designated capacity of 450 cfs and is an officially designated floodway of Tule River.

There are also seven irrigation ditch companies and storage reservoirs which divert and manage surface water within the Planning Area. In addition to delivering water for irrigation, the ditches provide extra capacity to carry peak flood flows and urban stormwater runoff. Minor flooding or ponding may occur on the valley floor if irrigation canals or reservoirs overflow. See the Public Facilities Element for more information about storm drainage facilities.

FLOOD ZONES

In Porterville, the storm flood hazard is considered to be low because the City does not permit development in the flood plain without adequate mitigation measures. Flood zone mapping by the Federal Emergency Management Authority (FEMA) indicates that approximately six percent of the total Planning Area is located within the 100-year floodplain and another five percent is located within the 500-year floodplain. These two floodplains closely correspond to the watercourses that flow through the Porterville Area. These flood zones are illustrated in Figure 7-3 and summarized in Table 7-2.

Table 7-2: Floodplains in Planning Area

Type	*Acres*	*Percent of Planning Area*
100 Year Floodplain	2,136	6%
500 Year Floodplain	1,958	5%
Success Dam Inundation Area	13,390	40%

Source: FEMA, 2005; U.S. Army Corps of Engineers, 2004.

Dam Safety & Inundation Hazard

A breach or overflow event at Success L a k e Dam could cause significant flooding in Porterville. This dam is overseen and maintained by the United States Army Corps of Engineers (USACE) and administered by the Sacramento District of the USACE's regional office located in Porterville. Through their work, Porterville is provided with flood safety, water resources, electricity, recreation, and camping. It includes a recreation area, located eight miles east of the Porterville Area in the western portion of the Sierra Nevada foothills.

Construction of the earth-filled dam was completed in 1961. It spans 3,490 feet across the Tule River and is 142 feet high. When full, the lake holds 82,000 acre-feet of water with a surface area of 2,450 acres.

Success Dam was originally designed to withstand an earthquake with a magnitude of 8.3. However, it was built before the process of seismic liquefaction of earth -fill dams was completely understood. The USACE is planning to re-construct and widen the existing earthen embankment dam to bring it up to federal safety standards. Construction should begin in 2009. Once the seismic retrofit is complete, USACE intends to raise the spillway by 10 feet and lengthen it by 165 feet. This addition will increase Lake Success' capacity by 28,000 acre feet.

According to a 2004 report prepared for USACE, approximately 40 percent of the Planning Area is located within the Success Dam inundation area 1. This inundation area runs through Porterville, to a location downstream of Corcoran, a distance of approximately 44 miles. Although subsequent infrastructure and drainage improvements have reduced the threat of flooding in many areas prone to inundation, the City requires a flood certificate and appropriately raised floor plates for any development proposed in an identified hazardous flood zone.

GUIDING POLICY

PHS-G-2 Protect the community from risks to life and property posed by flooding and stormwater runoff.

IMPLEMENTATION POLICIES

PHS-I-7 Coordinate with the U.S. Army Corps of Engineers, the County and local irrigation districts on potential flooding risks, including risks associated with dam failure.

This will include coordination on training to respond to catastrophic dam failure, and maintaining adequate storm drainage capacity in the Tule River and Porter Slough.

PHS-I-8 Implement appropriate flood control measures to assure the safety of residents, while emphasizing maintenance of natural wildlife habitats and vegetation.

PHS-I-9 Require new development to provide for the perpetual funding and ongoing maintenance of detention reservoirs.

Maintenance may be by the City under contract, by a private entity, or by another public agency.

PHS-I-10 Continue to require any new development in the floodway to obtain a permit from the California Reclamation Board and enforce the Flood Damage Prevention Ordinance.

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[1] RAC Engineers & Economists. *Lake Success: Flood Inundation for an Earthquake-Induced Dam Failure with the Reservoir Poll at El. 630 ft msl.* October 2004.

Figure 7-3: Flood Hazards

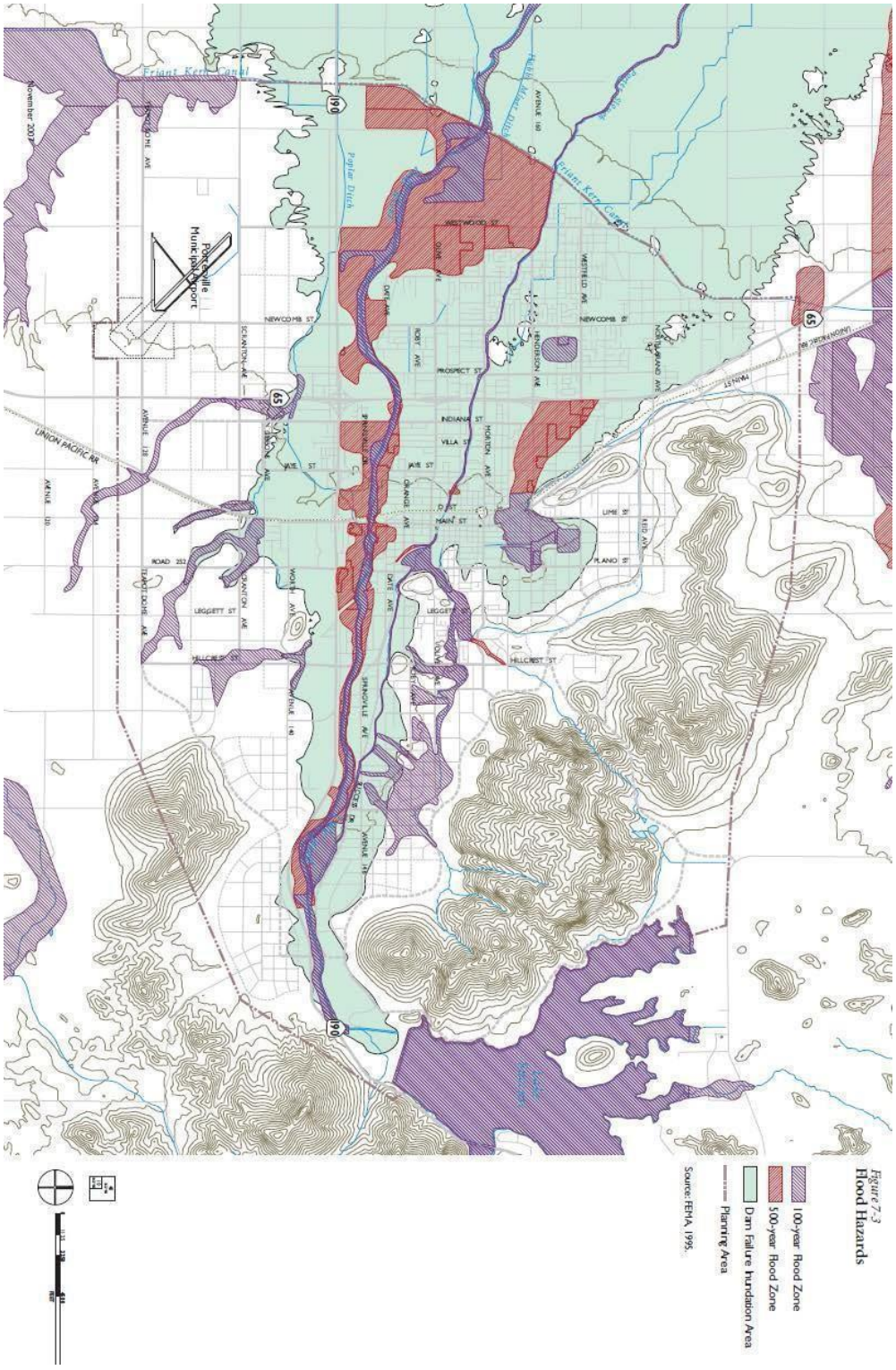

Figure 7-2 BACK

PHS-I-11 Coordinate with appropriate agencies to ensure that new bridges are constructed according to acceptable standards and maintained to avoid flood damage.

PHS-I-12 Continue to participate in the National Flood Insurance Program and encourage all property owners within flood hazard areas to carry flood insurance.

7.3 FIRE HAZARDS

WILDLAND FIRES

Fire hazard potential is largely dependent on the extent and type of vegetation, known as surface fuels, that exists within a region. Fire hazards are typically highest in heavily wooded, undeveloped areas as trees are a greater source of fuel than low-lying brush or grassland. Suburban, urban areas, or rocky barren areas have minimal surface fuels and therefore typically have the lowest fire hazard. Figure 7-4 depicts the risk of fire within the Planning Area.

Due to the wooded nature of the Sierra Nevada foothills and hot summers, land located in the northeast portion of the Planning Area near Lake Success is considered to have a high to very high risk of fire. The fire season has over 100 days of temperatures in excess of 90 degrees Fahrenheit, usually between May and October. Forty-three percent of the Planning Area is considered to have a moderate fire hazard (see Table 7-3). Pockets of land with high fire hazards are found throughout the Planning Area, although the fire hazard currently present in these areas should decrease as vacant parcels become developed. The wooded areas along the Tule River have the potential of allowing a wildland fire to traverse the Planning Area.

Table 7-3: Existing Wildland Fire Hazards

Fire Hazards	*Acres*	*Percent of Planning Area*
Little or No Threat	8,490	23%
Moderate	15,777	43%
High	7,183	20%
Very High	2,373	7%
Unclassified	2,518	7%
Total	**36,341**	**100%**

Level of fire hazard severity based on surface fuels analysis, California Department Of Forestry and Fire Protection.

Source: California Department of Forestry and Fire Protection, Dyett & Bhatia, 2005.

URBAN FIRES

Even though Porterville is not considered to be a fire-prone area, structural fires pose a greater risk to life and property than wildland fires. The City of Porterville requires all new development and subdivisions to meet or exceed the Uniform Fire Code provisions (Porterville City Code: Chapter 12) which address topography, geology, climate, and development conditions. The Public Works Department and Fire Department review all development applications during the review process.

GUIDING POLICY

PHS-G-3 Protect Porterville's residents and businesses from potential fire hazards.

IMPLEMENTATION POLICIES

PHS-I-13 Maintain automatic and/or mutual aid agreements with surrounding jurisdictions for fire protection.

PHS-I-14 Enforce weed abatement programs and building and fire code requirements to assure adequate fire protection.

PHS-I-15 Develop and expand existing public fire safety and emergency life support education programs in order to promote public awareness of fire hazards and emergency procedures.

PHS-I-16 Establish fire hazard standards and review procedures at least equivalent to State requirements to protect new development on or adjacent to the hillsides.

The Subdivision Ordinance and the Zoning Ordinance standards will require new development on the urban fringe to incorporate fuel breaks, fuel reduction and buffer zones to minimize potential fire losses.

Figure 7-4: Wildland Fire Hazards

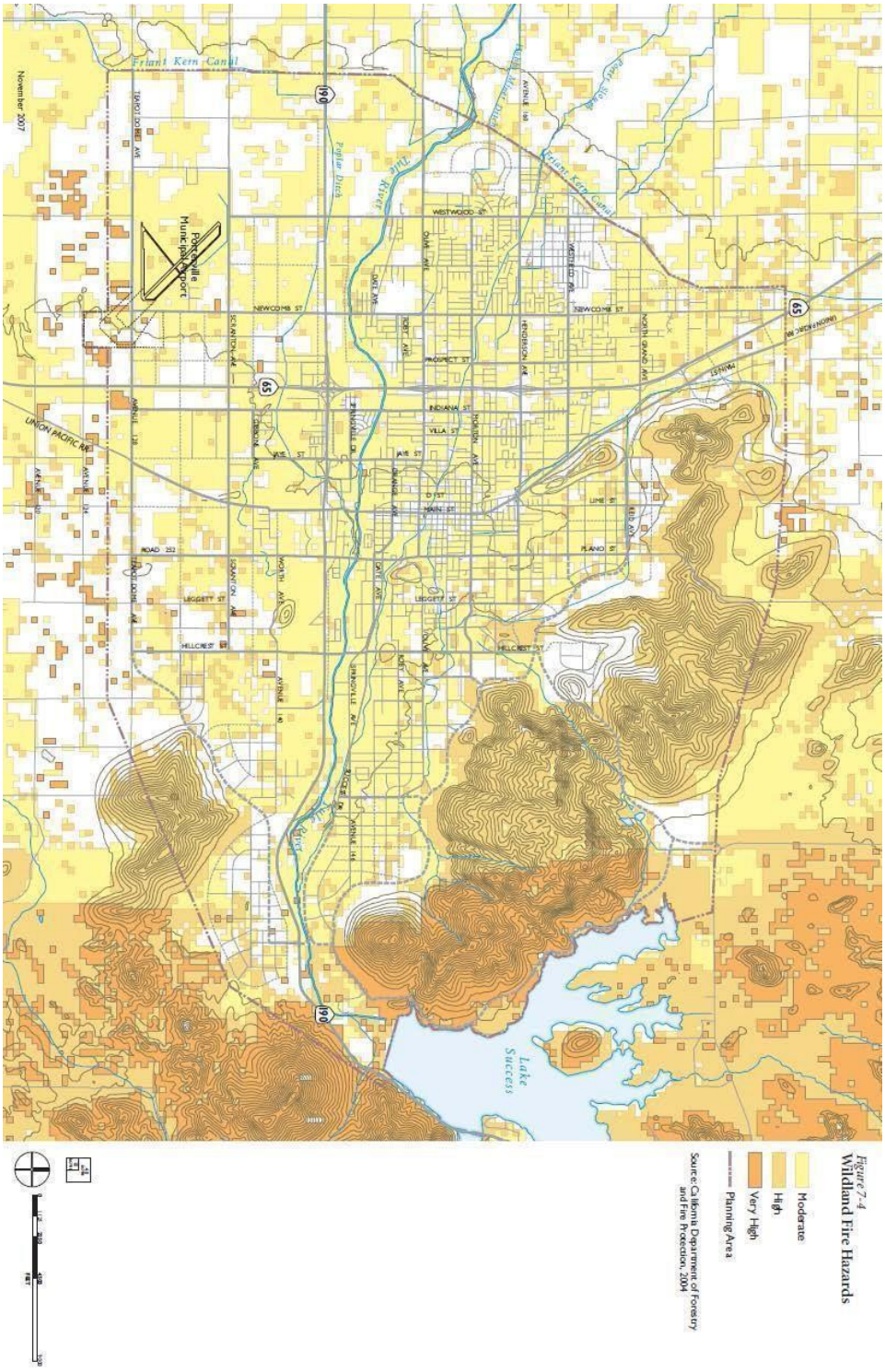

Figure 7-4 BACK

7.4 HAZARDOUS MATERIALS

The California Code of Regulations defines a hazardous material as a substance that, because of physical or chemical properties, quantity, concentration, or other characteristics, may either (1) cause an increase in mortality or an increase in serious, irreversible, or incapacitating, illness or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of, or otherwise managed.1 Hazardous wastes are hazardous materials that no longer have practical use, such as substances that have been discarded, discharged, spilled, contaminated, or are being stored prior to proper disposal. A hazardous materials incident involves the uncontrolled release of a hazardous substance during storage, use, or transport.

LAWS & REGULATIONS

Federal and State laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, transported and disposed of, and in the event that such materials are accidentally released, to prevent or mitigate injury to health or the environment. Laws and regulations require hazardous materials users to train employees to manage them safely. The primary federal agencies with responsibility for hazardous materials management include the U.S. Environmental Protection Agency (EPA), U.S. Department of Labor Occupational Safety and Health Administration (OSHA), and the U.S. Department of Transportation (DOT). In many cases, California State law mirrors or is more restrictive than federal law, and enforcement of these laws has been delegated to the State or a local agency.

The State Water Resources Control Board (SWRCB) administers t h e aboveground storage tank (AST) program and the underground storage tank (UST) program. The AST program covers facilities that store petroleum in a single tank, or multiple tanks with an aggregate capacity in excess of 1,320 gallons, and requires that tank owners or operators file a storage statement, pay a facility fee, and prepare and implement a Federal Soil Prevention, Control and Countermeasure (SPCC) Plan. The SPCC Plan must identify procedures, methods, and equipment in place at the facility to prevent discharges of petroleum from reaching navigable waters. State laws governing USTs specify requirements for permitting, construction, installation, leak detection monitoring, repairs, release reporting requirements, corrective actions, cleanup, and closure.

[1] California Code of Regulations, Title 22, Division 4.5, Chapter 10, Article 2, Section 66260.10

In Porterville, the Tulare County Environmental Health Division (TCEHD) is the local agency responsible for the implementation of the state-mandated Unified Hazardous Waste and Hazardous Materials Management Regulatory Program. Tulare County has prepared a Hazardous Waste Management Plan and a Multi-Hazard Functional Plan that serves as the County's emergency response plan for hazardous materials emergency incidents. In addition, the TCEHD acts as lead agency to ensure proper remediation of leaking underground petroleum storage tank sites and certain other contaminated sites. TCEHD provides a permanent Household Hazardous Waste (HHW) drop-off facility located in Visalia (approximately 30 miles from Porterville) that is available free of charge to any Tulare County resident and operates mobile collection events throughout the year. Typically, two events per year are hosted in Porterville, normally in April and September.

The City of Porterville Fire Department, Fire Prevention Division provides limited oversight of hazardous materials. The Fire Department is responsible for conducting inspections for code compliance and fire-safe practices, permitting of certain hazardous materials, and for investigation of fire and hazardous materials incidents. The Fire Department regulates explosive and hazardous materials under the California Fire Code, and permits the handling, storage and use of any explosive or other hazardous material.

HAZARDOUS MATERIALS SITES

Areas where historic or on-going activities have resulted in the known or suspected release of hazardous materials into the soil and groundwater are identified by Environmental Data Resources, Inc. In Porterville, contaminated sites are largely associated with leaking underground storage tanks and are predominately clustered around primary transportation corridors including State Route 65 (SR 65), Main Street, Henderson Avenue, and Olive Avenue (see Figure 7-5). Most sites are associated with retail and commercial uses (e.g., gas stations, convenience stores, car washes, etc.), but a few are associated with local industrial and agricultural uses. Sites identified on the State's existing Brownfield database are also shown in Figure 7-5.

The City's Emergency Operations Plan also mentions the possibility of illegal drug manufacturing sites as sources of hazardous materials and incidents. Residue and hazardous waste are often dumped illegally and pose a threat to public health.

Figure 7-5: Hazardous Materials Sites

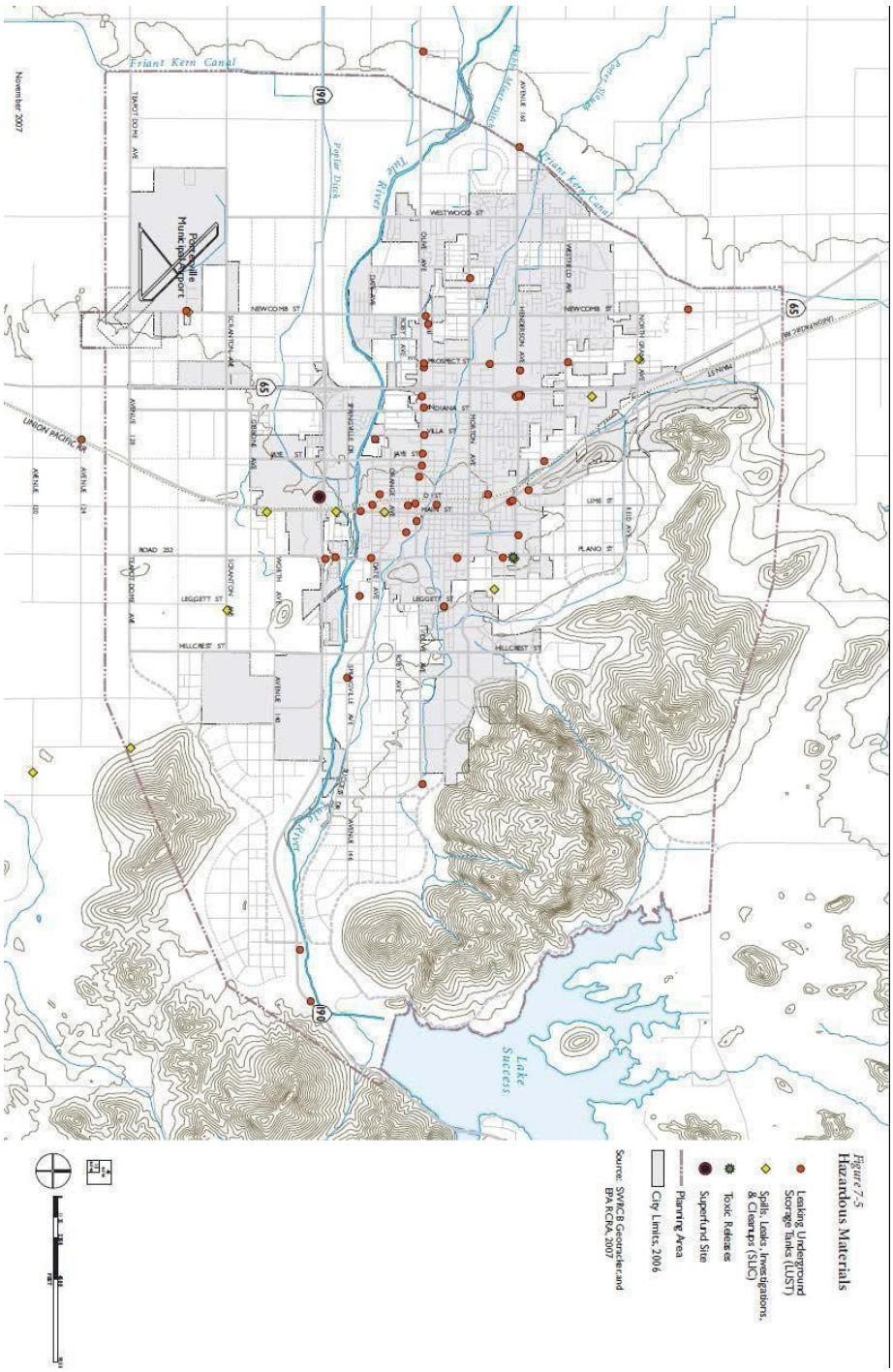

Figure 7-5 BACK

GUIDING POLICY

PHS-G-4 Protect soils, surface water, and groundwater from contamination from hazardous materials.

IMPLEMENTATION POLICIES

PHS-I-17 Require remediation and cleanup of sites contaminated with hazardous substances.

The level of remediation and cleanup will be determined based on the intended use and health risk to the public. At the minimum, remediation will be in compliance with federal and State standards. Clean up shall be required in conjunction with new development, reconstruction, property transfer of ownership, and/or continued operation after the discovery of contamination.

PHS-I-18 Adopt a Household Hazardous Waste Program and support the proper disposal of hazardous household waste and waste oil; encourage citizens and crime watch organizations to report unlawful dumping of hazardous materials.

The plan will promote the reduction, recycling, and safe disposal of household hazardous wastes through public education and awareness. Collection programs should be reviewed annually and expanded where appropriate. The County in cooperation with the City will also coordinate with hazardous waste recyclers to increase the frequency of hazardous waste collection events under this program.

PHS-I-19 Ensure that all specified hazardous facilities conform to the Tulare County Hazardous Waste Management Plan.

PHS-I-20 Prohibit specified hazardous waste residual repositories and onsite facilities utilizing incineration methods unless the facility demonstrates that it will produce insignificant levels of emissions.

PHS-I-21 Coordinate enforcement of the Hazardous Material Disclosure Law and the implementation of the Hazardous Material Emergency Response Plan with the Tulare County Health and Human Service Agency.

State and federal legislation requires every business that handles hazardous materials report their inventories to the local fire department. The program's primary function is to identify, monitor, and assist businesses using or storing hazardous materials and allow the County in cooperation with the City to handle emergency incidents more effectively. The City will maintain and share this information with the County, police, fire, and emergency services.

PHS-I-22 Coordinate with the Tulare County Department of Environmental Health, and other appropriate regulatory agencies during the review process of all proposals for the use of hazardous materials or those involving properties that may have toxic contamination, such as petroleum hydrocarbons, CAM 17 metals, asbestos, and lead.

PHS-I-23 Require applicants of projects in areas of known or suspected hazardous materials occurrences such as petroleum hydrocarbon contamination, CAM 17 metals, USTs, location of asbestos rocks and other such contamination to perform comprehensive soil and groundwater contamination assessments in accordance with regulatory agency testing standards, and if contamination exceeds regulatory action levels, require the project applicant to undertake remediation procedures prior to grading and development under the supervision of appropriate agencies, such as Tulare County Department of Environmental Heath, Department of Toxic Substances Control, or Regional Water Quality Control Board.

7.5 SAFETY SERVICES

POLICE SERVICES

City of Porterville Police Services

Law enforcement services in the Porterville area are provided by the County Sheriff and the City of Porterville Police Department. The City Department currently has 57 sworn peace officers and 22 civilian staff members. Every sworn officer is provided with the safety gear essential to their specific assignment including firearms, protective vests, and uniforms. Each officer is assigned a vehicle, either a marked police car, a marked police motorcycle, or an unmarked police car. Additionally, the Police Department has a SWAT specific vehicle, a DUI/Mobile Substation Trailer, and a Radar Display trailer. The Porterville Police Department's headquarters is located at 350 N. D Street.

Currently, the Police Department is operating at a ratio of almost 1.3 officers per 1,000 residents. Response times and the ability of the Police Department to provide acceptable levels of service are contingent on growing staffing levels, sworn and civilian, consistent with resident population and the population of visitors, merchants, schools, and shoppers with the service area of Porterville. According to the Porterville Police Department, a ratio of 1.2 police officers to 1,000 residents would support adequate law enforcement efforts at buildout. This would require a total of 129 (72 additional) sworn officers by 2030.

Even though the current police facility is nearing its capacity to support staffing levels, the Police Department will continue to maintain a central station. Due to the resources involved in providing police services to the community, a centralized station is more effective, efficient, and fiscally responsible. As the community grows and levels of service increase, satellite Community-based Policing Offices will be located with other public facilities, such as fire stations in shopping centers, community centers or high-crime areas in order to provide the required services.

Tulare County Sheriff

In 2007, the Tulare County Sheriff's Department had 448 sworn officers serving its unincorporated population (145,128) and generates a level of service ratio of 3.2 officers per 1,000 residents. The ratio is above the accepted standard of 2.0 officers per 1,000 residents set by the Federal Bureau of Investigation. The Sheriff's Department also has 186 non-sworn clerical and support staff amounting to total Sheriff's Department staff personnel of 633 employees.

The Tulare County Sheriff's Office has a Porterville substation at 379 N. Third Street. This substation has ten patrols for the currently unincorporated areas of the County. As Porterville grows, the Police Department will need to work closely with the Sheriff's Office.

Law enforcement portion for the unincorporated County is divided into 22 areas with four stations. The Porterville substation serves the largest number of areas with 10 patrols, followed by the headquarters in Visalia with six, and Cutler-Orosi and Pixley each with three areas.

The Tulare County Sheriff's Office has a Porterville substation at 270 N. Third Street. As Porterville grows, the Police Department will need to work close with the Sheriff's Office.

FIRE & LIFE SAFETY SERVICES

City of Porterville Fire Department

The City's Fire Department provides fire and life safety services for residents located within the city limits while the Tulare County Fire Department provides additional services for unincorporated areas within the Planning Area. City fire dispatch is handled by the Police Department.

In order to meet the service demand of greater population, four new fire stations are proposed by this Porterville Area Community Plan. The Fire Department has planned stations near the intersection of Jaye Street and Worth Avenue near the intersection of Morton Avenue and Crestview Street, 1 near the Porterville Airport, and near the intersection of Reid Avenue and Main Street. The locations of County, City- owned, and CDF stations are illustrated in Figure 7-6, along with 1.5 mile radii from fire stations demonstrating fire coverage for Porterville residents. Table 7 -4 summarizes fire station locations and facilities

The Plan will support expansion of existing public fire Safety and emergency life support services

Tulare County Fire Protection

The unincorporated communities are served primarily by the County Fire Department with City service in support. The City and the County have a mutual-aid agreement for fire protection services with 2 City fire stations and 2 County fire stations in the Porterville area. [26]

The (formerly titled) California Department of Forestry and Fire Protection/Tulare County Fire Department (now CalFire/TCFD) serve 145,128 of Tulare's population. The Tulare County Plan Background document) shows, dispatchers reported 14,022 responses in 2002, averaging 38.4 calls a day. Fire occurrence data generated by the Department indicate a direct relationship between high use areas of the County and fire occurrence. The population increase in the mountain areas have caused increased wildland urban interface problems as well. Structures are being built throughout wildland areas wherein vegetation fires can spread rapidly. Providing adequate fire protection to those structures has become a major undertaking. [26]

"..[T]he Tulare County Fire Department responded to 14,022 calls for service in 2002… [A] majority of the calls were for medical emergencies (52 percent) followed by fire calls (20 percent). The remaining calls ranged from dispatch incidents (8.1 percent) to assisting other agencies (7.3 percent) to public assistance (3.4 percent)."[3]

East Porterville Fire Protection

While Tulare County is the primary responder for the unincorporated communities, the County and the City have a mutual-aid agreement for fire protection services. The proximity of the nearest City or County fire stations varies significantly between the unincorporated communities. There are two City fire stations and two County fire stations in the Porterville area. (See Figure 7-6). County Fire Station #20 (Doyle Colony) is located on Success Dr. in the center of East Porterville. County Fire Station #19 (West Olive) is located within City limits on Olive Ave. (Avenue 152) to the south of Nanceville on the west edge of the City. (See Figure 7.6). The two City fire stations are located downtown on Cleveland Ave. (Station 1) and in west Porterville on Newcomb St. near Morton Ave. (Station 2)."[4]

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[1] City of Porterville Fire Department, March 29, 2007.

2 Plan Background Report, page 7-73

3 Ibid. Page 7-74

4 City of Porterville Draft Municipal Service Review (MSR) September 2014

Table 7-4
Porterville Area Fire Station Locations and Facilities

No.	Location	Staffing	Facilities
1	40 W. Cleveland Ave.	Min of 4, Max of 6 per shift	3 heavy fire engines (type I), 1 75 ft. Quint Aerial Ladder Truck, 1 Rescue Unit, and 1 Light Unit (Patrol)
2	500 N. Newcomb	Min of 3, Max of 4 per shift	2 heavy fire engines (type I), 1 Light Unit (Patrol)
191	22315 Ave. 152	1 full time per shift and 17 paid on-call firefighters	1 heavy fire engine (type II), 1 light engine (type IV), 1 water tender (tractor, trailer)
201	1551 E. Success Drive	1 full time per shift and 17 paid on-call firefighters	1 heavy fire engine (type I), 1 light engine (type IV), 1 water tender (bobtail)
CDF	Worth Ave at Road		
*	Jaye St. at Worth Ave.		
*	Morton Ave. at Crestview St.		
*	Porterville Airport		
*	Reid Ave. at Main St.		

1. County –operated
* Proposed, conceptual locations for new City of Porterville Fire Stations.

Sources: Porterville Fire Department, 2007; Tulare County Fire Department, 2007

Table 7-5
Distance to Fire Station (miles to center of community)

Community	County	City
East Porterville	0	2.7
Roby Island	1.6	1.1
Nanceville	0.2	1.5
Tract 24/41	3.3	2.8
N.Main/Mulberry	4.0	1.4
South Porterville	2.8	2.1
Grandview Gardens	4.0	2.3

Community	County	City
Beverly-Grand	3.7	2.1
Tract 77	3.7	2.7
Tract 557	0.5	1.3
Chelsea Glen	3.8	2.1
A&A MHP	2.8	2.6
Tract 288/413	3.3	3.2

Figure 7-6: Emergency Services

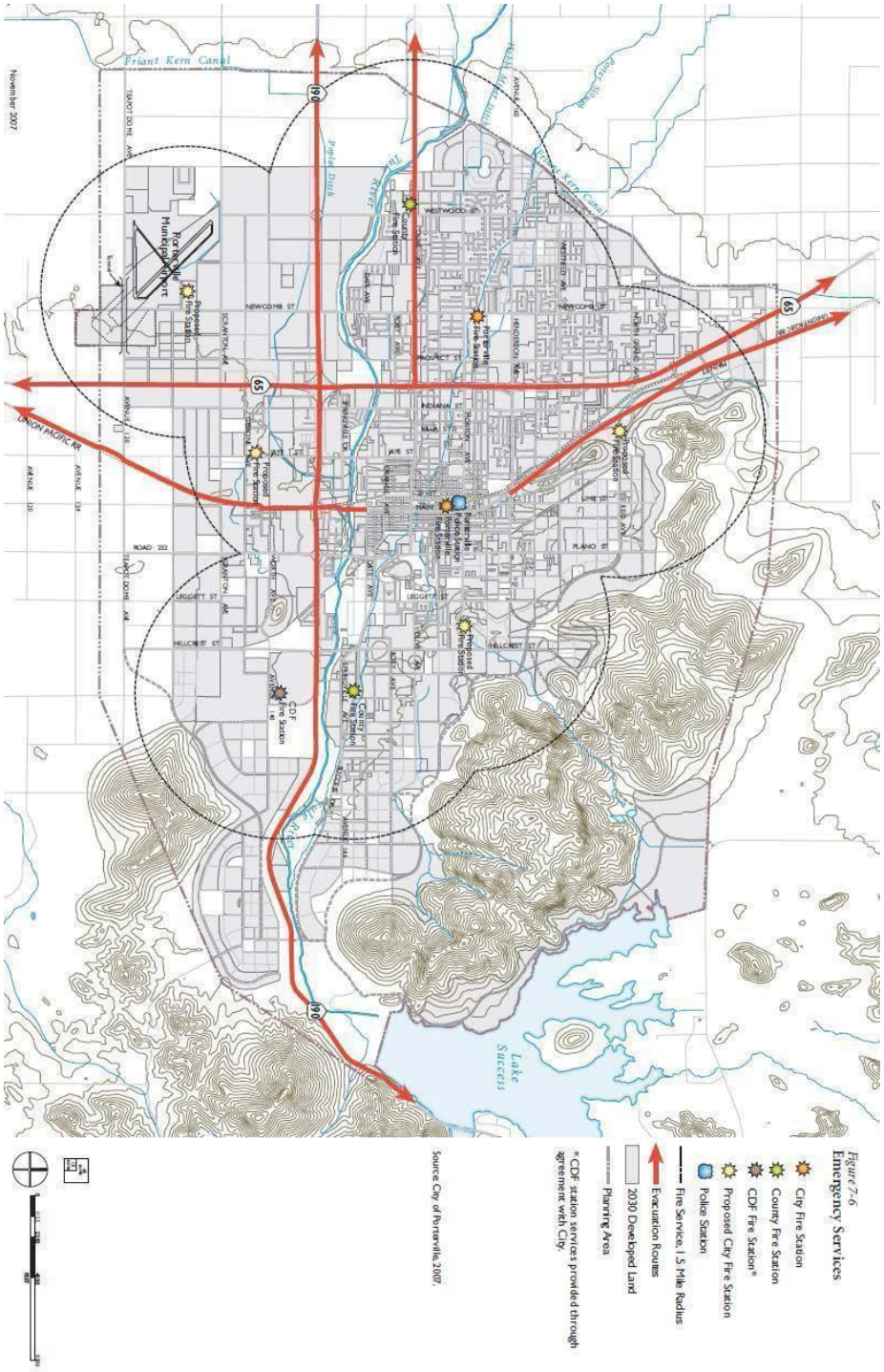

Figure 7-6 BACK

FIRE RESPONSE STANDARD & ISO RATING

The Insurance Service Office (ISO)—a private organization that surveys fire departments in cities and towns across the United States—awarded the Porterville Fire Department a Class 3 rating (1 being highest and 10 being lowest). This rating considers a community's fire defense capacity versus fire potential, and then uses the score to set property insurance premiums for homeowners and commercial property owners.

Currently, the Department responds to 60 percent of its calls within five minutes. The internal response time goal set by the Department is to provide service within five minutes of the 911 call being received, 80 percent of the time. The proposed two new stations will help the Department reach its goal.

Water Flow Rates & Pressure

In order to adequately protect life and property in Porterville, water flow rates and pressure standards defined by the Uniform Fire Code are maintained.

Policies in the Land Use Element will ensure that new development will finance public safety facilities needed to serve new development. Additional policies addressing airport hazards are also located in the Circulation Element.

GUIDING POLICY

PHS-G-5 Provide a comprehensive program of safety services including police, fire and medical response in all parts of Porterville.

IMPLEMENTATION POLICIES

PHS-I-24 Provide cost effective fire, police, and emergency medical service within the City to minimize potential injury, loss and/or destruction to persons or property.

To meet existing and future demand, the County in cooperation with the City will continue to plan for adequate law enforcement and fire-fighting services, and strive for staffing ratios and response time that meet or exceed national standards. The requirements for additional Police and Fire Stations will be assessed when the City prepares its Capital Improvement Programs and development fees.

PHS-I-25 Maintain the City's Class 3 ISO rating, or better, for fire protection. Promote a community-oriented approach to law enforcement.

PHS-I-26 Promote a community-oriented approach to law enforcement.

The County in cooperation with the City will support public educated programs involving crime prevention and safety issues. Currently, the Porterville Police Department has a number of outreach and training programs in place. These include a neighborhood crime- watch program, Police Explorers, Youth Services Foundation, and police volunteer program. Continue to cooperate with the California Highway Patrol and the nearby law enforcement agencies to provide back- up police assistance in emergency situations.

PHS-I-27 Continually assess the adequacy of current funding programs for police, fire and paramedic services and investigate new funding sources.

These could include a public safety impact fee.

PHS-I-28 Ensure that new development incorporates safety concerns into the site, circulation, building design and landscaping plans.

This will be done during the development review process.

7.6 EMERGENCY RESPONSE

EMERGENCY PLANNING

The California Emergency Services Act (Government Code Section 8550 -8668) requires each city to prepare and maintain an Emergency Plan for natural, manmade, or war-caused emergencies that result in conditions of disaster or in extreme peril to life. The Porterville Emergency Operations Plan was adopted in 2004. The Plan includes planning and response scenarios for seismic hazards, extreme weather conditions, landslides, dam failure and other flooding, wildland fires, hazardous materials incidents, transportation emergencies, civil disturbance, and terrorist attacks. It is meant to work in conjunction with the Tulare County Emergency Operations Plan and the State Emergency Plan. The Emergency Council of the Tulare County Operational Area meets for regional coordination purposes at least four times per year. In addition, the City Fire Department has specific procedures for hazardous materials emergency response.

EVACUATION ROUTES & POTENTIAL SHELTER SITES

The City has designated several evacuation routes through Porterville to be used in case of catastrophic emergencies. The extent and the severity of a disaster will determine which routes and which direction people must take in order to escape or avoid the afflicted areas. Sierra View District Hospital in Porterville provides emergency health care services.

In the event of a natural or man-made disaster, the City will coordinate with the Red Cross, Salvation Army, and State and federal agencies responsible for providing emergency shelter for displaced residents. The sites most commonly used are schools, senior centers, community centers, public buildings, and churches.

GUIDING POLICY

PHS-G-6 Provide comprehensive emergency response and evacuation routes for Porterville residents.

IMPLEMENTATION POLICIES

PHS-I-29 The City will Maintain and periodically update the City Emergency Management Plan. This plan will be updated as necessary in consultation with City departments, community leaders, the school districts, Sierra View District Hospital, PG&E, and relevant regional and State agencies.

This plan will be updated as necessary in consultation with the City Departments, community leaders, the school districts, Sierra view District Hospital, PG&E, and relevant regional and State Agencies.

PHS-I-30 Initiate periodic public information programs that explain the emergency preparedness programs and evacuation routes and encourage each household to be self-sufficient for 72 hours after a manmade or natural disaster.

PHS-I-31 Maintain multi-jurisdictional communication systems and cooperation for emergency training, planning and management.

PHS-I-32 Work with owners and operators of critical use facilities to ensure that they can provide alternate sources of electricity, water, and sewerage in the event that regular utilities are interrupted in a disaster.

Public utilities are lifeline services for Emergency Command Centers, police and fire departments, and hospitals. Keeping them open and operative is especially crucial in the 72 hours after a major disaster.

8
Public Utilities

The purpose of the Public Utilities element is to provide policies and programs to ensure that the public utilities the community relies on will have the capacity to serve new development under the Porterville Area Community Plan without degrading existing service levels.

The capacity and quality of the public utilities that serve a community significantly affect the quality of life enjoyed by those who live, work, and own property. Many of these services require a substantial investment in infrastructure that is a major factor in determining the amount, location, and type of growth that a community can anticipate. Service adequacy will also affect its ability to attract the kind of new development that Porterville residents and business owners would like to see in the future.

8.1 WATER SUPPLY & CONSERVATION

The City of Porterville's Public Works Department, Field Services Division provides sewer infrastructure, wastewater treatment, land use for reclamation purposes and storm drainage facilities. Public Works maintains the Water System Master Plan, Sewer Master Plan, and Storm Drainage Master Plan. Per the City's Infrastructure Master Plans there are current water, sewer and storm drainage lines. As the City is adopting these master plans, the Tulare County Board of Supervisors will independently review and exercise its discretion when considering any subsequent Porterville Development Standards and City Master Plan Updates proposed by the City of Porterville.

This section presents guiding and implementing policies to maintain and enhance sufficient water resources to sustain the Porterville Area's quality of life and support existing and future residential, commercial, and industrial development.

EXISTING WATER SUPPLY & DEMAND

The Porterville Area has historically relied on groundwater to supply municipal water to its residents. Even during drought years, there have been no water supply deficiencies. However, while the Tule Sub- basin is not presently adjudicated, it is considered to be in a state of overdraft 1 Groundwater levels have declined moderately--on average 0.75 feet/year over the last 20 years based on Department of Water Resources well hydrographs. Some City wells have seen severe yield declines in the last ten years, for example, from 1,500 gallons per minute (gpm) to 500 or 600 gpm. However, well rehabilitation may be able to restore these wells to their previous performance levels, since some of the declines are caused by encrustation. New wells typically have capacities of 500 gpm or less.

[1] City of Porterville. *Urban Water Management Plan* 2007.

In addition to groundwater, the City has purchased water rights for about 900 acre-feet annually from the Pioneer Ditch Company and Porter Slough Ditch Company. Some of this water is used for a small pond at Murry Park in Porterville, but historically most of this water has not been used by the City.

Distribution System

There are 34 active wells serving the Planning Area; see Figure 8-1. Water is distributed from wells through approximately 200 miles of pipeline maintained and operated by the Public Works Department. The City has approximately 14, 000 metered connections, of which 13,000 are residential meters.

Water storage is important to EastPorterville.

The City's municipal wells are generally scattered west of Plano Avenue and south of Westfield Avenue. The area east of Plano Avenue is considered water deficient and water is pumped from the wells located in western and central Porterville. The City currently operates and maintains three hillside reservoirs: two with a capacity of 3,000,000 gallons and one with a capacity of 300,000 gallons. The City has purchased a site for a third.

"Small portions of East Porterville are connected to the City of Porterville's water system. Most of East Porterville is served by individual wells. Tulare County Health and Human Services has tested 24 private wells in East Porterville of which five were over the minimum for nitrate contamination (45 mg/l). Three of those five wells are located in Tract 42. The other two are on the eastern edge of the community to the east of Tract 98. Future extension of domestic water in East Porterville could be prioritized based on the areas with the worst water contamination. While three wells have tested above minimum levels for nitrate in Tract 42, due to the small sample size, more testing should be done if contamination is given a priority for future extension of City domestic water into East Porterville

Demand

In 2001, the City estimated per capita consumption at 250 gallons per day and total deliveries of almost 11,000 acre–feet per year. [1] This value includes all City water uses (residential, commercial, municipal, industrial, etc.). In 2005, water usage by customer type was roughly 62 percent for single family residential, 12 percent for multi-family residential, 19 percent for commercial/institutional, 4 percent for large landscape irrigation, and 5 percent for other uses.

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[1] City of Porterville. Water System Master Plan, 2001

Figure 8-1 Well Location

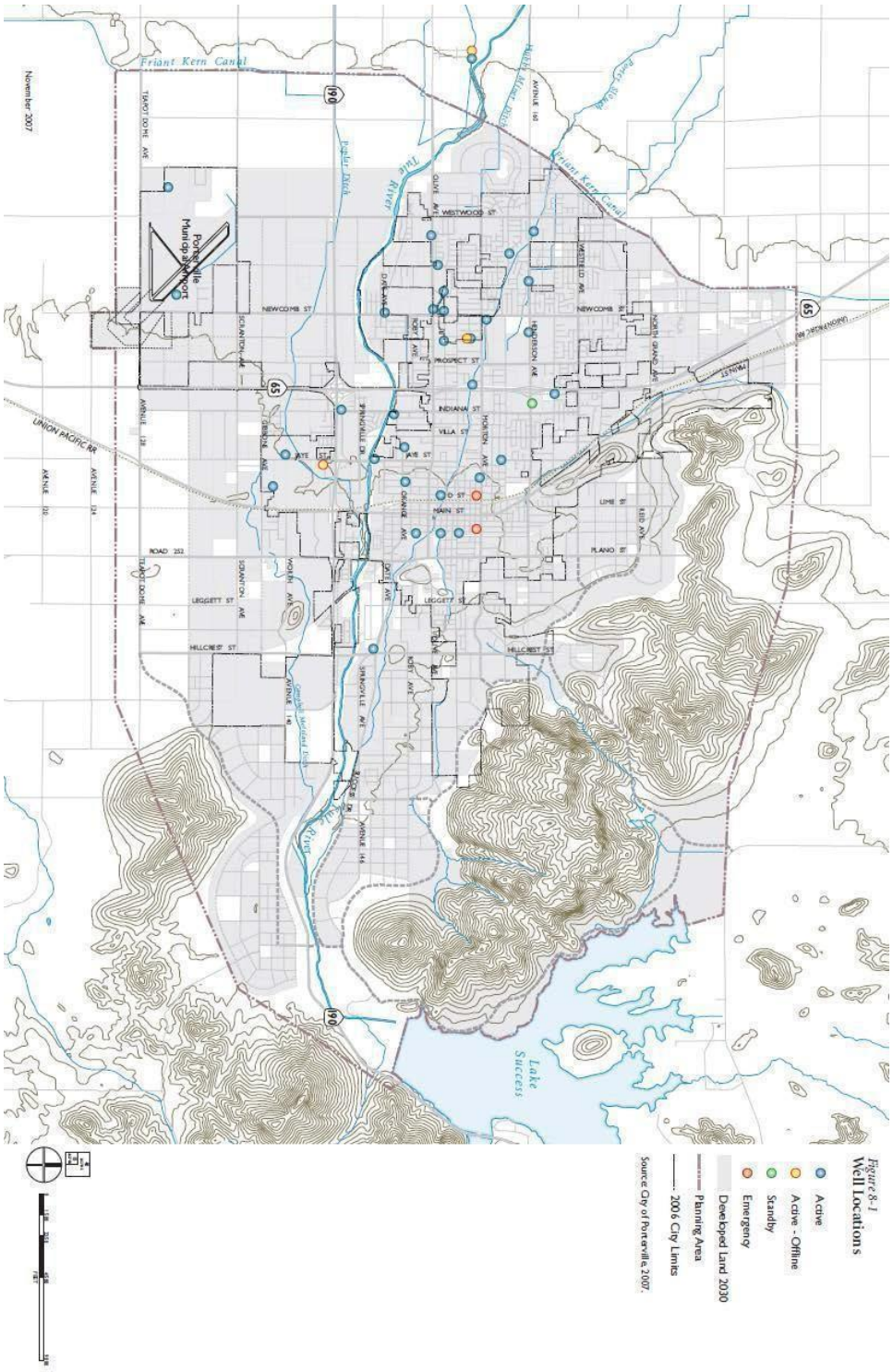

Figure 8-1 BACK

FUTURE WATER DEMAND & PLANNED SUPPLY

Porterville expects to update their Water System Master Plan in 2008-2009. This will include a water balance study as well as analysis of the distribution facilities needed to accommodate population growth, potential need for a surface water treatment plant, and the facilities needed to accept and recharge surface water. After completion of the Master Plan, a number of new projects will likely be identified to improve the distribution system and provide greater assurance that the City can meet peak water demands.

The City has established a goal of gradually reducing groundwater pumping to match the aquifer safe yield by 2020. In order to define a water budget, a complete water balance study will be required to accurately estimate the safe yield for the aquifer.1 The City anticipates purchasing surface water and implementing water conservation programs to meet remaining demand. The City has also established a goal of reducing per capita demand by 10 percent by 2030.

For purposes of projecting future water requirements, a citywide assumption of 250 gallons per capita per day (gpcd) was established by the 2001 Water System Master Plan. The Porterville Area Community Plan buildout population will be approximately 107,330 in the year 2030 and, therefore, the water demand will be approximately 30,000 acre–feet (AF) per year. Table 8-1 summarizes the water demand and planned supply over the planning horizon.

The 2010 Urban Water Management Plan must be adopted by July 1, 2011 and submitted to DWR by August 1, 2011. Usually, UWMPs are due on December 31 of years ending in 0 and 5, but a 6- month extension has been granted for submittal of the 2010 UWMPs to provide additional time for water suppliers to address the SB X7-7 requirements. The 2010 UWMP Guidebook to support water suppliers in UWMP preparation is available on the Guidebook and Files site.

The Urban Water Management Plan (UWMP) for the City of Porterville was recently updated and was adopted by the City Council in August 2014. This plan evaluates the City's water resources over a 21-year planning horizon from 2014 to 2035. This UWMP focuses on the City, but still addresses some areas outside of the City that are within the Planning Area as defined in the Plan update. The Planning Area covers about56.8 square miles. In 2005, approximately 27,800 acres (43.5 square miles) or about 75 percent of the Planning Area lied outside of the existing city limits within unincorporated Tulare County. The Planning Area encompasses land that is of interest for long-term planning, including hillsides and surrounding agricultural land. However, being included within the Planning Area does not necessarily mean that the City is considering annexation. The UWMP discusses the reliability of water supplies and their vulnerability to seasonal and climatic shortages. Seasonal deficiencies are based on precipitation patterns of individual watersheds. The City's design will take into account adverse impacts from climate change.

The City also has 10 million gallons of storage tank capacity, which helps with summer peaking demands. The water level in the City's 35 wells has dropped an average of 22 feet from the summer of 2012 to the summer of 2013. If the drought continues and water levels continue to drop, the City may experience pumping problems in the next few years. However, the drop in water level noted herein is not dissimilar in magnitude from what the city has experienced in past very dry periods. The city's aquifers have proven to be quite resilient and time and again have recovered satisfactorily during the wet years.

The City of Porterville is currently in Phase II of the City's Water Conservation Plan. Phase II applied during periods when there is a water supply shortage.

Groundwater

Due to the unreliable nature of surface water, well capacities will need to have sufficient capacity to meet almost 100 percent of City demands. The City has typically installed one new well each year with approximately 500 gpm capacity each in recent years. The City will continue to install new wells at a rate necessary to keep up with demands. By 2030, the City will need approximately 60 active wells. Planned groundwater recharge will help to ensure that municipal wells can provide the same yield in normal, single dry, and multiple dry years.

The City currently owns approximately 25 stormwater detention basins, which allow for incidental groundwater recharge. The City will consider additional water detention basins which can serve for both stormwater detention and groundwater recharge. Some of the best topsoils for groundwater recharge are located along the present or ancestral channels of the Tule River.

Table 8-1: Current and Planned Water Supplies (AF/Year)

Description	*2006*	*2010*	*2015*	*2020*	*2025*	*2030*
Population	45,200	52,220	62,530	74,860	89,620	107,300
Total City Demands[1]	12,700	14,600	17,500	21,100	25,100	30,000
Supplier Produced Groundwater[2]	12,700	13,000	15,100	16,580	19,900	23,660
Supplier Surface Diversions[3]	0	900	900	900	900	900
Surface Water Purchases[4]	0	700	1,500	3,520	4,300	5,440

1. Total demands based on assumed per capita use of 250 gallons/day from 2001 Porterville Water System Master Plan.
2. The aquifer safe yield is assumed to be 1.0 acre-feet/acre. This value is approximate and needs to be verified with a detailed water balance study.
3. Includes water rights on the Tule River with the Pioneer Ditch Company and Porter Slough Ditch Company.
4. Surface water sellers are likely to include Porterville Irrigation District and other local irrigation and water districts.

Source: City of Porterville, Urban Water Management Plan, November 2007.

WATER CONSERVATION & RECYCLING PROGRAMS

Water Conservation

The City has established a goal of reducing per capita water demands by 10 percent, to approximately 225 gallons per capita per day by 2030. This goal would be accomplished gradually through a variety of conservation measures. One of the most effective conservation programs is the installation of water meters. Currently, about 98 percent of the water used in the City is already metered, which creates an incentive to reduce consumption since customers are billed on a volumetric basis. All new users will be metered.

Other water conservation programs include: water surveys to customers in order to identify areas of high water use or water waste; water system audits; all new construction must use water efficient plumbing fixtures; free distribution of showerhead flow restrictors; an artificial turf demonstration project; recycled water system requirements for car washes; a water waste prohibition ordinance; and educational and public information programs. The City has a Water Conservation Plan (WCP) which outlines the stages of action during water shortages. Phase III of the WCP allows a 20 percent increase in water rates during extreme water shortages encourage further conservation.

Water Recycling

The City presently uses wastewater effluent (recycled water) for groundwater recharge and crop irrigation. Six ponds are used to percolate wastewater effluent. In the spring and summer the ponds are dry because the effluent is used to irrigate crops. The City plans to continue recycling all of its effluent. In order to use recycled water for other uses besides recharge and irrigation, the current water treatment plant would have to be upgraded to incorporate tertiary treatment or a new satellite plant would have to be built. Other potential uses for recycled water include landscape irrigation and industrial water supply. However, the use of gray water (recycled water) for residential non-potable use would only be possible if a dual distribution system is constructed and the water receives tertiary-level treatment.

GUIDING POLICIES

PU-G-1 Ensure an adequate supply of freshwater to serve existing and future needs of the Porterville Area.

PU-G-2 Promote the conservation of water within the Porterville Area.

IMPLEMENTATION POLICIES

PU-I-1 Adopt and maintain an Urban Water Management Plan consistent with the California Water Code.

PU-I-2 Update and implement a Water System Master Plan.

This will include an analysis of water demand, fire flows, capital improvements needed, and pumping mechanisms.

PU-I-3 Periodically review and update development impact fees, water connection charges, and monthly service charges to ensure that adequate funds are collected to operate and maintain existing facilities and to construct new facilities.

PU-I-4 Support efforts to expand surface water supply and storage that benefits the Porterville Area.

These efforts will include water banking and treatment.

PU-I-5 Require that necessary water supply infrastructure and storage facilities are in place coincident with new development, and approve development plans only when a dependable and adequate water supply to serve the development is assured.

A water assessment study may be require for individual projects.

PU-I-6 Cooperate with surrounding water management and irrigation districts in a comprehensive water management and recharge program with the long-term goal of stabilizing the groundwater basin.

The plan will promote, advance and actively participate in local and regional watershed management programs and strategies to achieve their goals.

PU-I-7 Continue to require water meters in all new development.

PU-I-8 Require that agricultural water rights be assigned to the City when agricultural land is annexed to the City for urban development, consistent w i t h this Porterville Area Community Plan.

If a landowner with surface water rights requests annexation to the City, the City will require the landowner to assign those water rights to the City to help offset the water demands for the new development.

PU-I-9 Work cooperatively toward a program of conjunctive surface water use with local water purveyors and irrigation districts to retain surface water rights and supply following annexation and urban development so as to protect against aquifer overdrafts and water quality degradation.

PU-I-10 Encourage private sector use of alternative water sources to achieve a water balance, including reclaimed water for irrigation and landscaping purposes.

PU-I-11 Promote the continued use of surface water for agriculture to reduce groundwater table reductions.

PU-I-12 Establish a comprehensive program for water conservation.

The plan will develop a list of water conservation technologies, methods, and practices that maximizes the beneficial use of water resources and review and update the list periodically to eliminate practices that no longer prove beneficial and add new technologies that become available. The program initially may include, but would not be limited to:

- *Water conserving designs;*
- *Use of low water use/drought tolerant plants and/or xeriscaping;*
- *Reduction of high water using turf or plants;*
- *Incorporation of "green building" techniques, including on-site retention, minimizing hardscape, and recharge of stormwater;*
- *Appropriate irrigation methods and water efficient scheduling by plant type, site conditions and seasonal water needs.*
- *Additional recycling and reuse of wastewater;*
- *Audit irrigation of public landscaped areas, including parks and schools, and recommend water conservation measures; and*
- *A program to conduct water-use surveys and customer incentives for commercial, institutional, and industrial users.*

Undertake a program to retrofit public buildings with water conservation features.

PU-I-13 *This program will be coordinated with the energy use audits under Policy OSC-I-57.*

8.2 WASTEWATER COLLECTION & TREATMENT

EXISTING SEWER SERVICE & TREATMENT CAPACITY

According to the 2001 Sewer System Master Plan (SSMP), the sewer collection system within Porterville's Urban Development Boundary consists of approximately 150 miles of six inch through 36-inch diameter sewers. The majority of the trunklines are 12 -inch pipes. The system includes 18 sewage lift stations and associated force mains. In 1997, a population of over 35,000 and commercial and industrial users contributed to influent flows at the wastewater treatment facility (WWTF) averaging 4.82 million gallons per day (MGD)

The Wastewater Treatment and Reuse Facilities Report projected the volume of influent at the WWTF based on historic growth trends in influent flows, which have averaged 2 percent per year.[1] However, with planned housing and economic development, growth under the Porterville Area Community Plan may exceed 2 percent. Using the Plan's future population and an average per capita flow (117 gallons), the average influent flow that the City should plan for is 12.5 mgd in 2030. If the Porterville Area Community Plan's goal of 10 percent water conservation is met, then the average influent flow would be reduced proportionally, to approximately 11.3 mgd. In both cases, this future treatment need exceeds the existing WWTF capacity, so the City will need to increase the treatment plant capacity by 3.5 to 4.5 mgd.

According to the Standard Provisions and Reporting Requirements for Waste Discharges, the City should initiate planning and engineering for additional WWTF capacity when the volume of influent at existing facility has reached 80 percent of the plant capacity. Accordingly, when the influent flow reaches 6.4 mgd, the City will need to begin designing for additional plant capacity. If water conservation goals are achieved, planning for additional capacity would need to begin by 2014. Without water conservation measures, planning should begin by 2012

Porter Vista Public Utility District

To the east of the city limits, Porter Vista Public Utility District (PVPUD) owns and maintains sewer collection services for the Porter Vista development area, generally north of SR 190, south of Olive Avenue, and east of Main Street. PVPUD connects to the City sewer system. [1] In 1974, the State Water Quality Control Board placed a ban on any further septic tanks in the community. Due to the past election defeat and continued opposition from residents, rather than attempt another annexation to the City, the Porter Vista PUD was formed in 1977 to provide sewer collection service for the community of East Porterville (Case 535). The PUD's sewer lines feed into the City of Porterville's system and wastewater treatment facility. In 1995, the PUD and the City entered into an agreement for the joint use of the treatment facility and various responsibilities for the PUD system to be consistent with the City system.

There is currently some overlap of boundaries between the City and the PUD [Fig. 8-2]. The PUD is 1,734 acres in size. Of that, about 142 acres are within the City. In addition, a total of about 172 acres of the PUD qualify for the streamlined county island annexation process. These areas include Monte Vista Flat, Corona Tract, Tract 44 and Monache Tract. While the entire PUD is substantially surrounded by the City, it greatly exceeds the maximum acreage requirement (150 ac) for the streamlined county island annexation process.

The placement of East Porterville/Porter Vista PUD in the City's SOI is recognition that the community would be best served if it were annexed or merged into the City. The annexation of the area would mean that the PUD would be maintained as a subsidiary district to the City while a merger of the PUD into the City would result in the PUD being dissolved. However, a future annexation or merger is dependent on registered voter and landowner support.

[1] Tulare County Plan Background Report, revised November 2004.

[2] City of Porterville Sewer Master Plan, Page ES-1

In the unincorporated areas of the Planning Area, with limited exceptions, wastewater disposal is provided by on-site septic tank leach line systems. However, discharge of wastes from new and existing leaching and percolation systems is prohibited in the East Porterville area by the Regional Water Quality Control Board.

The Porterville Wastewater Treatment Facility (WWTF), located at the southwest corner of West Grand Avenue and North Prospect Street, has a plant capacity of eight million gallons per day (mgd), according to the 2001 Wastewater Treatment and Reuse Facilities Plan. In 2006, the WWTF average influent was 5.1 mgd or approximately 117 gallons per capita. Table 8-2 shows the historic influent flows at the WWTF since the year 2000. The facility includes percolation ponds which allow reclaimed water to recharge the aquifer. The WWTF manages more than 750 acres, mostly near the Porterville Municipal Airport, for reclamation purposes; however, only about 500 acres currently receive WWTF effluent. Up to 25 percent of the WWTF water is reclaimed to irrigate this reclamation land.

Table 8-2: Historic Influent Flows

Year	*Average Flow(mgd)*
2000	4.7
2001	4.6
2002	4.8
2003	5.0
2004	5.0
2005	5.2
2006	5.1

City of Porterville, Wastewater Treatment and Reuse Facilities Report, 2001.

BUILDOUT INFLUENT FLOWS

The 2001 Sewer System Master Plan addresses the City's sewage collection system capacity and operational needs, recommends a long-term capital improvement program, and sets the sewer connection fees required from developers to cover the cost of sewer infrastructure projects. This master plan will need to be updated following General Plan adoption to meet the long-term needs of planned development.

GUIDING POLICY

PU-G-3 Ensure wastewater collection and treatment services and reclamation area acreages are available to meet existing and future needs of the Porterville Area.

IMPLEMENTATION POLICIES

PU-I-14 Update and implement the Sewer System Master Plan.

This plan will include analysis of the treatment needs as well as collector systems and disposal measures and financial mechanisms.

PU-I-15 Acquire adequate land to be used for reclamation purposes.

PU-I-16 Periodically review and update development impact fees, wastewater connection charges, and monthly service charges to ensure that adequate funds are collected to operate and maintain existing facilities and to construct new facilities.

PU-I-17 In partnership with County, State and federal agencies, work to prevent illegal wastewater disposal or chemical disposal practices.

[1] City of Porterville, Wastewater Treatment and Reuse Facilities Plan, 2001.

8.3 STORMWATER MANAGEMENT

In the Planning Area, storm and urban runoff drainage is provided by the natural rivers and watercourses, irrigation ditches, storage reservoirs, and discharge locations. The City generally maintains drainage facilities within the public right-of-way, on public easements and on property owned in fee by the City. Components of the drainage system on private property, or within private drainage easements, are maintained by the underlying property owner or other private party (City Code Chapter 19A). The City published a Storm Drain Master Plan Update in 1994 with a planning horizon of 2010. It will be updated in 2008. In the currently unincorporated areas, Tulare County Flood Control and Water Conservation District is responsible for storm drain maintenance.

The Tule River and Porter Slough are natural channels for stormwater discharge. Under normal conditions discharge in this River is regulated by Success Dam, located approximately five miles upstream of Porterville. Tule River flood stages at Porterville have been reduced significantly by Success Dam, which is operated for flood control by the U.S. Army Corps of Engineers. The main channel of the Tule River can pass flows of about 10,000 cubic feet per second (cfs) before extensive damage occurs. This capacity has been decreasing due to vegetation growth; the capacity was estimated at 15,000 in 1994. Damage to urban property would occur at flows of approximately 16,000 cfs.

Porter Slough has a designated capacity of 450 cfs and is an officially designated floodway of Tule River as determined by the State Reclamation Board. However, in practice the policy has been to prevent Tule River flood flows from entering Porter Slough in order to avoid potential flooding problems in central Porterville. Controlled flows have been released into Porter Slough for groundwater recharge.[1] In addition to delivering water for irrigation, the private irrigation ditches also provide extra capacity to carry peak flood flows and urban stormwater runoff.

The City owns approximately 25 stormwater basins, which are currently sized only to accept flood waters. These basins provide temporary storage of excess water and allow some of the runoff to evaporate or percolate into the aquifer. The City will consider developing additional detention basins that may serve groundwater recharge purposes as well as stormwater detention.

New development has the potential to cause erosion sediment and surface water run-off that will enter the City's storm drainage system. As the City expands, more area is made impervious, and urban runoff increases. In order to minimize these impacts, Plan policies focus on requiring future development projects to minimize runoff into the City's drainage system, and establish development fees from development projects in order to pay for the construction and maintenance of the drainage system.

GUIDING POLICY

PU-G-4 Provide a comprehensive storm drainage system to protect life and property.

[1] City of Porterville. *Draft Urban Water Management Plan*, October 2007.

IMPLEMENTATION POLICIES

PU-I-18 Update and implement the Storm Drain Master Plan.

This plan will include water quality protection for areas where runoff may enter river, slough or groundwater. It also will include:

- *Standards for limiting impervious surfaces to minimize runoff during storm event;*
- *Design and landscaping standards for stormwater storage basins;*
- *An analysis of the feasibility of multi-use water basins; and*
- *Financial mechanisms for construction and maintenance*.

PU-I-19 Require new development to provide storm drainage facilities and/or pay a storm drainage impact fee, consistent with the Storm Drain Master Plan.

8.4 SOLID WASTE MANAGEMENT & RECYCLING

SOLID WASTE COLLECTION & DISPOSAL

City of Porterville Solid Waste Services

The City of Porterville's Public Works Department provides commercial, residential, and industrial refuse collection to all locations within the City of Porterville. Private companies offer solid waste collection services in other unincorporated areas. Porterville has various programs to encourage recycling and waste reduction, such as curbside collection of residential and yard recyclables (green can), a recycling drop-off center, a commercial/industrial recycling program, school recycling programs, bi-annual special collection events, and public education/outreach activities.

Disposal services in Porterville are provided by the Tulare County Consolidated Waste Management Authority (CWMA). Porterville's solid waste is currently disposed at Teapot Dome landfill, located approximately five miles southwest of the city limits. Teapot Dome is a County-operated Class III landfill permitted to discharge up to 600 tons a day. As of 2004, the landfill was at 84.7 percent capacity with a remaining capacity of 998,468 cubic yards and an anticipated closure date of 2012. The Tulare County Recycling Complex accepts all the recyclables for CWMA. This processing and transfer facility is about 20 miles from the city limits. It is permitted for 1,200 tons per day. Most household hazardous wastes, including e- waste, must be taken to various sites in Visalia, except on the biannual clean-up days when CWMA sets up a drop-off site in Porterville.

The statewide mandated waste diversion goal—the percent of waste to be recycled or reused— was 50 percent by the year 2000, which was met by the Tulare County CWMA. However, since 2002, the Authority has fallen short of this goal and requested an extension in order to develop additional programs to encourage recycling and waste reduction.

County of Tulare Solid Waste Services

"Solid waste collection is provided by the County through licensed haulers. All of the communities are in Area H which is serviced by USA Waste (a subsidiary of Waste Management). Upon annexation, the existing license would continue for up to 5 years before the City could provide solid waste collection (PRC §49520).

Private companies offer solid waste collection services in other unincorporated areas. Porterville has various programs to encourage recycling and waste reduction, such as curbside collection of residential and yard recyclables (green can), a recycling drop-off center, a commercial and industrial recycling program, school recycling programs, bi-annual special collection events, and public education/outreach activities. Porterville's solid waste is currently disposed at Teapot Dome landfill, located approximately five miles southwest of the city limits. Teapot Dome is a County operated Class III landfill permitted to discharge up to 600 tons a day. As of 2004, the landfill was at 84.7 percent capacity with a remaining capacity of 998,468 cubic yards (cy). 16"

"Beyond Teapot Dome landfill's closure date of 2012, the County anticipates setting up a transfer facility to divert waste to either the Woodville or Visalia landfills. The Woodville Disposal Site, a County-operated Class III landfill permitted for 1,078 tpd, is located approximately 15 miles northwest of the City limits. As of 2008, the landfill was at 41.5 percent capacity with a remaining capacity of 4,928,139 cy and an anticipated closure data of 2026. The County plans to expand the Woodville landfill and is in the process of obtaining the necessary permits.7 The Visalia Disposal Site, located approximately 35 miles northwest of the City limits, is a County-operated Class III landfill permitted to discharge up to 2,000 tpd. This site was recently expanded. As of 2006, the landfill was at 13.3 percent capacity with a remaining capacity of 16,145,600 cy; its anticipated closure date is 2024"[17]

On August 28, 2012, the Tulare County Board of Supervisors approved the closure of the Earlimart, Balance Rock, Badger, and Kennedy Meadows Waste Transfer Stations. Although it was determined that there is sufficient capacity in the existing landfills, the closure of the uneconomically viable waster transfer stations in Tulare County is in the best interest of Tulare County residents.

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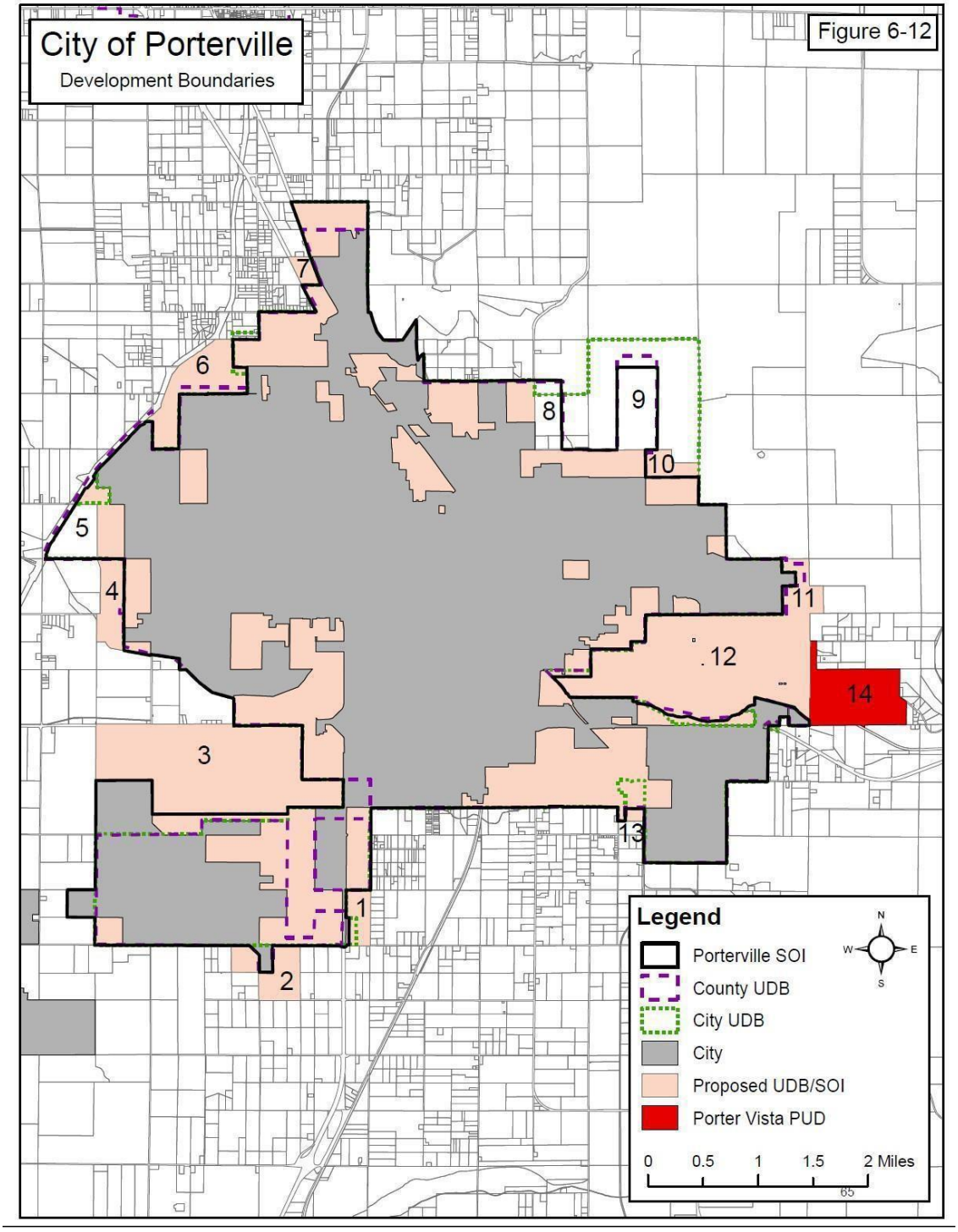
Table 8-3: CWMA Solid Waste Generation and Disposal Rates (1997-2005)[1]

Year	*Generation (tons)*	*Disposal (tons)*	*Recycling and Waste Reduction Rate*
1997	343,700	167,782	51%
1998	349,430	171,359	51%
1999	362,211	179,474	50%
2000	374,463	188,717	50%
2001	401,154	202,286	50%
2002	409,559	207,718	49%
2003[2]	414,846	234,099	44%
2004[2]	446,484	263,999	41%
2005[2]	517,564	296,697	43%

1. Porterville is part of the Tulare County's Consolidated Waste Management Authority.
2. Diversion rates calculated with preliminary data, subject to change during the Board review process or when a jurisdiction submits updated information.

Source: Consolidated Waste Management Authority, 2006.

Figure 8-2 City of Porterville Development Boundaries



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http://www.ci.porterville.ca.us/depts/PublicWorks/masterplans.cfm (March 13, 2013)

FUTURE DEMAND

If the generation rates remain constant at 2.0lbs per day per resident and 15.6 pounds per day per employee, Porterville would generate 532 tons of solid waste per day, or 194,200 tons per year. If the 50 percent diversion goal is met in the year 2030, then approximately 97,100 tons would need to be disposed at a landfill.

Tulare County has indicated that they will not expand the Teapot Dome landfill. When it reaches capacity, the County anticipates setting up a transfer facility which would divert waste to either the Woodville or Visalia landfills. Woodville Disposal Site, a County-operated Class III landfill permitted for 1,078 tons per day, is located approximately 15 miles to the northwest of the city limits. As of 2006, the landfill was at 41.5 percent capacity with a remaining capacity of 4,954,270 cubic yards and an anticipated closure data of 2026. Visalia Disposal Site, located approximately 35 miles northwest of the City limits, is a County- operated Class III landfill permitted to discharge up to 2,000 tons a day. This site was recently expanded. As of 2006, the landfill was at 13.3 percent capacity with a remaining capacity of 16,145,600 cubic yards and an anticipated closure data of 2024.

The estimated closure dates for the landfills are considered to be worst case scenarios, where diversion goals are not met. Therefore, the County anticipates that the available landfill capacity will be sufficient through the planning horizon of 2030.

GUIDING POLICY

PU-G-5 Achieve and maintain the State's solid waste management goals.

IMPLEMENTATION POLICIES

PU-I-20 Adopt programs to promote waste reduction and recycling and expand recycling programs in multi-family residential and commercial development.

The City collects all garbage and recycling and contracts for processing of recycling materials. As part of an expanded program, the City will publish information on the types of recyclable materials and drop-off locations on the City website as well as in a flyer at least once a year.

PU-I-21 Establish incentives for existing businesses to participate in recycling programs.

This could include providing waste analysis for local businesses to help them identify how they can reduce and recycle more waste.

PU-I-22 Continue participation as a member of Consolidated Waste Management Authority.

PU-I-23 Evaluate the feasibility of trash compactors in the Downtown area to eliminate multiple commercial t rash containers.

PU-I-24 Periodically survey residents and businesses to ensure that solid waste programs effectively address community needs and issues.

PU-I-25 The City will adopt an environmentally preferable purchasing program for all departments.

This program will include, but not be limited to:

- *Using post-consumer recycled paper and other recycled materials in all City operations;*
- *Giving priority to vendors who provide and use recycled products; and*
- *Evaluating using tire-derived products in public works projects.*

PU-I-26 Adopt a Construction and Demolition Diversion Ordinance.

8.5 PUBLIC UTILITIES

Utilities such as electricity, natural gas, and telecommunications including wireless communications, telephone, internet, and cable television are integral elements of contemporary life. It is necessary to ensure these services are available and adequate to meet the demands of all Porterville's residents and businesses. The Economic Development Element targets industries based on information technology (electronic communications), such as call centers, data processing, etc., and recommends preparing an Infrastructure Master Plan that would address the provision utilities including electricity, natural gas, and cable, and fiber optic and wireless communication systems. However, because above-ground utility wires and telecommunications equipment often has a negative visual impact on a community, such facilities should be located and designed to minimize these effects. City Ordinance No. 1700 regulates construction, operation and maintenance of wireless communications towers, and streamlines the development process to ensure fair access to services and high-quality design.

Southern California Edison provides electric service to Porterville residents. The electrical facilities network includes both overhead and underground lines, with new development required to install underground service lines. Natural gas service is primarily provided by the Southern California Gas Company. There are three major companies that provide communications services in Porterville: AT&T, Sprint, and Verizon. Charter Communications is the primary cable television and internet provider.

GUIDING POLICY

PU-G-6 Ensure the provision of adequate utilities and communication systems to serve existing and future residents and businesses.

IMPLEMENTATION POLICIES

PU-I-27 Work with Southern California Edison to improve the appearance of transmission line corridors and promote joint use of corridors to the extent feasible.

Joint use of corridors might consist of trails or bikeways that utilize the easement, landscaped greenways that provide aesthetic and air quality benefits, or even agricultural space for community gardens.

PU-I-28 Continue to require that new development install underground all on -site utility lines.

PU-I-29 Review proposals for new public utilities to ensure that the design and location of facilities will not have disproportionate adverse impacts on lower-income neighborhoods or residents.

County and City Related Infrastructure Policies

PFS-2.1 Water Supply
The County shall work with agencies providing water service to ensure that there is an adequate quantity and quality of water for all uses, including water for fire protection, by, at a minimum, requiring a demonstration by the agency providing water service of sufficient and reliable water supplies and water management measures for proposed urban development.

PFS-2.3 Well Testing
The County shall require new development that includes the use of water wells to be accompanied by evidence that the site can produce the required volume of water without impacting the ability of existing wells to meet their needs.

PFS-2.4 Water Connections
The County shall require all new development in UDBs, UABs, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, Area Plans, existing water district service areas, or zones of benefit, to connect to the community water system, where such system exists. The County may grant exceptions in extraordinary circumstances, but in these cases, the new development shall be required to connect to the water system when service becomes readily available.

PFS-2.5 New Systems or Individual Wells
Where connection to a community water system is not feasible per PFS-2.4: Water Connections, service by individual wells or new community systems may be allowed if the water source meets standards for quality and quantity.

PFS-3.1 Private Sewage Disposal Standards
The County shall maintain adequate standards for private sewage disposal systems (e.g., septic tanks) to protect water quality and public health.

PFS-3.2 Adequate Capacity
The County shall require development proposals to ensure the intensity and timing of growth is consistent with the availability of adequate wastewater treatment and disposal capacity.

PFS-3.4 Alternative Rural Wastewater Systems
The County shall consider alternative rural wastewater systems for areas outside of community UDBs and HDBs that do not have current systems or system capacity. For individual users, such systems include elevated leach fields, sand filtration systems, evapotranspiration beds, osmosis units, and holding tanks. For larger generators or groups of users, alternative systems, including communal septic tank/leach field systems, package treatment plants, lagoon systems, and land treatment, can be considered.

PFS-4.1 Stormwater Management Plans
The County shall oversee, as per Community Plan Content Table PF-2.1 and Specific Plan Content, Hamlet Plans Policy PF-3.3, and Table LU-4.3, the preparation and adoption of stormwater management plans for communities and hamlets to reduce flood risk, protect soils from erosion, control stormwater, and minimize impacts on existing drainage facilities, and develop funding mechanisms as a part of the Community Plan and Hamlet Plan process.

PFS-4.2 Site Improvements
The County shall ensure that new development in UDBs, UABs, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, and Area Plans includes adequate stormwater drainage systems. This includes adequate capture, transport, and detention/retention of stormwater.

PFS-4.3 Development Requirements
The County shall encourage project designs that minimize drainage concentrations and impervious coverage, avoid floodplain areas, and where feasible, provide a natural watercourse appearance.

PFS-4.4 Stormwater Retention Facilities
The County shall require on-site detention/retention facilities and velocity reducers when necessary to maintain existing (pre-development) storm flows and velocities in natural drainage systems. The County shall encourage the multi-purpose design of these facilities to aid in active groundwater recharge.

PFS-4.5 Detention/Retention Basins Design
The County shall require that stormwater detention/retention basins be visually unobtrusive and provide a secondary use, such as recreation, when feasible.

PFS-4.7 NPDES Enforcement
The County shall continue to monitor and enforce provisions to control non-point source water pollution contained in the U.S. Environmental Protection Agency National Pollution Discharge Elimination System (NPDES) program.

PFS-5.1 Land Use Compatibility with Solid Waste Facilities
The County shall ensure that solid waste facility sites (for example, landfills) are protected from the encroachment by sensitive and/or incompatible land uses.

PFS-5.3 Solid Waste Reduction
The County shall promote the maximum feasible use of solid waste reduction, recycling, and composting of waste, strive to reduce commercial and industrial waste on an annual basis, and pursue financing mechanisms for solid waste reduction programs.

PFS-5.4 County Usage of Recycled Materials and Products
The County shall encourage all industries and government agencies in the County to use recycled materials and products where economically feasible.

PFS-5.8 Hazardous Waste Disposal Capabilities
The County shall require the proper disposal and recycling of hazardous materials in accordance with the County's Hazardous Waste Management Plan.

PFS-5.9 Agricultural Waste
The County shall investigate waste disposal and reuse needs for agricultural wastes for energy and other beneficial uses and shall change County plans accordingly.

The Porterville General Plan has a number of policies that apply to projects within the City of Porterville.

LU-G-5
Ensure that new development pays for the public facilities and infrastructure improvements required to meet the demands resulting from that growth.

LU-I-8
Approve development projects only after making findings that one or more of the following conditions are met:

- No General Fund revenue will be used to replace developer funding that has or would been committed to any other public projects;
- The development project will fully fund all public facilities and infrastructure, including streets, water, sewer, and storm drainage systems, parks and public safety facilities and equipment, as necessary to directly mitigate the impact of the new development; and
- The development project will pay impact fees for public facilities and infrastructure improvements in proportion to the development's impact, as per the approved master plans.

9
Noise

The purpose of the Noise Element is to identify the noise sources that exist within the Porterville Area, and to establish policies and programs to mitigate their potential impacts through both preventative and responsive measures. The regulation of noise sources such as traffic, railroad operations and aircraft operations is overseen by State a n d federal agencies; therefore, this element has a direct correlation with the land use, circulation, and housing elements. It guides the location of industrial land uses and transportation facilities, since they are common sources of excessive noise levels. This element also guides the location of particularly noise–sensitive uses, such as residences, schools, churches, and hospitals, so that they may be less affected by noise.

9.1 NOISE CHARACTERISTICS & MEASUREMENT

Noise is commonly defined as undesirable or unwanted sound. Noises vary widely in their scope, source, and volume, ranging from individual occurrences such as leaf blowers, to the intermittent disturbances of overhead aircraft, to the fairly constant noise generated by traffic on freeways.

Three aspects of community noise are used in assessing the noise environment:

- Level (e.g., magnitude or loudness). Sound levels are measured and expressed in decibels (dB) with 10 dB roughly equal to the threshold of hearing. Figure 9-1 shows the decibel levels associated with different common sounds. Transient noise events may be described by their maximum A-weighted noise level (dBA).
- Frequency composition or spectrum. Frequency is a measure of the pressure fluctuations per second, measured in units of hertz (Hz). The characterization of sound level magnitude with respect to frequency is the sound spectrum, often described in octave bands, which divide the audible human frequency range (e.g., from 20 to 20,000 Hz) into 10 segments.

Variation in sound level with time, measured as noise exposure. Most community noise is produced by many distant noise sources that change gradually throughout the day and produce a relatively steady background noise having no identifiable source. Identifiable events of brief duration, such as aircraft flyovers, cause the community noise level to vary from instant to instant. A single number called the equivalent sound level or Leq describes the average noise exposure level over a period of time. Hourly Leq values are called Hourly Noise Levels.

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Figure 9-1: Typical Sound Levels

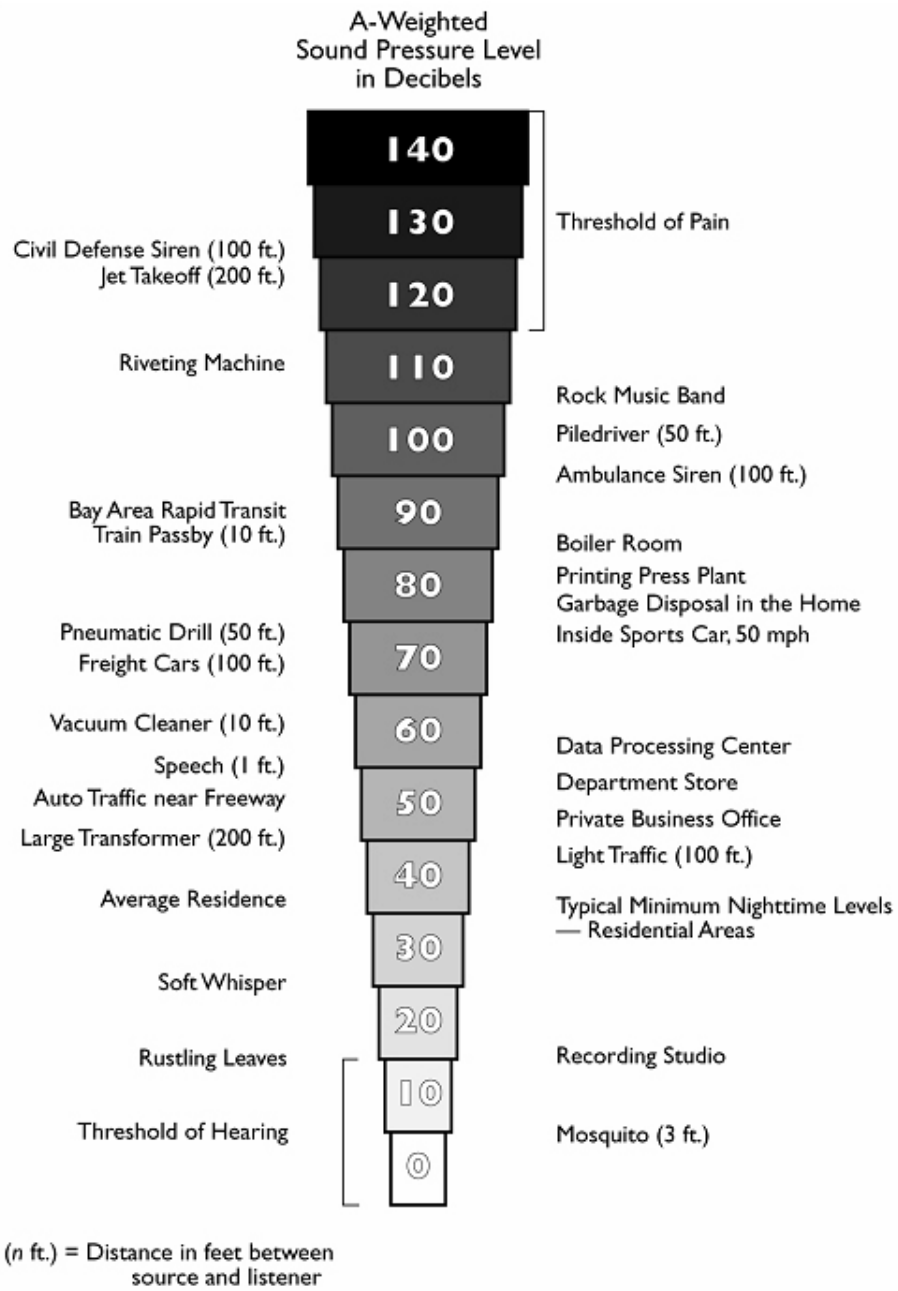


Figure 9-2: Existing Noise Contours

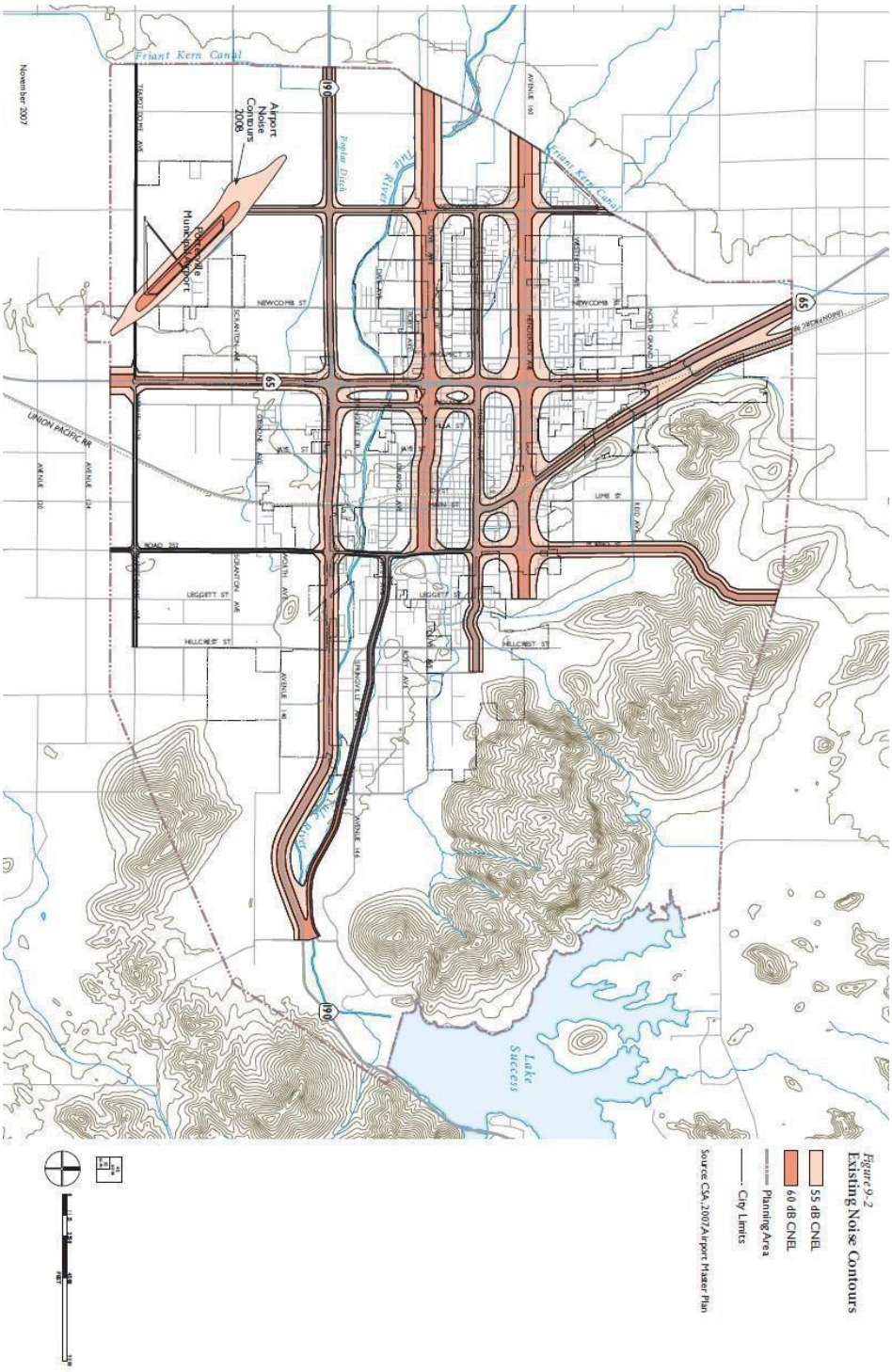


Figure 9-2 BACK

Figure 9-3: Future Noise Contours

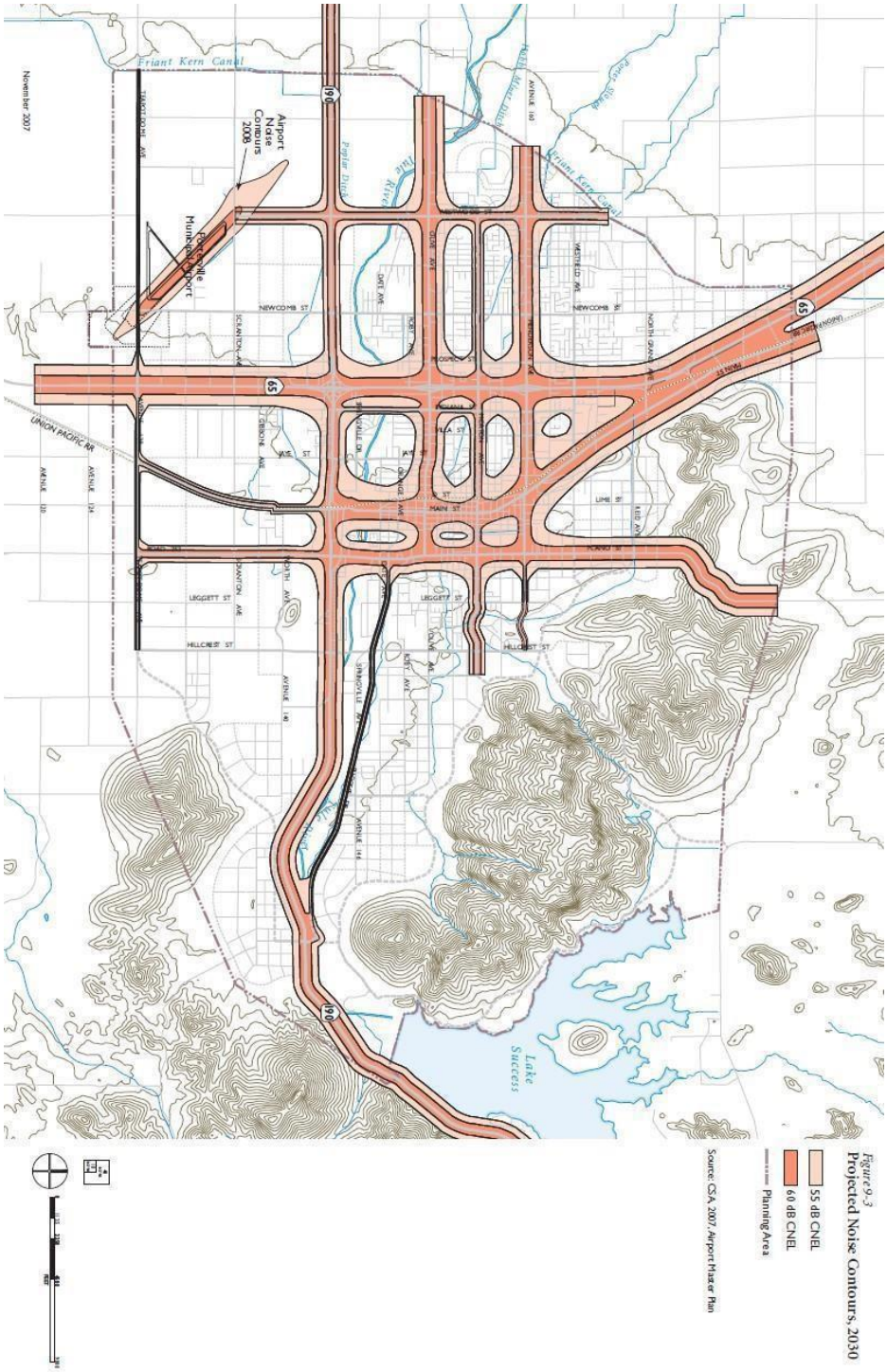


Figure 9-3 BACK

Reporting Noise Levels

Measuring and reporting noise levels involves accounting for variations in sensitivity to noise during the daytime versus nighttime hours. Noise descriptors used for analysis need to factor in human sensitivity to nighttime noise when background noise levels are generally lower than in the daytime and outside noise intrusions are more noticeable. Common descriptors include the Community Noise Equivalent Level (CNEL) and the Day-Night Average Level (Ldn). Both reflect noise exposure over an average day with weighting to reflect the increased sensitivity to noise during the evening and night. The two descriptors are roughly equivalent. The CNEL descriptor is used in relation to major continuous noise sources, such as aircraft or traffic, and is the reference level for the Noise Element under State planning law.

Knowledge of the following relationships is helpful in understanding how changes in noise and noise exposure are perceived:

- Except under special conditions, a change in sound level of 1 dB cannot be perceived;
- A 3 dB change is considered a just-noticeable difference;
- A 5 dB change is required before any noticeable change in community response would be expected. A 5 dB increase is often considered a significant impact; and
- A 10 dB increase is subjectively heard as an approximate doubling in loudness and almost always causes an adverse community response

9.2 NOISE GENERATION IN PORTERVILLE

The major noise sources in Porterville are related to roadways and vehicle traffic. Other noise sources include aircraft and rail transportation. Noise produced by industry has a negligible effect on the Porterville Area's residential noise environment. Figure 9-2 maps existing noise contours.

According to common practice, maximum noise levels of 60 dB are considered "normally acceptable" for unshielded residential development. Noise levels from 60 dB to 70 dB fall within the "conditionally unacceptable" range, and those in the 70 to 75 dB range are considered "normally unacceptable."

The Plan will improve streetscape character while continuing to reduce traffic noise levels in residential neighborhoods.

TRAFFIC NOISE

The level of highway traffic noise depends on three factors: (1) the volume of the traffic, (2) the speed of the traffic, and (3) the number of trucks in the flow of traffic. Vehicle noise is a combination of the noises produced by the engine, exhaust, tires, and wind generated by taller vehicles. Other factors that affect the perception of traffic noise include: distance from the highway, terrain, vegetation, and natural and structural obstacles. While tire noise from autos is generally located at ground level, truck noise sources can be located as high as 10 to 15 feet above the roadbed due to tall exhaust stacks and higher engines.

Noise exposure contours for Porterville's major roadways were modeled by applying the Federal Highway Administration's noise modeling procedure. These noise contours are conservative, meaning that the contours are modeled with minimal noise attenuation by natural barriers, buildings, etc. The noise level measured at a specific location may be lower than what is shown on the noise contour map.

The existing noise conditions for the roadways were measured at 10 locations for 10 minutes between August 16 and 17, 2005. Three of these locations were monitored for 24 hours. In 2005, about 1,800 acres (5 percent) of the Planning Area were in areas with noise levels greater than 60 dB. Approximately 16 percent of single-family housing and 23 percent of multi-family housing is in areas with noise levels greater than 55 dB.

Future development within the Planning Area will result in increased traffic volumes, thus increasing noise levels somewhat in some areas. Future noise contours are illustrated in Figure 9-3. In 2030, approximately 3,600 acres (10 percent) will be within areas with noises levels greater than 60 dB. Approximately 11 percent of the single-family housing 45 percent of the multi-family housing, and 16 percent of the educational uses will be within the 60 dB contours. Approximately 15 percent of the single-family residential, 40 percent of the multi-family residential, and 23 percent of the educational uses will be within the 55 dB contours. Increases in traffic levels can be counteracted by the implementation of alternate forms of transportation and land use design that factor in noise concerns. Locating noise-sensitive uses away from high-noise areas (e.g., major transportation routes) and buffering noise levels through design and landscaping features will help minimize future noise-related land use conflicts. Policies in this element establish review criteria for certain land uses to ensure that future noise levels will not exceed acceptable levels near noise-sensitive land uses.

PORTERVILLE MUNICIPAL AIRPORT NOISE

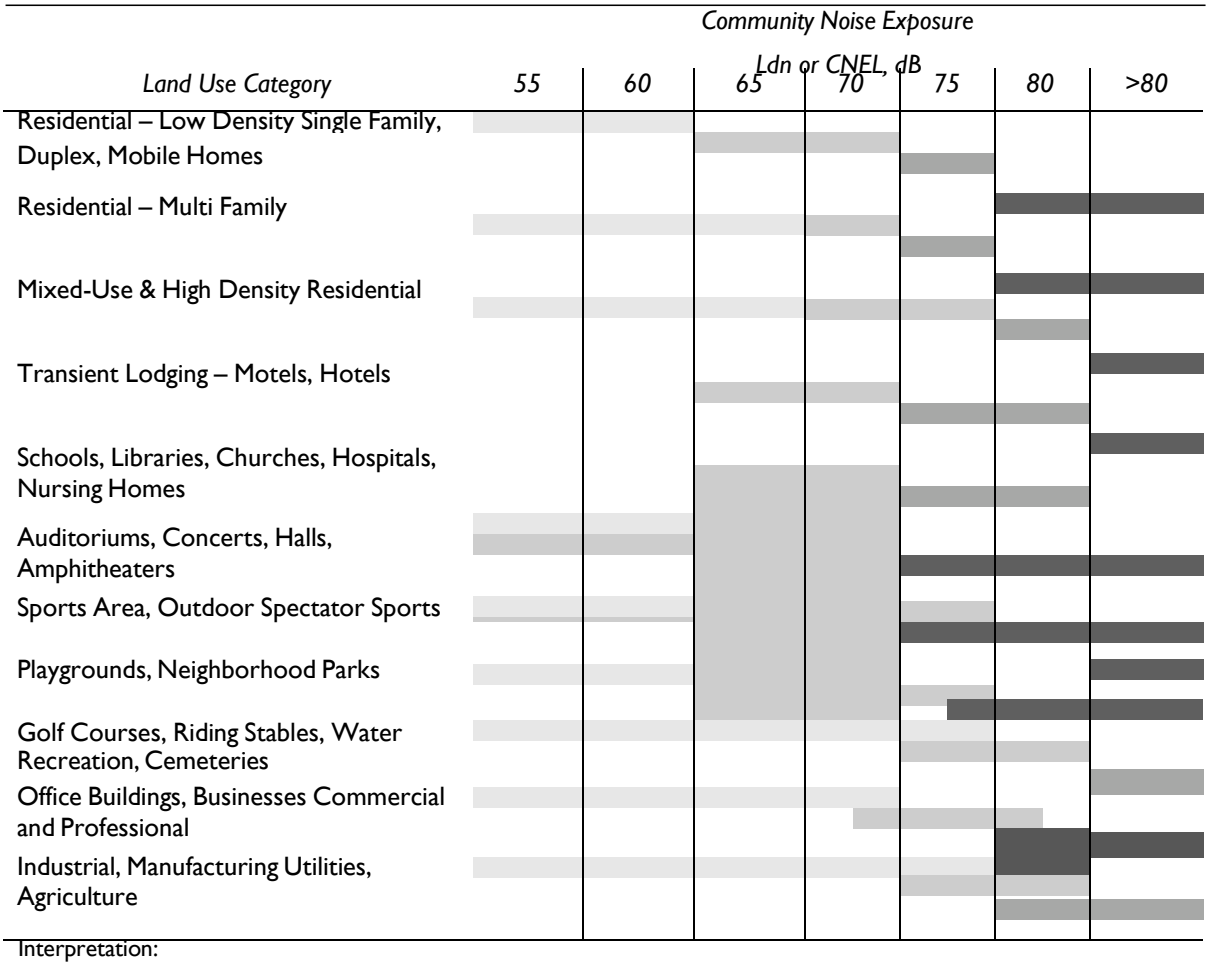
The City recognizes the importance of Porterville Municipal Airport to the community and region. The Tulare County Airport Land Use Commission (ALUC), the agency that has jurisdictional authority over the airport, assesses adjacent land use. The Tulare County Comprehensive Airport Land Use Plan (CALUP) guides the ALUC in determining appropriate compatible land uses with detailed findings and policies. This includes minimizing the effects of aircraft noise on communities adjacent to airports. In 2003, the Porterville Municipal Airport hosted approximately 51,200 total aircraft operations (140 flights per day).

By 2025, the 2006 Airport Layout Plan estimates the Porterville Municipal Airport will host approximately 93,900 total aircraft operations (257 flights per day). Currently the ALUC is working to update the Tulare County CALUP, which will include updated noise contours for the airport's proposed expansion.

RAILROAD OPERATIONS NOISE

At this time, no trains are operating on the rail right-of-way within Porterville. If the San Joaquin Valley Railroad service were to resume, one low-speed train would travel to and from Porterville twice weekly. No information is available on potential cumulative noise exposure, although the train could have significant short-term impacts near grade crossings.

Table 9-1: Land Use Compatibility For Community Noise Environments



Interpretation:

Normally Acceptable	Specified land use is satisfactory, based upon the assumption that any building involved is of normal conventional construction, without any special noise insulation requirements.
Conditionally Acceptable	New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
Normally Unacceptable	New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
Clearly Unacceptable	New construction or development should not be undertaken.

Source: City of Porterville, 2006.

GUIDING POLICIES

N-G-1 Minimize vehicular and stationary noise levels and noise from temporary activities.

N-G-2 Ensure that new development is compatible with the noise environment.

IMPLEMENTATION POLICIES

N-I-1 Use the community noise exposure level standards, shown in Table 9-1, as review criteria for new land uses and require a noise study and mitigation measures for all projects that have noise exposure greater than "normally acceptable" levels.

These measures will include, but are not limited to, the following actions:

- *Screen and control noise sources, such as parking and loading facilities, outdoor activities and mechanical equipment;*
- *Increase setbacks for noise sources from adjacent dwellings;*
- *Retain fences, walls, and landscaping that serve as noise buffers;*
- *Use sound proofing materials and double-glazed windows; and*
- *Control hours of operation, including deliveries and trash pickup, to minimize noise impacts.*

The need for mitigation of exterior noise exposure for other development will be evaluated on a case-by-case basis. Within urban residential neighborhoods where medium and high density residential development and mixed-use development is planned, the City will balance the need for noise mitigation with urban design considerations, and may not require exterior walls along streets where an attractive pedestrian-oriented environment with porches and front stoops is desired.

N-I-2 Require that all new residential development achieve interior noise level reductions through sound insulation and other measures to meet the land use compatibility standards by acoustical design and construction of the structure and building elements.

N-I-3 Establish standards for the basic elements of noise reduction design for a new dwelling unit exposed to DNL above 65 dB, including the following:

- All façades must be constructed with substantial weight and insulation;
- Sound-rated windows providing noise reduction performance similar to that of the façade must be included for habitable rooms;
- Sound-rated doors or stormdoors providing noise reduction performance similar to that of the façade must be included for all exterior entries;
- Acoustic baffling of vents is required for chimneys, fans and gable ends; and
- Installation of a mechanical ventilation system affording comfort under closed window conditions is required.

Alternative acoustical designs that achieve the prescribed noise level reduction in Policy N-I-3 may be approved if a Board-Certified Acoustical Engineer submits information demonstrating that the required reductions can be achieved and maintained.

N-I-4 Require sound walls or other attenuation measures designed to reduce noise by a minimum of 10 dB in residential areas adjacent to State highways when additional lanes are added or when new residential development or sensitive receptors would be exposed to noise above 65 dB.

N-I-5 Reduce noise intrusion generated by miscellaneous noise sources through conditions of approval to control noise-generating activities.

N-I-6 Require new noise sources to use best available control technology (BACT) to minimize noise emissions.

N-I-7 Require noise from existing mechanical equipment to be reduced by soundproofing materials and sound-deadening installation.

N-I-8 Work with the Tulare County Airport Land Use Commission (ALUC) to prepare an Airport Land Use Compatibility Plan and updated airport noise contours, consistent with the new airport layout plan.

N-I-9 Require the disclosure of the noise environment to prospective homebuyers where noise levels exceed "normally acceptable" standards.

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10
Implementation

The Plan provides specific policy guidance for the implementation of plan concepts in each of the Plan elements. This framework establishes a basis for coordinated action by the City, Tulare County, adjacent jurisdictions, and regional and State agencies. This chapter describes the process in general terms and the major actions to be undertaken by the County to implement the policies in the Plan provide details that will guide program development.

The major implementation process for land use proposals will be administration of the Zoning Ordinance through the Zoning Map. The Zoning Ordinance will need to be amended to be consistent with the Plan's policies. The Subdivision Ordinance may also be amended to add additional requirements for land dedication for schools and parks and reservation of sites for the community facilities, consistent with current State law.

In many areas, Plan implementation will depend on actions of other public agencies and of the private sector, which will fund most of the development expected to occur in the Planning Area. The Plan will serve a coordinating function for private sector decisions; it also provides a basis for action on individual development applications, found to be consistent with the Plan. The County will adopt procedures for making findings for Plan conformity decisions prior to adoption of new zoning regulations and a new Zoning Map. Individual projects must also be reviewed for consistency with the General Plan which will also ensure implementation of the General Plan. For example: see Gov. Code Sections 65359 and 65454 (Specific Plan consistency with the General Plan), Gov. Code Section 65860 (Zoning consistency with the General Plan), Gov. Code Sections 66473.5 and 66474 (Subdivision, Tentative Map, and Parcel Map consistency with the General Plan), and Gov. Code 65867.5 (Development Agreement consistency with the General Plan). Additionally, project level environmental review will occur under CEQA for future discretionary actions. All City standards for development and infrastructure, land use and zoning will be applied to all new subdivisions being approved in East Porterville, while any minor project including parcel maps will be required to conform with the setbacks associated with these standards but will not be required to apply the development or infrastructure standards, unless already required to do so by County Code.

10.1 COUNTY OF TULARE PLAN POLICIES

This section of the Plan prescribes the County General Plan policy framework which is applicable the development of the community over the term of the planning period (through the year 2030). It includes text which sets out explicit policy statements about the quality, character, and manner in which development in the community will take place.

The plan, although long range in scope, is to be used on a day to day basis to guide the decisions of County staff, the Planning Commission, and the Board of Supervisors as they affect community development. Further, it will provide residents and property owners in the community with direction and guidelines regarding the evolution and growth of their community and its resources. And importantly, this framework will aid other public agencies and entities, such as the school district and the water company, in their own long-range planning and capital expenditure programming. The Settlement Agreement between the County and City of Porterville details how the County will implement these policies within the Porterville CACUDB and UAB.

PF-4	To direct urban development within UDBs of existing incorporated cities and ensure that all development in unincorporated areas adjacent to incorporated cities is well planned and adequately served by necessary infrastructure and other public facilities and furthers countywide economic development goals.

PF-4.1 CACUABs for Cities

The County shall establish CACUABs which define the area where land uses are presumed to have an impact upon the adjacent incorporated city, and within which the cities' concerns may be given consideration as part of the land use review process. The lands within the UAB are considered to be the next logical area in which urban development may occur and the area within which UDBs may ultimately be expanded.

Although it is the policy of the County that this area will at some time become appropriate for urban development, generally no public purpose is served by permitting intensive development therein. As communities grow and expand, it is logical to assume the UDBs may be correspondingly expanded or established until they coincide with the ultimate UAB. The land lying between the Urban Development Boundary and the Urban Area Boundary will generally have an agricultural land use designation or rural residential land use designation in conformity with Land Use Policy LU 3.8: Rural Residential Interface.

PF-4.2 CACUDBs for Cities – Twenty Year Planning Area

The County shall establish CACUDBs which define the anticipated twenty-year planning areas around incorporated cities in which the County and cities may coordinate plans, policies, and standards relating to building construction, subdivision development, land use and zoning regulations, street and highway construction, public utility systems, environmental studies, water supply availability and sufficiency, and other closely related matters affecting the orderly development of areas adjacent to incorporated cities. It is recognized that these boundaries provide an official definition of the interface between future urban and agricultural land uses.

Within this boundary, the County may also establish planning areas representative of shorter time periods in order to assist in more precise implementation of plans and policies.

PF-4.3 Modification of CACUABs and CACUDBs

The County may consider modification of CACUABs and CACUDBs at such time as the land use plan for a city is revised to reflect changing needs and circumstances over an extended time frame. Preservation of productive agricultural lands and operations shall be one consideration when considering such modifications. Cities may examine existing CACUAB and CACUDB lines and recommend changes to the Board of Supervisors, as appropriate.

PF-4.4 Planning in CACUDBs

The County acknowledges that the cities have an interest in planning for growth within a CACUDBs and will in the future become ultimately responsible for urban development and the provision of urban services within those areas upon annexation.

PF-4.5 Spheres of Influence

CACUDBs and the SOI as administered by LAFCo may be consistent insofar as it is feasible and appropriate to do so.

PF-4.6 Orderly Expansion of City Boundaries

When the County is considering outward expansion of CACUDBs, the following criteria shall be encouraged:

1. The city has demonstrated a need for additional territory after documenting a good faith effort to implement programs for infill development and/or increased efficiency of development and minimize conversion of agricultural lands.
2. UDBs should not be expanded onto Prime Farmland if Farmland of Statewide Importance or of lesser quality is available and suitable for expansion.
3. Emphasis shall be placed upon reasonable expectations for the provision of urban services within the next twenty years as reflected in LAFCo's Municipal Service Reviews when determining the location of UDBs.

PF-4.7 Avoiding Isolating Unincorporated Areas

The County may oppose any annexation proposal that creates an island, peninsula, corridor, or irregular boundary. The County will also encourage the inclusion of unincorporated islands or peninsulas adjacent to proposed annexations.

PF-4.8 Updating Land Use Diagram in CACUDBs

Following city adoption of a Plan update or amendment that reflects the area within a CACUDB, the County shall update Part III (Community Plans, Kings River Plan, Mountain Sub-Area Plans, and CAC Plans), if applicable, to reflect the city's modified plan. Any unresolved conflicts between the County and city plans shall be identified for the Board of Supervisors. The County shall establish and maintain land use controls on unincorporated lands within the UDB consistent with the policies of the County Plan.

PF-4.9 Transition to Agricultural Use

The County shall encourage cities to adopt land use policies that minimize potential conflicts with agricultural operations and other agricultural activities at the urban edge through the provision of appropriate buffers or other measures.

PF-4.10 Urban Improvement Areas for Cities

All Urban Improvement Areas established in the 1974 Urban Boundaries Element for cities and adjacent cities in adjacent counties, are hereby converted to Urban Development Boundaries.

PF-4.11 Coordination with Cities in Adjacent Counties

The policies set forth in this Section (PF-4: Cities) shall also apply to planning and development within the UDBs of adjacent cities in adjacent counties (Corcoran, Delano, Kingsburg, Orange Cove, and Reedley), except Policy PF-4.4: Planning in UDBs.

PF-4A	To provide the means to further manage urban development within CACUDBs and CACUABs of existing incorporated cities while ensuring that the limitation on development is in the best interests of the County and its residents in both the incorporated and unincorporated areas and enhances the County's ability to provide adequate County facilities and countywide social, health, safety and welfare services impacted by development in the cities and County.

The following policies will become applicable upon mutually adopted agreement between the County and each city regarding the collection of public facilities impact fees in accordance with policies PF-4.12 and PF-4.27.

PF-4.12 Plan Designations Within City UDBs

On land that is within a CACUDB, but outside a city's incorporated limits, the County may maintain Plan land use designations that are compatible with the city's adopted Plan.

PF-4.13 City Design Standards (See Appendix D)

Where the Board of Supervisors finds that it is consistent with Plan objectives to approve development within the UDBs of incorporated cities, the County may require the project to substantiate sufficient water supply and meet the County adopted city development standards of the city in question.

PF-4.14 Compatible Project Design

The County may ensure proposed development within CACUABs is compatible with future sewer and water systems, and circulation networks as shown in city plans.

PF-4.15 Coordination with Cities on Development Proposals

The County shall ensure that urban development only take place in CACUDBs if one of the following has occurred:

1. The adjacent city does not consent to annex the property for development purposes (as evidenced through pre-zoning, development agreements, etc.); it shall be conclusively presumed that a city has not consented if it has not submitted an annexation proposal to LAFCo within six months from the date a request to annex is submitted to the city; or
2. Annexation is not possible under the provisions of State law, but it is determined by the County that development of the site does not constitute incompatible development.

PF-4.16 Revenue Sharing

As an incentive for directing urban growth into cities when applications are proposed within the CACUDBs, the County shall promote revenue sharing as an element of negotiation whenever:

1. A city updates its Plan and requests the County to update its CAC Plan.
2. When establishment or amendment to Spheres of Influence are proposed.
3. Annexations are proposed by cities, or joint development or successor agency projects are proposed by any city and the County.

As an additional incentive for directing urban growth into cities, any city proposing changes to a CAC Plan or other County land use regulations shall pay to the County its cost in considering and implementing such proposal.

PF-4.17 Cooperation with Individual Cities

The County may use the policies set forth under this goal (PF-4A: Cities: Continued) to work with individual cities to further manage development within that CACUDB or CACUAB to the extent that the financial needs of the County are met and the County's ability to provide facilities and County services used by all of the residents in the County and cities is enhanced. The County and Cities will establish a working committee to facilitate the policies identified in this section 4A.

PF-4.18 Future Land Use Entitlements in a CACUDB

The County may work with an individual city to limit any Plan amendments to change the land use designations of any parcel or any amendments to the County zoning ordinance to add uses to a current zoning classification or change the zoning district designation of any parcel within a CACUDB except as follows:

1. This policy will not apply to amendments or changes to a County unincorporated UDB, Hamlet Development Boundary (HDB), including where the boundary line may increase an outward expansion of the overlap area with a CACUDB area that is not coterminous to the city's Urban Development Boundary/Sphere of Influence (UDB or SOI), or to any Plan amendment adopting a new County unincorporated UDB, an HDB, or Planned Community, County Corridor development nodes will not be located inside a city's UDB or SOI unless mutually agreed by the City and County.
2. This policy will not apply where the Plan land use designation or the zoning district classification of a particular parcel is inconsistent with an existing special use permit, or legal non-conforming use.
3. As determined by the Rural Valley Lands Plan (RVLP) checklist, the County shall encourage beneficial reuse of existing or vacant agricultural support facilities for new businesses (including non- agricultural uses), and for which the city cannot or will not annex as per PF-4.24.
4. This policy will not apply where the effect of the amendments to the Plan land use designation or of the rezoning is to designate or zone the parcel to an agricultural designation or zone except where the effect of the amendment creates a less intensive agricultural designation or zone.
5. This policy will not apply where amendments to the Plan land use designations or the zoning classifications apply only to that portion of a CACUDB that is overlapped (where exterior UDB's are coterminous) by a County unincorporated UDB, Hamlet Development Boundary (HDB), or Corridor Plan area.
6. This policy will not apply where amendment to the Plan land use designation or the zoning classification is required to bring the County regulations into compliance with more restrictive State or Federal statutes or regulations.
7. This policy will not apply where amendments to the Zoning Ordinance are part of a comprehensive modernization or restructuring of the processes or procedures set out in the Zoning Ordinance or part of a comprehensive update to the text of the zoning classifications to bring the Zoning Ordinance procedures and text into consistency with the Plan update. [This comprehensive modernization, restructuring or update would not include any rezonings outside that allowed in this policy. However, revision of processes and procedures and simplification of existing ordinances may occur.]
8. This policy would not apply to a comprehensive update of a CAC Plan, including rezoning there under, in cooperation with the affected city.

9. This policy would not apply where the County has worked with the city to identify and structure a mutually acceptable alternative Plan land use designation or zoning classification.

PF-4.19 Future Land Use Entitlements in a CACUAB

As an exception to the County policies that the Rural Valley Lands Plan (RVLP) does not apply within CACUDBs and is only advisory within CACUABs, the County may work with an individual city to provide that no Plan amendments or rezonings will be considered to change the current land use designation or zoning classification of any parcel within a CACUAB unless appropriate under the requirements of the Rural Valley Lands Plan (RVLP) or similar checklist or unless the County has worked with the city to identify and structure an acceptable alternative Plan land use designation or zoning classification. This policy will not apply to amendments or changes to a County unincorporated UDB, Hamlet Development Boundary (HDB), or Corridor Plan area boundary line, including where the boundary line may increase an overlap area with a CACUDB area, or to any Plan amendment adopting a new UDB, an HDB, or Corridor Plan area that may fall within a CACUDB area. This policy shall not apply within a County unincorporated UDB, an HDB, or Corridor Plan area where that area overlaps a CACUAB area. Development of County corridor development nodes in an affected city's UAB would only occur after the County has provided written consultation and has allowed for a reasonable timed response from the affected city prior to decision making and before the adoption of the Corridor Plan. New development in a city's UAB would be subject to adopted plan lines and setback standards. Adopted facility plans and legally adopted Plans will be considered during the development review process. Small "stand alone," non urban projects which are defined as residential projects of four or fewer lots or non-residential projects smaller than two acres do not need city standards but shall respect city utility and street master plans for setbacks. Large urban-style projects include residential projects of five or more lots averaging less than one acre per lot and non-residential projects two acres or larger will use uniform urban development standards, financing mechanisms, consent to annexation, application of reciprocal development impact fees and city streets/utility setbacks/disclosure requirements unless the County and the city have identified and structured acceptable alternatives that will reasonably ensure that these projects should conform to city development standards upon future annexation.

PF-4.20 Application of the RVLP Checklist to Control Development in a CACUDB

As an exception to the County policies that the Rural Valley Lands Plan does not apply within CACUDBs, the County may work with an individual city to provide that the requirements of the RVLP or similar checklist will apply to applications for special use permits (including special use permits for the expansion of a non-conforming use), variances considered under Government Code § 65906, or to the extent allowed by law, divisions of land within a CACUDB except in those areas that overlap with a County unincorporated UDB, an HDB, or Corridor Plan area. Such a special use permit, variance, or division of land will be reviewed in light of impacts on such regional concerns as water and sewage disposal availability and preservation of transportation and utility corridors as well as compliance with any County adopted urban or city development standards and with the city's Plan policies as reflected in the CAC Plan.

PF-4.21 Application of the RVLP Checklist to Control Development in a CACUAB

As an exception to the County policies that the Rural Valley Lands Plan is only advisory within CACUABs, the County may work with an individual city to provide that the requirements of the RVLP will apply to

applications for special use permits (including special use permits for the expansion of a non-conforming use), variances considered under Government Code § 65906, or to the extent allowed by law, divisions of land within a CACUAB except in those areas that overlap with a County unincorporated UDB, an HDB, or Corridor Plan area. Such a special use permit, variance, or division of land will be reviewed in light of impacts on such regional concerns as water and sewage disposal availability and preservation of transportation and utility corridors.

- *Also see Part II-Policy RVLP-1.4: Determination of Agriculture Land and Section 1.3: Rural Valley Lands Plan Criteria and Evaluation Matrix.*

PF-4.22 Reuse of Abandoned Improvements in a CACUDB

In accordance with other policies in this Plan, the County may work with a city to provide that any alternative land uses within a CACUDB not otherwise allowed under a particular zoning classification but which are allowed by County policies due to the existence of abandoned structures or improvements with no other available, viable economic uses on the parcel will be reviewed in light of impacts on such regional concerns as water and sewage disposal availability and preservation of transportation and utility corridors. For agricultural related uses, reoccupation and/or expansion is limited not to exceed 20% of the site and/or building square footage subject to special use permit with city consultation. Conversion to non- agricultural uses requiring a zone change is limited not to exceed 20% of the site and/or building square footage or as mutually agreed upon by the city and County. Any expansions are subject to a special use permit.

PF-4.23 Reuse of Abandoned Improvements in a CACUAB

In accordance with other policies in this Plan, the County may work with a city to provide that any alternative uses within a CACUAB not otherwise allowed under a particular zoning classification but which are allowed by County policies due to the existence of abandoned structures or improvements with no other available, viable economic uses on the parcel will be reviewed in light of impacts on such regional concerns as water and sewage disposal availability and preservation of transportation and utility corridors expansion or re- occupation will require irrevocable consents to annex, and accommodation for setbacks and other standards for future streets and utilities. The RVLP will be used to determine if non- agricultural use is appropriate.

PF-4.24 Annexations to a City within the CACUDB

In addition to the County's current policies on development within a CACUDB, the County may work with a city to provide that urban development projects within a city's Sphere of Influence (SOI) as set by the Tulare County Local Agency Formation Commission will be referred to the affected city for consideration of annexation in accordance with, but not limited to, the following concepts:

1. Urban development projects, to which the referral policy applies, would be those projects for which a discretionary permit is required. Any urban development project not subject to special use permit requirements would still comply with County adopted city development standards, CAC Plans and zoning and any County adopted city long-range infrastructure plan.
2. The referral would, at least, be subject to the requirement that the city inform the County within three (3) months that it is or is not able and willing to commence annexation proceedings to accommodate the project; or the city is willing and able to commence annexation proceedings, the County would not take action to approve the project unless the applicant has submitted a completed application for annexation and city fails to take action on such application within six months;

3. If the affected city is not willing or able to commence annexation proceedings, approval by the County of the project would be conditioned on conformance with County adopted city development standards, County Adopted City Plans and zoning and any County adopted city long-range infrastructure plan adopted.
4. The County may, as part of this policy, require a consent to future annexation be recorded concurrent with approval of the project special use permit for development within the County.

PF-4.25 Sphere of Influence Criteria

In addition to the County current policies on annexations and city growth lines, the County may work with one or more cities to propose criteria to the Tulare County Local Agency Formation Commission (LAFCo) for use in the adoption of city Sphere of Influence (SOI) lines consistent with the concept that the SOI is a twenty year city growth boundary including the city's "communities of interest" as defined by LAFCo, and that an affected city should seek approval of amendment by LAFCo of its current SOI lines to reflect such criteria. Communities of interest not included within the SOI may be considered and included in a fifty year growth boundary. If such a criteria is adopted, the County, as a city SOI is brought into compliance with such criteria, may consider amendment of it plan to make the CACUDB identified in the County plan, to the extent appropriate, consistent or conterminous with the LAFCo adopted SOI.

PF-4.26 City 50 Year Growth Boundaries

In addition to the County current policies on city boundary lines, the County may work with one or more of the cities to propose that LAFCo consider the adoption of a fifty year growth boundary for each city and to propose criteria to LAFCo for adoption of that boundary. If LAFCo adopts fifty year growth boundaries consistent with such criteria, the County may consider amendments to its plan to make the CACUAB, to the extent appropriate, consistent or conterminous with the city's LAFCo adopted fifty year growth boundary.

PF-4.27 Impacts of Development within the County on City Facilities and County Facilities

The County may work with a city to consider the adoption, imposition and collection for payment to the city pursuant to agreement Development Impact Fees within the CACUDB, as may be proposed by the city from time to time to offset the impacts of development in the County on city facilities. Reciprocally and under the same conditions, the city will consider the collection of Development Impact Fees within the city to offset the impact of development within the city on County facilities.

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10.2 PLAN & REGULATORY SYSTEM

The County will use a variety of regulatory mechanisms and administrative procedures to implement the Plan. Overall responsibility for plan implementation is vested in the Tulare County Board of Supervisors. The plan will maintain consistency with the County Ordinance code. In fact, the consistency requirement is the keystone of Plan implementation.

Without a consistency requirement, there is no assurance that Plan policies will be implemented and that environmental resources earmarked for protection in the Plan will be preserved. Other regulatory mechanisms, including subdivision approvals, building and housing codes, capital improvement programs, and environmental review procedures also will be used to implement Plan policies. All project approvals should be found consistent with the Porterville Area Community Plan. The County's work with the Adjacent City, Porterville, also includes provisions in the Settlement Agreement.

The City of Porterville's Development Standards and City Master Plans for the unincorporated area around the City of Porterville, Porterville Area County Adopted City Urban Development Boundary (CACUDB) attached as Appendix D are not part of the Porterville Area Community Plan but have been adopted separately by the County and are included for reference in Appendix D.

The Tulare County Board of Supervisors will independently review and exercise its discretion when considering the adoption of any subsequent Porterville Development Standards and City Master Plans.

ZONING REGULATIONS

The County's Zoning Ordinance will translate Plan policies into specific use regulations, development standards and performance criteria that will govern development on individual properties. The Plan establishes the policy framework, while the Zoning Ordinance prescribes standards, rules and procedures for development. The Zoning Map will provide more detail than the Porterville Area Community Plan Land Use Diagram.

The Plan calls for several new zoning districts. Regulations for these districts will be established as part of the comprehensive zoning update being undertaken following adoption of the General Plan. The use regulations and development standards for existing zoning districts will need to be amended to conform to Plan policies. Density and intensity limits, consistent with the Plan's land use classifications, also should be established. For purposes of evaluating General Plan consistency, the density of proposed projects will be rounded up or down to the nearest whole number, as appropriate.

The County will bring both the Zoning Ordinance and the Zoning Map into conformance with the Plan within a reasonable period of time. When the Plan is subsequently amended, the Zoning Ordinance and Zoning Map also may need to be amended to maintain consistency between the Plan and the zoning ordinance.

During the transition period while new zoning is being developed, the County will use "Plan Conformity Findings" to provide criteria for determining whether a proposed project is consistent with the General Plan. Factors that will be evaluated to make Plan Conformity determinations include: site suitability for the proposed use, compatibility with adjacent uses, neighborhood economic vitality and the need for the proposed use; and the proposed density and intensity of development.

SUBDIVISION REGULATIONS

No subdivision of land may be approved under California law and the County's subdivision regulations unless its design and proposed improvements are found to be consistent with the Porterville Area Community Plan. Dedication of land for park facilities is required for subdivisions above certain size, consistent with the policies and Standards prescribed by the General Plan.

The precise threshold will be established on a case-by-case basis and depends on whether there are neighborhood parks in the vicinity which can serve new residents. The subdivision regulations also can require dedication of land for elementary schools, riparian habitat and reservation of land for fire stations, libraries, bikepaths, transit facilities, and other public facilities.

After adoption of the Porterville Area Community Plan, the County's subdivision regulations will need to be amended to conform to Plan policies and explicitly require findings of consistency with the Plan as a condition of approving parcel maps and tentative maps. Reservation requirements for bus turnout facilities and bike and pedestrian facilities also will need to be added to carry out Plan policies. The subdivision ordinance should require connection between new streets and existing streets, wherever possible, and allow for reduced, right-of-way dimensions to maintain neighborhood character. Consideration of passive solar energy techniques in street and lot layout and landscaping will also be required and the ordinance may require solar access easements in new subdivisions.

BUILDING AND HOUSING CODES

No building permit may be issued under California law (Government Code Section 65567) unless the proposed development is consistent with the open space plan and conforms to the policies of the Parks, Schools & Community Facilities, and the Open Space & Conservation Element.

To provide an administrative mechanism to ensure consistency with the Porterville Area Community Plan, the County may establish a requirement for zoning permits or other forms of zoning clearance before building and grading permits are issued.

10.3 FUTURE FUNDING & PROGRAMMING

CalTrans Active Transportation Program (ATP):
On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation.

Tulare County Measure R
On November 7, 2006, the voters of Tulare County approved Measure R, imposing a 1/2 cent sales tax for transportation within the incorporated and unincorporated area of Tulare County for the next 30 years. The transportation measure will generate slightly more than $652 million over 30 years to Tulare County's transportation needs.

Local Projects (35% of Measure R Funding)
The Measure R Expenditure Plan allocated 35% of revenues to local programs. Each city and the county will receive funding based on a formula using population, maintained miles, and vehicles miles traveled. The funding will help cities and the county to meet scheduled maintenance needs and to rehabilitate their aging transportation systems.

Regional Projects (50% of Measure R Funding)
The Regional Projects Program comprises 50% of Measure R and includes specific funding for: interchange improvements, regional bridges, regional railroad crossings, regional signals, regional widening projects, and signal synchronization projects. These projects provide for the movement of goods, services, and people throughout Tulare County. Major highlights of this program include the funding of regional projects throughout the county.

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Bike /Transit /Environmental Projects (14% of Measure R Funding)
The Goals of Measure R include air quality improvement efforts that will be addressed in the Measure R Expenditure Plan through the Transit/Bike/Environmental Program, which includes funding for transit, bike, and pedestrian environmental projects. The goal of this program is to expand or enhance public transit programs that address the transit dependent population, improve mobility through the construction of bike lanes, and have a demonstrated ability to get people out of their cars and improve air quality and the environment.

San Joaquin Valley Air Pollution Control District (SJAPCD) Bike Path Grants
The District has a grants program for the construction of bicycle infrastructure projects, including Class I (Bicycle Path Construction) or Class II (Bicycle Lane Striping) projects. These grants provide funding to assist with the development or expansion of a comprehensive bicycle-transportation network.

Strategic Growth Council Grants (SGC)
Affordable Housing - Sustainable Communities
The SGC will allocate 50% of its Cap and Trade funding toward disadvantaged communities and 50% for affordable housing. Projects will include: affordable housing that supports infill and compact development, transit capital and programs that support transit ridership, active transportation projects (infrastructure, and non-infrastructure), TOD projects, capital projects that implement complete streets, projects that reduce CHG emissions by reducing auto trips and VMT, acquisition of easements or other approaches to protect agricultural lands under threat of development, planning to support SCS (sustainable communities scope) implementation, including local plans, must be in draft or adopted SCS, subject to SGC guidelines.

CMAQ (TCAG Funds)
Congestion Mitigation Air Quality (CMAQ) funds are allocated through the Tulare County Association of Governments (TCAG). The CMAQ program funds transportation projects or programs that will contribute to improved air quality standards. Projects include: transportation activities, transportation control measures, public-private partnerships, alternative fuel programs, traffic flow improvements, transit, bicycle/pedestrian projects, rideshare activities, telecommuting, planning, experimental pilot projects, intermodal freight, and public outreach.

DOT: TIGER
TIGER is a multimodal, merit-based discretionary grant program that funds surface transportation capital projects, including transit and rail. Open to state, tribal, local agencies, and subdivisions.

CDBG (Business Assistance)
The Community Development Block Grant (CDBG) Economic Development grant provides assistance to local businesses and low-income microenterprise owners to create or preserve jobs for low-income workers in rural communities. Funding includes planning and evaluation studies related to any activity eligible for these allocations, business lending, and public infrastructure.

Choice Neighborhoods
Choice Neighborhoods Planning Grants support the development of comprehensive neighborhood revitalization plans which focused on directing resources to address three core goals: Housing, People and Neighborhoods. To achieve these core goals, communities must develop and implement a comprehensive neighborhood revitalization strategy, or Transformation Plan. The Transformation Plan will become the guiding document for the revitalization of the public and/or assisted housing units while simultaneously directing the transformation of the surrounding neighborhood and positive outcomes for families. Choice Neighborhoods Implementation Grants support those communities that have undergone a comprehensive local planning process and are ready to implement their "Transformation Plan" to redevelop the neighborhood.

California Department of Water Resources Prop 50 (Contaminant Removal)
Funds are available to disadvantage communities for developing UV or Ozone systems to disinfect drinking water or to set up pilot/demonstration sites.

Drought Response Funding (SWRCB)
The Governor and Legislature have directed the Department of Water Resources (DWR) to expedite the solicitation and award of $200 million (of the $472.5 million) in Integrated Regional Water Management Plan (IRWM) funding to support projects and programs that provide immediate regional drought preparedness, increase local water supply reliability and the delivery of safe drinking water, assist water suppliers and regions to implement conservation programs and measures that are not locally cost- effective, and/or reduce water quality conflicts or ecosystem conflicts created by the drought.

DWR: Water-Energy Grant Program
The 2014 Water-Energy grant supports the implementation of residential, commercial, and institutional water efficiency programs or projects that reduce Green House Gas emissions and also reduce water and energy use. Funding will go toward urban water management, groundwater management, and surface water diversion.

CDPH Clean Water SRF
The Safe Drinking Water State Revolving Fund (SDWSRF) provides funding to correct public water system deficiencies based upon a prioritized funding approach that addresses the systems' problems that pose public health risks, systems with needs for funding to comply with requirements of the Safe Drinking Water Act, and systems most in need on a per household affordability basis.

iBank (Infrastructure State Revolving Fund Program and Economic Development Bank)
iBank provides low cost, long term financing for local governments to fund a variety of public infrastructure projects. (Although this is not a grant, loan rates are largely determined by level of distress within a disadvantaged community).

10.4 COUNTY-CITY COOPERATIVE PROCESS

The City and the County have agreed to the establishment of a working committee to meet and develop procedures to ensure cooperation, consultation, and coordination consisting of City and County representatives with delegated authority to act on-behalf of their entity. The following is the cooperation, consultation, and coordination process agreed upon by the City and County. (References to Attachments A-F as indicated below are located in Tulare County Agreement 26543)

1. **Establishment of Coordination Committee**. The City and County hereby form a working committee to be called the Porterville Area Coordination Committee ("Committee") comprised of the Community Development Director and Community Development Manager of the City of Porterville and the RMA Director and Assistant Director Planning Branch of Tulare County, or their designees. Because the Committee members will receive mailed or e-mailed materials and to ensure every member gets these materials, any changes in designees may be made only by letter or e-mail copied to all Committee members.

2. **Projects/Actions Subject to Cooperative Process**. This cooperative process will apply to the City and County when considering approval of projects within or policy amendments that affect land within the County-Adopted City Urban Development Boundary ("CACUDB") for Porterville or County-Adopted City Urban Area Boundary ("CACUAB") for Porterville as may be amended from time to time. The Committee may develop a list of proposal types or categories that do not need to go through the cooperative process.

3. **Coordination - Preliminary Meeting.** Upon receipt of a preliminary development project and/or proposed policy amendment subject to this process, the City and/or the County shall provide preliminary project information to all Committee members and shall notify the Committee members of such proposal. The Committee members shall be invited to attend the project review meeting and shall be provided an opportunity to participate in the project review and discussion, including, if appropriate, any discussion of development criteria.

4. **Coordination - Initiation of Cooperative Process.** Within ten (10) working days of the City or County receiving a development application or other request for approval of a project/action subject to the cooperative process, the City or County will send via e-mail to each member of the Committee information about the proposed project/action on a form similar to the City of Porterville's Consultation Process or County RMA's Project Review Consultation Notice as appropriate. This information will include the project description, project plans and/or exhibits, other supporting documents as may be appropriate, and any proposed policy language amendments.

5. **Coordination - Committee Meeting.** Within ten (10) working days or as mutually agreed by the County or City initiating the cooperative process, the Committee shall meet to discuss any concerns the City or County may have with the proposed project/action. The Committee meeting may be waived upon mutual agreement of both parties.

6. **Written Comments.** If any member of the Committee has comments on or concerns about the proposed project/action's impacts on the City or County, he or she shall provide these comments/concerns in writing to the other members of the Committee within five (5) working days following the Committee meeting. The County and/or the City agrees to fairly consider in good faith the comments of the Committee members in deciding whether to recommend approval, conditional approval, or disapproval of the project.

7. **Complex Projects/Actions**. If a majority of Committee members agree, the Committee may extend for a reasonable time period, the cooperative process for individual projects/actions, e.g., large scale and/or more complex projects/actions.

8. **Adjusting Cooperative Process**. The cooperative process may be adjusted upon mutual agreement of the City and County. Any such adjustment shall be confirmed via email or other written format by both parties and may include additional meetings, discussions, and negotiations. This process does not replace the public notification process for discretionary permits, nor the CEQA notification process when applicable.

9. **Dispute Resolution.** If the City Community Development Director or the RMA Director believe that the Committee is or will be unable to resolve any concerns or issues on any specific project arising during this cooperative process, the Director will involve the City Manager or County Administrative Officer respectively who will then contact their counterpart in an effort to informally resolve any concerns or issues.

Where the City or County is unable to resolve the concerns raised by the other entity, the City Manager and County Administrative Officer must discuss and attempt to resolve the issues of concern prior to the public hearing process on any specific proposal or project. If this informal process does not resolve the concerns, the City or County may raise its concerns or issues on any specific project during the public hearing process before the County or City.

Glossary

100-Year Flood. That flood event that has a one-percent chance of occurrence in any one year.

500-Year Flood. The magnitude of a flood expected to occur on the average every 500 years, based on historical data. The 500-year flood has a 1/500, or 0.2 percent, chance of occurring in any given year**.**

Acre, Gross Developable. Area of a site, including proposed public streets and other proposed rights-of-way but excluding areas subject to physical or environmental constraints, which include ridgelines and steep hillside slopes, creek corridors and floodways, and areas to be dedicated for greenways or habitat protection.

Acre, Gross. Area of a site calculated to the centerline of bounding streets and other public rights-of-way.

Acre, Net. Area of a site excluding land to de dedicated for required easements for vehicles and rights of way, either public or private; land dedicated to be hazardous and unfit for building; and land to be dedicated for schools and parks or other facilities dedicated for public use.

Affordable Housing. Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for housing, including utilities.

Aquifer. A natural underground formation that is saturated with water, and from which water can be withdrawn.

Attainment Area. An area determined to have met federal or State air quality standards, as defined in the federal Clean Air Act or the California Clean Air Act. An area may be an attainment area for one pollutant and a non-attainment area for others.

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

Best Management Practices (BMP). The combination of conservation measures, structure, or management practices that reduces or avoids adverse impacts of development on adjoining site's land, water, or waterways, and waterbodies.

Bike Facilities. These include bike paths, bike lanes, and bike routes, following a classification system established in the City's Trails Master Plan.

Buildout. That level of development characterized by full occupancy of all developable sites in accordance with the General Plan; the maximum probable level of development envisioned by the General Plan under specified assumptions about densities and intensities. Buildout does not necessarily assume parcels are developed at maximum allowable intensities.

Capital Improvement Program (CIP). The multi-year scheduling of public physical improvements based on studies of fiscal resources available and the choice of specific improvements to be constructed.

Carbon Monoxide (CO). A colorless, odorless gas formed by the incomplete combustion of fuels, which is toxic because of its tendency to reduce the oxygen-carrying capacity of the blood.

CNEL (Community Noise Equivalent Level). The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of 10 decibels to sound levels in the night from 10 p.m. to 7 a.m.

Compatible. Capable of existing together without conflict or ill effects.

Community (Unincorporated Community) - is a closely settled, named, unincorporated place that generally contains a mixture of residential, commercial, and industrial areas similar to those found in incorporated places of similar sizes.

Conservation. The management of natural resources to prevent waste, destruction, or neglect.

County Adopted City Urban Area Boundary for Porterville ("CACUAB for Porterville") - a County officially adopted and mapped line around the City. It establishes areas (the area between the CACUDB for Porterville and CACUAB for Porterville) in which the County and the City may

coordinate plans and policies relating to street and highway construction, public utility systems, and future right of way preservation, affecting the orderly development of urban fringe areas.

County Adopted City Urban Development Boundary for Porterville ("CACUDB for Porterville") - a County officially adopted and mapped line around the City. It delineates the area expected for urban growth over a 20-year period. This line may be coterminous to the Local Agency Formation Commission Sphere of Influence.

County Community UDB - a County adopted line surrounding a **Community (Unincorporated Community)** dividing land to be developed from land to be protected for agricultural, natural, open space, or rural uses. It serves as the official area for communities over a 20-year period.

County Corridor Plan - shall have the same definition as provided in Part II, Section 2.1 of the County Plan. The "County Corridor development nodes" identified in County Plan Policies PF-4.18 and PF-4.19, which are set forth in Attachment A, will be the areas covered by these County Corridor plans, if or when such plans are adopted.

Creek. Those areas where surface water flows sufficiently to produce a defined channel or bed. The channel or bed need not contain water year-round.

Cultural Facilities. Premises operated to accommodate cultural pursuits such as visual or performing arts, lectures, or exhibitions.

Curb Cut. The opening along the curb line at which point vehicles or other wheeled forms of transportation may enter or leave the roadway. Curb cuts are essential at street corners for wheelchair users.

dBA. The "A-weighted" scale for measuring sound in decibels; weights or reduces the effects of low and high frequencies in order to stimulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually 10 times more intense.

Decibel (dB). A unit of measurement used to express the relative intensity of sound as heard by the human ear describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

Dedication, In lieu of. Cash payments which may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Dedication. The commitment by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are required by the city as conditions of approval on a development.

Density Bonus. The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location.

Density. The number of residential dwelling units per acre of land. Densities specified in the General Plan are expressed in units per gross developable acre. (See "Acres, Gross," and "Acres, Gross Developable.")

Developer. An individual who, or business which, prepares raw land for the construction of buildings or builds or causes to be built physical building space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.

Development. The physical extension and/or construction of urban land uses. Development activities include but are not limited to: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetation cover (with the exception of agricultural activities). Routine repair and maintenance activities are not considered as "development."

Easement. A right given by the owner of land to another party for specific limited use of that land. An easement may be acquired by a government through dedication when the purchase of an entire interest in the property may be too expensive or unnecessary.

Endangered Species, California. A native species or sub-species of a bird, mammal, fish, amphibian, reptile, or plant, which is in serious danger of becoming extinct throughout all or a significant portion of its range, due to one or more factors, including loss in habitat, change in habitat, over-exploitation, predation, competition, or disease. The status is determined by the State Department of Fish and Game together with the State Fish and Game Commission.

Endangered Species, federal. A species which is in danger of extinction throughout all or a significant portion of its range, other than the species of the Class Insect determined to constitute a pest whose protection under the provisions of the 1973 Endangered Species Act, as amended, would present an overwhelming and overriding risk to humans. The status is determined by the U.S. Fish and Wildlife Service and the Department of the Interior.

Environmental Impact Report (EIR). A document used to evaluate the potential environmental impacts of a project, evaluate reasonable alternatives to the project, and identify mitigation measures necessary to minimize the impacts. The California Environmental Quality Act (CEQA) requires that the agency with primary responsibility over the approval of a project (the lead agency) evaluate the project's potential impacts in an Environmental Impact Report (EIR).

Environmental Justice. Formalized policies of the federal and State governments that require agencies to identify and avoid disproportionately high adverse effects on minority and low-income populations when implementing programs, policies, and activities that affect human health or the environment.

Equivalent Noise Level (Leq). A single-number representation of the fluctuating sound level in decibels over a specified period of time. It is a sound-energy average of the fluctuating level.

Erosion. The process by which material is removed from the Earth's surface (including weathering, dissolution, abrasion, and transportation), most commonly by wind or water.

Expansive Soils. Soils which swell when they absorb water and shrink as they dry.

Fault. A fracture in the Earth's crust forming a boundary between rock masses that have shifted. An active fault is a fault that has moved recently and which is likely to again. An inactive fault is a fault which shows no evidence of movement in recent geologic time and little potential for movement.

Feeder Trails. Local trails, on streets with low traffic volume when that option is available, and are intended to link parks, open space areas, and neighborhoods to collector and regional trails.

Flood Zone. The relatively level land area on either side of the banks of a stream that is subject to flooding under a 100-year or a 500-year flood.

Floodplain. An area adjacent to a lake, stream, ocean or other body of water lying outside the ordinary banks of the water body and periodically inundated by flood flows. Often referred to as the area likely to be inundated by the 100-year flood.

Floodway. The river channel and the adjacent land area needed to carry the 100-year flood without an increase to the water surface elevations of the river more than one foot at any one point.

Floor Area Ratio (FAR). The ratio between gross floor area of structures on a site and gross site area. Thus, a building with a floor area of 100,000 square feet on a 50,000 square-foot lot will have a FAR of 2.0.

Floor Area, Gross. The total horizontal area in square feet of all floors within the exterior walls of a building, but not including the area of unroofed inner courts or shaft enclosures.

Frequency composition or spectrum of the sound. Frequency is a measure of the pressure fluctuations per second, measured in units of hertz (Hz). The characterization of sound level magnitude with respect to frequency is the sound spectrum, often described in octave bands, which divide the audible human frequency range (e.g., from 20 to 20,000 Hz) into 10 segments.

Groundwater Recharge. The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks that provide underground storage (i.e., aquifers).

Groundwater. Water under the Earth's surface, often confined to aquifers capable of supplying wells and springs.

Growth Management. The use by a community of a wide range of techniques that direct the amount, type, rate, and location of development desired by the community. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service, and other programs.

Habitat. The natural environmental of a plant or animal.

Hamlet Development Boundary - an officially adopted and mapped County line around a hamlet that divides lands suitable for development from lands to be protected for agricultural, natural, or rural uses.

Hazardous Material. A material or form of energy that could cause injury or illness to persons, livestock, or the natural environment.

Hazardous Waste. Waste which requires special handling to avoid illness or injury to persons or damage to property. Includes, but is not limited to, inorganic mineral acids of sulfur, fluorine, chlorine, nitrogen, chromium, phosphorous, selenium and arsenic and their common salts; lead, nickel, and mercury and their inorganic salts or metallo-organic derivatives; coal, tar acids such as phenol and cresols and their salts; and all radioactive materials.

Historic Resource. A historic building or site that is noteworthy for its significance in local, state, national, its architecture or design, or its works of art, memorabilia, or artifacts.

Historic Structure. A structure deemed to be historically significant based on its visual quality, design, history, association, context, and/or integrity.

Hourly Noise Levels. Transient noise events may be described by their maximum A weighted noise level (dBA).

Household. An occupied housing unit.

Impervious Surface. Any material which reduces or prevents absorption of water into land.

Implementation. Actions, procedures, programs, or techniques that carry out policies.

Infill. The development of new housing or other buildings on scattered vacant lots in a built-up area or on new building parcels created by permitted lot splits.

Infiltration. The introduction of underground water, such as groundwater, into wastewater collection systems. Infiltration results in increased wastewater flow levels.

Infrastructure. Permanent utility installations, including roads, water supply lines, sewage collection pipes, and power and communications lines.

Insurance Service Office (ISO). A private organization that surveys fire departments in cities and towns across the United States.

Intersection Capacity. The maximum number of vehicles that has a reasonable expectation of passing through an intersection in one direction during a given time period under prevailing roadway and traffic conditions.

Intrusive Noise. That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, time of occurrence, and tonal or information content as well as the prevailing noise level.

Jobs-Employed Residents Ratio. Total jobs divided by total employed residents (i.e. people who live in the area, but may work anywhere). A ratio of 1.0 typically indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

K Factor. Erosion factor K indicates the susceptibility of a soil to sheet and rill erosion by water. The estimates are based primarily on percentage of silt, sand, and organic matter and on soil structure and saturated hydraulic conductivity (Ksat). Values of K range from 0.02 to 0.69. Other factors being equal, the higher the value, the more susceptible the soil is to sheet and rill erosion by water.

L_{10}. A statistical descriptor indicating the sound level exceeded 10 percent of the time. It is a commonly used descriptor of community noise, and has been used in Federal Highway Administration standards and the standards of some cities.

L_{dn} (Day-Night Average Sound Level). The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to nighttime sound levels (after 10 p.m. and before 7 a.m.). The **L_{dn}** is approximately numerically equal to the CNEL for most environmental settings.

L_{eq} (Equivalent energy level). The sound level corresponding to a steady sound level containing the same total energy as a time varying signal over a given sample period. **L_{eq}** is typically computed over 1, 2, and 8-hour sample periods. The **L_{eq}** is a "dosage" type measure and is the basis for the descriptions used in current standards, such as the 24-hour CNEL used by the State of California.

Level (e.g., magnitude or loudness) of sound. Sound levels are measured and expressed in decibels (dB) with 10 dB roughly equal to the threshold of hearing.

Level of Service, LOS (traffic). A qualitative measure describing operational conditions within a traffic stream and the perception of motorists and/or passengers regarding these conditions. A level of service definition generally describes these conditions in terms of such factors as traffic volumes, speed and travel time, delays at traffic signals, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Liquefaction. A sudden large decrease in the shearing resistance of a cohesion-less soil, caused by a collapse of the structure by shock or strain, and associated with a sudden but temporary increase of the pore fluid pressure.

Minerals. Any naturally occurring chemical element or compound, or groups of elements and compounds, formed from inorganic processes and organic substances, including, but not limited to, coal, peat, and bituminous rock, but excluding geothermal resources, natural gas, and petroleum (Public Resources Code Section 2005).

Mitigation Measures. Action taken to avoid, minimize, or eliminate environmental impacts. Mitigation includes: avoiding the impact altogether by not taking a certain action or parts of an action; minimizing impacts by limiting the degree or magnitude of the action and its implementation; rectifying the impact by repairing, rehabilitating, or restoring the affected environment; reducing or eliminating the impact over time by preservation and maintenance during the life of the action; and compensating for the impact by repairing or providing substitute resources or environments.

Mitigation. A specific action taken to reduce environmental impacts. Mitigation measures are required as a component of an environmental impact report (EIR) if significant measures are identified.

Mixed-Use. Describes a development project which includes two or more categories of land use such as residential and commercial. When capitalized (Mixed Use) it refers to a zoning or land use category.

Nitrogen Oxides (NOx). Chemical compounds containing nitrogen and oxygen; reacts with volatile organic compounds, in the presence of heat and sunlight to form ozone. It is also a major precursor to acid rain.

Noise Attenuation. Reduction of the level of a noise source using a substance, material, or surface.

Noise Contours. Lines drawn about a noise source indicating equal levels of noise exposure. CNEL and L**dn** are the metrics utilized herein to describe annoyance due to noise and to establish land use planning criteria for noise.

Open Space. Any parcel or area of land or water that is essentially unimproved. The General Plan designates privately-owned rural/grazing lands, and devoted open space areas as defined by California planning law.

Ozone. A compound consisting of three oxygen atoms that is the primary constituent of smog. It is formed through chemical reactions in the atmosphere involving volatile organic compounds, nitrogen oxides, and sunlight. Ozone can initiate damage to the lungs as well as damage to trees, crops, and materials. There is a natural layer of ozone in the upper atmosphere, which shields the Earth from harmful ultraviolet radiation.

Peak Hour. The busiest one-hour period for traffic during a 24-hour period. The PM peak hour is the busiest one hour period of traffic during the evening commute period. The AM peak hour is the busiest one hour period during the morning commute.

Pedestrian-Oriented Development. Development designed with an emphasis on the street sidewalk and on pedestrian access to the building, rather than an auto access and parking areas.

Performance Standards. A statement representing a commitment by a public agency to attain a specified level or quality of performance through its programs and policies.

Planning Area. The land area addressed by a General Plan, including land within the city limits and land outside the city limits that bears a relation to the city's planning.

PM10. The current standard for measuring the amount of solid or liquid matter suspended in the atmosphere ("particulate matter including dust"). Refers to the amount of particulate matter over 10 micrometers in diameter. The smaller PM**10** particles penetrate to the deeper portions of the lung, affecting sensitive population groups such as children and people with respiratory diseases.

Rare or Endangered Species. A species of animal or plant listed in Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or Section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

Recycle. The process of extraction and reuse of materials from waste products.

Retention Area. A pond, pool, lagoon, or basin used for the storage of water runoff.

Right-of-Way. A continuous strip of land reserved for or actually occupied by a road, crosswalk, railroad, electric transmission lines, oil or gas pipeline, water line, sanitary storm sewer or other similar use.

Riparian Corridor. Riparian areas are transitional between terrestrial and aquatic ecosystems and are distinguished by gradients in biophysical conditions, ecological processes, and biota. They are areas through which surface and subsurface hydrology connect water bodies with their adjacent uplands. They include those portions of terrestrial ecosystems that significantly influence exchanges of energy

and matter with aquatic ecosystems (i.e. a zone of influence). Riparian areas are adjacent to perennial, intermittent and ephemeral streams, lakes, and estuarine-marine shorelines.

Riparian Habitat. The land and plants bordering a watercourse or lake.

Safe Yield. Safe yield is defined as the amount of groundwater that can be continuously withdrawn from a basin without adverse impact.

San Joaquin Valley Air Basin (SJVAB). California is divided geographically into air basins for the purpose of managing the air resources of the State on a regional basis. An air basin generally has similar meteorological and geographic conditions throughout. The San Joaquin Valley Air Basin includes the following counties San Joaquin, Merced, Fresno, Kings, Stanislaus, Madera, Tulare, and Kern.

Sedimentation. Process by which material suspended in water is deposited in a body of water.

Sensitive Receptors. Persons or land users that are most sensitive to negative effects of air pollutants. Persons who are sensitive receptors include children, the elderly, the acutely ill, and the chronically ill. The term "sensitive receptors" can also refer to the land use categories where these people live or spend a significant amount of time. Such areas include residences, schools, playgrounds, child-care centers, hospitals, retirement homes, and convalescent homes.

Significant Effect. A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water, and land resources.

Siltation. The process of silt deposition. Silt is a loose sedimentary material composed of finely divided particles of soil or rock, often carried in cloudy suspension in water.

Solid Waste. General category that includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood.

Specific Plan. A plan that provides detailed design and implementation tools for a specific portion of the area covered by a general plan. A specific plan may include all regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any general plan element(s).

Sphere of Influence (SOI). The ultimate service area of an incorporated city, as established by Tulare County LAFCO and shall have the meaning set forth in Government Code Section 56076.

Stationary Source. A source of air pollution that is not mobile, such as a heating plant or an exhaust stack from a laboratory.

Storm Runoff. Surplus surface water generated by rainfall that does not seep into the earth but flows overland to a watercourse.

Threatened Species, California. A species of animal or plant is endangered when its survival and reproduction in the wild are in immediate jeopardy form one or more causes, including loss of habitat, change in habitat, over-exploitation, predation, competition, disease, or other factors; or when although not presently threatened with extinction, the species is existing in such small numbers that it may become endangered if its environment worsens. A species of animal or plant shall be presumed to be rare or endangered as it is listed in Sections 670.2 or 670.5, Title 14, California Code of Regulations, or

Title 50, Code of Federal Regulations Sections 17.11 or 17.12 pursuant to the Federal Endangered Species Act as rare, threatened, or endangered.

Threatened Species, Federal. A species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.

Total Dissolved Solids (TDS). Total dissolved solids comprise inorganic salts and small amounts of organic matter that are dissolved in water. The principal constituents are usually calcium, magnesium, sodium and potassium and the anions carbonate, bicarbonate, chloride, sulfate and, particularly in groundwater and nitrate (from agricultural use).

Transient Noise Events. These may be described by their maximum A-weighted noise level (dBA) Hourly Leq values are called Hourly Noise Levels.

Trip Generation. The number of vehicle trip ends associated with (i.e., produced by) a particular land use or traffic study site. A trip end is defined as a single vehicle movement. Roundtrips consist of two trip ends.

Urban Development Boundary (UDB). A boundary, defined by the County LAFCO, beyond which urban levels of development are not intended to occur.

UDB, City - the City's officially adopted Urban Development Boundary, beyond which urban development is not allowed during the time period for which it is effective.

Use. The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged as per the City's Zoning Ordinance and General Plan land use designation.

Variation in sound level with time, measured as noise exposure. Most community noise is produced by many distant noise sources that change gradually throughout the day and produce a relatively steady background noise having no identifiable source. Identifiable events of brief duration, such as aircraft flyovers, cause the community noise level to vary from instant to instant. A single number called the equivalent sound level or Le describes the average noise exposure level over a period of time.

Vehicle Miles Traveled (VMT). A measure of both the volume and extent of motor vehicle operation; the total number of vehicle miles traveled within a specified geographical area (whether the entire country or a smaller area) over a given period of time.

View Corridor. The line-of-sight (identified as to height, width, and distance) of an observer looking toward an object of significance to the community (e.g., ridgeline, river, historic building, etc.).

Viewshed. The geographic area visible from a fixed point.

Walking distance. Typically a distance of a quarter mile or less.

Watercourse. Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include constructed channels, ditches, and underground drainage and sewage systems.

Watershed. The total area above a given point on a watercourse which contributes water to the flow of the watercourse; the entire region drained by a watercourse.

Wetlands. Areas that are permanently wet or periodically covered with shallow water, such as saltwater and freshwater marshes, open or closed brackish marshes, swamps, mud flats, and fens.

Wildlife Corridors. A natural corridor, such as an undeveloped ravine, that is frequently used by wildlife to travel from one area to another.

Zoning Ordinance. A city ordinance that divides incorporated city land into districts and establishes regulations governing the use, placement, spacing, and size of buildings, open spaces, and other facilities.

List of Acronyms

□**g/m**3. micrograms per cubic meter

ADMMF: Average daily maximum month flow

ADT: Average daily traffic

af/y: acre foot/year

ALP: Airport Layout Plan

ALUC: Airport Land Use Commission

AST: Aboveground Storage Tank

BACT: Best Available Control Technology

BMP: Best Management Practice

CALTRANS: California Department of Transportation

CACUAB: County Adopted City Urban Area Boundary for Porterville

CACUDB: County Adopted City Urban Development Boundary for Porterville

CALUP: Comprehensive Airport Land Use Plan

CARB: California Air Resources Board

CDFG (DFG): California Department of Fish and Game

CEQA: California Environmental Quality Act

cfs: Cubic feet per second

CGS: California Geologic Survey

CIP: Capital Improvement Program

CIWMB: California Integrated Waste Management Board

CMP: Congestion Management Program

CNDDB: California Natural Diversity Data Base, Department of Fish and Game

CNEL: Community Noise Equivalent Level

CO: Carbon monoxide

CUBC (UBC): California Uniform Building Code

CWMA: Tulare County Consolidated Waste Management Authority

dB: Decibel

dBA: Decibel A-Weighted

DDS: California Department of Development Services

DNL: Day-Night Average Noise Level

DOF: United States Department of Finance

DOT: United States Department of Transportation

DU: Dwelling Unit

DUI: Driving Under the Influence

DWR: Department of Water Resources

EDC: Economic Development Corporation

EIR: Environmental Impact Report (CEQA)

EPA: Environmental Protection Agency

FAR: Floor Area Ratio

FEMA: Federal Emergency Management Act

GMP: Growth Management Program

gpcd (g/p/d): Gallons per capita per day

gpm: Gallons per minute

HCP: Habitat Conservation Plan

HHW: Households Hazardous Waste

HVAC: Heating, Ventilation and Air Conditioning Systems

Hz: hertz

ISO: Insurance Service Office

LAFCO: Local Agency Formation Commission

L_{dn} (DNL): Day-Night Average Sound Level

L_{eq}: Equivalent Sound Level

LHMP: Local Hazards Mitigation Plan

LOS: Level of Service

LUST: Leaking Underground Storage Tanks

mgd: Million gallons per day

NCCP: Natural Communities Conservation Plan

NFIP: National Flood Insurance Program

NO2: Nitrogen dioxide

NOx: Nitrogen Oxide

NPDES: National Pollutant Discharge Elimination System

NWI: National Wetland Inventory

O3: Ozone

OSHA: Occupational Safety & Health Administration

Pb: Lead

PCE: Percloroethylene

PD: Planned Development Plan

PM-10 and PM-2.5: Suspended particulate matter

ppb: Parts per billion

ppm: Parts per million (106) by volume or weight

PVPUD: Porter Vista Public Utility District

ROG: Reactive Organic Gases

RWQCB: Central Valley Regional Water Quality Control Board

SBDC: Small Business Development Center

SJQVAB: San Joaquin Valley Air Basin

SJVAPCD: San Joaquin Valley Air Pollution Control District

SJVR: San Joaquin Valley Railroad

SMARA: Surface Mining and Reclamation Act

SO_2: Sulfur dioxide

SOI: Sphere of Influence

SPCC: United States Soil Prevention, Control and Countermeasure Plan

Sq. Ft. (SF): Square Feet

SR: State Route

SSMP: Sewer System Master Plan

SWAT: Special Weapons and Tactics

TAC: Toxic Air Contaminant

TAZ: Traffic Analysis Zone

TCAG: Tulare County Association of Governments

TCEHD: Tulare County Environmental Health Division

TCM: Transportation Control Measure

TDM: Transportation Demand Management

TDS: Total Dissolved Solids

TPM: Transportation Performance Monitoring

UDB: Urban Development Boundary

USACE: U.S. Army Corps of Engineers

USFWS: United States Fish and Wildlife Service

USGS: United States Geologic Survey

UST: Underground Storage Tank

UWMP: Urban Water Management Plans

V/C: Volume to Capacity Ratio

VMT: Vehicle Miles Traveled

VPD: Vehicles per Day

WIB: Workforce Investment Board

WWTP: Wastewater Treatment Plant

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Appendix A
Planning Commission Resolution
Plan Adoption

BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF AMENDMENT TO THE LAND USE, TRANSPORTATION AND CIRCULATION, PLANNING FRAMEWORK, AND OPEN SPACE ELEMENTS AND THE FOOTHILL GROWTH MANAGEMENT PLAN OF THE TULARE COUNTY GENERAL PLAN, PORTERVILLE AREA COMMUNITY PLAN UPDATE, GPA 14-008	)	RESOLUTION NO. 9028

Resolution of the Planning Commission of the County of Tulare approving a Board of Supervisors initiated action to recommend adoption of the proposed Porterville Area Community Plan, which amends the Land Use, Transportation and Circulation, Planning Framework, and Open Space Elements and the Foothill Growth Management Element of the Tulare County General Plan.

WHEREAS, the Tulare County Board of Supervisors, by Resolution No. 2014-0599, initiated action to amend the Tulare County General Plan pursuant to title 7, Chapter 3, Articles 5 and 6 of the Government Code of the State of California, and

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

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

WHEREAS, a public notice was printed in the Visalia Times Delta on October 10, 2014 ten days prior to a public hearing and that hearing was held at which public testimony was received at a regular meeting of the Planning Commission on October 22, 2014, November 12, 2014, and December 10, 2014; and

WHEREAS, a public hearing was held and an opportunity for public testimony was provided at a regular meeting of the Planning Commission on October 22, 2014, November 12, 2014, and December 10, 2014; and

WHEREAS, at that meeting of the Planning Commission all public testimony was received and considered including testimony from Jenni Byers, Interim Community Development Director for the City of Porterville Ms. Byers indicated the city staff is still reviewing the document, and

WHEREAS, Commissioner Dias made the motion to continue the public hearing to time, date and location certain on November 12, 2014, at 9:00, at the Tulare County Planning Commission

Hearing Room, and leave the public comment open; which motion was approved and carried unanimously, and

WHEREAS, at that meeting of the Planning Commission an opportunity for public testimony was provided, and

WHEREAS, staff recommended and Commissioner Dias made the motion that the hearing be continued to time, date and location certain on December 10, 2014, at 9:00 at the Tulare County Planning Commission Hearing Room, and

WHEREAS, at that meeting of the Planning Commission all public testimony was received and considered including testimony from Jenni Byers, Interim Community Development Director for the City of Porterville.

NOW, THEREFORE, BE IT RESOLVED as follows:

A. This Planning Commission hereby determines that it is necessary and appropriate to adopt a comprehensive community Plan for the unincorporated area around the City of Porterville in order to update and consolidate the several existing land use and circulation plans for the area. The policies of the County's Planning Framework Element call for the preparation of comprehensive community plans for the unincorporated area around each city.

B. This Planning Commission hereby certifies that it has reviewed and considered the information contained in the Porterville Area Community Plan and Finding of Consistency prepared for the City of Porterville 2030 General Plan EIR for compliance with the CEQA and the State Guidelines for the Implementation of the California Environmental Quality Act, prior to taking action on the proposed amendment to the, Land Use, Transportation and Circulation, Planning Framework, and Open Space elements and the Foothill Growth Management Element of the Tulare County General Plan for the Porterville area.

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

1. Planning Framework Element (Urban Boundaries). The Planning Framework Element of the Tulare County General Plan revises the County Adopted City Urban Development Boundary and County Adopted City Urban Area Boundary for Porterville Part 1, Figure 2.4-6 of the Tulare County General Plan. This Element is amended to revise the Urban Development Boundary and Urban Area Boundary for the City of Porterville. This Plan also maintains, without revision, an Urban Development Boundary for the East Porterville area; to amend the County Adopted City UDB and UAB for Porterville for

the Porterville Area. The intent is that the County's UDB is coterminous with the Sphere of Influence (SOI) adopted by Tulare County Local Agency Formation Commission (LAFCO) on October 1, 2014 (via Resolution No. 14-041);

2. Open Space Element. The Environmental Resources Management Element is amended to revise the "Urban Expansion Area" designation on the Open Space Map to reflect the area within the revised Urban Area Boundary.

3. Land Use, Transportation and Circulation Elements. The Porterville Area Community Plan incorporates The City's General Plan land use designations and; and circulation element diagrams reflecting anticipated future streets for adoption (collectively, "City's Standards and Designations").

4. Plan. Specifically, this Plan consolidates and supersedes the following land use and circulation plans for the Porterville area:

   i. GPA 87-06 Porterville Area Community Plan
   ii. GPA 93-06 Porterville Urban Boundary and Land Use
   iii. GPA 97-04 Porterville Land Use
   iv. GPA 99-03 Porterville Urban Boundary and Land Use
   v. GPA 07-08 Porterville Urban Boundary and Land Use
   vi. This Plan consolidates and supersedes GPA 82-04, the East Porterville Land Use and Circulation Plan,
   vii. This Plan consolidates and supersedes the following land use and circulation plans for the East Porterville area:
   viii. GPA 88-02 East Porterville Land Use
   ix. GPA 90-04 Land Use Element East Porterville Area
   x. GPA 99-04 East Porterville Land Use Plan
   xi. GPA 01-002 East Porterville Land Use Plan
   xii. This Plan also maintains, without revision, an Urban Development Boundary for the East Porterville area.

5. Foothill Growth Management Plan. This Plan amends the Foothill Growth Management Plan to remove that portion of the area within the proposed County Adopted City Urban Area Boundary which currently falls within the planning area of the Foothill Growth Management Plan, and places it within the jurisdiction of the Porterville Area Community Plan and places it within the jurisdiction of the Porterville Area Community Plan Figures Part II Figure 3-1 and 3-4 of the Tulare County General Plan.

6. Included in the Area Plan are the development policies; master plans for sewer, water, and storm drain facilities. The Tulare County Board of Supervisors will independently review and exercise its discretion when considering the adoption of Porterville Development Standards and City Master Plans. Revisions to City Development Standards and Master Plans will be considered by the County under separate action by resolution. Such standards and plans are included for illustration purposes only in Appendix D and are not deemed a part of this Community Plan. State law requires that the County General Plan shall be internally consistent. The proposed amendments are consistent with the Planning Framework, Land Use, and Transportation and Circulation, Open Space Elements, and the Foothill Growth Management Element of the Tulare County General Plan.

7. The Environmental Assessment Officer approved the Finding of Consistency prepared for the City of Porterville 2030 General Plan EIR prepared for the project.

8. This Planning Commission hereby finds, based on substantial evidence that the analysis presented in the Finding of Consistency for GPA 14-008 has been completed in compliance with the California Environmental Quality Act and the State Guidelines for the Implementation of the California Environmental Quality Act of 1970.

AND, BE IT FURTHER RESOLVED as follows:

A. This Planning Commission hereby recommends that the Tulare County Board of Supervisors certify the adequacy of the Initial Study and Finding of Consistency prepared for GPA 14-008 and find:

1. This Plan also maintains, without revision, an Urban Development Boundary for the East Porterville area.

2. The environmental factors checked in the Initial Study were evaluated, consistent with CEQA Guidelines § 15168 (c) to determine whether an additional CEQA document need be prepared. The Planning Commission hereby finds pursuant to §15162, that no new effects could occur or no new mitigation measures would be required, therefore, the Planning Commission recommends that the Board of Supervisors approve the Porterville Area Community Plan as being consistent within the scope of the City of Porterville's 2030 General Plan Program EIR.

3. The Planning Commission hereby finds that CEQA does not require a supplemental environmental impact report because the City of Porterville 2030 General Plan Program EIR already analyzes the potential impacts of the Porterville Area Community Plan and no new information or change in circumstances results in any new or substantially more severe environmental impacts than analyzed in the City's EIR.

4. The County hereby finds The Porterville Area Community Plan will result in implementation of the Porterville 2030 General Plan within those portions of the County and within Porterville's planning area. Therefore, consistent with the findings of the City of Porterville 2030 General Plan EIR, the proposed Project will have a significant, unavoidable effect on agricultural resources noise, biology and air quality, but these impacts will not be greater than identified in the City's EIR.

5. A Statement of Overriding Considerations was adopted by the Porterville City Council on March 4, 2008. The Porterville City Council found and declared that the significant and adverse environmental effects relating to agricultural resources, noise, biology and air quality (Finding Number 17) cannot be mitigated fully or substantially lessened; and those specific economic, legal, social, technological or other considerations make infeasible certain mitigation measures or project alternatives discussed in the Final EIR. However, despite these mitigation measures, there are still significant and unavoidably adverse environmental effects from this project [that is, the Porterville 2030 General Plan]. Accordingly, after balancing these interests, the City Council adopted a Statement of Overriding Consideration when they stated "A RESOLUTION OF THE CITY COUNCIL CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT (EIR) AS BEING IN COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; ADOPTING FINDINGS OF FACT; AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS; FOR THE PORTERVILLE 2030 GENERAL PLAN." This was based on substantial evidence, which is set forth in Porterville City Council Resolution 21-2008, and which was incorporated therein by reference.

6. The Planning Commission recommends that consistent with the City of Porterville, that the Board of Supervisors similarly finds that the Porterville Area Plan may have significant and adverse environmental effects related to agricultural resources, noise, biology, and air quality that cannot be mitigated fully or substantially lessened, and that those specific economic, legal, social,

technological or other considerations make infeasible certain mitigations measures. Therefore, the Board despite these mitigation measures finds that there are still significant and unavoidably adverse environmental effects from this Area Plan. Accordingly, after balancing the public benefits and interests in providing a new Area Plan and land use and other policies consistent with the City of Porterville General Plan therein, the Board of Supervisors hereby adopts a Statement of Overriding Consideration for the Porterville Community Plan Area.

7. The environmental impacts associated with the Porterville Community Plan Area would be within the envelope of impacts analyzed in the City of Porterville 2030 General Plan EIR and/or do not constitute a new or greater significant impact.

8. On the basis of substantial evidence in the light of the whole record, the County has determined that no further CEQA documentation is required for adoption of the Porterville Area Community Plan.

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

B. This Planning Commission hereby recommends that the Tulare County Board of Supervisors approve the CEQA Finding of Consistency, Adopt a Statement of Overriding Considerations as adopted by the City of Porterville and described above and Adopt the General Plan Amendments found within the Porterville Area Community Plan including:

1. Planning Framework Element (Urban Boundaries). The Planning Framework Element of the Tulare County General Plan revises the County Adopted City Urban Development Boundary and County Adopted City Urban Area Boundary for Porterville Part 1, Figure 2.4-6 of the Tulare County General Plan. This Element is amended to revise the Urban Development Boundary and Urban Area Boundary for the City of Porterville. This Plan also maintains, without revision, an Urban Development Boundary for the East Porterville area. The intent is that the County's UDB is coterminous with the Sphere of Influence (SOI) adopted by Tulare County Local Agency Formation Commission (LAFCO) on October 1, 2014 (via Resolution No. 14-041;

2. Open Space Element. The Environmental Resources Management Element is amended to revise the "Urban Expansion Area" designation on the Open Space Map Part 1, Figure 8-1 of the Tulare County General Plan to reflect the area within the revised Urban Area Boundary;

3. Land Use, Transportation and Circulation Elements. The Porterville Area Community Plan incorporates The City's General Plan land use designations and development policies; master plans for sewer, water, and storm drain facilities; and circulation element diagrams reflecting anticipated future streets for adoption (collectively, "City's Standards and Designations"). Specifically, this Plan and supersedes the following land use and circulation plans for the Porterville area:

   i. GPA 87-06 Porterville Area Community Plan

   ii. GPA 93-06 Porterville Urban Boundary and Land Use

   iii. GPA 97-04 Porterville Land Use

   iv. GPA 99-03 Porterville Urban Boundary and Land Use

   v. GPA 07-08 Porterville Urban Boundary and Land Use

   vi. This Plan supersedes GPA 82-04, the East Porterville Land Use and Circulation Plan, Land Use and Circulation Elements.

   vii. This Plan supersedes the following land use and circulation plans for the East Porterville area:

   viii. GPA 88-02 East Porterville Land Use

   ix. GPA 90-04 Land Use Element East Porterville Area

   x. GPA 99-04 East Porterville Land Use Plan

   xi. GPA 01-002 East Porterville Land Use Plan

   xii. This Plan also maintains, without revision, an Urban Development Boundary for the East Porterville area.

4. Foothill Growth Management Plan. This Plan amends the Foothill Growth Management Plan to remove that portion of the area within the County Adopted City Urban Area Boundary which currently falls within the planning area of the Foothill Growth Management Plan, and places it within the jurisdiction of the Porterville Area Community Plan Figures Part II Figure 3-1 and 3-4 of the Tulare County General Plan.

5. Development Policies and Master Plan Studies. Included in the Area Plan are the development policies and master plans for sewer, water, and storm drain facilities. The Tulare County Board of Supervisors will independently review and exercise its discretion when considering the adoption of Porterville Development Standards and City Master Plans. Revisions to City Development Standards and Master Plans will be considered by the County under separate action by resolution. Such standards and plans are included for illustration purposes only in Appendix D and are not deemed a part of this Community Plan. State law requires that the County General Plan shall be Internally consistent. The proposed amendments are consistent with the Planning Framework, Land Use, and Transportation and Circulation, Open Space Elements, and the Foothill Growth Management Element of the Tulare County General Plan.

The foregoing resolution was adopted upon motion of Commissioner Millies, seconded by Commissioner Pitigliano, at a regular meeting of the Planning Commission on the 10th day of December, 2014, by the following roll call vote:

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

NOES: None

ABSTAIN: None

ABSENT: Gong

TULARE COUNTY PLANNING COMMISSION

Michael Washam, Secretary

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Appendix B
Planning Commission Resolution Development Standards and City Master Plans Adoption

BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF APPROVAL OF DEVELOPMENT)
STANDARDS, PORTERVILLE AREA CACUDB) RESOLUTION NO. 9029

Resolution of the Planning Commission of the County of Tulare approving a Board of Supervisors initiated action to recommend adoption of Development Standards for the unincorporated area around the City of Porterville, Porterville Area County Adopted City Urban Development Boundary (CACUDB).

WHEREAS, the Planning Commission has given notice of the proposed Development Standards consistent with the Government Code of the State of California, and

WHEREAS, staff has made such investigation of fact bearing upon the proposed Development Standards to assure action consistent with the procedures and purposes set forth in the California Government Code, and

WHEREAS, a public notice was printed in the Visalia Times Delta on October 10, 2014 ten days prior to a public hearing and that hearing was held at which public testimony was received at a regular meeting of the Planning Commission on October 22, 2014, November 12, 2014, and December 10, 2014; and

WHEREAS, a public hearing was held and an opportunity for public testimony was provided at a regular meeting of the Planning Commission on October 22, 2014, November 12, 2014, and December 10, 2014 and

WHEREAS, at that meeting of the Planning Commission all public testimony was received and considered including testimony from Jenni Byers, Interim Community Development Director for the City of Porterville Ms. Byers, and

WHEREAS, Commissioner Dias made the motion to continue the public hearing to time, date and location certain on November 12, 2014, at 9:00, at the Tulare County Planning Commission Hearing Room, and leave the public comment open; which motion was approved and carried unanimously, and

WHEREAS, at that meeting of the Planning Commission an opportunity for public testimony was provided, and

WHEREAS, staff recommended and Commissioner Dias made the motion that the hearing be continued to time, date and location certain on December 10, 2014, at 9:00 at the Tulare County Planning Commission Hearing Room, and

WHEREAS, at that meeting of the Planning Commission all public testimony was received and considered including testimony from Jenni Byers, Interim Community Development Director for the City of Porterville.

NOW, THEREFORE, BE IT RESOLVED as follows:

A. This Planning Commission hereby determines that it is necessary and appropriate to adopt Development Standards for the unincorporated area around the City of Porterville (CACUDB).

B. This Planning Commission hereby certifies that it has reviewed and considered the information contained in the Porterville Area Community Plan, Finding of Consistency, and Development Standards prepared for the City of Porterville 2030 General Plan EIR for compliance with the CEQA and the State Guidelines for the Implementation of the California Environmental Quality Act, prior to taking action on the proposed Development Standards for the Porterville area.

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

1. The Environmental Assessment Officer approved the Finding of Consistency prepared for the City of Porterville 2030 General Plan EIR prepared for the project.

2. This Planning Commission hereby finds, based on substantial evidence that the analysis presented in the Finding of Consistency for GPA 14-008 has been completed in compliance with the California Environmental Quality Act and the State Guidelines for the Implementation of the California Environmental Quality Act of 1970.

AND, BE IT FURTHER RESOLVED as follows:

A. This Planning Commission hereby recommends that the Tulare County Board of Supervisors certify the adequacy of the Initial Study and Finding of Consistency prepared for GPA 14-008 including the proposed Development Standards and find:

1. The environmental factors checked in the Initial Study were evaluated, consistent with CEQA Guidelines § 15168 (c) to determine whether an additional CEQA document need be prepared. The Planning Commission hereby finds pursuant to §15162, that no new effects could occur or no new mitigation measures would be required, therefore, the Planning Commission recommends that the Board of Supervisors approve the Porterville Area Development Standards.

2. The Planning Commission hereby finds that CEQA does not require a supplemental environmental impact report because the City of Porterville 2030 General Plan Program EIR already analyzes the potential impacts of the Porterville Area Community Plan and no new information or change in circumstances results in any new or substantially more severe environmental impacts than analyzed in the City's EIR.

3. The County hereby finds The Development Standards will result in implementation of the Porterville 2030 General Plan within those portions of the County and within Porterville's planning area. Therefore, consistent with the findings of the City of Porterville 2030 General Plan EIR, the proposed Project will have a significant, unavoidable effect on agricultural resources noise, biology and air quality, but these impacts will not be greater than identified in the City's EIR.

4. A Statement of Overriding Considerations was adopted by the Porterville City Council on March 4, 2008. The Porterville City Council found and declared that the significant and adverse environmental effects relating to agricultural resources, noise, biology and air quality (Finding Number 17) cannot be mitigated fully or substantially lessened; and those specific economic, legal, social, technological or other considerations make infeasible certain mitigation measures or project alternatives discussed in the Final EIR. However, despite these mitigation measures, there are still significant and unavoidably adverse environmental effects from this project [that is, the Porterville 2030 General Plan]. Accordingly, after balancing these interests, the City Council adopted a Statement of Overriding Consideration when they stated "A RESOLUTION OF THE CITY COUNCIL CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT (EIR) AS BEING IN COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; ADOPTING FINDINGS OF FACT; AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS; FOR THE PORTERVILLE 2030 GENERAL PLAN." This was based on substantial evidence, which is set forth in Porterville City Council Resolution 21-2008, and which was incorporated therein by reference.

5. The Planning Commission recommends that consistent with the City of Porterville, that the Board of Supervisors similarly finds that the Porterville Area Development Standards may have significant and adverse environmental effects related to agricultural resources, noise, biology, and air quality that cannot be mitigated fully or substantially lessened, and that those specific economic, legal, social, technological or other considerations make infeasible certain mitigations measures.

Therefore, the Commission despite these mitigation measures finds that there are still significant and unavoidably adverse environmental effects from these Development Standards. Accordingly, after balancing the public benefits and interests in providing new Development Standards consistent with the City of Porterville General Plan therein, the Board of Supervisors hereby adopts a Statement of Overriding Consideration for the Porterville Community Plan Area.

6. The environmental impacts associated with the Porterville Area Development Standards would be within the envelope of impacts analyzed in the City of Porterville 2030 General Plan EIR and/or do not constitute a new or greater significant impact.

7. On the basis of substantial evidence in the light of the whole record, the County has determined that no further CEQA documentation is required for adoption of the Porterville Area Development Standards.

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

9. The Tulare County Board of Supervisors will independently review and exercise its discretion when considering the adoption of Porterville Development Standards and City Master Plans. Revisions to City Development Standards and Master Plans will be considered by the County under separate action by resolution. Such standards and plans are included for illustration purposes only in Appendix D and are not deemed a part of this Community Plan.

B. This Planning Commission hereby recommends that the Tulare County Board of Supervisors approve the CEQA Finding of Consistency, Adopt a Statement of Overriding Considerations as adopted by the City of Porterville and described above and Adopt the Porterville Area Development Standards.

The foregoing resolution was adopted upon motion of Commissioner Aguilar, seconded by Commissioner Whitlatch, at a regular meeting of the Planning Commission on the 10th day of December, 2014, by the following roll call vote:

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

NOES: None

ABSTAIN: None

ABSENT: Gong

TULARE COUNTY PLANNING COMMISSION

Michael Washam, Secretary

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Appendix C
Board of Supervisors Resolution Plan, Development Standards, and City Master Plans Adoption

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

IN THE MATTER OF AN AMENDMENT TO THE TULARE COUNTY GENERAL PLAN GPA 14-008, PORTERVILLE AREA COMMUNITY PLAN 2015 UPDATE, DEVELOPMENT STANDARDS AND MASTER PLANS	))))))	**RESOLUTION NO. 2015-0136**

UPON MOTION OF SUPERVISOR ENNIS, SECONDED BY SUPERVISOR COX, THE FOLLOWING WAS ADOPTED BY THE BOARD OF SUPERVISORS, AT AN OFFICIAL MEETING HELD FEBRUARY 24, 2015, BY THE FOLLOWING VOTE:

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

BOARD OF SUPERVISORS * TULARE COUNTY, CAL. *

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

BY: Denise A. Ybarra
Deputy Clerk

That the Board of Supervisors:

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

2. Found based on substantial evidence in the record that the analysis presented in the Finding of Consistency for the Porterville Area Community Plan 2015 Update inclusive of GPA 14-008, City of Porterville Development Standards and Master Plans for sewer, water and storm drain facilities 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 for the reasons discussed in Planning Commission Resolution No. 9028, incorporated as if set forth in full by this reference.

3. Adopted the Finding of Consistency for the Project with the adopted/certified City of Porterville 2030 General Plan EIR (State Clearinghouse Number 2006011033) and Statement of Overriding Considerations, as set forth as Attachments F and G as specified in Section 15168(c)(2) of the State CEQA Guidelines set forth as recommended in the Planning Commission in Resolution 9028.

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

5. Adopted a General Plan Amendment (GPA 14-008) to the Porterville Area Community Plan, consisting of amendments to the Land Use, Planning Framework (Urban Boundaries), Transportation and Circulation, and Environmental Resources Management Elements (Part I); The Foothill Growth Management Plan (Part II), and the Porterville Plan of Part III (Porterville Area Community Plan), as set forth in the Planning Commission Resolution 9028.

6. Adopted the City of Porterville Development Standards for the unincorporated area around the City of Porterville, Porterville Area County Adopted City Urban Development Boundary (CACUDB) as set forth in Attachment E, Appendix D in the Porterville Area Community Plan 2015 Update, as an exception to the County Improvement Standards as recommended in the Planning Commission in Resolution 9029 and incorporated as if set forth in full by this reference.

7. Adopted the City of Porterville's Master Plans for sewer, water, and storm drain facilities, as set forth in Attachment E, Appendix D in the Porterville Area Community Plan 2015 Update and incorporated as if set forth in full by this reference.

8. Determined that the Tulare County Board of Supervisors will independently review and exercise its discretion when considering any subsequent Porterville Development Standards and City Master Plans Updates proposed by the City of Porterville.

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Appendix D
Development Standards and City Master Plans

Note:

The City of Porterville's Development Standards and City Master Plans for the unincorporated area around the City of Porterville, Porterville Area County Adopted City Urban Development Boundary (CACUDB) attached as Appendix D are not part of the Porterville Area Community Plan but have been adopted separately by the County and are included for reference in Appendix D

The Tulare County Board of Supervisors will independently review and exercise its discretion when considering the adoption of any subsequent Porterville Development Standards and City Master Plans

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Appendix D1
City of Porterville
Development Standards

Appendix D2:
City of Porterville
Urban Water Management Plan

Appendix D3
City of Porterville
Sewer System Master Plan

Appendix D4
City of Porterville
Storm Water Management Program