DRAFT IVANHOE COMMUNITY PLAN 2019 UPDATE

Tulare County Resource Management Agency
Economic Development and Planning Branch

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Ivanhoe Community Plan 2019 Update

Adopted: ----

Tulare County Board of Supervisors
Resolution No. ----

Tulare County Planning Commission
Recommendations:
Resolutions No.

Ivanhoe Community Plan Update: GPA 17-006
Section 18.9 Zoning Ordinance (Mixed Use): PZC 18-006
Section 16 Zoning Ordinance (By Right) PZC 18-007
Zoning District Map: PZC 18-008

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Executive Summary

Introduction

The Tulare County Board of Supervisors adopted the current Ivanhoe Community Plan (GPA 87-12) on October 2, 1990 (by Resolution No. 90-1180). General Plan Amendment 92-01 was adopted on July 27, 1993 (by Resolution No. 93-0825), and includes changes to the text, land use designation map, and Urban Development Boundary adopted for the 1990 Ivanhoe Community Plan. Subsequent amendments included GPA 09-001 (Ivanhoe Corporation for Better Housing). The 1990 Ivanhoe Community Plan is a collection of goals, objectives, and policies for the physical development of the community. The primary purpose of the plan was to outline community goals regarding physical development and to promote the general welfare of the community. The plan serves as a general guide for both public and private decisions affecting the community, and provides for the overall direction, density, and type of growth consistent with the needs of the community.

The objective in the preparation of the Ivanhoe Community Plan 2019 Update is to develop a plan, which can accurately reflect the needs and priorities of the unincorporated community of Ivanhoe. In addition, the County has prepared an Initial Study/Mitigated Negative Declaration (MND). The MND addresses the potential environmental effects of the proposed plan, assists in fostering future economic development opportunities and grants, which can tier off the General Plan's EIR and the Community Plan MND.

Ivanhoe is currently designated an Unincorporated Community in the 2030 Tulare County General Plan (2012). It has become apparent that a more precise plan is needed to increase the availability of infrastructure funding (such as drinking water system improvements: wells, water distribution piping, storage tanks, curbs, gutters, and sidewalks, etc.) and to stimulate economic development within the community including adaptive re-use in the central business district along Road 159.

As with any community plan, the contents of this document are not intended to be absolute. Planning is a continuous process and, to be effective, requires periodic re-evaluation and revision to reflect changing needs and priorities. This Plan, therefore, should be reviewed on a periodic basis with the assistance and participation of local citizens, groups, and agencies. By doing so, it is envisioned that the Ivanhoe Community Plan will continue to provide meaningful and necessary guidance toward the development of the community in the foreseeable future.

California Government Code Section 65300 et seq. requires that each local agency, city or county, prepare and adopt comprehensive long-term general plans for the physical development of lands within its jurisdiction. A general plan must function as "a statement of development policies" and must include a diagram and text setting forth goals, policies, standards, and plan proposals. The plan must include the following elements: land use, circulation, housing, conservation, noise, safety, and open space. State law also provides that a local agency may include one or more several optional elements depending on the needs and characteristics of the jurisdiction.

In Tulare County, the General Plan has historically been developed on a countywide basis or by large geographic sub-areas (such as rural valley, foothill, and mountain), with development policies, emphasizing countywide and area-wide issues and concerns. In establishing land use planning policies on an area-wide basis, it has been recognized that several unincorporated communities, including Ivanhoe, have localized land use needs and issues that should be addressed in a more specific manner particular to its community, geographic features, location of major roadways (such as State Route (SR) 216) and Avenue 328, population characteristics, availability of water, and other issues unique to the community's area. Therefore, the Ivanhoe Community Plan 2019 Update has been prepared with an emphasis on these considerations with particular focus on land use and circulation.

Location

Ivanhoe **(see Figure 1)** is a census-designated place located in the northwest portion of Tulare County, northeast of Visalia. Ivanhoe is generally bounded by Avenue 320 in the south, Avenue 336 in the north, Road 152 in the west, and Road 164 in the east and encompasses 1.28 square miles of land. State Route (SR) 216 traverses the southeastern portion of the Community and provides access to State Right (SR) 198 in Visalia (approximately five (5) miles southwest of Ivanhoe). SR 99 is located approximately 13 miles west of Ivanhoe. The community is rectangular in shape and is bisected in a northwest-southeasterly direction by the San Joaquin Valley Railroad tracks. North-south railroad crossings exist along Road 156, Road 159, and Road 160 (Depot Drive). East-west railroad crossing exist along Avenue 332, Avenue 330, and SR 216. Ivanhoe **(see Figure 2)** is an agriculturally oriented service community surrounded on all sides by lands in agricultural production, scattered rural residential uses and vacant land. Cities and communities surrounding Ivanhoe include Visalia to the southwest, Woodlake to the northeast, and the communities of Yettem and Seville to the north.

Ivanhoe is located in Sections 1, 2, 11, and 12, Township 18 South, Range 25 East MDB&M, and can be found within the Ivanhoe and Exeter Quads, United States Geological Survey 7.5 minute topographic quadrangle. Ivanhoe is located at an elevation of 285 feet above sea level. The coordinates of Ivanhoe are Latitude: 36° 23' 16"N and Longitude: 119° 13' 9".

Figure 1 - Vicinity Map

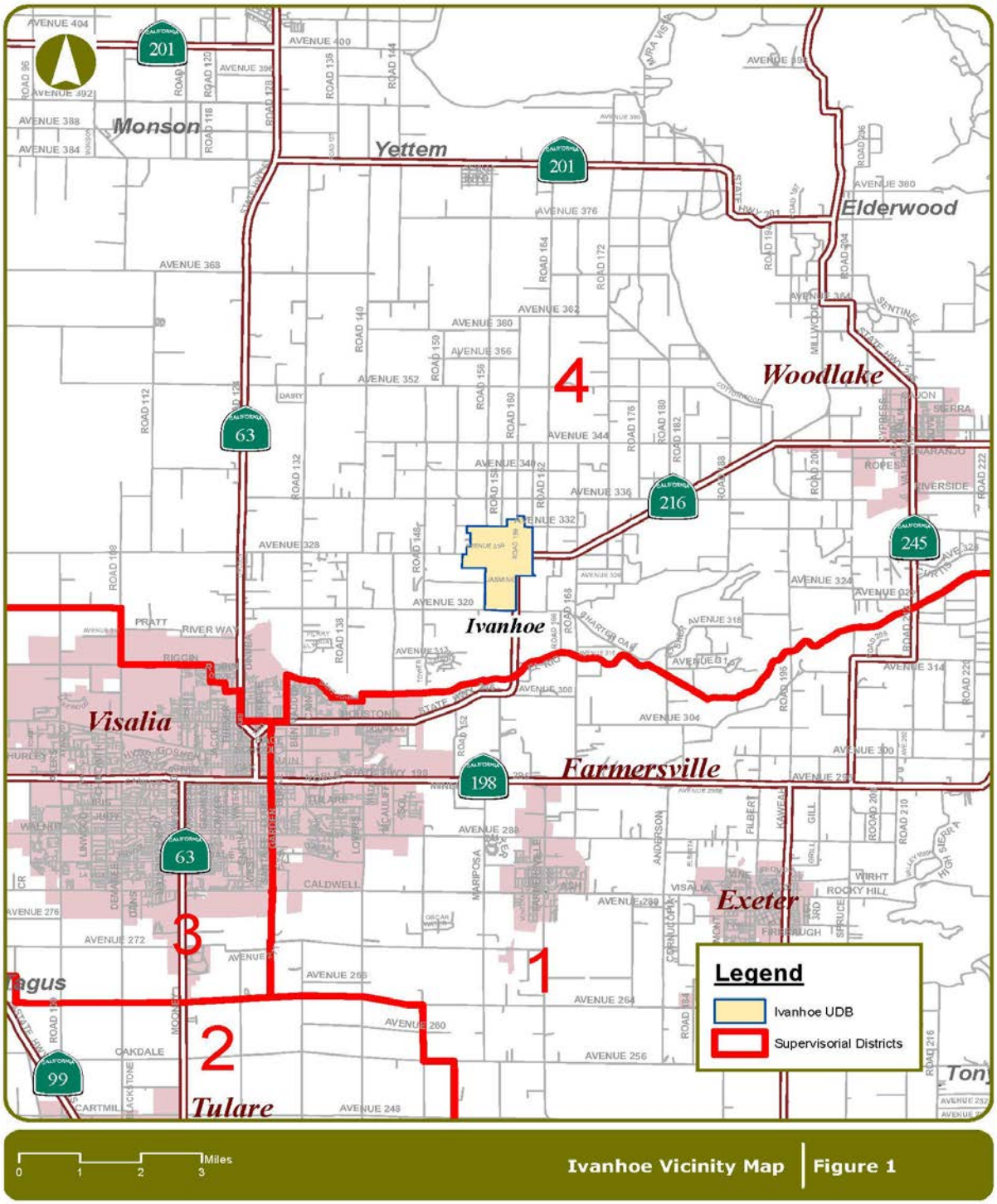
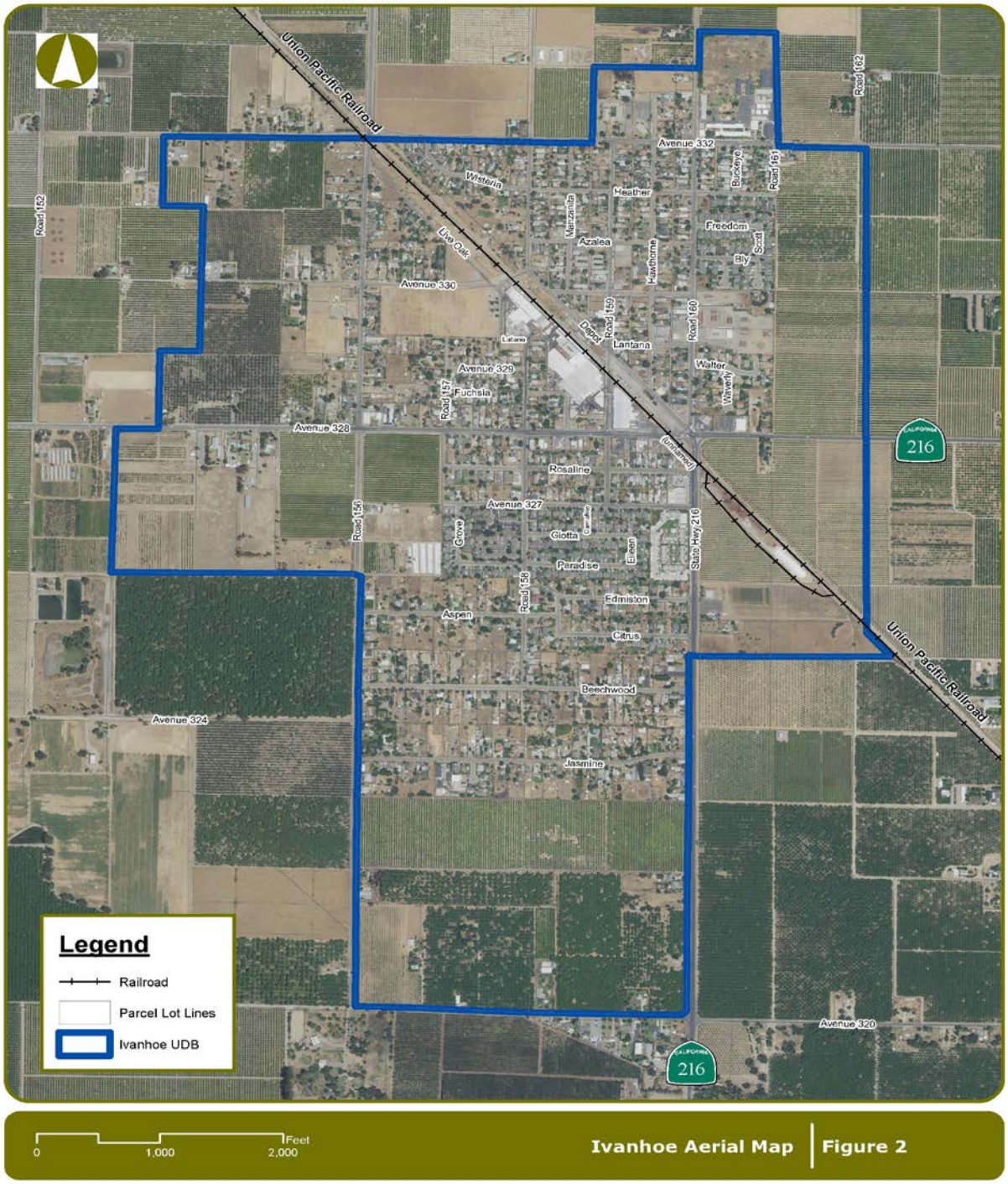


Figure 2 - Aerial Map



Historical Perspective

"In 1988, the Southern Pacific Railroad (SPRR) named the siding of this yet to be established community, "Klink." George Klink was an auditor for the railroad and the area was at that time predominantly cattle range with some grain farms. Directions to get to the area were sometimes conveyed as "about three miles northeast of Tulare County's Election Tree." Often called "Charter Oak," the Election Tree offered a convenient shaded area in which to move a nearby polling place to conclude the Organizational Election for Tulare County on the hot afternoon of July 10, 1852.

The first school was established in the area on April 5, 1886, and named "Ivanhoe" after Sir Walter Scott's novel of the same name, and the first post office opened in Klink on January 24, 1895. The Venice Hills Land Company was organized in 1912 and sold lots and small tracts from what had been the Fisher Ranch. That company unsuccessfully tried to change the name Klink to "Venice Hills."

Similar to the history of several other San Joaquin Valley communities, the production, availability, and delivery of irrigation water brought sweeping changes to the area. With the availability of water, the planting of citrus and deciduous fruit trees soon began to displace cattle range and grain land. In 1924, Mrs. Ellen Boas suggested that the name Klink be changed to coincide with the name of the school district, and on November 17, 1942, the name of the community was officially changed to Ivanhoe."[1]

[1] Ivanhoe Community Plan, Approved July 27, 1993, page 5

Ivanhoe Background Report

Community Profile

Existing Urban Development Boundary

The existing Ivanhoe Urban Development Boundary (UDB) area **(see Figure 3)** consists of approximately 812 acres (including Rights-of-way). The UDB includes areas within the Ivanhoe Public Utility District (IPUD) boundary in order to provide service area consistency between these two boundaries. Ivanhoe is a small, unincorporated agricultural service community. All existing land uses within the Planning Area (the area coterminous with the UDB) have been identified and are described as follows: Agricultural activities, such as orchards and pasture, currently constitute approximately thirty-nine percent (39%) of the Planning Area's 812 acres. This character is contrasted with urban development consisting of fifty percent (50%) of the Planning Area, occurring primarily in urbanized uses such as residential, commercial, public and quasi-public facilities, and industrial development. The remaining ten percent (10%) is vacant lands.

Severely Disadvantaged Community

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

In 2017, Ivanhoe's median household income was $29,898, whereas the State of California's median household income was $67,169. Ivanhoe's median household income was 44.5% of the State of California's median household income, and therefore it is considered a disadvantaged community.

Climate

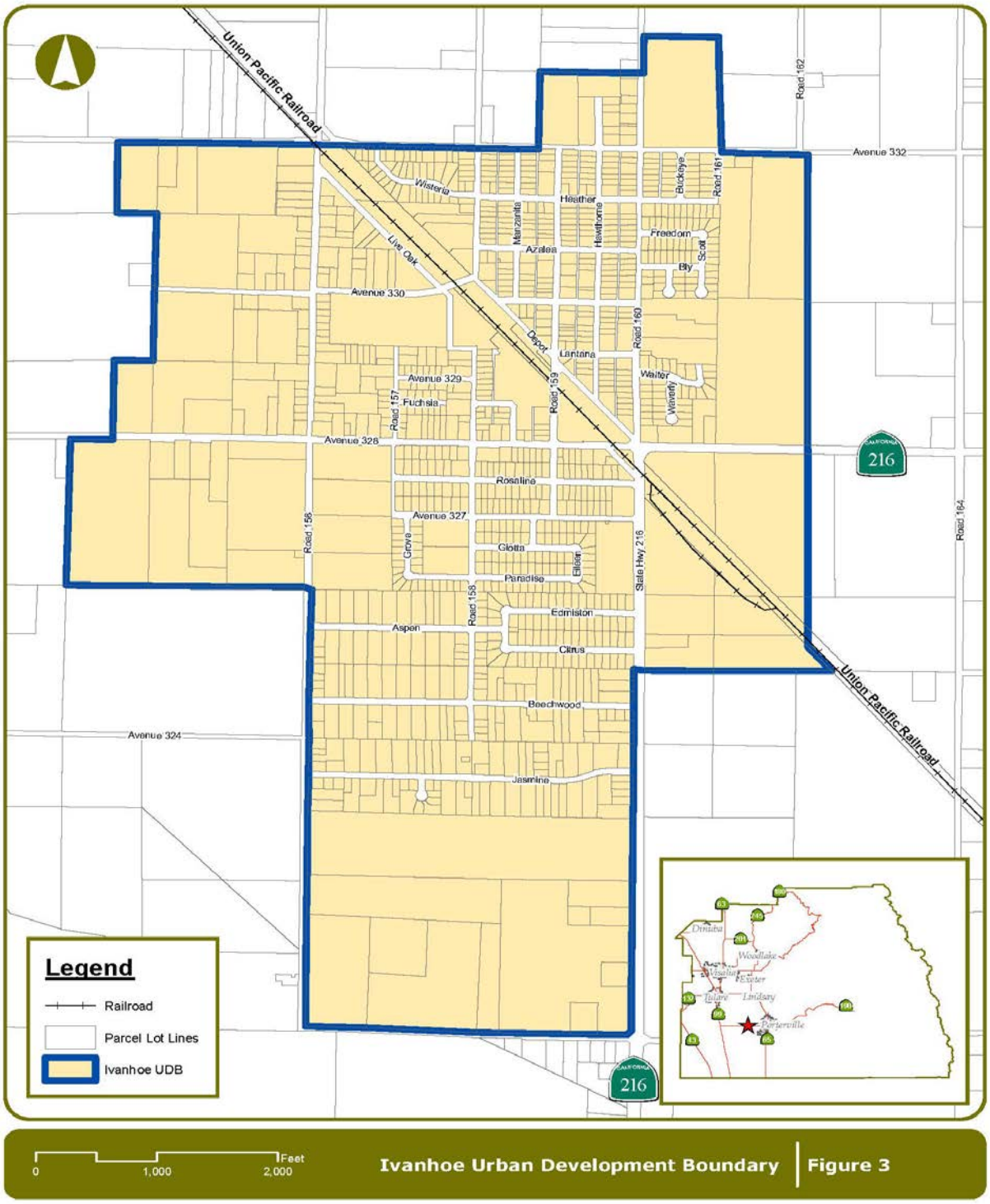
The southern San Joaquin Valley climate is influenced to a great extent by the Coast Ranges to the west which prevent the cool, moisture-laden maritime air from reaching the valley. It is generally characterized as a Mediterranean climate (one of three similar zones in the world). The area in general has a climate that tends to be clear, sunny, warm and dry. The mean temperatures range from a low of 34° F. (l.l° C) in January to a high of 100° F. (37.7° C) in July. Because of the Coast Ranges, the average rainfall for the area is very low, ranging from three to nine inches per year, with 90% of the yearly precipitation between November and April. There are periods in winter when the valley floor is covered with dense wet ground fogs with winds typically light and from the north.

Topography

"The Ivanhoe community rests entirely within alluvial deposits from the Sierra Nevada foothills and mountains. A gentle, westerly slope with elevations ranging from 370 feet to 355 feet above sea level characterizes the area"[2]

[2] Ivanhoe Community Plan, Approved July 27, 1993, page 9

Figure 3 - Ivanhoe Urban Development Boundary



Adopted Land Use Plan/Land Use Designations Descriptions

One of the most important purposes of the Ivanhoe Community Plan is to establish land use patterns and development policies and standards for the community for the planning period, through the year 2030. The general intent of the land use plan for Ivanhoe is to identify the most appropriate types and distribution of land uses for the community, based on environmental, circulation, infrastructure, services, opportunities and constraints, urban development boundary suitability analysis and other economic capacities and concerns discussed in the chapters of this Plan.

The County of Tulare, through existing policies, has encouraged both incorporated and unincorporated communities to establish urban development and land use patterns, which are compact and contiguous. This policy position has reduced so-called "leap frog" development throughout the County, helping preserve agricultural lands, and minimize land use conflicts between urban and agricultural areas.

Residential

"The "Residential" classification is intended to allow the development of single family and multi-family residential uses, to be implemented with zoning at locations appropriate for densities ranging from one (1) dwelling unit per acre to not more than twenty-eight (28) dwelling units per acre."[3] The Residential land use designation is subdivided into three categories – Low Density Residential, Medium Density Residential and High Density Residential. In addition, the plan sets aside a certain amount of area as "Residential Reserve." Each residential land use designation is summarized below:

> Low Density Residential: The Low Density Residential areas are planned to accommodate single-family homes and duplexes on individual lots where urban services (i.e., community water and sewer) are provided. This designation is also intended to allow accessory and non-residential uses that complement single-family neighborhoods in accordance with the policies of the Community Plan and the provisions of the Tulare County Zoning Ordinance.
>
> The Low Density Residential classification has a prescribed maximum residential density of eight (8) dwelling units per gross acre.
>
> The Low Density designation of the proposed Land Use Plan comprises the majority of the Plan Area and encompasses sections of the community that are already substantially developed. The predominant existing land use within this area is single-family residential, which includes both conventional dwellings and mobile homes
>
> The majority of properties classified as Low Density Residential are located within the boundaries of the Ivanhoe Public Utility District (IPUD), or will be required to annex to the District at the time of development."[4]

[3] Ivanhoe Community Plan, Adopted July 27, 1993, page 37.

[4] Ivanhoe Community Plan, Adopted July 27, 1993, page 37.

Medium Density Residential: "The Medium Density Residential areas are planned to accommodate single-family homes on individual lots where urban services (i.e., community water and sewer) are provided. This designation is also intended to allow accessory and non-residential uses that complement single-family neighborhoods in accordance with the policies of the Community Plan and the provisions of the Tulare County Zoning Ordinance.

The Medium Density Residential classification has a prescribed residential density of not more than fourteen (14) dwelling units per gross acre.

The medium Density Residential designation of the existing Land Use Plan comprises the second largest residential designation of the Plan Area and encompasses sections of the community that are already substantially developed. The predominant existing land use within the area is single-family residential dwelling units, which includes conventional dwellings and mobilehomes.

All properties classified as Medium Density Residential are located within or near enough to the boundaries of the IPUD to allow connection with the sewer and water systems, or will be required to annex to the District at the time of development."[5]

High Density Residential: "The High Density Residential classification is intended to provide areas for residential development with a wide range of densities and housing types. As in the other residentially designated areas, certain non-residential uses and activities are permitted in accordance with the community Plan and the Tulare County Zoning Ordinance.

The High Density Residential classification has a prescribed maximum density of twenty-eight (28) dwelling units per gross acre. While the higher density developments will be permitted and encouraged to occur on property subject to this designation, projects of lesser densities (i.e., 2-14 units per acre) are allowed in these areas."[6]

Proposed High Density Residential classification properties are generally located north of Rosaline Avenue. The largest concentration of existing multiple family uses are currently located at the southwest corner of Avenue 327 and Road 158.

The existing housing stock in the community is primarily single-family, with a scattering of multiple family units. High Density Residential uses will serve as a buffer between commercial areas, recreational uses, and medium density residential areas. In addition, encouraging continued multiple family development within the Plan Area assists in the gradual replacement of deteriorated dwellings with new multiple family units.

[5] Ivanhoe Community Plan, Adopted July 27, 1993, page 38.
[6] Ivanhoe Community Plan, Adopted July 27, 1993, page 38.

Residential Reserve: "In addition to the land designated as residential, approximately 247 acres west of Road 156 are designated as "Residential Reserve." In addition, Residential Reserve acreage is located on approximately 117 acres at the southern section of the Plan Area. Although these areas are currently under agricultural production and contain existing scattered rural residential dwellings, this designation lays aside areas better suited for future residential uses and can be eventually developed when it is determined that development of the area is appropriate."[7]

Neighborhood Commercial: "The Neighborhood Commercial designation is to be applied to properties that are appropriate for low intensity retail stores and personal service businesses useful to the community and are located, for the convenience of residents, within residential areas at the intersections of County roads. Any residential uses established in this designation shall not exceed the residential density of adjacent residentially designated properties.

One area is designated for Neighborhood Commercial located at the northwest corner of Road 158 and Wisteria Drive."[8]

Commercial: "The Commercial designation is applied to properties that are appropriate for general commercial uses. Such uses primarily include retail and limited service commercial operations that are directed at satisfying the daily shopping and service needs of local residents.

By referring to the proposed Land Use Map, it is evident that the properties designated as Commercial are located within and around the existing commercial areas. These areas have historically served as the hubs of commercial activities within the community, and the Plan proposes the continuance of these activities into the future. The area currently contains concentrations of commercial uses with scattered noncommercial uses, including many residences, the Tulare County fire station, a telephone exchange, etc.

Other properties not currently containing commercial uses but situated around the Planning Area's core are also designated for commercial use in order to provide ample additional area for future expansion of general commercial and related uses, including additional parking facilities. The majority of these properties are either currently vacant or contain deteriorating or dilapidated residential dwellings.

The Plan includes approximately 60-acres of commercial development, including approximately 18.0 acres southeast of Avenue 328 and Road 160, 6.0 acres south of Avenue 330 between Road 156 and Road 157 alignment, 4.63 acres at the southeast corner of Avenue 328 and Road 156, and 5.0-acre site at the southwest corner of the same intersection that are intended to encourage neighborhood commercial uses. The remaining acreage includes existing commercial uses, in-filling of vacant lots, and conversion of existing residential uses to commercial uses as the need arises"[9].

[7] Ivanhoe Community Plan, Adopted July 27, 1993, page 39.
[8] Ivanhoe Community Plan, Adopted July 27, 1993, page 39.
[9] Ivanhoe Community Plan, Adopted July 27, 1993, page 40.

Industrial and Industrial Reserve: "The Industrial and Industrial Reserve classifications are intended to allow light manufacturing, assembly and storage type uses as allowed by the Tulare County Zoning Ordinance. Approximately 43.0 acres are designated for industrial development by this Plan. There are currently 21.0 acres developed or partially developed with industrial uses and 22.0 acres available as new areas for industrial development (i.e., 18.0 acres along both sides of the San Joaquin Valley Railroad (SJVR) between Avenues 332 and 328 (Elm Street), and 4.0 acres south of Avenue 330 between road 17 alignment and Live Oak Drive).[10]

Thirteen (13.0) acres southeast of Avenue 328 are classified as Industrial Reserve in the Plan Area. Although this area is currently under agricultural production, this classification sets aside areas better suited for industrial uses that can be eventually developed when it is determined that development of the area is appropriate,"[11] to accommodate industrial growth.

Public: "The Public Land Use Designation is applied to those uses associated with a government, public utility, public institution, or other publicly owned/operated use which accommodates the needs of the general public. Approximately 30.0 acres are designated as "Public" by the Plan. These areas are already substantially developed and include: an elementary school, post office, fire station, library, memorial building, churches, utility company facilities, and the IPUD's wastewater treatment plant, wells and water distribution facilities, and storm water retention ponds. However, only 16.0 acres (predominantly Ivanhoe Elementary School) can be considered as providing open space for active recreational uses during non-school hours."[12]

The largest public facilities consist of the Ivanhoe Elementary School (15 acres), Ivanhoe Memorial District Facilities (1.19 acres), and ten churches (11.79 acres).

Agriculture: Approximately 320.5 acres within the Planning Area are used as agricultural-related uses. According to the Farmland Monitoring Mapping Program, 320.5 acres are designated as "Prime Farmland," 369.1 acres are designated as Urban or Built-Up land.

School: The Ivanhoe Community Planning Area is within the Visalia Unified School District with one (1) school located within its boundaries. The Ivanhoe Elementary School offers kindergarten through 8th grade education. Students in High School are bused to schools in Visalia, California.

Parks: The "Sports Field" located at the Boys and Girls Clubs of the Sequoias is located at 15892 Azalea Avenue in Ivanhoe. Cutler Park is located 2.7 miles southwest of Ivanhoe in Visalia, California.

[10] Ivanhoe Community Plan, Adopted July 27, 1993, page 40.
[11] Ivanhoe Community Plan, Adopted July 27, 1993, page 40.
[12] Ivanhoe Community Plan, Adopted July 27, 1993, page 40.

Existing Land Use Plan Acreage

Table 1 shows that a majority of the land in the adopted Ivanhoe Community Plan area is designated Residential (561-acres). In total, there is about 812.0 acres of designated lands in the Ivanhoe Community Planning Area **(see Figure 4)** 86.2 acres within the Planning Area is dedicated to unclassified rights-of-way.

Table 1: Existing Land Use Plan Ivanhoe

Designation	Total Acreage
Commercial	67.3
High Density Residential	7.0
Industrial	38.7
Industrial Reserve	41.4
Low Density Residential	275.4
Medium Density Residential	38.1
Public	17.3
Residential Reserve	240.6
Unclassified (Right-of-Way)	86.2
Total	**812.0**

Source: Tulare County GIS

Existing Zoning Districts Acreage

The Zoning designations within the existing Ivanhoe Community Plan Update are shown in **Figure 5**, as demonstrated in **Table 2**.

Table 2: Existing Zoning Districts

Zoning Designations	Existing Acres
AE-20	320.5
C-1	0.3
C-2	32.0
C-2-SR	29.5
C-3	0.3
M-1	32.4
M-1-SR	5.8
R-1	117.1
R-2	30.5
R-3	11.4
R-A	142.2
Z	3.9
Rights of Way	86.2
Total	**812.0**

Source: Tulare County GIS

Figure 4 – Adopted Land Use Map

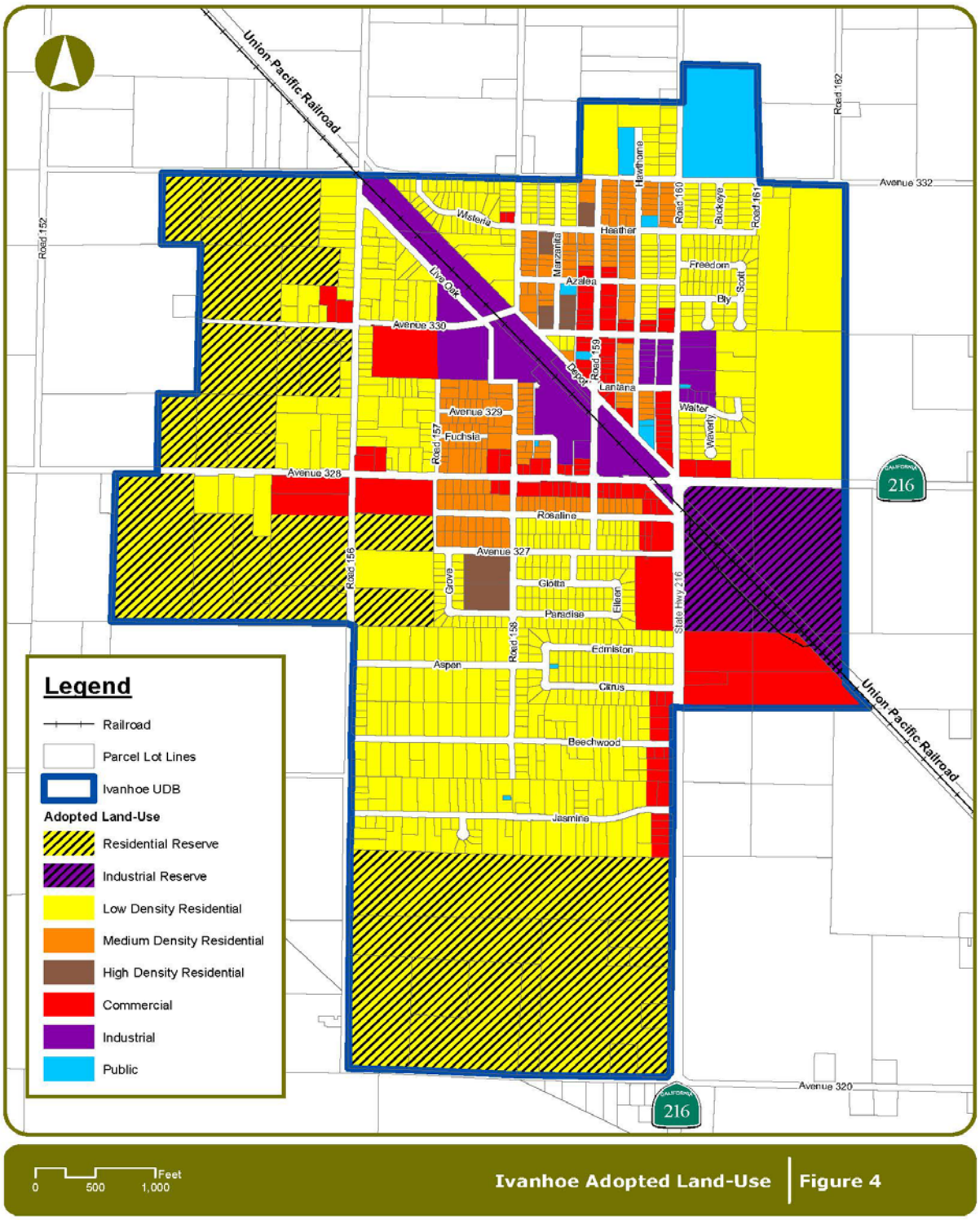
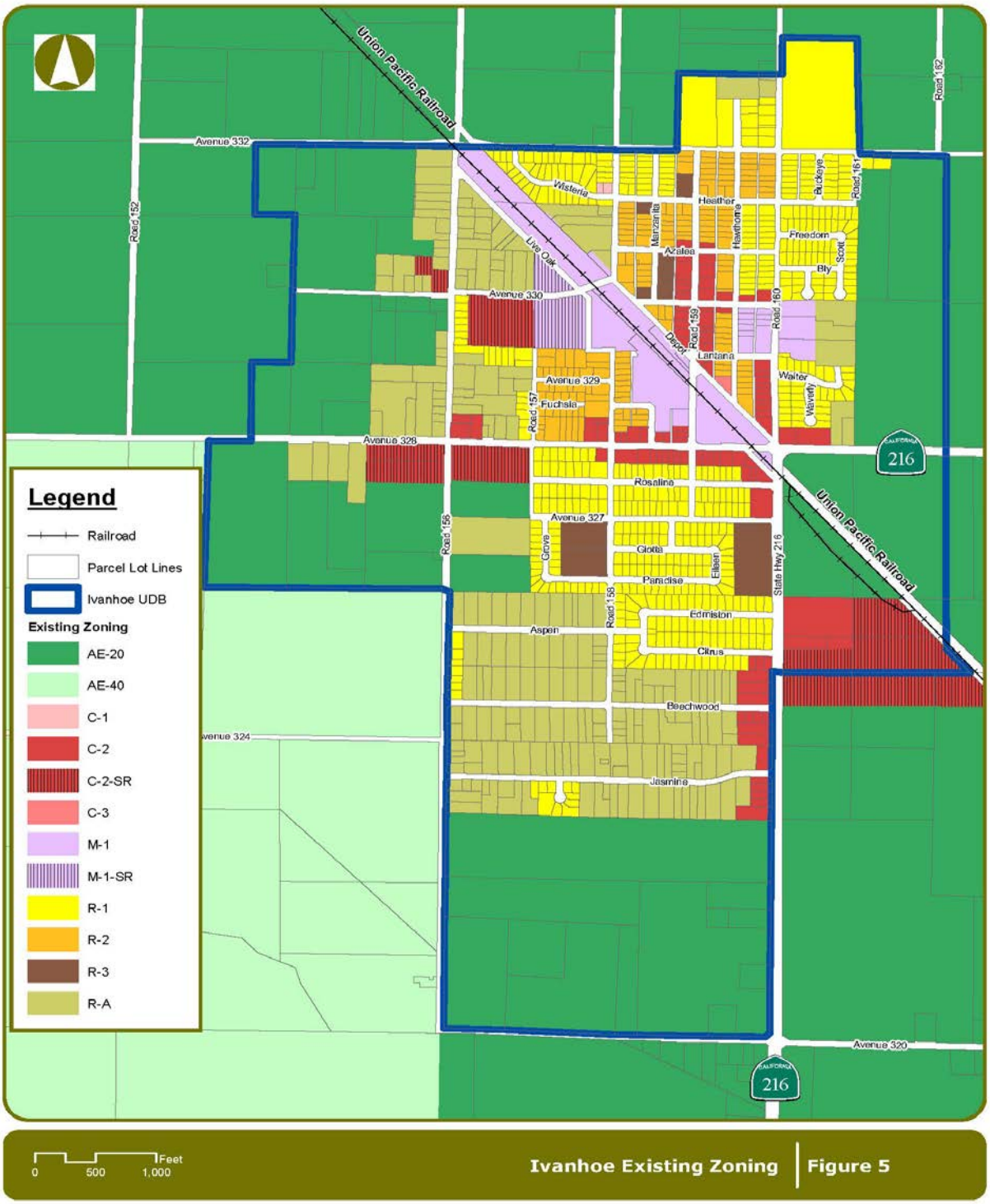


Figure 5: Existing Zoning Districts Map



Demographics

Introduction

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

Historic Population Growth

The rate of population growth over a six-year period, 1970 - 1976, in the unincorporated County and Ivanhoe is 3.2% and 3.6%, respectively. Males and females show increases of 3.3% and 3.1%, respectively in the unincorporated County while the Ivanhoe male population increased at 37.7% and females increased by 34.4% during the same period (1970-1976). This indicates that Ivanhoe grew at a rate roughly equivalent to ten times the growth rate for the balance of the unincorporated area. Ivanhoe's growth may be attributable to several factors, including new jobs in nearby industrial developments, availability of moderately priced lots, low rents, and a general shift in farm employee population from rural areas to communities.

Recent Population Growth

In 2010, Ivanhoe's population was 4,495. The population decreased to 3,804 by 2017. The male population decreased from 2,301 in 2010 to 1,952 in 2017. The female population decreased from 2,194 in 2010 to 1,852 in 2017 **(see Table 3)**.

Table 3- Population (2010 & 2017)

	2010			2017		
Geography	**Total Population (2010)**	**Male (2010)**	**Female (2010)**	**Total Population (2017)**	**Male (2017)**	**Female (2017)**
California	37,253,956	18,517,830	18,736,126	38,982,847	19,366,579	19,616,268
Tulare County	442,179	221,442	220,737	458,809	229,488	229,321
Ivanhoe CDP	4,495	2,301	2,194	3,804	1,952	1,852

Source: American Community Survey

Projected Population

"The San Joaquin Valley faces major challenges. One concerns how to handle future growth. Population in the Valley is expected to nearly triple by 2050, from 3.6 million to 9.4 million people, the equivalent of adding 11 new towns the size of Fresno to the area. Tulare County is expected to grow to over 1,000,000 residents by 2050, well over doubling its current population."[13]

Table 4: Projected Annual Growth Rates

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

Growth Rate

As noted in the 2010 General Plan Background Report, the unincorporated areas of Tulare County have a 1.3% projected annual growth rate from 2007 to 2030. This 1.3% annual growth rate can be applied to Ivanhoe **(see Table 4)**.

Median Age

The median age in Ivanhoe increased from 27.4 in 2010 to 30.1 in 2017. Ivanhoe's median age is lower than the median age of Tulare County and of the State of California **(see Table 5)**.

Table 5 Median Age (2010 & 2017)

	2010	2017
Geography	**Median age (years)**	**Median age (years)**
California	35.2	36.1
Tulare County	29.6	30.6

The median age for persons under 18 for Ivanhoe was 27.8% in comparison to Tulare County (31.4%) and the State of California (23.4%). Median age for persons 65 years and older is made up 11.3% of Ivanhoe's population. Comparatively, persons 65 years and older in Tulare County was 10.7% and in the State of California was 13.2% **(see Table 6).**

Age Percentage

Geography	Persons Under 5 years	Persons Under 18 years	Persons Age 21+	Persons Age 62+	Persons Age 65+
California	6.5%	23.4%	72.4%	16.4%	13.2%
Tulare County	8.6%	31.4%	63.9%	13.2%	10.7%
Ivanhoe CDP	6.8%	27.8%	67.0%	16.4%	11.3%

[13] Tulare County Regional Blueprint, page 7

Ethnicity and Race

In 2010 **(see Table 7)**, 13.9% of the Ivanhoe's population was white, 0.2% was African American, 0.7% was Native American, 0.2% was Asian, and 0.8% was two races or more. Approximately 83.5% was Hispanic (of any race).

Table 7 Race and Ethnicity (2010)

	Total Population	White	Hispanic or Latino (of any race)	Black or African American	American Indian and Alaska Native	Asian	Total Population of Two or More Races
California	37,253,956	21,453,934	14,013,719	2,299,072	362,801	4,861,007	1,815,384
Tulare County	442,179	265,618	268,065	7,196	6,993	15,176	18,424
Ivanhoe CDP	4,495	627	3,752	10	33	7	34

Source: California Department of Finance

In 2017 **(see Table 8)**, 20.0% of the Ivanhoe's population was white, 0.0% was African American, 0.0% was Native American, 1.9% was Asian, and 0.5% was two races or more. Approximately 77.6% was Hispanic (of any race).

Table 8: Race & Ethnicity (2017)

	Total Population	White	Hispanic or Latino (of any race)	Black or African American	American Indian and Alaska Native	Asian	Total Population of Two or More Races
California	38,982,847	14,777,594	15,105,860	2,161,459	117,813	5,427,928	1,140,164
Tulare County	458,809	135,372	291,867	5,973	3,029	14,622	6,709
Ivanhoe CDP	3,804	761	2,951	0	0	74	18

In the decade between 2010 and 2017, the proportion of the White population increased from 13.9% to 20.0%. The African American population percentage decreased from 0.2% to 0.0 %. The Native American decreased from 0.2% to 0.0%. The Asian population percentage increased from 0.2% to 1.9%. The two or more race demographic decreased from 0.8% to 0.5%. The Hispanic (of any race) decreased from 83.5% to 77.6%.

Economic Conditions

Tulare County's Local Economy

Similar to the broader Central Valley area, Tulare County's economy has been largely based on agriculture, food processing, and manufacturing, while professional services jobs have been limited. Tulare is the second most productive agricultural county in a State that itself is by far the most productive in the nation. Overall, agribusinesses produced $5 billion in commodities in 2008 with the County considered one of the largest milk producers in the United States.

Tulare County is also a major distribution hub because of its central location in the State, 200 miles north of Los Angeles and 225 miles south of San Francisco. The County's employment base has been significantly impacted by the recent downturn with unemployment increasing to 18.3 percent in January 2010, significantly above the historic range of between 8.5 and 18.2 since 1990. In 2008, the median household income was approximately $44,000.

Unemployment in Tulare County

According to the 2030 Update of the Tulare County General Plan, Tulare County's economy has historically been driven by agriculture and has had one of the largest agricultural outputs of any county in the US. Nearly 20% of the employment in Ivanhoe is agriculturally related according to the Tulare County Housing Element. Tulare County unemployment rate has remained consistently higher than the State average, which can be largely attributed to the seasonal nature of agricultural production.

According to the California Department of Finance, the 2013-2017 American Community Survey **(see Table 9)** indicated that the unemployment rate in Ivanhoe had an unemployment rate of 9.7% while Tulare County's unemployment rate was 10.0%. The State of California's unemployment rate was 7.7%.

Table 9 - 2013-2017 American Community Survey: Unemployment

Geography	Population	Total Civilian Labor Force	Unemployment
California	38,982,847	19,485,061	7.7%
Tulare County	458,809	193,225	10.0%
Ivanhoe CDP	3,804	1,534	9.7%

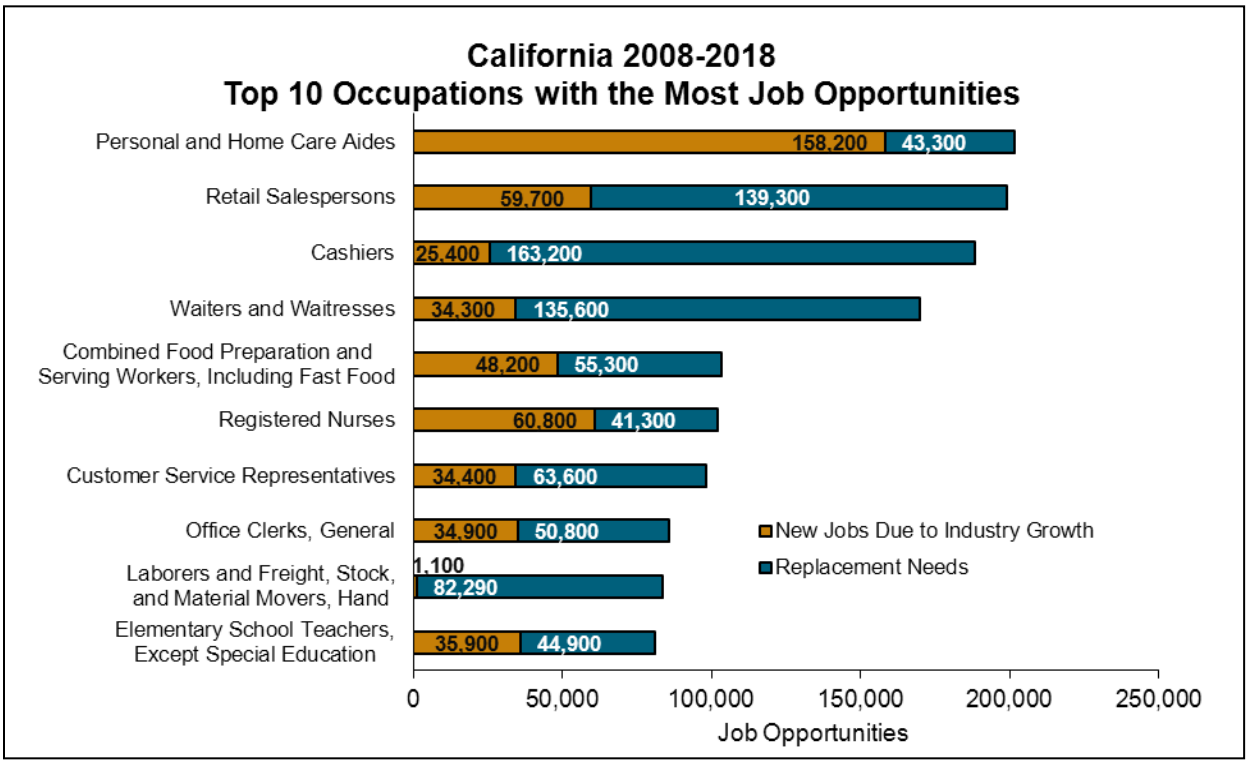
Source: California Department of Finance

Employment Projections California

"By the end of the 2008-2018 projection period, total nonfarm employment in California is projected to grow to nearly 16.5 million jobs. This exceeds peak job level of just over 15.2 million jobs reached before the Great Recession by over 1.2 million jobs. From June 2007 to June 2009, 1.1 million jobs were lost (not seasonally adjusted). Over the 2008-to-2018 projections period, nonfarm employment is expected to rebound by 1,511,100 jobs as the economy recovers from these recessionary job losses. More than 50 percent of all projected nonfarm job growth is in education services (private), health care, and social assistance, and professional and business services. The largest number of new jobs is

expected in education services, health care, and social assistance, with a gain of more than 421,000 jobs.

Factors fueling the economic recovery in California include the state's population growth and a rise in foreign imports and exports. The state's population increased by more than 3.3 million from 2000 to 2010 and the California Department of Finance projects the population will increase by another 4.3 million from 2010 to 2020. A steady increase in foreign imports and exports has strengthened the wholesale, retail, and transportation industry sectors."[14]



Source: California Employment Development Dept., California Labor and Market and Economic Analysis, 2012

[14] California Labor and Market and Economic Analysis, 2012, page 27

Income

Mean and Median **(see Table 11)** income in Ivanhoe is very low compared to Tulare County and the State of California. Ivanhoe's median household income was $29,898, compared to $44,871 for Tulare County and $67,169 for the State of California. Ivanhoe's mean family income was $41,341, compared to $65,927 for Tulare County and $106,970 for the State of California. Ivanhoe's per capita income was also low at $11,441 compared to $18,927 for Tulare County and $33,128 for the State of California.

Table 10 - 2013-2017 American Community Survey: Income

Geography	Median household income (dollars)	Mean household income (dollars)	Median family income (dollars)	Mean family income (dollars)	Per capita income (dollars)
California	$67,169	$96,104	$76,975	$106,970	$33,128
Tulare County	$44,871	$62,325	$47,280	$65,927	$18,927
Ivanhoe CDP	$29,898	$37,513	$32,482	$41,341	$11,441

Source: California Department of Finance

Poverty

According to the California Department of Finance, the 2013-2017 American Community Survey **(see Table 12)** indicated that 30.5% of families in Ivanhoe lived below the poverty line. This percentage was lower for all people and persons under 18. Ivanhoe had a higher level of poverty overall at 30.5% compared to Tulare County at 23.0% and the State of California at 11.1%. The highest differential was the poverty rate of all people. Ivanhoe's poverty rate for all people was 34.3% compared to 27.1% for Tulare County and 15.1% for the State of California.

Table 11 - 2013-2017 American Community Survey: Poverty

Geography	All families	Married couple families	Families with female householder, no husband present	All people	Persons under 18 years
California	11.1%	6.6%	26.0%	15.1%	20.8%
Tulare County	23.0%	15.4%	42.2%	27.1%	36.2%
Ivanhoe CDP	30.5%	29.9%	46.2%	34.3%	42.4%

Source: California Department of Finance

Housing Characteristics

Housing Units

Between 2010 and 2017 **(see Table 13)**, the number of housing units in Ivanhoe decreased from 1,217 to 1,161, which represents an increase of 104.8%. This increase was higher than the percent increase in Tulare County of 96.5% and the State of California at 97.7%.

Table 12 - Housing Units (2010 & 2017)

Geography	2010 Total housing units	2017 Total housing units	Percent Increase
California	13,680,081	13,996,299	97.7%
Tulare County	141,696	146,712	96.5%
Ivanhoe CDP	1,217	1,161	104.8%

Source: California Department of Finance

Housing Types

According to the California Department of Finance, the 2013-2017 American Community Survey data (**see Table 14)** indicated that the majority (approximately 87.0%) of the housing units in Ivanhoe consists of single-unit detached dwellings. Approximately 1.4% of housing consists of multi-family dwellings with less than ten units (5-9 units), (4.1% for 10-19). The remaining housing units (6.3%) were mobilehomes. The percentage of single-unit detached homes in Ivanhoe are higher than Tulare County (76.0%) and California (58.1%).

Table 13 Housing Types

Geography	Total housing units	1-unit, detached	%	5-9 Units	%	10-19 Units	%	Mobilehomes	%
California	13,911,737	8,076,586	58.1%	731,910	5.3%	1,626,396	11.7%	517,173	3.7%
Tulare County	145,661	110,770	76.0%	1,6387	1.1%	3,596	2.5%	9,978	6.9%
Ivanhoe CDP	1,161	1,010	87.0%	16	1.4%	48	4.1%	73	6.3%

Tenure

As the community grows, it will be important to provide new housing and commercial opportunities, allow expansion of the size of existing housing (for example, increase a unit by an additional bedroom), and allow various housing types (such as mobilehomes). According to the California Department of Finance, the 2013-2017 American Community Survey data indicated that 49.8% of the housing units in Ivanhoe were owner-occupied; this is lower than the 56.5% of owner-occupied housing units in Tulare County, and the 54.1% of owner-occupied housing units in the State of California **(see Table 15**).

Table 14 - Housing Tenure (2017)							
	Occupied Housing Units	Owner-occupied	%	Renter-occupied	%	Average household size of owner-occupied unit	Average household size of renter-occupied unit
California	12,807,387	6,929,007	54.1%	5,878,380	45.9	2.99	2.91
Tulare County	134,153	75,761	56.5%	58,392	43.5	3.24	3.50
Ivanhoe CDP	1,100	548	49.8%	552	50.2	3.87	3.05
Source: 2013-2017 American Community Survey 5-Year							

Housing Conditions

According to the 2015 Ivanhoe Community Housing Condition Survey, approximately 14.3% of Ivanhoe's housing units in 1978 were deteriorated and 5.3% were dilapidated. According to the 2015 Tulare County Housing Element **(see Table 16)**, approximately 29% of the housing units were sound. Approximately 65% were deteriorated and 6% were dilapidated.

Table 15 - Housing Conditions Survey											
Survey Area	Sound		Deteriorated						Dilapidated		Total Units
			Minor		Moderate		Substantial				
	Units	%	Units	%	Units	%	Units	%	Units	%	
Ivanhoe	176	29%	236	39%	99	17%	52	9%	35	6%	598

Source: Tulare County 2015 Housing Condition Survey, Tulare County 2015 Housing Element

The percentage of substandard housing in Ivanhoe increased between 1992 and decreased in 2015. The percentage was 28% in 1992, 31% in 2003, 37% in 2009, and 65% in 2015 **(see Table 17)**.

Table 16 - Percentages of Substandard Housing Units in Tulare County Unincorporated Community 1992-2015				
	1992 Survey Results	2003 Survey Results	2009 Survey Results	2015 Survey Results
Ivanhoe	28%	31%	37%	65%

Source: 1992, 2003, 2009, 2015 Tulare County Housing Survey of Unincorporated Communities, 2015 Housing Element

Age of Structures

According to the US Census, the 2013-2017 Community Survey **(see Table 18)** noted that 26.5% of the housing structures were built between 1990 and 1999. Approximately 16.87% of housing structures were built between 1970 and 1979. The total number of housing units in Ivanhoe is 1,161.

Table 17 - 2013-2017 American Community Survey: Age of Structures in Ivanhoe

Age of Structures	Number	Percentage
Built 2014 or later	12	1.0%
Built 2010 to 2013	14	1.2%
Built 2000 to 2009	128	11.0%
Built 1990 to 1999	308	26.5%
Built 1980 to 1989	101	8.7%
Built 1970 to 1979	195	16.8%
Built 1960 to 1969	51	4.4%
Built 1950 to 1959	128	11.0%
Built 1940 to 1949	158	13.6%
Built 1939 or earlier	66	5.7%
Total:	1,161	-

Source: US Census

Household Size (Overcrowding)

In 2017 the average owner occupied household size in Ivanhoe was 3.87 persons per household **(see Table 19)** and the average renter household size was 3.05%. By definition, the most common measure of overcrowding is persons per room in a dwelling unit.[15] More than one person for each room of a dwelling unit is considered overcrowding. It is important to note that the measure is based on all rooms of a dwelling unit, not just the number of bedrooms. It is not uncommon for persons to share a bedroom, for example siblings or adults.

Table 18 - Average Household Size

Geography	Average Household size (Owner Occupied)	Average Household size (Renter Occupied)
California	3.00	2.91
Tulare County	3.27	3.46
Ivanhoe	3.87	3.05

2013-2017 American Community Survey 5-Year Estimates

Vacancy Rate

Vacancy rate is important as it provides an indicator of unoccupied housing units. Vacancies may occur as people move away from a housing unit and it remains vacant until the next person/family moves in. Vacancy allows persons to decide whether to choose owning or renting housing based on their need and income. In 2010, the vacancy rate **(see Table 20)** in Ivanhoe was 6.2%, which was lower than Tulare County at 8.0%, and the State of California at 8.1%. In 2017, the vacancy rate in Ivanhoe was 5.3%, which is lower than Tulare County at 7.9% and the State of California at 7.9%.

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

According to the US Census, the State of California's rental vacancy rate decreased from 6.3% to 3.6%, Tulare County's rental rate decreased from 5.8% to 3.4%, and the rental vacancy rate in Ivanhoe decreased from 7.6 to 2.8 between the years 2010 and 2017.

Table 19 - Vacancy Rate (2010 & 2017)

Geography	2010			2017		
	Vacancy rate	Homeowner vacancy rate	Rental vacancy rate	Vacancy rate	Homeowner vacancy rate	Rental vacancy rate
California	8.1%	2.1%	6.3%	7.9%	1.2%	3.6%
Tulare County	8.0%	2.4%	5.8%	7.9%	1.5%	3.4%
Ivanhoe CDP	6.2%	1.1%	7.6%	5.3%	0.0%	2.8%

Source: California Department of Finance

Regional Housing Needs Assessment (RHNA)

State Housing Element Law assigns the responsibility for preparing the Regional Housing Needs Assessment (RHNA) for the Tulare County region to the Tulare County Association of Governments (TCAG). The RHNA is updated prior to each housing element cycle. The current RHNA, adopted on June 30, 2014, is for the fifth housing element cycle and covers a 9.75-year projection period (January 1, 2014 – September 30, 2023).

The growth projections applied in the Tulare County Housing Element Update are based upon growth projections developed by the State of California. A "Regional Housing Needs Assessment Plan" provides a general measure of each local jurisdiction's responsibility in the provision of housing to meet those needs. The TCAG was responsible for allocating the State's projections to each local jurisdiction within Tulare County including the County unincorporated area, which is reflected in the Housing Element.

"The Sustainable Communities and Climate Protection Act of 2008 (SB 375) was passed to support the State's climate action goals…to reduce greenhouse gas (GHG) emissions through coordinated transportation and land use planning. The bill mandates each of California's Metropolitan Planning Organizations (MPO) to prepare a *sustainable communities strategy* as part of its regional transportation plan (RTP). The SCS contains land use, housing and transportation strategies that, if implemented, would allow the region to meet its GHG reduction targets."[16]

[16] *TCAG, Final Regional Housing Needs Plan for Tulare County 2014-2023, Page 5,* http://www.tularecog.org/wp-content/uploads/2015/07/Final-Regional-Housing-Needs-Plan-for-Tulare-County-2014-2023.pdf

"In the past, the RHNA was undertaken independently from the RTP. SB 375 requires that the RHNA and RTP/SCS processes be undertaken together to better integrate housing, land use, and transportation planning. The law recognizes the importance of planning for housing and land use in creating sustainable communities where residents of all income levels have access to jobs, services, and housing using transit, or by walking and bicycling."[17]

"In addition to the RHNA requirements, SB 375 requires that TCAG address the region's housing needs in the SCS of the RTP, to include sections on state housing goals (Government Code Section 65080(b)(2)(B)(vi)); identify areas within the region sufficient to house all the population of the region (including all economic segments of the population) over the course of the planning period for the RTP (out to 2040 for the 2040 RTP/SCS); and identify areas within the region sufficient to meet the regional housing needs."[18]

The RHNA housing results are summarized in **Figure 6**. The Tulare County RHNA Plan recommends that the County provide land use and zoning for approximately 7,081 units per year in the unincorporated portions of the County. The County administratively agreed to a housing share of 7,081 units (726 units per year over the 9.75-year RHNA planning period). The RTP allocates 30% of population to the County. The RHNA bases the housing needs assessment on this percentage.

Figure 6 - RHNA 2014-2023

Tulare County Region January 1, 2014 to September 30, 2023								
Jurisdiction	1/1/2014 Housing Unit Control Totals	2023 Housing Unit Control Totals	Estimated 9/30/2023 Housing Units		2024 Housing Unit Control Totals	Housing Units 9/30/2023 (Based on Allocation of 26,910 units)		
			Housing Units	Percent of Total		Total Housing Units	Percent of Total	Net New Housing Units 1/1/2014-9/30/2023
	A	B	C	D	E	F	G	H
Dinuba	6,223	7,106	7,186	4.05%	7,212	7,188	4.05%	965
Exeter	3,803	4,305	4,426	2.50%	4,365	4,428	2.50%	625
Farmersville	2,878	3,253	3,343	1.89%	3,298	3,344	1.89%	466
Lindsay	3,384	3,858	3,972	2.24%	3,914	3,974	2.24%	590
Porterville	17,764	20,331	20,952	11.82%	20,639	20,960	11.82%	3,196
Tulare	20,022	22,908	23,606	13.32%	23,255	23,616	13.32%	3,594
Visalia	47,380	55,411	57,379	32.37%	56,386	57,401	32.37%	10,021
Woodlake	2,187	2,486	2,558	1.44%	2,521	2,559	1.44%	372
Unincorporated County	46,774	52,477	53,834	30.37%	53,151	53,855	30.37%	7,081
Total	**150,415**	**172,134**	**177,255**	**100.00%**	**174,741**	177,325	100.00%	26,910

Sources
Columns A, B, and E: TCAG 2040 Demographic Forecast (2013)
Column C: Estimated using trendline growth between Columns B and E
Column D: Column C divided by countywide total from Column C (177,225)
Column F: Proportionally scaled up from Column D to 9/30/2023 countywide total (177,325)
Column G: Column F divided by countywide total from Column F (177,325)
Column H: Column A subtracted from Column F

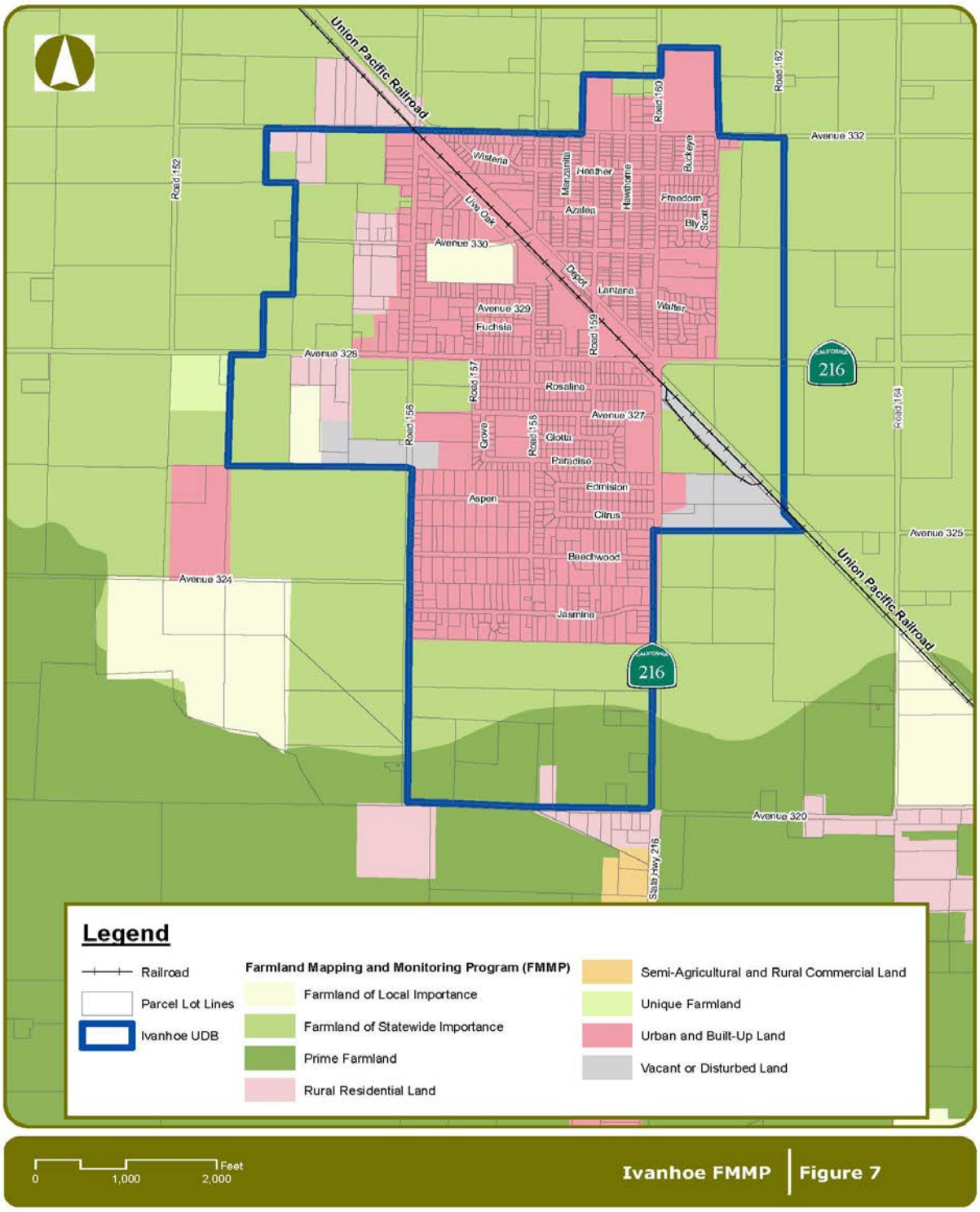
Natural and Cultural Resources

Agriculture

The California Department of Conservation, Division of Land Resource Protection, maintains the Farmland Mapping and Monitoring Program (FMMP), which monitors the conversion of the state's farmland to and from agricultural use. The program monitors a wide variety of farmland types: Prime Farmland is farmland with the best combination of physical and chemical features to sustain long-term agricultural production; Farmland of Statewide Importance is Prime Farmland but has minor shortcomings, such as greater slopes or less ability to store soil moisture; and Unique Farmland has lesser quality soils used for the production of the state's leading agricultural crops.

The area within the existing 812.0-acre UDB is designated in the 2018 FMMP maps **(see Figure 7)**. Of these, approximately 119.2 acres are designated Urban and Built-up Land, approximately 632.26 acres are designated Prime Farmland. Approximately 25.66 acres are designated Vacant or Disturbed Land.

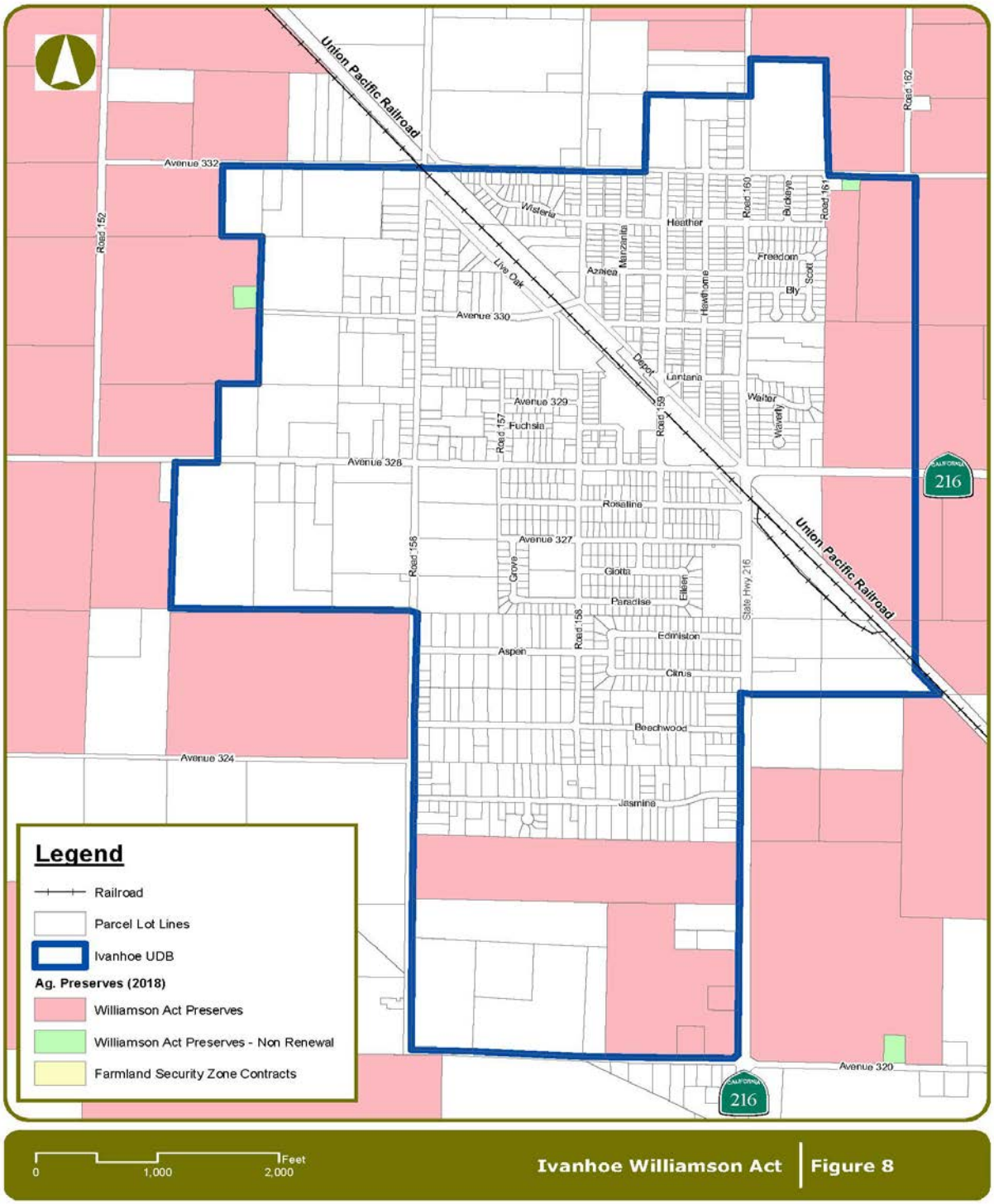
Figure 7: FMMP Map



Williamson Act Contracted land in Ivanhoe

Nine parcels are subject to the Williamson Act contracts **(see Figure 8)** within the planning area (proposed UDB). Agricultural preserve contracts are designed to keep productive farmland in agricultural use and prevent premature conversion to urban use. When a landowner enters into a contract, they receive a lower property tax rate. Within the Ivanhoe Urban Development Boundary, there are currently approximately 632.26 acres of land under contract. Property owners must agree to keep their land in agricultural use for a 10-year period unless nonrenewal status is filed. If filing for nonrenewal, the property taxes will gradually increase back to normal rates over the course of the 9-year phase-out period. Contracts can be canceled before the 9-year period ends, if an approved alternative use satisfies the five findings of the Department of Conservation or if the project is found to be in the interest of the public. However, the property owner must pay a penalty equal to 12.5 percent of the unrestricted value of the property if approved.

Figure 8 - Williamson Act Map



Air Quality

The Ivanhoe Plan Area is within the San Joaquin Valley Air Basin (SJVAB) and under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAB is classified non-attainment/severe for the State 0_3 1-hour standard, non-attainment for the State 0_3 8-hour standard, non-attainment for the State PM_{10} standard, non-attainment for the federal and State $PM_{2.5}$ standards, and attainment and/or unclassified for the remaining federal and State air quality standards. According to the Tulare County General Plan, the San Joaquin Valley has some of the worst air quality in the nation. The CO and NO_x emissions are typically generated by motor vehicles (mobile sources). The ROG emissions are generated by mobile sources and agriculture. Although emissions have been shown to be decreasing in recent years, the SJVAB continues to exceed state and federal air quality emission standards.

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

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

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

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

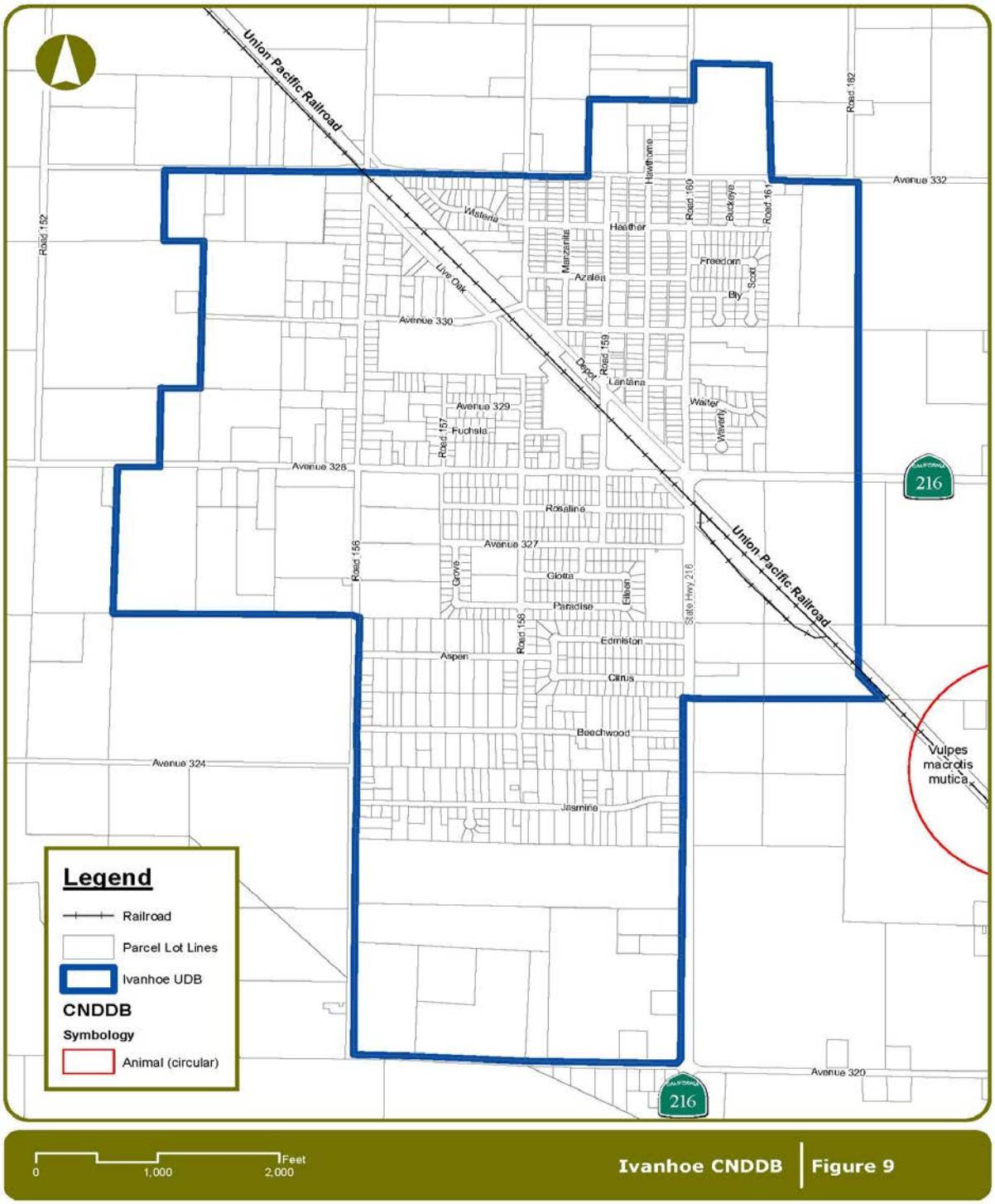
Air quality is directly related to land use; it is also related to the configuration of land, vegetation, climate, wind direction and velocity, and production of man-made impurities which change the natural qualities of the air. Because Ivanhoe is located near the southern end of the Valley with prevailing winds from the northwest, it is in a vulnerable position for the accumulation of adversely modified air, particularly when a temperature inversion occurs which holds down surface air along with its pollutants.

Local air pollution sources within the general vicinity of Ivanhoe and within the community itself include SR 216 and Avenue 328, and agricultural activities. Dust and odors are continuous concerns of residents within the area.

Biological Resources

Ivanhoe is situated within a matrix of agricultural lands, industrial complexes, and residential/commercial development. A California Natural Diversity Database (CNDDB) search conducted on June 25, 2018 **(see Figure 9)** indicates there are special status species within the Ivanhoe Quadrant Species List (which includes the Ivanhoe Planning Area) consisting of three animal species and one plant species: San Joaquin kit fox (Vulpes macrotis mulica, federal endangered); vernal pool tadpole shrimp (Lepidurus packardi, federal endangered); California tiger salamander (Ambystoma Californiense, federal and state threatened); San Joaquin Valley Orcutt grass (Orcuttia Inaequalis Hoover, federal threatened and state endangered).

Figure 9 - Ivanhoe CNDDB Map



Cultural Resources

The recorded history of Ivanhoe dates back more than two centuries to when Spanish missionaries and explorers were looking for areas to settle. The native Yokut Indians had established trails in the area that were utilized by the scout Kit Carson and the soldier-explorer John C. Fremont. These trails evolved into roads as population in the Valley grew.

Tulare County's known and recorded cultural resources were identified through historical records, such as those found in the National Register of Historic Places, the Historic American Building Survey/Historic American Engineering Record (HABS/HAER), the California Register of Historic Resources, California Historical Landmarks, and the Tulare County Historical Society list of historic resources.

Due to the sensitivity of many prehistoric, ethnohistoric, and historic archaeological sites, locations of these resources are not available to the general public. The Information Center at California State University Bakersfield houses records associated with reported cultural resources surveys, including the records pertinent to sensitive sites, such as burial grounds, important village sites, and other buried historical resources protected under state and federal laws.

According to a search completed by the California Historical Resources Information System (CHRIS) on October 15, 2018, there is one previously identified historic-period resource, an historic era railroad, has been recorded within the study area; a second resource, a junction box, has been documented within a ½-mile radius of the study area. There are no other resources within or in the immediate vicinity of the study area that are listed on the National Register of Historic Places, the California Register of Historic Resources, California Points of Historical Interest, State Historic Landmarks, or the California Inventory of Historic Resources.

Native American Consultation

The Native American Heritage Commission (NAHC) was notified on October 4, 2018, regarding a Mitigated Negative Declaration for General Plan Amendment No. 14-005 to update the Ivanhoe Community Plan. The Native American Heritage Commission maintains a contact list of Native American Tribes as having traditional lands located within the County's jurisdiction. Tulare County Resource Management Agency (RMA) staff contacted six (6) Native American Tribes (see the Environmental Impact Report).

Geology & Seismic Hazards

The southern San Joaquin Valley is a broad arid plain, essentially level underlain by about 28,000 feet of marine and continental strata with the sediments derived from areas now occupied by mountain ranges. "Seismicity varies greatly between the two major geologic provinces represented in Tulare County. The Central Valley is an area of relatively low tectonic activity bordered by mountain ranges on either side. The Sierra Nevada Mountains, partially located within Tulare County, are the result of movement of tectonic plates which resulted in the creation of the mountain range. The Coast Range on the west side of the Central Valley is also a result of these forces, and the continued uplifting of Pacific and North American tectonic plates continues to elevate these ranges. The remaining seismic

hazards in Tulare County generally result from movement along faults associated with the creation of these ranges."[19]

"Ground shaking is the primary seismic hazard in Tulare County because of the county's seismic setting and its record of historical activity. Thus, emphasis focuses on the analysis of expected levels of ground shaking, which is directly related to the magnitude of a quake and the distance from a quake's epicenter. Magnitude is a measure of the amount of energy released in an earthquake, with higher magnitudes causing increased ground shaking over longer periods of time, thereby affecting a larger area. Ground shaking intensity, which is often a more useful measure of earthquake effects than magnitude, is a qualitative measure of the effects felt by population. The valley portion of Tulare County is located on alluvial deposits, which tend to experience greater ground shaking intensities than areas located on hard rock. Therefore, structures located in the valley will tend to suffer greater damage from ground shaking than those located in the foothill and mountain areas. However, existing alluvium valleys and weathered or decomposed zones are scattered throughout the mountainous portions of the county which could also experience stronger intensities than the surrounding solid rock areas. The geologic characteristics of an area can therefore be a greater hazard than its distance to the epicenter of the quake."[20]

"There are three faults within the region that have been, and will be, principal sources of potential seismic activity within Tulare County. These faults are described below:

- **San Andreas Fault.** The San Andreas Fault is located approximately 40 miles west of the Tulare County boundary. This fault has a long history of activity, and is thus the primary focus in determining seismic activity within the county. Seismic activity along the fault varies along its span from the Gulf of California to Cape Mendocino. Just west to Tulare County lies the "Central California Active Area," where many earthquakes have originated.
- **Owens Valley Fault Group.** The Owens Valley Fault Group is a complex system containing both active and potentially active faults, located on the eastern base of the Sierra Nevada Mountains. The Group is located within Tulare and Inyo Counties and has historically been the source of seismic activity within Tulare County.
- **Clovis Fault.** The Clovis Fault is considered to be active within the Quaternary Period (within the past two million years), although there is no historic evidence of its activity, and is therefore classified as "potentially active." This fault lies approximately six miles south of the Madera County boundary in Fresno County. Activity along this fault could potentially generate more seismic activity in Tulare County than the San Andreas or Owens Valley fault systems. In particular, a strong earthquake on the Fault could affect northern Tulare County. However, because of the lack of historic activity along the Clovis Fault, inadequate evidence exists for assessing maximum earthquake impacts."[21]

The Tulare County General Plan states there are no known active faults in Tulare County, with the San Andreas Fault being the nearest major fault line. Tulare County rarely feels the effects of earthquakes along this fault line.

[19] General Plan Background Report, page 8-5
[20] General Plan Background Report, page 8-7
[21] General Plan Background Report, pages 8-6 and 8-7

Soils Characteristics

In general, soil quality within the Planning Area and throughout Tulare County is well suited for long-term agricultural production. **Table 21** describes the soil limitations in Classes 1 through Class IV, in an effort to illustrate a comparison with other soil characteristics found within the County. Class I, II, and III soils comprise the most important agricultural soils in the County. The land capability groupings are intended to identify the suitability of soils for most types of cultivated crops and pasture without soil deterioration over a soil.

Table 20: Soil Capability Classifications	
Class I	Soils have few limitations that restrict their use.
Class II	Soils have moderate limitations that reduce the choice of plants or that require moderate conservation practices.
Class III	Soils have severe limitations that reduce the choice of plants, requires special conservation practice or both.
Class IV	Soils have very severe limitations that restrict the choice of plants, require very careful management or both.
Source: Land Capability Classification, U.S. Department of Agriculture, Soil Conservation Service.	

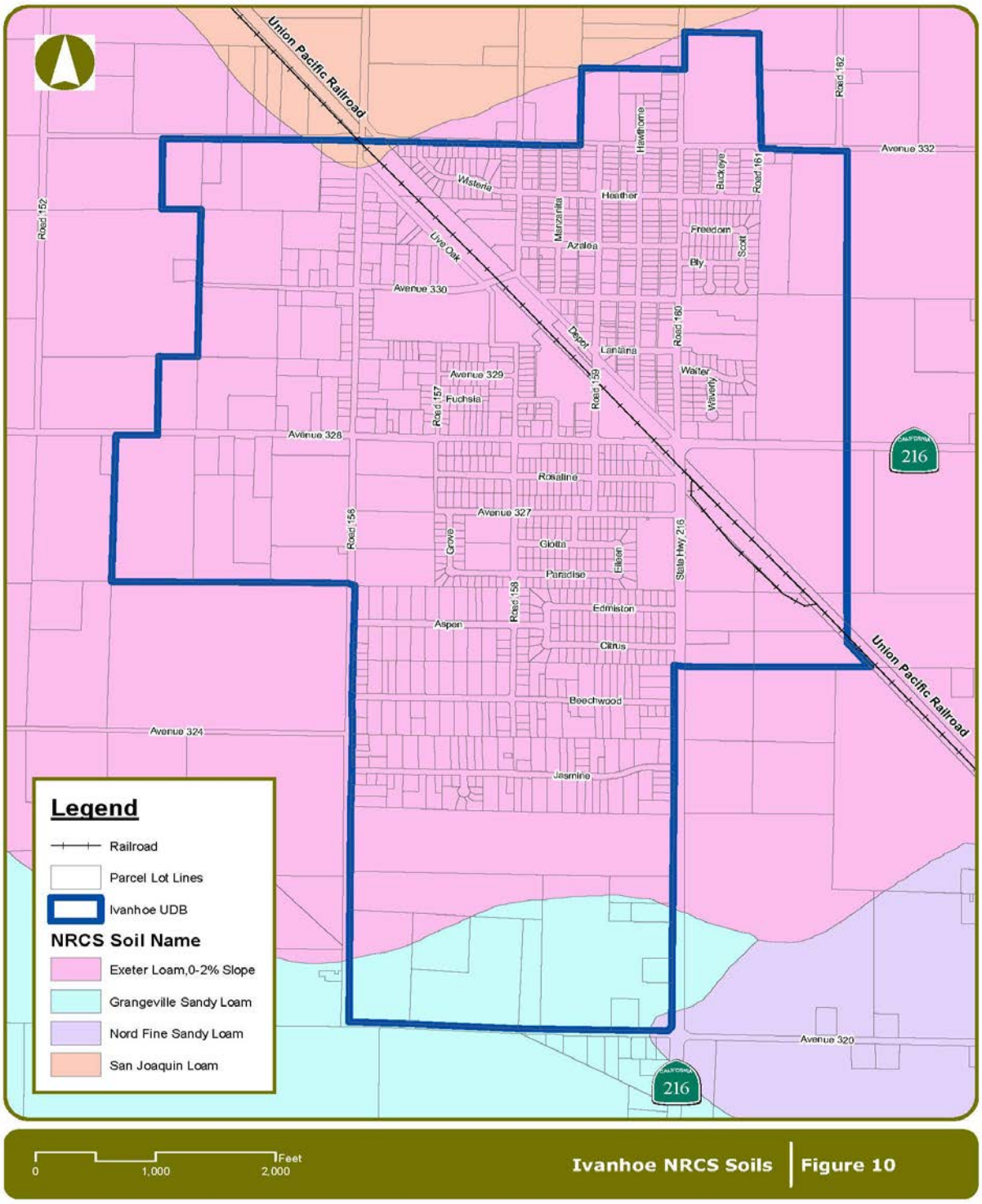
The Ivanhoe area soils are typical of those found in semi-arid regions and are referred to as transported soils, indicating that they have been deposited some distance from their parent rock. The soils, which characterize the Ivanhoe area **(see Figure 10)** originated from granitic rocks of the Sierra Nevada and contain quantities of mica, quartz, feldspars and granitic sand. (Source: USDA Soils Survey Map, Visalia). The predominant soil types in the Ivanhoe area are described as follows:

San Joaquin Loam or Fine Sandy (Class III) - is moderately deep to a hardpan, well drained and nearly level. This soil is suitable for orchards, vineyards, and cultivated crops but is somewhat limited by the presence of hardpan which restricts root growth. This problem can be alleviated by ripping and shattering the hardpan. The soil is poorly suited to urban uses because of a high clay content, very slow permeability and a cemented hardpan. Septic tank filter fields are severely limited for these reasons.

Grangeville (Class II, Shallow Phase) – consists of deep, well drained soils that formed in moderately coarse and coarse textured alluvium derived from granitic and mixed rock sources. Used for the productions of a wide variety of irrigated field, forage, fruit crops, and growing dryland grain and pasture.

Exeter Clay Loam (Class III) – consists of moderately deep to a duripan, moderately well drained soils that formed in alluvium mainly from granitic sources. Used mainly for irrigated cropland growing oranges, olives, and deciduous orchards, vineyards, and row crops.

Figure 10 - NRCS Soils Map



Greenhouse Gases

"Executive Order S-3-05 was signed by Governor Schwarzenegger on June 1, 2005. This executive order established [GHG] emission reduction targets for California. Specifically, the executive order established the following targets:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The executive order additionally ordered that the Secretary of the California Environmental Protection Agency (Cal EPA) would coordinate oversight of the efforts among state agencies made to meet the targets and report to the Governor and the State Legislature biannually on progress made toward meeting the GHG emission targets. Cal EPA was also directed to report biannually on the impacts to California of global warming, including impacts to water supply, public health, and agriculture, the coastline, and forestry, and prepare and report on mitigation and adaptation plans to combat these impacts.

In response to the EO [executive order], the Secretary of Cal EPA created the Climate Action Team (CAT), composed of representatives from the Air Resources Board; Business, Transportation, & Housing; Department of Food and Agriculture; Energy Commission; California Integrated Waste Management Board (CIWMB); Resources Agency; and the Public Utilities Commission (PUC). The CAT prepared a recommended list of strategies for the state to pursue to reduce climate change emission in the state…"[22]

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill 32; California Health and Safety Code Division 25.5, Sections 38500, et seq.), which requires the CARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020.

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

The Air District adopted the *Climate Change Action Plan* (CCAP) in August 2008. "The CCAP directed the District Air Pollution Control Officer to develop guidance to assist Lead Agencies, project proponents, permit applicants, and interested parties in assessing and reducing the impacts of project specific greenhouse gas (GHG) emissions on global climate change.

[22] *Tulare County General Plan 2030 Update RDEIR, pages 3.4-4 to 3.4-5*

On December 17, 2009, the San Joaquin Valley Air Pollution Control District (SJVAPCD) adopted the guidance: Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA, and the policy: District Policy – Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency. The guidance and policy rely on the use of performance-based standards, otherwise known as Best Performance Standards (BPS), to assess significance of project specific greenhouse gas emissions on global climate change during the environmental review process, as required by CEQA.

"The Tulare County Climate Action Plan (CAP) (last updated in 2016), serves as a guiding document for County of Tulare ("County") actions to reduce greenhouse gas emissions and adapt to the potential effects of climate change. The CAP is an implementation measure of the 2030 General Plan Update. The General Plan provides the supporting framework for development in the County to produce fewer greenhouse gas emissions during Plan buildout. The CAP builds on the General Plan's framework with more specific actions that will be applied to achieve emission reduction targets consistent with California legislation."[23]

Federal Emergency Management Agency (FEMA)

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, Community-Panel Number 06107C, Panel No. 665E dated June 16, 2009, **(see Figure 11)** shows the majority of the Ivanhoe footprint is within Flood Zone X, areas determined to be outside the 0.2% annual chance floodplain. A minor portion of the Ivanhoe footprint is within Flood Zone X, areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

"Flooding is a natural occurrence in the Central Valley because it is a natural drainage basin for thousands of watershed acres of Sierra Nevada and Coast Range foothills and mountains. Two kinds of flooding can occur in the Central Valley: general rainfall floods occurring in the late fall and winter in the foothills and on the valley floor; and snowmelt floods occurring in the late spring and early summer. Most floods are produced by extended periods of precipitation during the winter months. Floods can also occur when large amounts of water (due to snowmelt) enter storage reservoirs, causing an increase in the amount of water that is released."[24] "Flood events in the Tulare Lake region are caused by rainfall, snowmelt, and the resultant rising of normally dry lakes. Although significant progress has been made to contain floodwaters in the region, improvements to the flood control system are still needed to lessen the flood risk to life and property."[25]

"Official floodplain maps are maintained by the Federal Emergency Management Agency (FEMA). "Floodplain" or "flood-prone area" means any land area susceptible to being inundated by water from any source. "Base Flood" is the flood having a one percent chance of being equaled or exceeded in any given year. "One-hundred-year flood" or "100 year flood" has the same meaning as "base flood."

[23] *Tulare County Climate Action Plan, page 1*
[24] General Plan Background Report, page 8-13
[25] California Water Plan Update 2009, Tulare Lake, page TL-28 to TL-29

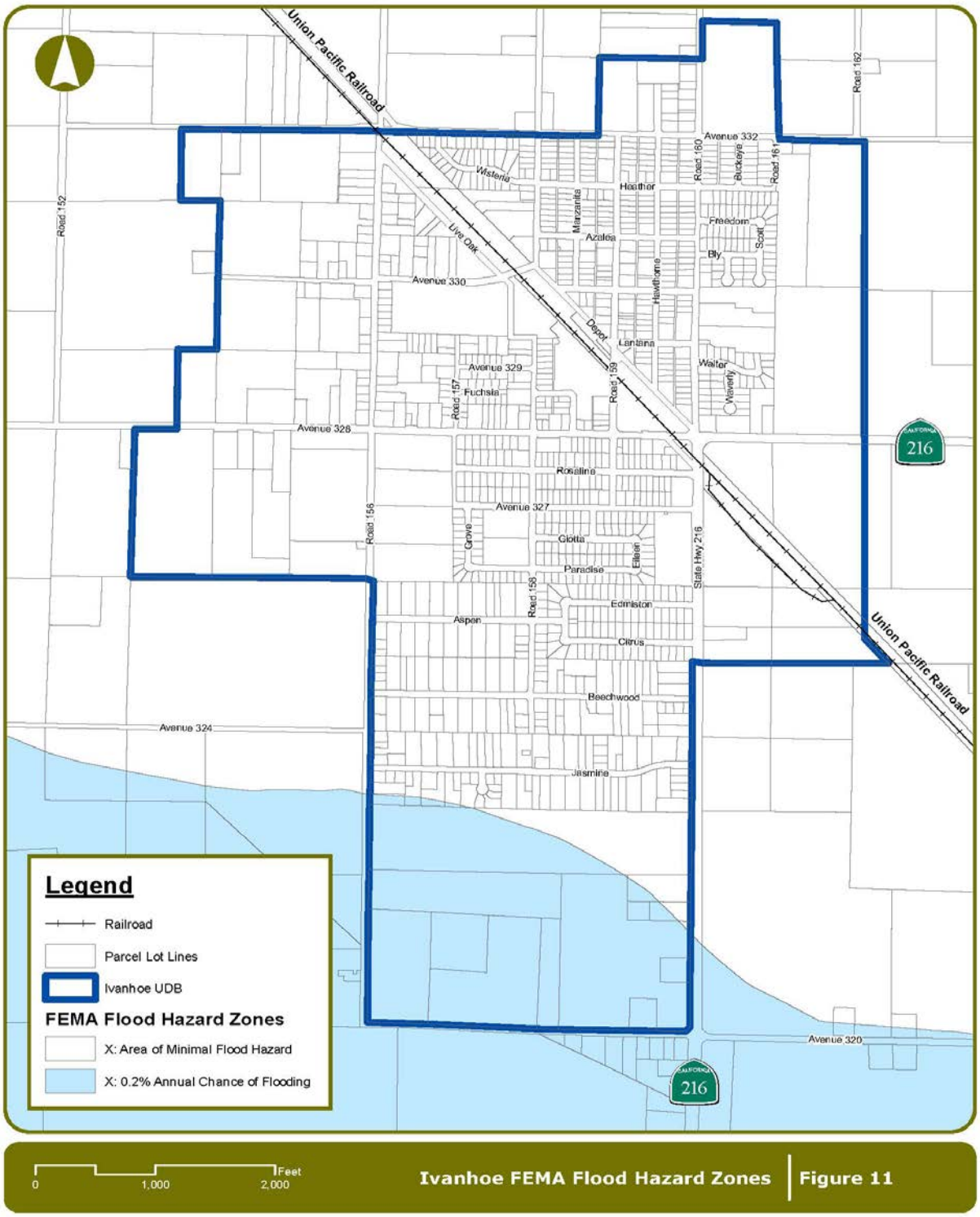
"Special flood hazard area" is the land in the floodplain subject to a one percent or greater chance of flooding in any given year. "Floodway" means the channel of a river or other watercourse and the adjacent land area that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one (1) foot. The floodway is delineated on the Flood Boundary Floodway Map, on maps adopted by the State Reclamation Board when acting within its jurisdiction, and on the County Zoning Map (signified by the F-1 Primary Flood Plain Zone). The F-2 Secondary Flood Plain Combining Zone is intended for application to those areas of the County, which lie within the fringe area or setback of the flood plain and are subject to less severe inundation during flooding conditions than occur in the F-1 Zone.

FEMA determines areas subject to flood hazards and designates these areas by relative risk of flooding on a map for each community, known as the Flood Insurance Rate Map (FIRM). These areas are designated as Zone A, AO, A1-A30, AE, A99, or AH on the FIRM. A 100-year flood is considered for purposes of land use planning and protection of property and human safety. The boundaries of the 100-year floodplain are delineated by FEMA on the basis of hydrology, topography, and modeling of flow during predicted rainstorms."[26] Although some areas of Tulare County have experienced major flooding along its major rivers, the Ivanhoe Plan Area has not. There are portions of Ivanhoe, however, that are within and adjacent to the FEMA 100 year flood zones. According to the Tulare County General Plan Update, substantial flooding could occur in Tulare County if the two (2) major dams were to experience failure. The primary source of flood potential near the Ivanhoe community is the St. John's River, located approximately one-half mile south of the Planning Area.

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

[26] General Plan Background Report, page 8-14

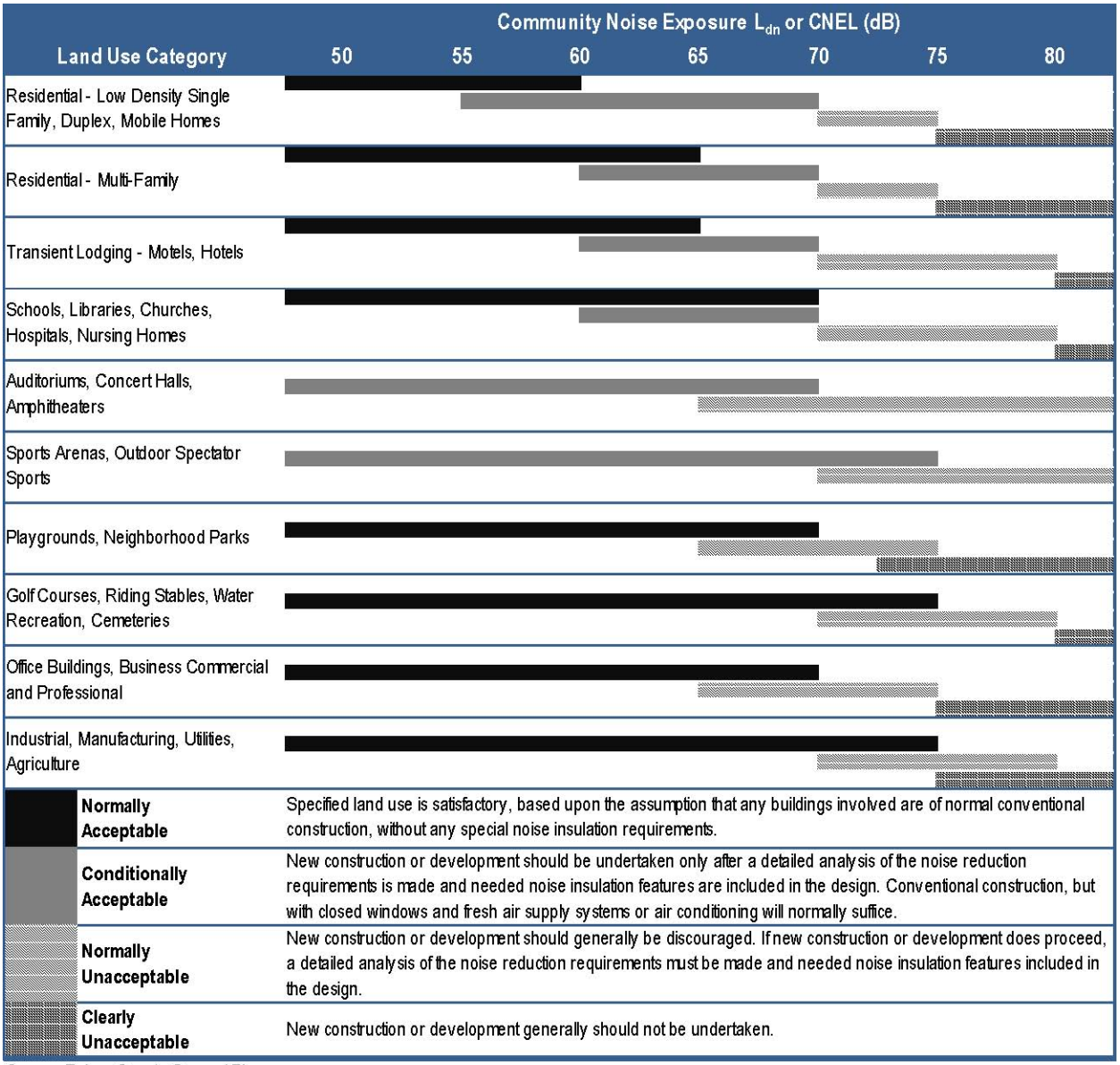
Figure 11 – FEMA Flood Map



Noise

State of California General Plan Guidelines (California Governor's Office of Planning and Research, 2003) identifies guidelines for the Noise Elements of city and county General Plans, including a sound level/land-use compatibility chart that categorized, by land use, outdoor Ldn ranges in up to four categories (normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable). These guidelines provide the State's recommendations for city and county General Plan Noise Elements **(see Figure 12)**.

Figure 12 - Community Noise Exposure



Source: Tulare County General Plan

The 2010 Recirculated Environmental Impact Report (RDEIR) prepared for the Tulare County General Plan Update included the following information regarding freeway and railroad noise: Baseline traffic noise contours for major roads in the County were developed using Sound32 (Caltrans' computer implementation of the FHWA Traffic Noise Prediction Model). Table 3.5-3 in the RDEIR summarized the daily traffic volumes, the predicted Ldn noise level at 100 feet from the roadway centerline is approximately 79 feet, and the distance from the roadway centerline to the 60-, 65-, and 70-dB-Ldn contours are 82 feet, 1,813 feet, and 3,907 feet respectively.

The Health and Safety Element of the Tulare County General Plan adopted two Countywide goals regarding noise in 2012. They are: 1) Protect the citizens of Tulare County from the harmful effects of exposure to excessive noise; and 2) Protect the economic base of Tulare County by preventing the encroachment of incompatible land uses near known noise-producing industries, railroads, airports and other sources. The Tulare County General Plan 2030 models noise contours for lands adjacent to freeways, airports, local industries and railroads for the base year (1986) and provides projected contours for the year 2010. The noise contours were prepared in terms of either the community noise equivalent level (CNEL) or day-night average decibel level (Ldn), which is descriptive of the total noise exposure at a given location for an annual average day.

The Noise Element includes performance standards for new residential or other noise-sensitive land uses which are to be located near noise-impacted areas. The Element indicates that these uses will not be permitted unless effective design measures can be integrated into the development to mitigate the impact of noise. **Table 22** summarizes the daily traffic volumes on Avenue 328 and SR 216.

Table 21 - Noise Levels

Location	ADT	From Roadway Centerline			
		Distance (feet) to 70 Ldn Contour	Distance (feet) to 65 Ldn Contour	Distance (feet) to 60 Ldn Contour	Distance (feet) to 55 Ldn Contour
Avenue 328 from Rd 132 to SR 216	5,020	25	54	117	252
SR 216 from Rd 144 to Rd 158	4,350	18	40	86	185
SR 216 from Rd 158 to Avenue 344	4,000	30	64	139	299

Source: 2010 General Plan Background Report

Operations along the San Joaquin Valley Railroad (SJVR) line are another dominant source of noise in Ivanhoe. According to the Department of Transportation Federal Railroad Administration, there are two freight train operations per day along the SJVR line in Tulare County and may occur at any time of day or night. According to the Tulare County General Plan EIR, the Wyle methodology, the type and frequency of rail operation results in noise exposures of 65 and 60 dB Ldn at approximately 335 and 660 feet, respectively, from the center of the tracks for present operations, and at approximately 440 and 800 feet, respectively, from the center of the tracks for estimated future operations. The SJVR line is located between and parallel to Depot and Live Oak Drives. Noise levels are higher at grade crossings due to the warning horn. There are four areas at-grade crossings are located within the Planning Area.

1. The intersection of Avenue 323 and Road 160;
2. Road 330 between Depot and Live Oak Drives;
3. Avenue 328/Elm Street near the Visalia-Ivanhoe Highway/Road 160; and
4. The Visalia-Ivanhoe Highway/Road 160 near Avenue 328/Elm Street.

Infrastructure

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

Domestic Water

Domestic water and sanitary sewer service in Ivanhoe is provided by the Ivanhoe Public Utility District (PUD), which was formed in October 1951. **Table 22** shows the number of existing water and sewer connections, the capacity of each system, and the number of additional connections the systems can accommodate for new development (Housing Element, May 2012 and Municipal Service Review, March 2006). **Figure 13** graphically displays the approximate location of water wells and water lines.

"The Ivanhoe PUD is responsible for providing domestic water service within the District's Boundary. Ivanhoe's water supply is derived from six deep underground wells that pump at a consistent water level between 250 and 350 feet. According to District staff, the five water supply requiring no chlorination or treatment. District staff indicated that the production capacity of the wells ranges between 360 and 950 gallons per minute (gpm) and that the five wells have a total maximum production capacity of approximately 3,091 gpm. Wells are located throughout the community at locations identified below.

- Well No. 1 – Southeast corner of the Azalea Avenue and Manzanita Road intersection
- Well No. 2 – Southeast corner of the Fuchsia Avenue and Manzanita Road intersection
- Well No. 3 – Northwest corner of the Avenue 332 and Road 160 intersection (closed)

- Well No. 4 – Northwest corner of the Jasmine Avenue and Road 158 intersection
- Well No. 5 – East of the Aspen Avenue and Manzanita Road intersection
- Well No. 6 – Northeast corner of the Road 156 and Avenue 330 intersection
- Well No. 7 – East of the Lantana Avenue and Road 160 intersection
- Well No. 8 – Southwest of the intersection of Grove Street and Avenue 327

As previously indicated, only five of the eight wells are in operation, as Well No. 3 was lost in 1990 after DBCP contamination (from grape chemicals) was found. The loss of the well resulted in an $800,000 settlement being awarded to the District. The District indicated that the community water system (as of August 2004) supports 1,114 single and multi-family residential connections. The District was unsure exactly how many commercial connections were on the system, but estimated that there is approximately 1,200 total connections to the system. The Ivanhoe PUD water system has been fully metered since 1991. Since then the District has billed customers based upon a metered usage. Water consumption data indicated that there was an immediate decrease in domestic water usage as a result of metering."[27]

Table 22: Existing Infrastructure

Drinking Water			Waste Water*		
No. of Existing Connections	**Capacity**	**Available**	**No. of Existing Connections**	**Capacity**	**Available**
1,200	2,400	1,200	1,200	1,850	650

Well production data indicates that three of the six wells had comparably lower productions indicating that they are used as needed to meet fire flow and/or peak flow demands. The PUD's wells produced 287.611 million gallons in 2003, with a maximum monthly production of 38.181 million gallons occurring in June, corresponding to a maximum day demand of 1.28 million gallons per day (MGD).

Assuming 1,200 equivalent dwelling units (EDUs), in order to meet Tulare County Improvement Standards the Ivanhoe PUD water system would need to be capable of delivering a combined flow rate (from all source and storage facilities) of 2,800 GPM (1,500 GPM fire flow, and 1,600 GPM domestic demand) for a period of two hours while maintaining a minimum pressure of 25 pounds per square inch (PSI) to each lot served. The PUD's water system is capable of delivering a source flow of 3,600 GPM, and includes pneumatic pressure tanks for storage, indicating the system currently meets the requirements of the Tulare County Improvement Standards. Based upon a calculation performed in accordance with General Order 103, published by the California Public Utilities Commission, it is estimated that the PUD's current water system could support approximately 1,200 additional EDUs.

[27] Tulare Lake Basin Water Study, Pilot Project/New Sources; Appendix J - Ivanhoe PUD Community Review, Provost & Pritchard pages 118 and 119.,

In 2004, the PUD received a $2 million State Revolving Fund (SRF) loan, a portion of which was used to replace old water lines with new water lines and relocate the lines from alleys to streets. Approximately $1.4 million in water line replacements has been completed. The remaining $600,000 was to be used to bring one new well online. Since the PUD's water system has sufficient capacity, the Board voted not to drill a new well at this time. It is anticipated that the $600,000 that was to be used for a new well will be returned to the State.

Ivanhoe Irrigation District

"The Ivanhoe Public Utility District does not presently own surface water rights. Although the Ivanhoe Irrigation District is adjacent to the Ivanhoe Public Utility District, the requirements of purchasing surface water, contracting for conveyance to the District, constructing a surface water treatment plant, and operation of a surface water treatment plant are extensive and do not warrant further consideration at this time.

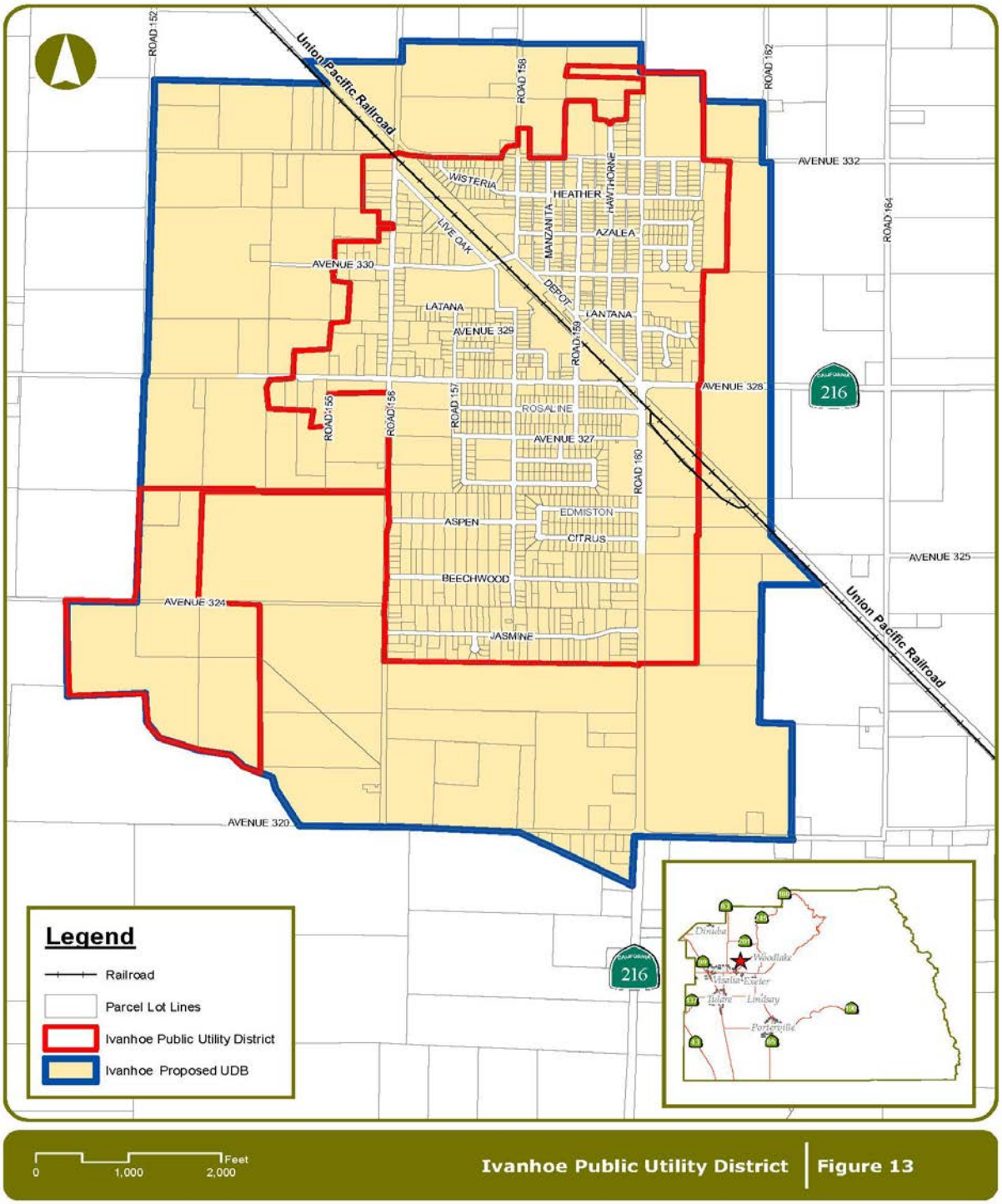
A review of the Ivanhoe Irrigation District Water Conservation Plan (1998) confirm that the Ivanhoe Irrigation District uses groundwater recharge areas when the U.S. Bureau of Reclamation make non-storable water available. The Ivanhoe Public Utility District is located adjacent to the Ivanhoe Irrigation District and therefore benefits from said groundwater recharge activities."[28]

Ivanhoe School Private Well

"The Ivanhoe School presently owns and operates a private well for irrigation purposes. There are no other identified significant non potable water uses with the district."[29]

[28] Tulare Lake Basin Water Study, Pilot Project/New Sources; Appendix J - Ivanhoe PUD Community Review, Provost & Pritchard page 122.
[29] Id page 123

Figure 13 – Ivanhoe Public Utility District



Sanitary Sewer

The PUD operates a Wastewater Treatment Facility (WWTF) that provides secondary treatment of wastewater and is located southwest of the community. The WWTF is operated under the provisions of Order No. 98-090 issued by the California Regional Water Quality Control Board (RWQCB), which prescribes that the monthly average daily discharge shall not exceed 0.56 MGD. Treated effluent from the WWTF is recycled on 61.2 acres of pasture land south of the plant, which is leased by the PUD for grazing of non-milking cattle.

The average dry weather flow at the WWTF is approximately 0.36 MGD resulting in an excess capacity of approximately 200,000 GPD. Based upon the available capacity at the WWTF (200,000 GPD), it is estimated that approximately 650 additional connections (EDUs) to the system could be supported.

Based upon a review of monthly monitoring reports submitted to the RWQCB, the PUD's wastewater inflows are typically higher during summer months than during winter months indicating that there is no significant inflow and infiltration into the collection system during the winter months. This is an indication that the collection system is in adequate operating condition. The PUD will need to increase the capacity of its WWTF to support projected growth through year 2025. It is recommended that the PUD research State and Federal grants and/or loans that may be available to help finance improvements to the PUD's WWTF. Clean Water Grants, State Revolving Fund Loans, and Small Community Grants are examples.

The Ivanhoe PUD is also responsible for providing sanitary sewer collection, treatment, and disposal services to residents within its Boundary. The District indicated that as of August 2004 there were 1,114 single and multi-family residential connections to the sewer system managed by the Ivanhoe PUD. District staff estimated that there are approximately 1,200 total connections to the system. Raw sewage is collected in a series of collection pipes ranging in size from four to fifteen (15) inches (including Vitrified Clay Pipe and Polyvinyl Chloride Pipe) and then transported to a WWTF that is owned and operated by the Ivanhoe PUD.

The District operates a WWTF located southwest of the community, west of the Avenue 324/Road 156 intersection. The WWTF is operated under the provisions of Order No. 98-090 issued by the California Regional Water Quality Control Board (RWQCB). The District's WWTF provides secondary treatment of wastewater via a clarigester, three stabilization ponds, and a sludge drying bed. Treated effluent from the third stabilization pond is recycled on 61.2 acres of pastureland south of the WWTF, which is leased by the District for grazing of non-milking cattle. Industrial developments discharging to the WWTF are primarily citrus packing plants. Order No. 98-090 prescribes that the monthly average daily discharge shall not exceed 0.56 MGD.

Based upon information contained in the *Wastewater User Charge Survey Report FY 2004-05* (Cal EPA – State Water Resources Control Board, May 2005), the average dry weather flow at the WWTF is approximately 0.36 MGD. Based upon the available capacity at the WWTF (200,000 GPD), it is estimated that approximately 650 additional connections (EDUs) to the system could be supported.

Based upon a review of monthly monitoring reports submitted to the RWQCB, the District's wastewater inflows are typically higher during summer months than during winter months indicating that there is no significant inflow and infiltration into the collection system during the winter months. This is an indication that the collection system is in adequate operating condition.

The above evaluations indicate that the District will need to increase the capacity of its WWTF to support projected growth through year 2025. Based upon information contained in the Wastewater User Charge Survey Report FY 2004-05 (Cal EPA – State Water Resources Control Board, May 2005), the District has not received any grants for the construction of wastewater facility improvements for at least the past thirty years. It is recommended that the District research State and Federal grants and/or loans that may be available to help finance improvements to the District's WWTF. Potential grants and loans include US-EPA Clean Water Construction Grants (CWG), State Revolving Fund Loans (SRF), and State Small Community Grants (SCG).

Figure 14 - Inventory of Sewer Service for Ivanhoe

Storm Drainage

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

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

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

Table 23 identifies the location of drainage inlets and sumps in Ivanhoe. **Figure 14** also displays this information graphically.

Table 23 - Location of Existing Storm Drainage Facilities

No.	East-West Roadway	North-South Roadway	Type
1	Aspen Avenue	Road 156	Inlet
2	Aspen Avenue	Road 158	Inlet
3	Avenue 327	Road 159	Inlet
4	Avenue 330	East of Hawthorne Road	Inlet
5	Avenue 332	East of Road 156	Inlet
6	Avenue 332	East of Road 159	Inlet
7	Avenue 332	West of Road 159	Inlet
8	Azalea Avenue	East of Hawthorne Road	Inlet
9	Azalea Avenue	West of Manzanita Road	Inlet
10	Azalea Avenue	West of Road 159	Inlet
11	Beechwood Avenue	Road 156	Inlet
12	Beechwood Avenue	East of Road 158	Inlet
13	Between Avenue 328 and Avenue 330	Road 156	Inlet
14	Citrus Avenue	East of Manzanita Road	Inlet
15	Depot Drive	West of Manzanita Road	Inlet
16	Depot Drive	East of Road 159	Inlet
17	Depot Drive	East of Hawthorne Road	Inlet
18	Depot Drive	Road 160	Inlet

Table 23 - Location of Existing Storm Drainage Facilities			
19	Edmiston Avenue	East of Manzanita Road	Inlet
20	Fuchsia Avenue	Road 157	Inlet
21	Heather Avenue	East of Road 159	Inlet
22	Heather Avenue	West of Road 159	Inlet
23	Jasmine Avenue	Road 156	Inlet
24	Jasmine Avenue	West of Road 158	Inlet
25	Lantana Avenue	East of Hawthorne Road	Inlet
26	North of Aspen Avenue	Road 156	Inlet
27	North of Avenue 328	Road 158	Inlet
28	North of Avenue 328	Manzanita Road	Inlet
29	North of Avenue 328	Road 159	Inlet
30	North of Avenue 330	Road 156	Inlet
31	North of Avenue 332	Road 156	Inlet
32	North of Heather Avenue	Road 158	Inlet
33	Rosaline Road	Road 160	Inlet
34	South of Heather Avenue	Road 158	Inlet

Sustainable Groundwater Management Act SGMA

On September 16, 2014, governor Jerry Brown signed into law a three-bill legislative package, compos of AB 1739 (Dickinson), SB 1168 (Pavley), and SB 1319 (Pavley), collectively known as the Sustainable Groundwater Management Act (SGMA). The SGMA provides local governments and stakeholders the time need to implement the complex law. Completion of plans in critically over drafted basins timeframe is January 31, 2020, and high- and medium-priority basins achieve sustainability 20-years after adoption of their plan (2040).

The Ivanhoe Public Utility District (PUD) is a member of the East Kaweah Goundwater Sustainable Agency. Under SGMA, East Kaweah GSA is responsible for submitting a Groundwater Sustainable Plan (GSP) to the Department of Water Resources (DWR) by January 31, 2020. A memorandum of Understanding (MOU) is in place between the East Kaweah GSA, Mid Kaweah GSA, and Greater Kaweah GSA to coordinate throughout the SPP de4velopment phase to meet the sustainability requirements for the entire Kaweah Sub-basin.

Energy Natural Gas/Electricity

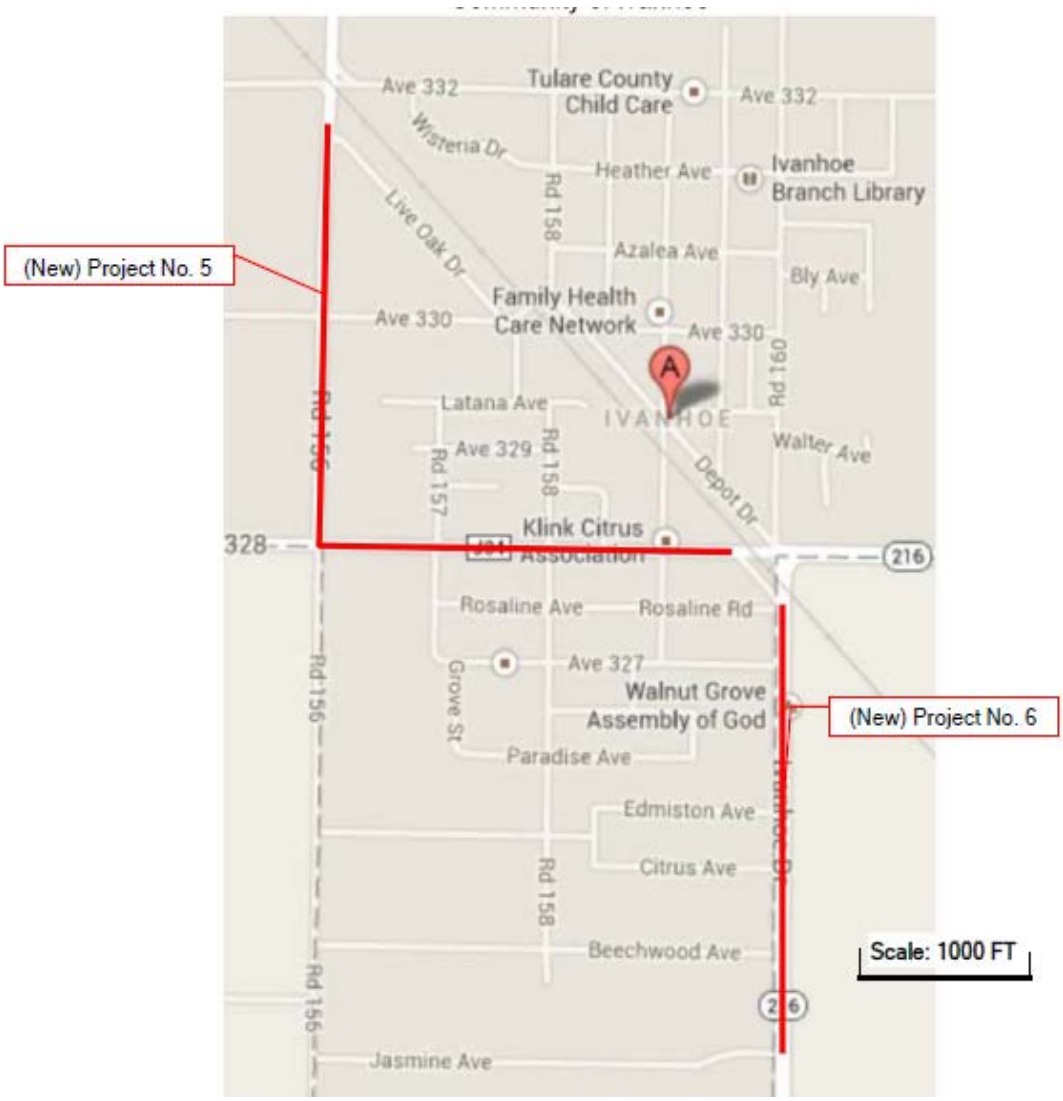
Southern California Edison (SCE) is the main provider of electrical power and the Southern California Gas Company provides gas in Tulare County, which maintains an extensive network of high-voltage and low-voltage electrical lines, substations, natural gas mains, and related facilities. In addition to power produced by its plants, SCE purchases power from other producers for use within its service area.

Undergrounding Electricity (Rule 20A)

The California Public Utilities Commission (CPUC) Rule 20 includes policies and procedures for the undergrounding of overhead power lines. Rule 20A **(see Figure 15)** projects are funded by utility ratepayers for projects of public benefit.

Southern California Edison has three proposed Rule 20A projects in Ivanhoe: Avenue 328 in Ivanhoe from the railroad right-of-way to Road 156 and Road 156 in Ivanhoe from Avenue 328 to Avenue 332 and State Route 216 (Road 160) in Ivanhoe from the railroad right-of-way south to Jasmine Avenue. The formation of an underground utility district for this project will be considered by the Board of Supervisors.

Figure 15: Rule 20A Utility Underground Districts in Ivanhoe



Solid Waste

Solid waste disposal services for the Community of Ivanhoe is provided by USA Waste (Waste Management). Solid waste generated in Ivanhoe can be disposed of at the Visalia Landfill, located at 8614 Avenue 328, Visalia, California.

Public Services

Tulare County Sheriff

Police protection in the Ivanhoe Planning Area is provided by the Tulare County Sheriff's Department (patrol service only). The main Sheriff's Office is located at 2404 W. Burrel Avenue, in Visalia, which serves the unincorporated areas of Tulare County.

Tulare County Fire Department

Fire protection and emergency medical services are provided by the Tulare County Fire Department. The community of Ivanhoe is served by the Tulare County Fire Department Station # 8 located at 32868 Hawthorne Road in Ivanhoe, and includes one (1) Battalion; Patrol 8 & Engine 8 are assigned to this location. Currently no fire hydrants are found in Ivanhoe.

Schools

The Ivanhoe Community Plan Area is within the Visalia Unified School District with one (1) school located within its boundaries. Ivanhoe Elementary School is located on a 14.96-acre campus at the 16030 Avenue 332, Ivanhoe, California. It offers pre-Kindergarten through 8th grade education and has a 2016-2017 enrollment of 630 students **(see Table 24)**. According to records from the California Department of Education, school enrollment increased in the Ivanhoe Elementary School in 2016-17[30]. Of these students, approximately 607 are Hispanic, 13 are White, 6 not reported, 2 are two or More Races, and 2 are American Indian or Alaska Native. California Department of Records[31] indicate that in the 2016-2017 school year, of 630 students registered 98.7% participated in the Free or Reduced Price Meal (FRPM).

Students in high school are bussed to Golden West High School located at 1717 North McAuliff Street, Visalia, California (approximately 5.1 miles from Ivanhoe). The College of the Sequoias provides community college instruction for Ivanhoe residents at its Visalia and Tulare campuses.

[30] California Department of Education, Data enrollment, https://dq.cde.ca.gov/dataquest/SearchName.asp?rbTimeFrame=oneyear&rYear=2016-17&cName=Ivanhoe&Topic=Enrollment&Level=School&submit1=Submit

[31] California Department of Education Student Poverty FRPM Data, https://elementaryschools.org/directory/ca/cities/ivanhoe/ivanhoe-elementary/64116006797/

Table 24 - Ivanhoe Elementary School - Student Enrollment 2000-2017		
Year	**Enrollment**	**Change**
2000-2001	580	
2001-2001	685	+105
2002-2003	677	-8
2003-2004	653	-24
2004-2005	645	+8
2005-2006	653	-8
2006-2007	677	+24
2007-2008	621	-56
2008-2009	613	-8
2009-2010	629	+16
2010-2011	647	+18
2011-2012	608	-39
2012-2013	619	+11
2013-2014	625	+6
2014-2015	603	-22
2015-2016	599	-4
2016-2017	630	+31

Libraries

"The Tulare County Public Library System is comprised of interdependent branches, grouped by services, geography and usage patterns to provide efficient and economical services to the residents of the county. At present, there are 14 regional libraries and one main branch."[32] The closest library is located in Ivanhoe **(see Table 25)**. The Ivanhoe Branch was established March 19, 1914. Throughout its early history, the Branch moved to different locations. The store was sold twice in 1914 and 1925 with the Branch in Waddle's Store. From 1936 to 1943 the Library moved to Coffee's Store, Main's Hardware Store, Fobe's Variety Store, and Mrs Crockett's grocery store. Between 1944 and 1950, it again moved four more times. The Ivanhoe Garden Club then started raising money for a library. Through flower show and donations, they raised enough to pay for a lot. The County funded the rest. A dedication tea for the new Ivanhoe Memorial Library was held October 1, 1950. The Library is dedicated to the public service men and women from the Ivanhoe area who served in World War II.

[32] General Plan Background Report, page 7-96

Table 25 - Library Location & Hours		
Branch	Address	Service Hours (2003)
Ivanhoe	Ivanhoe Branch 15964 Heather Ave Ivanhoe, CA 93235	Tuesday and Friday: 9:00 am – 1:00 pm 2:00 pm – 6:00 pm

Library hours current as of February 27, 2019

Parks

The "Sports Field" located at the Boys and Girls Clubs of the Sequoias is located at 15892 Azalea Avenue in Ivanhoe. The nearest park is Cutler Park located southwest of Ivanhoe at 15520 Ivanhoe Dr. in Visalia, California.

Roads

Road Conditions

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

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

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

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

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

- ✓ Cold mix reconstruction - similar to asphalt reconstruction except cold mix asphalt is used. It is commonly used as patching material and on lower volume service roads.

Table 26 lists the roadways in need of repair, the limits, and type of maintenance strategy proposed. **Figure 16** graphically displays this information on a map.

Table 26 - Road Maintenance Strategies

No.	**Roadway**	**Limits**	**Repair Code**
1	Aspen Avenue	Road 156	Inlet
2	Aspen Avenue	Road 158	Inlet
3	Avenue 327	Road 159	Inlet
4	Avenue 330	East of Hawthorne Road	Inlet
5	Avenue 332	East of Road 156	Inlet
6	Avenue 332	East of Road 159	Inlet
7	Avenue 332	West of Road 159	Inlet
8	Azalea Avenue	East of Hawthorne Road	Inlet
9	Azalea Avenue	West of Manzanita Road	Inlet
10	Azalea Avenue	West of Road 159	Inlet
11	Beechwood Avenue	Road 156	Inlet
12	Beechwood Avenue	East of Road 158	Inlet
13	Between Avenue 328 and Avenue 330	Road 156	Inlet
14	Citrus Avenue	East of Manzanita Road	Inlet
15	Depot Drive	West of Manzanita Road	Inlet
16	Depot Drive	East of Road 159	Inlet
17	Depot Drive	East of Hawthorne Road	Inlet
18	Depot Drive	Road 160	Inlet
19	Edmiston Avenue	East of Manzanita Road	Inlet
20	Fuchsia Avenue	Road 157	Inlet
21	Heather Avenue	East of Road 159	Inlet
22	Heather Avenue	West of Road 159	Inlet
23	Jasmine Avenue	Road 156	Inlet
24	Jasmine Avenue	West of Road 158	Inlet
25	Lantana Avenue	East of Hawthorne Road	Inlet
26	North of Aspen Avenue	Road 156	Inlet
27	North of Avenue 328	Road 158	Inlet
28	North of Avenue 328	Manzanita Road	Inlet
29	North of Avenue 328	Road 159	Inlet
30	North of Avenue 330	Road 156	Inlet
31	North of Avenue 332	Road 156	Inlet
32	North of Heather Avenue	Road 158	Inlet
33	Rosaline Road	Road 160	Inlet
34	South of Heather Avenue	Road 158	Inlet

Table 26 - Road Maintenance Strategies

OLAY = Overlay resurfacing operation GRX = Grind and remix ACST = asphalt reconstruction
CHIP = Chip Seal RCST = cold mix reconstruction

Figure 16 - Inventory of Roadway Facilities in Ivanhoe

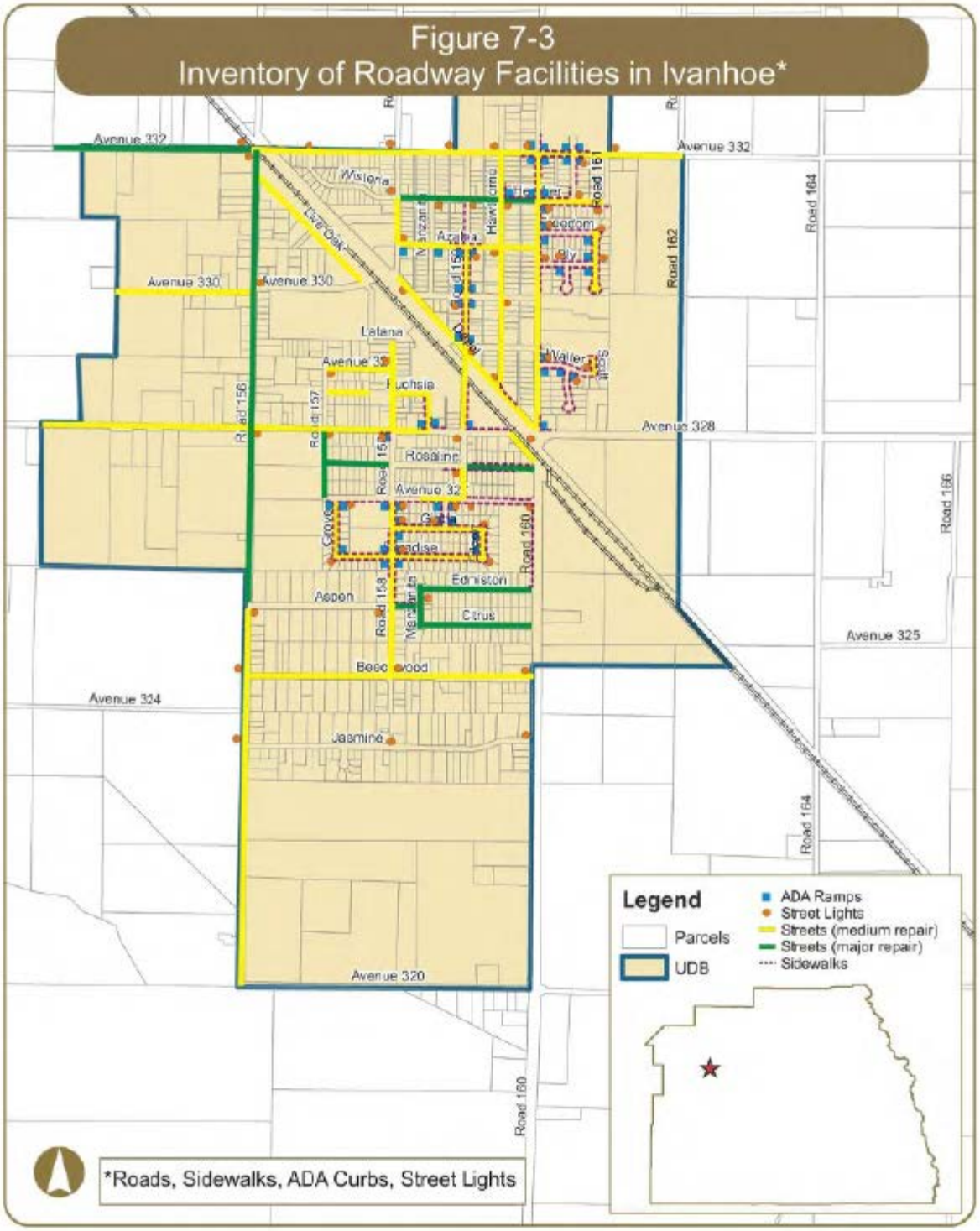


Figure 7-3
Inventory of Roadway Facilities in Ivanhoe*
Avenue 332
Avenue 330
Avenue 328
Avenue 325
Avenue 324
Avenue 320
Road 156
Road 157
Road 158
Road 159
Road 160
Road 161
Road 162
Road 164
Road 166
Wisteria
Azalea
Latana
Fuchsia
Rosaline
Aspen
Edmiston
Citrus
Jasmine
Legend
Parcels
UDB
ADA Ramps
Street Lights
Streets (medium repair)
Streets (major repair)
Sidewalks
*Roads, Sidewalks, ADA Curbs, Street Lights

Sidewalks

Sidewalks are typically separated from a roadway by a curb and accommodate pedestrian travel. They improve mobility for those with disabilities and are also an important part of walking routes to schools. They provide the space for pedestrians to travel within the public right-of-way while being separated from vehicles and bicycles.

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

The County and VRPA Technologies surveyed existing sidewalks within the Community. **Table 27** identifies the location of existing sidewalks in Ivanhoe. **Figure 16** also displays this information graphically. The sidewalks represented in **Table 27** and **Figure 16** do not distinguish between ADA compliant sidewalks and noncompliant sidewalks. The majority of sidewalks represented below were constructed prior to current ADA guidelines and would be considered non-ADA compliant facilities. Such noncompliant facilities would require complete reconstruction to be considered ADA compliant.

Table 27 - Location of Existing Sidewalks

No.	Roadway	Limits	Location
1	Ashworth Avenue	East end to west end	North side
2	Ashworth Avenue	East end to west end	South side
3	Avenue 305	Commercial Road to Kame Drive	South side
4	Avenue 305	Ivy Road to Kame Drive	North side
5	Avenue 306	Road 72 to east end	North side
6	Avenue 306	Road 72 to east end	South side
7	Avenue 308	West end to 175' east of Dollarhide Road	North side
8	Avenue 308	West end to 175' east of Dollarhide Road	South side
9	Avenue 308	200' west of Road 70 to Commercial Road	North side
10	Avenue 310	Camp Drive to 500' east of Road 72	South side
11	Avenue 310	Road 72 to east end	North side
12	Betty Drive	Featherstone Road to SR 99 SB Off Ramp	North side
13	Betty Drive	Nutmeg Road to Robinson Road	North side
14	Betty Drive	Nutmeg Road to Robinson Road	South side
15	Camp Drive	Avenue 310 to Road 69	East side
16	Camp Drive	Avenue 308 to Wills Avenue	East side
17	Camp Drive	Avenue 306 to Avenue 305	East side
18	Commercial Road	Avenue 305 to 450' south	East side

Table 27 - Location of Existing Sidewalks			
No.	**Roadway**	**Limits**	**Location**
19	Commercial Road	Avenue 310 to Woodbine Avenue	East side
20	Commercial Road	Avenue 310 to Woodbine Avenue	West side
21	Commercial Road	Avenue 308 to 150' south	East side
22	Cottontail Street	Avenue 306 to Ensminger Avenue	East side
23	Cottontail Street	Avenue 306 to Ensminger Avenue	West side
24	Coyote Court	Avenue 306 to south end	East side
25	Coyote Court	Avenue 306 to south end	West side
26	Paradise Avenue	Grove Street to Eileen Road	South side
27	Road 158	125' south of Paradise Avenue to Giotta Avenue	West side
28	Road 158	Aspen Avenue to Avenue 327	East side
29	Road 159	Avenue 328 to RR tracks	East side
30	Road 159	Depot Drive to Heather Avenue	West side
31	Road 159	Depot Drive to Azalea Avenue	East side
32	Road 160	Avenue 327 to Edmiston Avenue	West side
33	Road 160	Avenue 332 to Heather Avenue	West side
34	Road 160	Heather Avenue to 275' south of Bly Avenue	East side
35	Rosaline Road	Road 159 to Road 160	North side
36	Rosaline Road	200' west of Road 159 to 250' west of Road 160	South side
37	Scott Road	Walter Avenue to north end	East side
38	Scott Road	Walter Avenue to north end	West side
39	Scott Road	Freedom Avenue to south end	East side
40	Scott Road	Freedom Avenue to south end	West side
41	Walter Avenue	Road 160 to Scott Road	North side
42	Walter Avenue	Road 160 to Scott Road	South side
43	Waverly Court	Walter Avenue to south end	East side
44	Waverly Court	Walter Avenue to south end	West side
45	Waverly Court	Bly Avenue to south end	East side
46	Waverly Court	Bly Avenue to south end	West side

ADA Curb Ramps

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

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

The County of Tulare completed a survey of ADA compliant ramps within the communities in August 2012. According to the survey, there are various ADA compliant curb ramps located within Ivanhoe are listed in **Table 29** and displayed in **Figure 16**.

Table 28 - Location of Existing ADA Ramps

No.	East-West Roadway	North-South Roadways	Location
1	Avenue 327	Grove Street	SE Corner
2	Avenue 327	Grove Street	SW Corner
3	Avenue 327	Road 158	SE Corner
4	Avenue 327	Road 158	SW Corner
5	Avenue 327	Carmaline Road	SE Corner
6	Avenue 327	Carmaline Road	SW Corner
7	Avenue 328	Road 158	SW Corner
8	Avenue 328	Manzanita Road	NE Corner
9	Avenue 328	Manzanita Road	NW Corner
10	Avenue 328	Road 159	NE Corner
11	Avenue 328	Road 160	NE Corner
12	Avenue 330	Road 159	NE Corner
13	Avenue 330	Road 159	NW Corner
14	Avenue 330	Road 159	SE Corner
15	Avenue 330	Road 159	SW Corner
16	Avenue 332	Road 160	NE Corner
17	Avenue 332	Road 160	NW Corner
18	Avenue 332	Road 160	SE Corner
19	Avenue 332	Road 160	SW Corner
20	Avenue 332	Buckeye Road	NE Corner
21	Avenue 332	Buckeye Road	NW Corner
22	Avenue 332	Buckeye Road	SE Corner
23	Avenue 332	Buckeye Road	SW Corner
24	Azalea Avenue	Road 158	SE Corner
25	Azalea Avenue	Manzanita Road	SE Corner
26	Azalea Avenue	Road 159	SE Corner
27	Azalea Avenue	Road 159	SW Corner
28	Bly Avenue	Waverly Court	SW Corner
29	Bly Avenue	Scott Road	NW Corner
30	Bly Avenue	Scott Road	SW Corner
31	Freedom Avenue	Road 160	NE Corner
32	Freedom Avenue	Road 160	SE Corner
33	Freedom Avenue	Scott Road	SW Corner
34	Giotta Avenue	Road 158	NE Corner
35	Giotta Avenue	Road 158	SE Corner
36	Giotta Avenue	Carmaline Road	NE Corner
37	Giotta Avenue	Carmaline Road	NW Corner

Table 28 - Location of Existing ADA Ramps			
No.	**East-West Roadway**	**North-South Roadways**	**Location**
38	Giotta Avenue	Eileen Road	SW Corner
39	Heather Avenue	Hawthorne Road	NE Corner
40	Heather Avenue	Road 160	NE Corner
41	Heather Avenue	Road 160	NW Corner
42	Heather Avenue	Road 160	SE Corner
43	Lantana Avenue	Road 159	NE Corner
44	Lantana Avenue	Road 159	NW Corner
45	Paradise Avenue	Grove Street	NE Corner
46	Paradise Avenue	Road 158	NE Corner
47	Paradise Avenue	Road 158	NW Corner
48	Paradise Avenue	Road 158	SE Corner
49	Paradise Avenue	Road 158	SW Corner
50	Paradise Avenue	Eileen Road	NW Corner
51	Walter Avenue	Road 160	NE Corner
52	Walter Avenue	Road 160	SE Corner
53	Walter Avenue	Waverly Court	SE Corner
54	Walter Avenue	Waverly Court	SW Corner

Source: County of Tulare Public Works, August 2013

Street Lights

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

Table 30 identifies the location of existing streetlights that are maintained by Tulare County, in Ivanhoe, as well as their specifications. **Figure 16** also displays this information graphically. The below table specifies the locations, the pole number, lumens, pole type, arm direction and utility provider. Pole numbers can be arbitrary and are used to match the pole specifications with its location. Lumens measure the amount of light emitted from the bulb (the more lumens the brighter the light). The pole type "W" represents a wood post for which the light is commonly shared with a Utility provider. Similarly, "M" represents metal and "C" represents concrete.

Table 29 - Existing Street Lights

No	East-West Roadway	North-South Roadway	Location	Pole	Lumens	Pole Type	Arm Direction	Utility
1	Aspen Avenue	Road 156	SE Corner	4224613E	5800	W	W	SCE
2	Aspen Avenue	Road 158	SW Corner	2109772E	5800	W	E	SCE
3	Aspen Avenue	Manzanita Road	NE Corner	N/A	5800	W	W	SCE
4	Avenue 327	Road 160	SW Corner	1413755E	5800	W	E	SCE
5	Avenue 327	Grove Street	SE Corner	4226603E	5800	C	N	SCE
6	Avenue 327	Road 158	SE Corner	4226471E	5800	C	N	SCE
7	Avenue 327	Carmaline Road	SE Corner	4226472E	5800	C	N	SCE
8	Avenue 327	Road 159	SE Corner	4226473E	5800	C	N	SCE
9	Avenue 328	Road 156	SE Corner	1011970E	9500	W	N	SCE
10	Avenue 328	Road 157	SE Corner	2123342E	5800	W	N	SCE
11	Avenue 328	Road 158	SW Corner	2366349E	5800	W	N	SCE
12	Avenue 328	Road 159	SW Corner	1011983E	5800	W	N	SCE
13	Avenue 328	Road 160	SW Corner	1011987E	16000	W	E	SCE
14	Avenue 329	Road 158	NW Corner	12256T	5800	W	E	SCE
15	Avenue 329	Road 157	SE Corner	4520353E	5800	W	N	SCE
16	Avenue 330	Road 156	NE Corner	1432817E	9500	W	W	SCE
17	Avenue 330	Depot Drive	NW Corner	1382878E	5800	W	E	SCE
18	Avenue 330	Road 159	SW Corner	571392E	5800	W	E	SCE
19	Avenue 330	Hawthorne Road	SE Corner	4013376E	5800	W	N	SCE
20	Avenue 332	Wisteria Drive	NW Corner	4193133E	5800	W	S	SCE
21	Avenue 332	Road 158	NW Corner	590806E	5800	W	S	SCE
22	Avenue 332	Hawthorne Road	NW Corner	1304742E	5800	W	S	SCE
23	Avenue 332	Road 160	NW Corner	1842838E	5800	W	S	SCE
24	Avenue 332	Road 161	NE Corner	723235E	5800	W	S	SCE
25	Avenue 332	Road 156	NW Corner	2000604E	5800	W	E	SCE
26	Avenue 332	Road 156	SW Corner	2000605E	5800	W	E	SCE
27	Avenue 332	160' west of Road 159	North Side	209384E	5800	W	S	SCE
28	Avenue 332	Buckeye Road	SE Corner	4354625E	5800	W	NW	SCE
29	Azalea Avenue	Hawthorne Road	SW Corner	N/A	5800	W	E	SCE
30	Azalea Avenue	Road 159	SE Corner	N/A	5800	W	W	SCE
31	Beechwood Avenue	Road 156	NW Corner	1722374E	5800	W	S	SCE
32	Beechwood	Road 158	NE Corner	1382870E	5800	W	W	SCE

Table 29 - Existing Street Lights

	Avenue							
33	Beechwood Avenue	Road 160	NW Corner	N/A	5800	W	E	SCE
34	Bly Avenue	Road 160	NE Corner	4274837E	5800	C	S	SCE
35	Bly Avenue	Waverly Court	NW Corner	4274824E	5800	C	S	SCE
36	Bly Avenue	Scott Road	NE Corner	4274823E	5800	C	W	SCE
37	Depot Drive	Hawthorne Road	NW Corner	2001151E	5800	W	W	SCE
38	Freedom Avenue	Road 160	NE Corner	4263630E	5800	C	S	SCE
39	Freedom Avenue	Scott Road	NE Corner	4263631E	5800	C	S	SCE
40	Giotta Avenue	Road 158	NE Corner	4226476E	5800	C	W	SCE
41	Giotta Avenue	Carmaline Road	NW Corner	4226475E	5800	C	S	SCE
42	Giotta Avenue	Eileen Road	NE Corner	4226474E	5800	C	SW	SCE
43	Heather Avenue	Road 158	NW Corner	3452T	5800	W	E	SCE
44	Heather Avenue	Manzanita Road	SE Corner	N/A	5800	W	W	SCE
45	Heather Avenue	Road 159	SE Corner	449638E	5800	W	W	SCE
46	Heather Avenue	Hawthorne Road	SE Corner	N/A	5800	W	N	SCE
47	Heather Avenue	Road 160	SE Corner	4263629E	5800	C	N	SCE
48	Heather Avenue	Buckeye Road	North Side	4263633E	5800	C	S	SCE
49	Heather Avenue	Road 161	SW Corner	4263632E	5800	C	N	SCE
50	Jasmine Avenue	Road 156	NW Corner	4430776	5800	W	E	SCE
51	Jasmine Avenue	Road 160	NW Corner	1391547E	5800	W	E	SCE
52	Jasmine Avenue	Between Road 156 and Road 160	North Side	N/A	5800	W	S	SCE
53	Lantana Avenue	Road 159	SE Corner	959844E	5800	W	W	SCE
54	Paradise Avenue	Grove Street	SW Corner	4226602E	5800	C	N	SCE
55	Paradise Avenue	Road 158	NE Corner	4262602E	5800	W	W	SCE
56	Paradise	Eileen	SE Corner	4262601E	5800	C	W	SCE

Table 29 - Existing Street Lights								
	Avenue	Road						
57	Rosaline Road	Road 159	SW Corner	660718E	5800	W	E	SCE
58	Walter Avenue	Road 160	NE Corner	4226767E	5800	C	W	SCE
59	Walter Avenue	Waverly Court	SE Corner	4226766E	5800	C	W	SCE
60	Walter Avenue	Scott Lane	NW Corner	4226768E	5800	C	E	SCE

(Source: Tulare County Public Works, March 2013)

Ivanhoe Community Plan Update

The Need For A Community Plan

Purpose

The Ivanhoe Community Plan was adopted in 1990. Conditions in Ivanhoe have changed and policies and implementation strategies should be updated to address existing conditions. This community plan update will be used to foster economic development by identifying opportunities for development. This community plan is also a part of the implementation of the San Joaquin Valley Regional Blueprint, Tulare County Regional Blueprint, and the Tulare County 2030 General Plan.

Relationship to the General Plan

Tulare County's General Plan provides a comprehensive statement of the objectives, themes and policies, which the community is seeking to achieve in the areas of land use, growth management, community design, transportation, open space, parks and public facilities, environmental conservation, health and safety, noise, and housing. This Community Plan, as an instrument, which promulgates and is an extension of the General Plan, incorporates, by definition, the stated general objectives, themes and policies. However, where more specific objectives and policies are stated, makes reference to such objectives and policies and provides further elaboration on the ways in which the Community Plan is responsive to this guidance. Relevant General Plan goals, policies, and programs that provide direction and input to this Community Plan are provided in this document. In addition, this plan has specific policies for the Community of Ivanhoe.

Planning Framework

San Joaquin Valley Regional Blueprint

"The San Joaquin Valley Blueprint is the result of an unprecedented effort of the eight Valley Regional Planning Agencies (RPA), that include the Fresno Council of Governments, the Kern Council of Governments, the Kings County Association of Governments, the Madera County Transportation Commission, the Merced County Association of Governments, the San Joaquin Council of Governments, the Stanislaus Council of Governments, and the Tulare County Association of Governments, to develop a long-term regional growth strategy for the future of the San Joaquin Valley. Following three years of visioning and outreach by the eight Valley RPAs, the Regional Policy Council (RPC), the decision-making body for the Valleywide process, adopted the Valley Blueprint in April 2009.

The Blueprint is a long-range vision for a more efficient, sustainable, and livable future for the Valley. The Valleywide Blueprint is made up three elements: a 2050 growth scenario diagram that identifies areas of existing development, new development, and future regional transit and highway improvements; a Valleywide average target density of 6.8 units per acre for new residential growth to the year 2050; and a set of 12 Smart Growth Principles. Importantly, the Blueprint recognizes and

incorporates by reference the visioning and outreach efforts undertaken by the eight Valley Regional Planning Agencies."[33]

Tulare County Regional Blueprint

"TCAG and its member agencies felt that it was important to prepare a Tulare County Regional Blueprint that clarified Tulare County's role in the Blueprint process. The Tulare County Regional Blueprint is a stand-alone policy document that is consistent with the San Joaquin Valley Regional Blueprint. This document represents Tulare County's local vision and goals as a participant in the San Joaquin Valley Regional Blueprint process."[34] Key elements of the preferred growth scenario outlined in the Tulare County Regional Blueprint include, 25% increase in overall density and focused growth in urban areas.

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

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

Senate Bill 244, Housing Element Implementation

Senate Bill (SB) 244, passed by the California Legislature and signed into law in 2011, requires California municipalities analyze the inequality and infrastructure deficits within disadvantaged unincorporated communities (DUCs), which lack basic community infrastructure like sidewalks, safe drinking water, and adequate waste processing. As a part of this process and the implementation of the Housing Element, the County continues to identify housing related infrastructure needs, such as; water, sewer, natural gas or streetlights, using community needs assessments, housing condition surveys, public comments at community meetings, redevelopment implementation plans and amendments, community plans and other relevant information from the Health & Human Services Agency (HHSA) Environmental Health Services, Regional Water Quality Control Board, public utility districts, community services districts and other agencies. The County of Tulare prepared a 2016 Disadvantage Unincorporated Communities Assessment (infrastructure needs assessment) of the County in conjunction with SB 244, and Action Program 9 as part of the 2015 Tulare County Housing Element Update.

Tulare County 2030 General Plan Implementation

This Community Plan is intended to implement the Tulare County 2030 General Plan. The General Plan Policies relevant to this Community Plan are outlined in General Plan Policies Section below. In addition to the General Plan Policies, this Community Plan outlines policies specific to Ivanhoe.

[33] San Joaquin Valley Blueprint Roadmap Guidance Framework, page i
[34] Tulare County Regional Blueprint, page 3

Following are the ways in which this Community Plan implements the General Plan:

- Update Zoning Map to match the Community Plan Land Use Map.
- Addition of Design Standards to replace use permit standards.
- Update Zoning text to outline allowed uses in this Community Plan.
- Introduction of a Mixed Use Overlay Zoning District.
- Provides a Market Analysis of the Ivanhoe Area.
- Provides an updated analysis of Ivanhoe's population and housing characteristics.
- Defines an economic development strategy.

Ivanhoe Community Plan Initiation

On April 4, 2017, the Tulare County Board of Supervisors (BOS) by Resolution No. 2017-0222, approved the Planning Branch proposal to update the Ivanhoe Community Plan. The project EIR is based on a projected annual population growth rate of 1.3%. Additional growth beyond the 1.3% annual growth rate will require further growth analysis pursuant to CEQA. The Ivanhoe Community Plan Update components described later in this section will become consistent with the General Plan 2030 Update, and will include the following primary goals and objectives.

1) Land Use and Environmental Planning - Promote development within planning areas next to the Regional State Route 216 Corridor in order to implement the following General Plan goals:

    a) Ensure that the text and mapping of the Community Plan Designations and Zoning Reclassifications address various development matters such as encouraging Agricultural Adaptive Reuse activities, recognizing Non-Conforming Use activities, and facilitating Ministerial Permit approvals;
    b) Encourage infill development within Urban Development Boundaries, thereby discouraging leapfrog development within Tulare County;
    c) Reduce development pressure on agriculturally designated lands within the Valley Floor, thereby encouraging agricultural production to flourish;
    d) Reduce vehicle miles travelled throughout the County, thereby positively affecting air quality and greenhouse gas reduction; and
    e) Help to improve the circulation, transit and railroad transportation system within this community, including, but not limited to, laying the groundwork for the construction of key projects such as Safe Routes to Schools, Complete Streets, and Bike Lanes/Pedestrian Paths.

2) Improvements for a "disadvantaged community" - It is expected that the community planning areas will be improved for the following reasons:
    a) With faster project processing resulting from an updated community plan, increased employment opportunities are more likely to be provided by the private sector as proposed project developments can be approved as expeditiously as possible;
    b) Increased housing grant awards are more likely to occur based on updated community plans that are consistent with the policies of the General Plan 2030 Update (August 2012) and the recently adopted Housing Element 2015 Update (November 2015); and

c) With updated community plans, enhanced infrastructure grant awards are more likely, thereby providing access to funding to install or upgrade road, water, wastewater, and storm water facilities.

3) Strengthening Relationship with TCAG - An important benefit of this expedited community plan process will be the opportunity for RMA to strengthen the County's relationship with the Tulare County Association of Governments (TCAG) in that this and other community plans will help to facilitate the funding and implementation of several key transportation programs such as Safe Routes to Schools, Complete Streets, and Bike/Pedestrian Projects.

By pursuing these transportation programs through a heightened collaborative process, the likelihood of getting actual projects in the ground will be realized faster than historically achieved. In doing so, these communities and others can become safer and healthier by providing a more efficient transportation network.

Community Outreach Process

Ivanhoe Group Community Meetings:

- September 25, 2018
- October 5, 2018
- October 29, 2018
- February 26, 2019
- March 26, 2019

Complete Streets Outreach

Ivanhoe Public Utility District Meeting

- April 1, 2091
- May 6, 2019

Sustainability

Climate Change/Adaptation/Resiliency/Sustainability

According to the Tulare County Multi-Jurisdiction Local Hazard Mitigation Plan (LHMP) adopted by the Board of Supervisors in March of 2018, the climate change has occurred throughout the history of the planet. Due to variations in the earth's inclination to the sun, volcanic activity and other factors such as asteroid impacts, the amount of solar radiation reaching the earth's surface. The temperature of the planet correlates to the amount of solar radiation arriving at the surface and with it the climate.

In relatively recent history, the last glacial period, popularly known as the Ice Age, occurred from c. 110,000 to 12,000 years ago. This most recent glacial period is part of a larger pattern of glacial and interglacial periods known as the Quaternary glaciation (c. 2,588,000 years ago to present). From this point of view, scientists consider this "Ice Age" to be merely the latest glaciation event in a much larger ice age, one that dates back over two million years and is still ongoing. During this last glacial period, there were several changes between glacier advance and retreat. The Last Glacial Maximum, the maximum extent of glaciation within the last glacial period, was approximately 22,000 years ago. While the general pattern of global cooling and glacier advance was similar, local differences in the development of glacier advance and retreat make it difficult to compare the details from continent to continent. Generally, the pattern of temperature variation and glaciation has lagged atmospheric carbon dioxide (CO2) content.

The Tulare County (County) has prepared the Multi-Jurisdictional Local Hazard Mitigation Plan (MJLHMP) to assess the natural, technological, and human-caused risks to County communities, to reduce the potential impact of the hazards by creating mitigation strategies. The 2017 MJLHMP represents the County's commitment to create a safer, more resilient community by taking actions to reduce risk and by committing resources to lessen the effects of hazards on the people and property of the County.

The plan complies with The Federal Disaster Mitigation Act (DMA 2000), Federal Register 44 CFR Parts 201 and 206, which modified the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act) by adding a new section, 322 - Mitigation Planning. This law, as of November 1, 2004, requires local governments to develop and submit hazard mitigation plans as a condition of receiving Federal Emergency Management Agency (FEMA) Hazard Mitigation Grant Program (HMGP) and other mitigation project grants. The County; the Cities of Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Visalia, and Woodlake; the Tule River Tribe; and Special District staffs have coordinated preparation of the MJLHMP in cooperation with stakeholders, partner agencies and members of the public.

Tulare County Climate Action Plan

Tulare County adopted a Climate Action Plan (CAP) on August 28, 2012. The CAP is an implementation measure of the 2030 General Plan Update. The policies, regulations, and programs considered in the CAP include those by federal, state, and local governments.

"The Tulare County Climate Action Plan (CAP) serves as a guiding document for County of Tulare ("County") actions to reduce greenhouse gas emissions and adapt to the potential effects of climate change. The CAP is an implementation measure of the 2030 General Plan Update. The General Plan provides the supporting framework for development in the County to produce fewer greenhouse gas emissions during Plan buildout. The CAP builds on the General Plan's framework with more specific actions that will be applied to achieve emission reduction targets consistent with California legislation."[35]

The CAP was updated on December 11, 2018. The 2018 CAP Update incorporates new baseline and future year inventories, and updates the County's strategy to address SB 32 2030 Target.

Tulare County General Plan Policies (Sustainability)

The Tulare County General Plan has a number of policies that apply to projects within the County of Tulare. General Plan policies that relate to Sustainability include the following.

LU-1.1 Smart Growth and Healthy Communities

The County shall promote the principles of smart growth and healthy communities in UDBs and HDBs, including:

1. Creating walkable neighborhoods,
2. Providing a mix of residential densities,
3. Creating a strong sense of place,
4. Mixing land uses,
5. Directing growth toward existing communities,
6. Building compactly,
7. Discouraging sprawl,
8. Encouraging infill,
9. Preserving open space,
10. Creating a range of housing opportunities and choices,
11. Utilizing planned community zoning to provide for the orderly pre-planning and long term development of large tracks of land which may contain a variety of land uses, but are under unified ownership or development control, and
12. Encouraging connectivity between new and existing development.

LU-1.8 Encourage Infill Development

The County shall encourage and provide incentives for infill development to occur in communities and hamlets within or adjacent to existing development, in order to maximize the use of land within existing urban areas, minimize the conversion of existing agricultural land, and minimize environmental concerns associated with new development.

LU-7.15 Energy Conservation

The County shall encourage the use of solar power and energy conservation building techniques in all new development.

[35] Tulare County Climate Action Plan, page 1

LU-7.16 Water Conservation
The County shall encourage the inclusion of "extra-ordinary' water conservation and demand management measures for residential, commercial, and industrial indoor and outdoor water uses in all new urban development.

LU-7.17 Shared Parking Facilities
The County shall encourage, where feasible, the use of shared parking facilities. Such areas could include developments with different day/night uses.

AQ-3.3 Street Design
The County shall promote street design that provides an environment, which encourages transit use, biking, and pedestrian movements.

AQ-3.5 Alternative Energy Design
The County shall encourage all new development, including rehabilitation, renovation, and redevelopment, to incorporate energy conservation and green building practices to maximum extent feasible. Such practices include, but are not limited to building orientation and shading, landscaping, and the use of active and passive solar heating and water systems.

AQ-3.6 Mixed Land Uses
The County shall encourage the clustering of land uses that generate high trip volumes, especially when such uses can be mixed with support services and where they can be served by public transportation.

TCAG Sustainable Communities Strategy (2014 Regional Transportation Plan)
AB 32 set emission targets for the State of California. SB 375 requires the California Air Resources Board to set greenhouse gas emission targets for different regions in California. Under SB 375 Metropolitan Planning Organizations like TCAG are required to create a Sustainable Communities Strategy. TCAG included this strategy in the 2014 Regional Transportation Plan. Highlights of the implementation strategies include:

- Encourage jurisdictions in Tulare County to consider bicycle lanes, public transit, transit-oriented and mixed-use development, pedestrian networks, transit and other complete streets development during updates of general plan or other local plans.
- Implement a Complete Streets Program whereby agencies will prepare plans to accommodate all transportation users, including pedestrians, bicyclists, transit riders, and motor vehicle operators and riders, and implement those plans as aggressively as feasible.
- Provide for continued coordination and evaluation of the planned circulation system among cities and the county.
- Fund the development of capital improvement programs for complete streets and active transportation-type plans, as funds are available.

- Evaluate intersections, bridges, interchanges, and rail grade crossings for needed safety improvements.
- Develop funding strategies for safety projects in cooperation with Caltrans and member agencies.
- Examine alternative funding sources for streets, roads, state highways, rail systems, transit, bicycle, pedestrian, and other transportation mode improvements.
- Utilize Cap and Trade funds available for transit, if available, for projects in Tulare County.
- Encourage local agencies to support implementation of bicycle support facilities such as bike racks, showers, and other facilities during the project review process.
- Utilize Cap and Trade funds available for bicycle and pedestrian projects, if available, for projects in Tulare County.
- Encourage mixed-use developments in urbanized areas.
- Encourage provision of an adequate supply of housing for the region's workforce and adequate sites to accommodate business expansion to minimize interregional trips and long-distance commuting.
- Support and participate in efforts and coalitions promoting use of Cap and Trade funding for projects that help reduce greenhouse gas emissions in Tulare County.
- Support investment in bicycle and pedestrian systems, giving attention to projects and networks that will allow residents to walk and bicycle to frequented destinations, including schools, parks, healthcare institutions and transit stops.
- Provide environmental justice communities opportunities for input into transportation plans, programs, and projects in a manner consistent with Title VI of the 1964 Civil Rights Act and Executive Order 12898 on Environmental Justice, including the prohibition of intentional discrimination and adverse disparate impact with regard to race, ethnicity or national origin.

These implementation strategies are compatible with the Tulare County General Plan policies.

Urban Development Boundary

Urban Development Boundaries (UDBs) are officially adopted and mapped County lines delineating the area expected for urban growth in cities and unincorporated communities over a 20-year period. Within UDB boundaries, the County and cities will coordinate plans, policies and standards related to building construction, subdivision development, land use and zoning regulations, street and highway construction, public utility systems, environmental studies, and other closely related matters affecting the orderly development of urban fringe areas. These boundaries provide an official definition of the interface between future urban and agricultural land uses.[36]

"For unincorporated communities, the UDB is a County adopted line dividing land to be developed from land to be protected for agricultural, natural, open space, or rural uses. It serves as the official planning area for communities over a 20-year period. Land within an unincorporated UDB is assumed

[36] TCGPU Part 1, Goals and Policies Report, Planning Framework, page 2-3

appropriate for development and is not subject to the Rural Valley Lands Plan or Foothill Growth Management Plan (RVLP Policy 1-1)"[37]

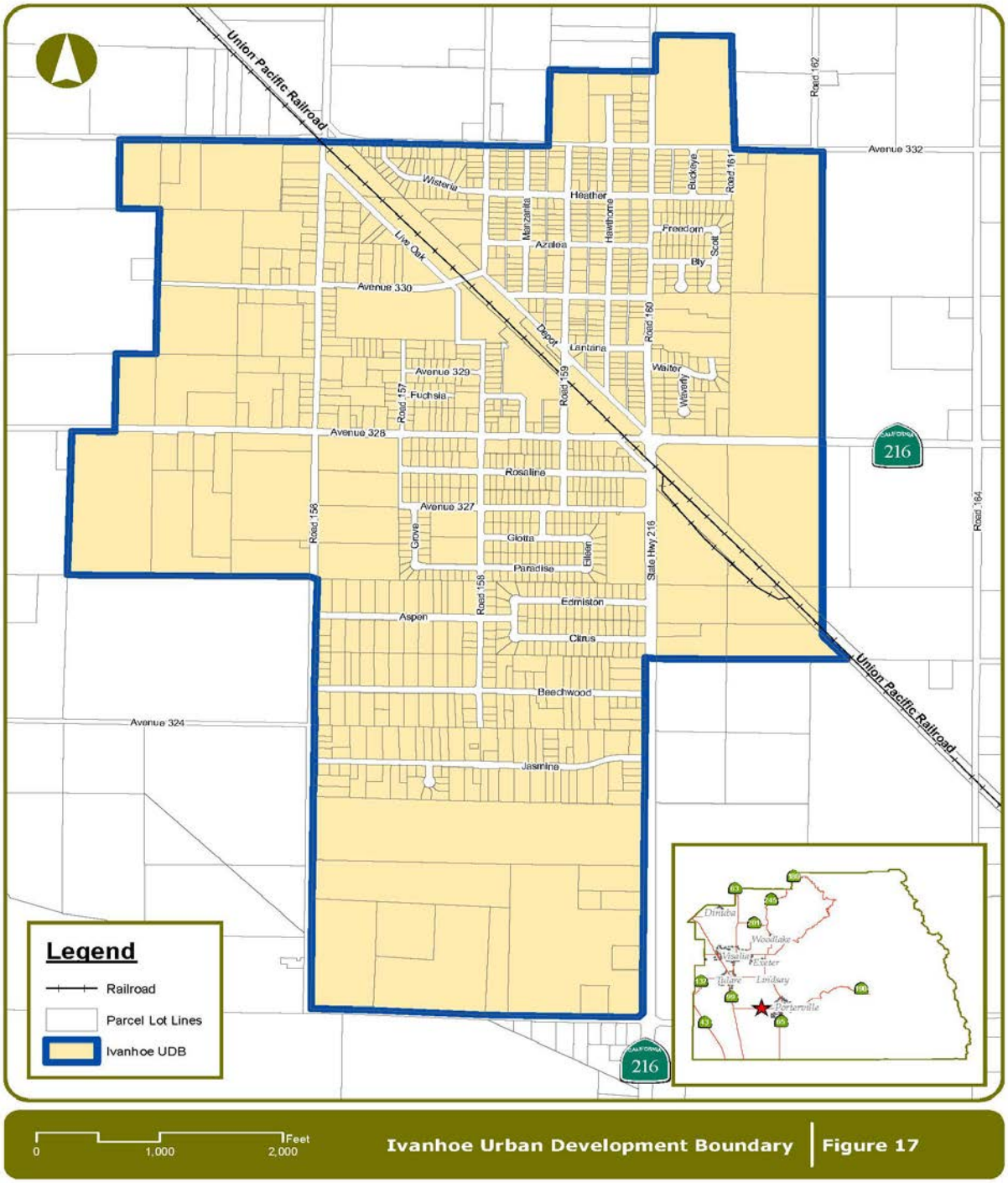
The purpose of this chapter is to review the adequacy of the adopted Urban Development Boundary (UDB) and determine through analysis contained in this chapter whether modifications may be required. The proposed UDB will also function as the planning area boundary of the Ivanhoe Community Plan **(see Figure 17)**. The UDB line establishes a twenty-year growth boundary for the community of Ivanhoe. Over the years, services will be extended into this area, which will allow new growth to occur. Since the UDB line defines the area where growth will occur, it is logical that it also serves as the planning area boundary for this plan.

In addition to defining where future development of the community of Ivanhoe will occur, designating an urban boundary can provide local agencies and citizens with other benefits, including:

1. Encouraging coordination between land use planning and the provision of governmental services.
2. Identifying and resolving potential interagency conflicts regarding service areas.
3. Encouraging efficient, economical and effective delivery of public services.
4. Allowing property owners to identify the type and level of service their lands presently receive or may receive in the future.
5. Assisting in the County's efforts to preserve open space and productive agricultural land.

[37] TCGPU Part 1, Goals and Policies Report, Planning Framework, page 2-3

Figure 17 - Existing Urban Development Boundary



Policy Framework

In determining a UDB and planning area for the Ivanhoe Community Plan, it is important to not only fulfill the requirements of State planning law, but also to the greatest degree possible, fulfill the local goals and policies that regulate land uses in the area. As discussed earlier, many County policies guide development in the Ivanhoe area. However, those, which have direct effect on the establishment of the community's urban boundary, include the following policies in the Tulare County General Plan Planning Framework Element:

PF-2.1 Urban Development Boundaries – Communities

The County shall limit urban development to the area within the designated UDB for each community. Each community's UDB is defined as shown on Figures 2.2-2 thru 2.2-22.

PF-2.2 Modification of Community UDB

1. The County may consider modification to a community UDB under any of, but not limited to, the following circumstances:
   a. The location of the UDB shall be evaluated during preparation or update of a community plan.
   b. All community UDBs should be reviewed on a five-year cycle to reflect changes in growth and development patterns.
   c. A request for expansion of the UDB boundary can be applied for, as part of, a General Plan Amendment to the Land Use Diagram.
   d. At the request of a special district or the community.
   e. A UDB should be considered for expansion at such time as land for infill becomes limited. This condition is considered satisfied when 80 percent of the non-Williamson Act land within the UDB is developed for urban uses.
   f. UDBs should not be expanded onto Prime Farmland if Farmland of Statewide Importance or of lesser quality is available and suitable for expansion.

2. Prior to approval of a UDB boundary expansion, the County shall ensure that infrastructure can be provided to serve the new areas added to the UDB and that sufficient water supplies are also available. This may require preparation of an infrastructure master plan that includes methods of financing of improvements and maintenance, as well as representation/documentation of availability and sufficiency of long-term water supplies.

3. Preservation of productive agricultural lands shall be the highest priority when considering modifications. Expansion of a UDB to include additional agricultural land shall only be allowed when other non-agricultural lands are not reasonably available to the community or are not suitable for expansion.

PF-2.3 UDB and Other Boundaries

The County shall provide notice and opportunity for special districts, school districts, and other service providers to comment when evaluating the expansion of a Community's UDB.

PF-2.8 Inappropriate Land Use
Areas within UDBs are hereby set aside for those types of urban land uses, which benefit from urban services. Permanent uses, which do not benefit from such urban services, shall be discouraged within the UDBs. This is not intended to apply to agricultural or agricultural supported uses, including the cultivation of land or other uses accessory to the cultivation of land, provided that such accessory uses are time-limited through special use permit procedures.

Existing Land Use Plan

Table 31 shows that a majority of the land in the adopted Ivanhoe Community Planning Area is designated Residential 410 acres. In total, there is approximately 812 acres of designated lands in the Ivanhoe Community Plan Area **(see Figure 18).** Approximately 86.2 acres within the Planning Area is dedicated to highway and railroad rights-of-way.

Table 30 – Adopted Land Use

Designation	Total Acreage	Percent
Commercial	67.3	8.28
High Density Residential	7.0	0.86
Industrial	38.7	4.76
Industrial Reserve	41.4	5.09
Low Density Residential	275.4	33.91
Medium Density Residential	38.1	4.69
Public	17.3	2.13
Residential Reserve	240.6	29.63
Unclassified (Right-of-Way)	86.2	10.61
Total	**812.0**	**100**

Source: Tulare County GIS

Existing Zoning Districts

The zoning designations within the existing Ivanhoe Community Plan UDB are shown in **Figure 19**, as demonstrated in **Table 32.**

Table 31: Existing Zoning Districts

Zoning Designations	Existing Acres	Percent
AE-20	320.5	39.47
C-1	0.3	0.03
C-2	32.0	3.94
C-2-SR	29.5	3.63
C-3	0.3	0.03
M-1	32.4	3.99
M-1-SR	5.8	0.71
R-1	117.1	14.42
R-2	30.5	3.75
R-3	11.4	1.40
R-A	142.2	17.51
Z	3.9	0.48
Rights of Way	86.2	10.61
Total	**812.0**	**100**

Source: Tulare County GIS

Figure 18 – Adopted Land Use Plan Map as Amended

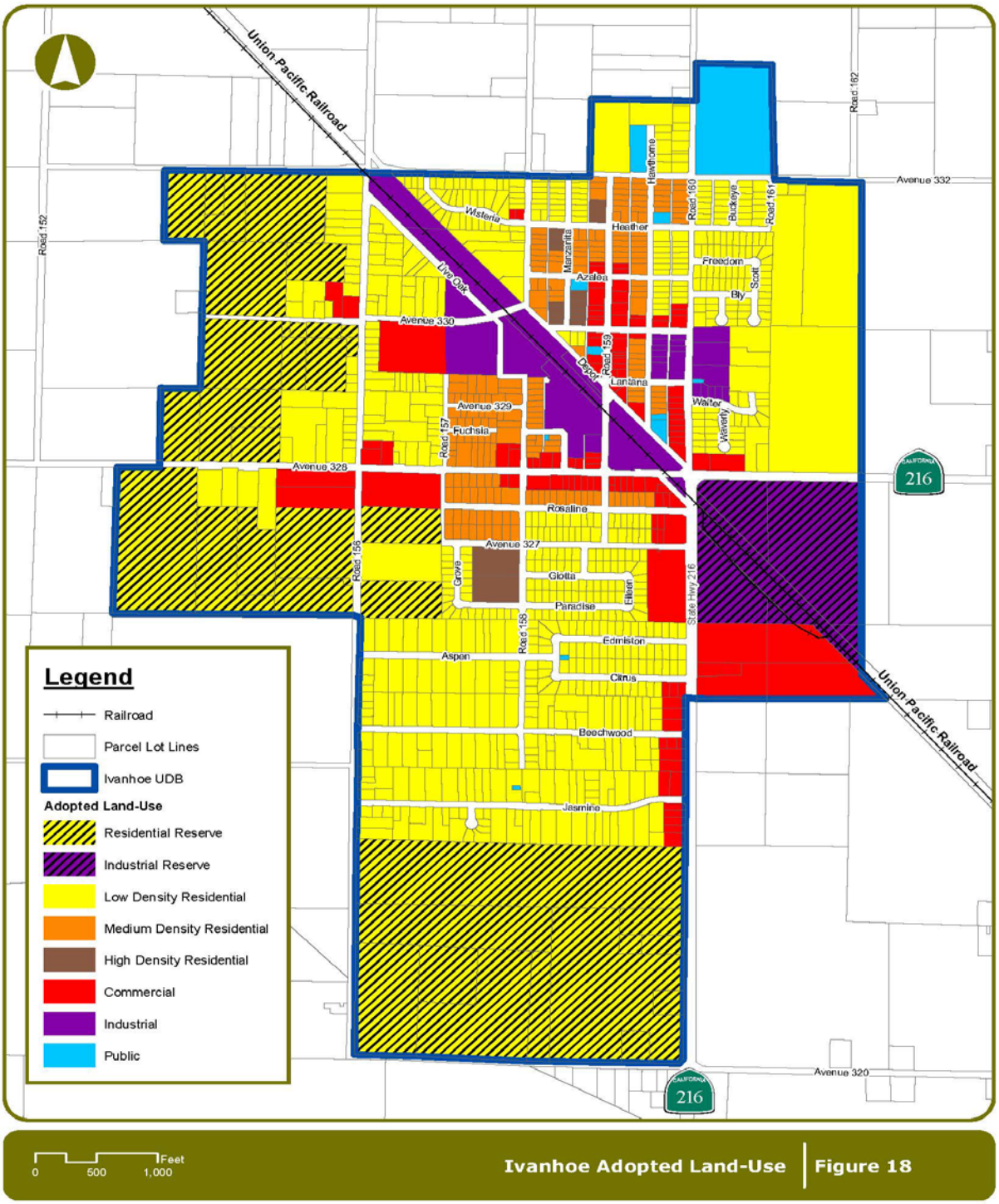
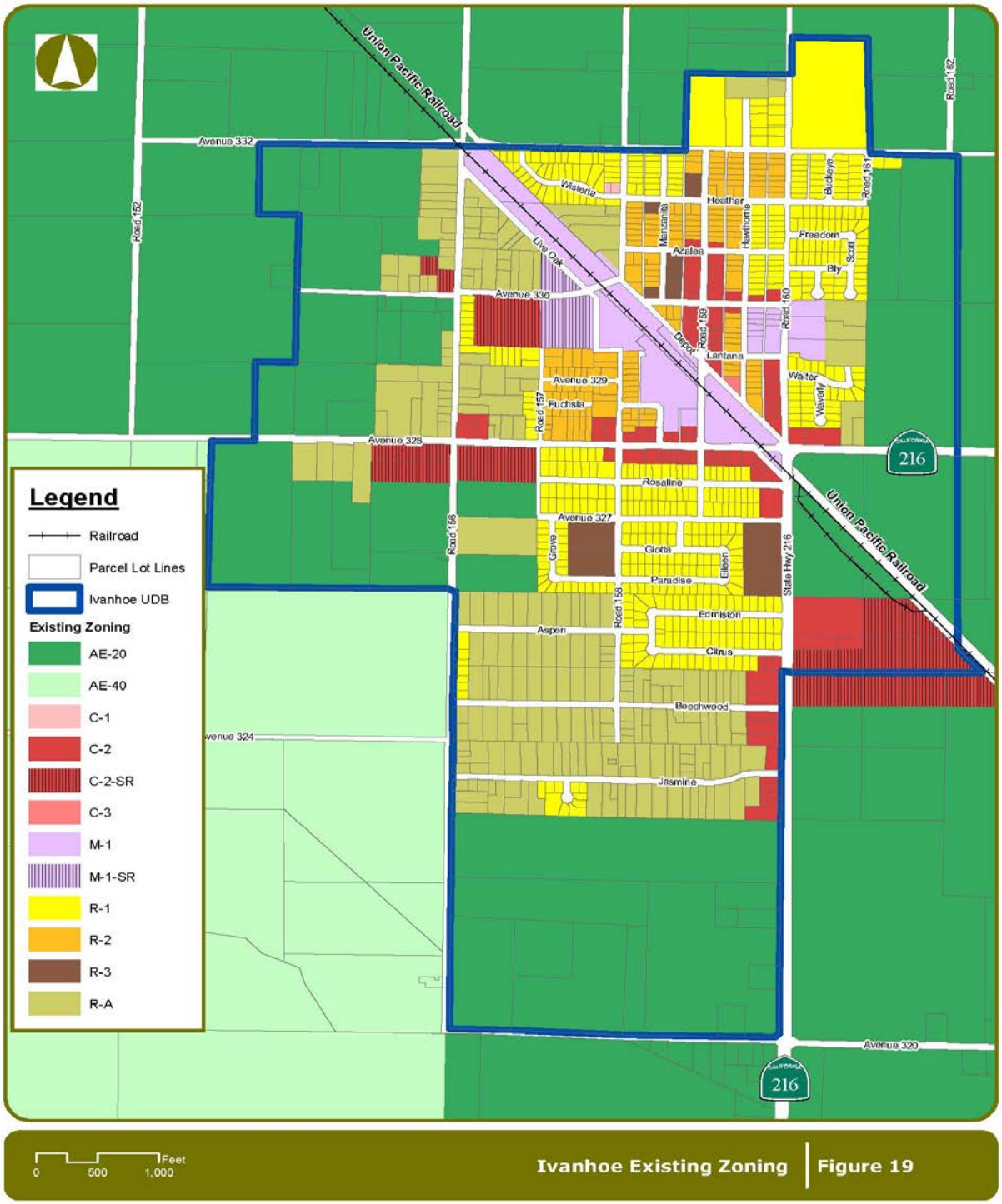


Figure 19 - Existing Zoning Districts Map



General Plan Policies

The following adopted policies from the Tulare County General Plan are applicable to the Ivanhoe Community Plan. Policies throughout the General Plan use the terminology "shall" and "should." For the purposes of interpreting the policies in the General Plan, the term "shall" indicates a mandatory or required action or a duty to undertake an action unless the context indicates otherwise, in which case the term is synonymous with "should." The term "should" indicates a directive subject to discretion and requires at least review or consideration and, in that context, substantial compliance with the spirit or purpose of these General Plan policies. The term "may" indicates at the sole discretion of the County.

Land Use Policies

PF-1.3 Land Uses in UDBs/HDBs
The County shall encourage those types of urban land uses that benefit from urban services to develop within UDBs and HDBs. Permanent uses, which do not benefit from urban services, shall be discouraged within these areas. This shall not apply to agricultural or agricultural support uses, including the cultivation of land or other uses accessory to the cultivation of land provided that such accessory uses are time-limited through Special Use Permit procedures.

PF-2.6 Land Use Consistency
The County shall require all community plans, when updated, to use the same land use designations as used in this Countywide General Plan (See Chapter 4-Land Use). All community plans shall also utilize a similar format and content. The content may change due to the new requirements such as Global Climate Change and Livable Community Concepts, as described on the table provided (Table 2.1: Community Plan Content). The County may consider changes to this format for unique and special circumstances as determined appropriate. Until such time as a Community Plan is adopted for those communities without existing Community Plans, the land use designation shall be Mixed Use, which promotes the integration of a compatible mix of residential types and densities, commercial uses, public facilities, and services and employment opportunities.

PF-2.8 Inappropriate Land Use
Areas within UDBs are hereby set aside for those types of urban land uses, which benefit from urban services. Permanent uses, which do not benefit from such urban services, shall be discouraged within the UDBs. This is not intended to apply to agricultural or agricultural supported uses, including the cultivation of land or other uses accessory to the cultivation of land, provided that such accessory uses are time-limited through Special Use Permit procedures.

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.

LU-1.2 Innovative Development
The County shall promote flexibility and innovation through the use of planned unit developments, development agreements, specific plans, Mixed Use projects, and other innovative development and planning techniques.

LU-1.3 Prevent Incompatible Uses
The County shall discourage the intrusion into existing urban areas of new incompatible land uses that produce significant noise, odors, or fumes.

LU-1.4 Compact Development
The County shall actively support the development of compact mixed use projects that reduce travel distances.

LU-3.1 Residential Developments
The County shall encourage new major residential development to locate near existing infrastructure for employment centers, services, and recreation.

LU-3.2 Cluster Development
The County shall encourage proposed residential development to be clustered onto portions of the site that are more suitable to accommodating the development, and shall require access either directly onto a public road or via a privately maintained road designed to meet County road standards.

LU-3.3 High-Density Residential Locations
The County shall encourage high-density residential development (greater than 14 dwelling units per gross acre) to locate along collector roadways and transit routes, and near public facilities (e.g., schools, parks), shopping, recreation, and entertainment.

LU-3.4 Mountain, Rural, and Low-Density Residential
The Mountain, Rural, and Low-Density Residential development located outside of a UDB shall be subject to the following requirements:

1. Able to meet the Rural Valley Lands Plan policies, Foothill Growth Management Plan policies, or Mountain Framework Plan policies and requirements,
2. Areas which qualify for minimum densities greater than 1 unit per 10 acres must meet the following characteristics (unless clustering is used):
   a. Average slopes must be below a 30 percent grade,
   b. Not identified as a moderate-to-high landslide hazard area, and
   c. Access to new development is provided via an existing publicly-maintained road or via a new road improved consistent with adopted County standards.

LU-1.8 Encourage Infill Development
The County shall encourage and provide incentives for infill development to occur in communities and hamlets within or adjacent to existing development in order to maximize the use of land within existing urban areas, minimize the conversion of existing agricultural land, and minimize environmental concerns associated with new development.

ED-2.11 Industrial Parks
As part of new or updated community plans, the County shall designate sites for industrial development to meet projected demand.

Housing Policy 3.24
When locating agricultural industry in rural areas, a determination should be made that there are transit opportunities and an adequate employment base living within a reasonable distance to the site.

AQ-3.2 Infill near Employment
The County shall identify opportunities for infill development projects near employment areas within all unincorporated communities and hamlets to reduce vehicle trips.

AQ-3.6 Mixed Land Uses
The County shall encourage the clustering of land uses that generate high trip volumes, especially when such uses can be mixed with support services and where they can be served by public transportation.

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 population growth.

Circulation Policies

Q-3.3 Street Design
The County shall promote street design that provides an environment, which encourages transit use, biking, and pedestrian movements.

LU-7.3 Friendly Streets
The County shall encourage new streets within UDBs to be designed and constructed to not only accommodate traffic, but also serve as comfortable pedestrian and cyclist environments. These should include, but not be limited to:

1. Street tree planting adjacent to curbs and between the street and sidewalk to provide a buffer between pedestrians and automobiles, where appropriate,
2. Minimize curb cuts along streets,
3. Sidewalks on both sides of streets, where feasible,
4. Bike lanes and walking paths, where feasible on collectors and arterials, and
5. Traffic calming devices such as roundabouts, bulb-outs at intersections, traffic tables, and other comparable techniques.

LU-7.4 Streetscape Continuity
The County shall ensure that streetscape elements (e.g., street signs, trees, and furniture) maintain visual continuity and follow a common image for each community.

LU-1.10 Roadway Access
The County shall require access to public roadways for all new development.

SL-2.1 Designated Scenic Routes and Highways
The County shall protect views of natural and working landscapes along the County's highways and roads by maintaining a designated system of County scenic routes and State scenic highways by:

1. Requiring development within existing eligible State scenic highway corridors to adhere to land use and design standards and guidelines required by the State Scenic Highway Program,
2. Supporting and encouraging citizen initiatives working for formal designation of eligible segments of State Highway 198 and State Highway 190 as State scenic highways,
3. Formalizing a system of County scenic routes throughout the County **(see Figure 7-1)**, and
4. Requiring development located within County scenic route corridors to adhere to local design guidelines and standards.

SL-4.1 Design of Highways

The County shall work with Caltrans and Tulare County Association of Governments (TCAG) to ensure that the design of SR 216 and other State Highways protects scenic resources and provides access to vistas of working and natural landscapes by:

1. Limiting the construction of sound walls that block views of the County's landscapes (incorporate setbacks to sensitive land uses to avoid noise impacts whenever feasible),
2. Using regionally-appropriate trees and landscaping and incorporating existing landmark trees,
3. Preserving historic and cultural places and vistas,
4. Avoiding excessive cut and fill for roadways along State scenic highways and County scenic routes, and along areas exposed to a large viewing area, and
5. Promote highway safety by identifying appropriate areas for traffic pullouts and rest areas.

SL-4.2 Design of County Roads

The County's reinvestment in rural County roads outside urban areas should, in addition to meeting functional needs and safety needs, preserve the experience of traveling on the County's "country roads" by:

1. Maintaining narrow as possible rights-of-ways,
2. Limiting the amount of curbs, paved shoulders, and other "urban" edge improvements,
3. Preserving historic bridges and signage, and
4. Promote County road safety by identifying appropriate areas for traffic pullout.

SL-4.3 Railroads and Rail Transit

The County shall encourage rail infrastructure for freight and passenger service to be planned and designed to limit visual impacts on scenic landscapes by:

1. Concentrating infrastructure in existing railroad rights-of-ways,
2. Avoiding additional grade separated crossings in viewshed locations, and
3. Using new transit stations supporting rail transit as design features in existing and future core community areas.

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 Tulare County Road Systems to accommodate projected growth in traffic volume.

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.

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.

TC-1.7 Intermodal Freight Villages

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

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

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.

TC-1.10 Urban Interchanges
The County shall work with TCAG to upgrade State highway interchanges from rural to urban standards within UDBs.

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.

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.

TC-1.16 County Level of Service (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.

TC-1.18 Balanced System
The County shall strive to meet transportation needs and maintain LOS standards through a balanced Multimodal Transportation Network that provides alternatives to the automobile.

TC-2.1 Rail Service
The County shall support improvements to freight and expanding passenger rail service throughout the County.

TC-2.2 Rail Improvements
The County shall work with cities to support improvement, development, and expansion of passenger rail service in Tulare County.

TC-2.3 Amtrak Service
The County shall encourage Amtrak to add passenger service to the Union Pacific corridor in the County.

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.

TC-2.7 Rail Facilities and Existing Development
The County will work with the California Public Utilities Commission (CPUC) to ensure that new railroads rights-of-ways, yards, or stations adjacent to existing residential or commercial areas are screened or buffered to reduce noise, air, and visual impacts. Similarly, the County should coordinate with the CPUC and railroad service providers to address railroad safety issues as part of all future new development that affects local rail lines. Specific measures to be considered and incorporated into the design of future projects affecting rail lines include, but are not limited

to, the installation of grade separations, warning signage, traffic signaling improvements, vehicle parking prohibitions, installation of pedestrian-specific warning devices, and the construction of pull out lanes for buses and vehicles.

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.

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.

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.

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.

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.

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.

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.

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.

TC-5.9 Existing Facilities
The County shall support the maintenance of existing bicycle and pedestrian facilities.

<u>Housing Policies</u>

LU-3.5 Rural Residential Designations
The County shall not re-zone any new areas for residential development in the RVLP area, unless it can be shown that other objectives, such as buffers and the relationship of the development to surrounding uses, can be achieved.

Housing Guiding Principle 1.1
Endeavor to improve opportunities for affordable housing in a wide range of housing types in the communities throughout the unincorporated area of the County.

Housing Policy 1.11
Encourage the development of a broad range of housing types to provide an opportunity of choice in the local housing market.

Housing Policy 1.13
Encourage the utilization of modular units, prefabricated units, and manufactured homes.

Housing Policy 1.14
Pursue an equitable distribution of future regional housing needs allocations, thereby providing a greater likelihood of assuring a balance between housing development and the location of employment opportunities.

Housing Policy 1.15
Encourage housing counseling programs for low-income homebuyers and homeowners.

Housing Policy 1.16
Review community plans and zoning to ensure they provide for adequate affordable residential development.

Housing Guiding Principle 1.2
Promote equal housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, family status, disability, or any other arbitrary basis.

Housing Guiding Principle 1.3
Strive to meet the housing needs of migrant and non-migrant farmworkers and their families with a suitable, affordable and satisfactory living environment.

Housing Policy 1.31
Encourage the provision of farmworker housing opportunities in conformance with the Employee Housing Act.

Housing Guiding Principle 1.4
Enhance and support emergency shelters and transitional and supportive housing programs that assist the homeless and others in need.

Housing Policy 1.51
Encourage the construction of new housing units for "special needs" groups, including senior citizens, large families, single heads of households, households of persons with physical and/or mental disabilities, minorities, farmworkers, and the homeless in close proximity to transit, services, and jobs.

Housing Policy 1.52
Support and encourage the development and improvement of senior citizen group housing, convalescent homes and other continuous care facilities.

Housing Policy 1.55
Encourage development of rental housing for large families, as well as providing for other housing needs and types.

Housing Guiding Principle 1.6
Assess and amend County ordinances, standards, practices and procedures considered necessary to carry out the County's essential housing goal of the attainment of a suitable, affordable and satisfactory living environment for every present and future resident in unincorporated areas.

Housing Policy 2.14
Create and maintain a matrix of Infrastructure Development Priorities for Disadvantaged Unincorporated Communities in Tulare County thorough analysis and investigation of public infrastructure needs and deficits, pursuant to Action Program 9.

Housing Guiding Principle 2.2
Require proposed new housing developments located within the development boundaries of unincorporated communities to have the necessary infrastructure and capacity to support the development.

Housing Policy 2.21
Require all proposed housing within the development boundaries of unincorporated communities is either (1) served by community water and sewer, or (2) that physical conditions permit safe treatment of liquid waste by septic tank systems and the use of private wells.

Housing Guiding Principle 3.1
Encourage "smart growth" designed development that serves the unincorporated communities, the environment, and the economy of Tulare County.

Housing Policy 3.11
Support and coordinate with local economic development programs to encourage a "jobs to housing balance" throughout the unincorporated area.

Housing Policy 3.23
Prepare new and/or updated community plans that provide adequate sites for a variety of types of housing within the development boundaries of the community.

Conservation Policies

AG-1.1 Primary Land Use
The County shall maintain agriculture as the primary land use in the valley region of the County, not only in recognition of the economic importance of agriculture, but also in terms of agriculture's real contribution to the conservation of open space and natural resources.

AG-1.4 Williamson Act in UDBs and HDBs
The County shall support non-renewal or cancellation processes that meet State law for lands within UDBs and HDBs.

AG-1.5 Substandard Williamson Act Parcels
The County may work to remove parcels that are less than 10 acres in Prime Farmland and less than 40 Acres in Non-Prime Farmland from Williamson Act Contracts (Williamson Act key term for Prime/Non-Prime).

AG-1.6 Conservation Easements
The County shall consider developing an Agricultural Conservation Easement Program (ACEP) to help protect and preserve agricultural lands (including "Important Farmlands"), as defined in this Element. This program may require payment of an in-lieu fee sufficient to purchase a farmland conservation easement, farmland deed restriction, or other farmland conservation mechanism as a condition of approval for conservation of important agricultural land to non-agricultural use. If available, the ACEP shall be used for replacement lands determined to be of statewide significance (Prime or other Important Farmlands), or sensitive and necessary for the preservation of agricultural land, including land that may be a part of a community separator as part of a

comprehensive program to establish community separators. The in-lieu fee or other conservation mechanism shall recognize the importance of land value and shall require equivalent mitigation.

AG-1.7 Preservation of Agricultural Lands

The County shall promote the preservation of its agricultural economic base and open space resources through the implementation of resource management programs such as the Williamson Act, Rural Valley Lands Plan, Foothill Growth Management Plan or similar types of strategies and the identification of growth boundaries for all urban areas located in the County.

AG-1.8 Agriculture within Urban Boundaries

The County shall not approve applications for preserves or regular Williamson Act contracts on lands located within a UDB and/or HDB unless it is demonstrated that the restriction of such land will not detrimentally affect the growth of the community involved for the succeeding 10 years, that the property in question has special public values for open space, conservation, other comparable uses, or that the contract is consistent with the publicly desirable future use and control of the land in question. If proposed within a UDB of an incorporated city, the County shall give written notice to the affected city pursuant to Government Code §51233.

AG-1.10 Extension of Infrastructure into Agricultural Areas

The County shall oppose extension of urban services, such as sewer lines, water lines, or other urban infrastructure, into areas designated for agriculture use unless necessary to resolve a public health situation. Where necessary to address a public health issue, services should be located in public rights-of-way in order to prevent interference with agricultural operations and to provide ease of access for operation and maintenance. Service capacity and length of lines should be designed to prevent the conversion of agricultural lands into urban/suburban uses.

AG-1.11 Agricultural Buffers

The County shall examine the feasibility of employing agricultural buffers between agricultural and non-agricultural uses, and along the edges of UDBs and HDBs. Considering factors include the type of operation and chemicals used for spraying, building orientation, planting of trees for screening, location of existing and future rights-of-way (roads, railroads, canals, power lines, etc.), and unique site conditions.

a. Distance: to be determined,
b. Stabilization of edge condition,
c. Types of operation,
d. Types of land uses (i.e. schools, etc.)
e. Building orientation,
f. Planting of trees for screening,
g. Location of existing and future rights-of-way,
h. Types of uses allowed inside the buffer-zone
i. Unique site conditions,
j. Responsibility for maintenance,
k. Scale of development,
l. Mechanism for exemptions.

AG-1.13 Agricultural Related Uses

The County shall allow agriculturally related uses, including value-added processing facilities by discretionary approvals in areas designated Valley or Foothill Agriculture, subject to the following criteria:

1. The use shall provide a needed service to the surrounding agricultural area which

cannot be provided more efficiently within urban areas or which requires location in a non-urban area because of unusual site requirements or operational characteristics;
2. The use shall not be sited on productive agricultural lands if less productive land is available in the vicinity;
3. The operational or physical characteristics of the use shall not have a significant adverse impact on water resources or the use or management of surrounding agricultural properties within at least one-quarter (1/4) mile radius;
4. A probable workforce should be located nearby or be readily available; and
5. For proposed value-added agricultural processing facilities, the evaluation under criterion "1" above shall consider the service requirements of the use and the capability and capacity of cities and unincorporated communities to provide the required services.

AG-1.16 Schools in Agricultural Zones
The County shall discourage the location of new schools in areas designated for agriculture, unless the School District agrees to the construction and maintenance of all necessary infrastructure impacted by the project.

AG-2.6 Biotechnology and Biofuels
The County shall encourage the location of industrial, research oriented businesses specializing in biotechnologies, and biofuels that can enhance agricultural productivity, enhance food-processing activities in the County, provide for new agriculturally related products and markets, or otherwise enhance the agricultural sector in the County.

LU-7.12 Historic Buildings and Areas
The County shall encourage preservation of buildings and areas with special and recognized historic, architectural, or aesthetic value. New development should respect architecturally and historically significant buildings and areas. Landscaping, original roadways, sidewalks, and other public realm features of historic buildings or neighborhoods shall be restored or repaired wherever feasible.

LU-7.13 Preservation of Historical Buildings
The County shall encourage and support efforts by local preservation groups to identify and rehabilitate historically significant buildings.

LU-7.14 Contextual and Compatible Design
The County shall ensure that new development respects Tulare County's heritage by requiring that development respond to its context, be compatible with the traditions and character of each community, and develop in an orderly fashion, which is compatible with the scale of surrounding structures.

LU-7.15 Energy Conservation
The County shall encourage the use of solar power and energy conservation building techniques in all new development.

LU-7.16 Water Conservation
The County shall encourage the inclusion of "extra-ordinary' water conservation and demand management measures for residential, commercial, and industrial indoor and outdoor water uses in all new urban development

Housing Guiding Principle 4.1
Support and encourage County ordinances, standards, practices and procedures that promote residential energy conservation.

Housing Policy 4.13
Promote energy efficiency and water conservation.

Housing Policy 4.21
Promote energy conservation opportunities in new residential development.

Housing Policy 5.24
Encourage the development of suitable replacement housing when occupied housing units are demolished due to public action.

ERM-1.1 Protection of Rare and Endangered Species
The County shall ensure the protection of environmentally sensitive wildlife and plant life, including those species designated as rare, threatened, and/or endangered by State and/or Federal government, through compatible land use development.

ERM-1.2 Development in Environmentally Sensitive Areas
The County shall limit or modify proposed development within areas that contain sensitive habitat for special status species and direct development into less significant habitat areas. Development in natural habitats shall be controlled so as to minimize erosion and maximize beneficial vegetative growth.

ERM-1.3 Encourage Cluster Development
When reviewing development proposals, the County shall encourage cluster development in areas with moderate to high potential for sensitive habitat.

ERM-1.4 Protect Riparian Areas
The County shall protect riparian areas through habitat preservation, designation as open space or recreational land uses, bank stabilization, and development controls.

ERM-1.5 Riparian Management Plans and Mining Reclamation Plans
The County shall require mining reclamation plans and other management plans to include measures that protect, maintain, and restore riparian resources and habitats.

ERM-1.6 Management of Wetlands
The County shall support the preservation and management of wetland and riparian plant communities for passive recreation, groundwater recharge, and wildlife habitats.

ERM-1.8 Open Space Buffers
The County shall require buffer areas between development projects and significant watercourses, riparian vegetation, wetlands, and other sensitive habitats and natural communities. These buffers should be sufficient to assure the continued existence of the waterways and riparian habitat in their natural state.

ERM-1.12 Management of Oak Woodland Communities
The County shall support the conservation and management of oak woodland communities and their habitats.

ERM-2.1 Conserve Mineral Deposits
The County will encourage the conservation of identified and/or potential mineral deposits, recognizing the need for identifying, permitting, and maintaining a 50-year supply of locally available PCC grade aggregate.

ERM-2.2 Recognize Mineral Deposits
The County will recognize as a part of the General Plan those areas of identified and/or potential mineral deposits.

ERM-3.2 Limited Mining in Urban Areas
Within the County UDBs and HDBs, new commercial mining operations should be

limited due to environmental and compatibility concerns.

ERM-3.3 Small-Scale Oil and Gas Extraction

The County shall allow by Special Use Permit small-scale oil and gas extraction activities and facilities that can be demonstrated to not have a significant adverse effect on surrounding or adjacent land and are within an established oil and gas field outside of a UDB.

ERM-3.4 Oil and Gas Extraction

Facilities related to oil and gas extraction and processing in the County may be allowed in identified oil and gas fields subject to a special use permit. The extraction shall demonstrate that it will be compatible with surrounding land uses and land use designations.

ERM-4.1 Energy Conservation and Efficiency Measures

The County shall encourage the use of solar energy, solar hot water panels, and other energy conservation and efficiency features in new construction and renovation of existing structures in accordance with State law.

ERM-4.2 Streetscape and Parking Area Improvements for Energy Conservation

The County shall promote the planting and maintenance of shade trees along streets and within parking areas of new urban development to reduce radiation heating.

ERM-5.20 Allowable Uses on Timber Production Lands

The County shall allow uses (not related to forest production) on lands designated Resource Conservation in forestry production areas, provided it is demonstrated that:

1. They are compatible with forestry uses,
2. Will not interfere with forest practices,
3. Consider forest site productivity and minimize the loss of productive forest lands,
4. Will meet standards relating to the availability of fire protection, water supply, and waste disposal, and
5. Will not degrade the watershed and/or water quality due to increased erosion.

ERM-7.1 Soil Conservation

The County of Tulare shall establish the proper controls and ordinances for soil conservation.

WR-1.4 Conversion of Agricultural Water Resources

For new urban development, the County shall discourage the transfer of water used for agricultural purposes (within the prior ten years) for domestic consumption except in the following circumstances:

1. The water remaining for the agricultural operation is sufficient to maintain the land as an economically viable agricultural use,
2. The reduction in infiltration from agricultural activities as a source of groundwater recharge will not significantly impact the groundwater basin.

WR-1.5 Expand Use of Reclaimed Wastewater

To augment groundwater supplies and to conserve potable water for domestic purposes, the County shall seek opportunities to expand groundwater recharge efforts.

WR-1.6 Expand Use of Reclaimed Water

The County shall encourage the use of tertiary treated wastewater and household gray water for irrigation of agricultural lands, recreation and open space areas, and large landscaped areas as a means of reducing demand for groundwater resources.

WR-3.3 Adequate Water Availability
The County shall review new development proposals to ensure the intensity and timing of growth will be consistent with the availability of adequate water supplies. Projects must submit a Will-Serve letter as part of the application process, and provide evidence of adequate and sustainable water availability prior to approval of the tentative map or other urban development entitlement.

HS-9.2 Walkable Communities
The County shall require where feasible, the development of parks, open space, sidewalks and walking and biking paths that promote physical activity and discourage automobile dependency in all future communities.

PF-1.4 Available Infrastructure
The County shall encourage urban development to locate in existing UDBs and HDBs where infrastructure is available or may be established in conjunction with development. The County shall ensure that development does not occur unless adequate infrastructure is available, that sufficient water supplies are available or can be made available, and that there are adequate provisions for long term management and maintenance of infrastructure and identified water supplies.

Open-Space Policies

LU-2.3 Open Space Character
The County shall require that all new development requiring a County discretionary approval, including parcel and subdivision maps, be planned and designed to maintain the scenic open space character of open space resources including, but not limited to, agricultural areas, rangeland, riparian areas, etc., within the view corridors of highways. New development shall utilize natural landforms and vegetation in the least visually disruptive way possible and use design, construction and maintenance techniques that minimize the visibility of structures on hilltops, hillsides, ridgelines, steep slopes, and canyons.

SL-1.3 Watercourses
The County shall protect visual access to, and the character of, Tulare County's scenic rivers, lakes, and irrigation canals by:

1. Locating and designing new development to minimize visual impacts and obstruction of views of scenic watercourses from public lands and right-of-ways, and
2. Maintaining the rural and natural character of landscape viewed from trails and watercourses used for public recreation.

ERM-5.1 Parks as Community Focal Points
The County shall strengthen the role of County parks as community focal points by providing community center/recreation buildings to new and existing parks, where feasible.

ERM-5.2 Park Amenities
The County shall provide a broad range of active and passive recreational opportunities within community parks. When possible, this should include active sports fields and facilities, community center/recreation buildings, children's play areas, multi-use areas and trails, sitting areas, and other specialized uses as appropriate.

ERM-5.3 Park Dedication Requirements
The County shall require the dedication of land and/or payment of fees, in accordance with local authority and State law (for example, the Quimby Act), to ensure funding for the acquisition and development of public recreation facilities.

ERM-5.5 Collocated Facilities
The County shall encourage the development of parks near public facilities such as schools, community halls, libraries, museums, prehistoric sites, and open space areas and shall encourage joint-use agreements whenever possible.

ERM-5.6 Location and Size Criteria for Parks
Park types used in Tulare County are defined as follows:

- **Neighborhood Play Lots (Pocket Parks)**. The smallest park type, these are typically included as part of a new development to serve the neighborhood in which they are contained. Typical size is one acre or less. If a park of this type is not accessible to the general public, it cannot be counted towards the park dedication requirements of the County. Pocket Parks can be found in communities, hamlets, and other unincorporated areas.
- **Neighborhood Parks**. Neighborhood parks typically contain a tot lot and playground for 2-5 year olds and 5-12 year olds, respectively, one basketball court or two half-courts, baseball field(s), an open grassy area for informal sports activities (for example, soccer), and meandering concrete paths that contain low-level lighting for walking or jogging. In addition, neighborhood parks typically have picnic tables and a small group picnic shelter. These park types are typically in the range of 2 to 15 acres and serve an area within a ½ mile radius. Neighborhood parks can be found in communities, hamlets, and other unincorporated areas.
- **Community Parks**. Community parks are designed to serve the needs of the community as a whole. These facilities can contain the same facilities as the neighborhood park. In addition, these parks can contain sports facilities with night lighting, community centers, swimming pools, and facilities of special interest to the community. These parks are typically 15 to 40 acres in size and serve an area within a 2-mile radius. Community parks can be found in communities, planned community areas, and large hamlets.
- **Regional Parks**. Regional parks are facilities designed to address the needs of the County as a whole. These facilities may have an active recreation component (play area, group picnic area, etc.), but the majority of their area is maintained for passive recreation (such as hiking or horseback riding), and natural resource enjoyment. Regional parks are typically over 200 acres in size, but smaller facilities may be appropriate for specific sites of regional interest.

The following guidelines should be observed in creating and locating County parks:

1. The County shall strive to maintain an overall standard of five or more acres of County-owned improved parkland per 1,000 population in the unincorporated portions of the County,
2. Neighborhood play lots (pocket parks) are encouraged as part of new subdivision applications as a project amenity, but are not included in the calculation of dedication requirements for the project,
3. Neighborhood parks at three acres per 1,000 population, if adjoining an elementary school and six acres per 1,000 population if separate [ERME IV-C; Open Space; Policy 3; Pg. 101],
4. Community parks at one-acre per 1,000 population if adjoining a high school and two acres per 1,000 population if separate

[ERME IV-C; Open Space; Policy 4; Pg. 101],
5. Regional parks at one-acre per 1,000 population,
6. Only public park facilities shall be counted toward Countywide parkland standards, and
7. A quarter mile walking radius is the goal for neighborhood parks.

ERM-5.12 Meet Changing Recreational Needs

The County shall promote the continued and expanded use of national and State forests, parks, and other recreational areas to meet the recreational needs of County residents.

ERM-5.13 Funding for Recreational Areas and Facilities

The County shall support the continued maintenance and improvement of existing recreational facilities and expansion of new recreational facilities opportunities for County, State, and Federal lands. The County shall strive to obtain adequate funding to improve and maintain existing parks, as well as construct new facilities.

ERM-5.15 Open Space Preservation

The County shall preserve natural open space resources through the concentration of development in existing communities, use of cluster development techniques, maintaining large lot sizes in agricultural areas, discouraging conversion of lands currently used for agricultural production, limiting development in areas constrained by natural hazards, and encouraging agricultural and ranching interests to maintain natural habitat in open space areas where the terrain or soil is not conducive to agricultural production.

HS-9.1 Healthy Communities

To the maximum extent feasible, the County shall strive through its land use decisions to promote community health and safety for all neighborhoods in the County by encouraging patterns of development that are safe and influence crime prevention, promote a high-quality physical environment, and encourage physical activity by means such as sidewalks, and walking and biking paths that discourage automobile dependency in existing communities.

Noise Policies

HS-8.7 Inside Noise

The County shall ensure that in instances where the windows and doors must remain closed to achieve the required inside acoustical isolation, mechanical ventilation or air conditioning is provided.

HS-8.8 Adjacent Uses

The County shall not permit development of new industrial, commercial, or other noise-generating land uses if resulting noise levels will exceed 60 dB Ldn (or CNEL) at the boundary of areas designated and zoned for residential or other noise-sensitive uses, unless it is determined to be necessary to promote the public health, safety and welfare of the County.

HS-8.9 County Equipment

The County shall strive to purchase equipment that complies with noise level performance standards set forth in the Health and Safety Element.

HS-8.10 Automobile Noise Enforcement

The County shall encourage the CHP, Sheriff's office, and local police departments to actively enforce existing sections of the California Vehicle Code relating to adequate vehicle mufflers, modified exhaust systems, and other amplified noise.

HS-8.11 Peak Noise Generators

The County shall limit noise generating activities, such as construction, to hours of normal business operation (7 a.m. to 7 p.m.). No peak noise generating activities shall be allowed to occur outside of normal business hours without County approval.

HS-8.14 Sound Attenuation Features
The County shall require sound attenuation features such as walls, berming, heavy landscaping, between commercial, industrial, and residential uses to reduce noise and vibration impacts.

HS-8.15 Noise Buffering
The County shall require noise buffering or insulation in new development along major streets, highways, and railroad tracks.

Safety Policies

HS-1.1 Maintain Emergency Public Services
The County shall ensure that during natural catastrophes and emergency situations, the County can continue to provide essential emergency services.

HS-1.9 Emergency Access
The County shall require, where feasible, road networks (public and private) to provide for safe and ready access for emergency equipment and provide alternate routes for evacuation.

HS-1.10 Emergency Services Near Assisted Living Housing
In approving new facilities, such as nursing homes, housing for the elderly and other housing for the mentally and physically infirm, to the extent possible, the County shall ensure that such facilities are located within reasonable distance of fire and law enforcement stations.

HS-5.2 Development in Floodplain Zones
The County shall regulate development in the 100-year floodplain zones as designated on maps prepared by FEMA in accordance with the following:

1. Critical facilities (those facilities which should be open and accessible during emergencies) shall not be permitted.
2. Passive recreational activities (those requiring non-intensive development, such as hiking, horseback riding, picnicking) are permissible.
3. New development and divisions of land, especially residential subdivisions, shall be developed to minimize flood risk to structures, infrastructure, and ensure safe access and evacuation during flood conditions.

HS-5.8 Road Location
The County shall plan and site new roads to minimize disturbances to banks and existing channels and avoid excessive cuts and accumulations of waste soil and vegetative debris near natural drainage ways.

HS-5.9 Floodplain Development Restrictions
The County shall ensure that riparian areas and drainage areas within 100-year floodplains are free from development that may adversely impact floodway capacity or characteristics of natural/riparian areas or natural groundwater recharge areas.

HS-5.10 Flood Control Design
The County shall evaluate flood control projects involving further channeling, straightening, or lining of waterways until alternative multipurpose modes of treatment, such as wider berms and landscaped levees, in

combination with recreation amenities, are studied.

HS-5.11 Natural Design
The County shall encourage flood control designs that respect natural curves and vegetation of natural waterways while retaining dynamic flow and functional integrity.

HS-7.4 Upgrading for Streets and Highways
The County shall evaluate and upgrade vital streets and highways to an acceptable level for emergency services.

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.

PFS-7.6 Provision of Station Facilities and Equipment
The County shall strive to provide sheriff and 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.

PFS-7.11 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.

PFS-7.12 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.

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 and bike routes to school.

<u>Other</u>

PF-2.7 Improvement Standards in Communities
The County shall require development within the designated UDBs to meet an urban standard for improvements. Typical improvements shall include curbs, gutters, sidewalks, and community sewer and water systems.

ERM-6.3 Alteration of Sites with Identified Cultural Resources
When planning any development or alteration of a site with identified cultural or archaeological resources, consideration should be given to ways of protecting the resources. Development should be permitted in these areas only after a site specific investigation has been conducted pursuant to CEQA to define the extent and value of the resource, and mitigation measures proposed for any impacts the development may have on the resource.

HS-8.5 State Noise Standards
The County shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code (UBC). Title 24 requires that interior noise levels not exceed 45 dB Ldn (or CNEL) with the windows and doors closed within new developments of multi-family dwellings, condominiums, hotels, or motels. Where it is not possible to reduce exterior noise levels within an acceptable range,

the County shall require the application of noise reduction technology to reduce interior noise levels to an acceptable level.

HS-8.6 Noise Level Criteria
The County shall ensure noise level criteria applied to land uses other than residential or other noise-sensitive uses are consistent with the recommendations of the California Office of Noise Control (CONC).

WR-3.9 Establish Critical Water Supply Areas
The County shall designate Critical Water Supply Areas to include the specific areas used by a municipality or community for its water supply system, areas critical to groundwater recharge, and other areas possessing a vital role in the management of the water resources in the County.

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.

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 population growth.

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.

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.

General Plan Policies That Relate To Health

PF-2.7 Improvement Standards in Communities

The County shall require development within the designated UDBs to meet an urban standard for improvements. Typical improvements shall include curbs, gutters, sidewalks, and community sewer and water systems.

Land Use Element

LU-1.1 Smart Growth and Healthy Communities

The County shall promote the principles of smart growth and healthy communities in UDBs and HDBs, including:

1. Creating walkable neighborhoods,
2. Providing a mix of residential densities,
3. Creating a strong sense of place,
4. Mixing land uses,
5. Directing growth toward existing communities,
6. Building compactly,
7. Discouraging sprawl,
8. Encouraging infill,
9. Preserving open space,
10. Creating a range of housing opportunities and choices,
11. Utilizing planned community zoning to provide for the orderly pre-planning and long term development of large tracks of land which may contain a variety of land uses, but are under unified ownership or development control, and
12. Encouraging connectivity between new and existing development.

LU-1.2 Innovative Development

The County shall promote flexibility and innovation through the use of planned unit developments, development agreements, specific plans, Mixed Use projects, and other innovative development and planning techniques.

LU-1.3 Prevent Incompatible Uses

The County shall discourage the intrusion into existing urban areas of new incompatible land uses that produce significant noise, odors, or fumes.

LU-1.4 Compact Development

The County shall actively support the development of compact mixed-use projects that reduce travel distances.

LU- 1.5 Paper Subdivision Consolidations

The County shall encourage consolidation of paper parcels/subdivisions, especially those lots that are designated Valley Agriculture (VA), Foothill Agriculture (FA), or Resource Conservation (RC), are irregular in shape, inadequate in size for proper use, or lack infrastructure.

LU-1.6 Permitting Procedures and Regulations

The County shall continue to ensure that its permitting procedures and regulations are consistent and efficient.

LU-1.7 Development on Slopes

The County shall require a preliminary soils report for development projects in areas with

shallow or unstable soils or slopes in excess of 15 percent. If the preliminary soil report indicates soil conditions could be unstable, a detailed geologic/hydrologic report by a registered geologist, civil engineer, or engineering geologist shall be required demonstrating the suitability of any proposed or additional development.

LU-1.8 Encourage Infill Development
The County shall encourage and provide incentives for infill development to occur in communities and hamlets within or adjacent to existing development in order to maximize the use of land within existing urban areas, minimize the conversion of existing agricultural land, and minimize environmental concerns associated with new development.

LU-1.10 Roadway Access
The County shall require access to public roadways for all new development.

LU-3.1 Residential Developments
The County shall encourage new major residential development to locate near existing infrastructure for employment centers, services, and recreation.

LU-3.3 High-Density Residential Locations
The County shall encourage high-density residential development (greater than 14 dwelling units per gross acre) to locate along collector roadways and transit routes, and near public facilities (e.g., schools, parks), shopping, recreation, and entertainment.

LU-3.6 Project Design
The County shall require residential project design to consider natural features, noise exposure of residents, visibility of structures, circulation, access, and the relationship of the project to surrounding uses. Residential densities and lot patterns will be determined by these and other factors. As a result, the maximum density specified by General Plan designations or zoning for a given parcel of land may not be attained.

LU-7.3 Friendly Streets
The County shall encourage new streets within UDBs to be designed and constructed to not only accommodate traffic, but also serve as comfortable pedestrian and cyclist environments. These should include, but not be limited to:

1. Street tree planting adjacent to curbs and between the street and sidewalk to provide a buffer between pedestrians and automobiles, where appropriate,
2. Minimize curb cuts along streets,
3. Sidewalks on both sides of streets, where feasible,
4. Bike lanes and walking paths, where feasible on collectors and arterials, and
5. Traffic calming devices such as roundabouts, bulb-outs at intersections, traffic tables, and other comparable techniques.

LU-7.5 Crime Prevention through Design
The County shall encourage design of open space areas, bicycle and pedestrian systems, and housing projects so that there is as much informal surveillance by people as possible to deter crime.

LU-7.15 Energy Conservation
The County shall encourage the use of solar power and energy conservation building techniques in all new development.

LU-7.16 Water Conservation
The County shall encourage the inclusion of "extra-ordinary' water conservation and demand management measures for residential,

commercial, and industrial indoor and outdoor water uses in all new urban development.

Housing Element

Housing Policy 1.51
Encourage the construction of new housing units for "special needs" groups, including senior citizens, large families, single heads of households, households of persons with physical and/or mental disabilities, minorities, farmworkers, and the homeless in close proximity to transit, services, and jobs.

Housing Policy 3.12
Support locally initiated programs to provide neighborhood parks and recreational facilities for residential areas within unincorporated communities.

Housing Policy 3.13
Encourage subdivision and housing unit design, which provides for a reasonable level of safety and security.

Housing Policy 3.16
Actively seek federal, state, and private foundation grant funds for park and recreation facilities in unincorporated areas, including dual-use storm drainage ponding basins/recreation parks.

Housing Policy 4.21
Promote energy conservation opportunities in new residential development.

Housing Policy 4.22
Enforce provisions of the Subdivision Map Act regulating energy-efficient subdivision design.

Housing Policy 5.21
Administer and enforce the relevant portions of the Health and Safety Code.

Housing Policy 5.26
Prohibit concentrations of dwelling units near potentially incompatible agricultural uses as defined in the Animal Confinement Facilities Plan.

Environmental Resources Management Element

ERM-5.2 Park Amenities
The County shall provide a broad range of active and passive recreational opportunities within community parks. When possible, this should include active sports fields and facilities, community center/recreation buildings, children's play areas, multi-use areas and trails, sitting areas, and other specialized uses as appropriate.

Air Quality Element

AQ-1.3 Cumulative Air Quality Impacts
The County shall require development to be located, designed, and constructed in a manner that would minimize cumulative air quality impacts. Applicants shall be required to propose alternatives as part of the State CEQA process that reduce air emissions and enhance, rather than harm, the environment.

AQ-1.4 Air Quality Land Use Compatibility
The County shall evaluate the compatibility of industrial or other developments which are likely to cause undesirable air pollution with regard to proximity to sensitive land uses, and wind direction and circulation in an effort to alleviate effects upon sensitive receptors.

AQ-1.7 Support Statewide Climate Change Solutions
The County shall monitor and support the efforts of Cal/EPA, CARB, and the SJVAPCD, under AB 32 (Health and Safety

Code §38501 et seq.), to develop a recommended list of emission reduction strategies. As appropriate, the County will evaluate each new project under the updated General Plan to determine its consistency with the emission reduction strategies.

AQ-1.8 Greenhouse Gas Emissions Reduction Plan/Climate Action Plan

The County will develop a Greenhouse Gas Emissions Reduction Plan (Plan) that identifies greenhouse gas emissions within the County as well as ways to reduce those emissions. The Plan will incorporate the requirements adopted by the California Air Resources Board specific to this issue. In addition, the County will work with the Tulare County Association of Governments and other applicable agencies to include the following key items in the regional planning efforts.

1. Inventory all known, or reasonably discoverable, sources of greenhouse gases in the County,
2. Inventory the greenhouse gas emissions in the most current year available, and those projected for year 2020, and
3. Set a target for the reduction of emissions attributable to the County's discretionary land use decisions and its own internal government operations.

AQ-2.2 Indirect Source Review

The County shall require major development projects, as defined by the SJVAPCD, to reasonably mitigate air quality impacts associated with the project. The County shall notify developers of the SJVAPCD Rule 9510 – Indirect Source Review requirements and work with SJVAPCD to determine mitigations, as feasible, that may include, but are not limited to the following:

1. Providing bicycle access and parking facilities,
2. Increasing density,
3. Encouraging mixed use developments,
4. Providing walkable and pedestrian-oriented neighborhoods,
5. Providing increased access to public transportation,
6. Providing preferential parking for high-occupancy vehicles, car pools, or alternative fuels vehicles, and
7. Establishing telecommuting programs or satellite work centers.

AQ-2.3 Transportation and Air Quality

When developing the regional transportation system, the County shall work with TCAG to comprehensively study methods of transportation which may contribute to a reduction in air pollution in Tulare County. Some possible alternatives that should be studied are:

1. Commuter trains (Light Rail, Amtrak, or High Speed Rail) connecting with Sacramento, Los Angeles, and San Francisco, with attractive services scheduled up and down the Valley,
2. Public transportation such as buses and light rail, to serve between communities of the Valley, publicly subsidized if feasible,
3. Intermodal public transit such as buses provided with bicycle racks, bicycle parking at bus stations, bus service to train stations and airports, and park and ride facilities, and
4. Community transportation systems supportive of alternative transportation modes, such as cycling or walking trails, with particular attention to high-density areas.

AQ-3.2 Infill near Employment

The County shall identify opportunities for infill development projects near employment areas within all unincorporated communities and hamlets to reduce vehicle trips.

AQ-3.3 Street Design
The County shall promote street design that provides an environment, which encourages transit use, biking, and pedestrian movements.

AQ-3.4 Landscape
The County shall encourage the use of ecologically based landscape design principles that can improve local air quality by absorbing CO_2, producing oxygen, providing shade that reduces energy required for cooling, and filtering particulates. These principles include, but are not limited to, the incorporation of parks, landscaped medians, and landscaping within development.

AQ-3.5 Alternative Energy Design
The County shall encourage all new development, including rehabilitation, renovation, and redevelopment, to incorporate energy conservation and green building practices to the maximum extent feasible. Such practices include, but are not limited to: building orientation and shading, landscaping, and the use of active and passive solar heating and water systems.

AQ-3.6 Mixed Land Uses
The County shall encourage the clustering of land uses that generate high trip volumes, especially when such uses can be mixed with support services and where they can be served by public transportation.

Health and Safety Element

HS-1.4 Building and Codes
Except as otherwise allowed by State law, the County shall ensure that all new buildings intended for human habitation are designed in compliance with the latest edition of the California Building Code, California Fire Code, and other adopted standards based on risk (e.g., seismic hazards, flooding), type of occupancy, and location (e.g., floodplain, fault).

HS-1.5 Hazard Awareness and Public Education
The County shall continue to promote awareness and education among residents regarding possible natural hazards, including soil conditions, earthquakes, flooding, fire hazards, and emergency procedures.

HS-1.6 Public Safety Programs
The County shall promote public safety programs, including neighborhood watch programs, child identification and fingerprinting, public awareness and prevention of fire hazards, and other public education efforts.

HS-1.7 Safe Housing and Structures
The County shall continue to seek grant funding for the rehabilitation of deteriorated and dilapidated structures and provide available information regarding housing programs and other public services.

HS-1.9 Emergency Access
The County shall require, where feasible, road networks (public and private) to provide for safe and ready access for emergency equipment and provide alternate routes for evacuation.

HS-1.10 Emergency Services near Assisted Living Housing
In approving new facilities, such as nursing homes, housing for the elderly and other housing for the mentally and physically infirm, to the extent possible, the County shall ensure that such facilities are located within reasonable distance of fire and law enforcement stations.

HS-4.3 Incompatible Land Uses
The County shall prevent incompatible land uses near properties that produce or store hazardous waste.

HS-4.4 Contamination Prevention
The County shall review new development proposals to protect soils, air quality, surface water, and groundwater from hazardous materials contamination.

HS-4.5 Increase Public Awareness
The County shall work to educate the public about household hazardous waste and the proper method of disposal.

HS-4.6 Pesticide Control
The County shall monitor studies of pesticide use and the effects of pesticide on residents and wildlife and require mitigation of the effects wherever feasible and appropriate.

HS-4.8 Hazardous Materials Studies
The County shall ensure that the proponents of new development projects address hazardous materials concerns through the preparation of Phase I or Phase II hazardous materials studies for each identified site as part of the design phase for each project. Recommendations required to satisfy federal or State cleanup standards outlined in the studies will be implemented as part of the construction phase for each project.

HS-5.1 Development Compliance with Federal, State, and Local Regulations
The County shall ensure that all development within the designated floodway or floodplain zones conforms with FEMA regulations and the Tulare County Flood Damage Prevention Ordinance.

New development and divisions of land, especially residential subdivisions, shall be developed to minimize flood risk to structures, infrastructure, and ensure safe access and evacuation during flood conditions.

HS-5.2 Development in Floodplain Zones
The County shall regulate development in the 100-year floodplain zones as designated on maps prepared by FEMA in accordance with the following:

1. Critical facilities (those facilities which should be open and accessible during emergencies) shall not be permitted.
2. Passive recreational activities (those requiring non-intensive development, such as hiking, horseback riding, picnicking) are permissible.
3. New development and divisions of land, especially residential subdivisions, shall be developed to minimize flood risk to structures, infrastructure, and ensure safe access and evacuation during flood conditions.

HS-8.5 State Noise Standards
The County shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code (UBC). Title 24 requires that interior noise levels not exceed 45 dB Ldn (or CNEL) with the windows and doors closed within new developments of multi-family dwellings, condominiums, hotels, or motels. Where it is not possible to reduce exterior noise levels within an acceptable range the County shall require the application of noise reduction technology to reduce interior noise levels to an acceptable level.

HS-9.1 Healthy Communities
To the maximum extent feasible, the County shall strive through its land use decisions to

promote community health and safety for all neighborhoods in the County by encouraging patterns of development that are safe and influence crime prevention, promote a high-quality physical environment and encourage physical activity by means such as sidewalks and walking and biking paths that discourage automobile dependency in existing communities.

HS-9.2 Walkable Communities
The County shall require where feasible, the development of parks, open space, sidewalks, and walking and biking paths that promote physical activity and discourage automobile dependency in all future communities.

Water Resource Element

WR-2.1 Protect Water Quality
All major land use and development plans shall be evaluated as to their potential to create surface and groundwater contamination hazards from point and non-point sources. The County shall confer with other appropriate agencies, as necessary, to assure adequate water quality review to prevent soil erosion; direct discharge of potentially harmful substances; ground leaching from storage of raw materials, petroleum products, or wastes; floating debris; and runoff from the site.

WR-2.2 National Pollutant Discharge Elimination System (NPDES) Enforcement
The County shall continue to support the State in monitoring and enforcing provisions to control non-point source water pollution contained in the U.S. EPA NPDES program as implemented by the Water Quality Control Board.

WR-2.3 Best Management Practices (BMPs)
The County shall continue to require the use of feasible BMPs and other mitigation measures designed to protect surface water and groundwater from the adverse effects of construction activities, agricultural operations requiring a County Permit, and urban runoff in coordination with the Water Quality Control Board.

Transportation and Circulation Element

TC-1.18 Balanced System
The County shall strive to meet transportation needs and maintain LOS standards through a balanced Multimodal Transportation Network that provides alternatives to the automobile.

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.

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.

TC-4.2 Determine Transit Needs
The County will continue to work with TCAG, cities, and communities in the County to evaluate and respond to public transportation needs.

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:

1. Encouraging new and improving existing transportation services for the elderly and disabled, and
2. Providing intercommunity services between unincorporated communities and cities.

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.

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.

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.

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.

<u>Public Facilities and Services Element</u>

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.

PFS-1.3 Impact Mitigation

The County shall review development proposals for their impacts on infrastructure (for example, 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.

PFS-1.4 Standards of Approval

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

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

3. Funding mechanisms are provided to maintain, operate, and upgrade the facilities throughout the life of the project.

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.

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:
1. Establishing appropriate development impact fees,
2. Establishing assessment districts, and
3. Pursuing grant funding.

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 and to plan/coordinate, as appropriate, future utility corridors in an effort to minimize future land use conflicts.

PFS-1.8 Funding for Service Providers
The County shall encourage special districts, including community service districts and public utility districts to:
1. Institute impact fees and assessment districts to finance improvements,
2. Take on additional responsibilities for services and facilities within their jurisdictional boundaries up to the full extent allowed under State law, and
3. 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.

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.

PFS-1.10 Homeowner Associations
The County shall support the creation of homeowner associations, condominium associations, or other equivalent organizations to assume responsibility for specific public facilities and services.

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.

PFS-1.12 Security
The County shall seek to minimize vulnerability of public facilities to natural and man-made hazards and threats.

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-2.2 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.

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-3.3 New Development Requirements
The County shall require all new development, within UDBs, UABs, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, Area Plans, 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.

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-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.

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-4.6 Agency Coordination
The County shall work with the 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.

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-5.8 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-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.

PFS-7.5 Fire Staffing and Response Time Standards
The County shall strive to maintain fire department staffing and response time goals consistent with National Fire Protection Association (NFPA) standards.

Table 4 - Fire Staffing and Reponses Time Standards			
	Demographics	**Staffing/ Response Time**	**% of Calls**
Urban	>1,000 people/sq. mi.	15 FF/9 min.	90
Suburban	500-100 people/sq. mi.	10 FF/10 min.	80
Rural	<500 people/sq. mi.	6 FF/14 min.	80
Remote*	Travel Dist.>8 min.	4 FF/no specific response time	90

*Upon assembling the necessary resources at the emergency scene, the fire department should have the capacity to safely commence an initial attach within 2 minutes, 90% of the time.
FF: fire fighters

PFS-7.12 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.

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.

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 and bike routes to school.

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.

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.

PFS-9.3 Transmission Corridors

The County shall work with the Public Utilities Commission and power utilities so that transmission corridors meet the following minimum requirements:

1. Transmission corridors shall be located to avoid health impacts on residential lands and sensitive receptors, and
2. Transmission corridors shall not impact the economic use of adjacent properties.

Goals, Objectives, and Policies Specific to Ivanhoe

Goals, objectives and policies are the fundamental building blocks of the planning process. Goals describe the desirable results to which the plan is committed while objectives describe the intermediate steps or achievements which must be taken to reach the goals. Policies describe more specific actions or processes which must be undertaken in order to achieve objectives.

Taken as a whole, goals, objectives and policies provide the guidelines as to how the community is to grow in terms of type, quantity and quality of development. The goals, objectives and policies are an integral part of the plan itself and the final land use map and plan description must reflect the goals, objectives and policies of the community. The plan map then is a graphic portrayal of what goals, objectives and policies are intended to accomplish.

The goals, objectives and policies of this community plan are divided into four categories. The four areas are: Community Development, Housing, Economic Base, and Environmental Quality.

****** Draft Ground Water Management Act Policy ********

Goal: That the County and East Kaweah Groundwater Sustainability Agency work collaboratively under the Tulare County General Plan to assist the Ivanhoe PUD in establishing conservation measures and credits in order to sustainably grow water and sewer infrastructure consistent with the Projected Growth Rates considered in the General Plan of Tulare County.

Objective: To not inhibit the Ivanhoe Community Plan 2019 Update, the projected growth rates due to the Groundwater Management Act. Instead, to use thoughtful localized conservation measures, funding and credits for storm water retention / groundwater reclamation that can be utilized by the School District and PUD's in order meet the demands of the East Kaweah GSA and the Management Area.

Policy 1: The County as a member of the East Kaweah GSA will use its role as a GSA member to assist the Ivanhoe PUD, and Visalia Unified School District to enhance and establish conservation measures that reduce the demand requirements consistent with previous drought measures (2014-15) that are still the law of California, and under the precepts of SGMA.

Policy 2: The Ivanhoe PUD, and Visalia Unified School District should work with the East Kaweah GSA to establish credits for storm water retention / ground water reclamation consistent with the County General Plan.

Policy 3: The Ivanhoe PUD seek and be given credits consistent with the East Kaweah GSA's ultimate definitions of available reclamation credits for recycled waste water effluent land applications.

Policy 4: That the Visalia Unified School District be given credits for any ground water reclamation, they can supply through utilization of their existing storm water detention basins.

Community Development

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

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

Policies:

1. Encourage in-filling of vacant land and compatible development on underdeveloped land as a priority before development of agriculturally productive lands.
2. The County shall carefully coordinate the extension of water and sewer services in the Plan Area with the IPUD to promote orderly and efficient development patterns.

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

Objective: Promote concentrations of similar or compatible uses.

Policies:

1. Promote a concentration of industrial and commercial activities within selected areas to allow for cost efficient provision of necessary services and to protect residential neighborhoods.
2. The County shall discourage the intrusion into existing urban areas of new incompatible land uses that produce significant noise, odors, or fumes.
3. The County shall ensure that new development respects Tulare County's heritage by requiring that development respond to its context, be compatible with the traditions and character of each community, and develop in an orderly fashion which is compatible with the scale of surrounding structures.
4. The County shall discourage the intrusion into existing urban areas of new incompatible land uses that produce significant noise, odors, or fumes.
5. Land well suited for industrial development because of access, availability of infrastructure and proximity to similar land uses should be designated for industry and protected from the encroachment of incompatible uses.
6. Establish areas zoned exclusively for industry, commerce and residences consistent with the policies in this plan.
7. Phase-out existing nonconforming commercial and industrial concerns within planned residential areas through appropriate zoning amortization procedures.
8. Locate high-density residential uses in close proximity to planned shopping areas.
9. Require public, quasi-public and high density residential uses to locate where direct access to major streets is available.
10. The County shall ensure that solid waste facility sites (for example, landfills) are protected from the encroachment by sensitive and/or incompatible land uses.
11. The County shall cooperate with all affected school districts to provide the highest quality educational services and school facilities possible.

12. The County shall work with the Visalia Unified School District in facilitating the location and establishment of new school sites, or expansion of existing sites, as needed.
13. The County shall work with the Visalia Unified School District to provide safe routes to school.
14. The County of Tulare will solicit recommendations from all interested public agencies on matters regarding the Ivanhoe Community Plan.
15. The Ivanhoe Community Plan should be reviewed every five years to determine if amendments are appropriate.
16. When considering any land use proposal, capital expenditure or other matters of community importance, the County of Tulare will request input from the local service district and other affected agencies.

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

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

Objective: Encourage land uses adjacent to State Route 216 and Avenue 328 which are consistent with noise impacts.

Policies:
1. Encourage commercial and/or industrial development to locate adjacent to SR 216 where access is appropriate for such development.
2. Require installation of walls, berms or heavy planting along SR 216 and the railroad in conjunction with any new residential development.
3. Discourage new residential development on vacant lots within areas proposed for commercial and industrial development.
4. Encourage the eventual conversion of existing residential uses within areas proposed for commercial and industrial development to nonresidential uses; excepting living quarters used in conjunction with a business.
5. Phase-out existing non-conforming commercial and industrial uses within planned residential areas by zoning such areas residential, and by enforcement of local zoning regulations pertaining to illegal buildings and uses.
6. Tulare County shall designate and zone sufficient amounts of land to accommodate existing and projected industrial, commercial, residential, and public (e.g., parks and recreational) needs of the community.
7. Provide for appropriate buffers between areas set aside for commercial activities and single family residential uses.

GOAL III: Achieve development densities consistent with levels of available service.

Objective: Urbanization in the planning areas should be contiguous and compact.

Policies:

1. The County shall encourage high-density residential development (greater than 14 dwelling units per gross acre) to locate along collector roadways and transit routes, and near public facilities (e.g., schools, parks), shopping, recreation, and entertainment.

2. The County shall review development proposals for their impacts on infrastructure (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.
3. The extension of water and sewer facilities into the planning area shall be coordinated with the policies of this Plan and the goals and policies of the Tulare County General Plan. Development in the planning area shall pay their fair share for services.

Objective: Avoid over use of individual waste disposal systems in unsewered areas.

Policies:
1. Prohibit new residential development in excess of seven families per acre until such time as a central sewage collection system is constructed.
2. Prohibit commercial and industrial development with excessive wastewater discharge characteristics.

Objective: Encourage merger of existing vacant substandard lots within the townsite of Ivanhoe.

Policies:
1. Conduct a study of the Ivanhoe townsite area to determine the impact of a comprehensive vacant lot merger action and undertake such a merger, if feasible.

GOAL IV: Coordinate Community Development Decisions with the Ivanhoe Public Utility District.

Objective: Ensure that all development can be served by the Ivanhoe Public Utility District (IPUD) during the planning period.

Policies:
1. Coordinate zoning with availability of utilities and community services.
2. Promote commercial and industrial development with wastewater discharge characteristics which can be accommodated by the IPUD.
3. Encourage industries with excessive effluent to pre-treat wastewater prior to disposal to the IPUD wastewater system.
4. Encourage coordination between developers and the IPUD throughout the application and development process to prevent time delays and to assure that the IPUD can accommodate the needs of any proposed development.
5. Before the issuance of any land use permit, the Tulare County Resource Management Agency must receive confirmation from the IPUD that water and sewer service requirements can be accommodated.
6. Assist the IPUD in applications for grant funds to carry out their capital improvement program for providing, maintaining and improving their sewer and water systems to serve new and existing developments which implement the goals and objectives of this Plan and of the Tulare County General Plan.
7. Prohibit to the extent allowed by law all development from holding, diverting and/or disposing of storm water run-off at locations, or in such a manner, as to cause groundwater recharge contributable to raising the groundwater to an unsafe level in

the vicinity of the IPUD wastewater treatment facilities.

8. Investigate the necessity of preparing a drainage plan, within five years of adoption of the Community Plan, for diverting and disposing of storm water runoff and excess irrigation water at a location, or locations, where the retention or disposition of such water will not contribute to raising the groundwater level in the vicinity of the IPUD wastewater treatment facilities.
9. Before the issuance of any land use permit, the Tulare County Resource Management Agency will require all project applications for new development or redevelopment to include storm water disposal plans in accordance with the recommendations of the Tulare County Resource Management Agency and Caltrans to prevent runoff flows into the State highway right-of-way.

Housing

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

Objective: Reduce deficiencies in existing housing stock.

Policies:

1. Through the Housing Element process, the County shall strive to minimize or eliminate blight in Ivanhoe.
2. Apply the health, safety and welfare standards of Tulare County Ordinance Code, which may require demolition of vacant substandard housing units.
3. Encourage relocation of families from substandard housing units by expanding affordable housing opportunities within the community.
4. Inform potential rehabilitators of substandard housing that incentives such as reduced building permit fees are available.
5. The County will strive to ensure that there is an adequate amount of planned residential land to meet the housing needs of Ivanhoe.
6. The County will ensure that there are adequate sites and will work with the Ivanhoe PUD and other agencies to ensure that there are adequate public facilities to support future housing needs in Ivanhoe.
7. The County will work diligently towards the rehabilitation of the housing stock in Ivanhoe.
8. The County will attempt to maintain a balance between owner and renter-occupied housing stock in Ivanhoe.
9. Sites for multi-family development shall be identified which do not overburden any one area of the community or neighborhood. Large developments should be located on collector or arterial streets.

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

Policies:

1. Enable the housing industry to proceed with construction in a timely and cost-efficient fashion by providing adequate amounts of residential zoning.
2. Assure that the housing industry is made aware of residential development potentials in Ivanhoe.
3. Coordinate residential zoning with availability of utilities and community services.
4. Provide adequate amounts of residential zoning to encourage the housing industry to proceed with construction of residential

development in a timely and cost-efficient fashion.

Economic Base

GOAL V: Develop a strong and diversified economy.

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

Policies:
1. Promote a concentration of industrial and commercial activities within selected areas to allow for cost efficient provision of necessary services and to protect residential neighborhoods.
2. Zone an area for a community shopping center in the northeastern portion of the community to meet local consumer needs.
3. Reserve areas with convenient State Route access for highway-oriented commercial development, thereby encouraging outside cash flow into the community.
4. New service commercial uses should be located away from existing or planned residential areas or mitigation measures should be incorporated into the design of the project that will eliminate any undesirable conditions.
5. The County shall encourage industrialization in Ivanhoe, especially industries that provide non-seasonal employment, and which require close freeway access.

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

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

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

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

Environmental Quality and Public Safety

GOAL VI: Preserve and enhance the quality of life for present and future generation of Ivanhoe citizens.

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

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

Objective: Provide sufficient open space for community recreation needs.

Policies:

1. Encourage reservation of open space for recreational purposes in conjunction with future residential developments.
2. Facilitate innovation in housing and subdivision design so that private recreation and open space areas can be accommodated.
3. Assist in the development of a community park as feasible and appropriate in conjunction with a future site of the Visalia Unified School District.

Objective: Protect Agricultural Lands:

1. Land within the respective Urban Development Boundary of Ivanhoe, which is designated as residential reserve, commercial reserve, or industrial reserve shall be retained in agricultural use until such time as conversion to urban use (as defined in the Tulare County General Plan) is appropriate. When a rezoning occurs without a general plan amendment, the reserve designation shall be removed from the parcel.
2. The following criteria shall be used to determine when conversion to urban use is appropriate:
   a. The property is not subject to an agricultural preserve contract;
   b. Full urban services, schools, and infrastructure sufficient to serve urban development either are available or can be made available; and
   c. At least 30 % the property boundaries are contiguous to existing urban development.
3. Until productive agricultural lands are ready to be developed they shall be retained in parcels of sufficient size to allow agricultural uses.
4. Agricultural uses outside the UDB shall be protected from conflicting urban uses by aligning the UDB along streets, canals or other man-made or natural features in order to buffer the two uses to the extent possible.
5. The County (and developers) shall carefully coordinate the extension of public water and sewer services in the planning area with Ivanhoe Public Utility District, to promote logical and orderly development patterns.
6. New agricultural preserves and contracts shall not be approved for properties within Ivanhoe PUD.
7. Commercial and residential uses will be required to connect to public services provided by the Ivanhoe PUD.
8. Large lot agricultural zoning such as AE-10 shall be applied as a holding zone to properties, which do not meet the criteria set forth in policy Agriculture Policy 2 above.
9. Promote growth along SR 216 for industrial and commercial uses to preserve adjacent agricultural lands consistent with the Corridor Framework Policies in the Tulare County General Plan.

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

Policies:

1. Prohibit to the extent allowed by law new intensive animal raising operations within the "windshed" area of Ivanhoe.

General Plan Framework

Value Statements

1. The beauty of the County and the health and safety of its residents will be protected and enhanced.
2. The County will create and facilitate opportunities to improve the lives of all County residents.
3. The County will protect its agricultural economy while diversifying employment opportunities.
4. Every community will have the opportunity to prosper from economic growth.
5. Growth will pay its own way providing sustainable, high quality infrastructure and services.

Framework Concepts

- ***Concept 1: Agriculture***
  One of the most identified assets in Tulare County is the rich agricultural land on the valley floor and in the foothills. The General Plan identifies agriculture not only as an economic asset to the County but also as a cultural, scenic, and environmental element to be protected and to insure that the utilization of these resources may continue to economically succeed.

- ***Concept 2: Land Use***
  Tulare County has a number of unincorporated communities that will grow and develop and natural resource lands (agriculture, mineral extraction, and open space) that will be preserved and permitted to expand. It is anticipated that much of the projected population growth will require a range of housing choices, neighborhood support services, and employment producing uses that are centrally located in cities and unincorporated communities. The County will also utilize its goals and policies to guide the conversion of agricultural and natural resource lands to urban uses.

- ***Concept 3: Scenic Landscapes***
  The scenic landscapes in Tulare County will continue to be one of its most visible assets. The Tulare County General Plan emphasizes the enhancement and preservation of these resources as critical to the future of the County. The County will continue to assess the recreational, tourism, quality of life, and economic benefits that scenic landscapes provide and implement programs that preserve and use this resource to the fullest extent.

- ***Concept 4: Natural and Cultural Resources***
  As Tulare County develops its unincorporated communities, the County will ensure that development occurs in a manner that limits impacts to natural and cultural resources through the implementation of its Goals and Policies and through proper site planning and design techniques.

Guiding Principles

- ***Principle 1: Opportunities***
  Provide opportunities for small unincorporated communities to grow or improve quality of life and their economic viability.

- *Principle 2: Reinvestment*
  Promote reinvestment in existing unincorporated communities in a way that enhances the quality of life and their economic viability in these locations.

- *Principle 3: Protection of Resources*
  Protect the County's important agricultural resources and scenic natural lands from urban encroachment through the implementation of Goals and Policies of the General Plan.

- *Principle 4: Limit Rural Residential Development*
  Strictly limit rural residential development potential in important agricultural areas outside of unincorporated communities, hamlets, and city UDBs, UDBs (i.e., avoid rural residential sprawl).

- *Principle 5: Agricultural Facilities*
  Allow existing and outdated agricultural facilities in rural areas to be retrofitted and used for new agricultural related businesses (including non-agricultural uses) if they provide employment.

- *Principle 6: Planning Coordination and Cooperation*
  Enhance planning coordination and cooperation with the agencies and organizations with land management responsibilities in and adjacent to Tulare County.

PRELIMINARY ASSESSMENT OF LAND NEEDS

Market Analysis

Renter Affordability

According to the US Census Bureau, the 2013-2017 American Community Survey **(see Table 33** data indicated that in 2017 the cost of rent in Ivanhoe was lower than in Tulare County and the State of California, but that rent constituted a larger percentage of household income. The median rent was $748.00 in Ivanhoe, whereas the median rent was $877.00 in Tulare County and $1,358 in the State of California, respectively. In Ivanhoe, the percentage of households paying 35% or more of income on housing was 54.7% while the percentage of households paying 35% or more of income on housing was 47.2% in Tulare County and 46.4% in the State of California.

Table 32 - 2013-2017 American Survey: Renter Cost

Geography	Median Rent	Gross Rent as a % of Household Income					
		Less than 15.0 %	15.0% to 19.9%	20.0% to 24.9%	25.0% to 29.9%	30.0% to 34.9%	35.0% or more
California	$1,358	9.6%	10.9%	12.1%	11.5%	9.6%	46.4%
Tulare County	$877	10.6%	10.5%	12.1%	10.7%	8.7%	47.2%
Ivanhoe CDP	$748	20.5%	6.3%	4.5%	6.5%	7.4%	54.7%

Source: 2013-2017 American Community Survey 5-Year Estimates

Owner Affordability

According to the US Census Bureau, the 2013-2017 American Community Survey data indicated that in 2017 the cost of a mortgage in Ivanhoe was lower in Tulare County and the State of California. The mortgage constituted a smaller percentage of household income compared to Tulare County and the State of California. The median owner cost (with mortgage) was $794 in Ivanhoe, whereas the median owner cost was $1,345 in Tulare County and $2,206 in the State of California, respectively. In Ivanhoe, the percentage of households paying 35% or more of income on housing was 30.5%. The percentage of households paying 35% or more of income on housing was 31.7% in Tulare County and 30.7% in the State of California **(see Table 34).**

Table 33 - 2013-2017 American Community Survey: Owner Cost						
Geography	Median Owner Cost (with mortgage)	Mortgage as a % of Household Income				
		Less than 20.0%	20.0% to 24.9%	25.0% to 29.9%	30.0% to 34.9%	35.0% or more
California	$2,206	32.5%	19.6%	12.5%	9.0%	30.7%
Tulare County	$1,345	36.2%	14.5%	10.4%	7.1%	31.7%
Ivanhoe CDP	$794	40.1%	18.0%	3.0%	3.0%	30.5%

Source: 2013-2017 American Community Survey 5-Year Estimates

Existing Businesses

According to the US Business Directory, there were 90 businesses in the Ivanhoe area in 2018, (including apartment complexes) http://us-business.info/directory/ivanhoe-ca/ **(see Table 35).**

Table 34: Existing Businesses in Ivanhoe			
Ag Produce	Family Market	Ivanhoe Pharmacy	Oakwood Apartments
Alawdi Market	Farmer Bob's Gift Baskets	Ivanhoe Public Utility District	Oakwood II Apartments
Banzulela, Cresencia, MD	Fleischman, Joshua, MD	J & S Landscape Maintenance	Ocean Pacific Window Cleaning
Beal Jr, Perry W, MD	First Southern Baptist Church	Jim Handley Construction	Paradise Viedo
Beary Nice Smiles	Forcum Mackey Construction INC	K & B Beauty Salon	Pilars Golden Shears
Big Discount Store	German's Wood Shop	Klink Citrus Association	Porcaro, Joseph DDS
Boys & Girls Club Sequoias	Gonzalez Meat Market & Groceries	LA Estrellita Market	Porcaro, Joseph, DDS
C B H Property Management	First Southern Baptist Church	LA Espigita Bakery	Premier Design
C M Transport	Grandmas Attic	Leffingwell Ag Sales Co.	Quiroz, Beatriz, MD
Chess-Comm INC	H N Market	Loya, Veronica, MD	Ramirez Family Catering Service
Church of the Nazarene	Haas, Marcy A, MD	M & M Productions Party Planning and DJ Services	Rhodes Nursery INC
Community Services & Employment Training INC	Hannah Trucking Svc INC	Maffey-Guzman, Maricela, MD	Safe Co Store
Cordena, Robert, MD	Hobbs Citrus Nursery	Mana Del Cielo	San Felipe De Jesus Mission
Davidson Performance Sandblasting	Home Made Hot Wheels	Master Landscape	Save-More Super Market
Diamond Raisins	Hopper Don & David R	Matias, Janice A (MA)	Shell Mini Mart

Table 34: Existing Businesses in Ivanhoe			
	(Market)		
Espinosa, Andrea, MD	Ivanhoe Branch Library	Mi Ranchito Restaurant	Sierra Sanitation INC
Exeter-Ivanhoe citrus Association	Ivanhoe Elementary School	Mota's Mini Mart	Sierra Systems Design
Family Dollar	Ivanhoe Family Worship Center		Sweeden's Tree Service
Family Farm Fresh	Ivanhoe Fire Station	Mota's Tire Service	Stone Canyon Ornamental Iron
Family Health Care Network	Ivanhoe Medical supply	Medina's Quality Concrete	Taqueria Loza
	Ivanhoe Pharmacy	Nelson GW Backhoe Service	Triangle Drive In
Trujillo, Joshua A. MD	Tulare County Child Care	US Post Office	Villalobos, Miguel A. MD
Walker, Jacquelyn, MD	Walnut Grove Assembly of God	Yazmin's Anotjitos Mexicanos	

Market Feasibility

The community of Ivanhoe **(see Table 35)** already has five (5) grocery stores including Adawdi Market, Family Market, H & N Market, Gonzales Meat Market and Groceries, LA Estrellia Market, and Save More Super Market and two convenience stores: Moto's Mini Mart and shell Mini Mart. Ivanhoe also has four (4) restaurants including: Mi Ranchito Restaurant, Triangle Drive In, and Country Road Café. There is also a Family Dollar, Mota's Tire Service, and Big Discount Store located in Ivanhoe. Without a substantial increase in households, the discretionary income of Ivanhoe residents would not support a new large commercial area.

Assessment of Land Needs

Population Growth Forecast

With the existing 812.0-acre Ivanhoe Urban Development Boundary, agricultural activities, such as orchards and pasture, currently constitute 39.4 percent of the Planning Area.

The forecasted increase in population from 2017-2030 is 695 persons. A 100% flexibility factor is typically recommended for UDB expansions which would yield 173.74 acres (86.87 x 2) as the proffered UDB. It is anticipated, however, that projected growth in Visalia will take a spillover effect impacting Ivanhoe, therefore it is recommended that an increase of 582 acres will accommodate the projected land demand.

The ratio of urbanized acres per person is calculated by dividing the year 2019 population of 3,904 by 485.2 urbanized acres, which equals 8.0.2 persons per urbanized acre **(see Table 36 and 37)**. Projecting this ratio into the future (695 persons divided by 8.0) suggests an additional 86.87 acres of land will be required for development by the year 2030.

Demand Forecast

Based on the data and analysis contained above, the following table includes the year 2030 square footage and residential unit demand forecast for the Ivanhoe planning area.

Table 36: Ivanhoe Population Projections

Growth Rate	2017	2020	2030
0.013	**3,804**	**3,954**	**4,499**

Table 35 - Population Projection

Year	Population	Growth (%)
2017	3,804	0.013
2018	3,853	0.013
2019	3,904	0.013
2020	3,954	0.013
2021	4,006	0.013
2022	4,058	0.013
2023	4,111	0.013
2024	4,164	0.013
2025	4,218	0.013
2026	4,273	0.013
2027	4,328	0.013
2028	4,385	0.013
2029	4,442	0.013
2030	4,499	0.013

Population and Housing Units

The year 2017 baseline population was determined by projecting the 2017 American Community Survey (Survey) data population by an annual growth rate of 1.3% annually. The Survey indicated that in year 2017 the community had 1,161 dwelling units (including vacant dwellings) with a population of 3,804. At an annual growth rate of 1.3%, the projected housing units **(see Table 38)** are 1,207 and 1,373 in years 2020 and 2030, respectively, and projected population is 3,954 and 4,499 in Years 2020 and 2030, respectively.

Table 37 - Housing Projection

Year	Housing	Growth (%)
2017	1,161	0.013
2018	1,176	0.013
2019	1,191	0.013
2020	1,207	0.013
2021	1,223	0.013
2022	1,238	0.013
2023	1,255	0.013
2024	1,271	0.013
2025	1,287	0.013
2026	1,304	0.013
2027	1,321	0.013
2028	1,338	0.013
2029	1,356	0.013
2030	1,373	0.013

Opportunities & Constraints

Opportunities

Complete Streets

The Complete Streets Act of 2007 (Assembly Bill 1358) requires counties when updating General Plans, to identify how the jurisdiction will provide for the routine accommodation of all users of the roadway including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation.

Affordable Housing

The community of Ivanhoe has a median income of $29,898, which is considerably less than 60% of the State's median income of $ 67,169. Approximately 3.7 of the households in Ivanhoe spend 30% or more of their income on housing. As such, there is a high need for affordable housing.

Moreover, 56.3% of renters spent 35% or more of their income on rent. As 35.9% of the households include single parents with children and Ivanhoe's average household size of 3.36 for renters and 3.96 for owner-occupied units, it is very likely that many children in Ivanhoe share bedrooms.

Urban Development Boundary

Although State planning law does not define specific requirements for establishing planning area boundaries, it is generally agreed that the planning boundaries should include the territory within a community's probable ultimate physical boundaries and service area. Urban Development Boundaries provide a planning framework that promotes the viability of communities, hamlets, and cities while protecting the agricultural, open space, scenic, cultural, historic, and natural resource heritage of the County. In the past, the County used three key planning tools to guide urban development in all unincorporated areas of the County. The first was the Urban Boundaries Element; the second are the Area Plans; the third are the General Plans for identified incorporated cities and Community Plans for unincorporated communities. In 1974, Tulare County added an Urban Boundaries Element to its General Plan. The element required the designation of an urban boundary for every "viable" unincorporated community in the county. The Urban Boundaries Element also established Urban Improvement Areas (20-year planning boundaries) for certain communities. The 1974 Urban Boundaries Element designated both an Urban Area Boundary and an Urban Improvement Area for Ivanhoe.

In 1983, the Urban Boundaries Element was amended to create Urban Development Boundaries (UDBs, which are also to function as 20-year planning boundaries) and to Change the function of the Urban Area Boundary to simply a "comment line" around incorporated cities. Under the 1983 amendment, Urban Area Boundaries are no longer established around unincorporated communities - and Urban Improvement Areas are to be phased out over time (replaced with UDBs) as each community's boundaries are updated.

For unincorporated communities as per the Planning Framework Element of the General Plan, the UDB is a County adopted line dividing land to be developed from land to be protected for agricultural, natural, open space, or rural uses. It serves as the official planning area for communities over a 20-year period. Land within an unincorporated UDB is assumed appropriate for development and is not subject to the Rural Valley Lands Plan or Foothill Growth Management Plan.

Recommended Boundary Adjustments

The existing Urban Development Boundary contains approximately 812.0 acres **(see Figure 3).** A 582 acre increase in the UDB to contain a total of 1,394-acres is required to accommodate forcasted land demand (see discussion on page 142). This expansion of the Urban Development Boundary includes the Ivanhoe Wastewater Treatment Facility and surrounding areas consistent with the Sphere of influence for the Ivanhoe Public Utility District.

Urban Reserve Commercial Areas

Two (2) parcels have been designated as Commercial Reserve in the General Plan. The parcels are currently zoned AE-20. With a zoning designation of AE-20, there is limited potential for residential subdivisions on large agricultural parcels. By updating the zoning designation from AE-20 to AE-10, Tulare County would reduce the entitlement restrictions and allow these areas to be developed with a commercial use outlined by the General Plan. In addition, updating the Zoning Map creates consistency between the Zoning Ordinance and the General Plan. This would also allow future development to move forward with entitlement applications without the need for a zone change. By eliminating the need for a zone change, entitlements can be issued quicker and at a lower cost.

Urban Reserve Residential Areas

Eight (8) parcels have been designated as Urban Residential Reserve in the General Plan Land Use map. The parcels are currently zoned AE-20, there is limited potential for residential subdivisions on large agricultural parcels. By updating the zoning designation from AE-20 to AE-10, Tulare County would reduce the entitlement restrictions and allow these areas to be developed with a residential use as outlined by the General Plan. In addition, updating the Zoning Map creates consistency between the Zoning Ordinance and the General Plan. This would also allow future development to move forward with entitlement applications without the need for a zone change. By eliminating the need for a zone change, entitlements can be issued quicker and at a lower cost.

Mixed Use Reserve Areas

Twelve (12) parcels have been designated as Mixed-Use Urban Reserve Areas in the General Plan Land Use map. One (1) parcel is currently zoned AE-40 and seven (7) parcels are currently zoned AE-20. With a zoning designation of AE-40, there is limited potential for development on large agricultural parcels. By updating the zoning designation from AE-40 and AE-20 to AE-10, Tulare County would reduce the entitlement restrictions and allow these areas to be developed with mixed use as outlined by the General Plan. In addition, updating the Zoning Map creates consistency between the Zoning Ordinance and the General Plan. This would also allow for future development to move forward with entitlement applications without the need for a zone change. By eliminating the need for a zone change, entitlements can be issued quicker and at a lower cost.

Zoning Map Update

The currently Zoning Map for Ivanhoe is very similar to the Land Use Map outlined in the General Plan. There are a couple of zoning changes that need to occur to allow the General Plan and Zoning Ordinance to be in conformity with each other.

Constraints

There are several constraints or restrictions which will impact the nature and location of future development within the community. In particular, these constraints pertain to existing problems of public health and safety, acceptable noise levels impacts of deteriorating housing, lack of a full range of community services. Following are constraints that were recognized in the preparation of this plan.

Noise Contours

Constraint: There are a variety of sources that produce noise in the Ivanhoe Plan Area and include traffic, railroad operations, and agricultural operations. Traffic noise is the most dominant source of ambient noise in the County, according to the Tulare County General Plan EIR **(see Table 39)**. Avenue 328 and SR 216 runs through the Ivanhoe Planning Area and would be the largest source of traffic noise in the area due to the high volumes of traffic.

Table 38 - Noise Levels

Location	ADT	From Roadway Centerline			
		Distance (feet) to 70 Ldn Contour	Distance (feet) to 65 Ldn Contour	Distance (feet) to 60 Ldn Contour	Distance (feet) to 55 Ldn Contour
Avenue 328 from Rd 132 to SR 216	5,020	25	54	117	252
SR 216 from Rd 144 to Rd 158	4,350	18	40	86	185
SR 216 from Rd 158 to Avenue 344	4,000	30	64	139	299

Source: 2010 General Plan Background Report

Solution: Mitigation measures identified in the Tulare County 2030 General Plan's Noise Element will allow the development of some land uses provided certain standards are met which reduce the impact of noise within the noise-impacted areas. Properties adjacent to State Route 216 and Avenue 328 are areas designated as noise-impacted in the community.

Railroad

Constraints: Operations along the SJVR line are another dominant source of noise in Ivanhoe. The SJVR line is located between and parallel to Depot and Live Oak Drives. Noise levels are higher at grade crossings due to the warning horn. There are four at-grade crossings located within the Planning Area.

1. The intersection of Avenue 323 and Road 160;
2. Road 330 between Depot and Live Oak Drives;

3. Avenue 328/Elm Street near the Visalia-Ivanhoe Highway/Road 160; and
4. The Visalia-Ivanhoe Highway/Road 160 near Avenue 328/Elm Street.

Soil Characteristics

Constraints: The entire Planning Area lies within an area of prime agricultural soils. Although better suited to farming, these soils have the capability to accommodate most urban related uses. The slow permeability rate of local soils will also limit the location and type of development allowed due to the high run-off potentials associated with impervious material used in and as a result of construction.

Designated Floodway (St. Johns River)

Constraints: Although there are no designated floodways within the Planning Area, the proximately of the St. John's River (approximately ½ mile south) and the possibility of flooding will be a constraint to the southward development of the community. However, a sufficient amount of land will be available in other parts of the community, and current Tulare County policies applicable to flood zones will allow for the future development of these zones to accommodate growth.

Agricultural Lands

Constraints: The presence of approximately 140 acres of Williamson Act Lands (Agricultural Preserves) along the periphery of the Planning Area may deter the natural "grow out" pattern of urban related uses. Although a constraint, Agricultural Preserves prevent premature urban development of agricultural lands and encourage in filling of existing vacant parcels within the immediate core of the Plan Area.

Solutions: As the need arises for developable land, (and if justifiable), Agricultural Preserves can be canceled by a landowner with the approval of the Tulare County Board of Supervisors. Another option available to landowners is nonrenewal of their ten-year contracts. This option allows their land to revert to "regular" agricultural lands over a ten-year period and, subsequently allowing the landowner an opportunity to develop his land through the regular permitting process.

Limited Employment Opportunities

Constraints: Employment opportunities within the Ivanhoe Planning Area are rather limited due to the absence of year-round high employment-generating land uses (i.e., industry). The proximity of Visalia to the Planning Area will continue to contribute to limited employment opportunities within Ivanhoe. As the area develops commercial uses, some jobs will be created but not to the extent, industrial development could provide.

Infrastructure Needs

Ivanhoe's water supply system is owned, operated, and maintained by Ivanhoe Public Utility District

Constraints: Additional sources of water and roadway maintenance and complete streets will be an important part of future growth within Ivanhoe. The Ivanhoe Public Utility District (IPUD) serves only those residential/urban uses within the District's boundary. Not all areas within the Urban Development Boundary (UDB) are within the IPUD's existing boundary, which constrains the immediate or near future development of urban uses. Therefore, those areas planned for future urban development outside of the IPUD's boundary will require annexation to the district boundaries and connection to the IPUD facilities.

Solution: Those areas planned for future urban development outside of the Ivanhoe Public Utility District's boundary will require annexation within the District boundaries and connection to the Ivanhoe PUD facility.

Domestic Water/Sewer

The Ivanhoe PUD water system supports 1,114 single and multi-family connections. The sanitary sewer system for the Ivanhoe community currently supports 1,114 single and multi-family residential connections **(see Table 22)**.

Storm Drain

Storm drain facilities **(see Table 23)** are located throughout Ivanhoe. As such, new development should be required to construct storm drain facilities. This requirement could increase the cost of development

Tulare County Economic Development Strategy

Tulare County's current Economic Development Strategy focuses on tourism, the agricultural industry and pursuing grants.

Agriculture

Tulare County has a booth at the World Agricultural Exposition (Ag Expo) every year. The Economic Development Office uses the event to promote Tulare County tourism and business opportunities. Partnering with the County's Purchasing Department the Ag Expo provides an excellent method to market directly to the global agriculture related businesses attending the Ag Expo and sell surplus county equipment.

Grants

- State Water Resources Control Board – State Revolving Fund: $500,000 for Traver Community Wastewater System Improvements Planning Study and Design, once plans are near complete we will apply for construction funding between $8 and 10 million.
- State Water Resources Control Board: have applied and received $5 million in construction funding for Phase 1 of the Yettem Seville Water System.
- County Measure R funding $575k for sidewalks and ADA improvements in Goshen.

- ATP Active Transportation Program- Statewide competitive $2 million funding is anticipated for Safe Routes to School and ADA improvements in and around three (3) Goshen.
- Low Carbon Transit Program funding $147,474.00.
- Prop 84 – Goshen Neighborhood Improvement Program funding $2,153,900.00.
- Yettem & Seville Project Phase 1 funding $4,300,200.00
- Navigation Aids at Sequoia Field Airport funding $340,200.00
- Transit Operations & Maintenance Facility (TOMF) funding $10,800,000.00

Solar Projects

In Tulare County, there have been 13 Utility Scale Solar Projects that have a capacity of 198 MW. There are nine (9) projects in /Under Construction with a capacity of 260 MW. In terms of total solar projects (including Utility Scale, Solar on Dairies, Commercial Solar, and Residential Solar) there have been 1570 projects built that accounts for a capacity of 227.5 MW. The Corridor offers realistic potential to locate solar projects closer to the urban areas and outside of the direct line-of-sight viewshed of the Highway 99 Corridor. **Figure 21** provides a summary of solar development in Tulare County.

Figure 20 - Solar Development in Tulare County

Utility Scale Solar Projects		
Phase of Construction	**No. of Permits**	**Total Capacity (MW)**
Under Review	0	0.0
Pre-construction/Under Construction	1	45.0
Constructed	21	413.0
Total	**22**	**458.0**
Solar Projects on Dairies		
Phase of Construction	**No. of Permits**	**Total Capacity (MW)**
Under Review	0	0.0
Pre-construction/Under Construction	6	3.6
Constructed	44	39.7
Total	**50**	**43.3**
Other Commercial Solar Projects		
Phase of Construction	**No. of Permits**	**Total Capacity (MW)**
Under Review	0	0.0
Pre-construction/Under Construction	36	8.9
Constructed	172	44.8
Total	**208**	**53.7**
Anaerobic Digesters		
Phase of Construction	**No. of Permits**	**Total Capacity (MW)**
Under Review	0	
Pre-construction/Under Construction	16	
Constructed	4	
Total	**20**	
Residential Solar Projects (based on 7 kw/sfd average)		
Phase of Construction	**No. of Permits**	**Total Capacity (MW)**
Under Review	13	0.09
Pre-construction/Under Construction	127	0.89
Constructed	2092	14.64
Total	**2232**	**15.6**
Solar Project Totals		
Phase of Construction	**No. of Permits**	**Total Capacity (MW)**
Under Review	13	0.09
Pre-construction/Under Construction	186	58.39
Constructed	86	512.14
Total	**2532**	**570.74**

Online Presence

Tulare County is currently developing and growing the Economic Development Website by offering content that is current, informative and useful for decision-makers in an effort to attract, retain and expand a diverse business community in all regions of the County. We are currently building an online industrial/commercial property inventory. We are reaching out to brokers in order to post their listings on our website.

The Tulare County Economic Development Office maintains an active presence on Facebook and Twitter. In addition, the Tulare County Film Commission Channel contains the latest videos of groundbreaking and ribbon cutting events. Content development will continue to grow over time. 181

SWOT ANALYSIS	
Strengths	**Weaknesses**
▪ Tulare County has a strong agricultural economy. ▪ There is an elementary school ▪ There a number of highway commercial businesses. ▪ There is a variety of commercial and industrial uses. ▪ The cost of living is low in Tulare County. ▪ Ivanhoe has a Family Health Care Center located at 33025 Road 159.	▪ Ivanhoe is considered a severely disadvantaged community with a median income of $29,898. ▪ There is no High School in Ivanhoe. ▪ Ivanhoe has limited transportation options. There is one bus line and two bus stops in Ivanhoe. ▪ There is no established Main Street. ▪ Sidewalks are needed. ▪ The Storm drain system is inadequate improvements are required.
Opportunities	**Threats**
▪ Vacant land is available. ▪ Rail Line is available. ▪ Complete Streets ▪ A Mixed Use Overlay Zone would allow for additional development. ▪ Tulare County Transit Agency (TCaT) has bus routes that link Ivanhoe with Visalia.	▪ There has been a gradual decline in the number of businesses and jobs. ▪ Ivanhoe competes with Visalia. ▪ Tulare County has a limited budget for road improvements. Budgeting for roadway maintenance could be reduced depending upon the financial health of Public Works branch. ▪ Small businesses are sensitive to changes in tax rates, minimum wage, requirement of health care provisions and other nationally established policies and requirements. ▪ Farms are getting larger and relying more on automation. This can reduce jobs and incomes. ▪ National and Statewide economic trends can impact Ivanhoe's economy.

Reducing Barriers to Economic Development

California Competes

"The California Competes Tax Credit is an income tax credit available to businesses that want to locate in California or stay and grow in California. Tax credit agreements will be negotiated by GO-Biz and approved by a newly created "California Competes Tax Credit Committee," consisting of the State Treasurer, the Director of the Department of Finance, the Director of GO-Biz, one appointee from the Senate, and one appointee from the Assembly."[38]

"The California Competes Tax Credit only applies to state income tax owed to the Franchise Tax Board. The credit is non-refundable, and in the case where the credit allowed exceeds tax owed, the excess may be carried over to reduce the tax in the following year, and the succeeding five years if necessary, until exhausted."[39]

"The value of the credit will be based on the following factors:

- The number of jobs the business will create or retain in this state.
- The compensation paid or proposed to be paid by the business to its employees, including wages and fringe benefits.
- The amount of investment in this state by the business.
- The extent of unemployment or poverty where the business is located.
- The incentives available to the business in this state, including incentives from the state, local government, and other entities.
- The incentives available to the business in other states.
- The duration of the business' proposed project and the duration the business commits to remain in this state.
- The overall economic impact in this state of the business.
- The strategic importance of the business to the state, region, or locality.
- The opportunity for future growth and expansion in this state by the business.
- The extent to which the anticipated benefit to the state exceeds the projected benefit to the business from the tax credit."[40]

"The tentative amount of credits that GO-Biz can allocate is as follows:

- $30 million in fiscal year 2013/14.
- $150 million in fiscal year 2014/15.
- $200 million in each fiscal year 2015/16 through 2017-18."[41]

"…25 percent of the total credits available each year is expressly reserved for small businesses (gross receipts of less than $2 million during the previous taxable year)."[42]

[38] California Competes Tax Credit FAQ
[39] California Competes Tax Credit FAQ
[40] California Competes Tax Credit FAQ
[41] California Competes Tax Credit FAQ
[42] California Competes Tax Credit FAQ

Tulare County Strategy

In rural areas, elimination of all barriers to economic development is the foundation for growth. This Plan addresses the following four potential barriers to Economic Development.

- *Infrastructure:* The water system is at capacity and the wastewater system is near limiting capacity. In order for more development to occur, service levels for water and wastewater need to be expanded. Grant funding is needed to increase service levels."

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

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

Table 39 - Estimated Education Attainment of Ivanhoe Population

	Percent Less than 9th grade	Percent 9th to 12th grade, no diploma	Percent High School graduate (includes equivalency)	Percent bachelor's degree or higher
California	9.9%	8.0%	20.6%	20.1%
Tulare County	20.5%	11.4%	25.4%	9.4%
Ivanhoe CDP	30.8%	18.7%	24.1%	6.2%

Source: 2013-2017 American Community Survey, 5-year

Based on the 2013-2017 American Community Survey **(see Table 40)**, the educational barrier in Ivanhoe begins in grade school. Of the adults age 25 and older, 30.8% had an educational level of less than 9th grade. This limits the types of jobs that these adults are qualified for. Improving educational attainment needs to begin in elementary school. As part of the safe routes to schools, Tulare County will provide pedestrian facilities for children to walk or bike to school. This should make it easier for children to get to school.

Home Occupation Regulations

Encouraging small-scale entrepreneurship is one way to foster economic development. Although some home occupations are allowed by-right, these home occupations have regulations which limit the type and scope of allowed businesses. By reducing some of these regulations, we can eliminate a few barriers to small-scale entrepreneurship. The following are proposed changes to the Zoning Ordinance.

Eliminate:
Section 15.A.7.a.6 "No one other than residents of the dwelling shall be employed in the conduct of a home occupation."
Section 15.A.7.b.6 "No one other than residents of the dwelling shall be employed in the conduct of a home occupation."
Section 15.A.7.c.5 "A rural home occupation shall be limited in employment to residents of the property and not more than one (1) additional person."

Replace with:
"Employment in a rural occupation shall be limited to residents of the property and not more than three (3) additional non-resident persons."

Add:
Home occupations located within the Ivanhoe UDB will not require a use permit.

Health Care

Health care is important for economic development, as businesses need healthy employees. Family Health Care Network provides healthcare serves for the Ivanhoe area, located at 33025 Road 159, in Ivanhoe, California. Other medical offices are located in the communities of Visalia, Kingsburg, and Dinuba.

Marketing Strategy

Place
In terms of real estate, location is a major factor (influence) in development and expansion of businesses. There are three locational advantages in Ivanhoe, access to State Route 216 and Avenue 328 and existing developed but underutilized areas. These locational advantages are discussed below.

Access to SR 216 and Avenue 328.

Physical improvements could include the following:

- Streetscape improvements could include sidewalks, curbs, gutters, and landscaping.
- Attractive, yet functional and practical, crosswalks at the school throughout Ivanhoe.

  - ***Industrial cluster:*** community plan is to strengthen the current businesses located in Ivanhoe. There are a few food packing and cold storage plants in Ivanhoe.
    1. ***Quality of Life:*** It is possible to increase the desirability of Ivanhoe. With physical improvements, the quality of life can be improved.
    2. Streetscape improvements could include sidewalks, curbs, gutters,

Other improvements could be realized through implementation of the Ivanhoe Complete Streets 2015 as follows:

- Road 160 (Jasmine Avenue to Avenue 332)
- Road 159 (Avenue 328 to Avenue 332)
- Avenue 328 (Road 56 to Road 160)
- Road 156 (Avenue 328 to Avenue 332)
- Jasmine (Road 56 to Road 160)

Product

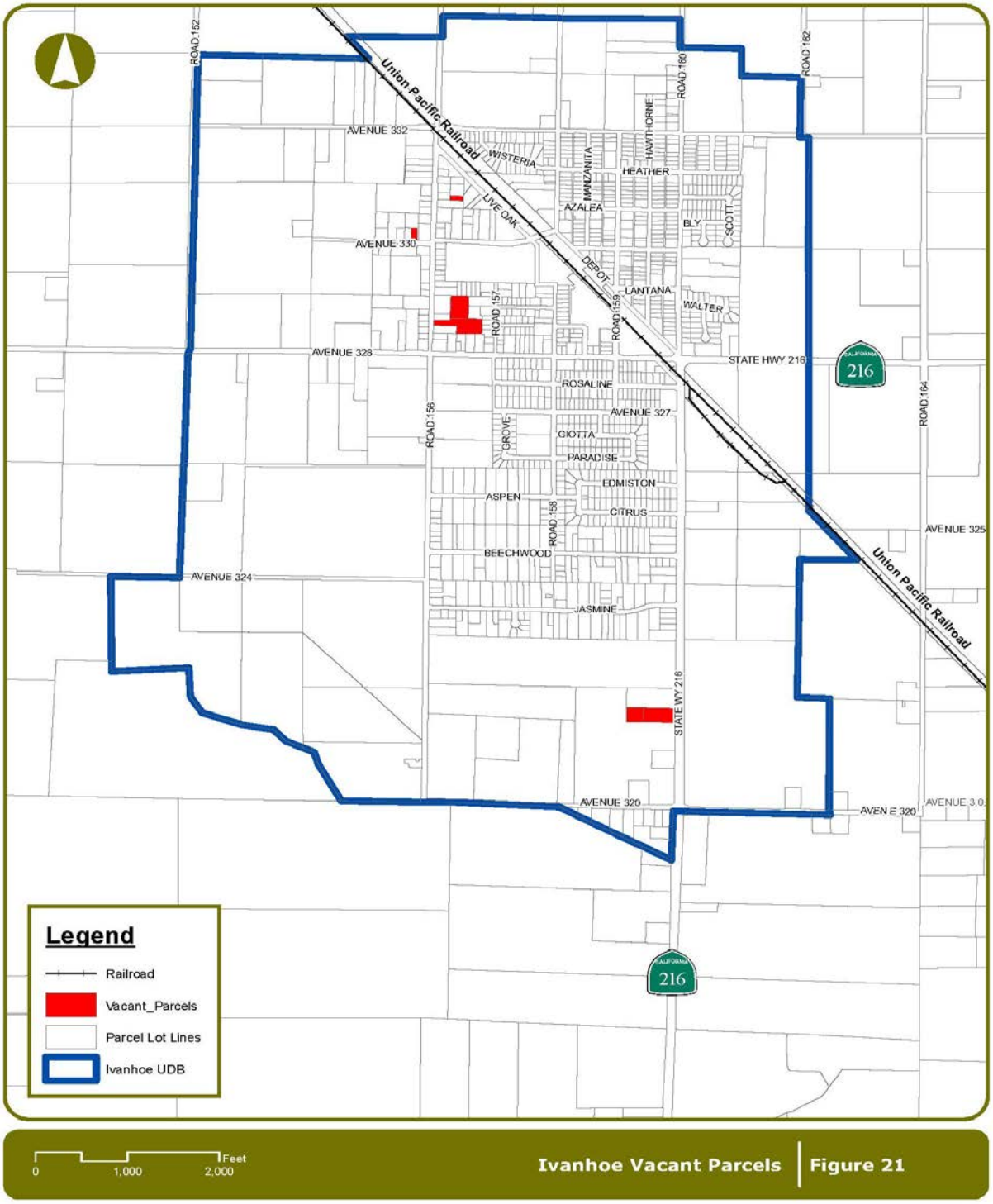
The products to be marketed in Ivanhoe are vacant land and available buildings.

- *Vacant Land:* Staff has prepared a vacant parcel inventory which identifies vacant parcels of various sizes and various zoning districts **(see Figure 21 and Table 41).**
- *Available Buildings:* There are limited opportunities to use buildings for commercial or industrial uses. When individual spaces become available, it would behoove a property owner to coordinate with a real estate agent to lease out each space.
- *Inventory:* The Tulare County Economic Development Department is reaching out to local real estate brokers to develop a parcels availability database. In addition, the County will be providing links from its Economic Development Webpage to individual broker webpages, which can serve to advertise the availability, location, size, etc., of parcels.

Table 40 - List of Vacant Parcels

APN #	Acres	Zone	APN #	Acres	Zone	APN #	Acres	Zone
107-030-029		R-A	107-030-024	0.47	R-2-MU	107-030-048	0.27	R-2-MU
107-011-033	1.21	R-A	107-030-029	0.18	R-2-MU	107-051-013	015	R-2
107-011-036	1.55	R-A	107-030-030	0.25	R-2-MU	107-054-003	0.14	R-2
107-020-006	0.37	R-2	107-030-036	1.14	R-2-MU	107-062-019	0.16	R-2
107-63-01	0.15	R-2	107-070-031	0.16	R-1	107-094-005	0.16	M-1
107-112-009	0.15	R-2	107-123-022	0.15	C-2-MU	107-140-001	4.73	R-2-MU
107-140-002	4.66	C-2-MU	107-140-010	5.03	R-2-MU	107-200-041	0.16	R-A
107-220-019	0.19	R-1	107-220-033	0.25	R-1	107-220-034	0.23	R-1
107-230-014	0.17	R-1-MU	107-230-041	1.39	M-1	107-230-041	1.11	M-1
108-050-031	0.16	R-1	108-050-034	1.80	R-1	108-080-020	0.70	AE-10
108-080-021	1.33	AE-10	108-240-003	0.46	R-A	108-240-014	0.22	C-2-MU
108-240-014	0.22	C-2-MU	108-240-014	0.61	C-2-MU	108-260-004	4.65	R-2-MU
108-280-003	0.51	R-A						

Figure 21 - Vacant Parcels Map



Promotion

Promotion of Ivanhoe and properties in Ivanhoe is a continual need for effective economic development. The following tasks can be used to promote the community of Ivanhoe.

- *Companies to Target:* As Ivanhoe is a small community along the SR 216 corridor, economic development should be focused on enhancing existing assets. Based on the existing businesses, the County of Tulare should target the following types of businesses:
  1. Agricultural Food Packing
  2. Cold Storage
  3. Food Processing (Dairy-related products such as milk, ice cream, yogurt, butter, etc.)

- *Online Presence:* Content is one of the most important aspects of an online presence. The amount of content provides relevancy and usefulness. The following could be done to improve the County of Tulare's online presence:
  1. Constantly improve (and keep current) the Economic Development website
  2. Additional information about Tulare County could be added to this website. Pictures from Tech Fair Photo Contest are available for use by Tulare County Departments.
  3. Write and submit articles for trade magazines and bloggers.
  4. Develop a Tulare County Economic Development Blog.
  5. In addition to social media sites Facebook and Twitter, Tulare County's Economic Development Department could utilize other Social Media sites such as Instagram, Youtube, Flicker, etc.

- *Brochures:* Brochures provide specific and relevant information. Brochures should be designed for the following.
  1. Specific Site Handouts brochures with the following information: APN, address, size, price, contact information, pictures of site, and pictures of the neighborhood, zoning designation, and a location map.
  2. A Food Production Industry Cluster brochure with the following information: a list of available properties, pictures of the area, prices of land, highlights of the Agricultural Industry in Tulare County.
  3. A Solar/Alternative Energy Industry Cluster brochure with the following information: a list of available properties, pictures of the area, prices of land, highlights of the Solar/Alternative Energy Industry in Tulare County.
  4. A brochure that lists the real estate brokers in Tulare County. This brochure should include contact information such as name, address, phone and email.

- *Advertising:* Tulare County's Economic Development Department and the community of Ivanhoe can be advertised in targeted trade journals. These trade journals could include:
  1. California Leagues of Food Processors
  2. Food Manufacturing Magazine
  3. Food Processing Magazine

4. Food Business News Magazine
5. Logistics Business Magazine
6. Food and Beverage Packing Magazine
7. Packing World
8. Packing Digest

- *Events:* Conferences and other events are excellent venues for networking. Ivanhoe could be promoted at the following conferences.
  1. World Ag Expo
  2. Food Shows

- *Videos:* Promotional videos could be available online and displayed on conferences.
  1. Powerpoint presentation video of pictures and statistics.
  2. Videos of movies filmed in Tulare County.

Development Suitability Analysis

The purpose of a development suitability analysis is to determine the areas of the community and surrounding vicinity, which could most appropriately accommodate new growth. It is a means of identifying areas free of development constraints and areas in which improvements must be made before urban only to determine the location of the Ivanhoe Urban Development Boundary, but development can be allowed. This development suitability analysis will be used not also to help establish land use patterns for the community's future growth.

To determine development suitability, factors that either encourage or constrain development were selected and mapped. Each factor was assigned a suitability rating to show the level of influence it will have on potential new development Suitability ratings used in this study include:

Very High: *These areas are "infill lands", or are surrounded on three sides by existing urbanized land and are, or can be easily be, serviced with urban services.*

High: *These areas are lands free of development constraints and which are either adjacent to existing development and are, or can be, served with community sewer and water service. Wastewater service areas but which are near existing urban development.*

Moderate: *These lands are outside existing boundaries of local water and these lands also exhibit other qualities that make them suitable for future development.*

Low: *These lands should be precluded from intensive development until certain constraining conditions can be changed or corrected. Examples of such constraints include flooding and Williamson Act Lands.*

From the process of mapping of the various factors potentially influencing the develop ability of the community and surrounding environs, a composite analysis of the application of these factors to each segment of the planning area is possible. The patterns, which emerged from this composite analysis,

have enabled the overall developed suitability of the planning area to be mapped, in conformance with the ratings described above.

It is recommended, based on the Market Analysis, Opportunities and Constraints analysis as contained above that the existing configuration of the Urban Development Boundary, as adopted is appropriate and reflective of the development suitability criteria contained above, except to include the Ivanhoe Public Utility District plan and surrounding areas consistent with the Sphere of Influence for the IPUD.

Proposed Planning Areas

Policy Plan

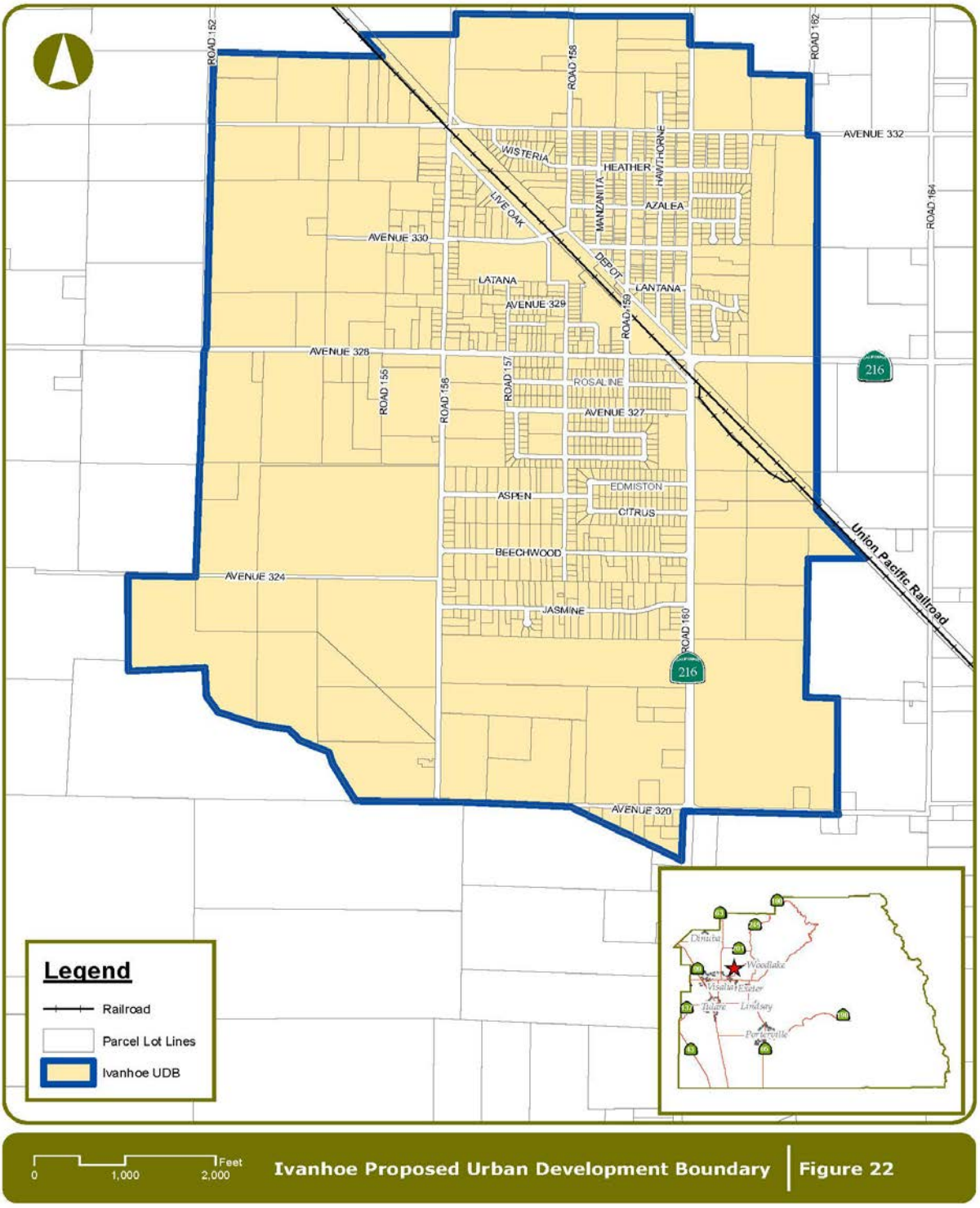
This chapter of the Ivanhoe Community Plan prescribes the policy framework, which will govern the development of the community over the term of the planning period (through the year 2030). It includes text which sets out explicit policy statements about the quality, character, and manner in which development 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 town and its resources. Importantly, this plan 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. Each subsequent section of this chapter addresses a topical aspect of the community-planning environment. For each aspect, background discussion of relevant issues is included, policies are stated, and implementation programs and activities are outlined.

Proposed Urban Development Boundary

The Communion Plan Update encompasses the Ivanhoe Public Utility District including the Ivanhoe Wastewater Treatment Plan. The Community Plan Update proposes approximately 582.20 acre expansion to the existing Urban Development Boundary (UDB), amendments to land use and zoning designations. As such, the proposed Community Plan Update will expand the existing 812.0-acre UDB **(see Figure 22)** by approximately 71.7%, for a total UDB area of approximately 1,394.2 acres.

Figure 22: Proposed Urban Development Boundary



General Plan Consistency

Policy Relationship to the General Plan

The Ivanhoe Community Plan is a component in Part III of the Tulare County General Plan and, as such, has the same force and effect as any other adopted element of the general plan. Structurally, the Ivanhoe Community Plan is part of the Land Use and Circulation Element of the overall general plan. The principal emphasis of the community plan is on establishing local land use and circulation system patterns and prescribing associated standards and policies. In addition to the specific prescriptions of the community plan, the broader policies and standards of the overall Land Use and Circulation Element apply to Ivanhoe.

Also applicable to Ivanhoe, and governing all future development in the community, are the other elements (e.g. Planning Framework, Environmental Resources Management, Air Quality, Health and Safety, Transportation and Circulation, etc.) of the Tulare County General Plan. In instances where the policies and/or standards of the Ivanhoe Community Plan are more specific or more restrictive than those in other elements of the general plan, the community plan shall take precedence and prevail.

Land Use Plan

One of the most important purposes of the Ivanhoe Community Plan is to establish land use patterns and development policies and standards for the community for the planning period, through the year 2030. The general intent of the land use plan for Ivanhoe is to identify the most appropriate types and distribution of land uses for the community, based on environmental, circulation, infrastructure, services, opportunities and constraints, urban development boundary suitability analysis, and other economic capacities and concerns discussed in the previous chapters of the plan.

The County of Tulare, through existing policies, has encouraged both incorporated and unincorporated communities to establish urban development and land use patterns, which are compact and contiguous. This policy position has reduced so-called "leap frog" development County-wide, has helped preserve agricultural lands, and has minimized land use conflicts between urban and agricultural areas. The Ivanhoe Community Plan 2019 Update analysis supporting the establishment of an Urban Development Boundary (UDB) for Ivanhoe is described, and the UDB is delineated. This boundary is sensitive to and consistent with the Countywide policy of encouraging compact and contiguous urban growth, and at the same time enables the community to accommodate any foreseen demand for economic and population expansion. **Figure 22** depicts and prescribes the proposed land-use pattern development recommended for Ivanhoe.

Proposed Land Use Designations

The following land use designations along with descriptions including density and intensity, are recommended for Ivanhoe to address land demand needs through the 2030 planning horizon year to include the Wastewater Treatment plan and surrounding areas consistent with the Sphere of Influence for the Ivanhoe Public Utility District (IPUD)

Mixed Use (MU)

This designation establishes areas appropriate for the planned integration of some combination of retail, office, single and multi-family residential, hotel, recreation, limited industrial, public facilities or other compatible use. Mixed Use areas allow for higher density and intensity development, redevelopment, or a broad spectrum of compatible land uses ranging from a single use on one parcel to a cluster of uses. These areas are intended to provide flexibility in design and use for contiguous parcels having multiple owners, to protect and enhance the character of the area. The consideration of development proposals in Mixed Use areas should focus on compatibility between land uses, and the development potential of a given area compared to the existing and proposed mix of land uses and their development impacts. Density bonuses for residential units of 25 % to 35 % may be granted, according to the Density Bonus Ordinance or State law, to Mixed Use areas to encourage the development of affordable housing units, compact development in the implementation of development strategies that support the use of mass transit, reduction of air impacts, and implementation of measures that contribute to the reduction of global warming. Specific plans may be required to assist in the consideration of Mixed Use development proposals. This designation is found within UDBs, HDBs, PCAs, and MSCs and pursuant to regional growth corridor plans and policies.

Maximum Density: 1-30.0 Dwelling Units/Acre
Maximum Intensity: 0.5 FAR

Low Density Residential (LDR)

This designation establishes areas for single-family residences with individual homes on lots generally ranging from 12,500 square feet to one acre. Uses typically allowed include: detached single-family homes; secondary dwellings; and residential support uses such as churches, schools, and other necessary public utility and safety facilities.
This designation is typically found inside communities or on the outside edge of UDBs.

Maximum Density: 1-4 Dwelling Units/Acre

- When areas in this designation are identified as primary recharge areas for a community's water system, acreage minimums should not be below 2 acres.
- Areas with 30 percent or higher average slopes should have acreage minimums in excess of 3 acres.

Low-Medium Density Residential (LMDR)

This designation establishes areas suitable for single-family neighborhoods at relatively low densities on lots ranging from generally 5,000 to 12,500 square feet in urbanized areas. Uses typically allowed include detached single-family homes; secondary dwellings; and residential support uses such as churches, schools, parks, medical facilities, and other necessary public utility and safety facilities. This designation is used only within UDBs.

Maximum Density: 1-8 Dwelling Units/Acre

Medium Density Residential (MDR)

This land designation establishes areas for single-family and low-density multi-family dwellings. Uses typically allowed include single-family dwellings, second units, townhomes, duplexes, triplexes, and mobile home parks. This designation is used only within UDBs.

Maximum Density: 4-14 Dwelling Units/Acre

High Density Residential (HDR)

This designation established areas for multi-family dwellings in urbanized areas. Uses typically allowed include: duplexes, townhouses, and apartments located near schools, parks, and other public services. This designation is used only within UDBs. Dwelling Units are based on Gross Acreage and development shall be no less than that identified as the intensity per gross acreage High Density Residential designated lands.

Maximum Density: 14-30 Dwelling Units/Acre

Neighborhood Commercial (NC)

This designation establishes areas for small-scale, general retail, and service businesses that provide goods to the immediate surrounding area. Uses typically allowed include: food and beverage retail sales; limited personal, medical, professional, and repair services; and retail sales. This designation is found primarily within UDBs.

Maximum Intensity: 0.5 FAR

General Commercial (GC)

This designation establishes areas for small, localized retail, recreational, and service businesses that provide goods and services to the surrounding community. Uses typically allowed include: eating and drinking establishments; food and beverage retail sales; limited personal, medical, professional services; repair services; and retail sales. Such facilities may range from a single use to a cluster of uses such as a shopping center. This designation is found primarily within UDBs.

Maximum Intensity: 0.5 FAR

Service Commercial (SC)

This designation establishes areas for service commercial uses in urbanizing areas. Uses typically allowed include: automotive-related or heavy equipment sales and services; building maintenance services; construction sales and services; and warehousing. This designation is found primarily within UDBs.

Maximum Intensity: 0.5 FAR

Light Industrial (LI)

This designation establishes areas for a range of non-intensive business park, industrial park, and storage uses that do not have detrimental noise or odor impacts on surrounding urban uses. Uses

typically allowed include warehousing; welding & fabrication shops; manufacturing & processing; and business support uses such as retail or eating establishments that serve adjacent light industrial uses and employees. This designation is found primarily within UDBs and pursuant to regional growth corridor plans and policies.

Maximum Intensity: 0.5 FAR

Heavy Industrial (HI)

This designation establishes areas for the full range of industrial uses, which may cause noise or odor impacts on surrounding urban uses. Uses typically allowed include manufacturing; processing; fabrication; ethanol plants; warehouses; asphalt batch plants; mills; wood processing yards; and support uses such as retail or eating establishments that support adjacent heavy industrial uses and employees. This designation is found both primarily within UDBs and pursuant to regional growth corridor plans and policies.

Maximum Intensity: 0.5 FAR

Public/Quasi-Public (P/QP)

This designation establishes areas for public and quasi-public services and facilities that are necessary to maintain the welfare of County residents and businesses. Uses typically allowed include churches; schools; civic centers; hospitals; fire stations; sheriff stations; liquid and solid waste disposal sites; cemeteries; airports; and public utility and safety facilities. This designation is found primarily within UDBs and pursuant to regional growth corridor plans and policies.

Density/Intensity: None Specific

Urban Reserve (UR):

This designation establishes a holding zone whereby properties shall remain zoned for agriculture or open space use until such a time as conversion to urban uses is deemed appropriate. The UR designation shall be appended by the intended future land use designation, for example, Urban Reserve Commercial (UR) and Urban Reserve Residential (UR). When a rezoning occurs without a General Plan amendment, the UR designation shall be removed from the parcel. This designation applies primarily within UDBs.

Minimum Parcel Size: 1 Dwelling Unit per 10 Acres

Maximum Intensity: 0.02 FAR

Proposed Land Use and Zoning Districts Update

As suggested above and based on the forecasted growth and the recommended Urban Development Boundary, on the economic Development/Market Analysis and Opportunities and Constraints analysis, the proposed land use plan and zoning districts have been updated.

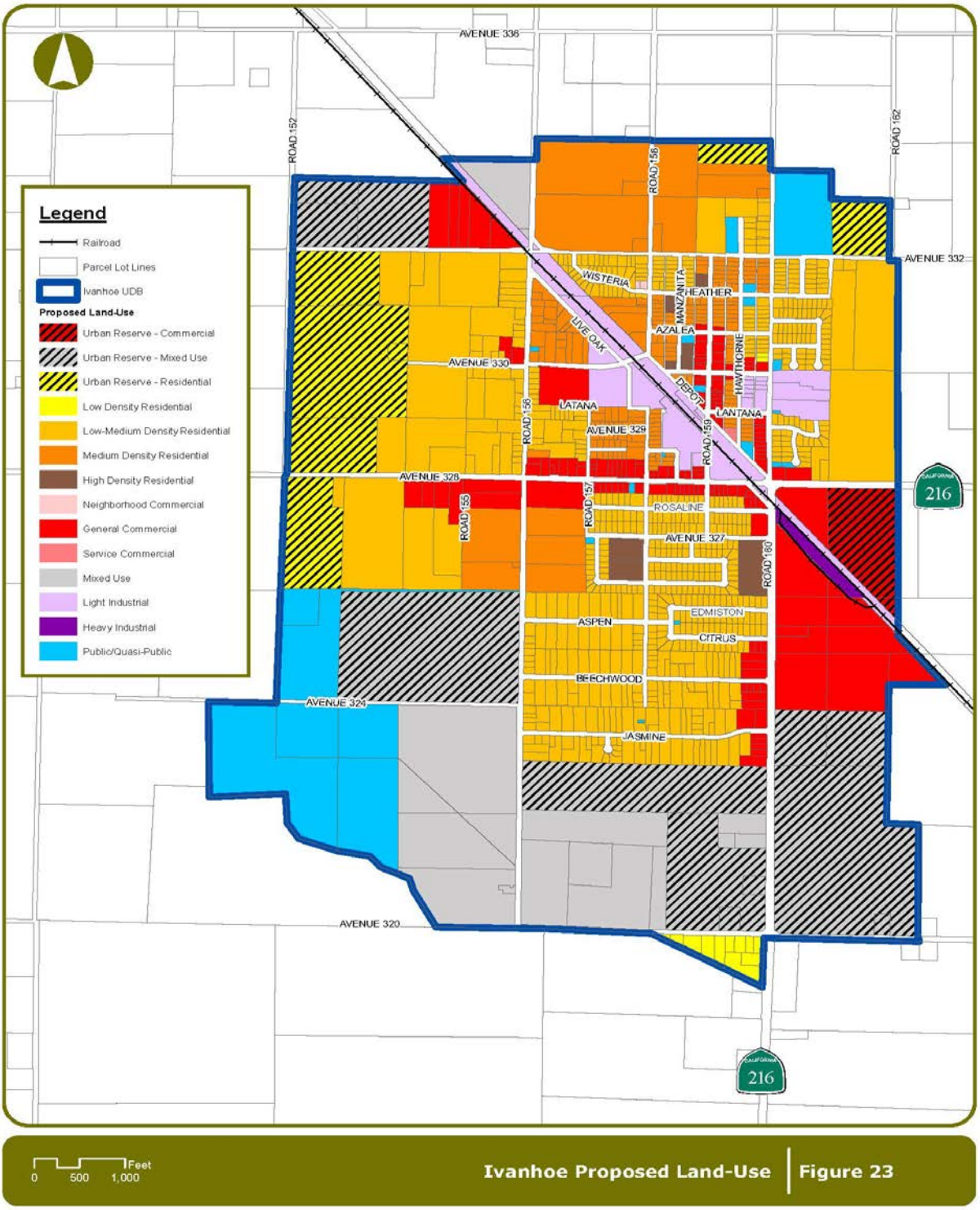
Proposed Land Use Plan

The proposed residential land use designations **(see Figure 23)** increase to 422.4 acres, commercial increases to 393.2 acres, and industrial increases to 636.8 acres, and rights-of-way increases to 258.0 acres of the proposed UDB area (see **Table 42).**

Table 41 - Proposed Land Use Plan

Land Use	Acres
General Commercial	120.8
Heavy Industrial	4.3
High Density Residential	11.4
Industrial Reserve	0.8
Light Industrial	44.8
Low Density Residential	8.7
Low-Medium Density Residential	358.9
Medium Density Residential	129.2
Mixed Use	224.6
Neighborhood Commercial	0.3
Public/Quasi-Public	18.5
Urban Reserve - Commercial	19.2
Urban Reserve - Mixed Use	243.9
Urban Reserve - Residential	92.0
Unclassified (Right-of-Way)	116.9
Ivanhoe Proposed UDB	1,394.2

Figure 23: Ivanhoe Proposed Land Use Plan



Proposed Zoning Districts

The proposed Zoning Districts Map **(see Figure 24)** for Ivanhoe is compatible to the Land Use Map outlined in the General Plan. Zoning changes that need to occur to allow the General Plan and Zoning Ordinance to be in conformity with each other **(see Table 43)**.

Table 42 - Proposed Zoning Districts

Zoning Districts	Acres
AE-10	544.6
AE-20	86.7
AE-40	1.0
C-1-MU	0.3
C-2-MU	118.9
C-3	0.3
C-O	1.3
M-1	40.8
M-1-MU	8.4
M-2	8.3
P-O	14.3
R-1	95.6
R-1-MU	6.1
R-2	27.9
R-2-MU	44.1
R-3	6.7
R-3-MU	4.6
R-A	267.4
Unclassified (Right-of-Way)	116.9
Total	1,394.2

Source: Tulare County GIS

Proposed Zoning Districts

The **MU (Mixed Use) Overlay Combining** Zone allows a mix of uses that promotes flexibility in the types of entitlements that can be issued. All uses outlined in the M-1, C-3, C-2, C-1, R-1, R-2, and R-3 uses are allowed.

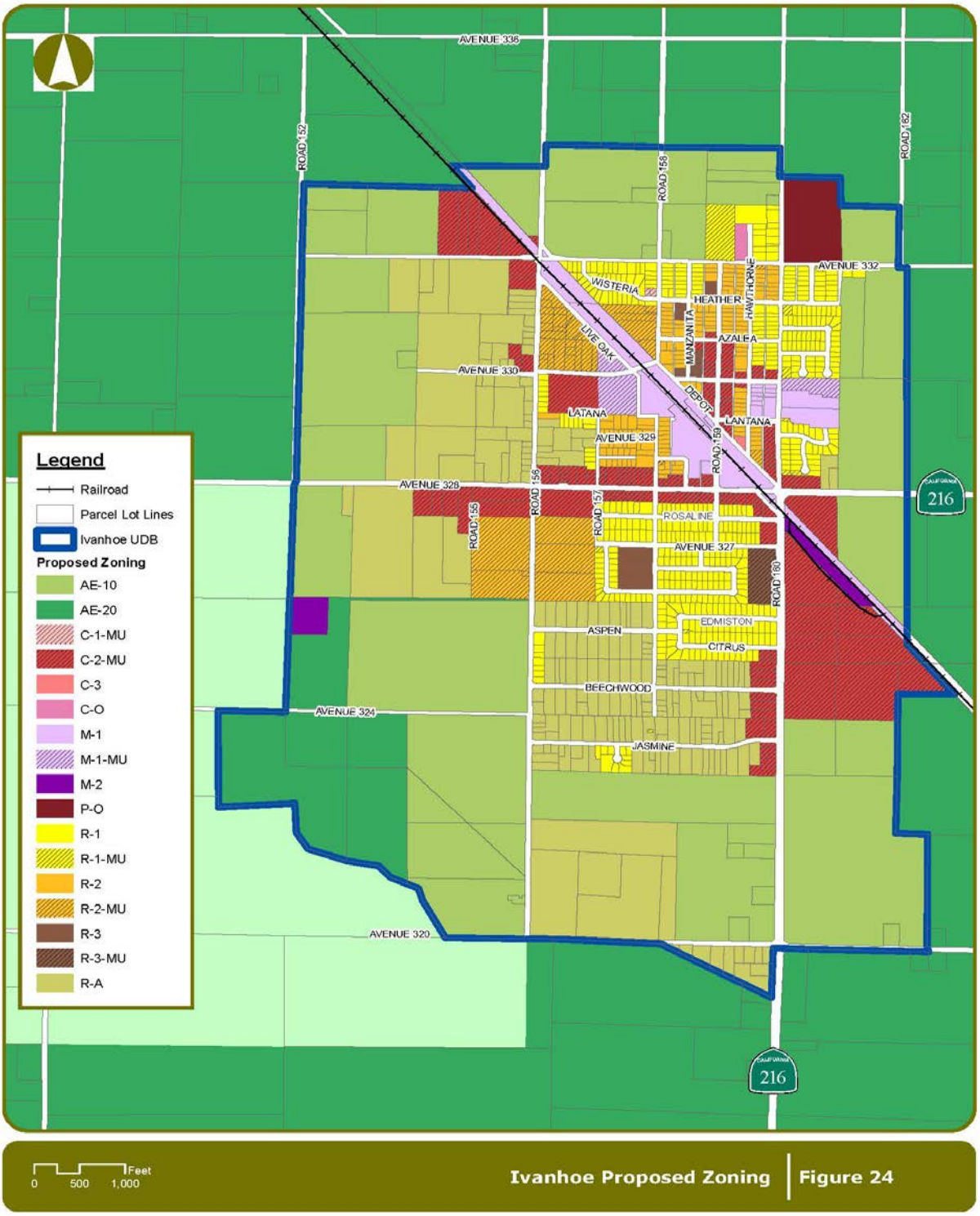
The **RA (Rural Residential)** Zone allows single family dwellings and farming uses.

The **R-1 (One Family)** Zone allows One-family dwellings of a permanent character placed in permanent locations and one-family manufactured homes installed on a foundation system pursuant to Section 18551 of the California Health and Safety Code which comply with Subsection G of this Section. Private garages to accommodate not more than three (3) cars.

The **R-2 (Two Family)** Zone allows any use permitted in the R-1 Zone, two-family dwellings, multiple dwellings subject to site review, and incidental and accessory uses to the aforesaid.

The **R-3 (Multiple-Family)** Zone is any use permitted in the R-2 Two-Family Zone. Multiple dwellings; provided, however, that if more than four (4) dwelling units are proposed to be constructed on one (1) lot, the construction of such units shall be subject to approval of a site plan pursuant to the procedure set forth in Paragraph 1 of Subsection G of Section 16.2 of this Ordinance.

Figure 24: Ivanhoe Proposed Zoning Districts Map



The **C-1 (Neighborhood Commercial)** Zone is intended for retail stores and personal service businesses, which are appropriately located in close proximity to residential areas, while minimizing the undesirable impact of such uses in the neighborhoods, which they serve.

The **C-2 (General Commercial)** Zone is intended for retail stores and businesses, which do not involve manufacturing and/or processing.

The **C-3 (Service Commercial)** Zone is intended for wholesale establishments and establishments engaged in repairing and servicing equipment, materials and products, but which do not involve the manufacturing, assembling, packaging or processing of articles of merchandise for distribution and retail sales.

The **C-O (Commercial Recreation)** Zone is any commercial/retain use oriented towards recreation, tourists, and/or highway travelers.

The **PO (Professional and Administrative Office)** Zone is any use permitted in the R-3, Multiple-Family Zone. Apothecary (limited to the sale of pharmaceuticals, medical and hygienic supplies and packaged confections). Clinic (dental/medical), laboratory (dental/medical), museum, mortuary, business and professional office, optician, optometrist, post office, telephone exchange parking lot (no servicing, repair, dismantling or commercial freight handling will be permitted), and incidental, accessory structures and uses located on the same site with and necessary for the operation of a permitted use.

The **M-1 (Light Manufacturing)** Zone is intended for establishments engaged in the manufacturing, assembling, packaging, treatment and processing of products other than those which may be obnoxious or offensive by reason of emission of odor, dust, smoke, gas, noise, or other similar causes.

The **M-2 (Heavy Manufacturing)** Zone is intended for establishments engaged in the M-1 Zone, gas, boiler works, ovens, mills, canning, plastics, machining, quarry, wood processing and other similar causes.

Mixed Use - Any combination of retail/commercial, service, office, residential, hotel, or other use in the same building or on the same site typically configured in one (1) of the following ways:

- **Vertical Mixed Use**. A single structure with the above floors used for residential or office use and a portion of the ground floor for retail/commercial or service uses.
- **Horizontal Mixed Use – Attached**. A single structure, which provides retail/commercial or service use in the portion fronting the public or private street with attached residential or office uses behind.
- **Horizontal Mixed Use – Detached**. Two (2) or more structures on one (1) site which provide retail/commercial or service uses in the structure(s) fronting the public or private street, and residential or office uses in separate structure(s) behind or to the side.

Mixed Use allows for a variety of development projects. By allowing the community of Ivanhoe to respond to market forces, more opportunities are created for economic development and job development.

The **AE-10 (Exclusive Agricultural Zone 10-Acre Minimum)** The AE-10 Zone is an exclusive zone for intensive and extensive agricultural uses and for those uses, which are a necessary and integral part of intensive and extensive agricultural operations.

The **AE-20 (Exclusive Agricultural Zone 20-Acre Minimum)** The AE-20 Zone is an exclusive zone for intensive and extensive agricultural uses and for those uses, which are a necessary and integral part of intensive and extensive agricultural operations.

Circulation Element

The purpose of this Circulation Element Update for the community of Ivanhoe is to provide for a safe, convenient and efficient transportation system. The Circulation Element has been designed to accommodate anticipated transportation needs based on the land use element. In compliance with state law, all city and county general plans must contain a circulation element that designates future road improvements and extensions, addresses non-motorized transportation alternatives, and identifies funding options. The intent of this Circulation Element is to:

- identify transportation needs and issues within Ivanhoe, as well as regional relationships that affect the transportation system;
- consider alternatives to the single-occupant vehicle as means of providing services and access to facilities; and
- establish policies that coordinate the Ivanhoe transportation and circulation system with General Plan and area plan land use maps and provide direction for future decision-making.

Regional Transportation Planning

Tulare County Association of Governments (TCAG) Regional Transportation Plan

The Regional Transportation Plan (RTP) is a multi-modal, long-range planning document prepared by the Tulare County Association of Governments (TCAG). The RTP includes programs and policies for congestion management, transit, bicycles and pedestrians, roadways, freight, and finances for Tulare County. The RTP is prepared every four years and contains a listing of projects considered to be financially feasible within a 25-year planning time frame. All federally funded transportation projects must be consistent with the RTP.

The RTP for Tulare has just been updated and was adopted in July 2014. The new RTP is the first to respond to state legislation (SB 375) that requires that the RTP show reductions in greenhouse gas emissions from passenger vehicles. Thus, there is a new emphasis in the RTP on promoting ridesharing (transit, van and carpools) and active transportation (walking and bicycling). To this end,

the RTP now includes a Sustainable Communities Strategy (SCS), a blueprint for land use patterns and transportation facilities and services that will facilitate fewer vehicle trips and vehicle miles traveled.

San Joaquin Valley Air Quality Management Plan

The San Joaquin Valley Air Pollution Control District (SJVAPCD) has prepared the Air Quality Management Plan (AQMP) and various other regulations to reduce air emissions. Both the plan and several regulations aim to reduce emissions from mobile sources – automobiles and trucks, as well as other modes of transportation.

Measure R ½ Percent Sales Tax for Transportation

Measure R is the half-percent sales tax measure for transportation improvements passed by the voters of Tulare County in 2006 and managed by the Tulare County Transportation Authority (TCTA). The Measure provides funding for transportation projects (highway, transit, and ridesharing) over the 20-year duration of the Measure. Measure R funds are used by the County in Ivanhoe to repair streets, and to improve the existing and planned transportation system.

Intelligent Transportation Systems (ITS) Planning

Visalia has undertaken an ITS Strategic Plan that also considers countywide goals and policies to use communication and information technologies to improve mobility and enhance safety within the region. Potential ITS components include Freeway Management; Transit Management; Incident Management; Electronic Fare Payment; Electronic Toll Collection; Railroad Grade Crossings; Emergency Management Services; and Regional Multimodal Traveler Information. Being part of the ITS plan will assist the County with application for federal or State funding for specific types of ITS projects.

Goods Movement

The ability of Tulare County to compete domestically and internationally on an economic basis requires an efficient and cost-effective method for distributing and receiving products. SR 216, serves as an important link to Ivanhoe and other eastside and foothill communities for commercial and industrial goods movement.

Rail can be the most cost-effective mode for long-haul freight traveling to or from destinations beyond the Valley. The Union Pacific (UP) Railroad provides freight service, connecting Ivanhoe with major markets in northern and southern California and beyond. The short line San Joaquin Valley Railroad (SJVR) has an interchange with the Union Pacific Railroad at Ivanhoe Junction. The SJVR operates freight service from Ivanhoe Junction to Exeter in the east and to Huron in the west.

Though Ivanhoe is an important rail junction, trucking is likely to be the predominant mode for freight movements within the County and Valley for the foreseeable future. Statewide, over three-quarters of all freight is shipped by truck. It is anticipated that the region's truck volumes will grow faster than auto traffic through 2040.

Designated truck routes are intended to be used for long-distance truck movement. Truck movements for local deliveries within a community may use the most direct route to the particular delivery location, including local streets.

Existing Transportation Conditions

Existing Traffic Conditions

Circulation is provided by a general grid pattern of north-south and east-west streets, forming blocks of various widths and lengths. North of the SJVR tracks, blocks are typically +/- 280 feet wide and +/- 400 feet long; in an area bound by Avenue 327 (south), and Road 157 (west), blocks are approximately +/- 280 feet wide and +/- 400 feet long. Street rights-of-way are generally adequate in width to meet current vehicle demands within residential, commercial, and industrial areas (**see Figure 25)**.

Infilling of lands within already developed areas, and increasing commuter traffic along SR 216/Road 160, most roads within the Planning area will carry increasing volumes of traffic. Thus, no major changes to the existing circulation pattern within the planning period is anticipated.

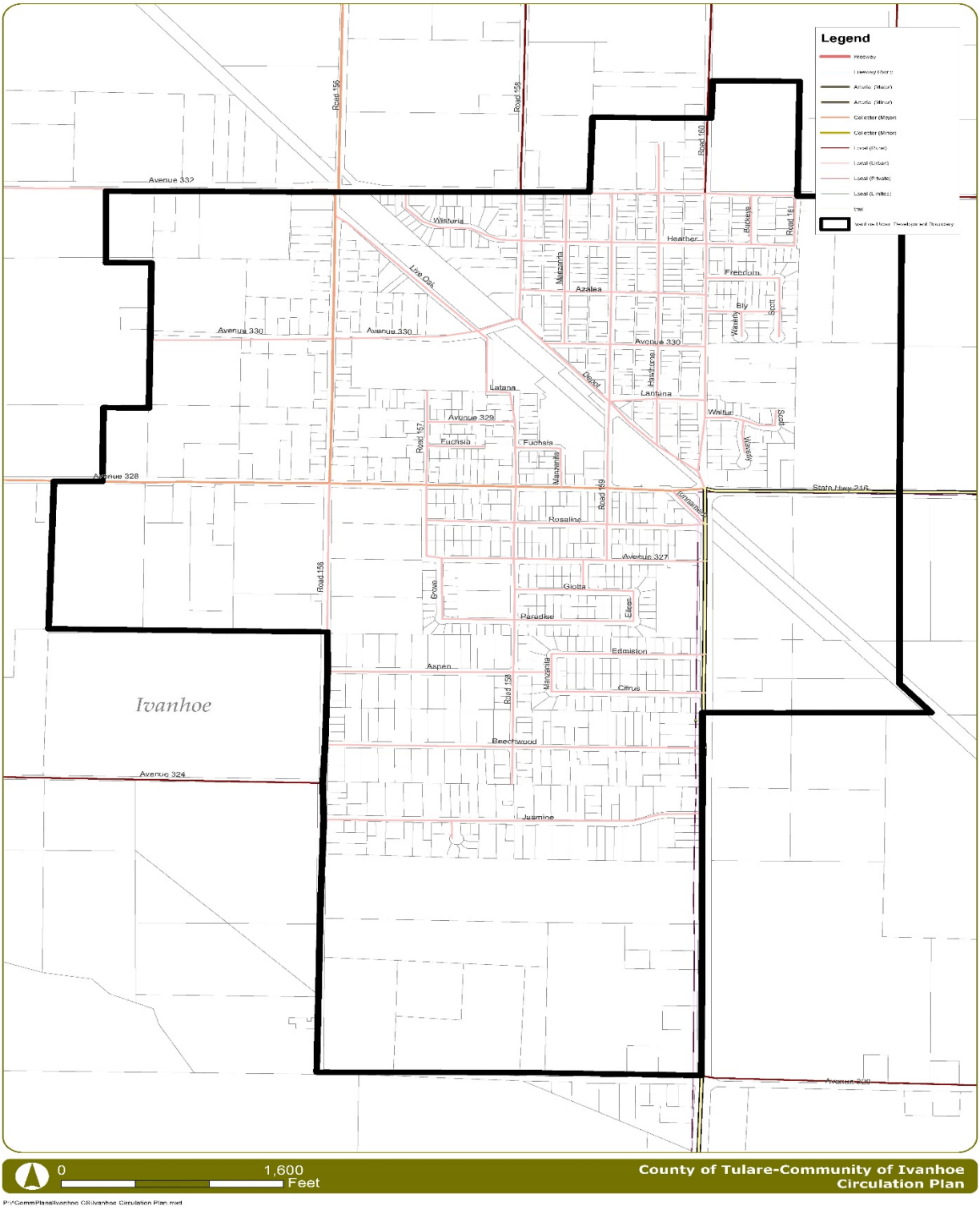
As they junction with SR 63, SR 216/Road 160 and Avenue 328 will continue to serve as the major traffic carriers within and through the community. Avenue 328/Elm Street between Road 156 and SR 216/ Road 160 will generate additional traffic as commercial in-filling occurs. Lastly, development occurring in currently undeveloped areas will necessitate that additional collector and local roads be constructed as part of the circulation network to provide access to newly developing portions of the community.

State Route 216 is the most prominent route for traffic into and out of the community. SR 216 is a major regional transportation route between Visalia, Ivanhoe, Woodlake, Lemon Cove, and SR 198. SR 216, between Avenue 328 and the southerly UDB, is also known as the "Visalia/Ivanhoe Highway" and as Road 160. Between Road 160 and the easterly UDB, it is known as "Elm Street" and as Avenue 328. SR 216 extends south – westerly to the City of Visalia and easterly to the City of Woodlake and the Community of Lemon Cove.[43]

Avenue 328 is an east –west arterial, which carries traffic through the center of the Community. Connecting to SR 216 on the east and extending approximately four miles west of the Community to SR 63.

[43] State Route 216 Transportation Concept Report, Office of System Planning District 6, May 2011.

Figure 25: Ivanhoe Circulation Plan



Street and Highway System

Functional classification is the process by which streets and highways are grouped into classes according to the type of service they provide. Streets and highways are classified according to their primary function and may be assigned into several basic classifications:

- State Highways (which may be freeways, expressways or conventional highways)
- Arterials and Collectors
- Local Streets

State Highways connect regional destinations and generally pass through several jurisdictions. Traffic carrying capacity is maintained through access control at two-mile or more intervals, with shorter intervals between access points permitted in large urban areas.

Arterials serve as the principal network for cross-town traffic flow. They connect areas of major traffic generation within the community area and connect with important county roads and state highways. They also provide for the distribution and collection of through traffic to and from collector and local streets. There are three designated "Arterials" streets within the Planning Area:

- State Route 216
- Avenue 328
- Road 156 (from Avenue 328 north to the UDB)

Collectors provide for traffic movement between arterial and local streets, traffic movement within and between neighborhoods and major activity centers, and limited direct access to abutting properties. There are seven designated "Collector" streets within the Planning Area.

- Road 156 (from Avenue 328 south to the UDB)
- Road 158 (between Avenue 332 and Depot Drive)
- Road 159 (between Avenue 332 and Avenue 328)
- Road 160 (from Avenue 328 north to UDB)
- Avenue 330 (between Road 156 and Road 158)
- Avenue 332 (from the western UDB to the eastern UDB)
- Depot Drive (between Road 158 and Road 160)

Local streets provide for direct access to abutting properties and for very localized traffic movements within residential, commercial and industrial areas.

- All streets in the Circulation network are classified as local streets.

In recent years, the concept of "Complete Streets" has evolved. Under this concept, while streets may still carry a primary functional classification, the design of streets aims to allow all modes and trip purposes to be safely accommodated to the extent feasible and as warranted by local needs and conditions.

Road Capacity and Level of Service (LOS)

LOS is categorized by two parameters, uninterrupted flow and interrupted flow. Uninterrupted flow facilities have no fixed elements, such as traffic signals, that cause interruptions in traffic flow (e.g., freeways, highways, and controlled access, some rural roads). Interrupted flow facilities have fixed elements that cause an interruption in the flow of traffic such as stop signs and signalized intersections. The definitions and measurements used for determining level of service in interrupted and uninterrupted conditions are shown in **Tables 44 and 45.**

In Tulare County, General Plan Policy **TC – 1.16 County Level of Service (LOS) Standards** states; "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."[44]

[44] Tulare County General Plan 2030 Update, Part 1 – Goals and Policies Report. Page 13-7.

Table 43 - Uninterrupted Traffic Flow Facilities	
LEVEL OF SERVICE	**DEFINITION**
A	Describes free-flow operations. Free-Flow Speed (FFS) prevails on the freeway, and vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effects of incidents or point breakdowns are easily absorbed.
B	Represents reasonably free-flow operations, and FFS on the freeway is maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and point breakdowns are still easily absorbed.
C	Provides for flow with speeds near the FFS of the freeway. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service quality will be significant. Queues may be expected to form behind any significant blockages.
D	At this level speeds begin to decline with increasing flows, with density increasing more quickly. Freedom to maneuver within the traffic stream is seriously limited and drivers experience reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.
E	Describes operation at capacity. Operations on the freeway at this level are highly volatile because there are virtually no useable gaps within the traffic stream, leaving little room to maneuver within the traffic stream. Any disruption to the traffic stream, such as vehicles entering from a ramp or changing lanes, can establish a disruption wave that propagates throughout the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown and substantial queuing, the physical and psychological comfort afforded to drivers is poor.
F	Describes breakdown, or unstable flow. Such conditions exist within queues forming behind bottlenecks. Breakdowns occur for a number of reasons: • Traffic incidents can temporarily reduce the capacity of a short segment, so that the number of vehicles arriving at a point is greater than the number of vehicles that can move through it. • Points of recurring congestion, such as merge or weaving segments and lane drops, experience very high demand in which the number of vehicles arriving is greater than the number of vehicles that can be discharged. • In analyses using forecast volumes, the projected flow rate can exceed the estimated capacity of a given location.

Table 44 - Interrupted Traffic Flow Facilities	
LEVEL OF SERVICE	**DEFINITION**
A	Describes operations with a control delay of 10 s/veh or less and a volume-to- capacity ratio no greater than 1.0. This level is typically assigned when the volume-to- capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
B	Describes operations with a control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to- capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A, with reasonably unimpeded travel between intersections.
C	Describes operations with control delay between 20 and 35 s/veh and a volume-to- capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e.one or more queued vehicles are not able to depart as a result of the insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping. May be longer queues and operations between locations may be more restricted.
D	Describes operations with control delay between 35 and 55 s/veh and a volume-to- capacity ratio no greater than 1.0. Travel speeds are about 40 percent below free flow speeds. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
E	Describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to- capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent. Average travel speed is one-third of free flow speeds. The facility is generally at full capacity.
F	Describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue. Extremely slow speeds with average delay of 80 seconds or more. Frequent stop and go conditions.

County Scenic Routes

The primary concern of the County must be the preservation and enhancement of the "Scenic Corridor, which is that band of land of varying width outside the right-of-way within which it is necessary to maintain effective control of the scenic appearance of the landscape as viewed by the passing motorist. There are two **(see Figure 26)** County Scenic Routes running through Ivanhoe. The first County Scenic Routes runs from the City of Visalia, north of Cutler Park and St. John's River along Road 160 (State Route 216) through Ivanhoe to Woodlake; the second runs along Road 156 north to the community of Seville. The following policies are applicable to County Scenic Routes in the Ivanhoe UDB:

SL-1.1 Natural Landscapes - During review of discretionary approvals, including parcel and subdivision maps, the County shall as appropriate require new development to not significantly impact or block views of Tulare County's natural landscapes. To this end, the County may require new development to:

Be sited to minimize obstruction of views from public lands and rights-of-ways,

1. Be designed to reduce visual prominence by keeping development below ridge lines, using regionally familiar architectural forms, materials, and colors that blend structures into the landscape,
2. Screen parking areas from view,
3. Include landscaping that screens the development,
4. Limit the impact of new roadways and grading on natural settings, and
5. Include signage that is compatible and in character with the location and building design.

SL-1.2 Working Landscapes - The County shall require that new non-agricultural structures and infrastructure located in or adjacent to croplands, orchards, vineyards, and open rangelands be sited so as to not obstruct important view sheds and to be designed to reflect unique relationships with the landscape by:

1. Referencing traditional agricultural building forms and materials,
2. Screening and breaking up parking and paving with landscaping, and
3. Minimizing light pollution and bright signage.

SL-2.1 Designated Scenic Routes and Highways - The County shall protect views of natural and working landscapes along the County's highways and roads by maintaining a designated system of County scenic routes and State scenic highways by:

5. Requiring development within existing eligible State scenic highway corridors to adhere to land use and design standards and guidelines required by the State Scenic Highway Program,
6. Supporting and encouraging citizen initiatives working for formal designation of eligible segments of State Highway 198 and State Highway 190 as State scenic highways,
7. Formalizing a system of County scenic routes throughout the County (see Figure 7-1), and
8. Requiring development located within County scenic route corridors to adhere to local design guidelines and standards.

SL-2.2 Gateways to the Sequoias - The County shall ensure that the "gateway highways" (State Highway 190 and State Highway 198) to the Sequoias feature the County's unique history and scenery by:

1. Maintaining the rural character of roadway rights-of-ways, highway signage, and related roadway and structure design,
2. Protecting primary view sheds from development,
3. Prohibiting development of highway commercial projects that do not respond to their physical or cultural context, and
4. Featuring the community centers/main streets of the gateway communities of Three Rivers and Springville.

SL-2.3 Historic and Cultural Landscapes - The County shall use the County's scenic routes and highways to connect cultural landscapes, historic landmarks and communities, and points of interest including:

1. Historic travel routes and trails,
2. Historic settlements,
3. Historic places, events, sites, buildings and structures,
4. Prehistoric and archeological features, and
5. Majestic trees, streetscapes, and parks.

SL-2.4 New Billboards - Unless superseded by State law, the County shall prohibit billboards and other forms of off-site advertising along State scenic highways, County scenic routes, and within areas designated for agriculture and open space.

SL-2.5 Billboard Removal - The County shall seek to reduce the number of billboards along State scenic highways and County scenic routes.

SL-2.6 Billboard Placement - The County shall control the placement of billboards throughout the unincorporated County to preserve scenic qualities along major routes.

SL-3.3 Highway Commercial - The County shall require highway commercial uses to be located and designed to reduce their visual impact on the travel experience along State scenic highways and County scenic routes by:

1. Encouraging commercial development to locate in existing communities and hamlets,
2. Designing highway commercial areas as an extension of community street patterns and vernacular design traditions, allowing the individual personalities of each community to extend to the highway edge, and
3. Discouraging development of frontage roads consistent with commercial strips except when consistent with regional growth corridor and community plans.

SL-3.4 Planned Communities - If planned communities are allowed, the County shall require that they are designed to minimize visual impact on scenic working and natural landscapes by:

1. Avoiding development along ridgelines and other highly visible locations,
2. Siting development in a manner that reduces the visibility of new development,
3. Mitigating light pollution on night sky conditions,

4. Utilizing architectural and site planning concepts that appropriately reflect local climate and site conditions, and
5. Integrating cultural, architectural, and historic resources into their plans.

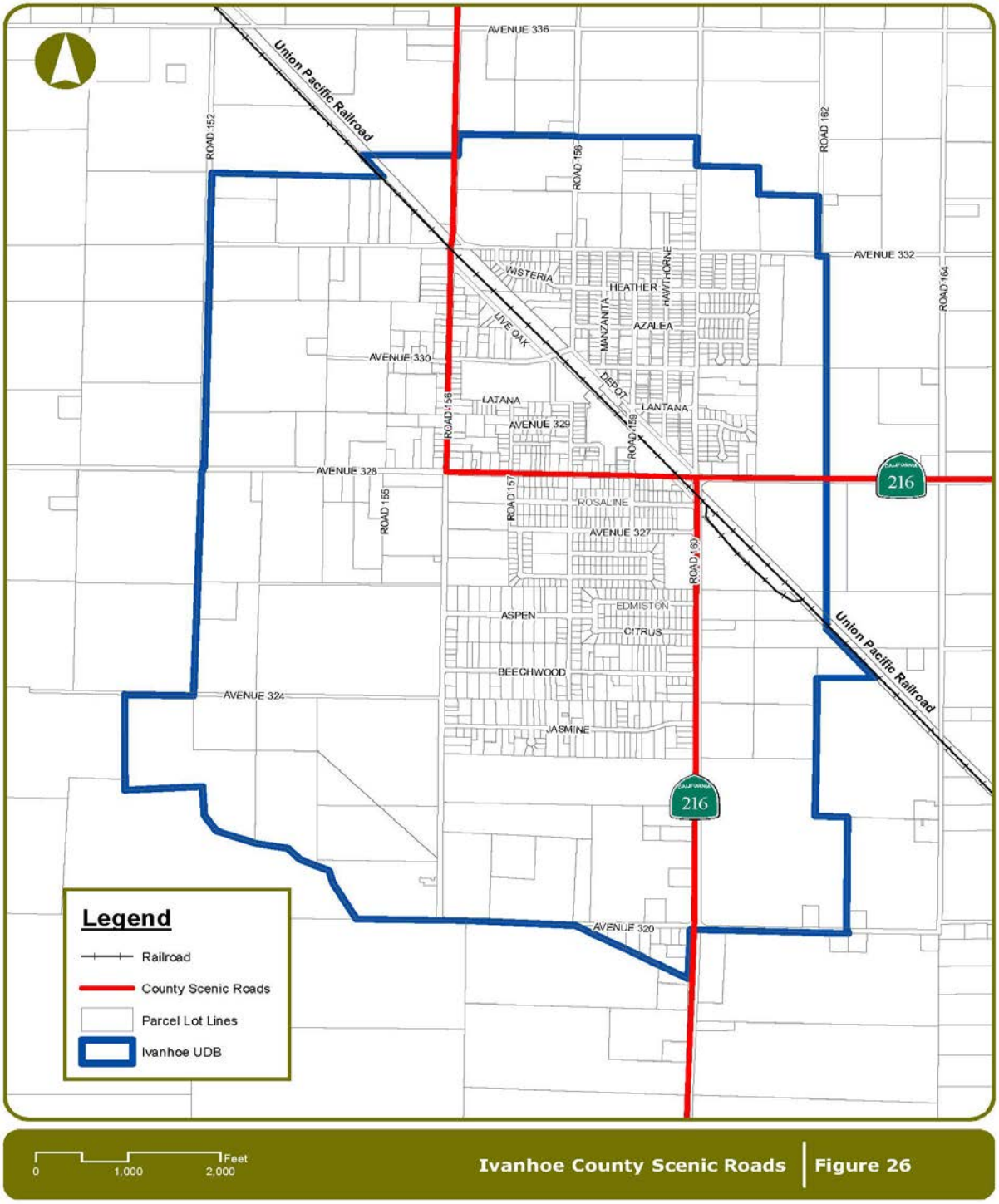
SL-4.1 Design of Highways - The County shall work with Caltrans and Tulare County Association of Governments (TCAG) to ensure that the design of State Highway 99 and other State Highways protects scenic resources and provides access to vistas of working and natural landscapes by:

1. Limiting the construction of sound walls that block views of the County's landscapes (incorporate setbacks to sensitive land uses to avoid noise impacts whenever feasible),
2. Using regionally-appropriate trees and landscaping and incorporating existing landmark trees,
3. Preserving historic and cultural places and vistas,
4. Avoiding excessive cut and fill for roadways along State scenic highways and County scenic routes, and along areas exposed to a large viewing area, and
5. Promote highway safety by identifying appropriate areas for traffic pull-outs and rest areas.

SL-4.2 Design of County Roads - The County's reinvestment in rural County roads outside urban areas should, in addition to meeting functional needs and safety needs, preserve the experience of traveling on the County's "country roads" by:

1. Maintaining narrow as possible rights-of-ways,
2. Limiting the amount of curbs, paved shoulders, and other "urban" edge improvements,
3. Preserving historic bridges and signage, and
4. Promote County road safety by identifying appropriate areas for traffic pull-out.

Figure 26 Scenic Routes



Complete Streets

The Board of Supervisors approved the Complete Streets Program on December 2016 **(see Attachment A-4)**. The Complete Streets Programs Goals, Policies, Objectives, and Standards are hereby incorporated by reference. Included in the plan were policies and implementation measures as provided below. These projects have been included on the TCAG Measure R list as Complete Streets.

1. Road 160 (Jasmine Avenue to Avenue 332)
2. Road 159 (Avenue 328 to Avenue 332)
3. Avenue 328 (Road 56 to Road 160)
4. Road 156 (Avenue 328 to Avenue 332)
5. Jasmine (Road 56 to Road 160)

Bicycle Facilities

The 2014 Regional Transportation Plan (adopted June 30, 2014) prepared by the Tulare County Association of Governments (TCAG) provides for a regional bicycle network intended to provide a safe alternative mode of travel. The 2010 Tulare County Regional Bicycle Transportation Plan **(see Figure 27)** has a proposed Class II Bike Project.[45] In Tulare County, bicycle travel is not yet considered a major mode of transportation and bicycles are rarely seen outside of cities and towns.

The 2011 State Route 216 Transportation Concept Report prepared by CalTrans states "the entire length of SR 216 from State Route 198 in Visalia to the city of Woodlake, is a conventional highway and is open to bicycles on a "share-the-road" basis.[46]

The Caltrans Highway Design Manual (HDM), which governs bicycle facility design in California, distinguishes three (3) different types of bicycle facilities.

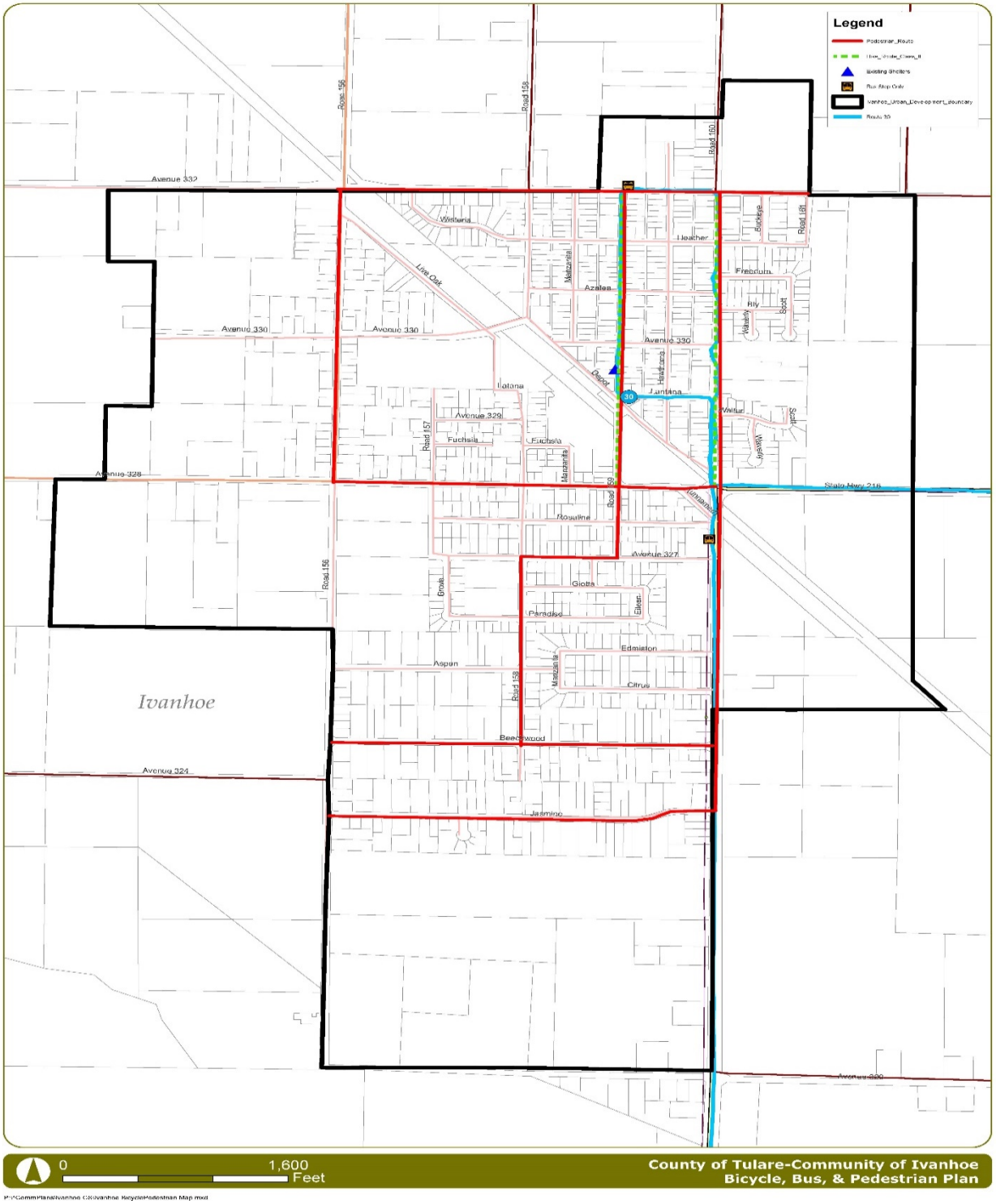
Class I: Bike path providing completely separated rights-of-way designated for the exclusive use of bicycles and pedestrians. In Tulare County Class I facilities will primarily be implemented through TCAG. No Class I bicycle facilities are proposed for Ivanhoe.

Class II bikeways that provides designated lanes for the use of bicycles through the use of striping on the roadway and signage designations for the facility. No Class II bicycle facilities are proposed for Ivanhoe.

[45] TCAG Action Element, TCAG 2014 Regional Transportation Plan. Page 3-89.

[46] State Route 216 Transportation Concept Report, Office of system Planning District 6, May 2011

Figure 27 - Ivanhoe Bicycle & Pedestrian Plan



Class III: Bikeway that provides designation by signage. Roadways are shared between bicyclists and motorists. Class III facilities in Tulare County are envisioned to be implemented along the major circulation segments of roadway that connect the overall County roadway network. No proposed Class III facilities are proposed along Atwell Avenue. Although not signed on many roads in Ivanhoe, bicyclists are allowed use that side of the road or share the road on all County roadway facilities excluding freeways.

Pedestrian Facilities

Multiuse Trails

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

Pedestrian Paths and Sidewalks

A review of facilities for pedestrian travel in Ivanhoe presents a broad array of conditions in which pedestrians are accommodated. Currently, limited continuous sidewalks are provided along major routes in the Community.

Transit Facilities

Paratransit Services

Paratransit Services are transportation services such as carpooling, vanpooling, taxi service, and dial-a-ride programs. The County supports reliable and efficient paratransit service by encouraging development of service systems that satisfy the transit needs of the elderly and physically handicapped.

Park-and-Ride Lots

Park-and-Ride lots provide places for people to meet up and carpool to areas outside of the Community. A Park-and-Ride facility could also provide a compressed natural gas refueling station. As the Community's population grows and given the large number of commuters, a park-and-ride location would be best sited near the edges of the Community along State Route 216 and Avenue 328.[47]

Transit and Bus Stops

The Tulare County Transit Agency (TCaT) operates fixed-route services that link communities with each other and with the Visalia transit system. Ivanhoe **(see Figures 28 and 29)** is connected via TCaT northeast County Route 30. Route 30 has eighteen eastbound and westbound buses serving Ivanhoe on weekdays and six buses in each direction on Saturdays and Sundays. Stops are currently located at the post office and Road 160 in Ivanhoe. (see TCAT website at: http://www.tularecog.org/bustimes/). TCaT vehicles are wheelchair accessible and all full size buses include bike racks. As such, public transit is likely to remain a limited option due to fiscal constraints

[47] State Route 216 Transportation Concept Report, Office of system Planning District 6, May 2011.

and the high cost of providing services to a community of less than one thousand residents. The low level of auto congestion in Ivanhoe, now and as forecasted into the future, suggests that driving will continue to be more convenient in rural communities than the use of transit for those with access to a private car.

AMTRAK

The Hanford AMTRAK station, located approximately 35 miles to the west in Kings County is the closest station to Ivanhoe. Amtrak's San Joaquin route links Hanford to Sacramento to the north and Bakersfield to the south. An Amtrak bus can be taken from Bakersfield to Los Angeles Union station where Amtrak's interstate routes can be accessed along with California's Pacific Surfliner route. In Sacramento, additional interstate routes can be accessed along with the capital corridor route linking Sacramento to the Bay Area.

Aviation

Fresno Yosemite International Airport (FAT), 70 miles northwest of Ivanhoe, is the principal passenger airfreight airport in the Central San Joaquin Valley. Meadows Field, Bakersfield's, and is the principal commercial airport, is approximately 85 miles south of Ivanhoe and offers direct flights to several destinations. Visalia Municipal Airport is 25 miles southwest of Ivanhoe.

State Route 216

State Route 216 is a regionally significant corridor between State Route 198 in Visalia and northeast to Woodlake, Lemon Cove, and Three Rivers.[48]

[48] State Route 216 Transportation Concept Report, Office of system Planning District 6, May 2011

Figure 28 – Northeast County Route 30

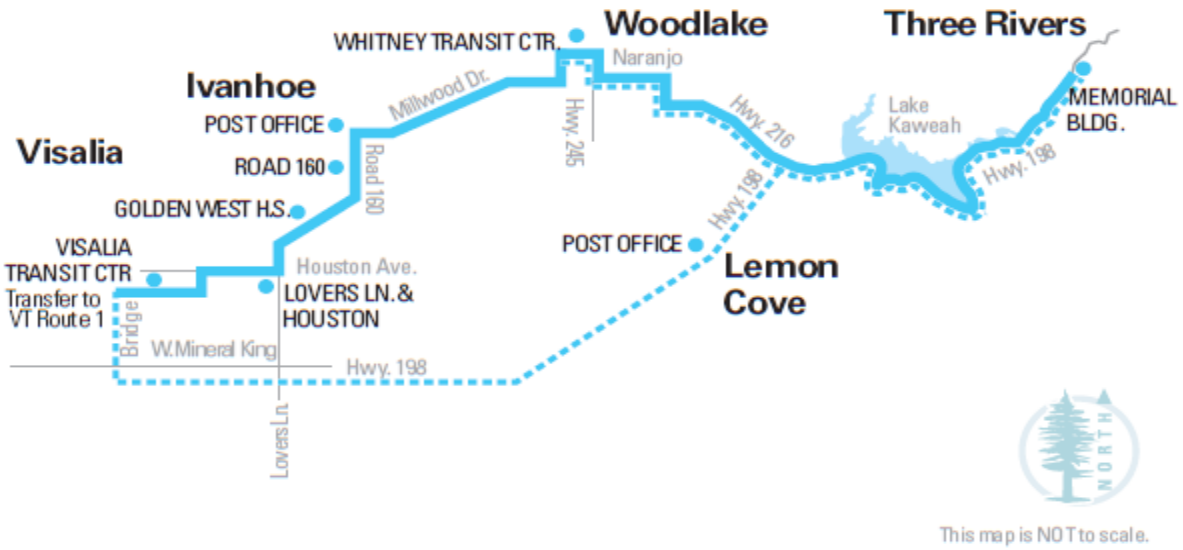


Figure 29 – Northeast County Route 30 Schedule

EASTBOUND	VISALIA Transit Center	VISALIA Lovers Lane & Houston	VISALIA Golden West H.S.	IVANHOE Road 160	IVANHOE Post Office	WOODLAKE N.Cypress & Hwy 216	WOODLAKE Whitney Transit Ctr.	LEMON COVE Hwy 198 & Hwy 216 EB	LEMON COVE Hwy 198 & Hwy 216 WB	THREE RIVERS Memorial Bldg.	VISALIA Transit Center
WEEKDAY	7:05	7:12	7:13	7:19	7:22	7:32	7:35	—	—	—	—
	7:40	7:47	7:48	7:54	7:57	8:07	8:10	—	—	—	—
	8:15	8:22	8:23	8:29	8:32	8:42	8:45	—	—	—	—
	8:50	8:57	8:58	9:04	9:07	9:17	9:20	9:30	10:10	9:50	—
	9:25	9:32	9:33	9:39	9:42	9:52	9:55	—	—	—	—
	10:55	11:02	11:03	11:09	11:12	11:22	11:25	—	—	—	—
	11:30	11:37	11:38	11:44	11:47	11:57	12:00	—	—	—	—
	12:40	12:47	12:48	12:54	12:57	1:07	1:10	—	—	—	—
	1:00	1:07	1:08	1:14	1:17	1:27	1:30	—	—	—	—
	1:50	1:57	1:58	2:04	2:07	2:17	2:20	—	—	—	—
	2:10	2:17	2:18	2:24	2:27	2:37	2:40	2:50	3:30	3:10	—
	3:35	3:42	3:43	3:49	3:52	4:02	4:05	—	—	—	—
	4:15	4:22	4:23	4:29	4:32	4:42	4:45	—	—	—	—
	4:45	4:52	4:53	4:59	5:02	5:12	5:20	—	—	—	—
	5:25	5:32	5:33	5:39	5:42	5:52	5:55	—	—	—	—
	6:00	6:07	6:08	6:14	6:17	6:27	6:30	—	—	—	—
	6:35	6:42	6:43	6:49	6:52	7:02	7:05	7:15	7:55	7:35	8:15
	7:10	7:17	7:18	7:24	7:27	7:37	7:40	—	—	—	—
WEEKEND	10:15	10:22	10:23	10:29	10:32	10:42	10:45	—	—	—	—
	12:20	12:27	12:28	12:34	12:37	12:47	12:50	—	—	—	—
	1:30	1:37	1:38	1:44	1:47	1:57	2:00	—	—	—	—
	2:40	2:47	2:48	2:54	2:57	3:07	3:10	—	—	—	—
	3:50	3:57	3:58	4:04	4:07	4:17	4:20	—	—	—	—
	5:00	5:07	5:08	5:14	5:17	5:27	5:30	5:40	6:20	6:00	—

Goals, Policies, and Standards

The intent of the Ivanhoe Community Circulation Element is to establish a comprehensive multi-modal transportation system that is efficient, environmentally and financially sound, and coordinated with the Land Use Element.

Goal 1: Design and implement a multi-modal transportation system that will serve projected future travel demand, minimize congestion, and address future growth in Ivanhoe.

Policies and Standards:

1. Utilize existing infrastructure and utilities to the maximum extent practical and provide for the logical, timely, and economically efficient extension of infrastructure and services.
2. Designate streets according to the following functional classifications:
   a) Freeways and Expressways carry regional traffic through the community with access only at interchanges with major streets.
   b) Arterials serve as the principal network for cross-town traffic flow. They connect areas of major traffic generation within the urban area and connect with important county roads and state highways. They also provide for the distribution and collection of through traffic to and from collector and local streets.
   c) Collectors provide for traffic movement between arterial and local streets, traffic movement within and between neighborhoods and major activity centers, and limited direct access to abutting properties.
   d) Local streets provide for direct access to abutting properties and for very localized traffic movements within residential, commercial and industrial areas.
   e) All facility-types above (except freeways) should be capable of accommodating transit and paratransit vehicles. Furthermore, all facility-types except freeway should include provisions for active modes of transportation (walking and cycling).
3. Develop and apply consistent standards for new streets (and existing streets where feasible without substantial ROW takes) based on the roadway classification.
4. Require applicants for new development projects to dedicate needed ROW and construct and/or upgrade to County standards the streets and roads that will serve their projects.
5. Plan new arterial and collector streets as needed to improve access and enhance the develop potential of land designated for commercial and industrial uses.
6. Improvement standards for local and minor streets shall include perpendicular curbs, gutters and adequate street lighting at intersections.
7. Access to arterials by driveways, local and minor streets, and alleys should be controlled as needed in order to ensure efficient traffic flow and safety along these streets.
8. Local streets should be designed to discourage high traffic volumes and through traffic.
9. Develop a Circulation Map showing the public street system. Designated streets and recommended rights-of-way should be indicated on this map.
10. Allow standards for new street development to be altered or refined where it can be demonstrated that projected traffic flows can be accommodated.
11. Plan for peak-hour Level of Service (LOS) "D" or better throughout the circulation network.

12. Make intersection improvements to the existing major street system selectively, favoring traffic engineering solutions rather than major structural improvements. This could include signalization, intersection channelization, use of directional signs, and diversion of traffic onto underutilized streets.
13. Use complete streets concepts in the design of new local streets where such techniques will improve safety and manage traffic flow.
14. Ensure the street network provides efficient routes for emergency vehicles, meeting necessary street widths, turn around radius, and other factors as determined by the County in consultation with fire and other emergency service providers.
15. Cooperate with local, regional, State and federal agencies to plan for, establish and maintain good connectivity to an efficient multimodal regional transportation system.

Goal 2: Provide designated routes and loading standards that reduce the noise and safety concerns associated with truck traffic.

Policies and Standards:

1. Designate truck routes for use by heavy commercial and industrial traffic. Initially, designated truck routes shall be:
   - State Route 216
   - Avenue 328

2. Design interior street systems for commercial and industrial subdivisions to accommodate the movement of heavy trucks.
3. Restrict heavy duty truck through-traffic in residential areas and plan land uses so that trucks do not need to traverse these areas.
4. Design off-street loading facilities for all new commercial and industrial developments so that they do not face surrounding roadways or residential neighborhoods. Truck backing and maneuvering to access loading areas shall not be permitted on the public road system, except when specifically permitted by the County Engineer.

Goal 3: Provide safe and convenient pedestrian access between residential neighborhoods, parks, open space, and schools that service those neighborhoods.

Policies and Standards:

1. Provide a safe walking environment for pedestrians.
   a) New development should include safe and pleasant designs which promote pedestrian access to arterials and collectors and consider the location of community services, such as schools, parks and neighborhood shopping activity centers in the accessibility of their design for all persons.
   b) Require the installation of sidewalks as an integral part of all street construction where appropriate.
   c) Require street lighting within the rights-of-way of all public streets.

d) Include pedestrian signal indicators as an integral part of the installation of traffic signals.

2. Maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Special emphasis should be placed on the needs of disabled persons considering ADA regulations.
3. Plan for pedestrian access consistent with road design standards while designing street and road projects. Provisions for pedestrian paths or sidewalks and timing of traffic signals to allow safe pedestrian street crossing shall be included.
4. Collaborate with the Ivanhoe Elementary School and the Visalia Unified School District to ensure that school children have adequate transportation routes available, such as a local pedestrian or bike paths, or local bus service.
5. Encourage safe pedestrian walkways within commercial, office, industrial, residential, and recreational developments that comply with the Americans with Disabilities Act (ADA) requirements.
6. Coordinate with TCaT and private bus operators to ensure that pedestrian facilities are provided along and/or near transit routes, whenever feasible. New land developments may be required to provide pedestrian facilities due to existing or future planned transit routes even if demand for a pedestrian facility is not otherwise warranted.
7. Review all existing roadways without pedestrian facilities when they are considered for improvements (whether maintenance or upgrade) to determine if new pedestrian facilities are warranted. New roadways should also be assessed for pedestrian facilities.

Goal 4: Ensure the provision of adequate off-street parking for all land uses.

Policies and Standards:

1. Require all new development to identify adequate on-street and off-street parking based on expected parking needs.
2. Encourage shared parking among nearby uses with complementary parking demand patterns.
3. Provide adequate loading areas within off-street parking areas for all commercial and manufacturing land uses.
4. Anticipate parking needs at proposed and expected activity centers, particularly commercial areas.

Goal 5: Provide a transportation system that is integrated with the region.

Policies and Standards:

1. Coordinate local transportation planning with the TCAG Congestion Management Plan to ensure eligibility for state and federal funding.
2. Incorporate the Regional Transportation Plan, short- and long-range plans, and the Tulare County Short- and Long-Range Transit Plans into the Community Plan Circulation Element, and encourage the active participation of Caltrans in the design of highway capital improvement projects.

Goal 6: Encourage the use of public transit services to reduce reliance on the automobile.

Policies and Standards:

1. Encourage transit alternatives to meet the basic transportation needs of the young, the elderly, the handicapped, and people without access to an automobile.
   a) Consider development of an integrated transit center within Ivanhoe where all transit services can connect with each other as well as with private ridesharing.
   b) Encourage and provide for ridesharing, park and ride, and other programs that can reduce emissions, save energy, and reduce monetary costs for firms and workers.
2. Planning and development of arterial and collector streets shall include design features which can be used as future public transit stops.
3. Support the expansion and improvement of transit systems and ride sharing programs to reduce the production of automobile emissions.
4. Support the use of alternate fuel vehicles and fueling stations for public transit vehicles, and County public agency vehicles.
5. Support TCaT and other transit operators' programs to foster transit usage.
6. Support all operator efforts to maximize revenue sources for short and long-range transit needs that utilize all funding mechanisms available including federal grants, state enabling legislation, and farebox revenue. This can be accomplished through TCAG and the Tulare County Transit Agency (TCaT) through the development of the Short and Long Range Transit Plans.
7. Support programs developed by transit agencies/operators to provide paratransit service.
8. Incorporate the potential for public transit service in the design of developments identified as major trip attractions (i.e. community centers and employment centers).
9. Explore potential development of a park-n-ride lot in Ivanhoe.
10. Support continued improvements to AMTRAK rail passenger service within Tulare County and throughout the San Joaquin Valley.

Goal 7: Provide efficient goods movement

Policies and Standards:

1. Encourage the efficient movement of goods and people by rail through a shift of a portion of the goods previously moved by trucks onto the rail freight system.
2. Implement Street and highway projects to provide convenient and economical goods movement, including access to rail terminals, in areas where large concentrations of truck traffic exist.
3. Identify street and highway improvement and maintenance projects that will improve goods movement and implement projects that are economically feasible.
4. Encourage use of rail for goods movement whenever feasible.

Goal 8: Provide safe and convenient facilities for non-motorized modes of transportation that enhance the future livability and character of Ivanhoe.

Policies and Standards:

1. Consider developing a Bikeway plan for Ivanhoe based on the following facility designations:

a) Bike Path (Class I). A special pathway for the exclusive use of bicycles, which is separated from motor vehicle facilities by space or a physical barrier. It is identified by guide signing and pavement markings.
b) Bike Lane (Class II). A lane on the paved area of a road for preferential use by bicycles. It is usually located along the right edge of the paved area or between the parking lane and the first motor vehicle lane. It is identified by a "Bike Lane" guide sign, special lane lines, and other pavement markings.
c) Bike Route (Class III). A recommended route for bicycle travel along existing rights-of-way, which is signed but not striped.
d) Bikeway. All facilities that explicitly provide for bicycle travel. The bikeway can be anything from a separate facility to a simple signed street.

2. Give priority to bikeways that will serve the highest concentration of cyclists and destination areas of highest demand, especially Ivanhoe Elementary School.
3. Provide bikeways in proximity to major traffic generators such as commercial centers, schools, recreational areas, and major public facilities.
4. Develop a visually clear, simple, and consistent bicycle system with standard signs and markings, as designated by the State of California Traffic Control Devices Committee and the State Bikeway Committee.
5. Support the installation of bike parking racks at public and private places of assembly such as parks, schools, employment sites, churches, and retail commercial developments.
6. Provide non-motorized alternatives for commuter travel as well as recreational opportunities.
7. Provide separate rights-of-way for non-motorized facilities whenever economically and physically feasible.
8. Develop bikeways in compliance with the standards established in the Caltrans Highway Design Manual or other appropriate standards.

Goal 9: Design, construct, and operate the transportation system in a manner that maintains a High level of environmental quality.

Policies and Standards:

1. Control dust and mitigate other environmental impacts during all stages of roadway construction.
2. Protect residents from transportation generated noise hazards. Increased setbacks, walls, landscaped berms, other sound absorbing barriers, or a combination thereof shall be provided along four lane highways in order to protect adjacent noise-sensitive land uses from traffic generated noise impacts. Additionally, noise generators such as commercial, manufacturing, and/or industrial activities shall use these techniques to mitigate exterior noise levels to no more than 60 decibels.
3. Review and monitor proposals for expansion of pipelines for the transport of suitable products and materials, and require mitigation of environmental impacts.
4. Encourage the use of non-polluting vehicles for both public and private uses.
5. Include noise mitigation measures in the design of roadway projects in Ivanhoe.

Goal 10: Support the use of Transportation Demand Management (TDM) strategies to reduce dependence on the single-occupant vehicle, increase the ability of the existing transportation system to carry more people, and enhance mobility along congested corridors.

Policies and Standards:

1. New development shall consider Transportation System Management and Transportation Demand Management as strategies for the mitigation of traffic and parking congestion. Public transit, traffic management, ride sharing and parking management are to be used to the greatest extent practical to implement transportation management strategies.
2. Coordinate with Caltrans, TCAG, transit agencies and other responsible agencies to identify the need for additional park-n-ride facilities along major commuter travel corridors.

Goal 11: Utilize Intelligent Transportation Systems (ITS) to improve the safety and performance of the surface transportation system using new technology in detection, communication, computing, and traffic control.

Policies and Standards:

1. Encourage the integration of Intelligent Transportation Systems (ITS) consistent with the principles and recommendations referenced in the TCAG Regional Transportation Plan.

Implementation Strategy

The purpose of this chapter is to prescribe a proposed approach to implement the general plan recommendations contained in chapters I through IV of the Ivanhoe Community Plan. There are several components that comprise the Ivanhoe Community Plan implementation strategy:

1. Zoning Code Changes
2. Complete Streets
3. Infrastructure

Zoning District Changes

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

Revise Chapter 16 of the Zoning Code

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

Elimination of SR Combining Zone

The SR combining zone requires site plan review for most uses in the combining zone. This alternative would eliminate the SR combining zone designation in the community of Ivanhoe. The elimination of the SR combining zone would only affect one (1) commercial zoning district (C-2-SR) and one (1) industrial zoning district (M-1-SR). This zone change would affect 9 (nine) parcels in the C-2-SR zone and two (2) parcels in the M-1-SR zone within Ivanhoe and as such, elimination of this combining zone would not have a noticeable effect on Ivanhoe, as the Community Plan Policies and Development Standards in the C-2-MU Zone provide an equivalent level of regulations.

Mixed Use Overlay District

This alternative involves the creation of a Mixed Use Zoning Designation for the Community of Ivanhoe **(see Attachments A-2 and A-3)**. This community plan envisions a variety of uses that would be accessible from Avenue 328

Zoning Map Update

The current Zoning Map for Ivanhoe will be amended to be compatible with the Land Use Map outlined in the General Plan. There are a couple of zoning district changes that are proposed to allow the General Plan and Zoning Ordinance to be in conformity with each other in the Ivanhoe Proposed Zoning.

Attachments

A-1 – Use Permit Requirement Changes (Zone Change Text)
A-2 – Mixed Use Overlay District (Zone Change Text)
A-3 – Development Standards (Mixed Use Zoning Districts)
A-4 General Plan Land Use and Zoning Consistency Matrix
A-5 – Description of Funding Sources
A-6 Complete Streets
A-7 Public Outreach

Attachment A- 1: Use Permit Requirement Changes

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

H. Permitted Uses

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

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

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

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

Book or stationary store. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1, R-3	C-1, C-2, C-3, M-1
Business and professional schools and colleges. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Business, professional and trade schools and colleges. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Catering Shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Ceramic shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Christmas tree sales lots as a temporary use.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Church. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Clothes cleaning and pressing establishment. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Clothing and costume rental. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Confectionery store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Conservatory of Music. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Contractor's Storage Yards.	CO, C-1, C-2, C-3, M-1, AP	
Dairy products store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Department store Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Digesters	M-1	
Drug store or pharmacy. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Dry goods or notions store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Electric appliance stores and repairs Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Expansion, Alteration or Replacement of non-conforming buildings and uses. Structure < 10,000 sq. ft.	CO, C-1, C-2, M-1, R-1, R-2, R-3, R-A	
Family Day Care Home, Large (Up to CA State maximum).	CO, C-1, C-2, R-1, R-2, R-3, RA	
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Family Day Care Home, small.	CO, C-1, C-2, R-1, R-2, R-3, RA	R-1, R-2 R-3, C-1, C-2, C-3, M-1
Feed and seed stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, AP	C-3, M-1
Fire Station.	CO, C-1, C-2, C-3, M-1, AP	
Firewood sales yard.	CO, C-1, C-2, C-3, M-1	C-3, M-1

Florist shop. Structure < 10,000 sq. ft.	CO, C-1, C-2, M-1, R-1, R-2, R-3, RA	C-1, C-2, C-3, M-1
Furniture store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Furniture warehouses for storing personal household goods, provided ground floor front is devoted to stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Gasoline filling station. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Gift, novelty or souvenir. Structure < 10,000 sq. ft.	CO, C-1, C-2, M-1, R-2, R-3, RA	C-2, C-3, M-1
Glass shop, retail, excluding major service activities. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-2, C-3, M-1
Grocery store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Grocery store, fruit store or supermarket. Structure < 10,000 sq. ft.	C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Gunsmith shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Hobby and art supply store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Hospital, sanitarium and nursing home. Structure < 10,000 sq. ft.	C-1, C-2, C-3, M-1, PO	
Household and office equipment and machinery repair shops. Structure < 10,000 sq. ft.	C-2, C-3, M-1, PO	C-3, M-1
Household appliance stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Ice storage house of not more than 5-ton storage capacity.	CO, C-1, C-2, C-3, M-1, AP	
Incidental manufacturing, processing and treatment of products. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-2, C-3, M-1
Interior decorating store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Jail or correctional (public facilities only).	C-2, C-3, M-1, M-2	
Jewelry store, including clock and watch repair. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Laundries. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Laundry, coin operated machines only. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Leather goods and luggage stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Linen supply services. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Liquor store. Structure < 10,000 sq. ft. Not within 300' of residential/School Site.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Locksmiths. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1

Massage or physiotherapy establishment Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Meat market or delicatessen store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Medical and orthopedic appliance stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, PO	C-2, C-3, M-1
Medical laboratory. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, PO	C-2, C-3, M-1
Memorial building, theatre, auditorium. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-3	
Micro-brewery. Structure < 10,000 sq. ft. *Allowed in C-1 and C-2 in conjunction with a restaurant.	M-1, M-2, C-3,*C-2, *C-1	M-2
Mini-warehouses. Structure < 10,000 sq. ft.	C-2, C-3, M-1, AP	C-3, M-1
Mobilehome for use by caretaker or night watchman.	CO, C-1, C-2, C-3, M-1	O, C-2, C-3, M-1
Motorcycle sales and service. Structure < 10,000 sq. ft.	C-2, C-3	C-3, M-1
Musical instrument repair shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Name plates. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-3	R-3, C-1,C-2, C-3, M-1
Nursery school. Structure < 10,000 sq. ft.	CO, C-1, C-2, M-1, R-1, R-2, RA, R-3, R-A	
Office, business or professional. Structure < 10,000 sq. ft.	CO, C-1, C-2, M-1, R-1, R-2, R-3, PO	C-1, C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Opticians and optometrists shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, PO	C-2, C-3, M-1
Paint and wallpaper stores. Structure < 10,000 sq. ft.	C-1, C-2, C-3, M-1	C-2, C-3, M-1
Pet shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Photo processing pick-up and delivery outlets. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Photographic and blueprint processing and printing. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Photographic developing and printing. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Photographic supply stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Picture framing shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Plumbing fixtures for retail sales. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Plumbing shops. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1

Police station.	O, CO, C-1, C-2, C-3, M-1, M-2	
Post Office.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, PO	O, C-1, C-2, C-3, M-1
Pressing establishments. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Printing, lithography, engraving. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Private club, fraternity, sorority and lodge. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Private greenhouses and horticultural collections. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A	R-1, R-2 R-3, C-1, C-2, C-3, M-1
Public library.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A	R-3, C-1, C-2, C-3, M-1
Public Park or playground.	O, MR, CO, C-1, C-2, C-3, M-1, M-2 R-1, R-2, R-3, R-A, AP	
Public utility structure.	CO, C-1, C-2, C-3, M-1, MR, RO, R-1, R-2, R-3, R-A, PO, O, AP	
Radio and television broadcasting studios. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Radio and television repair shops. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Radio, microwave and television towers (Over 75 feet or within 2 miles of an airport).	C-2, C-3, M-1, M-2	
Real Estate Offices. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A	
Recreation center. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Repairing and altering of wearing apparel. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Resort Structure. < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Restaurant. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Restaurant, tea room or cafe. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A	C-1, C-2, C-3, M-1
Retail office equipment sales. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Retail sales of sporting goods, boats, boat motors, boat trailers, trailer coaches and their repair, rental and storage. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1	
Retail stores and offices incidental to and located on the site of a hotel, motel, resort, restaurant or guest ranch. Structure < 10,000 sq.	O, CO, C-1, C-2, C-3, M-1	

ft.		
Rug and carpet cleaning and dyeing. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Satellite antenna sales. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Satellite television antennas.	CO, C-1, C-2, C-3, M-1	
School, private.	CO, C-1, C-2, C-3, M-1, PO	
School, public.	CO, C-1, C-2, C-3, M-1, PO	
Scientific instrument stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Secondhand stores, pawn shops and thrift shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Shoe repair shop. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Shoe store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Sign painting shops. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Small appliance sales and service. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Soda fountains. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Sporting goods store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Stamp and coin stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Storage of petroleum products for use on the premises.	CO, C-1, C-2, C-3, M-1	
Studios (except motion picture). Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Tinsmith Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-2, C-3, M-1
Tire sales (no retreading or recapping). Structure < 10,000 sq. ft.	C-2, C-3	C-2, C-3, M-1
Tobacco and cigar stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Tourist Court. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Toy store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Trailer and recreation vehicle sales, service and rentals. Structure < 10,000 sq. ft.	C-2, C-3, M-1, M-2, AP	C-3, M-1
Travel agencies. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Variety store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Video machine and tape sales/rental. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1

Warehouses except for the storage of fuel or flammable liquids and explosives. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Watch and clock repair shop. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Wedding chapel. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1

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

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

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

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

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

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

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

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

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

neighborhood, or to the general welfare of the county. All uses shall limit impacts related to smoke, fumes, dust, gas, noise, odor, vibrations and other hazards to be considered an allowed use without the need for a special use permit. All allowed uses are subject to the determination of appropriateness by the Director of Planning.

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

DEVELOPMENT

1. Height: No building or structure hereafter erected or structurally altered shall exceed six (6) stories or seventy five (75) feet to uppermost part of roof.

2. Front Yard: 0 Feet

3. Side Yard: Where a lot abuts upon the side of a lot in any "R" Zone (R-A, R-O, R-1, R-2 and R-3), there shall be a side yard of not less than five (5) feet. Where a reversed corner lot rears upon a lot in any "R" Zone, the side yard on the street side of the reversed corner lot shall be not less than fifty (50) percent of the front yard required on the lots in the rear of such corner lot. In all other cases, a side yard for a commercial building shall not be required.

4. Rear Yard: Where a lot abuts upon the rear of a lot in any "R" Zone (R-A, R-O, R-1, R-2 and R-3), there shall be a rear yard of not less than fifteen (15) feet. In all other cases, a rear yard for a commercial building shall not be required.

5. Lot Area: The minimum lot area shall be ten thousand (10,000) square feet; provided, however, that where a lot has less area than herein required and was of record at the time this paragraph became effective, said lot may be occupied by not more than one (1) main building subject to the provisions of this Section.

6. Floor Area Ratio: The maximum Floor Area Ratio is 2. The Floor Area Ratio is the amount of square feet of all structure allowed on a parcel based on parcel size.

7. Distance between structures: The minimum distance between structures is 10 feet.

8. Parking: Off-street parking and loading shall be required in conformance with Section 15.

9. Fences, Walls, and Screening: Where the side or rear lot line of a site adjoins or is located across an alley from any "R" Zone (R-A, R-O, R-1, R-2, and R-3), there shall be a solid wall, fence or equivalent landscaping screening at least six (6) feet in height located along the common lot line, except in the required front or side yard. Open storage of materials and equipment shall be permitted only within an area surrounded and screened by a solid wall or fence or compact evergreen hedge (with solid gates where necessary), not less than six (6) feet

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

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

Attachment A- 3: Development Standards (Mixed Use Zoning districts)

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A-3 Development Standards (Mixed Use Zoning District)

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

ARCHITECTURE

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

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

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

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

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

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

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

A-8 Ground floor window openings should range between fifty (50) to eighty (80) percent of the ground floor façade adjacent to sidewalks and private and public plazas, patios, and courtyards. These window openings should consist of transparent "storefront" windows. Second story windows should not exceed fifty (50) percent of the total exterior wall surface.

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

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

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

A-12 Articulation and detailing of the exterior walls at the ground level, should be integrated with landscape features (trees, plants, walls, trellises, and unique land forms)

to ensure an appropriate transition from ground to wall plane.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

A-28 Conceal all electrical boxes and conduits from view, and position light sources

to prevent glare for pedestrians and vehicles.

ROOFS AND AWNINGS

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

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

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

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

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

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

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

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

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

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

RA-11 Mansard roofs are prohibited.

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

SITE PLANNING

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

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

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

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

compatible with the site.

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

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

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

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

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

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

LANDSCAPING

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

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

LA-3 The parking lot should not be the dominant visual element of the site as viewed from the street. Locate or place parking lots at the side and rear of buildings or use parking lot screening to soften their appearance. Screen parking lots: Utilize a hedge (recommended height of 36 inches) with a rolling berm to screen parking at the street periphery
(Minimum shrub container size should be 5 gallons.)

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

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

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

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

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

LA-9 Utility devices, such as transformers and backflow preventers, should not dominate

the front landscape area.

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

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

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

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

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

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

REFUSE AND STORAGE AREAS

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

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

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

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

LIGHTING

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

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

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

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

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

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

WALLS AND FENCES

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

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

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

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

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

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

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

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

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

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

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

STREETSCAPE

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

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

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

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

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

SIGNAGE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SI-18 The following signs are strictly prohibited:

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

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

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

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

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

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

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

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

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

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

SERVICE STATIONS AND CAR WASHES

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

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

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

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

SS-5 Outdoor equipment, such as vent risers and clean air separators, should be screened

either with an enclosure or if site configuration topography permits, away from street view, screened with landscaping or located at a grade differential.

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

AUTO REPAIR SERVICES

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

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

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

CONTRACTOR, BUILDING SUPPLY, OR LANDSCAPING YARDS

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

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

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

CONSUMER STORAGE FACILITIES

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

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

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

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

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

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

SPECIAL CONDITIONS

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

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

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

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

SC-5 The project should not create noticeable vibrations.

Attachment A- 4 General Plan Land Use and Zoning Consistency Matrix

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Attachment 4: General Plan Land Use and Zoning Consistency Matrix

Tulare County Zoning Districts / General Plan Land Use Designations	**R-A**	**R-1**	**R-2**	**R-3**	**C-1**	**C-2**	**C-3**	**M-1**	**M-2**	**AE-10**	**AE-20**	**AE-40**	**CO**	**PO**
Rural Residential	■	■								■	■	■		
Urban Reserve Residential	■	■	■	■						■	■	■		
Low Density Residential	■	■								■	■	■		
Low-Medium Density Residential	■	■								■	■	■		
Medium Density Residential		■	■							■	■	■		
Medium-High Density Residential			■	■						■	■	■		
High Density Residential				■						■	■	■		
Neighborhood Commercial					■					■	■	■		
General Commercial						■				■	■	■		
Community Commercial														
Highway Commercial														
Town Center														
Service Commercial							■			■	■	■		

Tulare County Zoning Districts	**R-A**	**R-1**	**R-2**	**R-3**	**C-1**	**C-2**	**C-3**	**M-1**	**M-2**	**AE-10**	**AE-20**	**AE-40**	**CO**	**PO**
Office Commercial														
Commercial Recreation														
Urban Reserve Commercial					■	■	■			■	■	■		
Mixed Use		■	■	■	■	■	■	■		■	■	■		
Planned Community Area	■	■	■	■	■	■	■	■		■	■	■		
Light Industrial								■		■	■	■		
Heavy Industrial									■	■	■	■		
Urban Reserve Industrial								■	■	■	■	■		
Public/Quasi-Public		■	■	■			■		■	■	■	■		■
Public Recreation														

Attachment A- 5 Funding Source

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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. The projects associated with the Completes Streets Program for the Community of Goshen will be suggested at the next available round of ATP funding.

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.

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 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 DWR to expedite the solicitation and award of $200 million (of the $472.5 million) in 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).

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Attachment A- 6 Complete Streets

Tulare County Complete Streets
Ivanhoe

Final

Prepared by:

Tulare County Resource Management Agency

Paid for by a grant from:

Tulare County Association of Governments

Tulare County Complete Streets – Ivanhoe

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Appendix A – Proposed Complete Streets Projects

Appendix B – Circulation Plan

Appendix C – Bicycle, Bus and Pedestrian Plan

Appendix D – Road Maintenance Plan

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Appendix F – Ivanhoe 30% Submittal Plan Set

Appendix G – Complete Streets Outreach

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Introduction

Complete Streets Vision

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

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

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

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

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

Complete Streets Definition

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

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

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

Complete Streets Attributes

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

Report Outcomes

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

(i) *Addressed* congestion, climate change and oil dependence by shifting to lower-carbon modes;

(ii) *Improved* safety by addressing shoulders, sidewalks, better bus placement, traffic speed reduction, treatments for travelers with disabilities;

(iii) *Created* "livable communities" by encouraging walking and bicycling for health, and by providing a safe walking and bicycling environment as an essential part of improving transportation movement and safety within the roadways studied.

These outcomes were achieved by the following:

(a) *Included all users* namely, pedestrians, bicyclists, transit vehicles and users, and motorists. In drafting this report, all users were invited to comment on how the County could better serve the community. The implementation of complete streets directly shifts the emphasis to lower-carbon (using) modes of transportation. The shift from the gas using automobile to pedestrian and bicycle transport is achieved through the creation of sidewalks, improving sidewalks, and including bike lanes and/or bike routes for a wider range of people to use. The shift to transit is included in improving policies, programs and facilities in the operations of the County's transit systems.

(b) *Created a comprehensive integrated and connected network* that supports "livable communities" that promote a safe interwoven fabric are provide for by the Policies

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

(c) *Emphasized flexibility* recognizing that all streets with these communities are different, and thus, balancing user needs. No one standard was applied to all streets and the street designs were adjusted to existing conditions, differing jurisdictions and the desires of the community.

(d) *Considered both new and retrofit projects*, including design, planning, maintenance, and operation, for the entire right-of-way within these communities. In addition to the various sections discussed below Appendix A – D include plans that show the plans, designs, and existing and proposed maintenance plans and operations of the Complete Streets Plan.

(e) *Used the latest and best design standards.* By using newer design standards as represented in the preliminary design plans verses the County's Roadway Standards the County is able to provide wider sidewalks and include such amenities as traffic calming measures (bulbouts).

(f) *Conducted extensive public outreach* to ascertain the solutions that best fit within the context of these communities. The community was consulted and provided final feedback on the preliminary designs.

Conclusions and Future Funding Opportunities

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

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

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

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

Complete Street Policies

Complete Street Goals

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

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

Complete Streets Objectives

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

Complete Streets Policies

Tulare County General Plan Policies

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

Principle 1: County-wide Collaboration

Support countywide transportation plans that provide choices in travel modes.

Principle 2: Connectivity

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

Principle 3: Community Circulation

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

Principle 4: Pedestrian and Bicycle Facilities

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

These principles are expressed mainly in following policies including:

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

Complete Street Policy Design Criteria

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

speed to promote safety.

8. Transit shelters and benches are encouraged at all County transit stops if FTA grants are available.

9. Street lighting and cross walk are encouraged to promote safety if considered feasible by the County Engineer.

10. Design policies should be consistent with the Tulare County Improvement Standards; other references include existing design guides, such as those issued by Caltrans, AASHTO and the ADA Accessibility Guidelines.

11. Public streets excluded from this policy include those where:
    - Complete streets concepts are in conflict with existing laws, codes, or ordinances.
    - Compliance with this policy would conflict with goals or physical conditions related to the unique aspects of the location.

12. Exceptions from Complete Street Policies:
    - Accommodation is not necessary where non-motorized use is prohibited, such as freeways.
    - Cost of accommodation is excessively disproportionate to the need or probable use as determined by the County Engineer.
    - A documented absence of current or future need.

Complete Street Mobility Plan

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

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

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

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

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

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

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

Caltrans and Complete Streets

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

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

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

Tulare County Climate Action Plan (CAP)

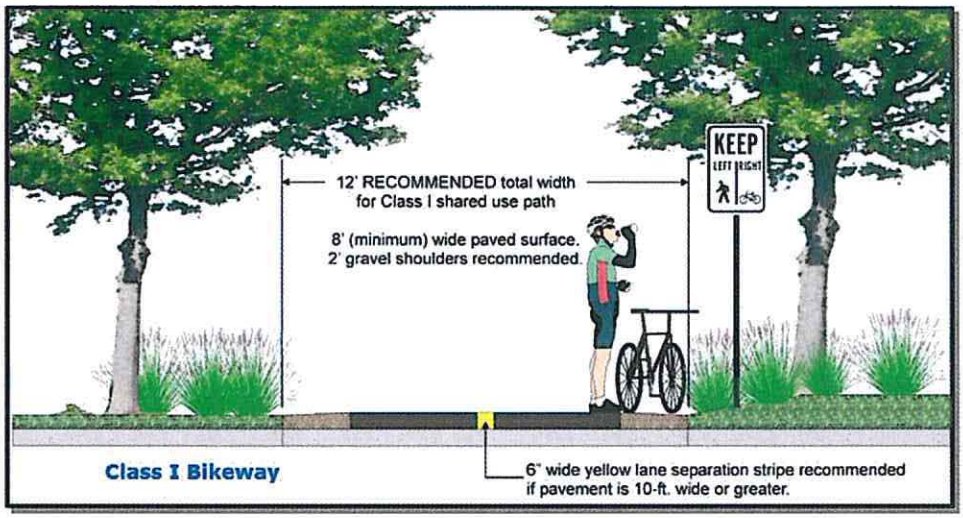
The Tulare County CAP calls for a reduction on a project (over 50 vehicles) by project basis of 6% through a mixture of measures that are spelled out in Appendix J of the CAP. Utilization of alternative means of transportation will reduce GHG emissions and will help projects and the region meet their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

Bicycle Facilities

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

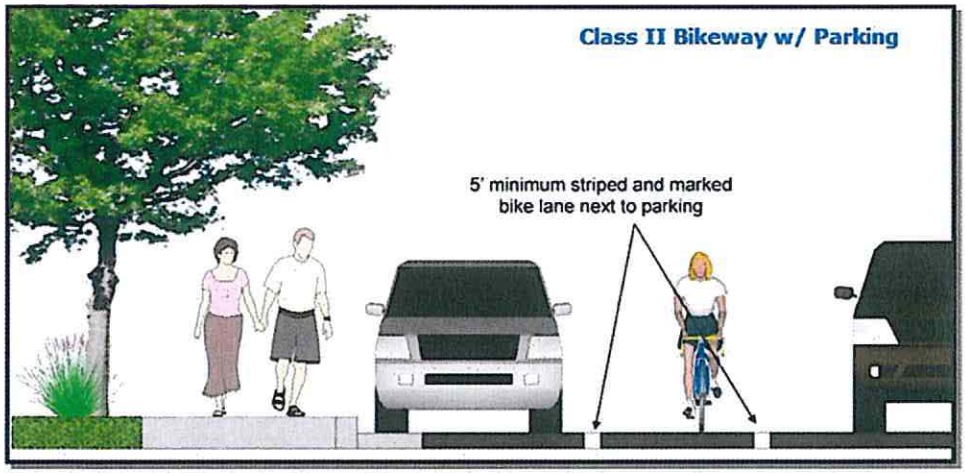
Class I

Bike path providing completely separated right-of-way designated for the exclusive use of bicycles and pedestrians. In Tulare County, Class I facilities will primarily be implemented through TCAG. Future bicycle facilities have also been identified through the *Bicycle Transportation Plan* (TCAG - 2010). There are no existing or proposed Class I bicycle facilities in Ivanhoe.



Class II

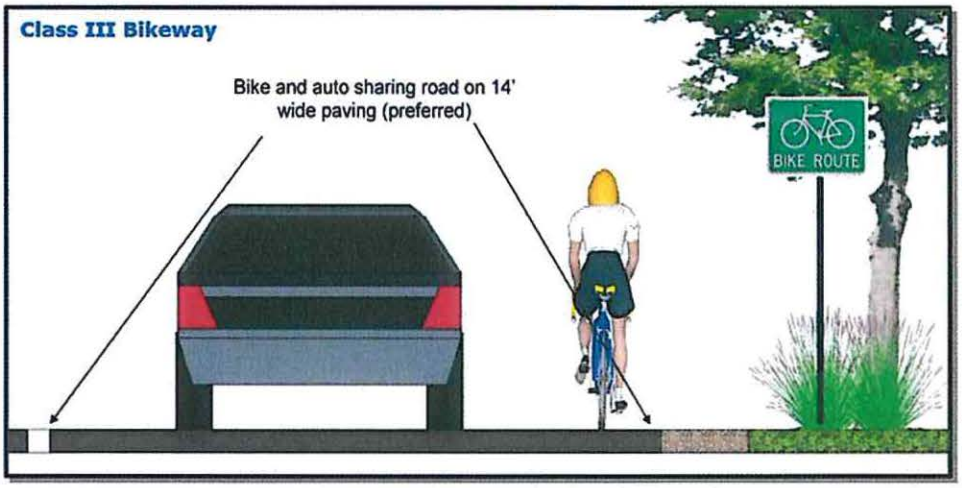
Bikeway that provides designated lanes for the use of bicycles through the use of striping on the roadway and signage designations for the facility. For the purposes of Complete Streets, the County is proposing no Class II bicycle facilities in Ivanhoe.



Class III

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

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



Pedestrian Facilities

Pedestrian Paths and Sidewalks

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

Multiuse Trails

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

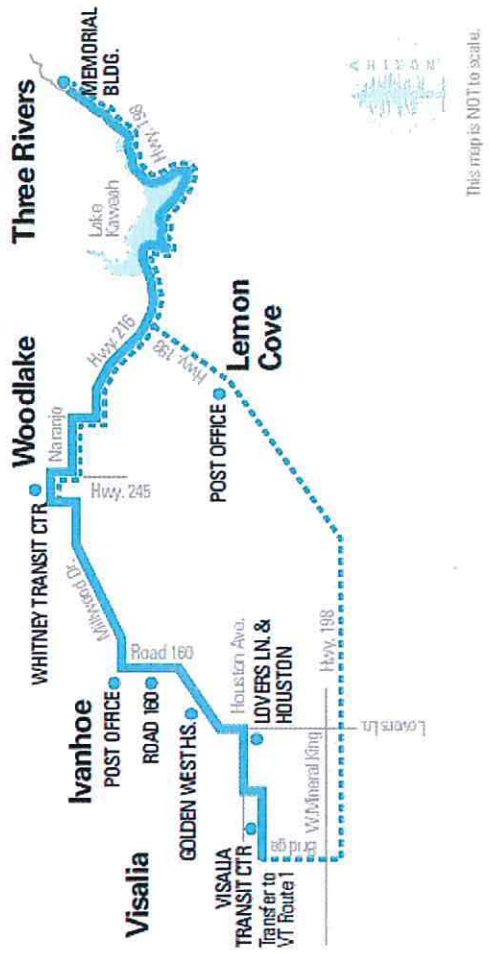
Transit Facilities

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

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

Public Bus Service

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



Pass Sales Outlets

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

Light type = AM
Bold type = PM

● Free transfer to VT Route 1
● Accept transfer from VT Route 1

With additional fee
Con cargo adicional

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

Paratransit Service

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

Park-and-Ride Lots

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

Cost Benefits Analysis, Implementation, and Funding Mechanisms

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

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

Benefits of Complete Streets

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

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

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

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

Source: California Department of Transportation

Community Specific Complete Street Implementation Measures

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

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

Measure R

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

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

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

Active Transportation Program (ATP)

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

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

Citizen Feedback

Public Outreach Efforts

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

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

Improvement Standards

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

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

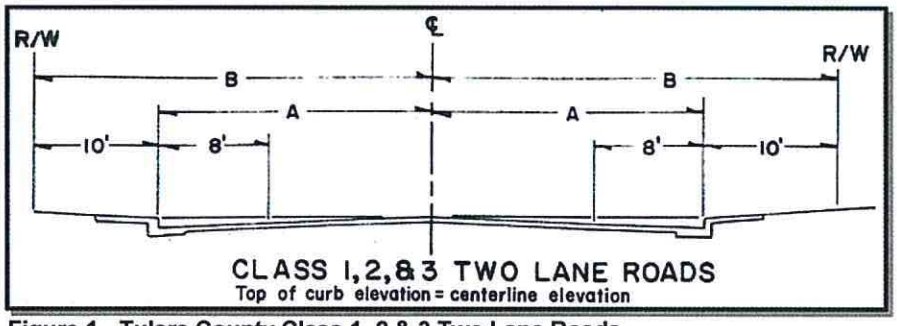


Figure 1 - Tulare County Class 1, 2 & 3 Two Lane Roads

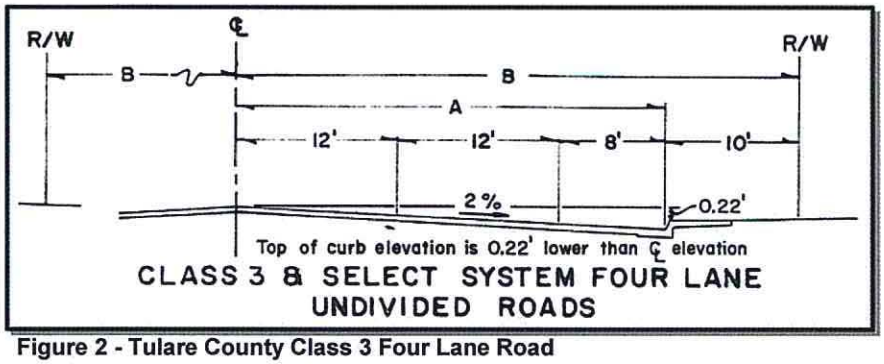


Figure 2 - Tulare County Class 3 Four Lane Road

Tulare County Pavement Management System

Pavement Management

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

Pavement Management System

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

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

Typical tasks performed by Tulare County PMS include:

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

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

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

Implementation

Selection of Community Priorities

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

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

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

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

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

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

Project Phasing

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

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

Ivanhoe Community Needs

Outreach: September 14, 2016

1. Road 160 (Jasmine Ave to Ave 332)
2. Road 159 (Ave 328 to Ave 332)
3. Avenue 328 (Road 56 to Road 160)
4. Road 156 (Ave 328 to Ave 332)
5. Jasmine (Road 56 to Road 160)

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

Projects

Complete Streets Project Plans

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

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

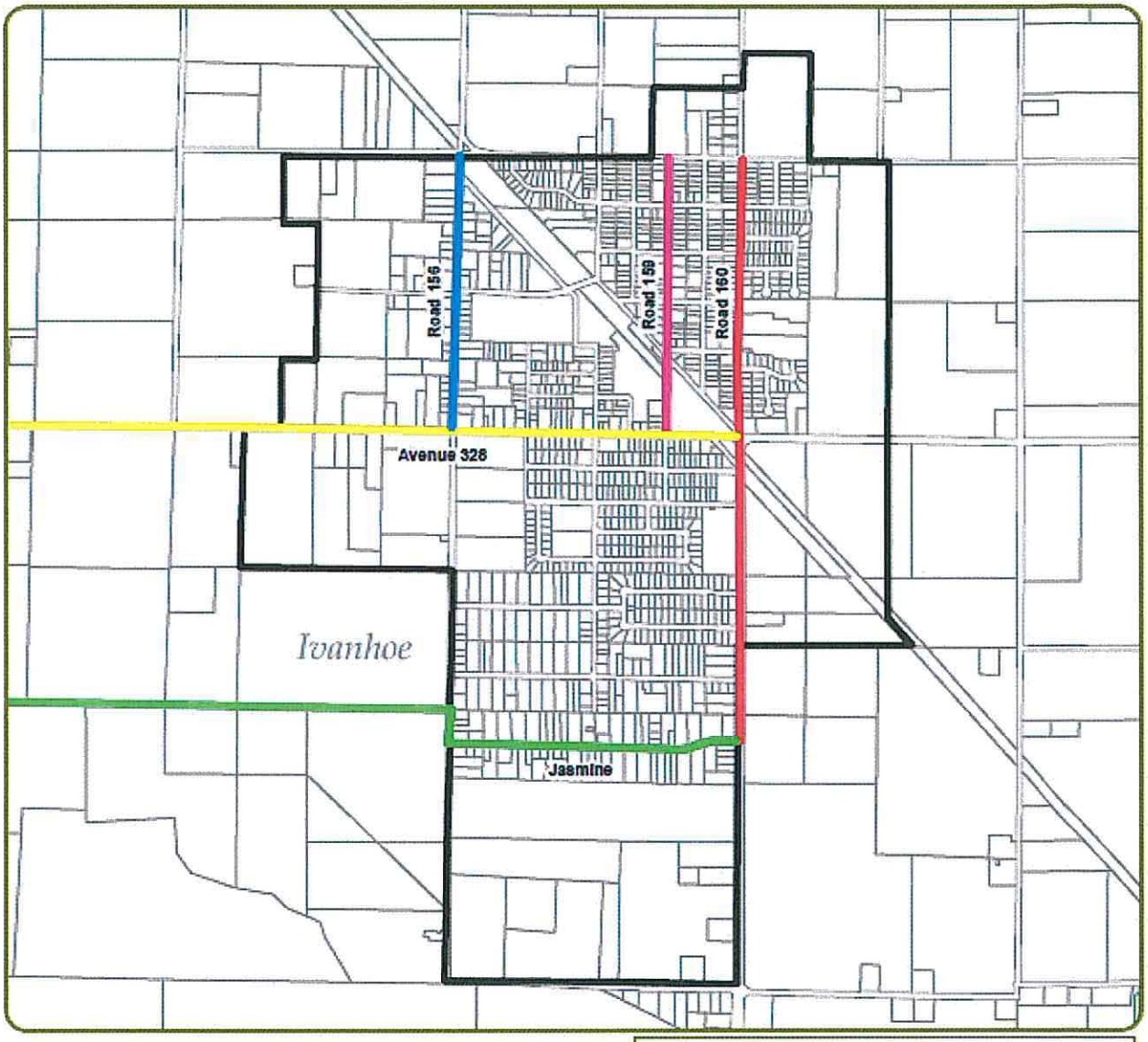
Complete Streets Funding Opportunities

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

Cost Estimates

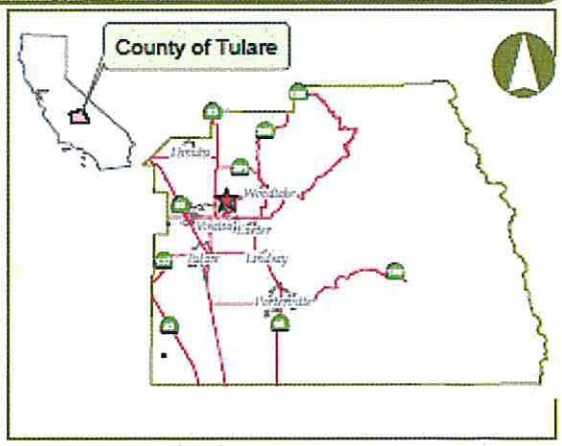
Detailed cost estimates are included in Appendix E.

Appendix A – Proposed Complete Streets Projects



Legend

- Road 159 Ave 328-Ave 332
- Road 160 Jasmine Ave-Ave 332
- Avenue 328 Road 56 -Road 160
- Road 156 Ave 328-Ave 332
- Jasmine Road 56-Road 160

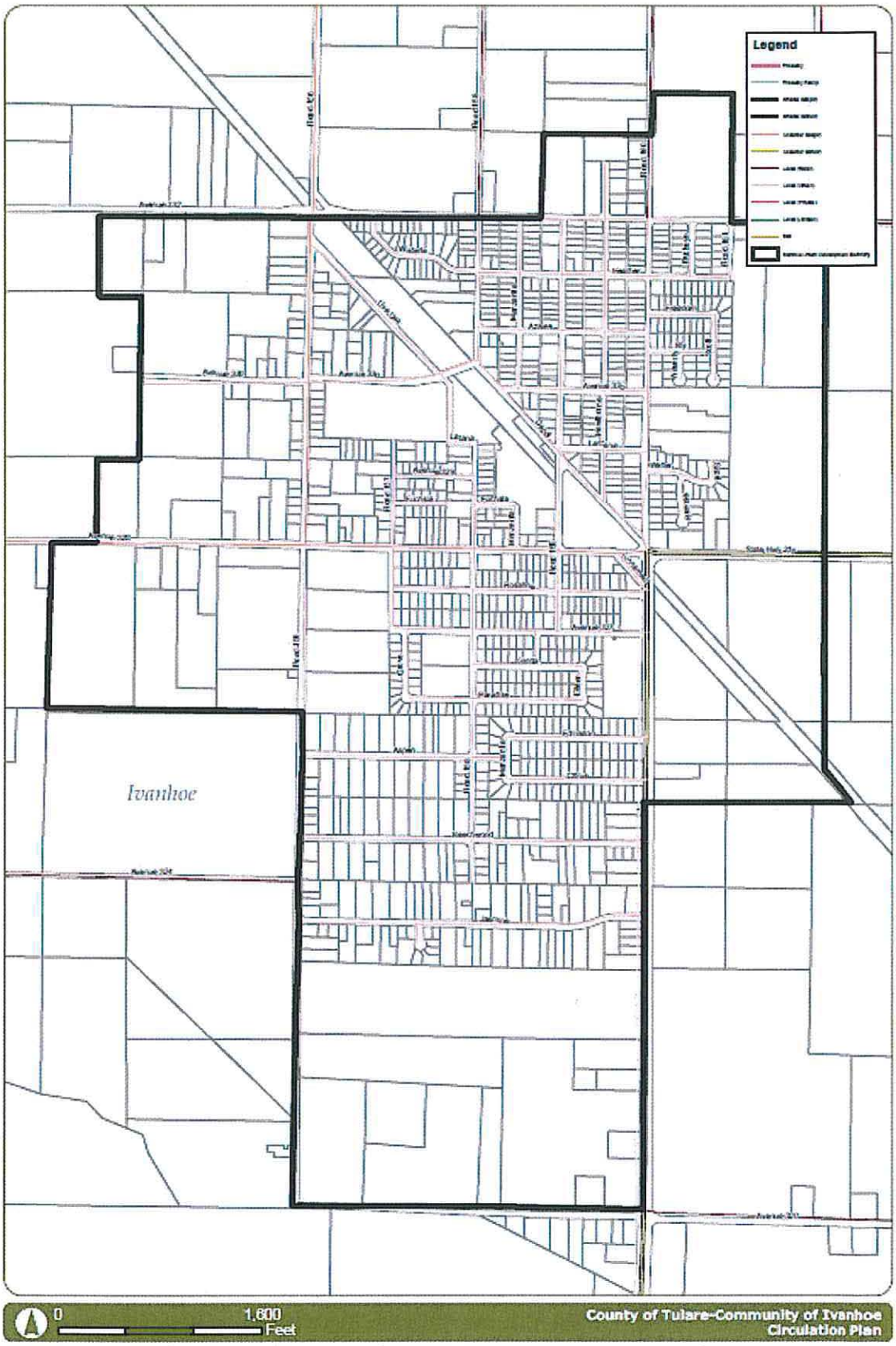


0 0.5 Miles

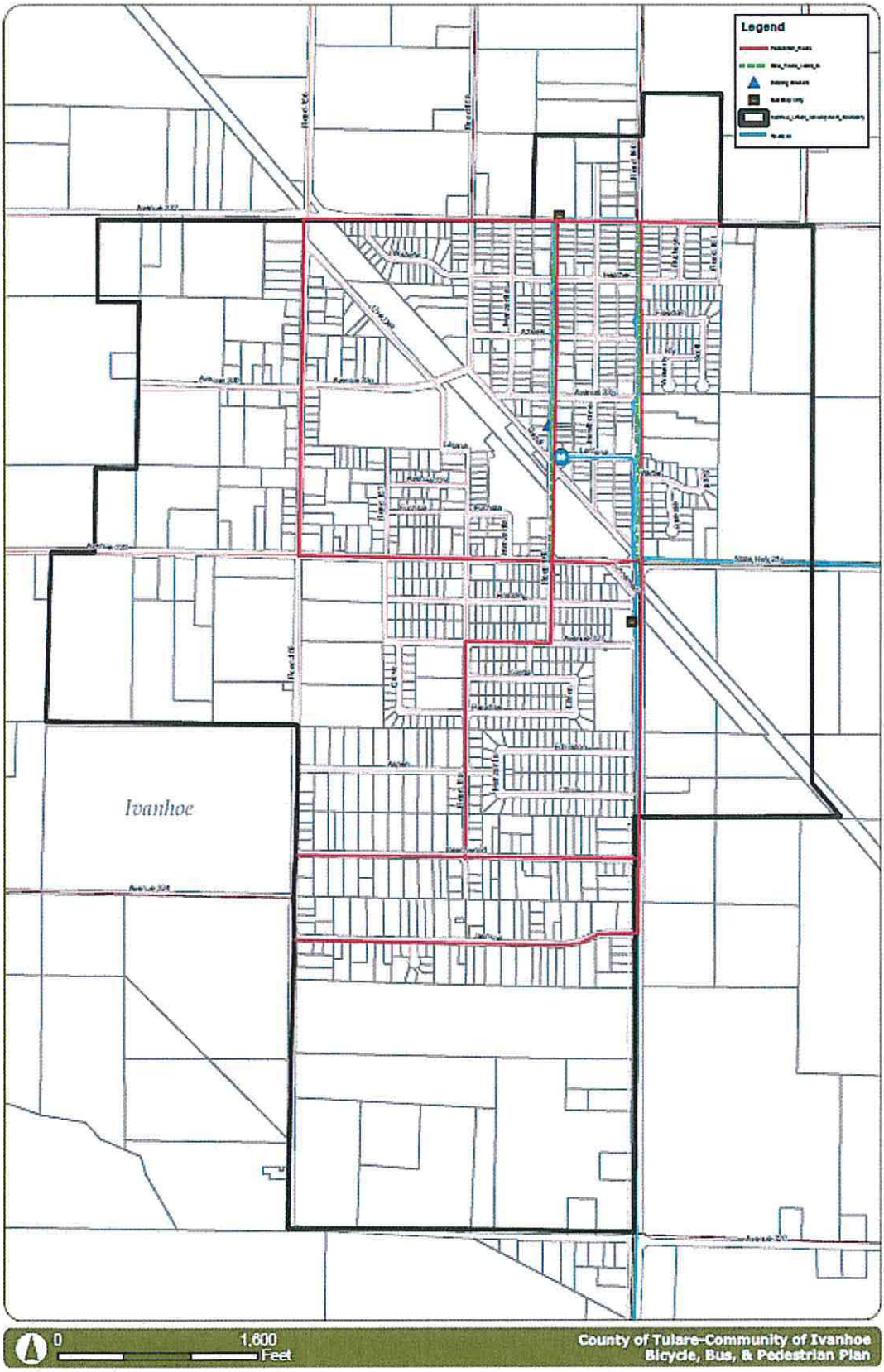
County of Tulare-Ivanhoe Road Identification Vicinity Map

P:\Comm\Plans\Ivanhoe C\Ivanhoe Street Coding Vicinity Map.mxd

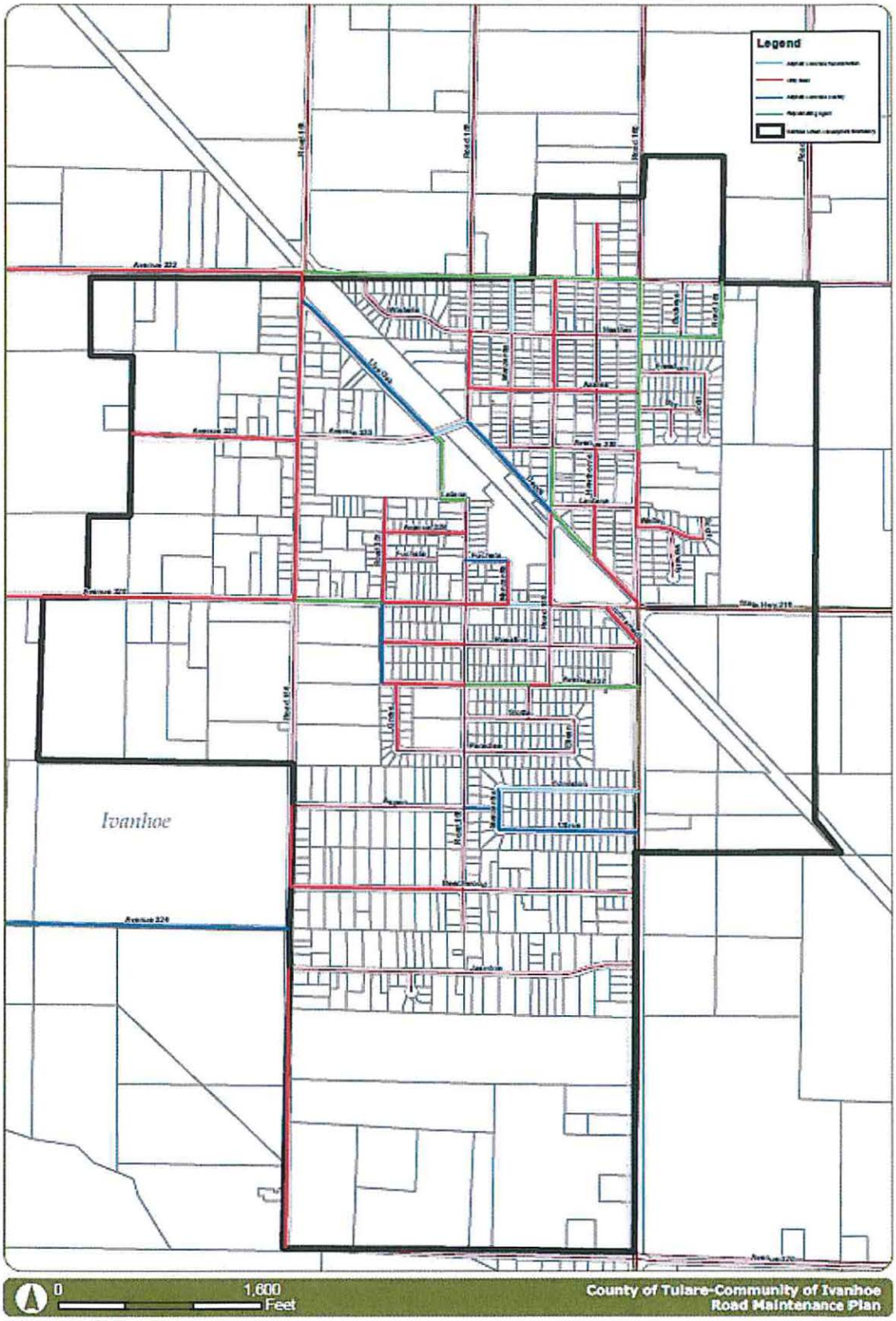
Appendix B – Circulation Plan



Appendix C – Bicycle, Bus, and Pedestrian Plan



Appendix D – Road Maintenance Plan



Appendix E – Cost Estimates for Ivanhoe

	Detailed Engineer's Estimate					
	Agency:	Tulare County Resource Management Agency				
	Project Name:	**Complete Streets Phase 3 Ivanhoe**				
	Project Location:	Road 159 - Ave 322 to Lantana Ave & Road 160 - Ave 322 to Ave 238				
	Date of Estimate:	December 8, 2016				
	Prepared by:	Pedro Omelas/Diego Corvera				
Construction Items						
Item No.	Caltrans Item code	Description	Units	Quantity	Unit Cost	Total
1	999990	Mobilization	LS	1	$100,000	$100,000
2	050126	Construction Staking	LS	1	$20,000	$20,000
3	120090	Construction Area Signs	LS	1	$25,000	$25,000
4	120100	Traffic control system	LS	1	$25,000	$25,000
5	120300	Temporary Pavement Marker (Refl.)	LS	1	$20,000	$20,000
6	130200	Prepare Water Pollution Control Program	LS	1	$10,000	$10,000
7	220101	Finishing Roadway	LS	1	$15,000	$15,000
8	150711	Remove Painted Traffic Stripe	LF	4350	$3	$13,050
9	150712	Remove Painted Pavement Markings	SQFT	1040	$5	$5,200
10	152390	Remove Roadside Sign	EA	23	$200	$4,600
11	152379	Relocate Fence	LF	3940	$30	$118,200
12(F)	190101	Roadway excavation	CY	2182	$100	$218,174
13(F)	250201	Class 2 Aggregate Base	CY	830	$95	$78,815
14	390133	Hot Mix Asphalt (Type B)	TON	896	$120	$107,520
15	394090	Place hot mix asphalt (miscellaneous area)	SQYD	40	$100	$4,000
16	731504	Minor Concrete (Curb & Gutter)	LF	5336	$25	$133,400
17	731521	Minor Concrete (Sidewalk)	SQFT	18474	$8	$147,792
18	731623	Minor Concrete (Ramp)	EA	35	$4,000	$140,000
19	731516	Minor Concrete (Driveway)	SF	11800	$15	$177,000
20	510502	Minor Concrete (Minor Structures)	EA	2	$3,000	$6,000
21	840656	Paint Traffic Stripe (2-Coat)	LF	4350	$1	$4,350
22	840519	Thermoplastic Pavement Marking (White)	SF	628	$10	$6,280
23	840515	Thermoplastic Pavement Marking (Yellow)	SF	330	$10	$3,300
24	152434	Adjust riser	EA	27	$800	$21,600
25	152469	Adjust Utility Cover to Grade	EA	52	$800	$41,600
26	568023	Install Roadside Sign	EA	23	$500	$11,500
27	152370	Relocate Mailbox	EA	56	$300	$16,800
					Sub-Total:	$1,474,181
		* Up to 10% Contingency may be included in Engineer's Estimate			*Contingency:	$147,418
	(F) = Final Pay Item				TOTAL:	$1,621,599

Non-Contruction Related Cost						
Item No.	Caltrans Item code	Description	Units	Quantity	Unit Cost	Total
28	-	Environmental Clearance	% of CON	5%	$1,474,180.89	$73,709.04
29	-	Preliminary Engineering (PE)	% of CON	10%	$1,474,180.89	$147,418.09
30	-	Construction Engineering (CE)	% of CON	15%	$1,474,180.89	$221,127.13
31	-	R/W Acquisition	LS	1	$140,000.00	$140,000.00
32	-	Utility Relocations	LS	1	$100,000.00	$100,000.00
					Total:	$682,254.27

Total Construction & Non-Construction Items	**$2,303,853.24**

INDEX OF SHEETS.

SHEET NO.	PAGE NO.	DESCRIPTION
T1	1	TITLE SHEET
X1–X2	2–3	TYPICAL CROSS SECTIONS
L1–L4	4–7	LAYOUT SHEETS

STATE OF CALIFORNIA

COUNTY OF TULARE

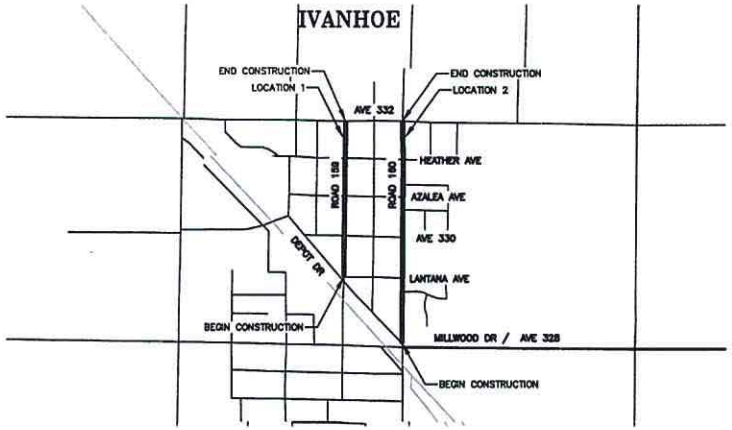
PROJECT PLANS FOR CONSTRUCTION OF

COMPLETE STREETS PHASE III IVANHOE

IN COUNTY OF TULARE

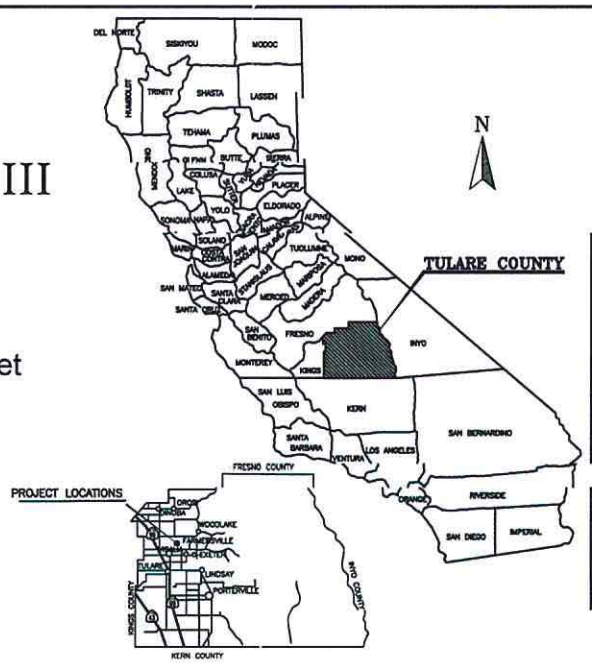
ROAD 159 – AVE 332 TO LANTANA AVE
ROAD 160 – AVE 332 TO AVE 238

Appendix F – Ivanhoe Avenue 30% Submittal Plan Set



N

VICINTY MAP.



N

LOCATION MAP

Know what's **below.** **Call** before you dig.

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

30% SUBMITTAL PRELIMINARY, NOT FOR CONSTRUCTION

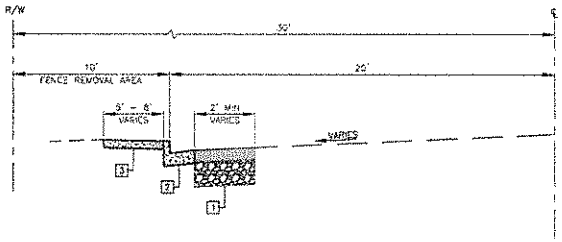
REVISIONS

NO.	DESCRIPTION	DATE	BY

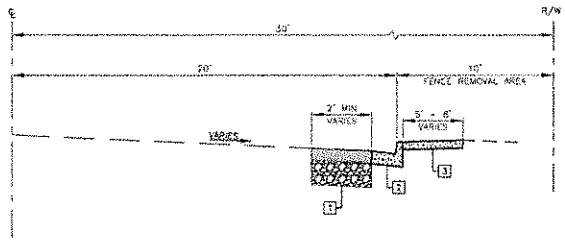
COUNTY OF TULARE
RESOURCE MANAGEMENT AGENCY
5961 SOUTH MOONEY BLVD.
VISALIA, CA 93277
(559)624-7000
WWW.TULARECOUNTY.CA.GOV/RMA

TITLE SHEET
COMPLETE STREETS PHASE III
IVANHOE
TULARE COUNTY

SCALE	N.T.S.
DIVISION	DESIGN
JOB NO.	18017-1
DESIGNED	PHO
DRAWN	JCF
CHECKED	PHO
FILE	18017-TT001.DWG
DATE	11-19-2018
SHEET No.	T1



ROAD 159
STA 9+97.16 TO STA 11+58.04
STA 14+57.11 TO STA 18+74.19



ROAD 158
STA 9+96.84 TO STA 14+16.82
STA 14+56.77 TO STA 18+73.78

NOTES:

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

TYPICAL STRUCTURAL SECTIONS (L1 & L2)

1 — 20-YEAR DESIGN
0.5' AC (TYPE B)
1' AB (CLASS II)

2 BARRIER TYPE CURB AND GUTTER.

3 CONCRETE SIDEWALK, 4" THICK TYPICAL

30% SUBMITTAL
PRELIMINARY, NOT FOR CONSTRUCTION

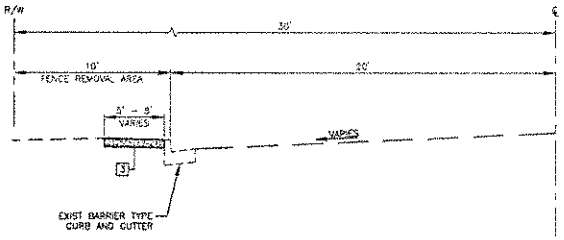
REVISIONS

NO.	DESCRIPTION	DATE	BY

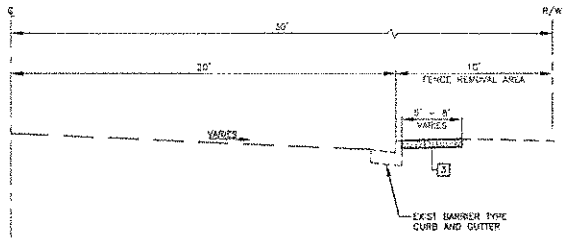
COUNTY OF TULARE
RESOURCE MANAGEMENT AGENCY
5961 SOUTH MOONEY BLVD.
VISALIA, CA 93277
(559)624-7003
WWW.TULARECOUNTY.CA.GOV/RMA

CROSS SECTIONS
COMPLETE STREETS PHASE III
IVANHOE
TULARE COUNTY

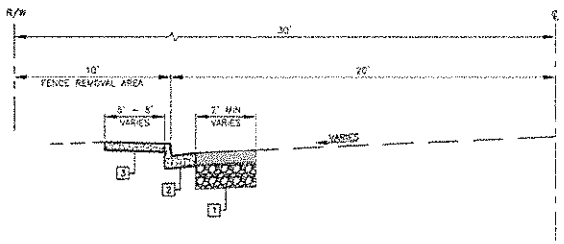
SCALE	1"=5'
DIVISION	DESIGN
JOB NO.	16017-1
DESIGNED	RHD
DRAWN	JSC
CHECKED	RHD
FILE	16017-13551.DWG
DATE	11-18-2016
SHEET No.	X1



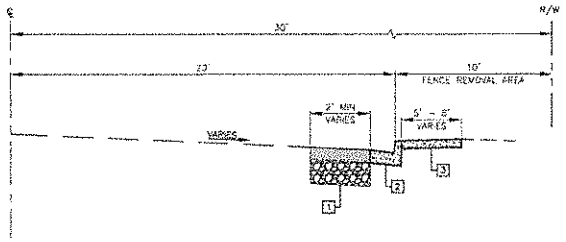
ROAD 160
STA 23+91.39 TO STA 24+29.81
STA 24+60.81 TO STA 25+09.29
STA 25+41.29 TO STA 25+84.96



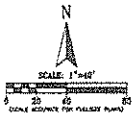
ROAD 160
STA 1+89.68 TO STA 2+86.85
STA 13+23.71 TO STA 14+86.66
STA 15+08.66 TO STA 15+15.85
STA 15+36.85 TO STA 15+66.22
STA 22+30.66 TO STA 22+53.05
STA 22+84.05 TO STA 23+18.75
STA 23+33.75 TO STA 23+68.32
STA 23+83.32 TO STA 24+16.85
STA 24+31.85 TO STA 24+65.25
STA 24+80.25 TO STA 25+13.10
STA 25+28.10 TO STA 25+61.99



ROAD 160
STA 1+08.13 TO STA 7+90.59
STA 8+30.59 TO STA 12+50.90
STA 12+90.91 TO STA 17+10.91
STA 17+50.91 TO STA 21+70.94
STA 23+75.39 TO STA 23+91.39
STA 24+29.81 TO STA 24+60.81
STA 25+09.29 TO STA 25+41.29
STA 25+84.96 TO STA 26+25.96



ROAD 160
STA 0+51.86 TO STA 0+90.86
STA 1+30.16 TO STA 1+69.16
STA 2+86.66 TO STA 6+29.68
STA 8+10.91 TO STA 13+23.71
STA 14+86.66 TO STA 15+08.66
STA 15+15.85 TO STA 15+36.85
STA 22+53.05 TO STA 22+84.05
STA 23+18.75 TO STA 23+33.75
STA 23+68.32 TO STA 23+83.32
STA 24+16.85 TO STA 24+31.85
STA 24+65.25 TO STA 24+80.25
STA 25+13.10 TO STA 25+28.10



NOTES:

1. FOR EXACT LOCATIONS OF CURB AND GUTTER, CURB, AND SIDEWALK, SEE PLAN SHEETS.
2. ALL MAILBOXES, FENCES, TREES, SIGNS, STRUCTURES, OR OBSTRUCTIONS IN THE PROPOSED SIDEWALK AREA, EITHER EXISTING OR PROPOSED MUST CONFORM TO CURRENT ADA REQUIREMENTS FOR CLEARANCE AND OTHER STATUTES FOR WHEELCHAIR ACCESSIBILITY.
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TYPICAL STRUCTURAL SECTIONS (L3 & L4)

3 — 20-YEAR DESIGN
0.5" AC (TYPE B)
1" AB (CLASS II)

2 BARRIER TYPE CURB AND GUTTER.

3 CONCRETE SIDEWALK, 4" THICK TYPICAL

30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REVISIONS

NO.	DESCRIPTION	DATE	BY

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

CROSS SECTIONS
COMPLETE STREETS PHASE III
IVANHOE
TULARE COUNTY

SCALE	1"=20'
DESIGN	DESIGN
JOB NO.	16011-1
DESIGNED	PAD
DRAWN	JCF
CHECKED	PAD
FILE	16011-1X002.DWG
DATE	11-10-2016
SHEET NO.	X2

CONSTRUCTION NOTES (SHEETS L1 & L2):

1. MINOR CONCRETE (CURB & GUTTER)
2. MINOR CONCRETE (SIDEWALK) WIDTH PER PLAN
3. MINOR CONCRETE (RAMP) PER CASE A
4. MINOR CONCRETE (RAMP) PER CASE C
5. MINOR CONCRETE (RAMP) PER CASE CM
6. MINOR CONCRETE (CONTINOUS GUTTER CURB RETURN)
7. MINOR CONCRETE (DRIVEWAY)
8. ADJUST UTILITY TO GRADE
9. RELOCATE CHAIN LINK FENCE
10. RELOCATE WOOD FENCE
11. RELOCATE WROUGHT IRON FENCE
12. RELOCATE MAILBOX
13. RELOCATE STREET SIGN
14. REMOVE TREE
15. RELOCATE UTILITY POLES (BY OTHERS)
16. RELOCATE FIRE HYDRANT
17. MISCELLANEOUS AC RAMP

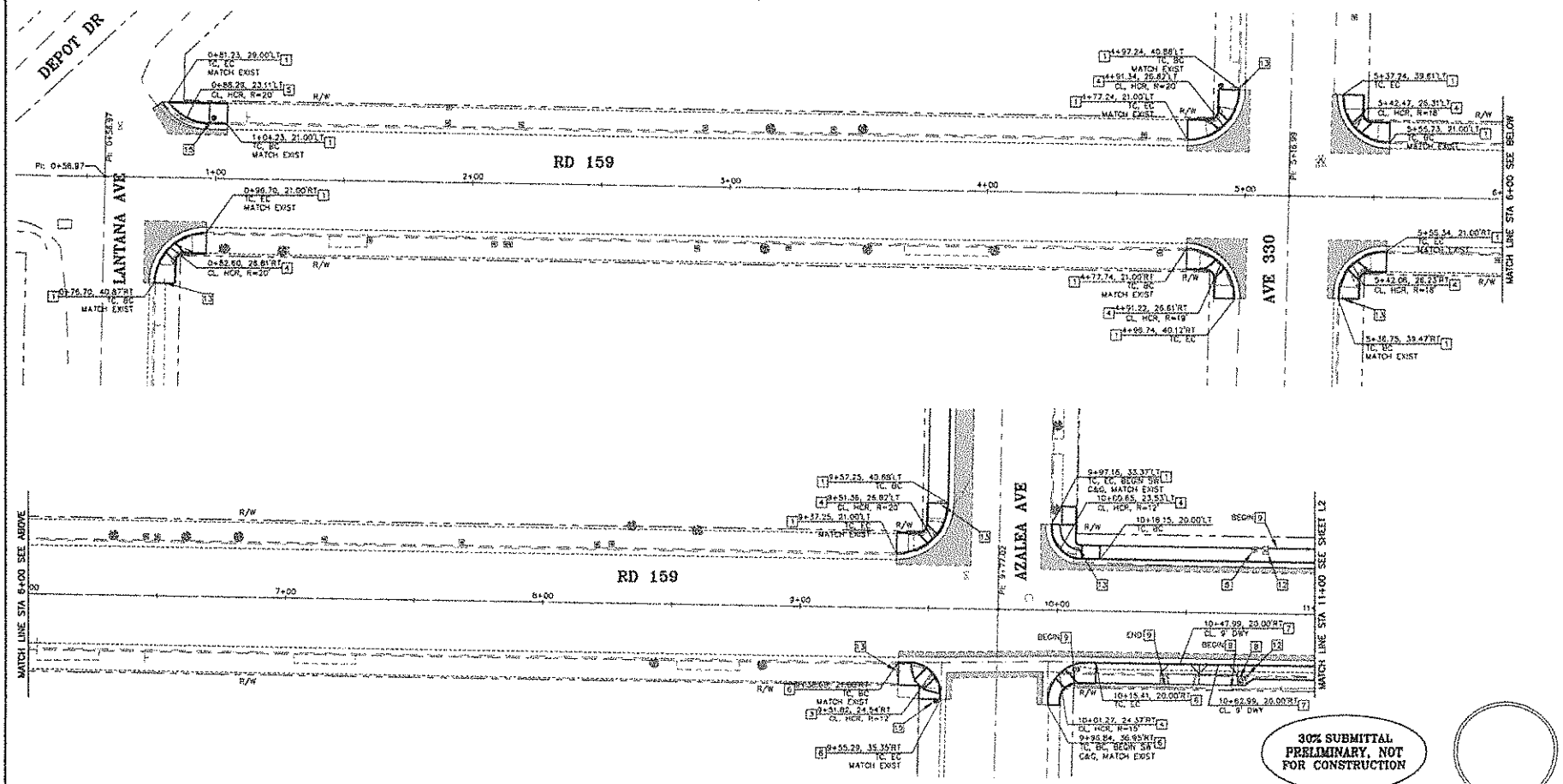
LEGEND

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

GENERAL NOTES:

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

SCALE: 1"=20'



30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

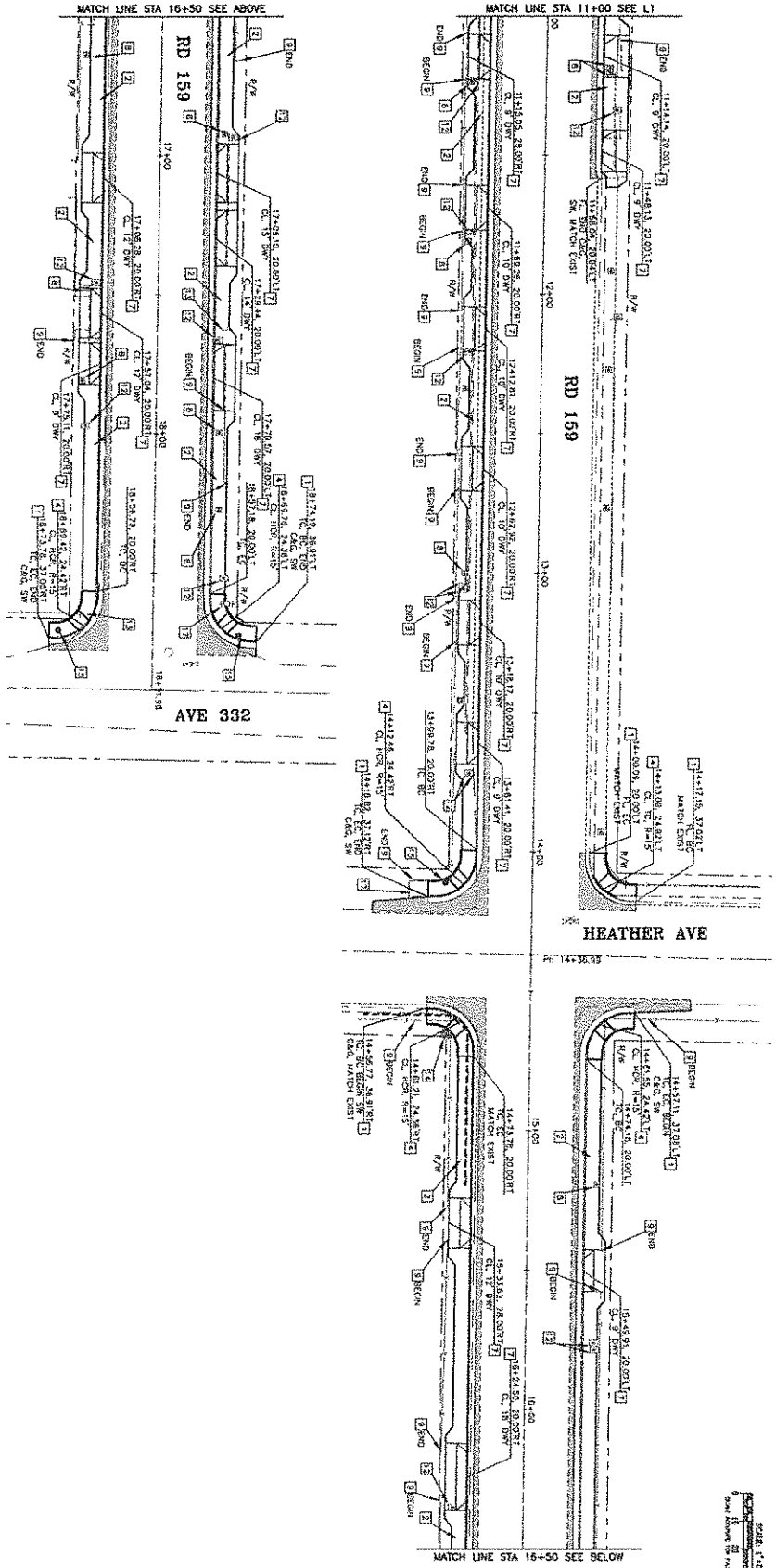
REVISIONS

NO.	DESCRIPTION	DATE

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

LAYOUT SHEET
COMPLETE STREETS PHASE III
IVANHOE
TULARE COUNTY

SCALE	1"=20'
DRAWN	SEVEN
JOB NO.	16017-1
DESIGNED	FHO
DRAWN	JDF
CHECKED	FHO
FILE	16017-1.001.DWG
DATE	11-15-2016
SHEET No.	L1



30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

LAYOUT SHEET

COMPLETE STREETS PHASE III
IVANHOE
TULARE COUNTY

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

REVISIONS

No.	DESCRIPTION	DATE	BY

L2

5 of 7

CONSTRUCTION NOTES (SHEETS L3 & L4):

1. MINOR CONCRETE (CURB & GUTTER)
2. MINOR CONCRETE (SIDEWALK) WIDTH PER PLAN
3. MINOR CONCRETE (RAMP) PER CASE C
4. MINOR CONCRETE (RAMP) PER CASE CM
5. MINOR CONCRETE (CONTINOUS GUTTER CURB RETURN)
6. MINOR CONCRETE (DRIVEWAY)
7. ADJUST UTILITY TO GRADE
8. RELOCATE DROP INLET
9. RELOCATE CHAIN LINK FENCE
10. RELOCATE WOOD FENCE
11. RELOCATE WROUGHT IRON FENCE
12. RELOCATE MAILBOX
13. REMOVE TREE
14. RELOCATE UTILITY POLES (BY OTHERS)
15. MISCELLANEOUS AC RAMP

LEGEND

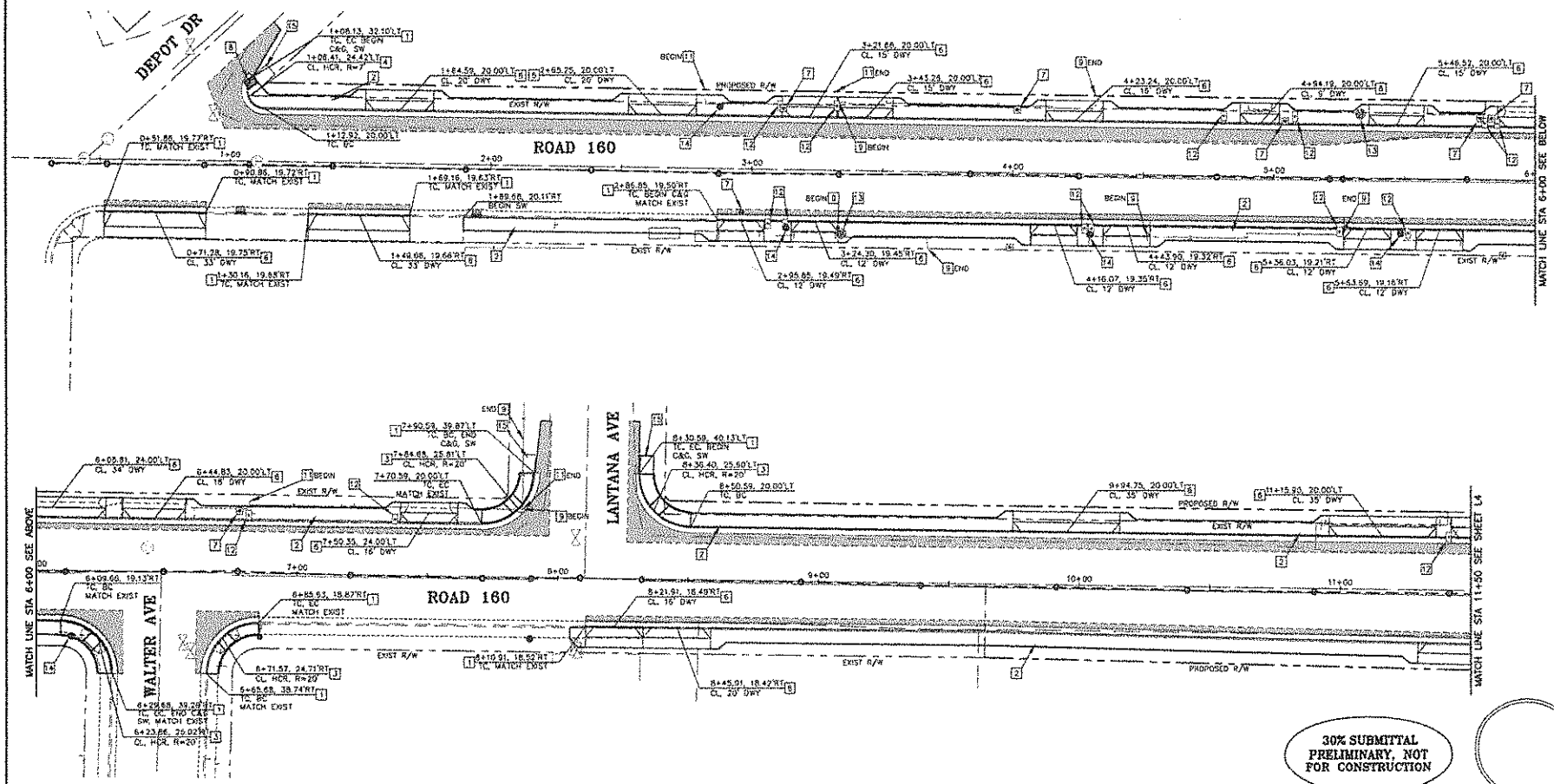
- PROPOSED STRUCTURAL SECTION
- EXIST FENCE
- EXIST MANHOLE
- EXIST ELECTRICAL POLE
- EXIST TREE
- EXIST FIRE HYDRANT
- EXIST WATER METER
- EXIST WATER VALVE
- EXIST SIGN
- EXIST MAILBOX
- MONUMENT

GENERAL NOTES:

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

N

SCALE: 1"=20'



30% SUBMITTAL PRELIMINARY, NOT FOR CONSTRUCTION

REVISIONS

No.	DESCRIPTION	DATE	BY

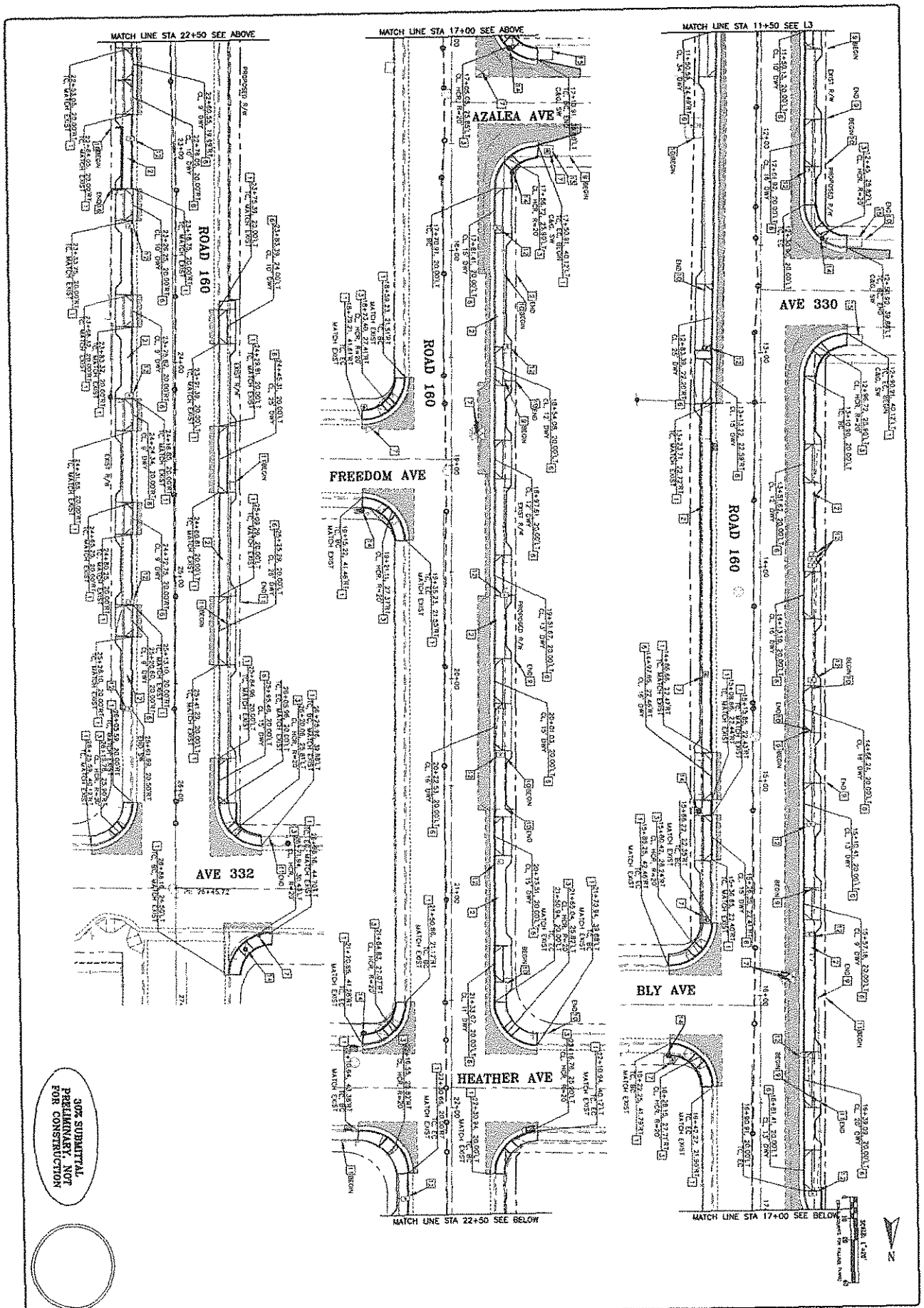
COUNTY OF TULARE
RESOURCE MANAGEMENT AGENCY
5961 SOUTH MOONEY BLVD.
VISALIA, CA 93277
(559)624-7000
WWW.TULARECOUNTY.CA.GOV/RMA

LAYOUT SHEET
COMPLETE STREETS PHASE III
IVANHOE
TULARE COUNTY

SCALE	1"= 20'
DIVISION	DESIGN
JOB NO.	18017-1
DESIGNED	PAD
DRAWN	JDF
CHECKED	PAD
FILE	18017-11002.DWG
DATE	11-13-2018

SHEET No.
L3

6 OF 7



30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

LAYOUT SHEET

COMPLETE STREETS PHASE III
IVANHOE
TULARE COUNTY

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

REVISIONS

NO.	DESCRIPTION	DATE	BY

L4

7 of 7

Appendix G – Complete Streets Outreach

Ivanhoe Complete Streets/ Community Plan Sign in Sheet

09/14/2016

	Name	Mailing Address	Email	Phone #	Add to mailing list?
1	Connie Vela-Solorio	32641 Rd. 156	cvelasolorio@yahoo.com	731-0526	Y/N
2	Lupe Chapa		lchapa@fhcn.org	909-8093	Y/N
3	Connie Flores-Ortega		mcflores@fhcn.org	909-5129	Y/N
4	Roberta Huddleston	32471 Rd 160		799-3309	Y/N
5	Dale Huddleston	32471 RD 160	cdale@esbc.global.com	2803258	Y/N
6	Ramón Olivares	936-9416			Y/N
7	Imelda Olivares	798-6711			Y/N
8	Steven Pena VUSD	730-7350	spena@avusd.org		Y/N
9	Rod Stewart	59575. Mooney Blvd Visalia			Y/N
10	Jose Susana Ortiz	798-1035 Walter			Y/N
11	Arcadio Ortiz	16036 walter		798-1035	Y/N
12	Omar Ortiz	16036 walter Ave		798-1035	Y/N
13	Jesus Sanchez	33082 Rd 159	55esbc@aol.com	799-0106	Y/N
14	Alma Contreras	16051 Walter Ave	a.contreras@outlook.com	6413528285	Y/N
15	Sandy Box	15650 Aspen Ave	—	—	Y/N

Ivanhoe Complete Streets/ Community Plan Sign in Sheet

09/14/2016

	Name	Mailing Address	Email	Phone #	Add to mailing list?
16	Maria Delia Martinez	33165 Hawthorne Rd		(559) 334-7463	Y/N
17	Eva Olivares	32895 RD Ivanhoe CA		798-1038	Y/N
18	Yolanda Luna	32630 Grove Ivanhoe		798-0862	Y/N
19	Gerardo Verduzco	33164 Hawthorne Rd Ivanhoe		741-3894	Y/N
20	Clementina Verduzco	33164 Hawthorne Ivanhoe		798-1537	Y/N
21	Erika del Carmen Ortiz	15819 Paradise Ave Ivanhoe		798-1556	Y/N
22	Nathan Hernandez	5000 W Cypress Ave Visalia	nhernandez@vusd.org	804-1140	Y/N
23	Mary Luisa Valdez	32883 WAVERLY		798-0642	Y/N
24	Anthony Valdez	32883 WAVERLY		7980642	Y/N
25	Susana Gómez	15757 Ave. 328	Susanagomez4tez@gmail	308-1936	Y/N
26	Celso Perez	33171 Hawthorne		255 5450	Y/N
27	Sofia Ibarra	32975 Hawthorne Ivanhoe 93235		798-6220	Y/N
28	Mario Contreras	33039 rd 159 Apt. 5 Ivanhoe CA		559 280-0463	Y/N
29	Adriana Paniagua	33090 Rd. 159 Ivanhoe	adriana.paniagua@yahoo.com	324-9159	Y/N
30	Maria Magana	32842 WAVERLY CT. IVANHOE		7981190	Y/N

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	Name	Mailing Address	Email	Phone #	Add to mailing list?
31	JAVIER MAGANA	32849 WEVERLY CT	IVANHOE CA		Y/N
32	ELVA Salazar	33044 Scott rd	Ivanhoe	740-2254	Y/N
33	Orasia Soto	33164 Manzanita Rd	Porasia@yahoo.com	747-6992	Y/N
34	Lorena Valencia	15835 Giotta Ave Tranlee		798-1185	Y/N
35	Maricela Ramos	831 742 0693 H			Y/N
36	Maria Zuniga	15853 Av. 327	Ivanhoe	798-0697	Y/N
37	Eugenia Maredia	15853 Av. 327	Ivanhoe	798-0697	Y/N
38	Katie Sanchez	15853 Av. 327	KatieSanchez2004@gmail	358-8548	Y/N
39	Melina Ramos	15770 Jasmine Dr	Ivanhoe	563-1755	Y/N
40	Francisco Ramos	15828 Septa Ave	Ivanhoe	747-6655	Y/N
41	[illegible]	33105 Rd 156	Ivanhoe	749-4917	Y/N
42	Hugo Martinez	33347 Rd 160	IVANHOE	747-6752	Y/N
43	Michael Wadsworth	—			Y/N
44	~~Fernando Castillo~~				Y/N
45	JOSÉ DURATE	15808 AVENUE 328	N/A, IVANHOE	936-870	Y/N

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	Name	Mailing Address	Email	Phone #	Add to mailing list?
46	STEVE BEAL	CHP-VISALIA	sbeal@chp.ca.gov	734-6767	Y/N
47	Frank Trejo	PA Youth 505 N. Court St	ftrejo@pyheart.org	901-[illegible]	Y/N
48	Maria Reveles	Pa-Youth. 505 N. Court St.	mreveles@pyheart.org	901-0844	Y/N
49					Y/N
50					Y/N
51					Y/N
52					Y/N
53					Y/N
54					Y/N
55					Y/N
56					Y/N
57					Y/N
58					Y/N
59					Y/N
60					Y/N

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

Disclaimer: This event is not a Visalia Unified School District event or an Ivanhoe Elementary School event.

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

Date: Wednesday, September 14, 2016
Time: 6:00 P.M.
Location: Ivanhoe Memorial Building
33209 Hawthorne Rd. Ivanhoe, CA 93235
Ivanhoe, CA
For more information call: 559-624-7000

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

Exención de responsabilidad: Este evento no es un evento Distrito Escolar Unificado de Visalia o un evento de la escuela Ivanhoe.

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

Fecha: 14 de septiembre del 2016
Hora: 6:00 P.M.
Localidad: Ivanhoe Memorial Building
33209 Hawthorne Rd. Ivanhoe, CA 93235
Ivanhoe, CA
Para más información llame a: 559-624-7000

Safe Routes to School

COUNTY OF TULARE

Safe Routes to School Survey

1. Use a pen or pencil to draw your route to school
2. Clearly Circle your school
3. Are there streets that you would like any reason? (Circle one) Yes No

Which route?

4. Do you ride a bike or walk to school?

Bike Walk

5. How often do you walk to school? (Circle One)
   - Everyday
   - Once or twice a week
   - Most of the time when good weather

6. Please add additional comments here: (For more space use the back of this form)

Thank you for your input!
For questions in regards to this project please contact Kyle Martinez (559) 624-7154. You can also mail your map to: Tulare County RMA
5961 S. Mooney Blvd Visalia, CA 93277

CONDADO DE TULARE

Encuesta de Rutas Seguras a la Escuela (Safe Routes to School)

1. Utilice una plumo o lápiz para dibujar la ruta que usa para ir a ver de la escuela
2. Clarito circule su escuela
3. ¿Hay calles que usted quisiera por alguna razón? (Circule una) Sí No

¿Qué ruta?

4. Usa en bicicleta o camina para ir/venir de la escuela?

Bicicleta Caminar

5. ¿Con qué frecuencia caminas a la escuela? (Circule una)
   - Todos los días
   - Una o dos veces a la semana
   - La mayoría de las veces cuando el clima permite

6. Añada por favor comentarios adicionales aquí: (Para obtener más espacio utilice el reverso de este formulario)

¡Gracias por su contribución!
Para preguntas relacionadas a este proyecto, por favor contáctense con Kyle Martinez (559) 624-7154. También puede enviar su mapa al: Condado de Tulare RMA 5961 S. Mooney Blvd. Visalia, CA 93277

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Attachment A- 7 Public Outreach

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Appendices

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

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Appendix A: Planning Commission Resolutions

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Appendix B: Board of Supervisors Resolution

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