

## D. Tulare County Infrastructure



The Tulare County General Plan infrastructure section provides for the development and expansion of public services throughout the County. Transportation and public services are addressed through its goals, policies, and implementation programs to provide the County's urbanized and developing areas with adequate services to function and grow.

### **Infrastructure Concepts**

---

#### **Concept 1: Transportation and Circulation**

The overall transportation and circulation pattern in the Tulare County General Plan focuses on enhancing the connections between cities, communities, and hamlets through existing highways and roadways. Coupled with this is the improvement of bike and pedestrian facilities along with public transportation facilities and services that will enable better movement throughout the County and region.

#### **Concept 2: Public Facilities & Services**

Long-range planning anticipates the improvement and development of public facilities in urbanized areas of the County. Communities and hamlets will have more opportunity to grow and develop with added water, wastewater, and drainage capacity while the safety of County residents and property will be ensured through the placement and services of adequate law enforcement and fire safety facilities.

### **Guiding Principles**

---

#### **Transportation and Circulation**

Site planning and land use planning for developments in Tulare County's communities and hamlets will support transit and pedestrian modes of travel. Improvement to existing services and development of new facilities will dictate the success of the County's transportation and circulation system through the orderly movement of goods and people.

#### **Principle 1: County-wide Collaboration**

Support Countywide transportation plans that provide choices in travel modes.

#### **Principle 2: Connectivity**

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

#### **Principle 3: Community Circulation**

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

#### **Principle 4: Pedestrian and Bicycle Facilities**

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



## D. Tulare County Infrastructure

### **Public Facilities and Services**

Infrastructure facilities and the services they provide are the backbone of Tulare County's communities. The continued maintenance and adequate capacity are crucial to the continued growth and development of communities. Public buildings, schools, parks, and other facilities are the "centers of communities," and their distribution, design, and funding of these facilities make them visible and accessible community features.

#### **Principle 1:**

Enhance and expand infrastructure facilities in communities that are at or above capacity.

#### **Principle 2:**

Plan and develop infrastructure facilities prior to new development occurring.

#### **Principle 3:**

Plan facilities as parallel investments to growth and integrate them into community, social, cultural, and commercial places.



## 12. Transportation & Circulation

The Transportation and Circulation Element is divided into the following sections:

- Roads and Highways (Section 12.1)
- Rail Transportation (Section 12.2)
- Aviation (Section 12.3)
- Public Transportation (Section 12.4)
- Bicycle Routes and Trails (Section 12.5)
- Acronyms (Section 12.6)
- Implementation Measures (Section 12.7)
- Implementation Programs (Section 12.8)

### Key Terms

The following terms are used throughout this element to describe transportation and circulation issues:

**Intermodal Freight Village.** A location that provides an intermodal transfer point for freight. Can include a U.S. Custom’s facility for processing incoming shipments, storage of goods, and transfer of goods to local or regional users.

**Level of Service (LOS).** Operational analyses typically focus on intersections rather than road segments since the capacity of the intersections is usually more critical than the capacity of the roadway. LOS is used to rank traffic operation on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, Level of Service A represents free flow conditions and Level of Service F represents forced flow or breakdown conditions.

**Mode.** Refers to a means of transportation: automobile, bus, train, airplane, pedestrian, or bicycle. Different modes of travel may require minimum facilities to meet their unique needs. In addition, there is a significant amount of overlap in facilities required for surface transportation modes.

**Peak Hour.** A part of the day with crowded public transportation, busy traffic and also traffic

congestion on the road; normally the two periods in a day when people are traveling to or from work or school. (Note – this definition will be replaced by the definition of Peak Hour in the ITE Trip Generation Manual).

**Right-of-way.** A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

**Transit Dependent.** Dependency upon public or private transportation services by persons that are either unable to operate a vehicle, or do not have access to a vehicle, generally, the elderly, youth, and persons with disabilities.

### Existing Conditions Overview

Tulare County is served by highway, rail, aviation, public transportation, and bicycle and pedestrian circulation modes. The safe and efficient transport of people and goods within the County is of crucial importance to the well being of residents and the economic viability of the County. The mobility of people and goods will continue to be one of the important issues the County has to face in the future.

Tulare County has two major regional highways, State Highway 99 and 198. State Highway 99 connects Tulare County to Fresno and Sacramento to the north and Bakersfield to the south. State Highway 198 connects from U.S. Highway 101 on the west and continues eastward to Tulare County, passing through the City of Visalia and into Sequoia National Park. The highway system in the County also includes State highways, County-maintained roads, and local streets within each of the eight cities.

Tulare County is served by freight and passenger rail service. Union Pacific (UP), Burlington Northern and Santa Fe (BN&SF), and San Joaquin Valley Railroad (SJVRR) all provide freight service

# Tulare County General Plan

to Tulare County, connecting the County with major markets within California and to other destinations north and east. Passenger rail service (six round trips daily) is provided by AMTRAK on its San Joaquin service, with the nearest rail stations located in the cities of Corcoran and Hanford in Kings County. A bus connection to AMTRAK's Hanford station runs out of the Visalia Transit Center. The California High Speed Rail Authority is currently in the process of studying the potential for a high-speed rail system that would provide passenger transportation and goods movement services throughout much of California, including the Central Valley.

There are nine public use airports in Tulare County. These include six publicly owned and operated facilities (Harmon Field [currently closed], Porterville Municipal, Sequoia Field, Tulare Municipal [Mefford Field], Visalia Municipal, and Woodlake) and three privately owned and operated airports (Alta Airport [currently closed], Thunderhawk Field, and Eckert Field). Badger Field is under consideration for Federal Aviation Administration (FAA) recertification as a restricted private airfield (as of August 2006).

**Table 12.1 Uninterrupted Traffic Flow Facilities LOS**

LOS A	Represents free flow. Individual vehicles are virtually unaffected by the presence of other sin the traffic stream.
LOS B	Is in the range of stable flow, but the presence of other vehicles in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.
LOS C	Is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual vehicles becomes significantly affected by interaction with others vehicles in the traffic stream.
LOS D	Is a crowded segment of roadway with a large number of vehicles restricting mobility and stable flow. Speed and freedom to maneuver are severely restricted and the driver experiences a generally poor level of comfort and convenience.
LOS E	Represents operating conditions at or near level capacity. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.
LOS F	Is used to define forced or breakdown flow (stop and go gridlock). This condition exists wherever the amount of traffic approaches a point where the amount of traffic exceeds the amount that can travel to a destination. Operations within queues are characterized by stop and go waves and they are extremely unstable.

Source: 2004/05 Regional Transportation Plan, Tulare County Association of Governments

**Table 12.2 Interrupted Traffic Flow Facilities LOS**

LOS A	Describes operations with average intersection stopped delay of ten seconds or less (how long a driver must wait at a signal before the vehicle can begin moving again).
LOS B	Describes operations with average intersection stopped delay in the range of 10.0 to 20.0 seconds per vehicle, and with reasonably unimpeded operations between intersections.
LOS C	Describes operations with higher average stop delays at intersections (in the range of 20.0 to 35.0 seconds per vehicle). Stable operations between locations may be more restricted due to the ability to maneuver and change lanes at mid-block locations can be more restrictive then LOS B. Further, longer queues and/or adverse signal coordination may contribute to lower average speeds.
LOS D	Describes operations where the influence of delay is more noticeable (35.0 to 55.0 seconds per vehicle). Intersection stopped delay is longer and the range of travel speeds are about 40 percent below free flow speed. This is caused by inappropriate signal timing, high volumes and some combinations of these.
LOS E	Is characterized by significant approach stopped delay (55.0 to 80.0 seconds per vehicle), and average travel speeds of one-third the free flow speed or lower. These conditions are generally considered to represent the capacity of the intersection or arterial.

<b>LOS F</b>	Is characterized arterial flow at extremely low speeds, with high intersection stopped delay (greater than 80.0 seconds per vehicle). Poor progression, long cycles lengths and high traffic demand volumes may be major contributing factor to this condition. Traffic may be characterized by frequent stop-and-go conditions.
--------------	--

Source: 2004/05 Regional Transportation Plan, Tulare County Association of Governments

## 12.1 Roadways and Highways

TC-1	<p>To promote an efficient roadway and highway system for the movement of people and goods, which enhances the physical, economic, and social environment while being safe, environmentally friendly, and cost-effective. [Transportation/Circulation, General Plan, 1964 (specific source unknown), Modified]</p>
------	--

### TC-1.1 Provision of an Adequate Public Road Network

The County shall establish and maintain a public road network comprised of the major facilities illustrated on the Circulation Diagram (see Figure 12-1) to accommodate projected growth in traffic volume. [New Policy]

### TC-1.2 County Improvement Standards

The County's public roadway system shall be built and maintained consistent with adopted County Improvement Standards, and the need and function of each roadway, within constraints of funding capacity. [New Policy]

### TC-1.3 Regional Coordination

The County shall continue to work with State, regional, and local agencies to assess transportation needs and goals, and support coordinated transportation planning and programming with the Tulare County Association of Governments (TCAG) and other local agencies. [Transportation/Circulation, General Plan, 1964, Modified]

### TC-1.4 Funding Sources

The County shall work to enhance funding available for transportation projects. This includes:

- Working with TCAG, federal and State agencies, and other available funding sources to maximize

- funding available to the County for transportation projects and programs, and
- Enhance local funding sources, including assessment of transportation impact fees to pay for appropriate construction, enhancement, and maintenance of transportation facilities. [New Policy]

### TC-1.5 Public Road System Maintenance

The County shall give priority for maintenance to roadways identified by the Tulare County Pavement Management System (PMS) and other inputs relevant to maintaining the safety and integrity of the County roadway system. [Transportation/Circulation, General Plan, 1964, Modified]

### TC-1.6 Intermodal Connectivity

The County shall ensure that, whenever possible, roadway, highway, and public transit systems will interconnect with other modes of transportation. Specifically the County shall encourage the interaction of truck, rail, and air-freight/passenger movements. [Transportation/Circulation, General Plan, 1964]

### TC-1.7 Intermodal Freight Villages

The County shall consider the appropriate placement of intermodal freight villages in locations within the Regional Growth Corridors. [New Policy]

### TC-1.8 Promoting Operational Efficiency

The County shall give consideration to transportation programs that improve the operational efficiency of goods movement, especially those that enhance farm-to-market connectivity. [Transportation Circulation, General Plan, 1964]



## **TC-1.9 Highway Completion**

The County shall support State and federal capacity improvement programs for critical segments of the State Highway System. Priority shall be given to improvements to State Highways 65, 99, and 198, including widening and interchange projects in the County. [*Transportation/Circulation, General Plan, 1964, Modified*]

## **TC-1.10 Urban Interchanges**

The County shall work with TCAG to upgrade State Highway interchanges from rural to urban standards within UDBs. [*New Policy*]

## **TC-1.11 Regionally Significant Intersections**

To enhance safety and efficiency, the County shall work to limit the frequency of intersections along regionally-significant corridors. [*New Policy*]

## **TC-1.12 Scenic Highways and Roads**

The County shall work with appropriate agencies to support the designation of scenic highways and roads in the County. [*New Policy*]



*For additional policies concerning scenic highways and routes, please see Chapter 7, Scenic Landscapes.*

## **TC-1.13 Land Dedication for Roadways and Other Travel Modes**

As required to meet the adopted County Improvement Standards, the County shall require, where warranted, an offer of dedication to the right-of-way for roadways and other travel modes, as part of the development review process.

## **TC-1.14 Roadway Facilities**

As part of the development review process, new development shall be conditioned to fund, through impact fees, tonnage fees, and/or other mechanism, the construction and maintenance of roadway facilities impacted by the project. As projects or locations warrant, construction or payment of pro-rata fees for planned road facilities may also be required as a condition of approval. [*New Policy, Modified*]

## **TC-1.15 Traffic Impact Study**

The County shall require an analysis of traffic impacts for land development projects that may

generate increased traffic on County roads.

Typically, applicants of projects generating over 100 peak hour trips per day will be required to prepare and submit this study. The traffic impact study will include impacts from all vehicles, including truck traffic. Typically, applicants of projects generating over 100 trips or where LOS D or worse occurs will be required to prepare and submit this study. [*New Policy*]

## **TC-1.16 County LOS Standards**

The County shall strive to develop and manage its roadway system (both segments and intersections) to meet a LOS of "D" or better in accordance with the LOS definitions established by the Highway Capacity Manual (see Tables 12-1 and 12-2). [*New Policy*]

## **TC-1.17 Level of Service Coordination**

The County shall work with cities and neighboring jurisdictions to provide acceptable and compatible levels of service and encourage joint funding of the roadway improvement projects benefiting cities and the unincorporated areas. [*New Policy*]

## **TC-1.18 Balanced System**

The County shall strive to meet transportation needs and maintain LOS standards through a balanced transportation system that provides alternatives to the automobile. [*New Policy*]

## **TC-1.19 Balanced Funding**

The County shall promote a balanced approach to the allocation of transportation funds to optimize the overall County transportation system. [*New Policy*]

---

## **12.2 Rail Transportation**

---

### **TC-2**

To improve and enhance current rail services that stimulate economic growth and meet the needs of freight and human transportation. [*New Goal*]

## **TC-2.1 Rail Service**

The County shall support improvements to freight and expanding passenger rail service throughout the County. [*New Policy*]

### TC-2.2 Rail Improvements

The County shall work with cities to support improvement, development, and expansion of passenger rail service in Tulare County. [New Policy]

### TC-2.3 Amtrak Service

The County shall encourage Amtrak to add passenger service to the Union Pacific corridor in the County. [New Policy]

### TC-2.4 High Speed Rail (HSR)

The County shall coordinate with TCAG and the California High Speed Rail Authority in efforts to locate the HSR corridor with a passenger stop and maintenance facility in Tulare County. [New Policy]



See also Chapter 3, Economic Development, Policy ED-3.5, High Speed Rail.

### TC-2.5 Railroad Corridor Preservation

The County shall work with other agencies to plan railroad corridors to facilitate the preservation of important railroad rights-of-way for future rail expansion or other appropriate transportation facilities. [New Policy]

### TC-2.6 Rail Abandonment

The County shall coordinate with the Public Utilities Commission and TCAG to evaluate possible impacts of rail line abandonment proposals and consider alternatives uses for abandoned facilities, such as light rail, bike trails, utility corridors, or transit facilities. [New Policy]

## 12.3 Aviation

### TC-3

To enhance airports in the County to meet the County's changing needs and demands while minimizing adverse airport-related environmental impacts and safety hazards. [New Goal]

### TC-3.1 Enhancement of County-wide Airport System

The County shall coordinate with TCAG and the cities to support the enhancement of the Countywide airport system, including the potential expansion of commercial airline passenger service.

[Aviation Element; Policy 1] [1985 Aviation Element; Page 5-9, Modified]

### TC-3.2 Airport System Development

The County shall direct operations and maintenance toward servicing as much of forecasted aviation demand as possible within reasonable fiscal constraints. However, publicly-owned and operated airports shall not be expected to satisfy all anticipated demand for aviation facilities and related services in the County. [Aviation Element; Policy 2] [1985 Aviation Element; Page 5-9, Modified]

### TC-3.3 Airport Enhancement

The County shall encourage and facilitate development of the County's public airports in conformance with the Tulare County Comprehensive Airport Land Use Plan (CALUP). [Aviation Element; Policy 3] [1985 Aviation Element; Page 5-9, Modified]

### TC-3.4 Airport Compatibility

Protect existing and future airport operations from encroachment by potentially incompatible land uses and require developers to file an aviation easement with the County if a proposed development or expansion of an existing use is located within the approach or approach transition zones designation in the Tulare County Comprehensive Airport Land Use Plan. [New Policy]

### TC-3.5 Private Ownership

The County shall consider the development and maintenance of privately-owned and operated airport facilities in the County provided such development and operation does not conflict with established land use or other public policies and does not result in adverse impacts on the operation, maintenance, and long-term viability of existing airport facilities. [Aviation Element; Policy 5] [1985 Aviation Element; Page 5-10, Modified]

### TC-3.6 Airport Encroachment

The County shall seek to avoid encroachment on airports by incompatible urban land uses. [1964 General Plan; Page 1-18, Modified]

## **TC-3.7 Multi-modal Development**

The County shall support the development of multi-modal terminal facilities at County airports. *[New Policy]*

## **12.4 Public Transportation**

---

### **TC-4**

To support the development of a public transportation system that provides an alternative to the private automobile and meets the needs of those considered "transit dependent." *[New Goal]*

### **TC-4.1 Transportation Programs**

The County shall support the continued coordination of transportation programs provided by social service agencies, particularly those serving elderly and/or handicapped. *[New Policy]*

### **TC-4.2 Determine Transit Needs**

The County will continue to work with TCAG and the cities and communities in the County to evaluate and respond to public transportation needs. *[New Policy]*

### **TC-4.3 Support Tulare County Area Transit**

The County shall request the support of TCAG for development of transit services outlined in the County's Transit Development Plan (TDP). Efforts to expand Tulare County Area Transit should be directed towards:

- Encouraging new and improving existing transportation services for the elderly and disabled, and
- Providing intercommunity services between unincorporated communities and cities. *[New Policy]*

### **TC-4.4 Nodal Land Use Patterns that Support Public Transit**

The County shall encourage land uses that generate higher ridership including; high density residential, employment centers, schools, personal services, administrative and professional offices, and social/recreational centers, to be clustered within a convenient walking distance of one another. *[New Policy]*

## **TC-4.5 Transit Coordination**

The County shall encourage regional coordination to facilitate better connectivity between County and City operated transit systems and other transportation modes. *[New Policy]*

## **TC-4.6 San Joaquin Valley Intelligent Transportation System Strategic Deployment Plan**

The County shall utilize the San Joaquin Valley Intelligent Transportation System Strategic Deployment Plan to facilitate public transportation services. *[New Policy]*

## **TC-4.7 Transit Ready Development**

The County shall promote the reservation of transit stops in conjunction with development projects in likely or potential locations for future transit facilities. *[New Policy]*

## **12.5 Other Transportation Modes**

---

### **TC-5**

To encourage the development of safe, continuous, and easily accessible bicycle and trail systems that facilitate the use of viable transportation alternatives in a safe and financially feasible manner. *[New Goal]*

### **TC-5.1 Bicycle/Pedestrian Trail System**

The County shall coordinate with TCAG and other agencies to develop a Countywide integrated multi-purpose trail system that provides a linked network with access to recreational, cultural, and employment facilities, as well as offering a recreational experience apart from that available at neighborhood and community parks. *[New Policy]*

### **TC-5.2 Consider Non-Motorized Modes in Planning and Development**

The County shall consider incorporating facilities for non-motorized users, such as bike routes, sidewalks, and trails when constructing or improving transportation facilities and when reviewing new development proposals. For developments with 50 or more dwelling units or non-residential projects with an equivalent travel demand, the feasibility of such facilities shall be evaluated. *[New Policy]*



## 12. Transportation & Circulation

---

### TC-5.3 Provisions for Bicycle Use

The County shall work with TCAG to encourage local government agencies and businesses to consider including bicycle access and provide safe bicycle parking facilities at office buildings, schools, shopping centers, and parks. *[New Policy]*

### TC-5.4 Design Standards for Bicycle Routes

The County shall utilize the design standards adopted by Caltrans and as required by the Streets and Highway Code for the development, maintenance and improvement of bicycle routes. *[New Policy]*

### TC-5.5 Facilities

The County shall require the inclusion of bicycle support facilities, such as bike racks, for new major commercial or employment locations. *[New Policy]*

### TC-5.6 Regional Bicycle Plan

The County shall identify Countywide recreational and commuter bicycle routes and update the Tulare County Regional Bicycle Plan as appropriate. *[New Policy]*

### TC-5.7 Designated Bike Paths

The County shall support the creation and development of designated bike paths adjacent to or separate from commute corridors. *[New Policy]*

### TC-5.8 Multi-Use Trails

The County shall encourage the development of multi-use corridors (such as hiking, equestrian, and mountain biking) in open space areas, along power line transmission corridors, utility easements, rivers, creeks, abandoned railways, and irrigation canals. *[New Policy]*

### TC-5.9 Existing Facilities

The County shall support the maintenance of existing bicycle and pedestrian facilities. *[New Policy]*

HDBs	Hamlet Development Boundaries
HSR	High Speed Rail
LOS	Level of Service
LOS	Level of Service
PMS	Pavement Management System
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
ROW	Right of Way
SJVRR	San Joaquin Valley Railroad
TDP	Transit Development Plan
TCAG	Tulare County Association of Governments
UP	Union Pacific
UABs	Urban Area Boundaries
UDBs	Urban Development Boundaries

*Please See Next Page*

## 12.6 Acronyms

---

ITE	
BN&SG	Burlington Northern & Santa Fe
CALUP	Comprehensive Airport Land Use Plan
FAA	Federal Aviation Administration
FTIP	Federal Transportation Improvement Program

# Tulare County General Plan

## 12.7 Implementation Measures

The following table documents the implementation measures included with the General Plan to implement the goals and policies included in this element.

Implementation	Implements What Policy	Who is Responsible	Timeframe			
			2007-2010	2010-2015	2015-2030	Ongoing
1. Through the PMS, the County shall continue to maintain a database of all County maintained roadways to determine which roadways should no longer be maintained and allowed to return to rural/agricultural roads. <i>[New Implementation Measure]</i>	TC-1.1 TC-1.3	RMA	■			■
2. The County shall develop an impact fee program to offset the cost of development and maintenance of the County roadway system as necessitated by new development. <i>[New Program]</i>	TC-1.1 TC-1.3 TC-1.5 TC-1.14	RMA	■			■
3. The County shall utilize local community road improvement funds under Measure R to upgrade local community roads and farm to market roads. <i>[New Implementation Measure]</i>	TC-1.1 TC-1.5	RMA; TCAG				■
4. Prior to approval of special use permits and/or site plan reviews for any new facility with truck traffic generating characteristics, the County shall require the applicant to demonstrate an adequate on-site truck parking/staging/maneuvering facility that precludes the need for truck queuing and parking on adjacent public roadways. <i>[New Implementation Measure]</i>	TC-1.1 TC-1.8	RMA				■
5. The County shall require new subdivisions to join or create an assessment district for maintaining roads installed with the development. <i>[New Implementation Measure]</i>	TC-1.2	RMA				■
6. The County shall update the County Improvement Standards for roadways to: <ul style="list-style-type: none"> <li>▪ Reflect urban improvement standards for projects inside UDBs, HDBs and/or UABs,</li> <li>▪ Reflect standards to be used outside of UDBs, HDBs and UABs,</li> <li>▪ Reduce air emissions related to construction and operations,</li> <li>▪ Enhance public safety, and</li> <li>▪ Accommodate smart growth design principles by developing standards for pedestrian facilities, bike paths, cycle shoulder lanes, and traffic calming devices such as bulb-outs at</li> </ul>	TC-1.2 SL-4.2 LU-7.3	RMA				■

## 12. Transportation & Circulation

	Implementation	Implements What Policy	Who is Responsible	Timeframe			
				2007- 2010	2010- 2015	2015- 2030	Ongoing
	intersections, etc. <i>[New Program]</i>						
7.	The County shall coordinate with TCAG during their update to the Regional Transportation Plan (RTP). <i>[New Implementation Measure]</i>	TC-1.3 TC-1.4	RMA				■
8.	The County shall maintain efforts to seek federal and State funding for roadway construction, transit services, alternative modes, and capital improvements at public airports. <i>[New Implementation Measure]</i>	TC-1.4 TC-1.5	RMA				■
9.	To decrease deterioration of County maintained roadways or State highways, the County shall amend the Zoning Ordinance to require that the access apron between the existing road and new driveways and other access points are paved, as a condition of approval for private development projects affecting the County road system. <i>[New Implementation Measure]</i>	TC-1.5	RMA	■			
10.	The County shall regularly review and update the PMS as part of the annual budget process.	TC-1.6	RMA, Engineering				■
11.	During development or maintenance of a regional growth corridor plan, the County shall evaluate appropriate locations for an intermodal freight village. <i>[New Implementation Measure]</i>	TC-1.7	RMA, Planning				■
12.	The County shall coordinate with Caltrans and TCAG on planning, engineering and advanced design of State highway projects including future routes, such as the Highway 65 extension.	TC-1.9	RMA				■
13.	The County shall promote cooperative city-County-State efforts to protect existing and future alignments of major streets, highways, and interchanges from encroachment. Three legal devices may be used to protect future highway alignments: <ul style="list-style-type: none"> <li>■ The precise thoroughfare plan (official plan lines), which can be used either for entirely new sections of highway or to protect areas required for the widening of existing highways,</li> <li>■ Building line setbacks along existing highways, and</li> <li>■ Conditions of approval on discretionary approvals. <i>[New Implementation Measure]</i></li> </ul>	TC-1.13	RMA				■
14.	The County shall investigate a formal system for collecting a pro-rata share of roadway improvements to address project impacts and future regional needs. <i>[New Implementation Measure]</i>	TC-1.13 TC-1.14	RMA				■

# Tulare County General Plan

Implementation	Implements What Policy	Who is Responsible	Timeframe			
			2007-2010	2010-2015	2015-2030	Ongoing
15. The County shall evaluate its LOS standards and road standards every five (5) years in coordination with the five year General Plan review. <i>[New Implementation Measure]</i>	TC-1.16 TC-1.17	RMA				■
16. The County shall work with new subdivision proposals or other development to protect rail corridors for future linear uses, such as rail reuse or new trails. <i>[New Implementation Measure]</i>	TC-2.5 TC-5.8 TC-5.9	RMA				■
17. The County shall ensure the compatibility of the CALUP with the General Plan. <i>[New Implementation Measure]</i>	TC-2.5 TC-5.8 TC-5.9	RMA, Planning				■
18. The County shall encourage agencies and organizations to pursue available federal and State funding, grants, and other funds that can be applied to transportation and transit projects. <i>[New Implementation Measure]</i>	TC-4.1	County				■
19. The County shall work annually with TCAG to program transit projects through the Federal Transportation Improvement Program (FTIP) and Regional Transportation Improvement Program (RTIP). <i>[New Implementation Measure]</i>	TC-4.2	RMA				■
20. The County shall work with transit system operators to develop a “Fast Pass” type system that allows for seamless transfers between transit systems within the County. <i>[New Implementation Measure]</i>	TC-4.5	RMA				■
21. As part of the development review process, projects will be conditioned to incorporate appropriate trail facilities in keeping with plans for a Countywide trail system. <i>[New Implementation Measure]</i>	TC-5.1	RMA				■
22. The County shall evaluate the need for facilities for non-motorized users (e.g., bicycles, pedestrians) in new development projects. <i>[New Implementation Measure]</i>	TC-5.1 TC-5.2	RMA				■
23. The County shall evaluate the Tulare County Regional Bicycle Plan every five (5) years in coordination with the five year General Plan review. <i>[New Implementation Measure]</i>	TC-5.3 TC-5.5	RMA; TCAG				■
24. The County shall coordinate with TCAG to develop and implement a trails master plan. <i>[New Implementation Measure]</i>	TC-5.3 TC-5.10	RMA; TCAG		■		
25. The County shall ensure implementation of the Tulare County Regional Bicycle Plan during the project entitlement process. <i>[New Implementation Measure]</i>	TC-5.6	RMA, Planning				■

## 12. Transportation & Circulation

Implementation	Implements What Policy	Who is Responsible	Timeframe			
			2007-2010	2010-2015	2015-2030	Ongoing
26. The County shall work with TCAG to update the Regional Bicycle Plan to connect the core areas of the unincorporated communities and prioritize provision of those portions of the regional routes within the UDBs of these communities.	TC-5.6	RMA, Planning	■			
27. The County shall seek funding sources to acquire and consolidate properties comprising old rail corridors if beneficial to future transportation use, including trails, and will encourage regional and local transportation agencies to assist as a partner in this effort. <i>[New Implementation Measure]</i>	TC-5.8 TC-5.9	RMA				■
28. The County shall develop and maintain a database of roadways and railways that are no longer in service to be used as pedestrian and equestrian trails. <i>[New Implementation Measure]</i>	TC-5.8 TC-5.9	RMA	■			■

### 12.8 Implementation Program – Roadway Standards

#### ROADWAY FUNCTIONAL CLASSIFICATION SYSTEM

Roadways serve two necessary but conflicting functions: mobility and property access. High and constant speeds, with few interruptions and limited conflicting traffic, are desirable for mobility. A functional classification system provides for specialization in meeting the access and mobility requirements of the development permitted under the General Plan. Local streets emphasize property access; freeways, and arterials emphasize high mobility for through-traffic; and collectors attempt to achieve a balance between both functions.

An efficient transportation system is an important component of a strong and dynamic economy. Access control is the greatest single correlative to traffic safety and regional mobility. Good access management practices will ensure that the transportation system will continue to serve the needs of Tulare County and the regional economy far into the future by insuring safe, efficient, and convenient mobility.

The Circulation Diagram represents the official functional classification of existing and proposed streets, roadways, and highways in Tulare County (Please see Figure 12-1). This diagram depicts the State highways, arterial, and collector roadway system in Tulare County. All other roadways are classified as local streets. The County’s functional classification system recognizes differences in roadway functions and standards between urban/suburban areas and rural areas. The following paragraphs define the linkage and functions provided by each class of roadways.

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

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

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



# Tulare County General Plan

---

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

---

## Program 1

Right of way (ROW) standards for each functional roadway classification shall be as follows:

- Major Urban and Major Rural Arterials – Desirable ROW = 110 feet,
- Other Urban and Rural Arterials – Desirable ROW = 84 feet,
- Urban and Rural Collectors – Desirable ROW = 60 feet,
- Local Roads – Desirable ROW = 60 feet; however, Tulare County improvement standards allow 56 foot rights of way in certain circumstances, and
- All Classes – Additional right of way may be required in the vicinity of some intersections for all functional roadway classifications.

---

## Program 2

Access and parking policies for each functional roadway classification within the County shall be as follows:

- Freeways: Freeway access shall be limited to grade separated interchanges. Only emergency parking is allowed,
- Major Urban Arterials: Access from abutting parcels shall be discouraged. Consolidation of driveways shall be encouraged. Parking may be prohibited if additional capacity is needed,
- Major Rural Arterials: Access from abutting parcels shall be discouraged. Consolidation of driveways shall be encouraged,
- Other Urban Arterials: Access from abutting parcels shall be discouraged. Consolidation of driveways shall be encouraged. Parking may be allowed but should be discouraged,
- Other Rural Arterials: Access from abutting parcels shall be discouraged. Consolidation of driveways shall be encouraged, and
- Urban Collectors, Rural Collectors, and Local Roads: Access shall be permitted from abutting parcels.

Parking restrictions along facilities in unincorporated urban areas shall be determined from roadway classification policies described herein or, in situations where variations are desired, as determined by the RMA and Development Services Department.

---

## Program 3

For each functional roadway classification, pavement widths, lane configurations, and where applicable to the specific functional classification of road, medians and/or shoulder widths shall be based on acceptable design standards of the agency having jurisdiction over the facility.

---

## Program 4


Requirements for frontage improvements on each functional roadway class shall be as follows:

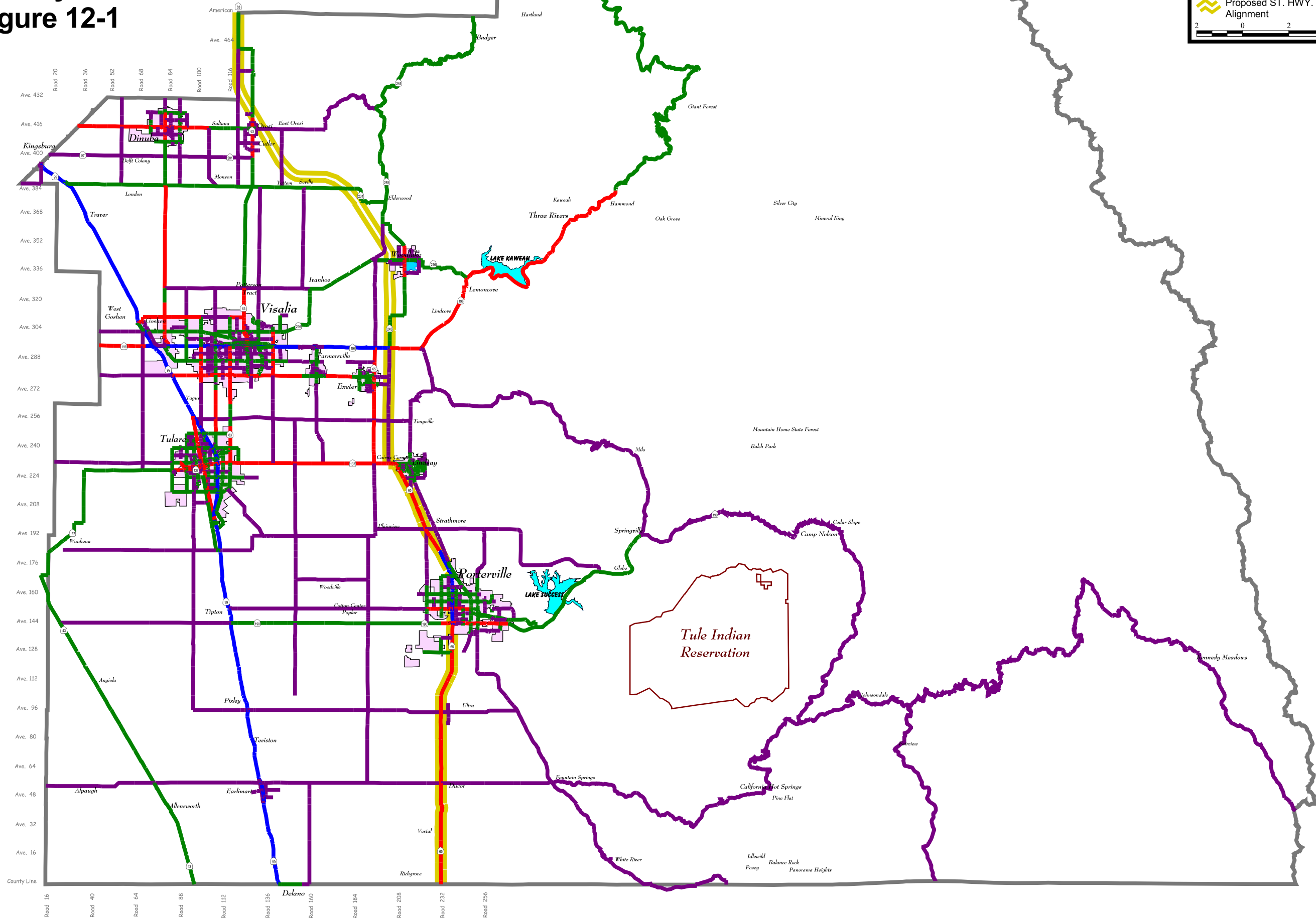
- Major Urban Arterials, Other Urban Arterials, Urban Collectors Within Urban Improvement Boundaries (Urban Development Boundaries): urban improvement standards shall be required, including curb and gutter, sidewalks and street lights;
- Major Rural Arterials, Other Rural Arterials: Rural improvement standards (emphasizing higher profile grades and all weather shoulders) shall be applied. Curb and gutter shall not be provided;
- Rural Collectors: Rural improvement standards shall be applied to include all weather shoulders; and
- Rural Local Roads: County rural facility standards shall be applied.

# 2007 Tulare County Road System Figure 12-1

**Functional Classification System**

- ▬ Arterial-Major
- ▬ Arterial-Other
- ▬ Collector-Major
- ▬ Freeway
- Incorporated Cities
- ▬ Proposed ST. HWY. 65 Alignment

2 0 2 4 Miles 





The Public Facilities Element is divided into the following sections:

- General (Section 13.1)
- Water Supply (Section 13.2)
- Wastewater (Section 13.3)
- Storm Drainage (Section 13.4)
- Solid Waste (Section 13.5)
- Communications Systems (Section 13.6)
- Fire Protection & Law Enforcement (Section 13.7)
- Community Facilities (Section 13.8)
- Energy Facilities (Section 13.9)
- Acronyms (Section 13.10)
- Implementation Measures (Section 13.11)

### Key Terms

The following terms are used in this element to describe the issues related to public facilities and services:

**Capital Improvement Program (CIP).** Typically a five year program by which an agency schedules permanent improvements to public facilities to fit the projected fiscal capability of the local service area. The program generally is reviewed annually for conformance to and consistency with the General Plan and the Strategic Business Plan.

**Community Service District (CSD).** CSDs are independent districts established in accordance with the CSD Law. CSDs are formed for a specific geographic sub-area of a County and used for the planning and delivery of water and wastewater treatment, parks, recreation, and other human services based on an assessment of the service needs of the population in that sub-area. A CSD is a taxation district with independent administration.

**County Service Area (CSA).** CSAs are a special taxing area which bears a special assessment or service charge for particular types of extended services. Services may be expanded with Local

Agency Formation Commission (LAFCO) approval at any time following formation, allowing County service areas to provide virtually every service. County service areas may annex contiguous or non-contiguous territory. County service areas are managed by the Board of Supervisors, which sits as a Board of Supervisors, not as an ex-officio governing board. Under the Board’s direction, County service areas may levy taxes, establish zones of benefit, incur bonded indebtedness and enter into contracts.

**Detention.** The temporary storage of storm runoff to attenuate peak runoff and to provide water quality treatment benefits.

**Groundwater.** Water that flows or seeps downward and saturates soil or rock, supplying springs and wells. The upper surface of the saturate zone is the water table.

**Groundwater Recharge.** Inflow of water to a ground water reservoir from the surface. Infiltration of precipitation and its movement to the water table is one form of natural recharge.

**Hazardous Waste.** Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment.

**Internet.** A system of linked computer networks, international in scope, that facilitates data communication services such as remote log-in, file transfer, electronic mail, and newsgroups.

**Local Agency Formation Commission (LAFCO).** The agency in each County with the authority and responsibility to establish procedures for local government changes of organization, including city incorporation, annexation to a city or special district, and consolidation of cities or special districts. The

primary power of LAFCO is to act on local agency boundary changes and to adopt spheres of influence (SOIs) for local agencies.

**Potable Water.** Water that is safe to be consumed by humans. Water of sufficient quality to serve as drinking water is called potable water, whether it is used as such or not. Although most fresh water sources are drinkable by humans, they can be a disease vector or cause long-term health problems if they do not meet certain water quality guidelines.

**Public Utility District (PUD).** PUDs are independent special districts established in accordance with the PUD Act, [Public Utilities Code Section 15501, et seq]. A PUD is a public agency that provides water service, wastewater collection, treatment, and export, and other public services to residents and businesses within its district.

**Retention Basin.** Longer-term water storage with no outlet provided. Retained water would infiltrate into the soil or evaporate.

**Sewage.** See definition of wastewater.

**Solid Waste.** Unwanted or discarded material that is neither a liquid nor a gas. Organic wastes and paper products account for about 75 percent of the typical urban solid waste stream.

**Storm Drainage.** A system to convey storm water runoff from public and private property to a retention or detention facility.

**Transfer Station.** Facilities where municipal solid waste is unloaded from collection vehicles and briefly held while it is reloaded onto larger long-distance transport vehicles for shipment to landfills or other treatment or disposal facilities.

**Wastewater.** Water that carries wastes from homes, businesses, and industries; a mixture of water and dissolved or suspended solids.

**Water Quality.** A term used to describe the chemical, physical, and biological characteristics of water, usually in respect to its suitability for a particular purpose. Water quality criteria establish standards necessary to protect and ensure that beneficial uses are attained. Criteria may be

numeric or narrative standards that are designed to restore and maintain the chemical, physical, and biological integrity of a waterbody.

**Zone of Benefit.** A zone established by the Board of Supervisors, within any County service area with tax rates, service charges, and benefit assessments varying with the extent of benefit to each zone derived from services provided to the property within each zone or with the availability of other funds within a zone.

## Existing Conditions Overview

Tulare County and special districts provide many important services to County residents and businesses in unincorporated communities and hamlets such as water, wastewater, storm drainage, solid waste removal, utilities, communications, fire protection, law enforcement, and a number of other community facilities and services (schools, community centers, etc.).

Water districts supply water to communities and hamlets throughout the County. Most communities and some hamlets have wastewater treatment systems; however several communities including Three Rivers, Plainview, Alpaugh and Ducor rely on individual septic systems. Storm drainage facilities are generally constructed and maintained in conjunction with transportation improvements or new subdivisions in communities. Solid waste collection in the County is divided into service areas, as determined by the Board of Supervisors, with one license for each area. Southern California Edison provides electric service to the south and central areas of Tulare County while PG&E provides electric service in the north. The Gas Company is the primary provider of natural gas throughout the County.

In 2006, the Tulare County Sheriff's Department had 450 officers serving the unincorporated County. Tulare County also has a Countywide fire department run jointly by the County and California Department of Forestry and Fire Protection (CDF). Soon to be implemented changes include the County taking over fire protection in the valley portions of the County, with continued support by CDF in the foothill portions of the County.

Other community facilities such as parks, libraries, and schools are located throughout the County, mostly in communities and hamlets.

### 13.1 General

#### PFS-1

To establish and maintain acceptable levels of service, minimize costs, and provide criteria for determining the location, capacity, and timing of existing and future public facilities and services. *[New Goal]*

#### PFS-1.1 Existing Development

The County shall generally give priority for the maintenance and upgrading of County-owned and operated facilities and services to existing development in order to prevent the deterioration of existing levels-of-service. *[New Policy]*

#### PFS-1.2 Maintain Existing Levels of Services

The County shall ensure new growth and developments do not create significant adverse impacts on existing County-owned and operated facilities. *[New Policy]*

#### PFS-1.3 Impact Mitigation

The County shall review development proposals for their impacts on infrastructure (i.e., sewer, water, fire stations, libraries, streets, etc). New development shall be required to pay its proportionate share of the costs of infrastructure improvements required to serve the project to the extent permitted by State law. The lack of available public or private services or adequate infrastructure to serve a project, which cannot be satisfactorily mitigated by the project, may be grounds for denial of a project or cause for the modification of size, density, and/or intensity of the project. *[New Policy]*

#### PFS-1.4 Standards of Approval

The County should not approve any development unless the following conditions are met:

- The applicant can demonstrate all necessary infrastructure will be installed and adequately financed,
- Infrastructure improvements are consistent with adopted County infrastructure plans and standards, and

- Funding mechanisms are provided to maintain, operate, and upgrade the facilities throughout the life of the project. *[New Policy]*

#### PFS-1.5 Funding for Public Facilities

The County shall implement programs and/or procedures to ensure that funding mechanisms necessary to adequately cover the costs related to planning, capital improvements, maintenance, and operations of necessary public facilities and services are in place, whether provided by the County or another entity. *[New Policy]*

#### PFS-1.6 Funding Mechanisms

The County shall use a wide range of funding mechanisms, such as the following, to adequately fund capital improvements, maintenance, and on-going operations for publicly-owned and/or operated facilities:

- Establishing appropriate development impact fees,
- Establishing assessment districts, and
- Pursuing grant funding. *[New Policy]*

#### PFS-1.7 Coordination with Service Providers

The County shall work with special districts, community service districts, public utility districts, mutual water companies, private water purveyors, sanitary districts, and sewer maintenance districts to provide adequate public facilities. *[New Policy]*

#### PFS-1.8 Funding for Service Providers

The County shall encourage special districts, including community service districts and public utility districts, to:

- Institute impact fees and assessment districts to finance improvements,
- Take on additional responsibilities for services and facilities within their jurisdictional boundaries up to the full extent allowed under State law, and
- Investigate feasibility of consolidating services with other districts and annexing systems in proximity to promote economies of scale, such as annexation to city systems and regional wastewater treatment systems. *[New Policy]*



## **PFS-1.9 New Special Districts**

When feasible, the County shall support the establishment of new special districts, including community service districts and public utility districts, to assume responsibility for public facilities and services. *[New Policy]*

## **PFS-1.10 Homeowner Associations**

The County shall support the creation of homeowner associations, condominium associations, or other similar organizations to assume responsibility for specific public facilities and services. *[New Policy]*

## **PFS-1.11 Facility Sizing**

The County shall ensure that publicly-owned and operated facilities are designed to meet the projected capacity needed in their service area to avoid the need for future replacement to achieve upsizing. For facilities subject to incremental sizing, the initial design shall include adequate land area and any other elements to easily expand in the future. *[New Policy]*

## **PFS-1.12 Security**

The County shall seek to minimize vulnerability of public facilities to natural and man-made hazards and threats. *[New Policy]*

## **PFS-1.13 Municipal Service Reviews (MSRs)**

The County shall use MSRs adopted by LAFCO and Urban Water Management Plans, as tools to assess the capacity, condition, and financing of various public utility services provided by special districts and cities, most commonly, domestic water and sanitary sewer. *[New Policy]*

## **PFS-1.14 Capital Improvement Plans**

Pursuant to California Government Code §65401, annually, the County shall receive and review all proposed public works projects proposed by the County, its departments, boards, and commissions, and any school or special district in the County, and shall prepare a coordinated program of proposed public works for the ensuing fiscal year, for review by the Planning Commission as to conformity with the County General Plan. *[New Policy]*

## **PFS-1.15 Efficient Expansion**

The County shall provide incentives for infill projects where an efficient expansion of the infrastructure delivery system is fully funded. *[New Policy]*

## **PFS-1.16 Joint Planning Efforts**

The County will promote joint planning efforts between communities, hamlets, and cities within proximity of each other so that services and infrastructure planning can be complementary. *[New Policy]*

## **13.2 Water Supply**

---

### **PFS-2**

To ensure the provision of a reliable, safe, and adequate supply of high quality water as well as effective distribution, and storage facilities to meet the existing and future needs in the County. *[New Goal]*

### **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. *[New Policy]*

### **PFS-2.2 Adequate Systems**

The County shall review new development proposals to ensure that the intensity and timing of growth will be consistent with the availability of adequate production and delivery systems. Projects must provide evidence of adequate system capacity prior to approval. *[New Policy]*



See also Chapter 11, Water Resources, Policy WR-3.3, Adequate Water Availability.

### **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 needed water without impacting the ability of existing wells to meet their needs. *[New Policy]*

### **PFS-2.4 Water Connections**

The County shall require all new development in community Urban Development Boundaries

(UDBs), hamlet development boundaries (HDBs), 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. *[New Policy]*

### **PFS-2.5 New Systems or Individual Wells**

Where connection to a community water system is not feasible per PFS-2.4, service by individual wells or new community systems may be allowed if the water source meets standards for quality and quantity. *[New Policy]*



See also Chapter 11 Water Resources.

## **13.3 Wastewater**

### **PFS-3**

To ensure the provision of adequate wastewater collection, treatment, and disposal within the County. *[New Goal]*

### **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. *[New Policy]*

### **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. *[New Policy]*

### **PFS-3.3 New Development Requirements**

The County shall require all new development, within community UDBs, HDBs, existing wastewater district service areas, or zones of benefit, to connect to the wastewater system, where such systems exist. The County may grant exceptions in extraordinary circumstances, but in these cases, the new development shall be required to connect to the wastewater system when service becomes readily available. *[New Policy]*

### **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. *[New Policy]*

### **PFS-3.5 Wastewater System Failures**

The County shall require landowners repair failing septic tanks, leachfield, and package systems that constitute a threat to water quality and public health or connect to an existing community system through the County code enforcement program. *[New Policy]*

### **PFS-3.6 Care of Individual Systems**

The County shall promote and support programs to educate homeowners on the care and maintenance of private sewage disposal systems. *[New Policy]*

### **PFS-3.7 Financing**

The County shall cooperate with special districts when applying for State and federal funding for major wastewater related expansions/upgrades when such plans promote the efficient solution to wastewater treatment needs for the area and County. *[New Policy]*

## **13.4 Storm Drainage**

### **PFS-4**

To ensure the management of stormwater in a safe and environmentally sensitive manner through the provision of adequate storm drainage facilities that protect people and property. *[New Goal]*

### **PFS-4.1 Stormwater Management Plans**

The County shall consider 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. *[New Policy]*

## **PFS-4.2 Site Improvements**

The County shall ensure that new development in unincorporated community UDBs and HDBs includes adequate stormwater drainage systems. This includes adequate capture, transport, and detention/retention of stormwater. *[New Policy]*

## **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. *[New Policy]*

## **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. *[New Policy]*

## **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. *[New Policy]*

## **PFS-4.6 Agency Coordination**

The County shall work with the U.S. Army Corps of Engineers and other appropriate agencies to develop stormwater detention/retention facilities and recharge facilities that enhance flood protection and improve groundwater recharge. *[New Policy]*

## **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. *[New Policy]*



*Policies related to flood control are covered in Chapter 10, Health & Safety, Section 10.5, Flood Hazards.*

## **13.5 Solid Waste**

---

### **PFS-5**

To ensure the safe and efficient disposal and recycling of solid and hazardous waste generated in the County. *[New Goal]*

### **PFS-5.1 Land Use Compatibility with Solid Waste Facilities**

The County shall ensure that solid waste facility sites (i.e., landfills) are protected from the encroachment by sensitive and/or incompatible land uses. *[New Policy]*

### **PFS-5.2 Notification**

The County shall provide notification to proposed development within one-mile of a solid waste facility of the existence of the solid waste facility and any proposed changes to the facility. *[New Policy]*

### **PFS-5.3 Solid Waste Reduction**

The County shall promote the maximum feasible use of solid waste reduction, recycling, and composting of wastes, strive to reduce commercial and industrial waste on an annual basis, and pursue financing mechanisms for solid waste reduction programs. *[New Policy]*

### **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. *[New Policy]*

### **PFS-5.5 Private Use of Recycled Products**

The County shall work with recycling contractors to encourage businesses to use recycled products and encourage consumers to purchase recycled products. *[New Policy]*

### **PFS-5.6 Ensure Capacity**

The County shall require evidence that there is adequate capacity within the solid waste system for the processing, recycling, transmission, and disposal of solid waste prior to approving new development. *[New Policy]*

### **PFS-5.7 Provisions for Solid Waste Storage, Handling, and Collection**

The County shall ensure all new development adequately provides for solid waste storage, handling, and collection prior to issuing building permits. *[New Policy]*

### **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. *[New Policy]*

### **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. *[New Policy]*

## **13.6 Communications Systems**

### **PFS-6**

To expand the use of information technology in order to increase the County's economic competitiveness, develop a more informed citizenry, and improve personal convenience for residents and businesses in the County. *[New Goal]*

### **PFS-6.1 Telecommunications Services**

The County shall work with telecommunication providers to ensure that all residents and businesses have access to telecommunications services, including broadband internet service. To maximize access to inexpensive telecommunications services, the County shall encourage marketplace competition from multiple service providers. *[New Policy]*

### **PFS-6.2 Communication Technologies to Improve Citizen Participation**

The County shall strive to expand opportunities for all citizens to participate in County governance through use of communication technologies, including the County website and cable television. *[New Policy]*

### **PFS-6.3 Siting of Telecommunications Infrastructure**

To minimize the visual impact of wireless communications facilities, the County shall encourage the siting of telecommunications infrastructure to meet the following conditions:

- Located away from residential and open space areas,
- When possible, are located on existing buildings, existing towers, or other existing support structures, and
- Painted, camouflaged, textured, or otherwise designed to better integrate into existing conditions adjacent to the installation site. *[New Policy]*



*Additional policy concerning visual impacts can be found in Chapter 7, Scenic Landscapes.*

## **13.7 Fire Protection & Law Enforcement**

### **PFS-7**

To provide adequate fire and law enforcement facilities and services to ensure the safety of County residents and the protection of County property. *[New Goal] [Per Fire Manager Comments August 21, 2006]*

### **PFS-7.1 Fire Protection**

The County shall strive to expand fire protection service in areas that experience growth in order to maintain adequate levels of service. *[New Policy]*

### **PFS-7.2 Fire Protection Standards**

The County shall require all new development to be adequately served by water supplies, storage, and conveyance facilities supplying adequate volume, pressure, and capacity for fire protection. *[New Policy]*

### **PFS-7.3 Visible Signage for Roads and Buildings**

The County shall ensure all roads are properly identified by name or number with clearly visible signs. *[New Policy]*

## **PFS-7.4 Interagency Fire Protection Cooperation**

The County shall continue to promote cooperative fire protection agreements with municipal and special district fire departments, State and federal forest agencies, and adjacent County fire departments to provide added fire protection on a year round basis. [New Policy] [Per Fire Chief Comments]

## **PFS-7.5 Fire Staffing and Response Time Standards**



Also see Chapter 10, Health and Safety, Section 10.6, Urban and Wildland Fire Hazards.

## **PFS-7.6 Provision of Station Facilities and Equipment**

The County shall provide fire station facilities, equipment (engines and other apparatus), and staffing necessary to maintain the County's service goals. The County shall continue to cooperate with mutual aid providers to provide coverage throughout the County. [New Policy]

## **PFS-7.8 Cost Sharing**

The County shall require new development to pay public facility fees associated with new fire station facilities and equipment necessary to maintain the County's service standards in that area. New development may also be required to create or join a special assessment district, or other funding mechanism, to pay the costs associated with the operation of a fire station. [New Policy]



Additional policy concerning fire safety can be found in Chapter 10, Health & Safety, Section 10.6.

## **PFS-7.9 Law Enforcement Staffing Ratios**

The County shall strive to achieve and maintain a staffing ratio of 3 sworn officers per 1,000 residents in unincorporated areas. [New Policy, based on 2004 staffing ratio of 3.2 per 1000]

## **PFS-7.10 Sheriff Response Time**

The County shall work with the Sheriff's Department to achieve and maintain a response time of:

- less than 10 minutes for 90 percent of the calls on the Valley Region; and
- 15 minutes for 75 percent of the calls in the Foothills and Mountain Regions. [New Policy]

## **PFS-7.11 Interagency Law Enforcement Protection Cooperation**

The County shall continue to promote cooperative law enforcement protection agreements with the Sheriffs Department, California Highway Patrol (CHP), local city police, and adjacent County law enforcement agencies to provide added public protection on a year round basis. [New Policy]

## **PFS-7.12 Locations of Fire and Sheriff Stations/Sub-stations**

The County shall strive to locate fire and sheriff sub-stations in areas that ensure the minimum response times to service calls. [New Policy]

## **PFS-7.13 Design Features for Crime Prevention and Reduction**

The County shall promote the use of building and site design features as means for crime prevention and reduction. [New Policy]

## **13.8 Schools and Community Facilities**

---

### **PFS-8**

To ensure adequate schools and community facilities are provided and are conveniently located for County residents. [New Goal]

## **PFS-8.1 Work with Local School Districts**

The County shall work with local school districts to develop solutions for overcrowded schools and financial constraints of constructing new facilities. [New Policy]

## **PFS-8.2 Joint Use Facilities and Programs**

The County shall encourage the development of joint school facilities, recreation facilities, and educational and service programs between school districts and other public agencies. [New Policy]

## **PFS-8.3 Location of School Sites**

The County shall work with school districts and land developers to locate school sites consistent with current and future land uses. The County shall also



encourage siting new schools near the residential areas that they serve and with access to safe pedestrian paths to school. *[New Policy]*

### **PFS-8.4 Library Facilities and Services**

The County shall encourage expansion of library facilities and services as necessary to meet the needs (e.g., internet access, meeting rooms, etc) of future growth. *[New Policy]*

### **PFS-8.5 Government Facilities in Community Centers**

The County shall actively support development and expansion of federal, State, County, Districts, and other governmental offices and facilities where infrastructure exists within community core areas. *[New Policy]*

## **13.9 Energy Facilities**

### **PFS-9**

To ensure all areas of the County are provided with gas and electric service. *[New Goal]*

### **PFS-9.1 Expansion of Gas and Electricity Facilities**

The County shall coordinate with gas and electricity service providers to plan the expansion of gas and electrical facilities to meet the future needs of County residents. *[New Policy]*

### **PFS-9.2 Appropriate Siting of Natural Gas and Electric Systems**

The County shall coordinate with natural gas and electricity service providers to locate and design gas and electric systems that minimize impacts to existing and future residents. *[New Policy]*

### **PFS-9.3 Transmission Corridors**

The County shall require transmission corridors to meet the following minimum requirements:

- Transmission corridors shall be located to avoid health impacts on residential lands or designated lands, and
- Transmission corridors shall not impact the economic use of adjacent properties. *[New Policy]*

### **PFS-9.4 Power Transmission Lines**

The County shall work with the Public Utilities Commission and power utilities in the siting of transmission lines to avoid interfering with scenic views, historic resources and areas designated for future urban development. *[New Policy]*



*Policies concerning visual impacts can be found in Chapter 7, Scenic Landscapes. Policies concerning energy conservation can be found in Chapter 8, Environmental Resources Management, Section 8.4, Energy Resources.*

## **13.10 Acronyms**

CDF	California Department of Forestry
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CIP	Capital Improvement Program
CSD	Community Service District
CSA	County Service Area
HDBs	Hamlet Development Boundaries
LAFCo	Local Agency Formation Commission
MSRs	Municipal Service reviews
NPDES	National Pollution Discharge Elimination System
PG&E	Pacific Gas and Electric
PUD	Public Utility District
SOIs	Spheres of Influence
UDBs	Urban Development Boundaries

# Tulare County General Plan

## 13.11 Implementation Measures

The following table documents the implementation measures included with the General Plan to implement the goals and policies included in this element.

Implementation	Implements What Policy	Who is Responsible	2007-2010	2010-2015	2015-2030	On-Going
1. The County shall prepare capital improvement programs for all County-owned and operated facilities and services to ensure consistency with the General Plan in order to maintain an adequate level of service. [ <i>New Implementation Strategy</i> ]	PFS-1.2	CAO; RMA				■
2. The County shall annually review fees related to County-owned and operated facilities and County-provided services to ensure funding levels are both affordable and adequate to sustain these facilities/services long-term. [ <i>New Implementation Strategy</i> ]	PFS-1.5 PFS-1.6	CAO; RMA				■
3. The County shall develop and adopt an impact fee program for new development to ensure the provision, operation, and on-going maintenance of appropriate public facilities and services. [ <i>New Implementation Program</i> ]	PFS-1.6 PFS-4.2 PFS-7.5 PFS-7.9 PFS-8.4 PFS-8.5 ERM-5.6	CAO; RMA	■			
4. For infill projects which include improvements to infrastructure, the County shall offer incentives including but not limited to density bonuses, CEQA exemptions, and financial assistance through redevelopment or Community Development Block Grants. [ <i>New Implementation Program</i> ]	PFS-1.15	Com Dev				■
5. The County shall conduct a study to evaluate alternatives for rural wastewater systems. Alternatives that could be evaluated include elevated leach fields, sand filtration systems, evapotranspiration beds, osmosis units and holding tanks. For larger generators or group of users, alternative systems include communal septic tank/leach field systems, package treatment plants, lagoon systems, and land treatment. [ <i>New Implementation Strategy</i> ]	PFS-3.4	RMA		■		
6. The County shall prepare and distribute information on the care and maintenance of private sewage disposal systems. [ <i>New Implementation Strategy</i> ]	PFS-3.1 PFS-3.6	Env. Health				■
7. The County shall consider amendments to the Subdivision Ordinance to restrict the number of lots allowed with septic tank and leach line systems, and review and upgrade the standards for such systems. [ <i>New Implementation Strategy</i> ]	PFS-3.1	Env. Health	■			
8. The County shall consider financial tools to prepare and implement drainage plans such as	PFS-4.1	RMA				■

## 13. Public Facilities & Services

Implementation	Implements What Policy	Who is Responsible	2007- 2010	2010- 2015	2015- 2030	On- Going
drainage acreage fees pursuant to Government Code § 66483, impact fees, Redevelopment Agency assistance and Community Development Block Grants, etc. [New Implementation Strategy]			■			
9. The County shall work with local agencies to prepare an update to the County's Integrated Waste Management Plan and Siting Element to determine existing and projected waste disposal needs, methods of disposable land characteristics suited for disposable sites, and anticipated locations. [New Implementation Strategy]	PFS-5.1 PFS-5.2 PFS-5.6 PFS-5.7	RMA	■			
10. The County shall prepare and distribute educational materials to inform residents about reuse, recycling, and composting of solid waste materials. [New Implementation Strategy]	PFS-5.4	RMA, Engineering	■			
11. The County shall prepare and adopt an ordinance for siting and design of telecommunication facilities. [New Implementation Strategy]	PFS-6.3	RMA, Planning	■			
12. The County shall review and incorporate, as appropriate, the recommendations provided by the CDF and the Tulare County Fire Department Review Committee relative to fire protection. [Per Fire Chief]	PFS-7.2	RMA; County Fire Department				■
13. For streetlights beyond those provided by the County for traffic safety, the County shall provide a mechanism to form lighting and landscaping assessment districts if communities, hamlets or developers are willing to participate. [New Implementation Strategy]	PFS-7.13	RMA				
14. The County shall maintain a map identifying the urban, suburban, rural and remote areas set forth in Policy PFS-7.5. [New Implementation Strategy]	PFS-7.5	RMA	■			
15. The County shall work with power companies, communications companies, and the Public Utilities Commission to review power transmission plans and communication/cell tower needs for Tulare County for consistency with the Scenic Landscapes Element. [New Implementation]	PFS-9.4	RMA; SCE; PUC				■

*Please See Next Page*