

DRAFT POPLAR/COTTON CENTER COMMUNITY PLAN 2018 UPDATE

Tulare County Resource Management Agency
Economic Development and Planning Branch



Draft Poplar/Cotton Center Community Plan Update

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Poplar/Cotton Center Community Plan 2018 Update

Adopted: ----

Tulare County Board of Supervisors

Resolution No. ----

Tulare County Planning Commission

Recommendations:

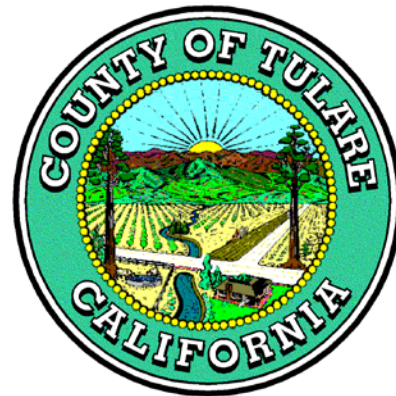
Resolutions No.

Poplar/Cotton Center Community Plan Update: GPA 17-010

Zoning District Map: PZC 18-014

Section 18.9 Zoning Ordinance (Mixed Use): PZC 18-012

Section 16 Zoning Ordinance (By Right) PZC-18-013



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Executive Summary

Introduction

The current Poplar/Cotton Center's Community Plan was adopted by the Board of Supervisors on December 10, 1996 (by Resolution No. 96-1052). General Plan Amendments 97-005 was adopted on May 5, 1998 (by Resolution No. 98-0343) and 07-002 was adopted on February 26, 2008 (by Resolution No. 2008-0096). The adopted and proposed update to the Poplar/Cotton Center Community Plan is a collection of goals, objectives, and policies for the physical development of the community. The primary purpose of the plan is 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.

Poplar/Cotton Center serves as an agriculturally-oriented service center for the rural area west of Porterville. Many residents are employed in agriculturally-related industries. Poplar/Cotton Center is also a "bedroom community," as a number of residents who live in Poplar/Cotton Center have jobs away from the town and/or travel to shop outside of Poplar/Cotton Center, as there are limited employment, medical care, and shopping opportunities within the community.

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

Poplar/Cotton Center is currently designated an unincorporated community in the 2030 Tulare County General Plan (2012). It has become apparent based on the October 2015 Disadvantaged Unincorporated Communities Assessment that a more precise plan is needed to increase the availability of infrastructure funding (such as drinking water system improvements: wells, water distribution piping, and storage tanks, and curbs, gutters, sidewalks, etc.) and to stimulate economic development within the community.

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 Poplar/Cotton Center Community Plan will continue to provide meaningful and necessary guidance toward the development of the community in the foreseeable future.

The 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

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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, on the minimum, 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 county-wide basis or by large geographic sub-areas (such as rural valley, foothill, and mountain), with development policies emphasizing county-wide 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 Poplar/Cotton Center, 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 190), population characteristics, availability of water, and other issues unique to the community's area. Therefore, the Poplar/Cotton Center Community Plan 2018 Update has been prepared with an emphasis on land use, circulation, and infrastructure planning.

Location

Poplar/Cotton Center is a census-designated place located in the southern portion of Tulare County (**see Figure 1**), approximately eight miles west of Porterville and eleven miles southwest of Lindsay. It is generally bounded by Avenue 136 in the south, Avenue 152 in the north, Road 184 in the west, and Road 193 in the east; and encompasses 1.3 square miles of land. Poplar/Cotton Center is an agriculturally oriented service community surrounded on all sides by lands in agricultural production, vacant lands, and scattered rural residential homes. Cities and communities surrounding Poplar/Cotton Center include Porterville to the east, Lindsay to the northeast, Tulare to the northwest, Woodville to the northwest, and Tipton to the east. The Tulare County/Kern County Line is located approximately 18 miles south of Poplar/Cotton Center.

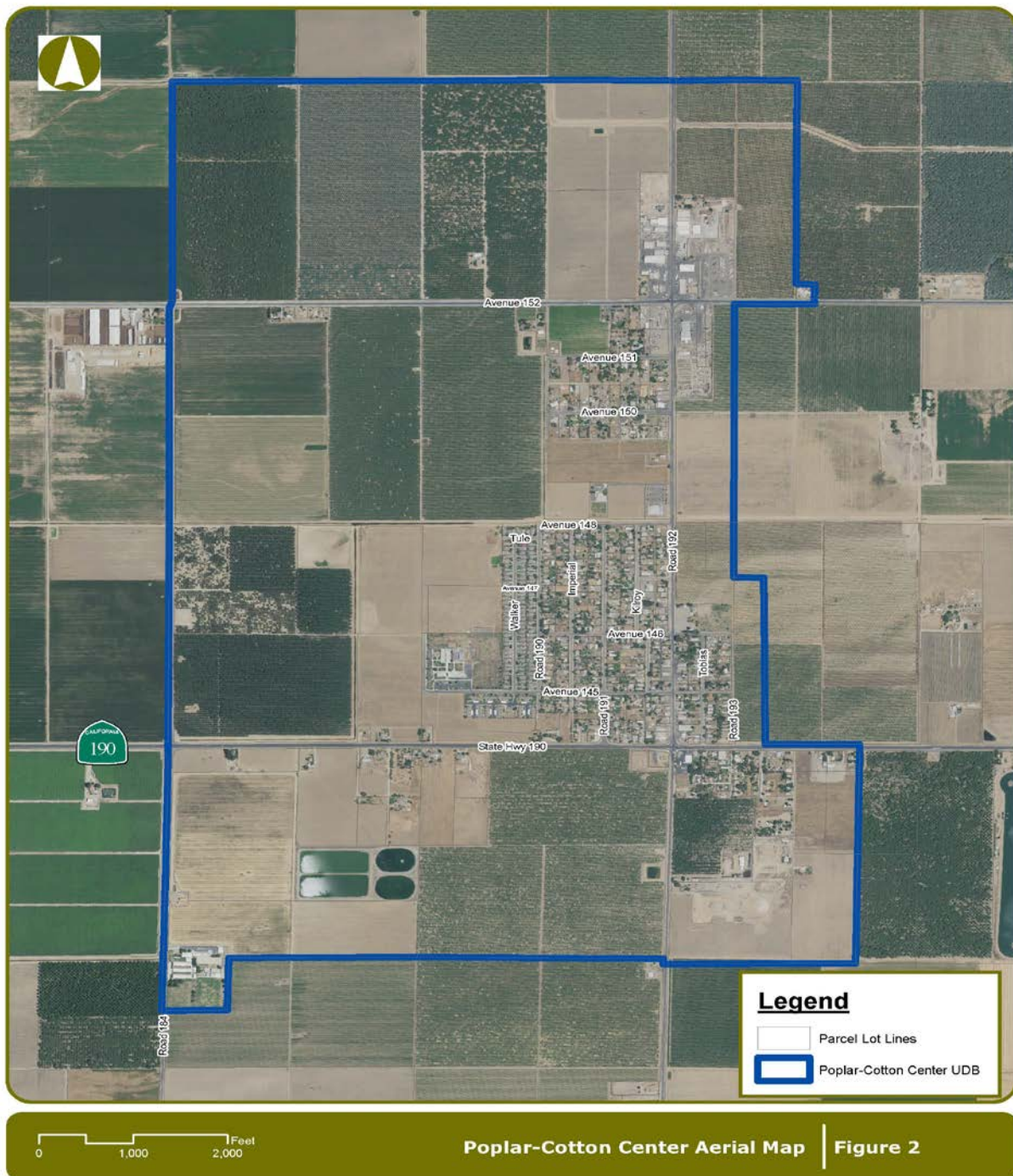
Poplar/Cotton Center is located within Sections 26, 27, 34, & 35, Township 21 South, Range 26 East; Sections 02 & 03, Township 22 South, Range 26 East MDB&M; and can be found within the Woodville Quad, United States Geological Survey 7.5 minute topographic quadrangle. Poplar/Cotton Center is located at an elevation of 327 feet above sea level. The coordinates of Poplar/Cotton Center are Latitude: 36° 3' 14" N and Longitude: 119° 8' 41" W.

Executive Summary

Poplar-Cotton Center Vicinity Map | **Figure 1**

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Figure 2 - Aerial Map



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Historical Perspective

“Poplar/Cotton Center are two adjacent unincorporated communities located in south-central Tulare County, approximately eight miles west of Porterville and 20 miles southeast of Visalia, the county seat and largest city of the county. Poplar is located around the junction of SR 190 and Road 192 (Mountain View Drive). Cotton Center is immediately north of Poplar and is centered around the intersection of Road 192 and Avenue 152. In 1990, the combined population for the communities was 1,901 persons, according to the U.S. Census. However, it is estimated that the population swells by about 800 persons during summer harvest months due to in-migration of seasonal farmworkers.

Poplar/Cotton Center serves as an agriculturally-oriented service center for the rural area west of Porterville. Not surprisingly, the community houses many persons employed in agriculturally-related industries, especially farm workers.”¹

“Generally, the growth of Poplar and Cotton Center has occurred in a “well-Planned” fashion. The communities have developed in a contiguous, compact manner and leap-frog growth into the surrounding agricultural areas has been prevented. There is about a quarter mile of open space between the two communities.”²

Crops grown on the surrounding agricultural lands include citrus, field crops, and vineyards. There is relatively little rural residential development (1 to 5 acre ranchettes) on the outskirts of the communities – therefore, future growth will generally not have to contend with existing scattered development.

“A land use survey was conducted within Poplar/Cotton Center’s Urban Area Boundary in the summer of 1995. Land use patterns in the community at that time were and are typical of many other unincorporated valley towns. The dominant land use is single-family residential. It should be noted, however, that many lots in Poplar/Cotton Center have second residential units. Mobilehomes are also used on many parcels. It is possible that a number of these second units were constructed without building permits and exist illegally. A monitoring “sweep” conducted by Tulare County found 75 illegal units in Poplar. The sweep was conducted prior to installation of the community sewer system.”³

Domestic water and sewer service in Poplar/Cotton Center is provided by the Poplar Community Services District (PCSD), which was formed in December 1959 and the Williams Mutual Water Company.

“Neither community witnessed much growth between 1965 and 1995. This was largely due-to-the-fact that the communities have lacked a sewer system until 1994. Prior to this, wastewater was disposed of on individual lots through a variety of methods including cesspools, septic tanks with leach field systems, grey water systems, and outdoor privies. In 1986, a study was conducted by Tulare County to determine the extent of sewage disposal problems in the community. An addendum to the

¹ Poplar/Cotton Center Community Plan, Approved December 10, 1996, page 2-1

² Poplar/Cotton Center Community Plan, Approved December 10, 1996, page 2-1

³ Poplar/Cotton Center Community Plan, Approved December 10, 1996, page 2-3

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study in 1989 found that about 57% of the on-site disposal systems were experiencing failures. At that time the Tulare County Board of Supervisors declared a building moratorium.

In response to the moratorium, the Poplar area, elected to construct a wastewater treatment plant (WWTF) and sewage collection system for the community. Financed through a combination of federal grants and loans, the treatment plant and sewer lines were installed in 1994. The treatment plant is located southwest of the urbanized portion of Poplar. The District's WWTF is operated under the provisions of Waste Discharge Requirements Order No. 98-214 issued by the California Regional Water Quality Control Board (RWQCB). The District's WWTF is currently operating in full compliance with Order No. 98-214 issued by the RWQCB. Order No. 98-214 prescribes that monthly average discharge flow shall not exceed 0.31 million gallons per day (MGD)..

The Poplar CSD has a primary function of providing sanitary sewer and domestic water service for the community. Sanitary sewer and domestic water are the primary services provided by the Poplar CSD that are subject to a Municipal Service Reviews (MSR). The Poplar CSD also provides parks and recreation services, an active power of the District, to the community. Parks and recreation services are not subject to an MSR.

The District's sewage collection system extends only as far north as Avenue 148 and does not include Cotton Center. Therefore, properties in Cotton Center still use on-site septic systems for sewage disposal.”⁴

⁴ Poplar/Cotton Center Community Plan, Approved December 10, 1996, page 2-2

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Poplar/Cotton Center Background Report

Community Profile

Planning Area

The adopted Poplar/Cotton Center Urban Development Boundary (UDB) area consists of approximately 914 acres (including rights-of-way) (see Figure 3). The Urban Development Boundary includes areas in the Poplar Community Services District Sphere of Influence (including the sewer treatment facility) in order to provide for service area consistency.

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."

The estimated median household income in Poplar/Cotton Center was \$21,890 across the 2012-2016 survey period. The median household income in the State of California during the same period was \$63,783. The estimated median household income in Poplar/Cotton Center's is 34.3% of the median household income in the State of California; therefore, pursuant to PRC 75005(g), Poplar/Cotton Center is considered a severely disadvantaged community.

Climate

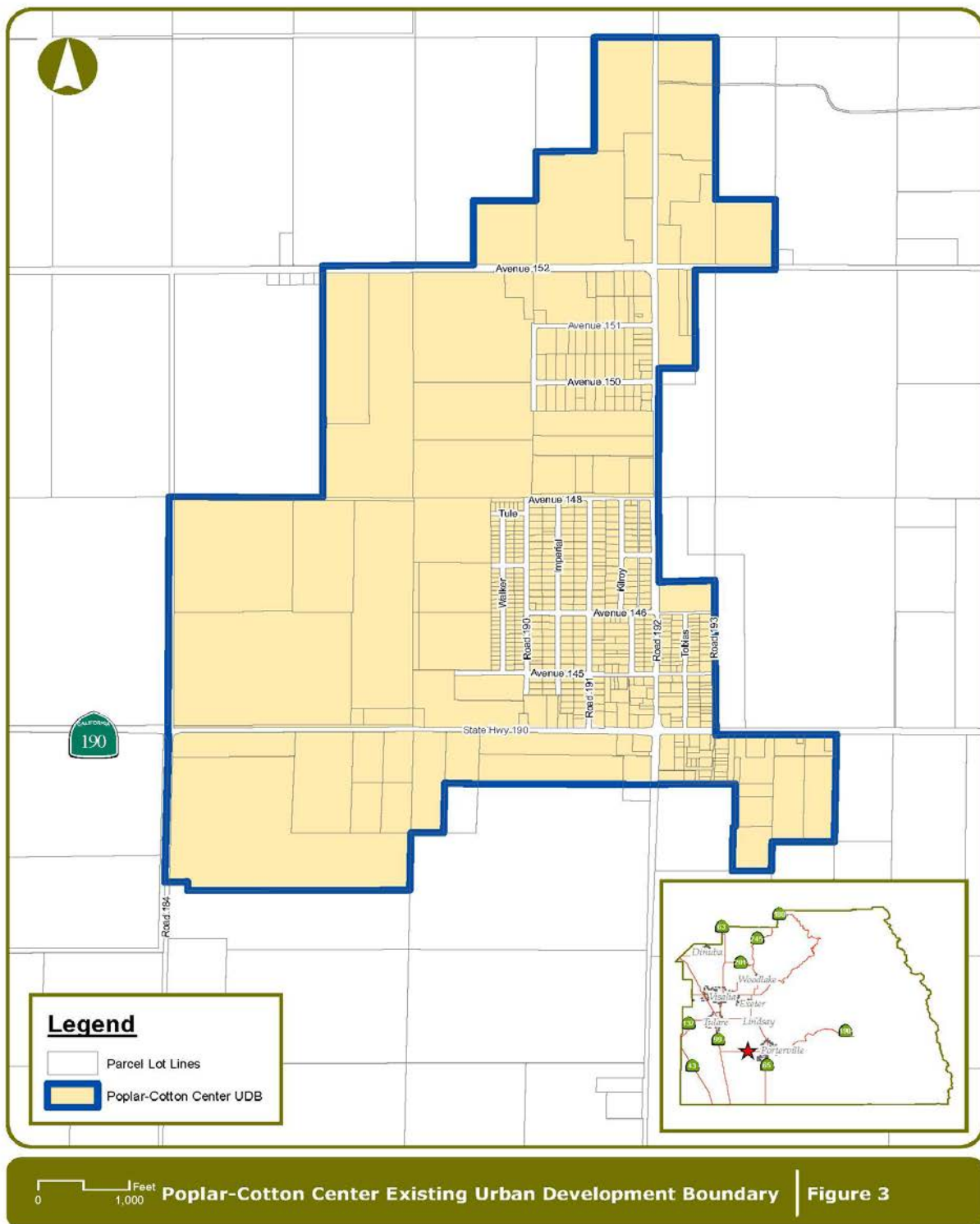
The Southern San Joaquin Valley climate is influenced to a great extent by the Coast Ranges to the west which prevent the cool, moisture-laden maritime air from reaching the valley. It is generally characterized as a Mediterranean climate (one of three similar zones in the world). The area in general has a climate that tends to be clear, sunny, warm and dry. The mean temperatures range from a low of 34° F. (1.1° 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 communities are situated on relatively level terrain with a slight, imperceptible slope falling towards the west at about ten feet per mile. There are no significant natural features in the immediate vicinity. The Tule River lies about two miles to the north. There are several irrigation canals in the area including Poplar Ditch which runs along the north side of SR 190 and a Lower Tule Irrigation District which runs along the north side of Avenue 148. Wood Central Ditch, lies north of Cotton Center and runs from east to west. Average elevation for Poplar/Cotton Center is approximately 327 feet above sea level.

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Figure 3 - Poplar/Cotton Center Urban Development Boundary



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Existing Urban Development Boundary

The existing Urban Development Boundary (see **Figure 3**) contains approximately 914.7 acres (including Rights-of-way). The UDB includes areas within the Poplar Community Services District (PCSD) boundary in order to provide service area consistency between these two boundaries.

Existing Land Use Plan

The expansion of urban development within the Planning Area could significantly affect the area's environmental character, most noticeably as urban development replaces existing agricultural lands and rural open spaces. Urbanization may also adversely impact other aspects of the local environment such as ambient noise levels, air quality, indigenous wildlife and flora, surface water drainage patterns, and the underground water reservoir. The Land Use and Circulation portions of this Plan provide the mechanism to minimize or avoid the potential adverse impacts of urban growth. An orderly, harmonious land use pattern and appropriate implementation measures are designed to reduce potential conflict between neighboring uses.

Land Use patterns in the community are typical of many other unincorporated valley towns. The dominant land use is single-family residential. It should be noted, however, that many lots in Poplar/Cotton Center have second residential units. Mobile homes are also used on many parcels.

Commercial uses are generally concentrated along Road 192, the main north/south thoroughfare in the communities. Along this street are several markets, garages, truck storage yards, churches, and other commercial operations. There are also a number of dwellings located along this street. Cotton Center contains concentration of service commercial and industrial uses primarily related to trucking. These operations exist on all four corners of Road 192 and Avenue 152.

Heavy industrial uses are generally absent from Poplar/Cotton Center. This is largely due to there being no community sewer facility to handle industrial strength effluent. Additionally, the lack of rail lines has prohibited the development of industries dependent on rail transport (typically cold storage facilities).

Residential: The Residential designation 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. 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.” Within the 914.7 acres Planning Area, approximately 476 acres are designated either Residential or Residential Reserve. Each residential land use designation is summarized below:

The bulk of the current urban area in Poplar/Cotton Center is designated as Low Density Residential, Medium Density Residential, and Residential Reserve,.

Low Density Residential: The Low Density areas are planned to accommodate single-family homes on individual lots where urban services (i.e. community water and sewer) are provided.

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The Low Density Residential designation is provided on approximately 68 acres within the Planning Area – located in and adjacent to the residentially developed portion of Cotton Center and on land northeast of the intersection of Road 184 and SR 190.

Medium Density Residential: 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, at higher densities than the area designated for Low Density Residential Development.

The Medium Density Residential designation is the largest residential designation of the Planning Area and encompasses sections of the community that are already substantially developed. The predominant existing land use within this area is single-family residential dwelling units, including conventional dwellings and mobile homes. The Planning Area includes approximately 155 acres of Medium Density Residential distributed across existing residential development in central Poplar as well as currently undeveloped areas directly west of Pleasant View Elementary School.

High Density Residential: High Density Residential designation provides for residential development with a wide range of densities and housing types.

The High Density Residential designation is applied to about 10 acres of land within the Planning Area. Most of the acreage designated High Density Residential is located in two areas, the first area being southwest of the intersection of Avenue 145 and Road 190, directly south of the school, and the second area located directly north of the intersection of Avenue 148 and Imperial Road.

Residential Reserve: Residential Reserve designation provides for future residential use but is to be left in exclusive agricultural zoning, consistent with Policy 5.1 of the adopted community plan. The Planning Area includes approximately 206 acres of land designated Residential Reserve. This designation is applied to land located southeast of the intersection of SR 190 and Road 192, to four (4) parcels along SR 190 approximately 2,000 feet west of the developed portion of Cotton Center between Avenue 152 and the alignment of Avenue 148. “Residential Reserve” designated land may be provided either residential or rural-residential zoning.

Commercial: Commercial is intended to allow the development of a variety of commercial uses at locations where implementation will be determined by zoning best suited to maintain and/or encourage general, service and highway commercial uses. The Commercial land use designation is applied to 53 acres within the Planning Area, specifically, to existing commercially-developed properties on both sides of Road 192, to a few adjacent parcels along Avenue 152, to acreage fronting on the north side of SR 190 southwest of the intersection of Avenue 145 and Road 190, to areas fronting the east side of Road 184 directly adjacent to the intersection of Road 184 and SR 190, and to land fronting on the south side of SR 190 east of Road 102. Fifty-four acres of Commercial Reserve” designation is provided to allow future commercial expansion along most of the southern frontage of SR 190 between Road 194 and Road 192.

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Industrial: The Industrial designation is intended to allow light manufacturing, assembly and storage-type uses as allowed by the Tulare County Zoning Ordinance. Approximately 68 acres of land within the Planning Area are designated for industrial use, with 60 acres set aside as “Industrial Reserve”. All of the plan’s industrially-designated land is located adjacent to the northwestern, northeastern and southeastern corners of the intersection of Road 192 and Avenue 152, with the “Reserve” – designated land lying directly adjacent to the west, east, and north.

Public/Quasi-Public: Public/Quasi-Public designation is applied to uses associated with a governmental function, public institution or other use which accommodates the needs of the general public. Approximately 124 acres are designated Public/Quasi-Public by the community plan. These include the Poplar Community Services District building, water storage facility and grounds, the church occupying the old memorial building along Road 192, the continuation school directly west of the old memorial building, the wastewater treatment plant southwest of the urbanized area, the drainage basin west of Road 184 and the school, west of Road 190 between Avenue 148 and SR 190.

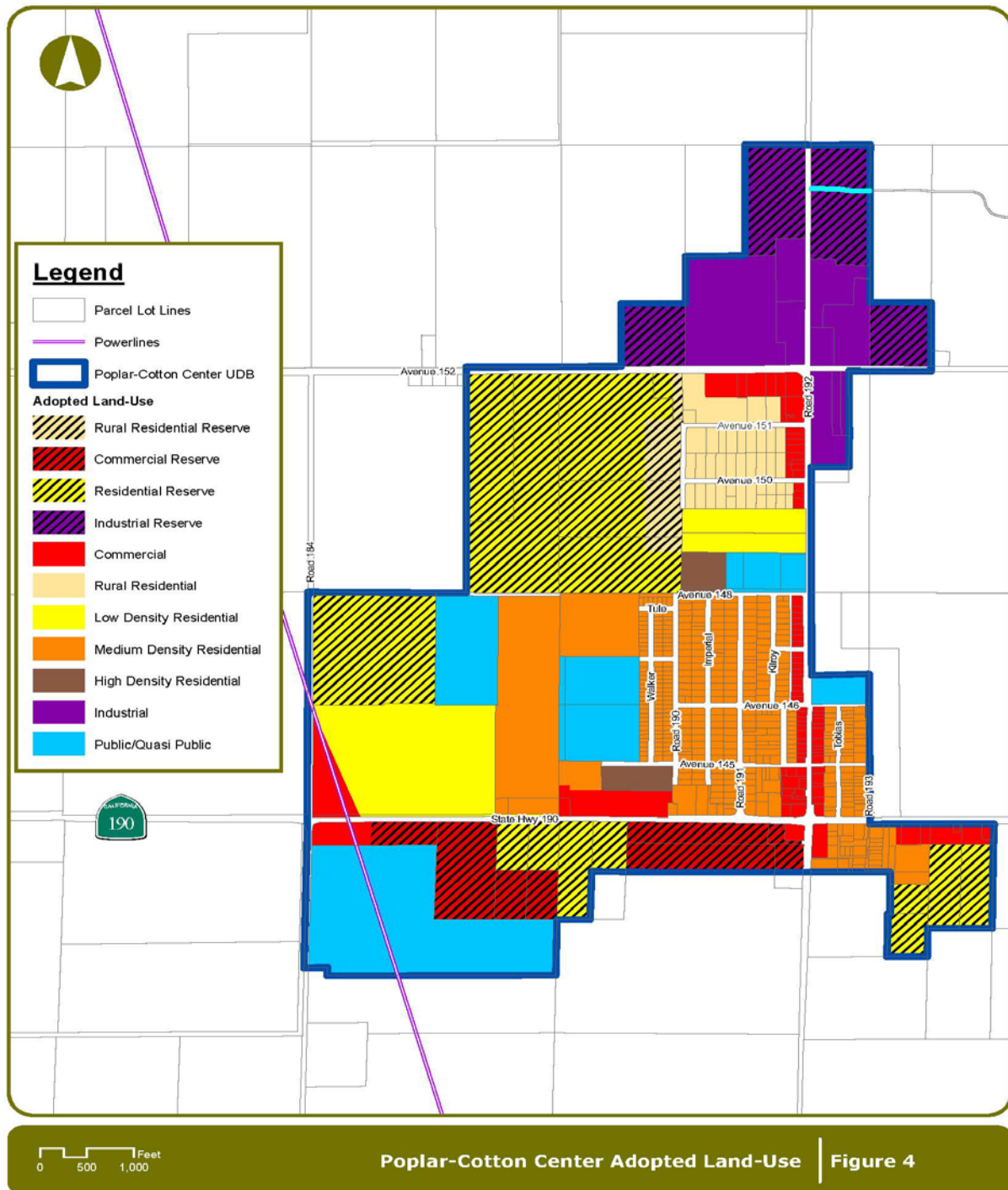
Agricultural: Approximately 1,200 acres within the Planning Area (Proposed UDB) are used as agricultural-related uses. According to the Farmland Monitoring Mapping Program, 973 acres are designated as “Prime Farmland,” 288 acres are designated as Urban and Built-Up land.

School: The Poplar/Cotton Center Community Planning Area is within the Pleasant View School District with two (2) schools located within its boundaries; Pleasant View Elementary and Pleasant View West. Students in High School are bused to schools in Porterville.

Park: There are no County-owned/operated public parks in Poplar/Cotton Center. Currently the only park facility in the planning area is the five-acre Tule River Community Center Park owned and operated by the Poplar Community Service District. The park is located on the northeast corner of Road 192 and Avenue 146.

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Figure 4 – Adopted Land Use Map



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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, 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 Poplar/Cotton Center.

Historic Population Growth

The rate of population growth over a 10-year period, 1980 – 1990 in the unincorporated County, Poplar/Cotton Center grew from 1,295 to 1,901 persons, an increase of 47% over the ten-year period—equivalent to an average 3.9% per year growth rate.

Recent Population Growth

In 2000, Poplar/Cotton Center's population was 1,496. The population increased to 2,470 by 2010. The male population increased from 779 in 2000 to 1,261 in 2010. The female population increased from 717 in 2000 to 1,209 in 2010. In the decade between 2000 and 2010, more males were added to the population than females (see Table 1).

Table 1- Population (2000 & 2010)						
Geography	2000			2010		
	Total Population (2000)	Male (2000)	Female (2000)	Total Population (2010)	Male (2010)	Female (2010)
California	33,871,648	16,874,892	16,996,756	37,253,956	18,517,830	18,736,126
Tulare County	368,021	184,010	184,011	442,179	221,442	220,737
Poplar/Cotton Center CDP	1,496	779	717	2,470	1,261	1,209
Source: California Department of Finance						

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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.”⁵

Table 2 - 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 Poplar/Cotton Center (see Table 2).

Median Age

The median age in Poplar/Cotton Center went up from 23.5 in 2000 to 24.8 in 2010. Poplar/Cotton Center’s median age is lower than the median age of Tulare County and of the State of California (see Table 3).

Table 3 - Median Age (2000 & 2010)

	2000	2010
	Median age (years)	Median age (years)
California	33.3	35.2
Tulare County	29.2	29.6
Poplar/Cotton Center CDP	23.5	24.8

Source: California Department of Finance

Poplar/Cotton Center has a higher percentage of persons under 18 at 38.8% than Tulare County (22.3%) and the State of California (16.4%). Poplar/Cotton Center also has a lower elderly population. Persons 55 years old and over made up 7% of Poplar/Cotton Center’s population. Comparatively, persons 55 years and older in Tulare County was 12.7% and in the State of California was 14.6% (see Table 4).

Table 4 - 2010 Age Percentage

Geography	Persons Under 5 years	Persons Under 18 years	Persons Age 21+	Persons Age 55+	Persons Age 60+	Persons Age 65+
California	4.5%	16.4%	46.3%	14.6%	10.7%	7.5%
Tulare County	6.4%	22.3%	42.8%	12.7%	9.3%	6.5%
Poplar/Cotton Center CDP	11.5%	38.8%	55.7%	7%	11.3%	8.1%

Source: California Department of Finance

⁵ Tulare County Regional Blueprint, page 7

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Ethnicity and Race

In 2000 (see **Table 5**), 20.9% of the Poplar/Cotton Center's population was white, 0.0% was African American, 2% was Native American, 16.7% was Asian, and 3.1% was two races or more. Approximately 59.7% was Hispanic (of any race).

Table 5 - Race & Ethnicity (2000)							
	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	33,871,648	20,170,059	10,966,556	2,263,882	333,346	3,697,513	1,607,646
Tulare County	368,021	213,751	186,846	5,852	5,737	12,018	16,938
Poplar/Cotton Center CDP	1,496	312	893	0	30	250	46

Source: California Department of Finance

In 2010 (see **Table 6**), 11.1% of the Poplar/Cotton Center's population was white, 0.0% was African American, 0.5% was Native American, 14.3% was Asian, and 0.8% was two races or more. Approximately 73.2% was Hispanic (of any race). In the decade between 2000 and 2010, the proportion of the White population decreased from 20.9% to 11.1%. The African American population percentage stayed the same 0.0%. The Asian population percentage decreased from 16.7% to 0.8%. The two or more race demographic decreased from 3.1% to 0.8%. The Hispanic (of any race) went up from 59.7% to 73.2%.

Table 6 - Race & 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
Poplar/Cotton Center CDP	2,470	275	1,809	1	12	353	20

Source: California Department of Finance

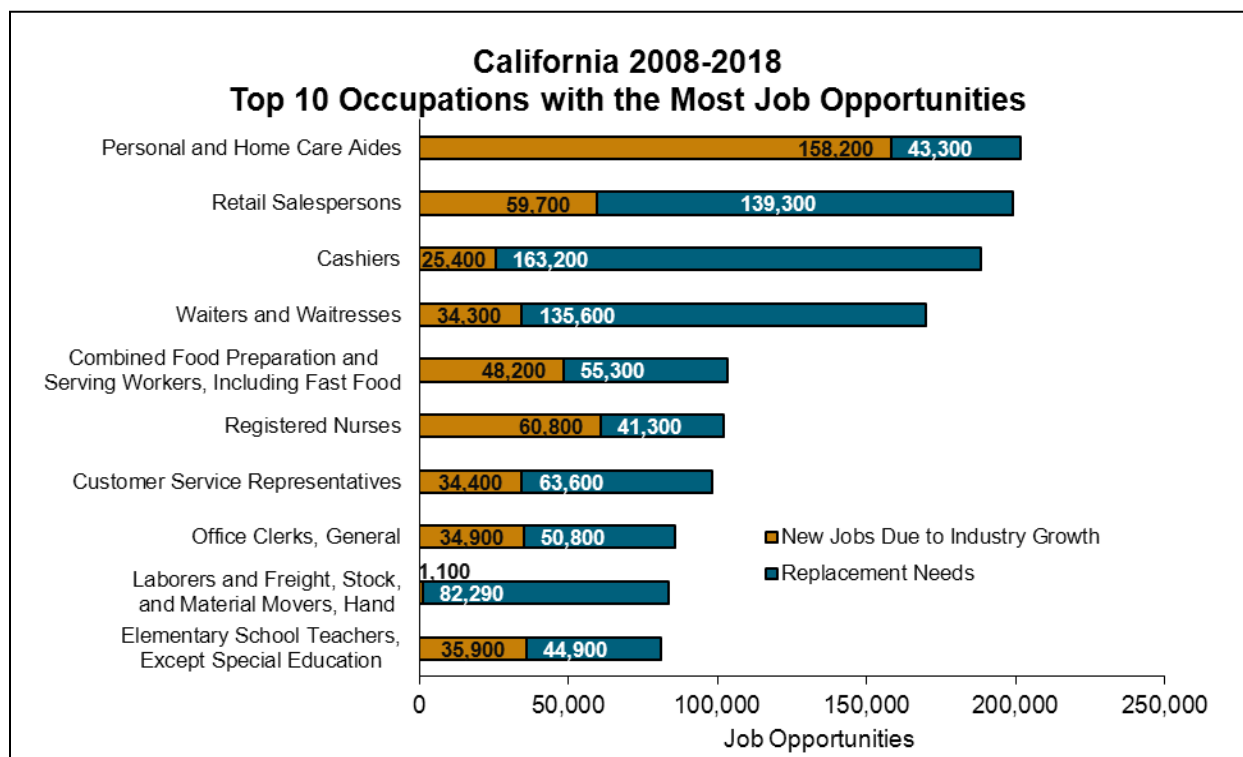
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Economic Conditions

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.”⁶



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

⁶ California Labor and Market and Economic Analysis, 2012, page 27

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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 most productive agricultural county in a State that itself is by far the most productive in the nation. Overall, agribusinesses produced billions of dollars in commodities, with the County considered, as the largest milk producers in the United States.”⁷

“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 major employers are Tulare County government, Porterville Development Center, 2 Kaweah Delta Healthcare, and Ruiz Food Products. The top 20 employers combine for about 19,300 jobs, or 11 percent of the overall county employment. The major distributors include Jo-Ann Fabrics, VF Distribution, Wal-Mart, and Best Buy Electronics that combine for nearly 3.5 million square feet of distribution space. The county’s overall industrial market includes about 23 million square feet of building space.”⁸

Employment in Poplar/Cotton Center

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 Poplar/Cotton Center is agriculturally related according to the Tulare County Housing Element. Despite this, the Tulare County unemployment rate has remained consistently higher than the State average, which can be largely attributed to the seasonal nature of agricultural production.

Unemployment in Tulare County

According to the California Department of Finance, the 2012-2016 American Community Survey (see **Table 7**) indicated that the unemployment rate in Poplar/Cotton Center had an unemployment rate of 9.2% while Tulare County’s unemployment rate was 6.2%. The State of California’s unemployment rate was 5.5%.

Table 7 - 2012-2016 American Community Survey: Unemployment			
Geography	Population	Total Civilian Labor Force	Unemployment
California	30,565,746	19,391,320	5.5%
Tulare County	327,552	191,401	6.2%
Poplar/Cotton Center CDP	3,009	1,096	9.2%

Source: California Department of Finance

⁷ 2016 Tulare County Annual Crop and Livestock Report

⁸ Visalia General Plan Update: Existing Conditions Report, page 3-16

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Income

Mean and Median (see Table 8) income in Poplar/Cotton Center is very low compared to Tulare County and the State of California. Poplar/Cotton Center's median household income was \$21,890, compared to \$42,789 for Tulare County and \$63,783 for the State of

Table 8 - 2012-2016 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	\$63,783	\$91,149	\$72,952	\$101,373	\$31,458
Tulare County	\$42,789	\$59,859	\$45,629	\$63,575	\$18,257
Poplar/Cotton Center CDP	\$21,890	\$21,890	\$23,971	\$43,164	\$10,315

Source: California Department of Finance

California. Poplar/Cotton Center's mean family income was \$23,971, compared to \$45,629 for Tulare County and \$72,952 for the State of California. Poplar/Cotton Center's per capita income was also low at \$10,315 compared to \$18,257 for Tulare County and \$31,458 for the State of California.

Poverty

According to the California Department of Finance, the 2012-2016 American Community Survey (see Table 9) indicated that 48.7% of families in Poplar/Cotton Center lived below the poverty line. This percentage was higher for single moms, and persons under 18. Poplar/Cotton Center had a higher level of poverty overall for families with female

Table 9 - 2012-2016 American Community Survey: Poverty					
Geography	All families	Married couple families	Families with female householder, no husband present	All people	Persons under 18 years
California	11.8%	7.0%	27.3%	15.8%	21.9%
Tulare County	23.5%	15.8%	39.4%	28.3%	38.3%
Poplar/Cotton Center CDP	48.7%	39.2%	60.2%	52.6%	68.2%

Source: California Department of Finance

householder, no husband present at 60.2% compared to Tulare County at 39.4% and the State of California at 27.3%. The highest differential was the poverty rate of persons under 18 years. Poplar/Cotton Center's poverty rate for persons under 18 years was 68.2% compared to 38.3% for Tulare County and 21.9% for the State of California.

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." As stated above, Poplar/Cotton Center's median household income was \$21,890 in 2016. The State of California's median household income in 2016 was \$63,783. Poplar/Cotton Center's

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median household income was 34.3% (less than 80%) of the State of California's median household income. Poplar/Cotton Center is considered a severely disadvantaged community.

Housing Characteristics

Poplar/Cotton Center serves as an agriculturally-oriented service center for the rural area west of Porterville. Many residents are employed in agriculturally-related industries. Poplar/Cotton Center is also a "bedroom community," as a number of residents who live in Poplar/Cotton Center have jobs away from the town and/or travel to shop outside of Poplar/Cotton Center, as there are limited employment, medical care, and shopping opportunities within the community. Housing characteristics account for things such as the number of living quarters (called "housing units" as they can be homes or apartments), housing types (which can be single-family homes, mobile homes, and/or apartments), tenure (ownership or renting of places where one lives), housing conditions and age (which sometimes go hand-in-hand because the age of a unit can affect its condition), household size (that is, the number of persons living in a housing unit) and vacancy rate (which is important because it typically indicates the number of places to live that are available or unavailable). As the community grows, it will be important to provide new housing opportunities, allow expansion of the size of existing housing (such as increase a unit by an additional bedroom), and allow various housing types (such as mobile homes).

Housing Units

During the decade between 2000 and 2010 (see **Table 10**), the number of housing units in Poplar/Cotton Center increased from 367 to 611, which represents an increase of 66.48%. This increase was higher than the percent increase in Tulare County of 18.44% and the State of California at 12%.

Table 10 - Housing Units (2000 & 2010)			
	2000	2010	Percent Increase
Geography	Total housing units	Total housing units	
California	12,214,549	13,680,081	12.00%
Tulare County	119,639	141,696	18.44%
Poplar/Cotton Center CDP	367	611	66.48%

Source: California Department of Finance

Housing Types

According to the California Department of Finance, the 2012-2016 American Community Survey (see **Table 11**) indicated that 71.1% of the housing units in Poplar/Cotton Center were 1 unit detached and 1.5% were 1-unit attached, 1.2% was 2 units, and 8.9% was 3 or 4 units and 13.1% were mobilehomes. In Tulare County 76.0% of the housing units were 1-unit detached. In California 58.1% of housing units were 1-unit detached.

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Table 11 - 2012-2016 American Community Survey: Unit Types

Geography	Total housing units	1-unit, detached	%	1-unit, attached	%	2 units	%	3 or 4 units	%	5 to 9 units	%	Mobile homes	%
California	13,911,737	8,076,586	58.1	962,527	6.9	345,952	2.5	776,724	6.9	859,625	6.2	517,173	3.7
Tulare County	145,661	110,770	76.0	3,515	2.4	3,878	2.7	8,026	5.5	4,077	2.8	9,978	6.9
Poplar/Cotton Center CDP	811	577	71.1	12	1.5	10	1.2	72	8.9	27	3.3	106	13.1

Source: California Department of Finance

During the decade between 2000 and 2010 (see Table 12), the home ownership percentage in California went down by approximately 1%. In Tulare County that percentage went down by approximately 3%. In Poplar/Cotton Center the homeownership percentage went down by approximately 19%. The average household size went up in the State of California, Tulare County, and Poplar/Cotton Center.

Table 12 - Ownership and Household Size (2000 & 2010)

Geography	2000			2010		
	Percent Ownership	Average household size of owner-occupied units	Average household size of renter-occupied units	Percent Ownership	Average household size of owner-occupied units	Average household size of renter-occupied units
California	57%	2.93	2.79	56%	2.95	2.83
Tulare County	62%	3.18	3.43	59%	3.24	3.52
Poplar/Cotton Center CDP	56.4%	4.18	4.39	45.5%	4.32	4.26

Source: California Department of Finance

Housing Conditions

According to the 2015 Poplar/Cotton Center Community Housing Condition Survey, approximately 27% of Poplar/Cotton Center's housing units in 2015 were dilapidated. According to the 2015 Tulare County Housing Element (see Table 13), approximately 45% of the housing units were sound, 27% were deteriorated and 27% were dilapidated.

Table 13 - Housing Conditions Survey

Table 13 - Housing Conditions Survey											
Survey Area	Sound		Deteriorated						Dilapidated		Total Units
			Minor		Moderate		Substantial				
	Units	%	Units	%	Units	%	Units	%	Units	%	
Poplar/ Cotton Center	76	45%	14	8%	14	8%	19	11%	45	27%	168

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

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The percentage of substandard housing in Poplar/Cotton Center decreased between 1992 and in 2015. The percentage was 72% in 1992, 57% in the years 2003 and 2009, and 28% in 2015 (see Table 14).

Table 14 - Percentages of Substandard Housing Units in Tulare County Unincorporated Community 1992-2015				
	1992 Survey Results	2003 Survey Results	2009 Survey Results	2015 Survey Results
Poplar/Cotton Center	72%	57%	57%	28%

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

Age of Structures

According to the US Census, the 2012-2016 Community Survey (see Table 15) noted that 26.5% of the housing structures were built between 1950 and 1959. Approximately 19.4% of the housing structures were built between 1980 and 1989. Approximately 0.0% of the housing structures were built between 2010 and later.

Table 15 - 2012-2016 American Community Survey: Age of Structures in Poplar/Cotton Center		
Age of Structures	Number	Percentage
Built 2014 or later	0	0.0%
Built 2010 to 2013	0	0.0%
Built 2000 to 2009	69	8.5%
Built 1990 to 1999	129	15.9%
Built 1980 to 1989	157	19.4%
Built 1970 to 1979	122	15.0%
Built 1960 to 1969	61	7.5%
Built 1950 to 1959	215	26.5%
Built 1940 to 1949	42	5.2%
Built 1939 or earlier	16	2.0%
Total:	811	-

Source: US Census

Household Size (Overcrowding)

Between 2000 and 2010 (see Table 16), the average household size went up from 4.27 to 4.29. During this decade, the average household size went up in Tulare County from 3.28 to 3.36, and in the State of California also went up from 2.87 to 2.90. Poplar/Cotton Center's average household is higher than Tulare County's and the State of California's average household size.

Table 16 - Average Household Size (2000 & 2010)		
	2000	2010
	Average Household size	Average Household size
California	2.87	2.90
Tulare County	3.28	3.36
Poplar/Cotton Center CDP	4.27	4.29

Source: U.S. Census Bureau, American FactFinder

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By definition, the most common measure of overcrowding is persons per room in a dwelling unit.⁹ More than one person for each room of a dwelling unit is considered overcrowding. It is important to note that the measure is based on all rooms of a dwelling unit, not just the number of bedrooms. It is not uncommon for persons to share a bedroom, for example siblings or adults.

Vacancy Rate

Vacancy rate is important as it provides an indicator of unoccupied housing units. Vacancies may occur as people move away from a housing unit and it remains vacant until the next persons/family moves in. Vacancy allows persons to decide whether to choose owning or renting housing based on their need and income. Typically, a vacancy rate of about 5-6% is considered normal; however, vacancy rates above 6% can be a reflection of affordability or housing condition.

In 2000, the vacancy rate (see **Table 17**) in Poplar/Cotton Center was 4.9%, which was lower than Tulare County at 7.7% and the State of California at 5.8%. In 2010, the vacancy rate in Poplar/Cotton Center was 5.7%, which was lower than Tulare County at 8.0% and the State of California at 8.1%.

Table 17 - Vacancy Rate (2000 & 2010)						
Geography	2000			2010		
	Vacancy rate	Homeowner vacancy rate (1)	Rental vacancy rate (1)	Vacancy rate	Homeowner vacancy rate (1)	Rental vacancy rate (1)
California	5.8%	1.4%	10.7%	8.1%	2.1%	6.3%
Tulare County	7.7%	1.8%	5.8%	8.0%	2.4%	5.8%
Poplar/Cotton Center CDP	4.9%	0.0%	5.6%	5.7%	0.0%	5.7%

Source: California Department of Finance

While the State of California's rental vacancy rate decreased from 10.7% to 6.3%, the rental vacancy rate in Poplar/Cotton Center remained around 5.6% between 2000 and 2010. Tulare County's rental vacancy rate remained at 5.8% during this decade.

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

⁹ 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

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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.”¹⁰

“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.”¹¹

“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.”¹²

The RHNA housing results are summarized in **Figure 5**. 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.

¹⁰ 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>

¹¹ *Ibid.*

¹² *Op. Cit.*

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Figure 5 - 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

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Natural and Cultural Resources

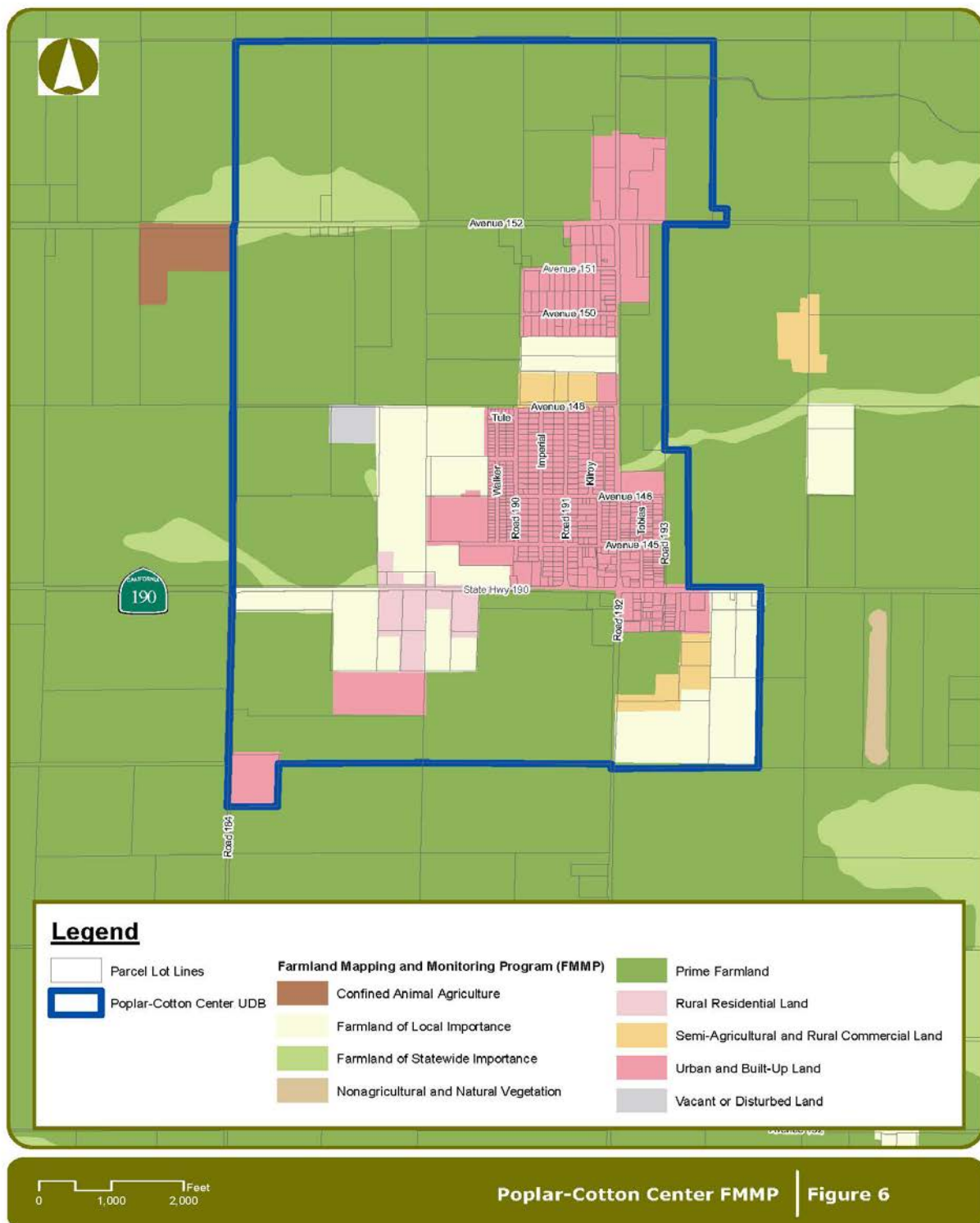
Agriculture

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 914.7 acre UDB is designated in the 2018 FMMP map (**see Figure 6**). Of these, approximately 288 acres are designated Urban and Built-up Land, approximately 973 acres are designated Prime Farmland, approximately 8 acres are designated vacant or disturbed land, with approximately 59 designated Farmland of Statewide Importance, approximately 200 acres are designated as Farmland of Local Importance.

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Figure 6 FMMP Map



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Williamson Act Lands

Agricultural land is a resource that must be conserved just like air and water resources. It is also economically important and provides other benefits such as wildlife habitat, groundwater recharge, and open space which contributes to the rural character of the area.

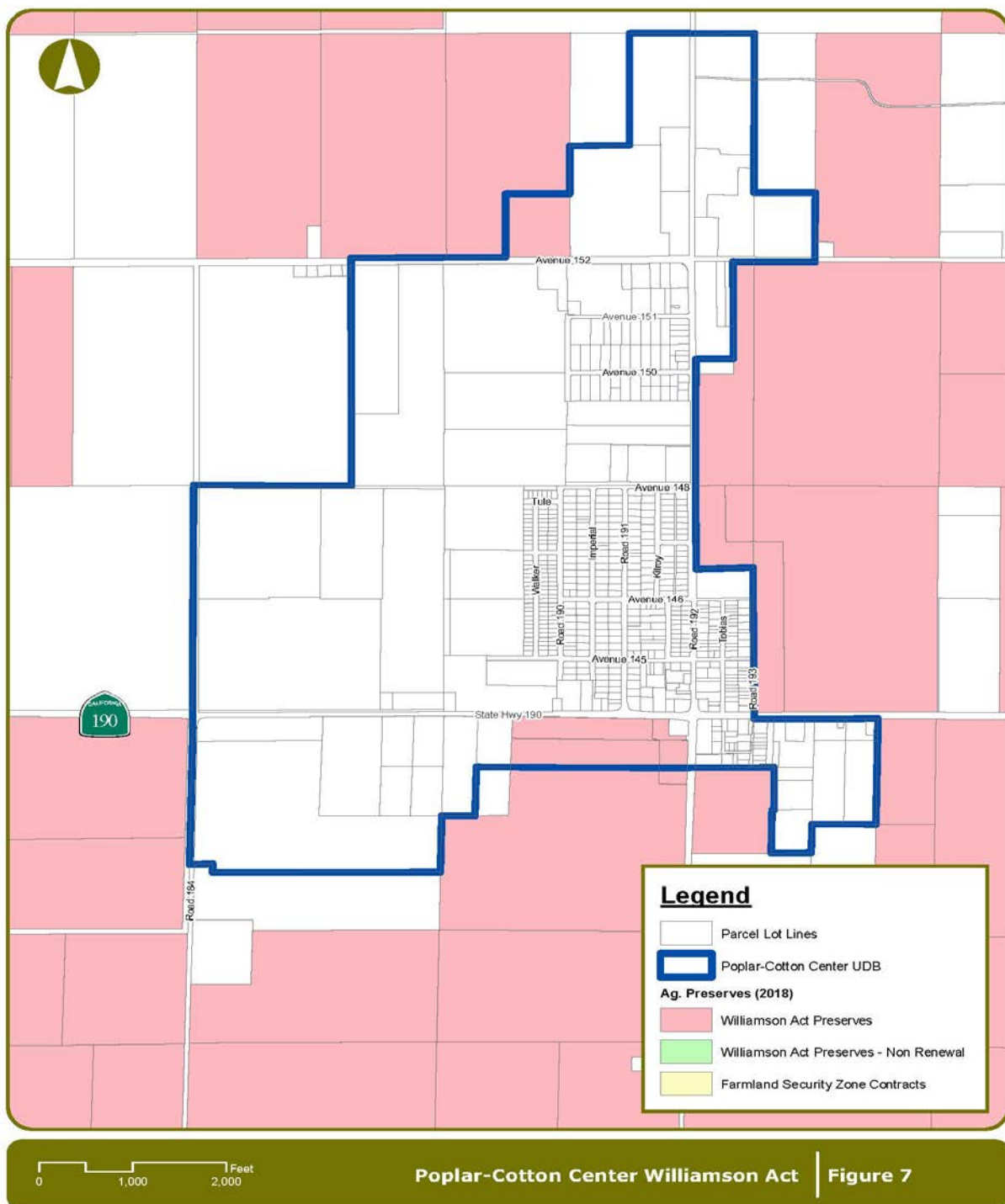
The importance of agricultural land is underscored by the level of attention state planning law has placed on it. Three mandatory elements of the general plan: 1) land use; 2) open space; and 3) conservation, all require local governments to include a discussion of agricultural lands in their general plans. The County's planning policies also underscore agricultural land importance to the local economy and environment as well.

Within the area there are several farms in the Williamson Act. The Williamson Act is designed to keep productive farmland restricted to agriculture or open space use by contract so that the land will not be converted to an urban type use. Land in the Williamson Act is required to remain in agriculture for a 10-year period. Unless a notice of non-renewal is filed, the contract is automatically self-renewing every year for an additional 10-year period.

Twelve parcels in Poplar/Cotton Center have entered into land conservation contracts (**see Figure 7**) are subject to the Williamson Act and within the planning area (proposed UDB).

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Figure 7 - Williamson Act Map



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Air Quality

The Poplar/Cotton Center Plan Area is within the San Joaquin Valley Air Basin (SJVAB) and under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAB is classified non-attainment/severe for the State O_3 1-hour standard, non-attainment for the State O_3 8-hour standard, non-attainment for the State PM_{10} standard, non-attainment for the federal and State $PM_{2.5}$ standards, and attainment and/or unclassified for the remaining federal and State air quality standards. According to the Tulare County General Plan, the San Joaquin Valley has some of the worst air quality in the nation. The CO and 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. 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 Poplar/Cotton Center 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

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modified air, particularly when a temperature inversion occurs which holds down surface air along with its pollutants.

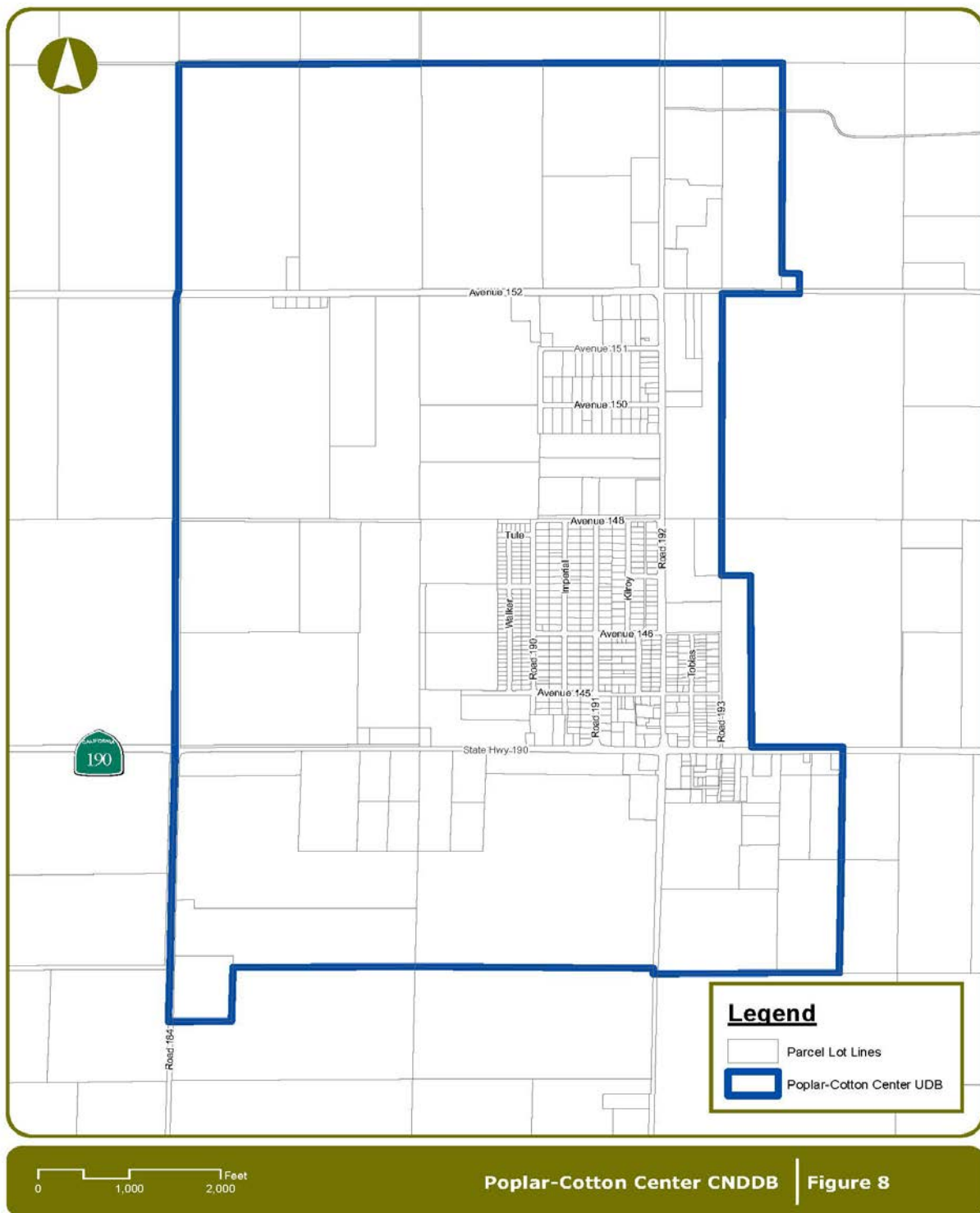
Local air pollution sources within the general vicinity of Poplar/Cotton Center and within the community itself include automobile, local industry, and agricultural activities.

Biological Resources

Poplar/Cotton Center are situated within a matrix of agricultural lands, industrial complexes, and residential/commercial development. A California Natural Diversity Database (CNDDDB) search conducted on September 11, 2018, (**see Figure 8**) indicated there are no special status species within the Woodville Quadrant Species List (which includes the Poplar/Cotton Center Planning Area).

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Figure 8 - Poplar/Cotton Center CNDDDB Map



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Cultural Resources

The recorded history of Poplar/Cotton Center 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 were 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.

The Southern San Joaquin Valley Information Center, Bakersfield (SSJVIC or Center) conducted a cultural resources records search at the request of RMA Planning Branch staff. The Center records search included historic sites listed on the National Register of Historic Places, California State Historical Landmarks, California Register of Historical Resources, California Inventory of Historic Resources, and California Points of Historical Interest. According to the California Historical Resources Information System, there are four (4) recorded cultural resources within the planning area and one within a one-half mile radius of the planning area. There are no recorded cultural resources within the project area or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks in or near Poplar-Cotton.

According to the information provided by the SSJVIC, there have been 15 previous cultural resource studies conducted within the project area and two additional studies conducted within the one-half mile radius. However, until the specific location of a development proposal occurs, the locations and nature of the resources will remain confidential and will only be shared with an applicant and remain confidential until otherwise determined by the courts.

Native American Consultation

The Native American Heritage Commission (NAHC) was contacted on September 17, 2018 with a request that they conduct a sacred lands files (SLF) search. No response has been received to date. The following Native American tribes were contacted on September 17, 2018 in order to solicit their interest regarding tribal consultation: Kern Valley Indian Council; Santa Rosa Rancheria Tachi Yokut Tribe, Torres-Martinez Desert Cahuilla Indians; Tubatulabals of Kern County; Tule River Indian Tribe; and Wukache Indian Tribe. No responses have been received to date.

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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.”¹³

“Groundshaking 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 groundshaking, 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 groundshaking over longer periods of time, thereby affecting a larger area. Groundshaking 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 groundshaking intensities than areas located on hard rock. Therefore, structures located in the valley will tend to suffer greater damage from groundshaking 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.”¹⁴

“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, it 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

¹³ General Plan Background Report, page 8-5

¹⁴ General Plan Background Report, page 8-7

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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.”¹⁵

¹⁵ General Plan Background Report, pages 8-6 and 8-7

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According to the Five County Seismic Safety Element¹⁶ and Figure 10-5 (Seismic/Geologic Hazards and Microzone) of the General Plan Health and Safety (GPHSE)¹⁷ Poplar/Cotton Center area is located in the “V1 zone: an area of “low” seismic risk. The San Andreas Fault is the nearest active seismic area, located approximately 60 miles to the west. The Element states that active faults do not exist in Tulare County.

Soils Characteristics

The 1974 Five County Seismic Safety Element, adopted by the County of Tulare, places the Poplar/Cotton Center Planning Area within Seismic Zone “VI”. Seismic Zone “VI” includes the most of the eastern San Joaquin Valley, and is characterized by a relatively thin section of sedimentary rock overlying a granitic basement. Amplification of shaking that would affect low to medium-rise structure is relatively high, but the distance to either the San Andreas or Owens Valley faults (the expected sources of shaking) is sufficiently great that the effects should be minimal. Adherence to the requirements of the Uniform Building Code applicable to the Planning Area should be adequate to protect new structures from earthquake damage.

The soils which characterize the Poplar/Cotton Center area originated from granitic rocks of the Sierra Nevada and contain quantities of mica, quartz, feldspars and granitic sand (Source: USDA Soils Survey Map). The predominant soil types in the Poplar/Cotton Center area are described as follows:

Exeter loam, 0 to 2 percent slopes, is a moderately deep, moderately well drained alluvium soil derived mainly from granitic rock sources. The soil is not considered to be prime farmland. This soil has a moderate shrink-swell potential and is found primarily along stream terraces. Exeter loam has a Class III agricultural rating.

Flamen loam, 0 to 2 percent slopes, is an alluvium derived mainly from granitic rock sources and is found on stream terraces. The soil has moderate shrink-swell capacity, is deep to duripan and is moderately well drained. Flamen loam is classified as prime farmland when it is irrigated and has a Class II agricultural rating.

Hanford sandy loam 0 to 2 percent slopes, is a very deep, well drained alluvium soil derived mainly from granitic rock sources, and is typically found along floodplains and alluvial fans. The soil has a low shrink-swell potential. The soil is considered prime farmland when it is irrigated and has a Class I agricultural rating.

Nord fine sandy loam, 0 to 2 percent slopes, is a very deep, well drained mixed alluvium derived mainly from granitic rocks. The soil has a low shrink-swell potential and is found on alluvial fans and floodplains. Nord fine sandy loam is considered to be prime farmland when it is irrigated and has a Class I agricultural rating.

¹⁶ Tulare County Association of Governments. Five County Seismic Safety Element, 1974. Page 15

¹⁷ Faults identified in Tulare County 2030 General Plan, Figure 10-1. Fault Activity Map of California (2010) on the California Geological Survey website <http://www.quake.ca.gov/gmaps/FAM/faultactivitymap.html>

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Tagus loam, 0 to 2 percent slopes, are very deep, well drained alluvium soils derived from granitic rocks. The soils have low shrink-swell potential and are found on fan terraces. Tagus loam, is classified as prime farmland when irrigated and has a Class I agricultural rating.

Tujunga loamy sand, 0 to 2 percent slopes, are very deep, somewhat excessively drained alluvium soils derived from granitic rock. This soil has a low shrink-swell potential and is located primarily in floodplains. Tujunga loamy sand is not classified as prime farmland and has a Class III agricultural rating.

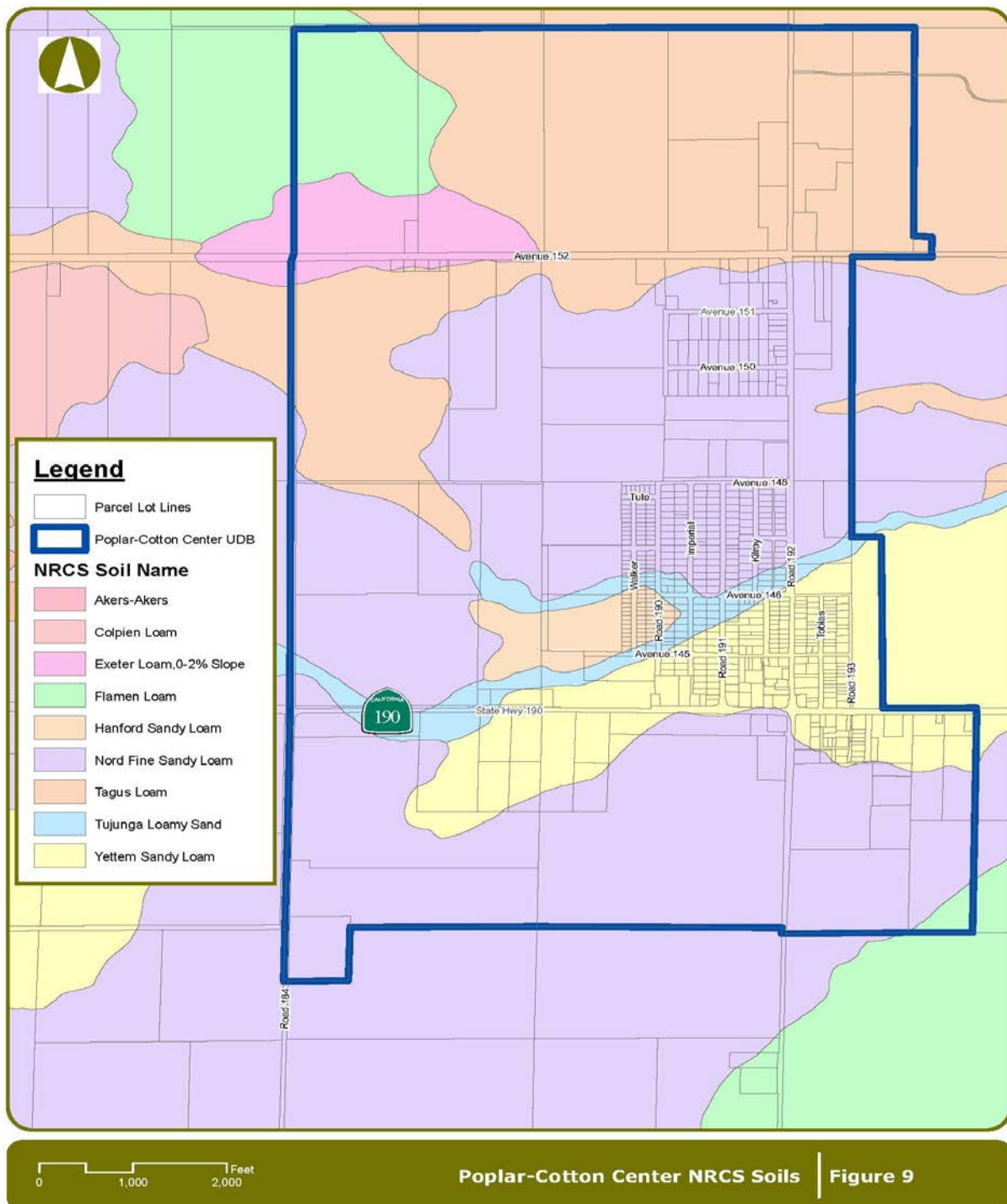
Yettem sandy loam, 0 to 2 percent slopes, are very deep, well drained alluvium soils derived from granitic rock sources. The soils has a low shrink-swell potential and is located mainly on floodplains and alluvial fans. Yettem sandy loam is considered prime farmland when it is irrigated and has a Class I agricultural rating.

Figure 9 shows that the bulk of the existing urban area is underlain by Nord fine sandy loam and Yettem sandy loam. There are smaller areas of Tujunga loamy sand and Hanford sandy loam. All of these soils are considered to be prime farmland when they are irrigated.

One of the primary concerns for new building construction is the shrink-swell property of soil. Shrink-swell potential refers to the changes in volume of the soil material that results from a change in content of moisture. Generally, soils with greater clay content exhibit the highest potential for shrink-swell behavior. Damage to building foundations, roads and other structures is caused by the shrinking and swelling of soils as they become dry or wet. As shrink-swell potential increases, the soil is increasingly less suitable for buildings and roads unless corrective features are included in the design of the project. Areas of moderate shrink-swell potential are outside the plan area. Soils within the plan area have low shrink-swell potential.

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Figure 9 - NRCS Soils Map



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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, 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...”¹⁸

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.

¹⁸ Tulare County General Plan 2030 Update RDEIR, pages 3.4-4 to 3.4-5

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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 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.”¹⁹

Federal Emergency Management Agency (FEMA)

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, Community-Panel Number 06107C, Panel No. 1620 dated June 16, 2009, all portions of the Poplar/Cotton Center footprint is within Flood Zone X, which is defined by FEMA as “Areas determined to be outside the 0.2% annual chance floodplain” (see **Figure 10**).

“Official floodplain maps are maintained by the Federal Emergency Management Agency (FEMA). “Floodplain” or “flood-prone area” means any land area susceptible to being inundated by water from any source. “Base Flood” is the flood having a one percent chance of being equaled or exceeded in any given year. “One-hundred-year flood” or “100-year flood” has the same meaning as “base flood.” “Special flood hazard area” is the land in the floodplain subject to a one percent or greater chance of flooding in any given year. “Floodway” means the channel of a river or other watercourse and the adjacent land area that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one (1) foot. The floodway is delineated on the Flood Boundary Floodway Map, on maps adopted by the State Reclamation Board when acting within its jurisdiction, and on the County Zoning Map (signified by the F-1 Primary Flood Plain Zone). The F-2 Secondary Flood Plain Combining Zone which is intended for application to those areas of the County which lie within the fringe area or setback of the flood plain and are subject to less severe inundation during flooding conditions than occur in the F-1 Zone.

The County of Tulare has taken steps to be a part of the National Flood Insurance Program (NFIP), by agreeing to manage flood hazard areas by actively adopting minimum regulatory standards as set forth by 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->

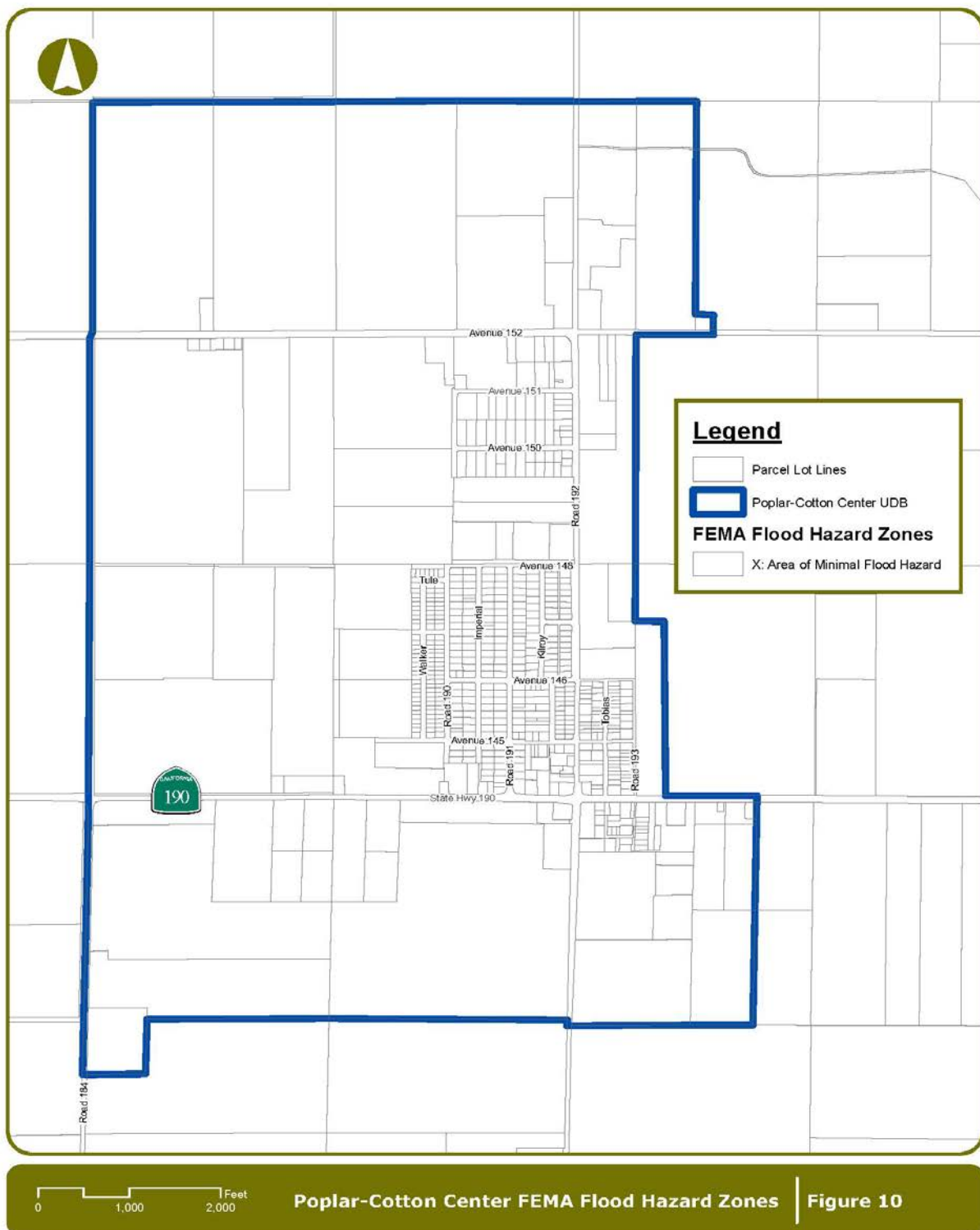
¹⁹ Tulare County Climate Action Plan, page 1

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[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>.

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Figure 10 – FEMA Flood Map

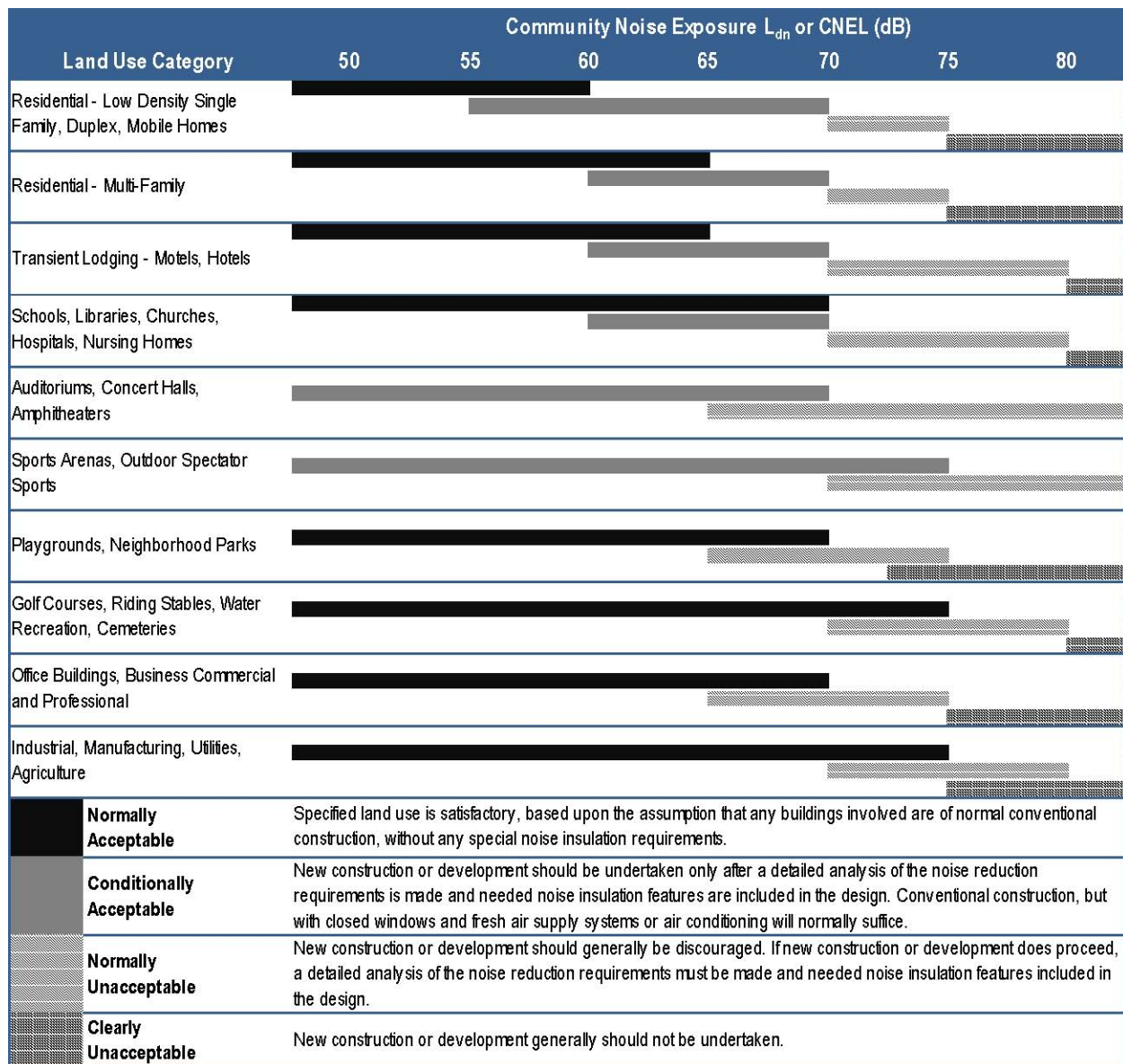


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Noise

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 is 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 11).

Figure 11 - Community Noise Exposure



Source: Tulare County General Plan

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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, and 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 Noise Element identifies noise-impacted areas throughout Tulare County. These areas include lands which have existing or projected noise levels exceeding 60 decibels (dBA) Ldn. This decibel figure is considered to be the maximum normally acceptable noise level for single family residential areas. In Poplar/Cotton Center, the primary noise impacts come from traffic along the main roads, State Route (SR) 190, Road 192, and Avenue 152. The trucking operation in Cotton Center also generates elevated noise levels. Fortunately, the residential development in the community is located away from this source.

The Health and Safety Element of the Tulare County General Plan adopted two County wide 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 18** summarizes the daily traffic volumes along Avenue 152 from SR 99 to Road 192 and Road 192 to Road 222. Also, along Road 192 from Avenue 196 to Avenue 152 and Avenue 152 to Avenue 65.

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Table 18 - 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 152 from SR 99 to Rd 192	3,150	19	41	89	191
Avenue 152 from Rd 192 to Rd 222	4,800	25	55	118	253
Road 192 from Ave 196 to Ave 152	1,516	12	26	56	121
Road 192 from Ave 152 to Ave 65	2,450	17	36	78	167
SR 190 From SR 99 to Newcomb	5,600	110	238	513	1,105

Source: 2010 General Plan Background Report

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 Poplar/Cotton Center, this Community Plan Update is intended to address deficiencies and the need for improvements to the drinking water system improvements, (for example wells, water distribution piping and storage tanks, curbs, gutters, streets, sidewalks, etc.)

The Poplar CSD (PCSD) Municipal Service Review report was prepared pursuant to AB 2838, in the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000. “As part of its review of municipal services, the Tulare County Local Agency Formation Commission (LAFCO) is required to prepare a written statement of its determination with respect to each of the following: 1) Growth and population projections for the affected area; 2) Infrastructure needs and deficiencies; 3) Financing constraints and opportunities; 4) Cost avoidance opportunities; 5) Opportunities for rate restructuring; 6) Opportunities for shared facilities; 7) Government structure options; 8) Evaluation of management efficiencies; and 9) Local accountability and governance.”²⁰ Data was provided by Omni Means, Ltd.

Poplar, an unincorporated community in Tulare County, is an agriculturally oriented service community surrounded on all sides by lands in agricultural production, vacant lands, and scattered rural residential homes. Cities and communities surrounding Poplar include Porterville to the east,

²⁰ Tulare County LAFCO Group 3 Municipal Service Reviews, page. 5-1

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Lindsay to the northeast, Tulare to the northwest, Woodville to the northwest, Cotton Center to the north, and Tipton to the east. The Tulare County/Kern County Line is located approximately 18 miles south of Poplar. The current District Boundary and the currently adopted SOI for the Poplar CSD are illustrated on **Figure 12**.

The Poplar-Cotton Center UDB is, with minor exceptions, coterminous with the SOI boundary of the District. The District Boundary and SOI incorporate small areas that extend beyond the Poplar-Cotton Center UDB to the east and south. Since these areas are already a part of the existing District Boundary and SOI.

Water Supply

“In July 2003 Tulare County Local Agency Formation Commission (LAFCO) adopted a MSR exemption policy that identifies the agencies that would be subject to a review and the extent of that review. The agencies in Tulare County were divided into three (3) categories: agencies subject to a full comprehensive study; agencies subject to a questionnaire study; and agencies exempt from a MSR study. The Poplar/Cotton Center Community Services District (CSD) is subject to a full comprehensive study.”²¹

Domestic Water

“The Poplar CSD, was formed in December 1959, has a primary function of providing sanitary sewer and domestic water service for the community. Sanitary sewer and domestic water are the primary services provided by the Poplar CSD that are subject to a Municipal Service Review (MSR). The Poplar CSD also provides parks and recreation services, an active power of the District, to the community. Parks and recreation services are not subject to an MSR. Other services listed above are provided by Tulare County, or private utility companies.”²² **Table 19** shows the the capacity of the water system, and the number of additional connections the waste water system can accommodate for new development.

Table 19: Existing Water & Wastewater Connections					
Drinking Water			Waste Water*		
Maximum Day Demand	Capacity	Available	No. of Existing Connections	Capacity	Available
1,253 gpm	1,440 gpm	187 gpm	658	774	116

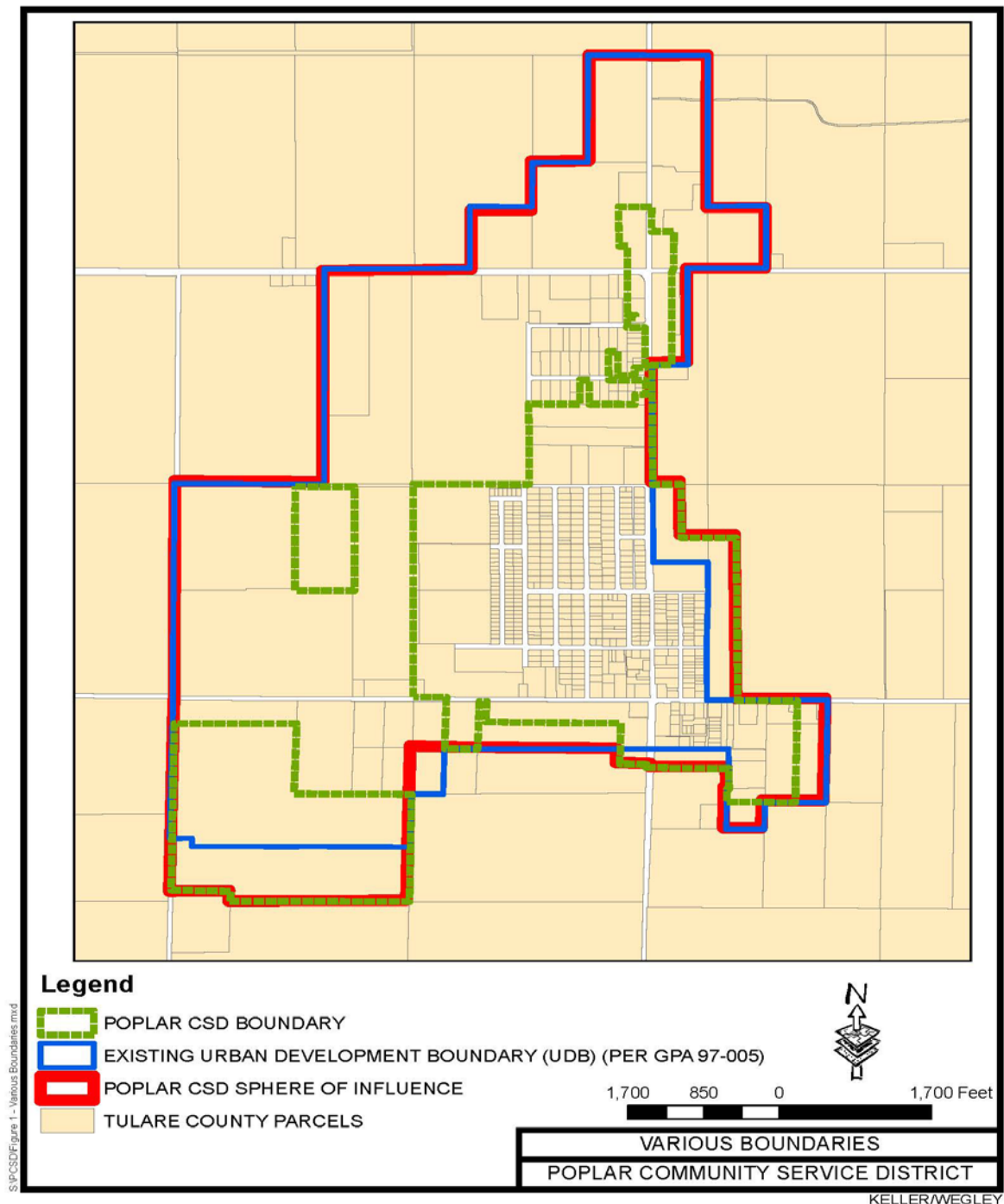
* Data current as of October 2018 (Letter Dated 10-3-18 from the District Engineer)

²¹ Tulare County LAFCO Group 3 Municipal Service Reviews, page. 5-6

²² Tulare County LAFCO Group 3 Municipal Service Reviews, page. 5-6

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Figure 12: Poplar CSD Boundary & Sphere of Influence



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The District currently uses two (2) active groundwater wells to meet water system demand. The District's water system is regulated by the State Water Resources Control Board- Division of Drinking Water (SWRCB-DDW). The highest District water demand occurred in 2009 with a Maximum Day Demand (MDD) of approximately 1,253 gpm..

The current capacity of the two (2) active sources, in addition to a contribution to demand from storage over a six (6) hour period offtime is 1,440 gpm. The District has a total of 290,000 gallons of storage of which they are assuming only 200,000 gallons is available at a reasonable delivery pressure..

The District has received funding to replace a District Well that exceeds the State's Maximum Contaminant Level for Nitrates. Construction is scheduled to occur in 2019. The capacity of this well has yet to be determined, but would be additive to the existing amounts..

Sanitary Sewer Service

The District is responsible for providing sanitary sewer service to residents within its service area. There are approximately 658 Single Family Residential Unit Equivalents (SFRUE) contributory to the District's sewer system. Raw sewage is collected and transported to a wastewater treatment and disposal facility (WWTF) located southwest of the community..

The District's WWTF is operated under the provisions of Waste Discharge Requirements Order No. 98-214 issued by the California Regional Water Quality Control Board (RWQCB). The District's WWTF is currently operating in full compliance with Order No. 98-214 issued by the RWQCB. Order No. 98-214 prescribes that monthly average discharge flow shall not exceed 0.31 million gallons per day (MGD). The highest maximum month flow recorded in the past 10 years occurred July, 2011. The flow at the WWTF in the month of July, 2011, was approximately 0.263 MGD. The District's WWTF is currently operating at approximately 85% of its rated capacity. At 100% of permitted flow, it is estimated that the District's WWTF could support a total of 774 SPRUE..

Capacity estimates are for wastewater treatment and do not consider collection system capacity constraints. Capacity availability and disposal elements in the collection system are evaluated on a case-by-case basis with deficiencies being addressed by developers that wish to connect to the District's system..

The Poplar CSD currently recycles its wastewater by irrigating 41 acres of alfalfa on land owned by the District. The land used for wastewater reclamation is anticipated to increase upon the District's receipt of financial assistance, currently applied for. The District purchased additional acreage in 2001 for this purpose. The District's wastewater reclamation activities promote water conservation and groundwater recharge and demonstrate the District's desire to conserve its available water resources..

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Based upon information provided by the CSD's Engineer, developments which have recently been approved within the existing District Boundary will use the remaining capacity at the WWTF. Based upon this realization, the CSD would need to expand its WWTF to support any additional development projects proposed within its District Boundary and/or SOI.

Cotton Center is dependent on individual on-site septic tank systems for sewage disposal.

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.

Poplar/Cotton Center does have a storm drainage system, but system information and mapping is currently unavailable."²³

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.

"Southern California Edison regional electrical transmission towers pass through the southwestern quadrant of the Planning Area. SCE has a 150-foot wide right-of-way for purposes of servicing the towers. This right-of-way is accommodated in the land use plan."²⁴

²³ Tulare County Housing Element Action Program 9, April 2014, page 12-3

²⁴ Poplar/Cotton Center Community Plan (1996), page 2-17.

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Solid Waste

Solid waste disposal services for the Community of Poplar/Cotton Center is provided by USA Waste (Waste Management). Solid waste generated in Poplar/Cotton Center can be disposed of at the Teapot Dome Landfill, located at 21063 Avenue 128, Porterville, California.

Public Services

Tulare County Sheriff

Police protection is provided to the community by the Tulare County Sheriff's Department. This department operates out of the Porterville substation located at 379 N 3rd St., in Porterville, California. This station handles police services to County Line Road. The substation is staffed with 30 deputies, five (5) sergeants and one (1) lieutenant. The Substation operates 24-hours a day/7-days a week/365-days per year. Additional Sheriff resources are available as needed via dispatch from the main Sheriff's Office in Visalia, California.

Tulare County Fire Department

Fire protection and emergency medical services are provided by the Tulare County Fire Department. The community of Poplar/Cotton Center is served by Tulare County Fire Department Station # 19 located at 22315 Avenue 152 in Porterville, California. Station #19 has Patrol 19, Engine 19, and Water Tender 19 assigned to this location.

Fifty-nine fire hydrants are found within the Poplar/Cotton Center boundaries (see Table 20). These fire hydrants are located within the County rights-of-way. **Figure 13** display Existing Fire Hydrants in Poplar/Cotton Center.

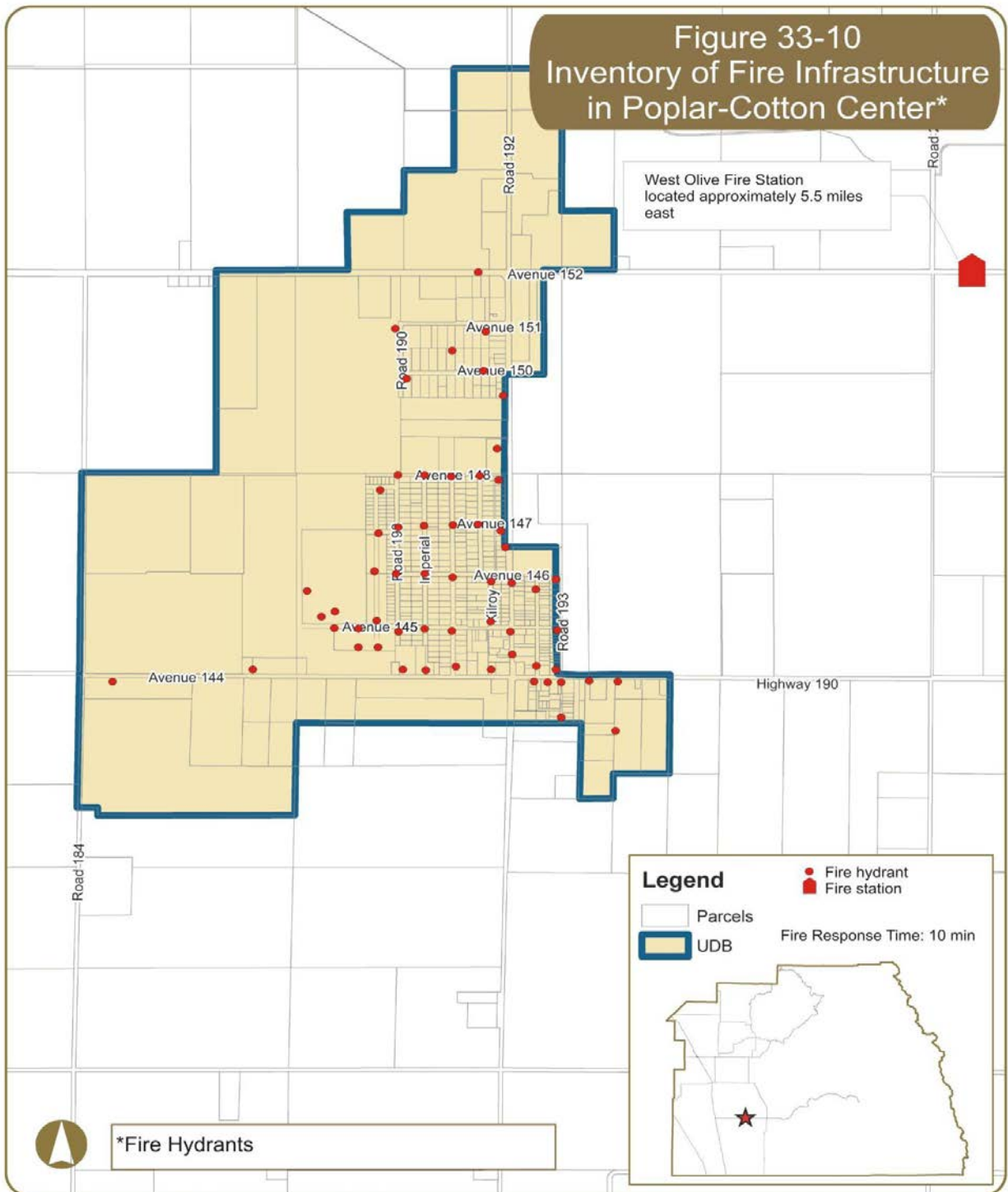
Table 20: Existing Fire Hydrants			
No.	Location	No.	Location
1	Avenue 152 west of Road 192	31	Road 192 and Avenue 145
2	Avenue 151 west of Road 192	32	Kilroy Road north of Avenue 145
3	Road 190 and Avenue 151	33	Road 191 and Avenue 145
4	Alley between Avenue 150 and 151 west of Road 192	34	Imperial Road and Avenue 145
5	Road 190 and Avenue 150	35	Road 190 and Avenue 145
6	Avenue 150 west of Road 192	36	Walker Road and Avenue 145
7	Road 190 and Road 192	37	Avenue 145 west of Walker Road
8	Road 192 north of Avenue 148	38	Avenue 145 west of Walker Road
9	Road 192 south of Avenue 148	39	Avenue 145 north of Avenue 145
10	Avenue 148 and Kilroy Road	40	Avenue 145 (Pleasant View Elementary) west of Walker Road
11	Avenue 148 and Road 191	41	Avenue 145 (Pleasant View Elementary) west of Walker Road
12	Avenue 148 and Imperial Road	42	Avenue 144 east of Road 184
13	Avenue 148 and Road 190	43	Avenue 144 east of Road 184
14	Tulare Avenue and Walker Road	44	Walker Road south of Avenue 145
15	Road 192 south of Avenue 147	45	Private Road west of Walker Road

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16	Road 192 north of Avenue 146	46	Avenue 144 west of Road 191
17	Avenue 147 and Kilroy Road	47	Avenue 144 west of Road 191
18	Road 191 south of Avenue 148	48	Avenue 144 west of Road 192
19	Imperial Road south of Avenue 148	49	Road 192 north of Avenue 144
20	Road 190 north of Avenue 147	50	Tobias Road north of Avenue 144
21	Walker Road and Avenue 147	51	Avenue 144 east of Road 192
22	Walker Road south of Avenue 147	52	Avenue 144 west of Cook Street
23	Road 190 and Avenue 146	53	Road 193 north of Avenue 144
24	Imperial Road and Avenue 146	54	Avenue 144 and Cook Street
25	Road 191 and Avenue 146	55	Cook Street south of Avenue 144
26	Kilroy Road south of Avenue 146	56	Avenue 144 east of Cook Street
27	Road 192 south of Avenue 146	57	Avenue 144 and Road 193
28	Tobias Road south of Avenue 146	58	Avenue 144 and Road 194
29	Road 193 and Avenue 146	59	Road 194 south of Avenue 144

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Figure 13: Inventory of fire Infrastructure



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Schools

The Poplar/Cotton Center Community Plan Area is within the Pleasant View School District and served by two (2) schools: Pleasant View Elementary located at 14004 Road 184, Poplar, California, and offers Kindergarten through fourth grade education and Pleasant View West, located at 14004 Road 184, Poplar, California, and offers fifth through eighth grade education. Pleasant View School District reports a total of 476 students. Students in high school are bussed to schools in Porterville. Porterville Community College is located approximately eight (8) miles to the east.

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.”²⁵

The closest County library is located in Tipton (see Table 21). The Pleasant View School District offers PVS Libraries

at both Pleasant View Elementary and Pleasant View West during school hours. The Porterville Public Library is located approximately ten miles to the east, in the City of Porterville, California.

Table 21: Library Location & Hours		
Branch	Address	Service Hours (2003)
Tipton	Tipton Branch Library 301 East Woods Tipton, CA 93272	Thursday and Friday: 9:00 am – 1:00 pm 2:00 pm – 5:00 pm

Library hours current as of August 2018

Parks

Currently the only park facility in the planning area is the five acre Tule River Community Center Park owned and operated by the Poplar Community Services District. The park is located on the northeast corner of Road 192 and Avenue 146 in Poplar, California.

Existing Circulation and Traffic Conditions

Road Conditions

“There are various roadways in Poplar/Cotton Center 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.

²⁵ General Plan Background Report, page 7-96

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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 the 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 22 lists the roadways in need of repair, the limits, and type of maintenance strategy proposed. **Figure 14** graphically displays this information on a map²⁶

Table 22 - Road Maintenance Strategies			
No.	Roadway	Limits	Repair Code
1	Avenue 145	Road 190 to west of Walker Road	CHIP
2	Avenue 147	Kilroy Road to Road 192	CHIP
3	Avenue 150	Road 190 to Road 192	CHIP
4	Avenue 151	Road 190 to Road 192	CHIP
5	Kilroy Road	Avenue 145 to Avenue 146	CHIP
6	Road 192	SR 190 to Avenue 147	OLAY
7	Road 192	Avenue 147 to Avenue 148	ACST
8	Road 192	Avenue 148 to Avenue 152	OLAY

OLAY = Overlay resurfacing operation

CHIP = Chip Seal

GRXx = Grind and remix

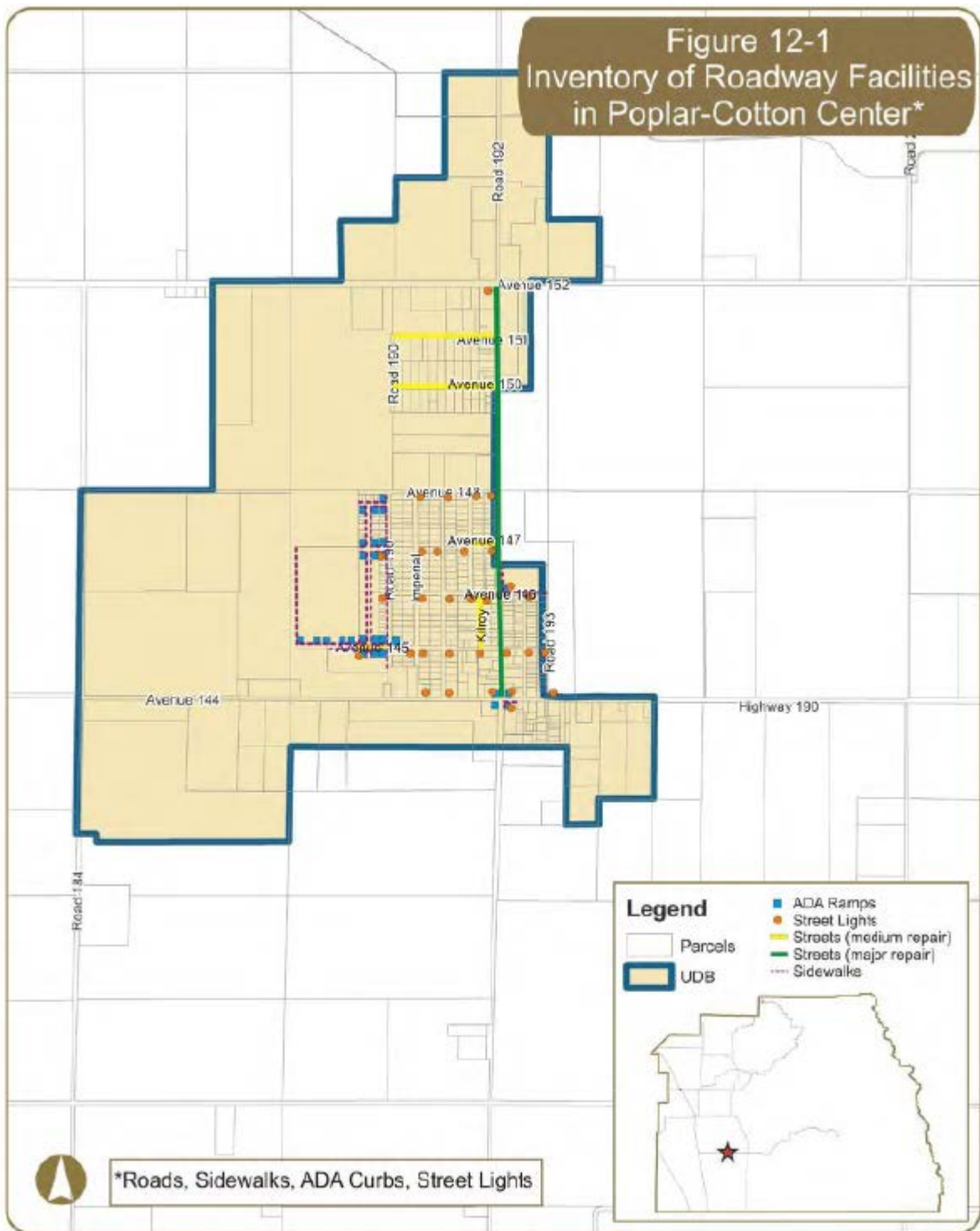
ACST = asphalt reconstruction

RCST = cold mix reconstruction

²⁶ Tulare County Housing Element Action Program 9, April 2014, page 12-3

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Figure 14 - Inventory of Roadway Facilities in Poplar/Cotton Center



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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 rights-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 rights-of-way restrictions, natural barriers, or other existing conditions.

The County and VRPA Technologies surveyed existing sidewalks within the Community. **Table 23** identifies the location of existing sidewalks in Poplar/Cotton Center. **Figure 14** also displays this information graphically. The sidewalks represented in **Table 23** and **Figure 14** 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.”²⁷

Table 23 - Location of Existing Sidewalks			
No.	Roadway	Limits	Location
1	Avenue 145	West end to Road 190	North side
2	Avenue 145	400' west of Walker Road to Road 190	South side
3	Avenue 145	Avenue 145 to north end	East side
4	Avenue 146	Road 192 to Road 193	North side
5	Avenue 147	West end to Road 190	North side
6	Avenue 147	West end to Road 190	South side
7	Road 190	Avenue 145 to Avenue 148	West side
8	Road 192	Avenue 146 to 225' north	West side
9	Tule Avenue	West end to Road 190	North side
10	Tule Avenue	West end to Road 190	South side
11	Walker Road	Avenue 145 to Tule Avenue	East side
12	Walker Road	Avenue 145 to Tule Avenue	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

²⁷ Tulare County Housing Element Action Program 9, April 2014, page 12-3

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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.”²⁸ According to the survey, there are various ADA compliant curb ramps located within Poplar/Cotton Center and are listed in **Table 24** and displayed in **Figure 14**.

Table 24 - Location of Existing ADA Ramps			
No.	East-West Roadway	North-South Roadways	Location
1	Avenue 145	Frankie Road	NE Corner
2	Avenue 145	School Driveway east of Frankie Road	NE Corner
3	Avenue 145	School Driveway east of Frankie Road	NW Corner
4	Avenue 145	School Driveway west of Walker Road	NE Corner
5	Avenue 145	School Driveway west of Walker Road	NW Corner
6	Avenue 145	Walker Road	NE Corner
7	Avenue 145	Walker Road	NW Corner
8	Avenue 145	Walker Road	SE Corner
9	Avenue 145	Walker Road	SW Corner
10	Avenue 145	Road 190	NE Corner
11	Avenue 145	Road 190	NW Corner
12	Avenue 145	Road 190	SW Corner
13	Avenue 146	Road 192	NE Corner
14	Avenue 147	Walker Road	NE Corner
15	Avenue 147	Walker Road	NW Corner
16	Avenue 147	Walker Road	SE Corner
17	Avenue 147	Walker Road	SW Corner
18	Avenue 147	Road 190	NW Corner
19	Avenue 147	Road 190	SW Corner
20	SR 190	Road 192	NE Corner
21	SR 190	Road 192	NW Corner
22	SR 190	Road 192	SE Corner
23	SR 190	Road 192	SW Corner
24	Tule Avenue	Walker Road	SE Corner
25	Tule Avenue	Walker Road	SW Corner

²⁸ Tulare County Housing Element Action Program 9, April 2014, page 12-4

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Table 24 - Location of Existing ADA Ramps

No.	East-West Roadway	North-South Roadways	Location
26	Tule Avenue	Road 190	NW Corner
27	Tule Avenue	Road 190	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 to improving nighttime pedestrian security. They can also reduce nighttime pedestrian crashes by increasing the awareness of drivers relative to pedestrians.

Table 29 identifies the location of existing street lights that are maintained by Tulare County, in Poplar/Cotton Center, as well as their specifications. **Figure 14** 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.”²⁹

Table 25 - Existing Street Lights

No	East-West Roadway	North-South Roadway	Location	Pole	Lumens	Pole Type	Arm Direction	Utility
1	Avenue 144	West of Road 191	North Side	1057086E	5800	W	S	SCE
2	Avenue 145	Imperial Road	SE Corner	4076101E	5800	W	N	SCE
3	Avenue 145	Kilroy Road	SW Corner	667274E	5800	W	N	SCE
4	Avenue 145	Road 193	SW Corner	61145E	5800	W	E	SCE
5	Avenue 145	Imperial Road	SW Corner	4076101E	5800	W	N	SCE
6	Avenue 145	Road 192	SE Corner	641136E	5800	W	N	SCE
7	Avenue 145	Tobias Road	SE Corner	641140E	5800	W	N	SCE
8	Avenue 145	Road 191	SE Corner	667274E	5800	W	N	SCE
9	Avenue 145	Walker Road	SW Corner	4420523E	5800	C	E	SCE
10	Avenue 146	Road 190	SW Corner	NONE	5800	W	N	SCE
11	Avenue 146	Road 191	SE Corner	937703E	5800	W	N	SCE
12	Avenue 146	Road 192	NE Corner	730676E	5800	W	W	SCE
13	Avenue 146	Tobias Road	SE Corner	69638E	5800	W	N	SCE
14	Avenue 146	Kilroy Road	SE Corner	696368E	5800	W	N	SCE
15	Avenue 146	Kilroy Road	SW Corner	937702E	5800	W	N	SCE
16	Avenue 146	Imperial Road	SE Corner	937704E	5800	W	N	SCE
17	Avenue 147	Kilroy Road	SW Corner	1057083E	5800	W	W	SCE
18	Avenue 147	Road 192	SW Corner	1057084E	5800	W	E	SCE
19	Avenue 147	Imperial Road	East Side	4044239E	5800	W	W	SCE
20	Avenue 147	Road 191	West Side	4044239E	5800	W	E	SCE
21	Avenue 147	Road 190	SW Corner	N/A	N/A	N/A	E	SCE
22	Avenue 148	Imperial Road	SE Corner	4076104E	5800	W	N	SCE
23	Avenue 148	Road 191	SE Corner	4076106E	5800	W	N	SCE
24	Avenue 148	Kilroy Road	SE Corner	4076108E	5800	W	N	SCE
25	Avenue 148	Road 192	SW Corner	N/A	N/A	N/A	N	SCE
26	Avenue 152	Road 192	SW Corner	894120E	9500	W	S	SCE
27	SR 190	Road 191	NE Corner	495921E	5800	W	S	SCE

²⁹ Tulare County Housing Element Action Program 9, April 2014, page 12-7

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Table 25 - Existing Street Lights

28	SR 190	Road 193	NE Corner	2366581E	5800	W	S	SCE
29	SR 190	Road 192	SE Corner	X16224E	16000	W	N	SCE
30	SR 190	Road 192	NE Corner	593859E	5800	W	W	SCE
31	SR 190	Road 192	NW Corner	1057086E	16000	W	S	SCE

(Source: Tulare County Public Works, March 2013)

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The Need for a Community Plan

Purpose

As stated earlier, the Poplar/Cotton Center Community Plan was adopted in 1996. Conditions in Poplar/Cotton Center have changed over the last 20-years resulting in the need to update policies and implementation strategies and the environmental analysis of these changes to address existing conditions. The Urban Development Boundary (UDB) (**see Figure 3**) is the existing extant of allowed development in the unincorporated community of Poplar/Cotton Center. This community plan update and the included Initial Study/Mitigated Negative Declaration (IS/MND) are tools to be used to foster economic development and increase the potential for grant funding by identifying the current need for increased infrastructure and opportunities for development. This Community Plan is also a part of the implementation of the Tulare County 2030 General Plan, San Joaquin Valley Regional Blueprint, and the Tulare County Regional Blueprint, discussed in the Policy Framework Section below.

Relationship to the General Plan

The 2012 Tulare County's General Plan (2030) 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; and 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 Poplar/Cotton Center.

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

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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.”³⁰

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.”³¹ 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.

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

TCAG in 2014 updated a Regional Bicycle Plan that does not include any bicycle facilities through the Community of Poplar/Cotton Center. 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 the Action Program 9 as part of the 2015 Tulare County Housing Element Update.

³⁰ San Joaquin Valley Blueprint Roadmap Guidance Framework, page i

³¹ Tulare County Regional Blueprint, page 3

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Sustainable Highway 99 Corridor Plan

The Sustainable Highway 99 Corridor Plan is a plan that serves as a foundation planning document to guide the preparation of future community plans for unincorporated and economically disadvantaged communities along the corridor, and provide sustainable planning practices, standards and strategies for the abundant agricultural and natural lands in between the communities. The primary project objectives of this plan are as follows: Promote Public Health, Promote Equity, Increase Affordable Housing, Revitalize Urban and Community Centers, Protect Natural Resources and Agricultural Lands, Reduce Automobile Usage and Fuel Consumption, Improve Infrastructure Systems, Promote Energy Efficiency and Conservation, and Strengthen the Economy.

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 the General Plan Policies Section below. In addition to the General Plan Policies, this Community Plan outlines policies specific to Poplar/Cotton Center. 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 an updated analysis of Poplar/Cotton Center's population and housing characteristics.
- Defines an economic development strategy.

Tulare County 2030 General Plan Implementation

On April 4, 2017, the Tulare County Board of Supervisors (BOS) approved by Resolution No. 2017-0222, the Planning Branch proposal to update the Poplar/Cotton Center Community Plan. The project IS/MND 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 Poplar/Cotton Center 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 190 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,

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- 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 recently adopted (December 2015) General Plan Update and Housing Element; 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.

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Community Outreach Process

The purpose of 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 the local school and public utility district. Informal meetings were conducted with individual business owners and property owners associated to specific concerns or issues. Publicity for meetings times and locations generally consisted of newspaper releases, local newsletter informational items, handing out bi-lingual fliers at schools and posting fliers at various locations in the community. There have been over seven (7) public meetings held in Poplar/Cotton Center regarding the Poplar/Cotton Center Community Plan 2018 Update.

Poplar Community Service District

- September 5, 2018
- November 1, 2018

Pleasant View School District – Board Meeting

- September 11, 2018
- October 9, 2018
- November 13, 2018

Pleasant View School – Community Meeting

- October 2, 2018

Road Improvements

Road conditions are a big concern to Poplar/Cotton Center residents. It is reported that road conditions are poor and some roads need work, streets have potholes, flooding, cracks and bumps. Drivers feel unsafe and are worried about damage to their vehicles while driving on some Poplar/Cotton Center roads. According to residents, Poplar/Cotton Center roads are not maintained adequately.

Community Survey

A survey was developed as a tool to gather a variety of community information about multiple topics. The survey asks about the following community related topics: schools, libraries, housing, zoning, parks, shopping opportunities, access to gas stations, access to medical facilities, natural gas, internet access, transportation options, walkability, roads, street safety, flooding, fire, safety, infrastructure, water quality & quantity, wastewater, storm water drainage, multimodal opportunities, and the priority of various improvement needs. Residents were encouraged to add information and comments to the survey.

Complete Streets 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

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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. The Resource Management Agency conducted a community meeting (with five RMA staff members present) in Poplar on August 25, 2016 at 6:00pm. The meeting was scheduled in the evening to make it easier for working residents to attend. The meeting was held in the cafeteria of the Poplar Elementary School. The purpose of the meeting was to discuss Poplar complete street / safe routes to school improvement needs. 27 attendees were at the meeting, and 18 surveys were collected.. A summary of additional information – Tulare County Resource Management Agency Complete Streets and Community Plan Outreach (2016) – is located in Appendix G of the Complete Streets Program in **Attachment 5**.

- Complete Streets Meeting August 25, 2016

Sustainability

Climate Change/Adaptation/Resiliency/Sustainability

According to the Tulare County Multi-Jurisdiction Local Hazard Mitigation Plan (MJLHMP), adopted by the Board of Supervisors in March of 2018, 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 asteroids, 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 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 were 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 Multi-Jurisdictional Local Hazard Mitigation Plan (MJLHMP) assesses 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.

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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 the 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 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.”³²

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,

³² Tulare County Climate Action Plan, page 1

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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.

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 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.

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

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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, train 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, 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.

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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.³³

“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 appropriate for development and is not subject to the Rural Valley Lands Plan or Foothill Growth Management Plan (RVLP Policy 1-1)”³⁴

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 Poplar/Cotton Center Community Plan (**see Figure 15**). The UDB line establishes a twenty-year growth boundary for the community of Poplar/Cotton Center. 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 Poplar/Cotton Center will occur, designating an urban boundary can provide local agencies and citizens with other benefits, including:

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

³³ TCGPU Part 1, Goals and Policies Report, Planning Framework, page 2-3

³⁴ TCGPU Part 1, Goals and Policies Report, Planning Framework, page 2-3

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Policy Framework

In determining a UDB and planning area for the Poplar/Cotton Center Community Plan, it is important to not only fulfill the requirements of State planning law, but to the greatest degree possible, fulfill the local goals and policies that regulate land uses in the area. As discussed earlier, there are many County policies that guide development in the Poplar/Cotton Center 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.

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:
 - The location of the UDB shall be evaluated during preparation or update of a community plan.
 - All community UDBs should be reviewed on a five-year cycle to reflect changes in growth and development patterns.
 - A request for expansion of the UDB boundary can be applied for as part of a General Plan Amendment to the Land Use Diagram.
 - At the request of a special district or the community.
 - 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.
 - 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.

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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.

Poplar/Cotton Center's Adopted UDB

Tulare County is proposing new land use and zoning designations within an expanded UDB. The proposed Community Plan Update, if adopted, will update these designations to be consistent with the General Plan, and will bring existing non-compliant properties into conformity with the Tulare County Zoning Ordinance. The existing UDB project also includes the Complete Streets and Road Maintenance programs. The project includes the community's anticipated growth through year 2030 based on the existing land uses, census population data, and the projected 1.3% annual growth rate in unincorporated areas of Tulare County.

The communities of Poplar/Cotton Center are generally bounded by Avenue 136 in the south, Avenue 152 in the north, Road 184 in the west, and Road 193 in the east; and encompasses 1.3 square miles of land. The existing Poplar/Cotton Center's Urban Development Boundary (UDB) area consists of approximately 914.7 acres.

Based on a 1.3% annual growth rate, due to limitations on much of the undeveloped land area within the existing UDB (such as Williamson Act properties, limitations set by existing land uses and zoning, and lack of interest or inability of property owners to develop) an expansion is necessary to accommodate the projected growth of the community. The expansion is approximately 670 acres which Poplar Community Service District which generally includes property located south of SR 190, north of Avenue 148 and 152, and east of Road 192. The proposed UDB expansion area boundaries are necessary to place the UDB boundary lines along logical alignments (such as property lines, CSD boundaries and roadways) and to include existing facilities and/or residences that are currently outside of the existing UDB. Future developments within the northern expansion area requires additional land use entitlements and infrastructure planning; and therefore, will be required to undergo additional CEQA evaluation on a project-by-project basis at such time as entitlements and/or developments are proposed.

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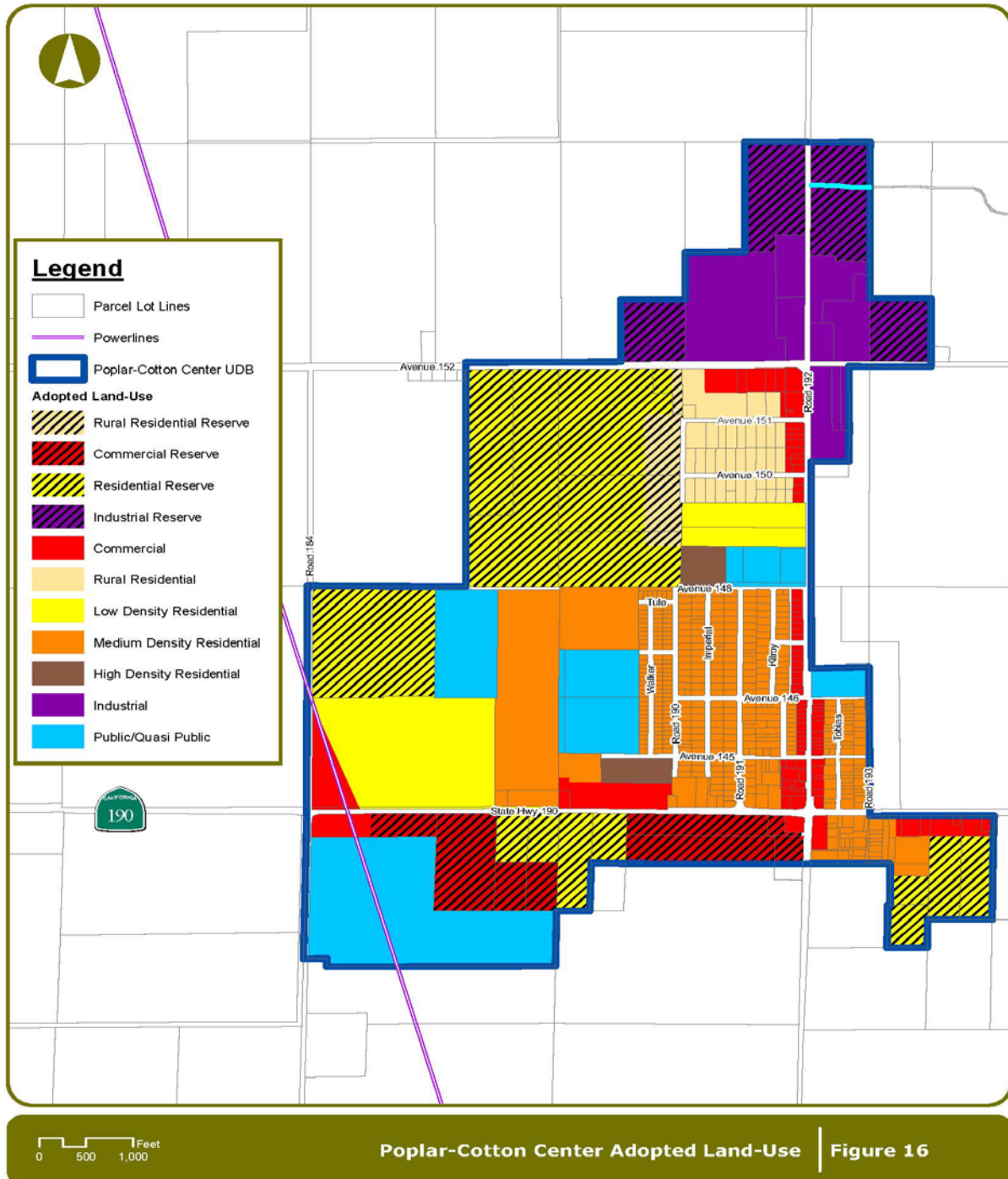
Adopted Land Use Plan as Amended

The land use designations within the existing Poplar/Cotton Center Community Plan area (see **Figure 16**). As demonstrated in **Table 26**, residential land use designation constitute approximately 53.13%, commercial approximately 11.79%, industrial approximately 14.02%, Public/Quasi-Public 13.58%, rights-of-way 7.22%, and no designation 0.25% of the existing UDB area.

Table 26 – Adopted Land Use Plan as Amended		
Designation	Total Acreage	Percent*
Commercial	53.0	5.80
Commercial Reserve	54.8	5.98
Industrial	68.0	7.44
High Density Residential	10.3	1.12
Industrial Reserve	60.5	6.61
Low Density Residential	68.0	7.42
Medium Density Residential	155.0	16.93
Public/Quasi-Public	124.3	13.58
Residential Reserve	206.3	22.56
Rural Residential	46.7	5.11
Undesignated	2.0	1.68
Unclassified Land-Use (Rights of Way	66.0	7.21
Total	914.7	100
* Percentages have been rounded.		
Source: Tulare County RMA		

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Figure 16 – Adopted Land Use Plan Map as Amended



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Existing Adopted Zoning Districts

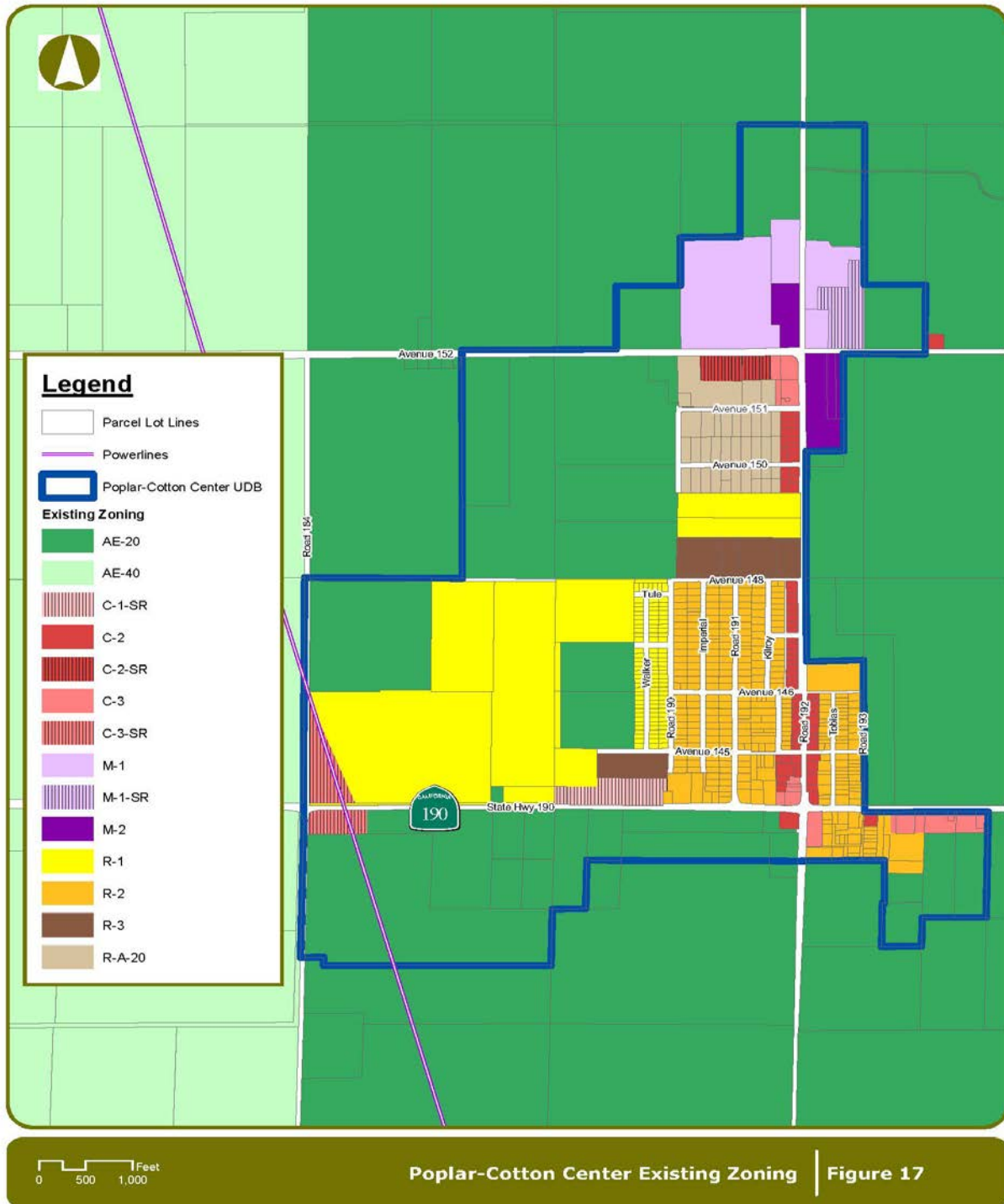
Existing Zoning Districts

The zoning designations within the existing Poplar/Cotton Center Community Plan UDB are shown in **Figure 17**. As demonstrated in **Table 27**, residential zones constitute 33%, commercial zones comprise 6%, industrial zones comprise 7%, and rights-of-way 7% in the existing UDB.

Table 27 - Existing Zoning Districts		
Zoning Designations	Existing Acres	Percent*
AE-20	426.4	46.61%
C-1-SR	7.54	0.82
C-2	16.5	1.80
C-2-SR	5.1	0.55
C-3	12.7	1.38
C-3-SR	11.0	1.20
M-1	44.3	4.84
M-1-SR	8.3	0.90
M-2	15.3	1.67
R-1	160.5	17.54
R-2	89.1	9.74
R-3	19.6	2.14
R-A-20	30.8	3.36
Undesignated Zoning	2.0	0.21
Rights-of-Way	66.00	7.21
Total	914.7	100.0
* Percentages have been rounded. Source: Tulare County RMA		

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Figure 17 - Existing Zoning Districts Map



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Proposed Planning Areas

Proposed Urban Development Boundary

The Community Plan Update proposes an expansion of the existing UDB, various amendments to land use and zoning designations (in both existing and proposed UDB expansion areas), and the Complete Streets and Road Maintenance programs (within the existing UDB area).

The expansion is approximately 670 acres which generally includes property located south of SR 190, north of Avenue 148 and 152, and east of Road 192. As such, the proposed Community Plan Update will expand the existing 914.7 acre UDB (**see Figure 18**) by approximately 73%, for a total UDB area of approximately 1,585 acres.

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Proposed Land Use Plan

The proposed residential land use designations (see Figure 19) increased to 29%, commercial increased to 9.18%, industrial increased to 13%, public/quasi public decreased to 11% of the proposed UDB area (see Table 28).

Table 28 - Proposed Land Use Plan		
Land Use	Proposed Acres	Percent*
General Commercial	145.6	9.18
Heavy Industrial	15.3	0.96
High Density Residential	5.0	0.31
Light Industrial	216.4	13.65
Low-Medium Density Residential	308.3	19.45
Medium Density Residential	126.6	7.98
Public/Quasi-Public	184.2	11.62
Rural Residential	29.2	1.84
Service Commercial	14.9	0.93
Urban Reserve - General Commercial	128.0	8.07
Urban Reserve - Light Industrial	40.1	2.53
Urban Reserve - Mixed Use	291.6	18.39
Unclassified (Right-of-Way)	79.8	5.03
Total	1585.00	100.0
Source: Tulare County RMA		

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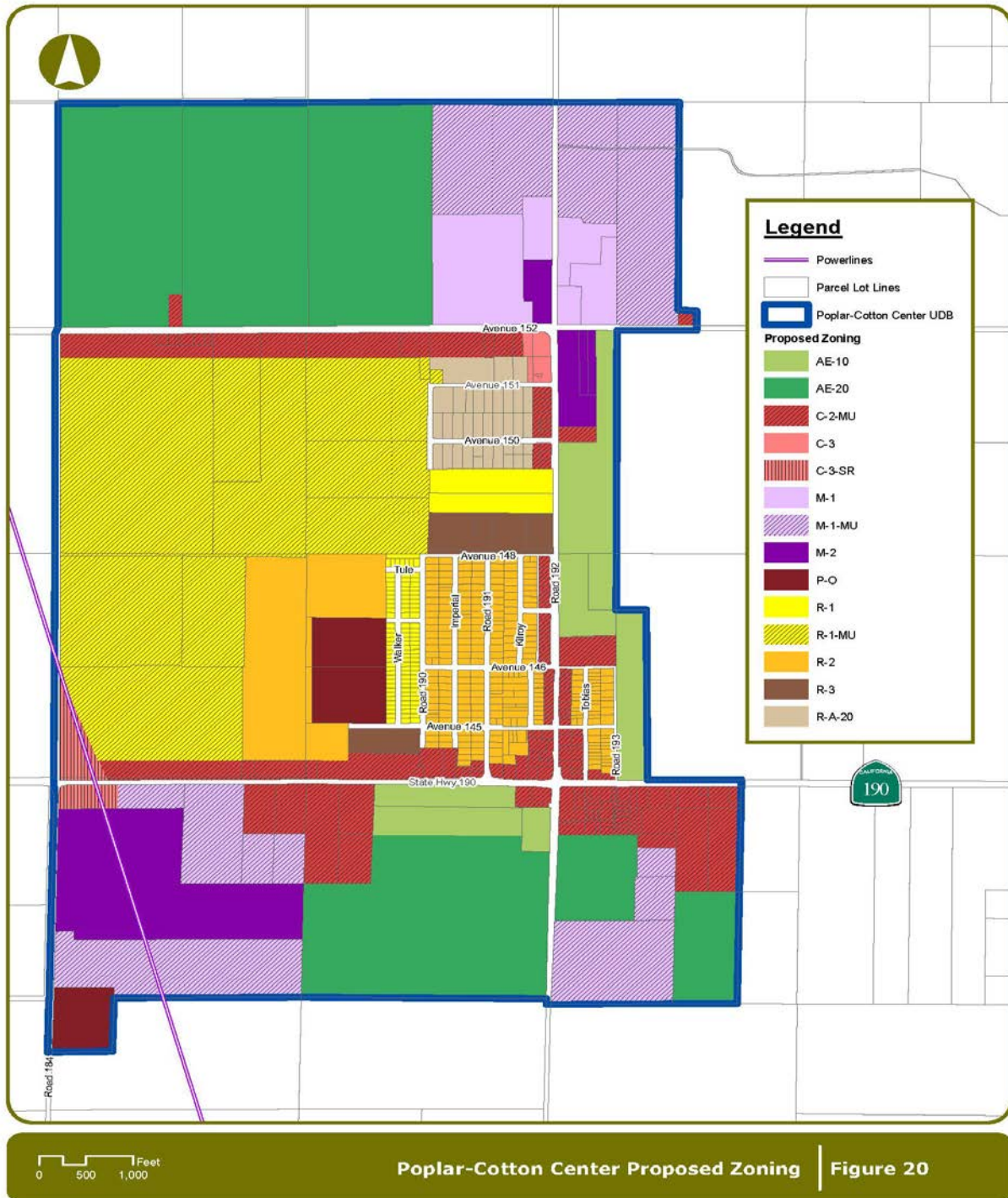
Proposed Zoning Districts

The proposed residential zones (see Table 29) increase to 32%, and commercial and professional office increase to 13%, agricultural increases to 30%, and rights-of way decrease to 5%, of the proposed UDB area (see Figure 20).

Table 29 - Proposed Zoning Districts		
Zoning Districts	Acres	Percent
AE-10	77.9	4.91
AE-20	381.8	24.08
C-2-MU	152.2	9.60
C-3	3.7	0.23
C-3-SR	11.3	0.71
M-1	52.5	3.31
M-1-MU	203.7	12.85
M-2	81.3	5.13
P-O	33.5	2.12
R-1	28.5	1.80
R-1-MU	311.5	19.65
R-2	119.0	7.50
R-3	19.6	1.24
R-A-20	28.6	1.81
Rights-of-Way	79.8	5.03
Total	1,585	100.0
Source: Tulare County GIS		

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Figure 20 - Proposed Zoning Districts Map



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Policy Plan

This chapter of the Poplar/Cotton Center 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.

Policy Relationship to the General Plan

The Poplar/Cotton Center 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 Poplar/Cotton Center 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 Poplar/Cotton Center.

Also applicable to Poplar/Cotton Center, 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 Poplar/Cotton Center 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 Poplar/Cotton Center 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 Poplar/Cotton Center 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.

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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 Poplar/Cotton Center Community Plan 2018 Update analysis supporting the establishment of an Urban Development Boundary (UDB) for Poplar/Cotton Center is described, and the UDB is delineated. This boundary is sensitive to, and consistent with, the County-wide 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 18** depicts and prescribes the proposed land use pattern development recommended for Poplar/Cotton Center.

Proposed Land Use Designations

The following land use designations along with descriptions including density and intensity are recommended for Poplar/Cotton Center to address land demand needs through the 2030 planning horizon year.

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, the development potential of a given area compared to the existing and proposed mix of land uses, and their developmental 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

Rural Residential (RR)

This designation establishes areas for single family dwellings and farm worker housing located away from cities and communities in agricultural or rural areas where dispersed residential development on 1-5 acre parcels is set forth in community or sub-area plans. Typical allowed uses include: detached single-family dwellings and secondary dwellings; agricultural uses such as crop production, orchards and vineyards, grazing, and animal raising; and necessary public utility and safety facilities. This designation is primarily located at the edges of UDBs in the lower foothill and valley regions.

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Maximum Density:

1 Dwelling Unit/1 Acres if average slope is less than 30 percent.

1 Dwelling Unit/10 Acres if average slope is 30 percent or greater.

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

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

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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 – Heavy Industrial (UR-HI). 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

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General Plan Policies

The following adopted policies from the Tulare County General Plan are applicable to the Poplar/Cotton Center 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). Changes to this format may be considered for unique and special circumstances as determined appropriate by the County. 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, 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.

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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

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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, 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 99 and

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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.

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.

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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-2.3 Amtrak Service

The County shall encourage Amtrak to add passenger service to the Union Pacific corridor in the County.

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.

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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.

Housing Policies

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 grouphousing, convalescent homes and other continuous care facilities.

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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 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

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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.

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

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- 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 and 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 where ever 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.

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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

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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.

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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 rights-of-way, 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.

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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],

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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

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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,

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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.

Other

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 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

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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.

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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

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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,

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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 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

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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 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.

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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 CO₂, 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 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.

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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

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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:

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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.

Public Facilities and Services Element

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

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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 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

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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.

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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.

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Fire Staffing and Responses 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 attack 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 Poplar/Cotton Center

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.

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 Poplar CSD and Williams Mutual Water Company (water) 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 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

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- 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 Pleasant View 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 Pleasant View School District to provide safe routes to school.
 14. The County will solicit recommendations from all interested public agencies on matters regarding the Poplar/Cotton Center Community Plan.
 15. The Poplar/Cotton Center 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 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 rights-of-way and other physical features to separate planned living and working areas.
- Objective: Encourage land uses adjacent to State Route 190 which are consistent with noise impacts.
- Policies:
1. Encourage commercial and/or industrial development to locate adjacent to SR 190 where access is appropriate for such development.
 2. Require installation of walls, berms or heavy planting along SR 190 in conjunction with any new residential development.
 3. Discourage new residential development on vacant lots within areas proposed for commercial and industrial.
 4. Encourage the eventual conversion of existing residential uses within areas proposed for commercial and industrial development to nonresidential uses; except

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living quarters used in conjunction with a business.

5. Phase-out existing non-conforming planned residential areas by zoning such areas residential, and by enforcement of local zoning regulations pertaining to illegal buildings and uses.
6. The 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 (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.

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 waste water discharge characteristics.

Objective: Encourage merger of existing vacant substandard lots within the townsite of Poplar/Cotton Center.

Policies:

1. Conduct a study of the Poplar/Cotton Center 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 Poplar Community Service District.

Objective: Ensure that all development can be served by the Poplar Public Utility District (Poplar CSD) or Williams Mutual Water Company during the planning period as determined by the district boundaries for each special district.

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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 Poplar CSD.
3. Encourage industries with excessive effluent to pre-treat wastewater prior to disposal to the Poplar CSD wastewater system.
4. Encourage coordination between developers and the Poplar CSD or Williams Mutual Water Company throughout the application and development process to prevent time delays and to assure that the Poplar CSD or Williams Mutual Water Company 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 Poplar CSD or Williams Mutual Water Company (water) that water and sewer service requirements can be accommodated.
6. Assist the Poplar CSD 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 Poplar CSD 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 Poplar CSD wastewater treatment facilities.

9. Before the issuance of any land use permit, the Tulare County Planning and Development Department 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 Public Works Department and Caltrans to prevent runoff flows into the State highway rights-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, Tulare County shall strive to minimize or eliminate blight in Poplar/Cotton Center.
2. Apply the health, safety and welfare standards of the 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.

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5. The County will strive to ensure that there is an adequate amount of planned residential land to meet the housing needs of Poplar/Cotton Center.
6. The County will ensure that there are adequate sites and will work with the Poplar/Cotton Center Community Services District and other agencies to ensure that there are adequate public facilities to support future housing needs in Poplar/Cotton Center.
7. The County will work diligently towards the rehabilitation of the housing stock in Poplar/Cotton Center.
8. The County will attempt to maintain a balance between owner and renter-occupied housing stock in Poplar/Cotton Center.
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 Poplar/Cotton Center.
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 I: Develop a strong diversified economy community.

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. Reserve areas with convenient highway access for highway-oriented commercial development, thereby encouraging outside cash flow into the community.
3. 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.
4. The County shall encourage industrialization in Poplar/Cotton Center, especially industries that provide non-seasonal employment.
5. Reserve areas with convenient highway access for highway-oriented commercial development, thereby encouraging outside cash flow into the community.

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

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Policies:

1. Encourage the Poplar Community Services District 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 services necessary to support new industrial and commercial development.

Policies:

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

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

Policies:

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

Environmental Quality and Public Safety

GOAL I: Preserve and enhance the quality of life for present and future generation of Poplar/Cotton Center 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.

Objective: Protect Agricultural Lands.

Policies:

1. Land within the respective Urban Development Boundary of Poplar/Cotton Center, 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.

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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 on at least one side 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 Poplar/Cotton Center Public Utility District, to promote logical and orderly development patterns.
6. New agricultural preserves and contracts shall not be approved for properties within Poplar CSD.
7. Commercial and residential uses will be required to connect to public services provided by the Poplar CSD or Williams Mutual Water Company as appropriate.
8. Large lot agricultural zoning such as AE-20 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 190 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 Poplar/Cotton Center.

Policies:

1. Prohibit to the extent allowed by law residential development in excess of seven families per acre, until a sewage collection system is constructed.
2. Require a sufficient lot area for all new residential development to ensure an adequate area for on-site sewage disposal until a sewage collection system is constructed.
3. Prohibit to the extent allowed by law new intensive animal raising operations within the "windshed" area of Poplar/Cotton Center.
4. Carefully evaluate proposed heavy industrial uses to assure that such uses will not have an adverse impact on the community.

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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.

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

Existing Adopted Land Use Plan and Zoning Districts

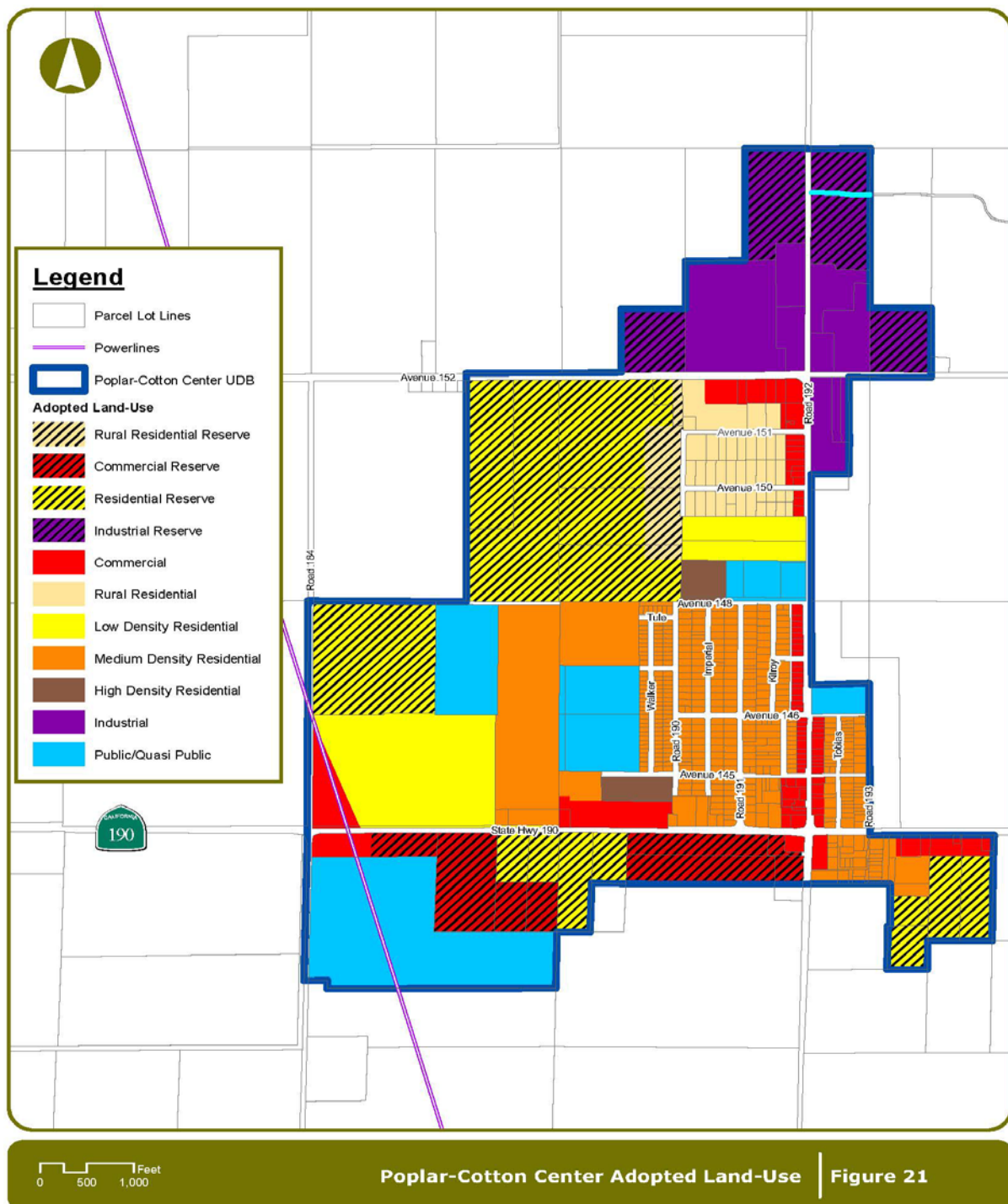
Existing Adopted Land Use Plan

Table 30, shows that a majority of the land in the adopted Poplar/Cotton Center area (see **Figure 21**) is designated Residential (439 acres). In total, there is approximately 914.7 acres of designated lands in the Poplar/Cotton Center Community Plan Area and 66 acres within the planning area are dedicated to rights-of-way.

Table 30: Existing Adopted Land Use		
Designation	Total Acreage	Percent*
Commercial	53.0	5.80
Commercial Reserve	54.8	5.98
Industrial	68.0	7.44
High Density Residential	10.3	1.12
Industrial Reserve	60.5	6.61
Low Density Residential	68.0	7.42
Medium Density Residential	155.0	16.93
Public/Quasi-Public	124.3	13.58
Residential Reserve	206.3	22.56
Rural Residential	46.7	5.11
Undesignated	2.0	1.68
Unclassified Land-Use (Rights of Way	66.0	7.21
Total	914.7	100
* Percentages have been rounded. Source: Tulare County RMA		

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Figure 21 - Existing Adopted Land Use Plan



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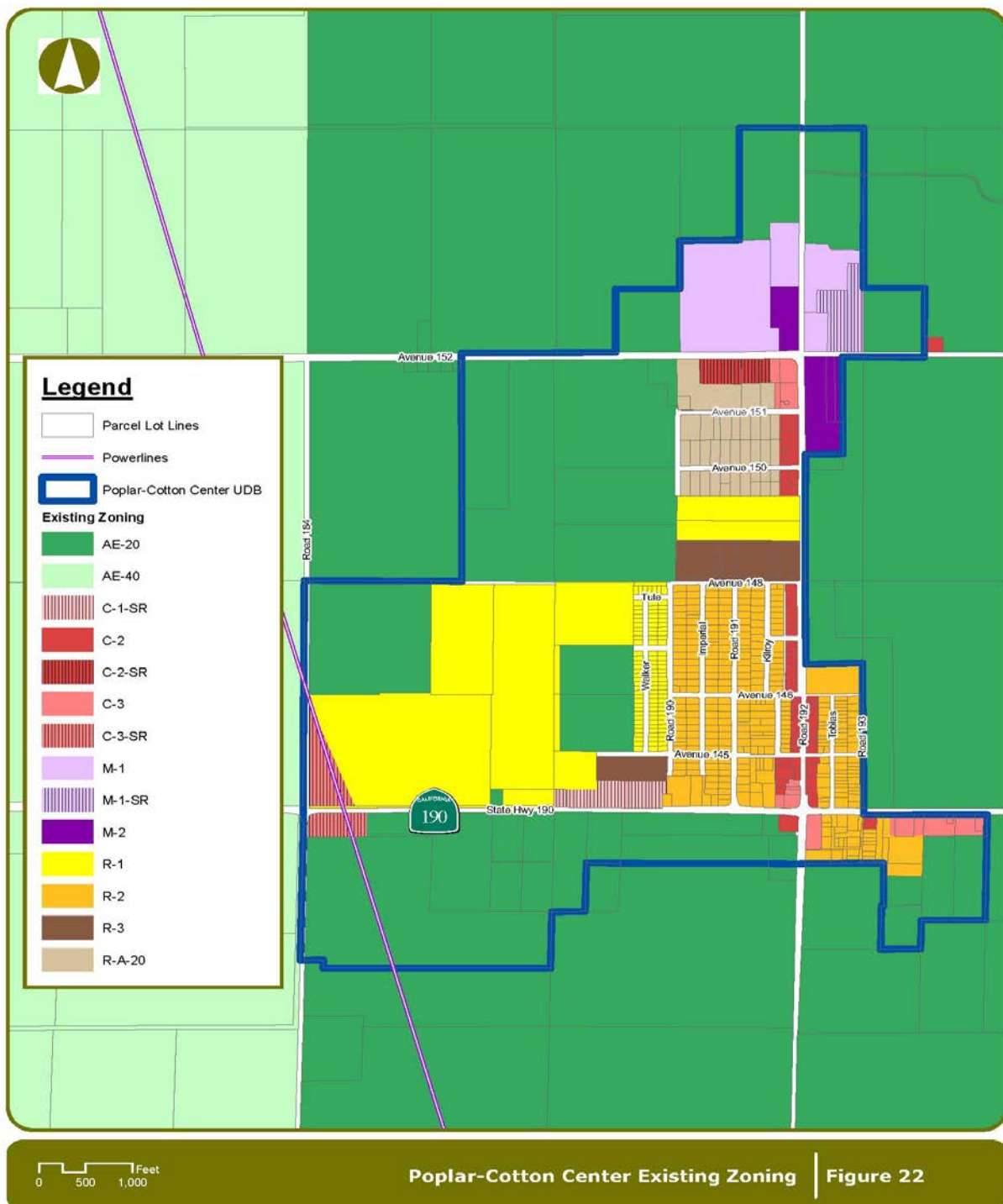
Existing Zoning Districts

The zoning designation within the existing Poplar/Cotton Center UDB are shown in **Figure 22**. As demonstrated in **Table 31**.

Table 31: Existing Zoning Districts		
Zoning Designations	Existing Acres	Percent*
AE-20	426.4	46.61%
C-1-SR	7.54	0.82
C-2	16.5	1.80
C-2-SR	5.1	0.55
C-3	12.7	1.38
C-3-SR	11.0	1.20
M-1	44.3	4.84
M-1-SR	8.3	0.90
M-2	15.3	1.67
R-1	160.5	17.54
R-2	89.1	9.74
R-3	19.6	2.14
R-A-20	30.8	3.36
Undesignated Zoning	2.0	0.21
Rights-of-Way	66.00	7.21
Total	914.7	100.0
<i>* Percentages have been rounded.</i>		
Source: Tulare County RMA		

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Figure 22 - Existing Zoning Districts Map



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Preliminary Assessment of Land Needs

Market Analysis

Renter Affordability

According to the US Census Bureau, the 2012-2016 American Community Survey (**see Table 32**) data indicated that in 2016 the cost of rent in Poplar/Cotton Center 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 \$783 in Poplar/Cotton Center; whereas the median rent was \$847 in Tulare County and \$1,297 in the State of California, respectively. In Poplar/Cotton Center, the percentage of households paying 35% or more of income on housing was 52.0% while the percentage of households paying 35% or more of income on housing was 47.2% in Tulare County and 47.0% in the State of California.

Table 32 - 2012-2016 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	\$1,297	9.3%	10.7%	12.1%	11.5%	9.4%	47.0%
Tulare County	\$847	10.2%	10.5%	12.7%	10.6%	8.7%	47.2%
Poplar/Cotton Center CDP	\$783	0.0%	16.8%	4.5%	11.1%	15.6%	52.0%
Source: 2012-2016 American Community Survey 5-Year Estimates							

Owner Affordability

According to the US Census Bureau, the 2012-2016 American Community Survey data indicated that in 2015 the cost of a mortgage in Poplar/Cotton Center 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 \$896 in Poplar/Cotton Center, whereas the median owner cost was \$1,353 in Tulare County and \$2,157 in the State of California, respectively. In Poplar/Cotton Center, the percentage of households paying 35% or more of income on housing was 20.5%. The percentage of households paying 35% or more of income on housing was 32.0% in Tulare County and 31.9% in the State of California (**see Table 33**).

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Table 33 - 2012-2016 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	\$2,157	30.9%	15.3%	12.6%	9.3%	31.9%
Tulare County	\$1,353	34.1%	15.0%	11.4%	7.5%	32.0%
Poplar/Cotton Center CDP	\$896	38.0%	12.0%	14.1%	15.4%	20.5%

Source: 2012-2016 American Community Survey 5-Year Estimates

Existing Businesses

According to the Google Earth Pro, there were 20 existing businesses in the Poplar/Cotton Center area in 2018, (see Table 34).

Table 34: List of Businesses in Poplar/Cotton Center

Gillespie Ag Service	Dollar General	Mister Plus Discount Store	Barber Shop
American Truck Parts Co.	Poplar Feed	Poplar Market	Zamora's Auto Repair
Barber Shop	Dori's Tires	Sabroso Restaurant	F & A Food Mart
Porterville Cable Sales	Poplar Mini Mart and Shell Gas Station	Farm Supply	Los Culichis Restaurant
M. Tharp Truck and Trailer Sales and Service	Cotton Center Cafe	Cortez Market	E.M. Tharp Inc.

Market Feasibility

It is anticipated that the Poplar/Cotton Center area may benefit from the projected growth in nearby Porterville. At buildout, as identified in Chapter 1 of the 2015 Porterville Area Community Plan, the Porterville Planning Area will accommodate approximately 54,460 jobs, an increase of about 180 percent over the current estimated City of Porterville employment of 19,470. This represents a job growth rate of about 4.4 percent. In addition, the Porterville Area Community Plan estimates that the planning area will accommodate an additional 23.3 million square feet of nonresidential space. At buildout, the Plan estimates that approximately 30.5 million square feet of nonresidential floor area will be developed in the Porterville Planning Area. Approximately half of this new space is designated for industrial development. The actual configuration of the retail development over the next 12 years will depend on many factors including regional competition, available sites, community preferences and marketing efforts.

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Future development potential also considers a number of factors such as projected expenditure patterns, community characteristics, types of retail centers and retail trends in order to estimate an appropriate distribution of future retail development. It is probable that the Poplar/Cotton Center area has the potential to capture development potential for highway related uses along SR 190 and along Avenue 152. Thus some of the space needed to meet future local demand could be physically combined with highway demand to assure a critical mass to support appropriate development. Recognizing this opportunity, the Poplar/Cotton Center Community Plan designates C-2-MU zoning on SR 190 and along Avenue 152.

Assessment of Land Needs

Population Growth Forecast

With the existing 914.7 acres Poplar/Cotton Center Urban Development Boundary, agricultural activities, such as orchards and pasture, currently constitute 46.6 percent of the Planning Area. The ratio of urbanized acres per person is calculated by dividing the year 2030 population of 3,605 by 420 urbanized acres, which equals 8.5 persons per urbanized acre (see Table 35 and 36).

Demand Forecast

To determine whether there is enough land within the existing UDB to accommodate anticipated growth within the community, the population growth and land use projects in the Year 2030 were compared to the vacant land available within the UDB. Based on the data and analysis contained above, includes the year 2030 population and residential unit demand forecast for the Poplar/Cotton Center planning area.

Table 36 - Poplar/Cotton Center Population Projections			
Growth Rate	2016	2020	2030
0.013	3,009	3,169	3,605

Table 35: Population Projection		
Year	Population	Growth (%)
2016	3,009	0.013
2017	3,048	0.013
2018	3,088	0.013
2019	3,128	0.013
2020	3,169	0.013
2021	3,210	0.013
2022	3,251	0.013
2023	3,294	0.013
2024	3,337	0.013
2025	3,380	0.013
2026	3,424	0.013
2027	3,468	0.013
2028	3,513	0.013
2029	3,559	0.013
2030	3,605	0.013

Table 37: Housing Projection

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Year	Housing	Growth (%)
2016	811	0.013
2017	822	0.013
2018	832	0.013
2019	843	0.013
2020	854	0.013
2021	865	0.013
2022	876	0.013
2023	888	0.013
2024	899	0.013
2025	911	0.013
2026	923	0.013
2027	935	0.013
2028	947	0.013
2029	959	0.013
2030	972	0.013

Population and Housing Units

The year 2016 baseline population was determined by projecting the 2016 American Community Survey data population by an annual growth rate of 1.3% annually (**see Table 36**). The Survey indicated that in year 2016 the community had 811 dwelling units (including vacant dwellings) with a population of 3,009. At an annual growth rate of 1.3%, (**see Table 37**) the projected housing units are 854 and 972 in years 2020 and 2030, and projected population is 3,169 and 3,605 in Years 2020 and 2030, respectively.

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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

In 2016, the community of Poplar/Cotton Center had a median income of \$21,890, which is considerably less than 60% of the State's median income of \$ 63,783. Approximately 3.7 of the households in Poplar/Cotton Center spend 30% or more of their income on housing. As such, there is a high need for affordable housing.

Moreover, 52.0% of renters spent 35% or more of their income on rent. As 60.2% of the households include single parents with children and Poplar/Cotton Center's average household size of 4.15 for renters and 4.11 for owner-occupied units, it is very likely that many children in Poplar/Cotton Center 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 land 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 Poplar/Cotton Center.

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.

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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 914 acres (see *Figure 16*). The additional projected need of 96.7 acres cannot be accommodated within the 73 acres that are vacant within the existing UDB. Of the 73 vacant acres that are available for new development, approximately 61 acres of those vacant parcels are proposed for Residential uses. Utilizing a conservative figure of 6 residential units per acre, and multiplying those 6 units per acre times 61 acres would yield approximately 366 residential units that could be constructed within the UDB during the planning horizon period. Dividing the forecasted increase in population from 2016 to 2030 of 596 person's times an average 4 persons per household indicates that approximately 149 new residential units are required to meet the forecasted population demand.

Within the existing 914 acre UDB, approximately 488 acres are urbanized. By dividing the estimated 2016 population of 3,009 by 488 urbanized acres, a ratio of 6.16 persons per urbanized acres is calculated. The forecasted increase in population from 2016 to 2030 is 596 persons (3,009-3,605=596). Projecting this ratio into the future (596 persons divided by 6.16) suggests that an additional 96.7 acres will be needed by the year 2030. The addition of 96.7 acres to the 488 acres results in an existing plus future land demand need of approximately 585 urbanized acres. Applying a 100% flexibility Factor utilized in the adopted plan (585+585=1,170) yields a forecasted 2030 land demand of 1,170 acres. The 1,585 acre recommended UDB includes the anticipated benefit from the projected growth in nearby Porterville as indicated in the Market Analysis.

Commercial Potential

Future development potential also considers a number of factors such as projected expenditure patterns, community characteristics, types of retail centers and retail trends in order to estimate an appropriate distribution of future retail development. It is probable that the Poplar/Cotton Center area has the potential to capture development potential for highway related uses along SR 190 and along Avenue 152. Thus some of the space needed to meet future local demand could be physically combined with highway demand to assure a critical mass to support appropriate development. Recognizing this opportunity, the Poplar/Cotton Center Community Plan designates C-2-MU zoning on SR 190 and along Avenue 152.

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, and lack of a full range of community services. Following are constraints that were recognized in the preparation of this plan.

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Commerce

Constraint: Poplar/Cotton Center has very little general commercial development and most persons must travel to Porterville

Noise Contours

Constraint: There are a variety of sources that produce noise in the Poplar/Cotton Center Plan Area and include traffic 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 38**). State Route 190 runs through the Poplar/Cotton Center Plan Area and would be the largest source of traffic noise in the area due to the high volumes of traffic. Noise from SR 190 adversely impacts an area through central Poplar/Cotton Center making properties in close proximity to the highway less desirable for new housing construction.

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 152 from SR 99 to Rd 192	3,150	19	41	89	191
Avenue 152 from Rd 192 to Rd 222	4,800	25	55	118	253
Road 192 from Ave 196 to Ave 152	1,516	12	26	56	121
Road 192 from Ave 152 to Ave 65	2,450	17	36	78	167
SR 190 From SR 99 to Newcomb	5,600	110	238	513	1,105

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 be met which reduce the impact of noise within the noise-impacted areas. Properties adjacent to State Route 190 are areas designated as noise-impacted in the community.

Limited Employment Opportunities

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

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Infrastructure Needs

Constraint: Additional sources of water and roadway maintenance and complete streets will be an important part of future growth within Poplar/Cotton Center. The Poplar/Cotton Center Community Services District and Williams Mutual Water Company provides water only to those residential/urban uses within the District's boundary. Not all areas within the Urban Development Boundary (UDB) are within the Poplar/Cotton Center Community Services District's or Williams Mutual Water Company existing boundary, which constrains the immediate or near future development of urban uses.

Solution: Those areas planned for future urban development outside of the Poplar/Cotton Center Community Services District's boundary will require annexation within the District boundaries and connection to the Poplar/Cotton Center Community Services District or Williams Mutual Water Company facilities.

Agricultural Lands

Constraint: The presence of Williamson Act Lands (Agricultural Preserves) 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.

Solution: 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.

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.

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- 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 \$575,000 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 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 1,570 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 23** provides a summary of solar development in Tulare County.

Strengths Weakness, Opportunities, and Threats

A strength, weakness, opportunities, and threats summary (SWOT) is contained in **Figure 24**.

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Figure 23 - 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

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Figure 24: Strengths, Weakness, Opportunities, and Threats (SWOT)

SWOT ANALYSIS	
Strengths	Weaknesses
<ul style="list-style-type: none"> ▪ Tulare County has a strong agricultural economy. ▪ There a number of highway commercial businesses. ▪ Poplar/Cotton Center is located on SR 190. ▪ There is a variety of commercial and industrial uses. ▪ The cost of living is low in Tulare County. ▪ Poplar/Cotton Center has an elementary school. ▪ Poplar Community Service District also has a recreational facility. ▪ Water supply has capacity of 1,440 gpm. ▪ The sewer system is operating at approximately 85% of its capacity. 	<ul style="list-style-type: none"> ▪ Poplar/Cotton Center is considered a severely disadvantaged community with a median income of \$21,890. ▪ There is no High School in Poplar/Cotton Center. ▪ There is no established Main Street. ▪ Sidewalks are needed. ▪ The Storm drain system is inadequate improvements are required.
Opportunities	Threats
<ul style="list-style-type: none"> ▪ Vacant land is available. ▪ Complete Streets ▪ Poplar/Cotton Center is located next to State Route 190 which has (or about 6,200 AADT) ▪ A Mixed Use Overlay Zone would allow for additional development. ▪ There is growth in distribution jobs in California. ▪ Poplar/Cotton Center has a bus line run by TCaT. 	<ul style="list-style-type: none"> ▪ There has been a gradual decline in the number businesses and jobs. ▪ Poplar/Cotton Center competes with Porterville, and other parts of the County. ▪ 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 Poplar/Cotton Center's economy.

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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.”³⁵

“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.”³⁶

“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.”³⁷

“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.”³⁸
- \$180 million in each fiscal year 2018-2019 through 2022-2023”³⁹

“...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).”⁴⁰

³⁵ California Competes Tax Credit FAQ

³⁶ California Competes Tax Credit FAQ

³⁷ California Competes Tax Credit FAQ

³⁸ California Competes Tax Credit FAQ

³⁹ California Competes Tax Credit FAQ

⁴⁰ California Competes Tax Credit FAQ

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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 Poplar/Cotton Center 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%
Poplar/Cotton Center CDP	42.8%	10.7%	27.2%	4.5%

Source: 2012-2016 American Community Survey, 5-year

Based on the 2012-2016 American

Community Survey (see Table 39), the educational barrier in Poplar/Cotton Center begins in grade school. Of the adults age 25 and older, 42.8% 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 a reduction in some of these regulations, barriers to small scale entrepreneurship will be reduced/eliminated. 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.”

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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:

All home occupations located within the Poplar/Cotton Center UDB will not require a use permit.

- **Health Care:** Health care is important for economic development as businesses need healthy employees. The nearest medical offices are located in Porterville.

Marketing Strategy

Place

In terms of real estate, location is a major factor in development and expansion of businesses. There are two locational advantages in Poplar/Cotton Center, access to State Route 190 and existing developed but underutilized areas. These locational advantages are discussed below.

- **Access to Highway 190:** There is one primary freeway entry and exit points which provides convenient access and/or egress to SR 190.
- **Industrial cluster:** One of the goals of this community plan is to strengthen the current businesses located in Poplar/Cotton Center. With the establishment of industrial clusters in the Cotton Center Area, existing businesses can attract other types of similar businesses.
- **Quality of Life:** It is possible to increase the desirability of Poplar/Cotton Center. With physical improvements, the quality of life can be improved. There are a number of potential projects that can improve the quality of life in Poplar/Cotton Center. Physical improvements could include the following Complete Streets Projects:
 1. Ave 145 (Road 190 to Road 193)
 2. Kilroy (Ave 145 to Ave 146)
 3. Tobias (From Dead end at Ave 144 to Ave 146)
 4. Rd 192 (Ave 144 to Ave 148)



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5. Rd 191 (Ave 145 to Ave 148)

- **Physical improvements** include the following:
 - Streetscape improvements including sidewalks, curbs, and gutters.
 - Attractive, yet functional and practical, crosswalks at or near the Elementary School.
 - Lighting and Speed Control at or near the Elementary School

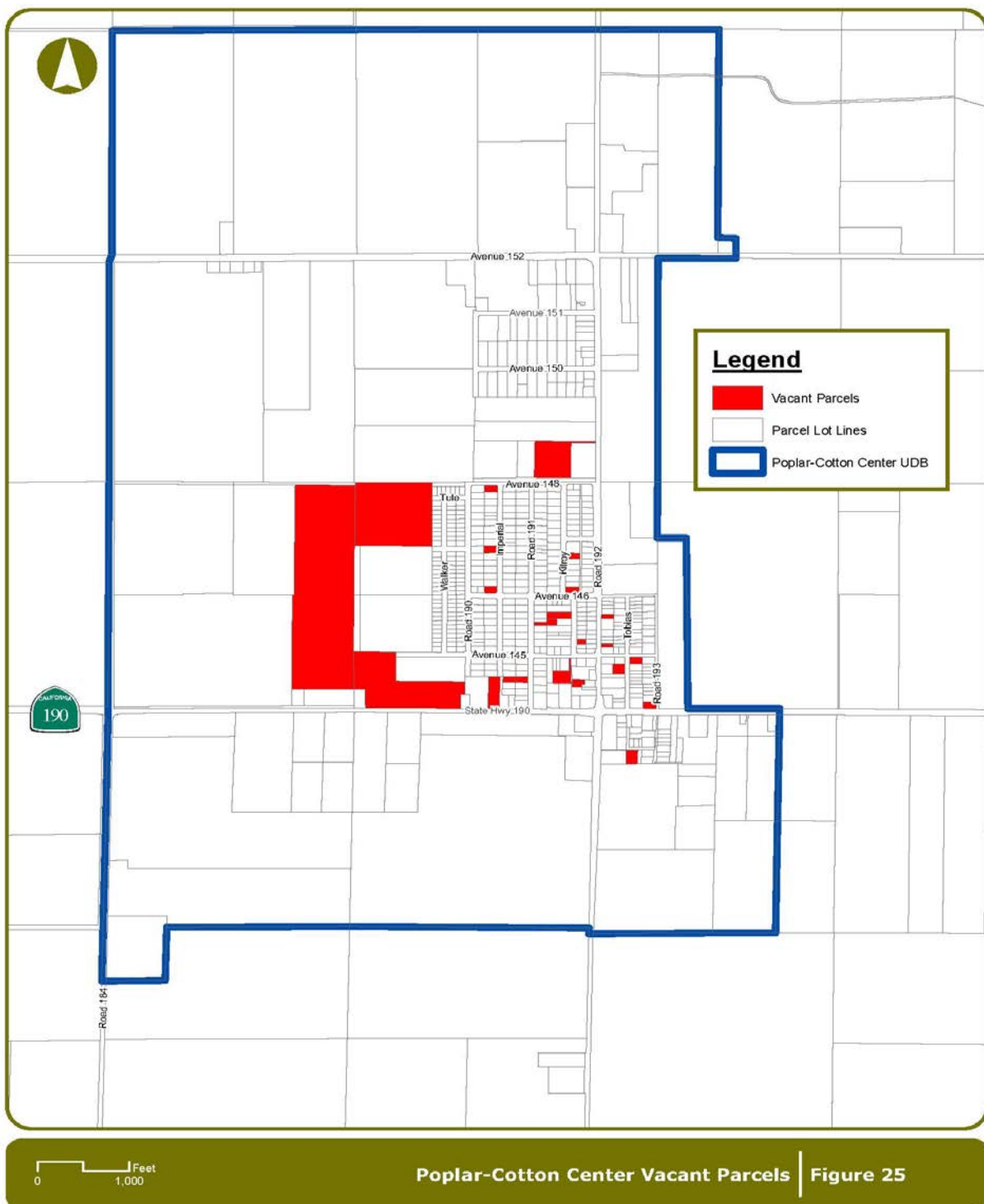
Product

The products to be marketed in Poplar/Cotton Center 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 25 and Table 40**).
- **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.

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Figure 25 - Vacant Parcels Map



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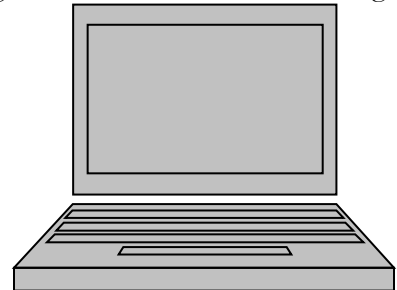
Table 40: List of Vacant Parcels

APN #	Acres	Zone
237-020-008	4.06	R-3
237-081-023	0.74	R-2
237-081-027	0.26	C-2
237-082-005	0.37	R-2
237-083-003	0.26	R-2
237-083-022	0.26	R-2
237-091-002	0.49	R-2
237-092-018	0.13	R-2
237-093-002	0.17	C-2
237-093-019	0.12	C-2
237-101-007	1.09	R-2
237-101-017	0.24	R-2
237-102-017	0.24	R-2
237-113-012	0.34	R-2
237-121-005	0.26	R-2
237-121-011	0.24	R-2
237-124-001	0.23	R-2
237-124-013	0.24	R-2
237-131-004	0.27	R-2
237-124-025	36.37	R-1
237-190-050	14.37	R-1
237-190-002	11.52	C-1-SR, R-1
302-050-036	0.45	R-2
23 vacant parcels	72.72 acres	

Promotion

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

- *Companies to Target:* As Poplar/Cotton Center is a small community along the SR 190 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.)
 4. Distribution Centers
- *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



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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, Flickr, 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 Poplar/Cotton Center 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. Poplar/Cotton Center could be promoted at the following conferences.
 1. World Ag Expo
 2. Food Shows

Steps, Tasks, Methods, Techniques, Build Trust with content. Good content, components, part, Content, Content, Content
 - *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.

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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 Poplar/Cotton Center Urban Development Boundary, before development can be allowed. This development suitability analysis will be used 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:

- | | |
|-------------------|---|
| <i>Very High:</i> | <i>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.</i> |
| <i>High:</i> | <i>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.</i> |
| <i>Moderate:</i> | <i>These lands are outside existing boundaries of local water and these lands also exhibit other qualities that make them suitable for future development.</i> |
| <i>Low:</i> | <i>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.</i> |

The process of mapping the various factors potentially influencing the developability of the community and surrounding environs, and 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 should be expanded due to limited vacant in-fill parcels, future commercial and industrial expansion potential, and to include areas within the existing PCSD boundaries that are currently outside of the existing UDB. The proposed expansion of the UDB is reflective of the development suitability criteria contained above.

Urban Development Boundary

The Community Plan Update proposes a UDB expansion of approximately 670.0 acres , and amendments to the land use and zoning designations, and the Complete Streets and Road Maintenance programs.

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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 recommended UDB expansion of approximately 670 acres generally includes properties located south of SR 190, north of Avenue 148 and 152, and east of Road 192.

Proposed Land Use Plan and Zoning Districts

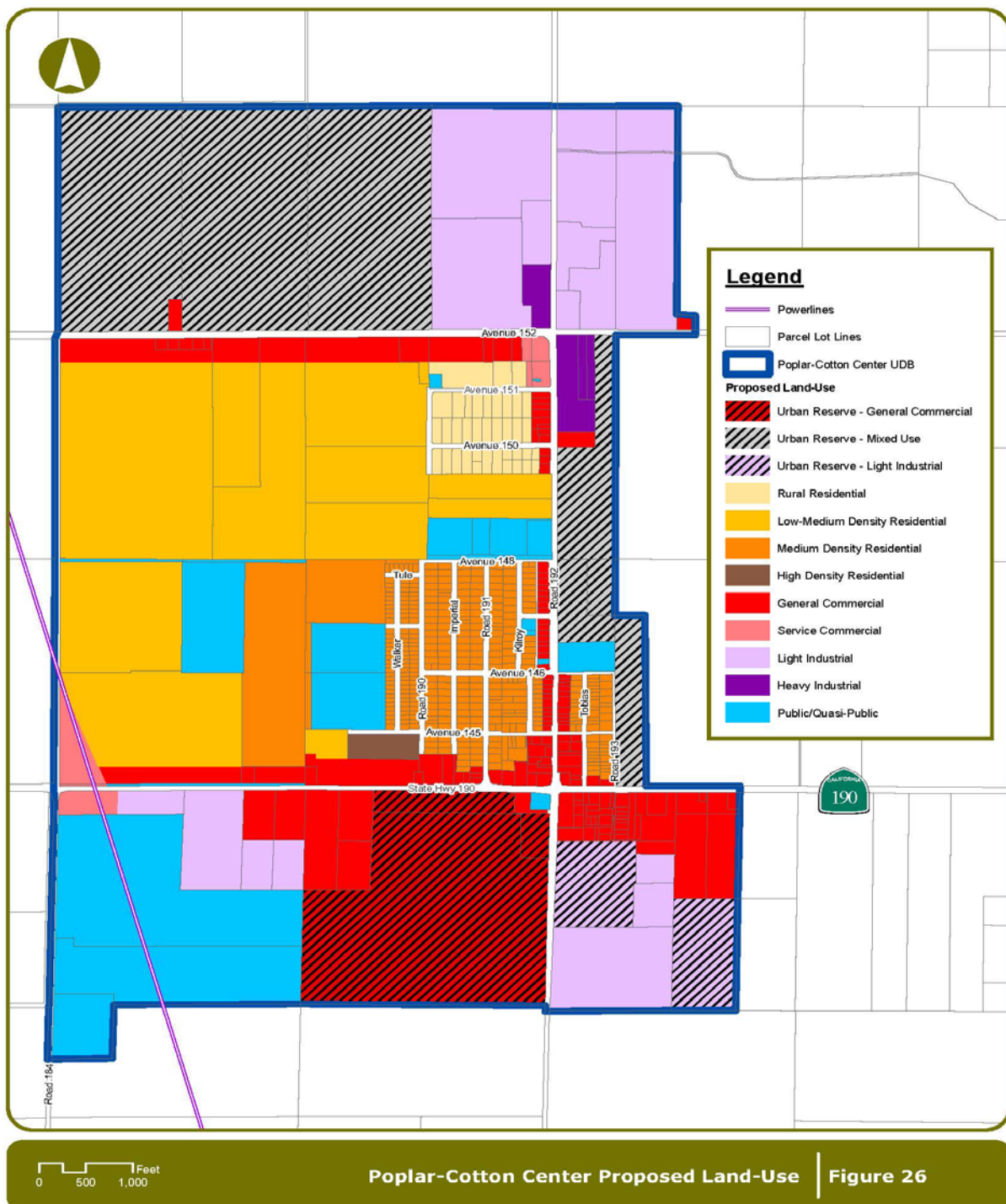
Proposed Land Use Plan

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 will expand approximately 57% from the adopted Land Use Plan as Amended (see Table 41 and Figure 26).

Table 41 - Proposed Land Use Plan	
Land Use	Sum Acres
General Commercial	145.6
Heavy Industrial	15.3
High Density Residential	5.0
Light Industrial	216.4
Low-Medium Density Residential	308.3
Medium Density Residential	126.6
Public/Quasi-Public	184.2
Rural Residential	29.2
Service Commercial	14.9
Urban Reserve - General Commercial	128.0
Urban Reserve - Light Industrial	40.1
Urban Reserve - Mixed Use	291.6
Unclassified (Right-of-Way)	79.8
Total	1585.00

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Figure 26 - Proposed Land Use Plan - Poplar/Cotton Center



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Proposed Zoning Districts

The proposed Zoning Districts Map (see **Figure 26**) for Poplar/Cotton Center 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 42**).

Table 42: Proposed Zoning Districts	
Zoning Districts	Acres
AE-10	77.9
AE-20	381.8
C-2-MU	152.2
C-3	3.7
C-3-SR	11.3
M-1	52.5
M-1-MU	203.7
M-2	81.3
P-O	33.5
R-1	28.5
R-1-MU	311.5
R-2	119.0
R-3	19.6
R-A-20	28.6
Rights-of-Way	79.8
Total	1,585

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 which allows for a variety of development projects to ultimately be constructed. By allowing the community of Poplar/Cotton Center to respond to market forces, more opportunities are created for economic development and job growth.. All uses outlined in the M-1, C-3, C-2, R-1, R-2, and R-3 uses are allowed.

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.

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

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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. Including 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.

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 **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 or medical; laboratory, dental or medical; museum, mortuary business and professional office; optician; optometrist; parking lot: no servicing, repair, dismantling, or commercial freight handling will be permitted; post office; telephone exchange; incidental and 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.

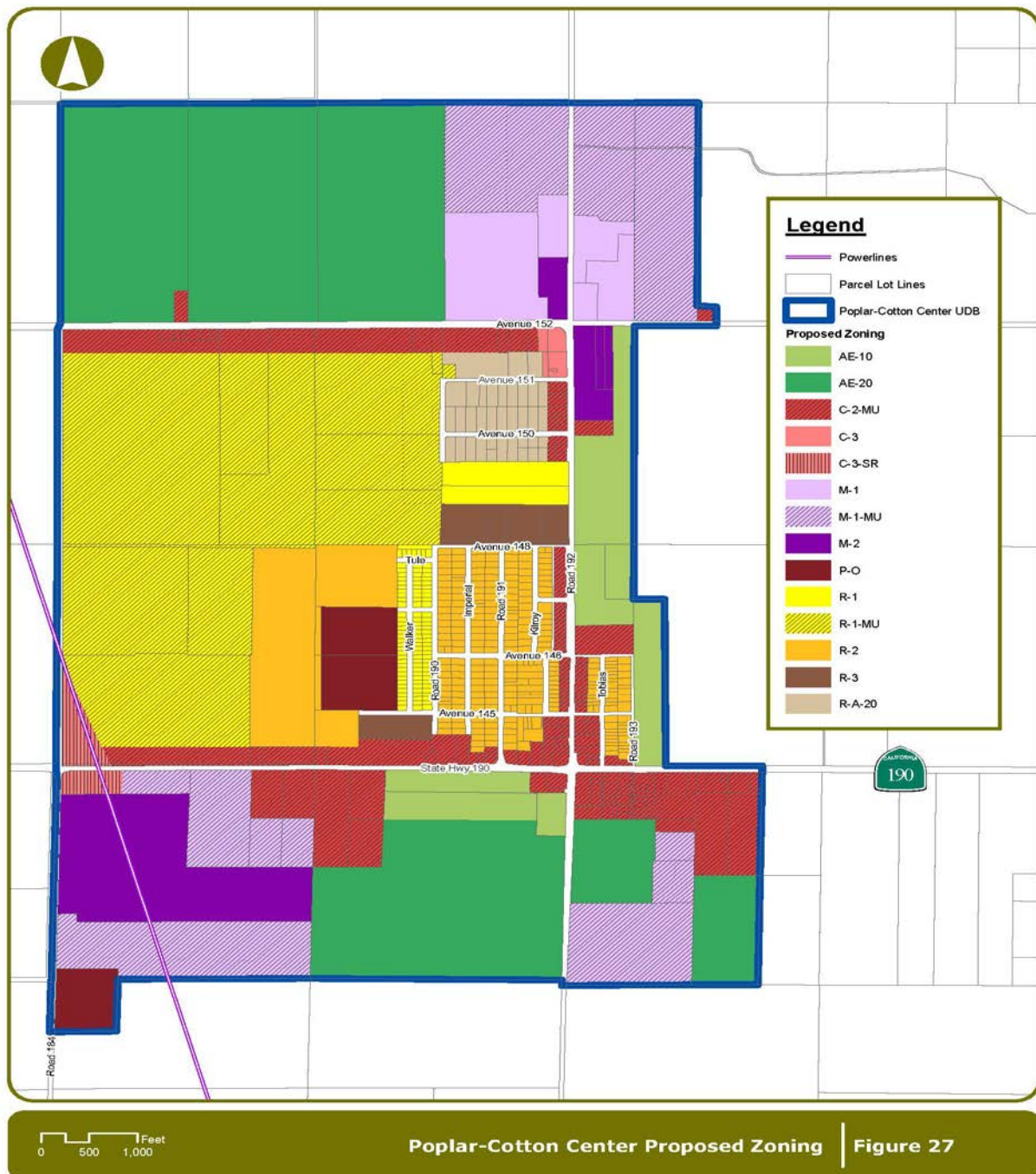
The **M-2 (Heavy Manufacturing)** Zone is intended for establishments engaged in the M-1 Zone, gas, boiler works, ovens, mills, canning, plastics, machining, quarry, wood processing and other similar causes.

The **AE-10 (Exclusive Agricultural Zone 10 Acre Minimum)** The AE-40 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-40 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.

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Figure 27 - Proposed Zoning Districts Map



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Circulation Element

The purpose of this Circulation Element Update for the community of Poplar/Cotton Center 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 Poplar/Cotton Center, 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 Poplar/Cotton Center transportation and circulation system with General Plan and area plan land use maps and provide direction for future decision-making.

Existing Circulation and Traffic Conditions

Poplar has developed within the general grid pattern of north-south and east-west streets, forming blocks of various widths and lengths. Regional access is afforded by SR 190, which connects Poplar with SR 99 ten miles to the west, and with the City of Porterville, five miles to the east. SR 190 continues past Porterville into recreational areas of the Southern Sierra Nevada. SR 190 is classified as a minor arterial through Poplar.

Avenue 152, classified as a major collector roadway, is also a significant east-west thoroughfare, bisecting Cotton Center. This road similarly affords access to SR 99 and the City of Porterville. Road 192, classified as a major collector roadway, is the major north/south street thoroughfare street. It provides access north to Plainview and Exeter. To the south it reaches the Kern County line near Delano. Road 192 is the most important street for circulation within the community. Road 192 connects Poplar with Cotton Center and most of the commercial uses within the community are located along this street.

Figure 28 shows Poplar/Cotton Center in the context of its region. The transportation system within the Poplar/Cotton Center planning area includes SR 190 as well as several County routes (Road 192 and Avenue 152) and local streets as shown on **Figure 28**.

Results of the ADTLOS segment analysis along the existing street and highway system are reflected in **Table 43**. Roadway segment analysis was based on the Florida Department of Transportation, Generalized Annual Average Daily Volumes for Florida's Rural Undeveloped Areas, which are commonly utilized in the central valley. The Tables generated by the Florida Department of Transportation are based on the latest edition of the HCM. Results of the analysis show that all of the study roadway segments are operating at acceptable levels of service.

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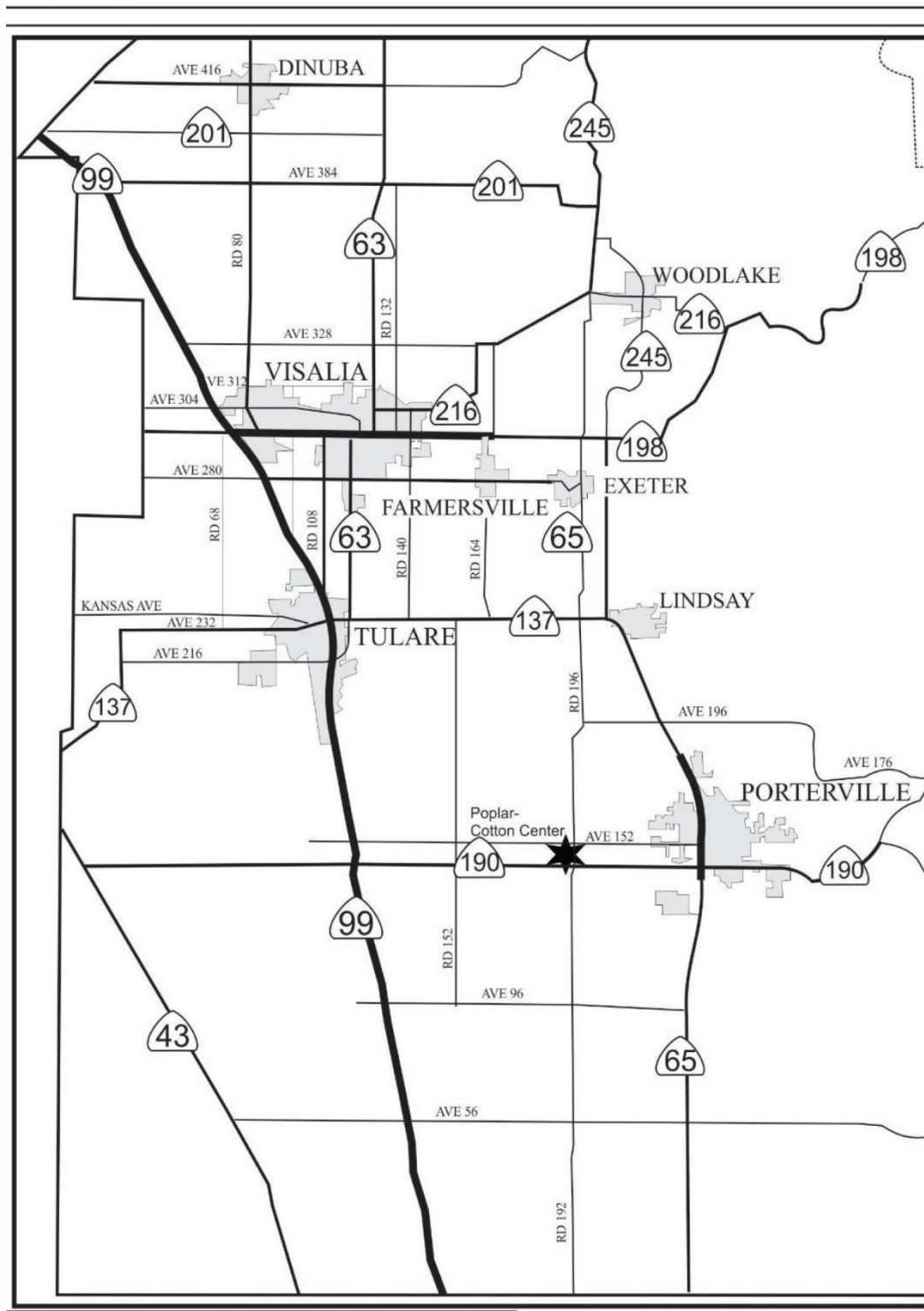
Table 43: Existing ADT Segment Operations

Street Segment	Target LOS	Segment Description	Existing 2018	
			Volume	LOS
SR 190 (Avenue 144)				
West of Road 192	C	2-Lanes Undivided	4,800	B
East of Road 192	C	2-Lanes Undivided	6,200	B

LOS = Level of Service / B denotes LOS standard has been exceeded

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Figure 28 - Roadway Network of Tulare County



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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 is one designated “Arterial” street within the Planning Area.

- State Route 190

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 two designated “Collector” streets within the Planning Area.

- Road 192
- Avenue 152

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

- All of the remaining 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.

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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) and 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 Poplar/Cotton Center to repair streets, and to improve the existing and planned transportation system.

Public Transit and Active Transport Systems

While the private automobile is the dominant mode of travel within Poplar/Cotton Center, as it is throughout Tulare County, other modes of transportation are important. The latest available Census survey data for Poplar/Cotton Center indicates that about two-third of commuters drive alone to work, while one-third use other means: 14 percent carpool or vanpool, 9 percent walked, 6 percent used public transportation and 5 percent worked at home. The Census Bureau does not collect data on non-work trips, which represent a greater share of travel than work trips, but tend to be less concentrated in peak traffic periods. Offpeak trips also tend to have a greater proportion of shared ride and active (walk and bike) trips. While congestion is not a major issue in Poplar/Cotton Center, overreliance on automobiles creates other costs for both society and households, and means that many in the community who cannot drive (the young, the old, the disabled, the poor) must rely on those who can drive for their mobility. For this reason, it is important to encourage public transit systems

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and increased use of active modes of transportation, including bicycles and walking. The public transit system alternatives for Poplar/Cotton Center include fixed route public transit systems, common bus carriers, and other local agency transit and paratransit services.

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. Poplar/Cotton Center is a part of this system with its proximity to SR 190, SR 65, and SR 99. 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.

Transportation Demand Management

Transportation Demand Management (TDM) strategies reduce dependence on the single-occupant vehicle, increase the ability of the existing transportation system to carry more people, and enhance mobility. Examples of TDM strategies include telecommuting, flexible work hours, and electronic commerce that enable people to work and shop from home. According to CalVans, the major vanpool broker in the Valley, vanpools are becoming more prevalent for short-to-medium range commute trips, as well as for traditional long-distance usages; Key vanpool users include agricultural workers, and employees at large firms and government agencies. Park-n-ride facilities and carpooling will also continue to be a significant link between highway and transit modes. For the remainder of the study area, an overall rate of traffic growth of one percent per year was determined to be a reasonable forecast assumption. It is not likely that TDM strategies would be very effective due to Poplar/Cotton Center's current and projected small population.

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.”⁴¹

⁴¹ Tulare County General Plan 2030 Update, Part 1 – Goals and Policies Report. Page 13-7.

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Table 44 - 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: <ul style="list-style-type: none"> • 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.

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Table 45 - 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.

Future Circulation and Traffic Conditions

To assess the impacts that the Poplar-Cotton Center Community Plan Update may have on the surrounding street and highway segments and intersections, the first step is to evaluate the variation in future year traffic model growth and the historic population growth within the community. The levels of traffic expected in the year 2040 relate to the cumulative effect of traffic increases resulting from the implementation of the General/Community Plans of local agencies. Traffic forecasts in the Poplar-Cotton Center Community area for Future Year 2040 were developed by the TCAG travel model. TCAG manages public transportation, biking, streets, highways, air quality, rail, Measure R, congestion, and infrastructure plans & funding in Tulare County. TCAG's Future Year 2040 model exhibited a growth rate of approximately 1.6% in the study area. Traffic projections in Caltrans' SR 190 TCR displayed a growth rate of approximately 4% in the study area. Historical growth in the unincorporated portion

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of Tulare County is approximately 1.3% based on population trends as forecasted in the Tulare County General Plan 2030 Update. A growth rate of 2.75% per year, which considers all data sources, was applied to evaluate Future Year 2040 conditions.

Results of the ADT LOS segment analysis along the existing street and highway system are reflected in **Table 46**. Results of the analysis show that all of the study roadway segments are operating at acceptable levels of service.

Table 46: Future Year 2040 ADT Segment Operations

Street Segment	Target LOS	Segment Description	Future Year 2040	
			Volume	LOS
SR 190 (Avenue 144)				
West of Road 192	C	2 Lanes Undivided	8,700	B
East of Road 192	C	2-Lanes Undivided	11,300	B

LOS = Level of Service / B denotes LOS standard has been exceeded

Results of the analysis show that all of the study intersections and roadway segments will meet Tulare County's and Caltrans' LOS D criteria through the year 2040. Since the roadway segment analysis conducted for this traffic technical report resulted in acceptable levels of service for all scenarios, no mitigation is recommended.

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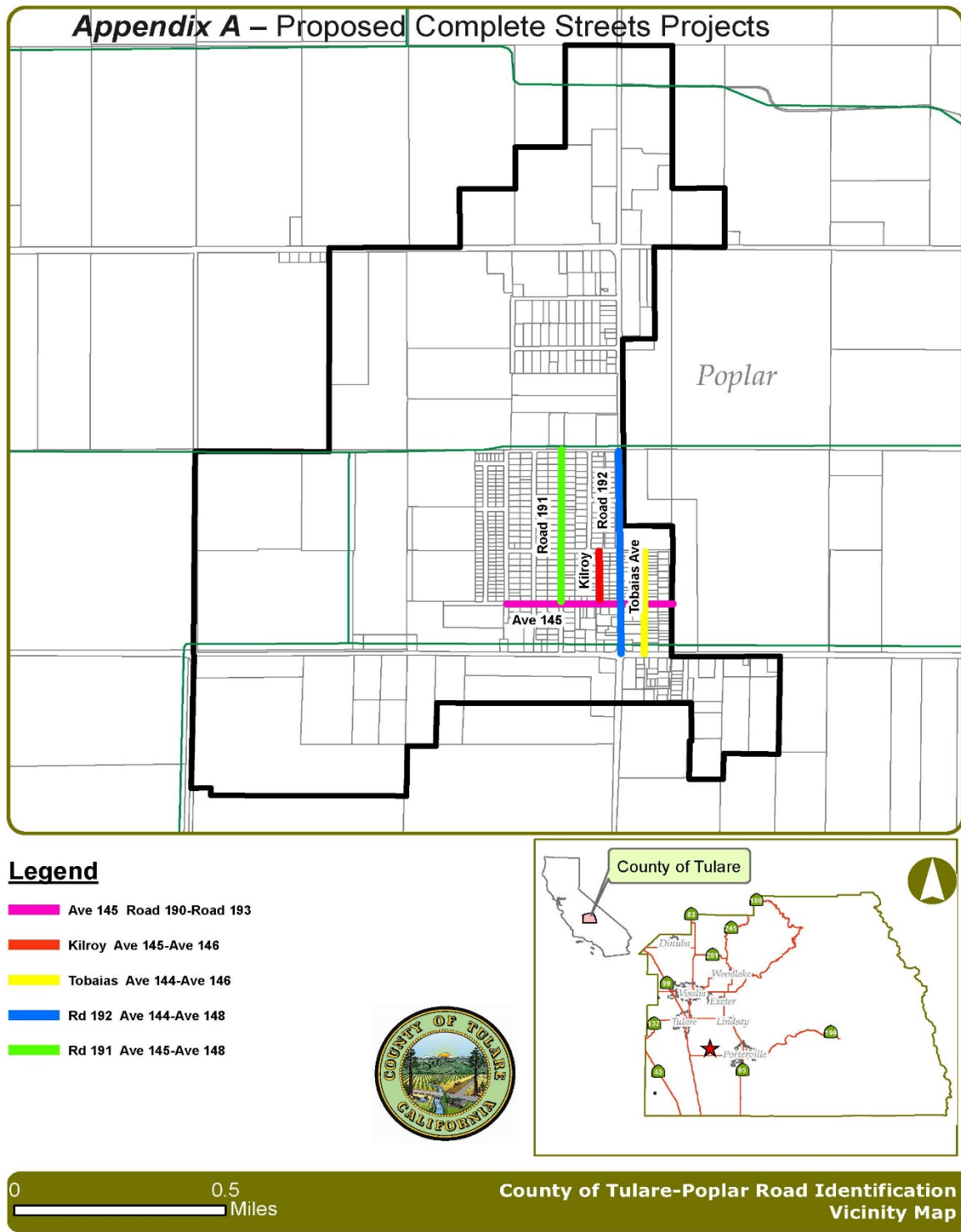
Complete Streets

The Board of Supervisors approved the Complete Streets Program on December 2016 (**see A-5**). 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. Avenue 145 (Road 190 to Road 193).
2. Kilroy (Avenue 145 to Avenue 146).
3. Tobias (From Dead end at Avenue 144 to Avenue 146).
4. Road 192 (Avenue 144 to Avenue 148).
5. Road 191 (Avenue 145 to Avenue 148).

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Figure 30 - Poplar Complete Streets Project Map



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Designated Truck Routes

State Route 99 is the preeminent truck corridor in Tulare County. SR 190 is a major truck corridor on the State Highway System in Tulare County that feeds into SR 99 (from SR 65 to SR 99).⁴² Truck traffic on the major state route corridors is listed below (see Table 47).

Table 47: Truck Traffic on State Highway System			
State Highway	High/Low	Percent Trucks	Est. Trucks per Day
State Route 190	High	26.7%	4,436
	Low	16.0%	1,199
Source: Caltrans: 2011 Annual Average Daily Truck Traffic on the California State Highway System			

Goals, Policies, and Standards

The intent of the Poplar/Cotton Center 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 Poplar/Cotton Center.

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).

⁴² TCAG 2014 Regional Transportation Plan, Goods Movement Chapter, page 5-8

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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:
 - SR 190
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.

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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 Pleasant View 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.

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Goal 5: Provide a transportation system that is integrated with the region.

Policies and Standards:

1. Coordinate local transportation planning utilizing the TCAG Congestion Management Plan to ensure eligibility for state and federal funding.
2. Incorporate the Regional Transportation Plan, 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 Poplar/Cotton Center 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 Poplar/Cotton Center.
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.

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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 Poplar/Cotton Center.

Policies and Standards:

1. Consider developing a Bikeway plan for Poplar/Cotton Center 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 Poplar/Cotton Center Elementary Schools.
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.

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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 Poplar/Cotton Center.

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.

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 31**) has a proposed Class II Bike Project.⁴³ 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 Caltrans Highway Design Manual (HDM), which governs bicycle facility design in California, distinguishes three (3) different types of bicycle facilities.

⁴³ TCAG Action Element, TCAG 2014 Regional Transportation Plan. Page 3-89.

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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. Class I facilities are not proposed in Poplar/Cotton Center.

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. Class II bicycle facilities are not proposed for the Poplar/Cotton Center areas.

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. Class III facilities are proposed along Avenue 148. Although not signed on many roads in Poplar/Cotton Center, bicyclists are allowed use that side of the road or share the road on all County roadway facilities excluding freeways.

Public Transportation

Pedestrian Paths and Sidewalks

A review of facilities for pedestrian travel in Poplar/Cotton Center presents a broad array of conditions in which pedestrians are accommodated. Currently, limited continuous sidewalks are provided along major routes in the community. There is no real community-wide system of pedestrian 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 SR 190.

Multiuse Trails

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

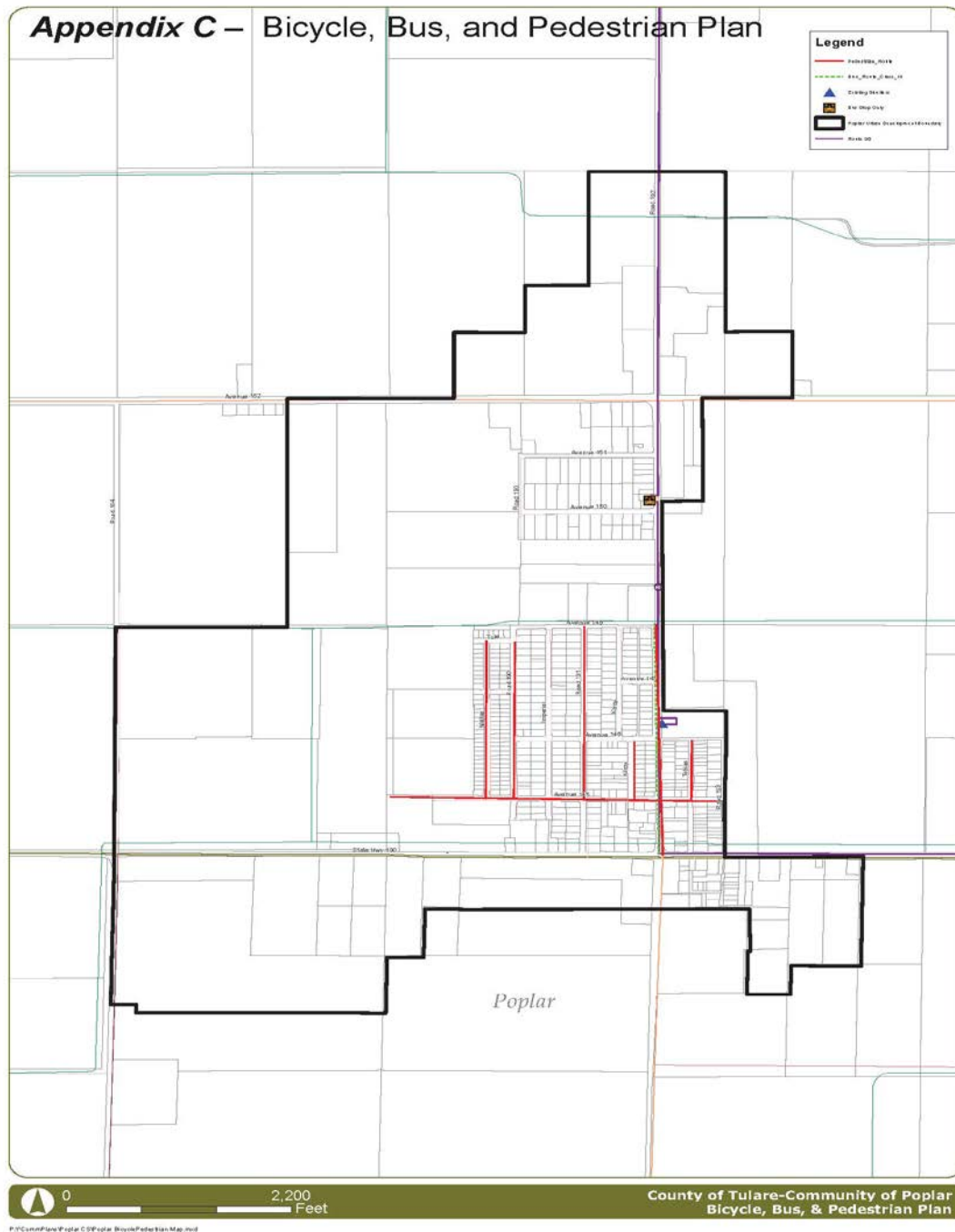
AMTRAK

The Corcoran Amtrak station, located 50 miles west in Kings County, is the closest station to Amtrak Poplar/Cotton Center providing passenger rail service. 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

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Pacific Surfliner route. In Sacramento, additional interstate routes can be accessed along with the capital corridor route linking Sacramento to the Bay Area.⁴⁴

Figure 31 - Poplar/Cotton Center Bicycle & Pedestrian Plan



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High-Speed Rail

The HSR Authority is proposing that HSR follow the Burlington Northern Santa Fe (BNSF) rail line for the segment of HSR that passes through Hanford (Kings County) and Tulare County. This alignment provides an opportunity for a potential Kings/Tulare County Regional Station in/near Hanford. Other nearby stations that will provide access to Tulare County residents include the Fresno and Bakersfield HSR stations. The Tulare County Association of Governments (TCAG) continues to monitor the progress of the High Speed Rail project. On June 18, 2018, TCAG approved the Cross Valley Corridor Plan (CVCP) converting 75 miles of existing freight rail into passenger rail between Huron in southwest Fresno County to Porterville in southeast Tulare County. The new rail system will connect Kings and Tulare County travelers to the high-speed rail station being built in Hanford.

Aviation

Porterville Municipal Airport (PTV) is located approximately five (5) miles east of Poplar / Cotton. Porterville Municipal Airport provides local charter service, flight schools, agricultural application services, fixed- and rotary-winged parts, maintenance and repair services, and a U.S. Forest Service fire suppression operation.

The nearest operational general aviation airport is Meadows Field (BFL), in Bakersfield's, (Kern County). BFL is the principal commercial airport, is approximately 60 miles south of Poplar/Cotton Center and offers direct flights to several destinations.

Fresno Yosemite International Airport (FAT), approximately 80 miles north of Poplar/Cotton Center, is the principal passenger and airfreight airport in the Central San Joaquin Valley. Visalia Municipal Airport, is located approximately 40 miles northwest of Poplar/Cotton Center.

State Route 190

State Route (SR) 190 is a major route for southern Tulare County in an east/west direction from State Route 99 (primary route between the City of Fresno to the North and the City of Bakersfield to the south) heading east as a typical two lane county road until the road crosses State Route 65 into Porterville.

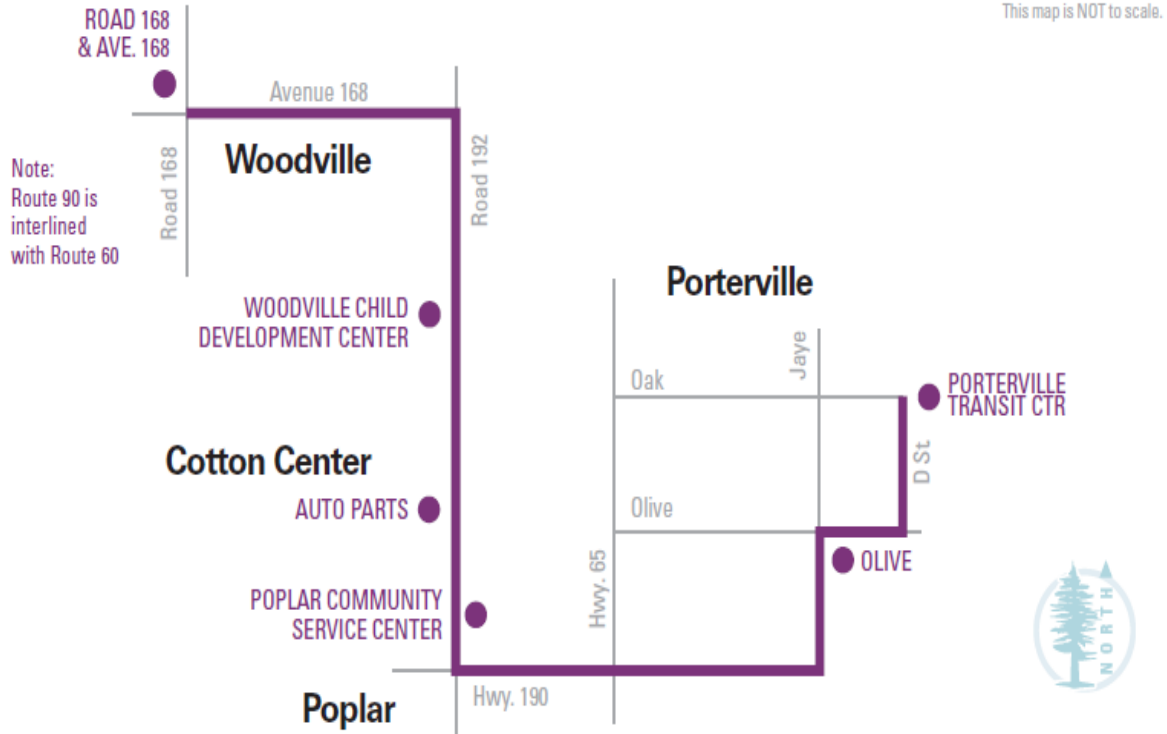
Transit and Bus Stops

The Tulare County Transit Agency (TCaT) operates fixed-route services that link communities with each other and with the Porterville transit system (**see Figure 32**). Poplar/Cotton Center is connected via TCaT Woodville-Poplar-Porterville Route. Woodville-Poplar-Porterville Route has three eastbound and westbound buses serving Poplar/Cotton Center on weekdays. Stops are currently located at the Community Service Center in Poplar and in Cotton Center at the Auto Parts store. (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 and the high cost of providing services to a community of less than one thousand residents. The low level of auto congestion in Poplar, 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.

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Figure 32 – Woodville–Poplar–Porterville Route 90

90 Woodville–Poplar–Porterville Route



WOODVILLE			EASTBOUND TO			PORTERVILLE
WOODVILLE Rd.168 & Ave.168	WOODVILLE Child Development Center	COTTON CENTER Auto Parts	POPLAR Community Service Center	PORTERVILLE Olive Avenue	PORTERVILLE Transit Center	
6:30	6:37	6:40	6:43	6:55	7:00	
8:10	8:17	8:20	8:23	8:35	8:40	
12:40	12:47	12:50	12:53	1:05	1:10	
1:45					2:50	
PORTERVILLE			WESTBOUND TO			WOODVILLE
PORTERVILLE Transit Center	PORTERVILLE Olive Avenue	POPLAR Community Service Center	COTTON CENTER Auto Parts	WOODVILLE Child Development Center	WOODVILLE Rd.168 & Ave.168	
7:05					8:10	
11:35					12:40	
1:15	1:20	1:32	1:35	1:38	1:45	
4:50	4:55	5:07	5:10	5:13	5:20	
4:50					6:30	

Light type = AM

Bold type = PM

Free transfer to Porterville Transit

Transfer from Porterville with additional fee

Transferencia gratis a Porterville Transit

Transferencias de Porterville con cargo adicional

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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 Poplar/Cotton Center Community Plan. There are several components that comprise the Poplar/Cotton Center Community Plan implementation strategy:

1. Zoning Code Changes
2. Complete Streets
3. Infrastructure

1. Zoning Ordinance Code Changes

Zoning District Changes

As part of this Implementation Program for the Community Plan for Poplar/Cotton Center, there are a variety of changes to existing zoning districts. These changes are described below.

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-2, C-3, R-1, R-2, and R-3 uses are allowed as discussed above.

RA (Rural Residential) Zone

The R-1 (One Family) Zone

The R-2 (Two Family) Zone

The R-3 (Multiple-Family) Zone

The C-2 (General Commercial) Zone

The C-3 (Service Commercial) Zone

The PO (Professional and Administrative Office) Zone

The M-1 (Light Manufacturing) Zone.

The M-2 (Heavy Manufacturing) Zone.

The AE-10 (Exclusive Agricultural 10-Acre Minimum) Zone.

The AE-20 (Exclusive Agricultural 20-Acre Minimum) Zone.

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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. The primary purpose of the SR Combining Zone was to ensure that proposed projects are designed to avoid conflicts with the existing rights-of-way, setbacks, and easements of public agencies and special districts. This alternative would eliminate the SR combining designation in the communities of Poplar/Cotton Center.

Mixed Use Overlay District

This alternative involves the creation of a Mixed Use Overlay Designation for the communities of Poplar/Cotton Center **(see Attachments A-2 and A-3)**.

2. Complete Streets

The Complete Streets Programs Policies, Objectives, and Standards are hereby incorporated by reference. Included in the plan are policies and implementation measures as provided. The physical plan includes a bicycle network and connected pedestrian travel system incorporating complete safe routes to school network **(see Figure 31)**.

The Board of Supervisors on December 2016, approved inclusion of the Complete Streets Program as part of the Circulation Element of the Community Plan **(see Attachment A-6)**. The Complete Streets Programs Policies, Objectives, and Standards are incorporated by reference.

- Avenue 145 (Road 190 to Road 193).
- Kilroy (Avenue 145 to Avenue 146).
- Tobias (From Dead end at Avenue 144 to Avenue 146).
- Road 192 (Avenue 144 to Avenue 148).
- Road 191 (Avenue 145 to Avenue 148).

3. Infrastructure

There currently is limited infrastructure capacity (water, waste water, and storm drainage) in the Community of Poplar/Cotton Center. The residents have concerns about safety issues due to street

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conditions and lighting, especially since resident trucks and tractors are driving through residential neighborhoods and parking on the streets within the neighborhoods.

The District has received funding to replace a District Well that exceeds the State's Maximum Contaminant Level for Nitrates. Construction is scheduled to occur in 2019. The capacity of this well has yet to be determined, but would be additive to the existing amounts identified by the District. However, the updating of this Community Plan is the implementation strategy that is most likely to lead to infrastructure improvements and economic development within the Community by:

A. The updating of this Community Plan will allow for PCSD and the County to continue to submit grant applications for funding for infrastructure improvements, with more information available, and with environmental analysis completed under the California Environmental Quality Act. All of which should help with addressing the limited available infrastructure.

B. In addition, updating of this Community Plan will increase the potential for more amenities and increase efficiencies for entitlements. Both of which will improve the chances of development coming forward in Poplar/Cotton Center and paying for these improvements.

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Attachments

- A-1 – Use Permit Requirement Changes (Zone Change Text)
- A-2 – Mixed Use Overlay District (Zone Change Text)
- A-3 – Development Standards (Mixed Use Zoning Districts)
- A-4 General Plan Land Use and Zoning Consistency Matrix
- A-5 – Complete Streets

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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, and all structures and accessory uses directly related thereto in this section are entitled without a Special Use Permit (Conditional Use Permit). The following is allowed only in the various zones indicated below and within a community plan that adopted development standards for such entitled use. The proposed use must adhere to the adopted development standards of the community. The proposed use must also qualify for an exemption under the California Environmental Quality Act as determined by the Permit Center. The Permit Center will review the project for General Plan Policy, Community Plan Policy and development standard consistency and determine which environmental document is appropriate. Projects where the Permit Center is unable to make an immediate determination will be required to go through the Project Review Committee (PRC).

Uses that have an environmental effect on adjacent properties or necessitate mitigation measures through the California Environmental Quality Act will be required to apply for a PRC and a traditional use permit and legislative process through the County. These uses may have environmental or land use issues that may not be compatible with adjacent uses. These impacts may include but are not limited to; hours of operation (night time), noise (i.e. power tools such as impact drivers, or loudspeaker, etc) air quality (idle running vehicles), traffic, (number of vehicles) and odor. The Permit Center process is to determine the whether the use is by right or must go through the traditional use permit process. The following uses and zones shall be considered:

Permitted Uses		
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Animal hospital, clinic, and veterinarian office wherein only small/domestic animals (i.e. dogs, cats, etc.) are treated. Structure < 10,000 sq. ft.	C-1, C-2, C-3, M-1, M-2	
Antique and art store. Structure < 10,000 sq. ft.	C-2, C-3, M-1, M-2, R-3	C-2, C-3, M-1
Antique store containing less than one thousand (1,000) square feet of floor area	C-1, C-2, C-3, M-1, R-2, R-3	C-1, C-2, C-3, M-1
Apartment Hotel Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1, R-3	O
Apparel stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-3	C-1, C-2, C-3, M-1
Arcades, including video. Structure < 10,000 sq. ft.	O, CO, C-1, C-2,	C-2, C-3, M-1

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	C-3, M-1, R-3	
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

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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

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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

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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

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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

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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

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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

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Restaurant. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Restaurant, tea room or cafe. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A	C-1, C-2, C-3, M-1
Retail office equipment sales. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Retail sales of sporting goods, boats, boat motors, boat trailers, trailer coaches and their repair, rental and storage. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1	
Retail stores and offices incidental to and located on the site of a hotel, motel, resort, restaurant or guest ranch. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1	
Rug and carpet cleaning and dyeing. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Satellite antenna sales. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Satellite television antennas.	CO, C-1, C-2, C-3, M-1	
School, private.	CO, C-1, C-2, C-3, M-1, PO	
School, public.	CO, C-1, C-2, C-3, M-1, PO	
Scientific instrument stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Secondhand stores, pawn shops and thrift shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Shoe repair shop. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Shoe store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Sign painting shops. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1

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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

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Watch and clock repair shop. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Wedding chapel. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1

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Attachment A- 2: Mixed Use Overlay Districts

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

The following regulations shall apply in the community of Poplar/Cotton Center, 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 Poplar/Cotton Center.
- 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 Poplar/Cotton Center.

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

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
Helipoint

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or working in the neighborhood, or to the general welfare of the county. All uses shall limit impacts related to smoke, fumes, dust, gas, noise, odor, vibrations and other hazards to be considered an allowed use without the need for a special use permit. All allowed uses are subject to the determination of appropriateness by the Director of Planning.

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

DEVELOPMENT

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

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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 Poplar/Cotton Center. Conformance to development standards is required for all development; however, the Planning Director, Planning Commission, or Board of Supervisors may provide exemptions to particular development standards when deemed appropriate.

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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 Poplar/Cotton Center Urban Development Boundary, a Mixed Use Overlay zoning district is being established to allow for flexibility in the allowed uses within Poplar/Cotton Center. 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 Poplar/Cotton Center Urban Development Boundary, a Mixed Use Overlay zoning district is being established to allow for flexibility in the allowed uses within Poplar/Cotton Center. 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-way, 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, private and public plazas, patios, and courtyards. These window openings should consist of transparent “storefront” windows. Second story windows should not exceed fifty (50) percent of the total exterior wall surface.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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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.

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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.

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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 rights-of-way 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.

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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.

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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.

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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.

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

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

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

AUTO REPAIR SERVICES

AR-1 Building design should be stylistically consistent, and compatible with surrounding buildings through use of similar scale, materials, colors, and/or detailing.

AR-2 Building materials should have the appearance of substance and permanency; lightweight metal or other temporary appearing structures are discouraged.

AR-3 Vehicle drop-off areas should be provided to prevent vehicle overflow to adjacent streets.

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 contain 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.

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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.

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Attachment A- 4: General Plan Land Use and Zoning Consistency Matrix

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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-20	AE-40	O	CO	PO
Urban Reserve Residential														
Rural 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														

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Tulare County Zoning Districts	R-A	R-1	R-2	R-3	C-1	C-2	C-3	M-1	M-2	AE-20	AE-40	O	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														

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Attachment A- 5: Complete Streets

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Tulare County Complete Streets Poplar

Final



Prepared by:

**Tulare County Resource
Management Agency**

Paid for by a grant from:



Tulare County Complete Streets – Poplar

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Appendix E – Cost Estimates for Poplar
Appendix F – Poplar 30% Submittal Plan Set
Appendix G – Complete Streets Outreach



Introduction

Complete Streets Vision

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

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


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

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

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

Complete Streets Definition

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



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

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

Complete Streets Attributes

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


Report Outcomes

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

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

These outcomes were achieved by the following:

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



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


- (c) *Emphasized flexibility* recognizing that all streets with these communities are different, and thus, balancing user needs. No one standard was applied to all streets and the street designs were adjusted to existing conditions, differing jurisdictions and the desires of the community.
- (d) *Considered both new and retrofit projects*, including design, planning, maintenance, and operation, for the entire right-of-way within these communities. In addition to the various sections discussed below Appendix A – D include plans that show the plans, designs, and existing and proposed maintenance plans and operations of the Complete Streets Plan.
- (e) *Used the latest and best design standards*. By using newer design standards as represented in the preliminary design plans verses the County’s Roadway Standards the County is able to provide wider sidewalks and include such amenities as traffic calming measures (bulbouts).
- (f) *Conducted extensive public outreach* to ascertain the solutions that best fit within the context of these communities. This culminated in a meeting on August 25, 2016, wherein the Community provided final feedback on the preliminary designs.

Conclusions and Future Funding Opportunities

The intended effect of identifying the outcomes and reaching the conclusions in this report is that future funding opportunities will be enhanced because the Community will be supported by fully updated Community Plans. The conclusion to the report includes the Circulation Element of the Community Plan including the policies, and plans. The other conclusion to the report includes preliminary design drawings.

Specifically, the funding sources that are found in the Funding Section will be pursued actively by Tulare County to complete the work identified in the studies include, but are not limited to, the following:

- **Active Transportation Program Funding**
- **Highway Safety Improvement Funds**
- **Federal Transportation Activity Program (TAP) Funds**
- **Federal Transit Funds**
- **Federal Communities Putting Prevention to Work Grant**
- **Federal Highway Administration Pedestrian Safety and Design**
- **Strategic Growth Council**

- 
- **Walkable and Livable Communities Institute**
 - **California's Local Public Health and Built Environment Program**
 - **State Cap and Trade Funding**

Complete Street Policies

Complete Street Goals

The purpose of the RMA Complete Streets Policy is to create a comprehensive and uniform Complete Streets vision and policy for Tulare County. This will allow the implementing entities to incorporate Complete Streets guidelines and standards into both development and redevelopment actions. The County's goals are:

- Tulare County's transportation network will be supported through a variety of feasible transportation choices, which allows for sustainable growth.
- The livability of neighborhoods and commercial centers located along the County's transportation corridors will be enhanced by a safe and inviting pedestrian environment.
- The design of multimodal roadway facilities will not compromise the needs of larger vehicles such as transit vehicles, fire trucks and freight delivery trucks.
- Inclusion of Complete Streets design elements will allow for design flexibility on different street functions and neighborhood contexts.
- Inclusion of Complete Streets design elements will improve the integration of land use and transportation, while encouraging economic revitalization through infrastructure improvements.

Complete Streets Objectives

- To create an integrated and connected transportation network that supports transportation choices and sustainable growth.
- To ensure that all transportation modes are accommodated to the extent possible in all public roadway facilities in the County.
- To develop and use the latest design standards and guidelines in the design of Complete Streets.
- To provide flexibility in the implementation of this policy so that streets chosen for implementation of Complete Streets elements can be developed to fit within the context of their principal purpose and surroundings without compromising the safety of users and needs of larger vehicles.



Complete Streets Policies

Tulare County General Plan Policies

The Tulare County General Plan Update (2030) in complying with AB 1358 calls for 4 Complete Streets related principles including:

Principle 1: County-wide Collaboration

Support countywide transportation plans that provide choices in travel modes.

Principle 2: Connectivity

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

Principle 3: Community Circulation

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

Principle 4: Pedestrian and Bicycle Facilities

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

These principles are expressed mainly in following policies including:

- TC-1.6 Intermodal Connectivity
- TC-1.7 Intermodal Freight Villages
- TC-5.1 Bicycle/Pedestrian Trail System
- TC-5.2 Non-motorized Modes in Planning and Development

Complete Street Policy Design Criteria

1. Tulare County promotes the incorporation of Complete Streets concepts and design standards in all appropriate new and retrofit County public streets (except State highways and freeways).
2. Tulare County will seek every opportunity to provide funding for the planning, design, and implementation of Complete Streets.
3. New Class I Multi-Use Paths should be a minimum of eight (8) feet wide.
4. New Class II Bike Lanes should be a minimum of five (5) feet wide.
5. New sidewalks should be a minimum of five (5) feet wide.
6. Bulb-outs should be considered in areas of higher speed (35 mph or greater) where sufficient turning radii for trucks is available or as determined by the County Engineer.
7. As determined by the County Engineer, installation of posted speed limit vehicle activated traffic calming signs (VATCS) are encouraged in instances of high



speed to promote safety.


8. Transit shelters and benches are encouraged at all County transit stops if FTA grants are available.
9. Street lighting and cross walk are encouraged to promote safety if considered feasible by the County Engineer.
10. Design policies should be consistent with the Tulare County Improvement Standards; other references include existing design guides, such as those issued by Caltrans, AASHTO and the ADA Accessibility Guidelines.
11. Public streets excluded from this policy include those where:
 - Complete streets concepts are in conflict with existing laws, codes, or ordinances.
 - Compliance with this policy would conflict with goals or physical conditions related to the unique aspects of the location.
12. Exceptions from Complete Street Policies:
 - Accommodation is not necessary where non-motorized use is prohibited, such as freeways.
 - Cost of accommodation is excessively disproportionate to the need or probable use as determined by the County Engineer.
 - A documented absence of current or future need.

Complete Street Mobility Plan

The California Complete Streets Act (AB 1358) of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 requires circulation elements to address the transportation system from a multimodal perspective. The bill states that streets, roads, and highways must “meet the needs of all users in a manner suitable to the rural, suburban, or urban context of the general plan.” Essentially, this bill requires a circulation element to plan for multimodal transportation accommodating all modes of transportation where appropriate, including walking, biking, car travel, and transit. The current functional classification system plan is shown in Appendix B (Circulation Plan).

The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled. For further clarity, AB 1358 tasks the Governor’s Office of Planning and Research to release guidelines for compliance with this legislation by January 1, 2014. Implementation of complete streets principles should be tailored to the individual jurisdiction and the individual roadway. The Complete Streets Program for Tulare County focuses on a network-based approach that has been tailored to the needs of the Community of Poplar. 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 Poplar. 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.

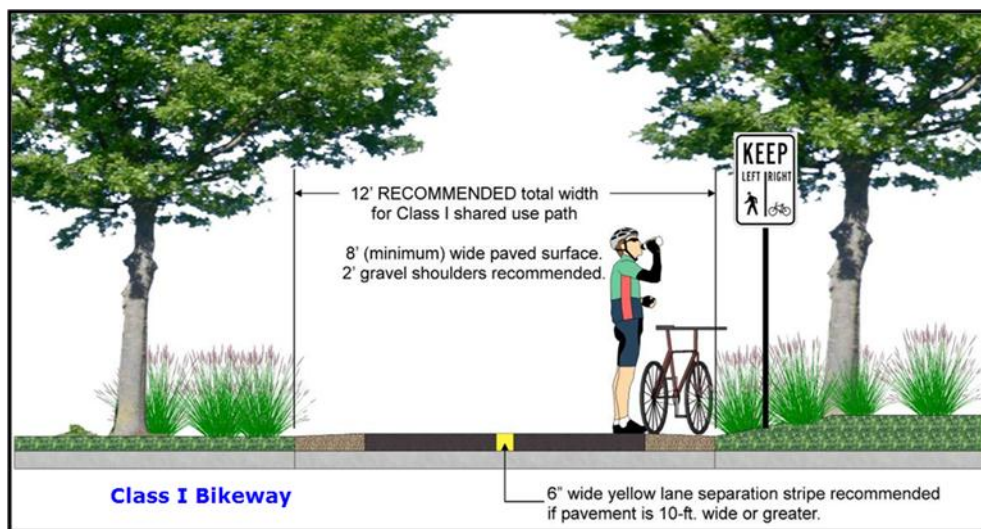
Bicycle Facilities

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 Poplar Bicycle, Bus and Pedestrian Plan (see Appendix C).

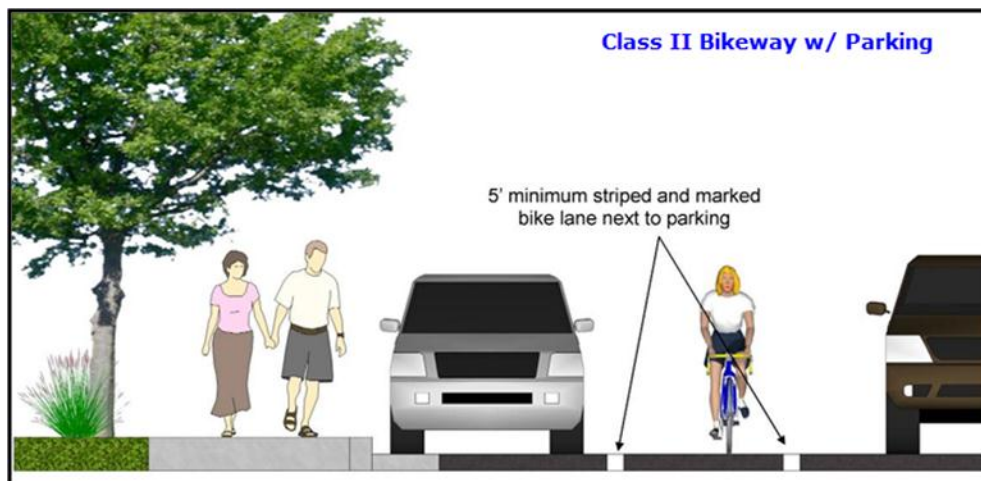
Class I

Bike path providing completely separated right-of-way designated for the exclusive use of bicycles and pedestrians. In Tulare County, Class I facilities will primarily be implemented through TCAG. Future bicycle facilities have also been identified through the *Bicycle Transportation Plan* (TCAG - 2010). The existing plan does not call for any Class III facilities.



Class II

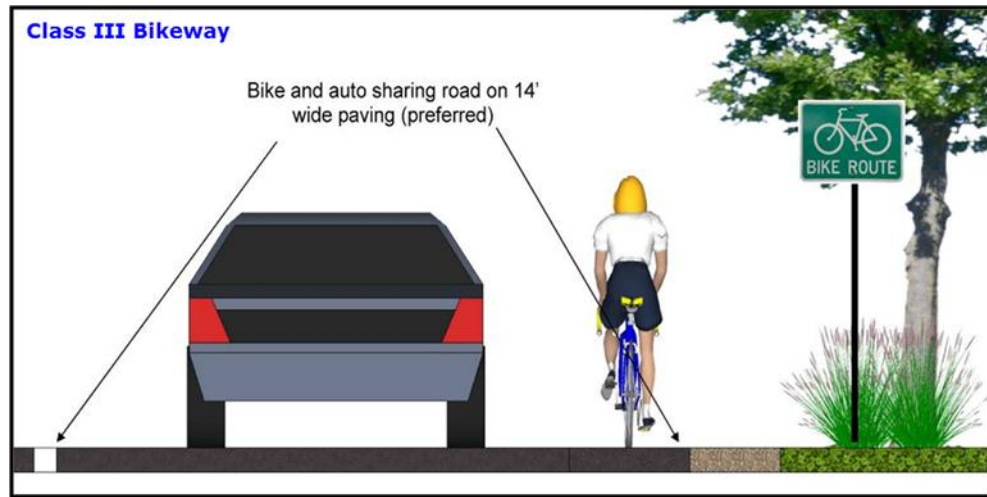
Bikeway that provides designated lanes for the use of bicycles through the use of striping on the roadway and signage designations for the facility. For the purposes of Complete Streets, the County is proposing no Class II bicycle facilities in Poplar.



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 Avenue 148. Although not signed on many roads in Poplar, bicyclists are allowed use the side of the road or share the road on all County roadway facilities excluding freeways.



Pedestrian Facilities

Pedestrian Paths and Sidewalks

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

Multiuse Trails

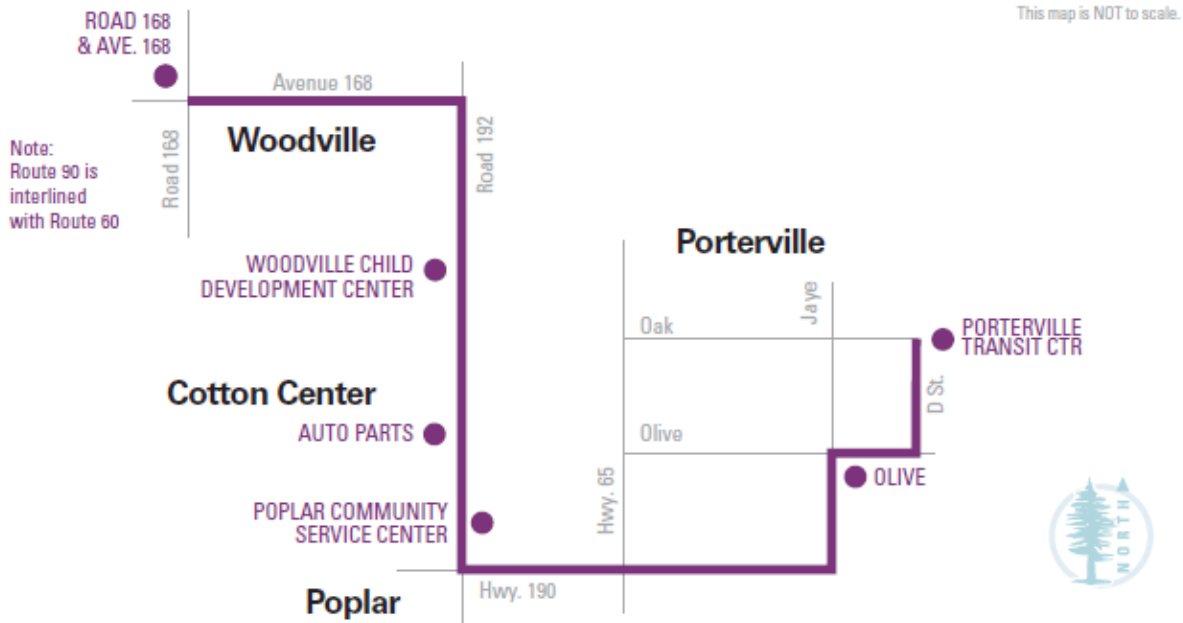
Multiuse trails are facilities that can be used by bicycles, pedestrians, equestrians, and other recreational users. No multi use facilities are being considered for the Poplar Community.

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.

90 Woodville–Poplar–Porterville Route



Public Bus Service

Public bus service is provided by Tulare County Area Transit (TCaT) in rural areas. Existing transit routes and designated bus stops are shown in the following figures.

Additionally, Tulare County has provided guidance for including transit within facilities. These guidelines should be applied when considering new development to ensure appropriate connectivity and design features to support bus service.

Paratransit Service

Paratransit is an alternative mode of passenger transportation that does not follow fixed routes or schedules. Typically, vans or minibuses are used to provide paratransit service. Paratransit services vary considerably on the degree of flexibility they provide their customers. The most flexible systems offer on-demand, call-up, door to door service from any origin to any destination in a service area.

Park-and-Ride Lots

Park-and-ride lots provide places for people to meet up and carpool to areas outside of the Community. A Park and Ride facility could also provide a compressed natural gas refueling station. As the community's population grows and given the large number of commuters, a park-and-ride location would be best sited near the edges of the Community along Highway 99.

Cost Benefits Analysis, Implementation, and Funding Mechanisms

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

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

Benefits of Complete Streets

The health benefits from walking and bicycle riding include increased overall health, and a reduction in air quality and greenhouse gas emissions. According to the Caltrans accepted, Victoria Transport Policy Institute, walking has a \$.25 per mile health benefit, while the cost of Greenhouse Gas (GHG) reductions is \$23 per ton. According to the Federal Highway Administration, sidewalks reduce incidences to pedestrians over 80%.¹ According to Caltrans, the average costs of highway incidents are stated below.

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

Fatal Accident	\$4,800,000
Injury Accident	\$67,400
Property Damage Only (PDO) Accident	\$10,200
Average Cost per Accident	\$52,500

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

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.

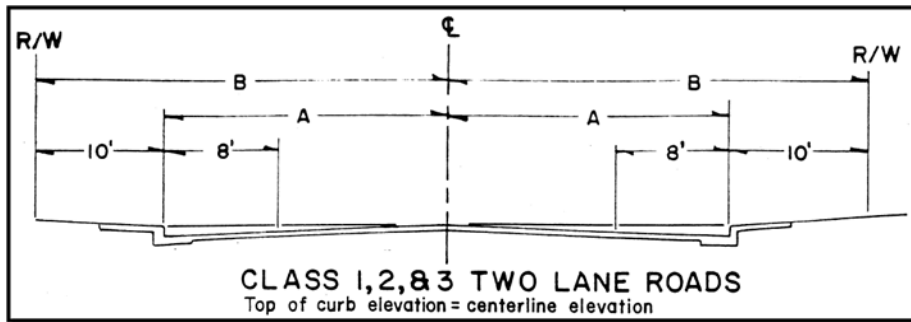


Figure 1 - Tulare County Class 1, 2 & 3 Two Lane Roads

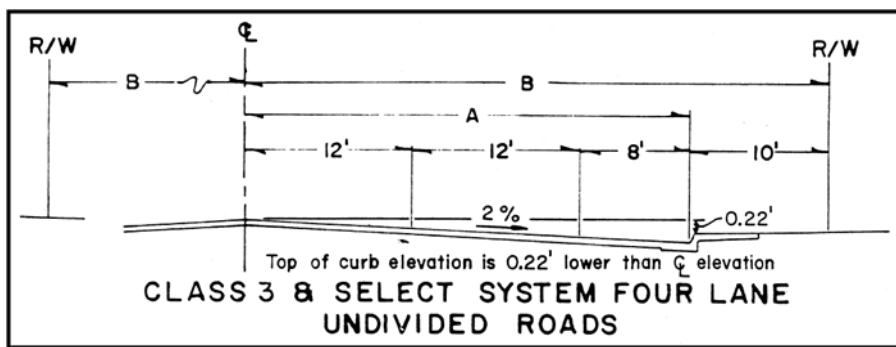


Figure 2 - Tulare County Class 3 Four Lane Road


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 Poplar that is a result of the PMS.

Implementation

Selection of Community Priorities

An effort is under way in Tulare County to implement Complete Streets Policies in the unincorporated communities within Tulare County's boundary. Just as the County updated its General Plan in 2012, many of the Community Plans are going through the update process. As a result of the Community Plan update process, several public meeting have been held in order to garner input from the local residents and business owners. Balancing the needs of what the people want while following local, state and federal policies and laws with a limited amount of available funding is the principal challenge in each community.

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

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

- Sidewalks
- Better road conditions
- Safe walking and biking areas
- Street lights
- Pedestrian crossings

- Safe (lower) vehicle speeds
- Improved drainage
- Increased transit stops
- Improved connectivity (railroad crossings)

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

Project Phasing

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

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

Public Outreach: August 25, 2016

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

1. Ave 145 (Road 190 to Road 193)
2. Kilroy (Ave 145 to Ave 146)
3. Tobias (From Dead end at Ave 144 to Ave 146)
4. Rd 192 (Ave 144 to Ave 148)
5. Rd 191 (Ave 145 to Ave 148)





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 Poplar. Two of these projects have been developed to a 30% design stage and the remaining three 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.

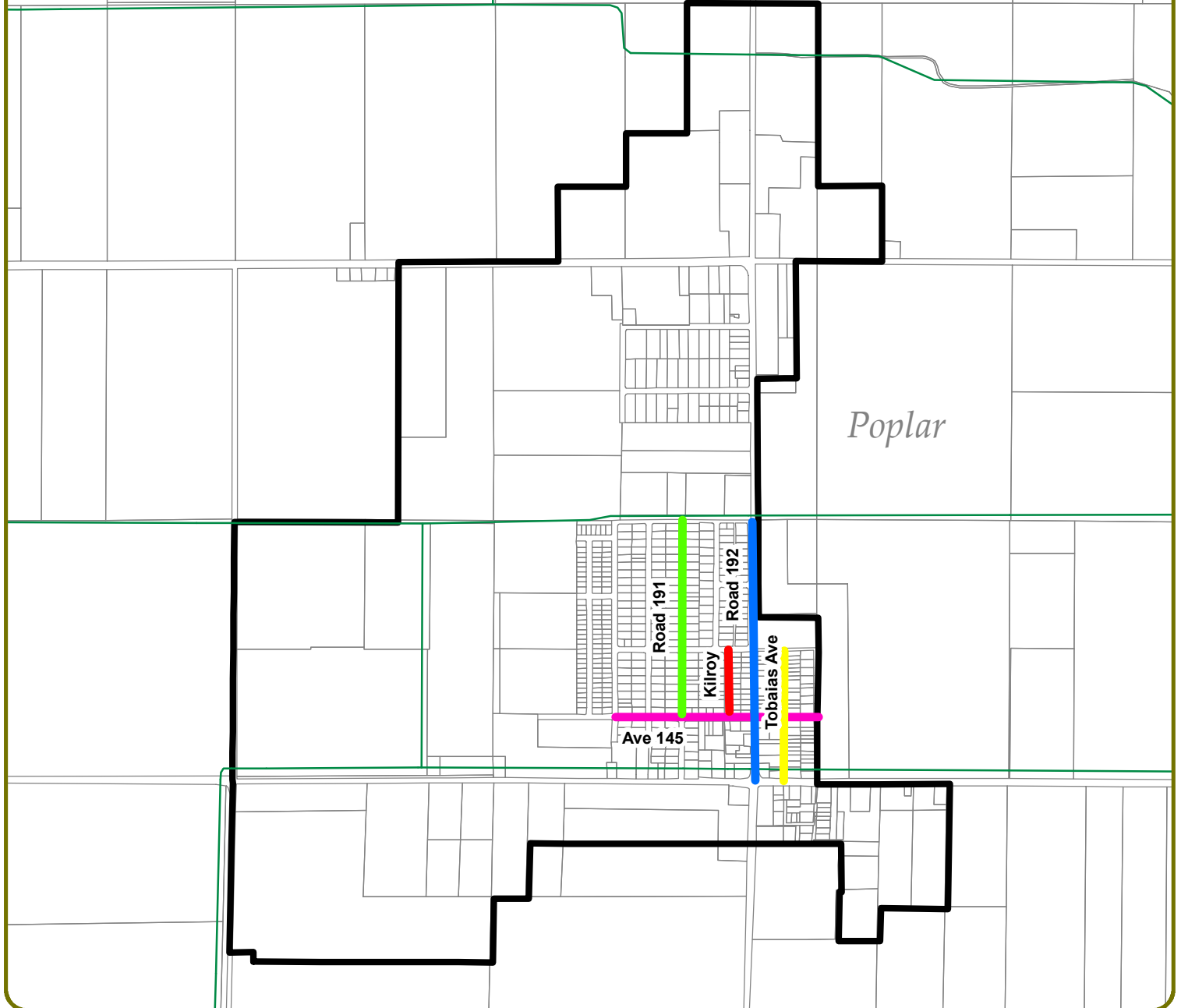
Complete Streets Funding Opportunities

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

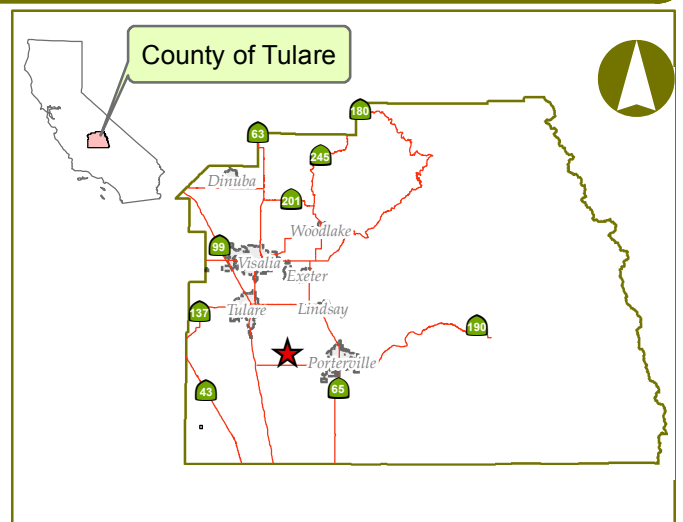
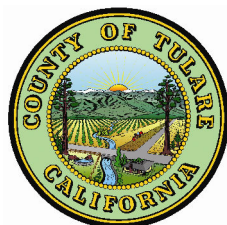
Detailed cost estimates are included in Appendix E.

Appendix A – Proposed Complete Streets Projects



Legend

- Ave 145 Road 190-Road 193
- Kilroy Ave 145-Ave 146
- Tobaias Ave 144-Ave 146
- Rd 192 Ave 144-Ave 148
- Rd 191 Ave 145-Ave 148



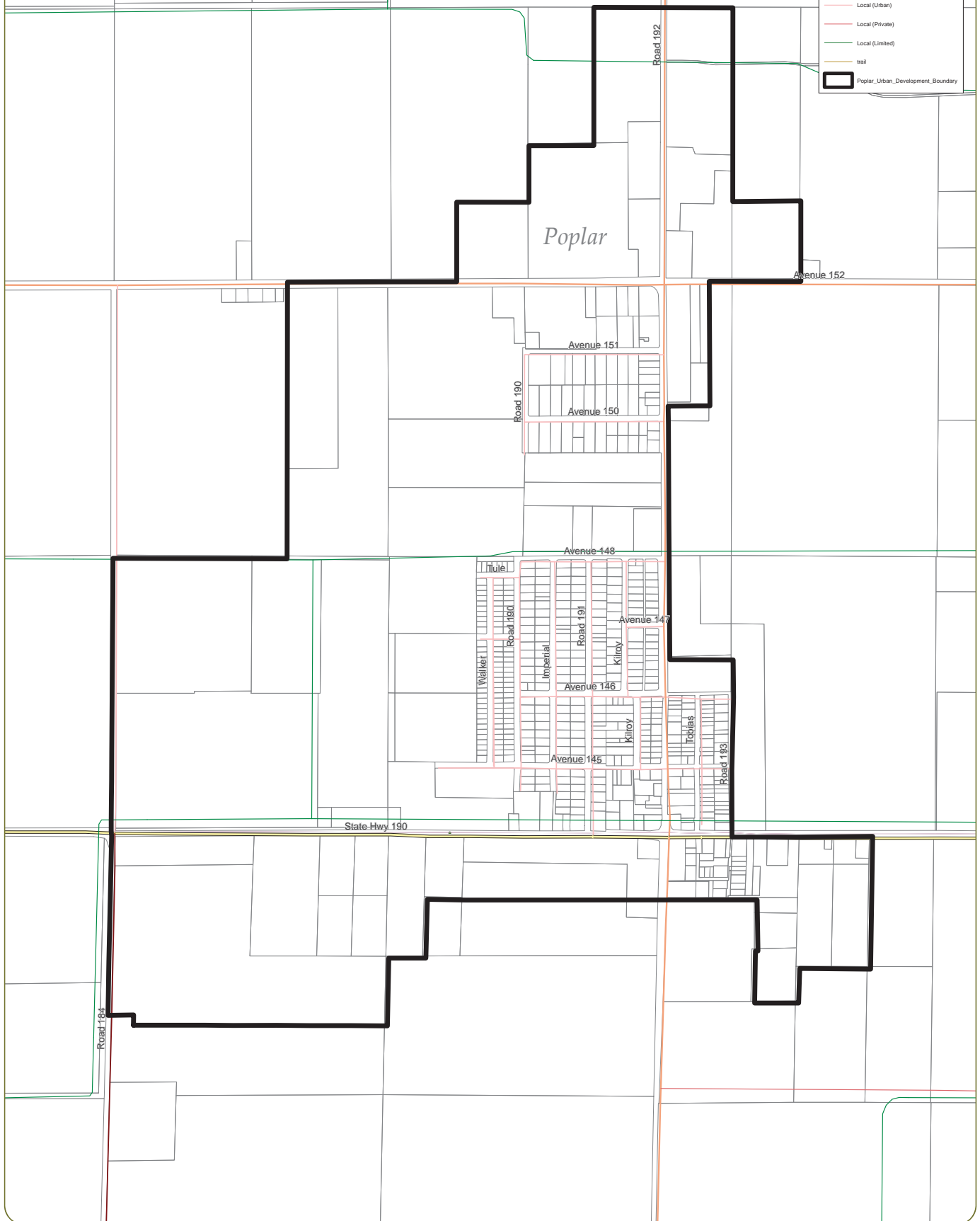
0 0.5 Miles

County of Tulare-Poplar Road Identification Vicinity Map

Appendix B – Circulation Plan

Legend

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



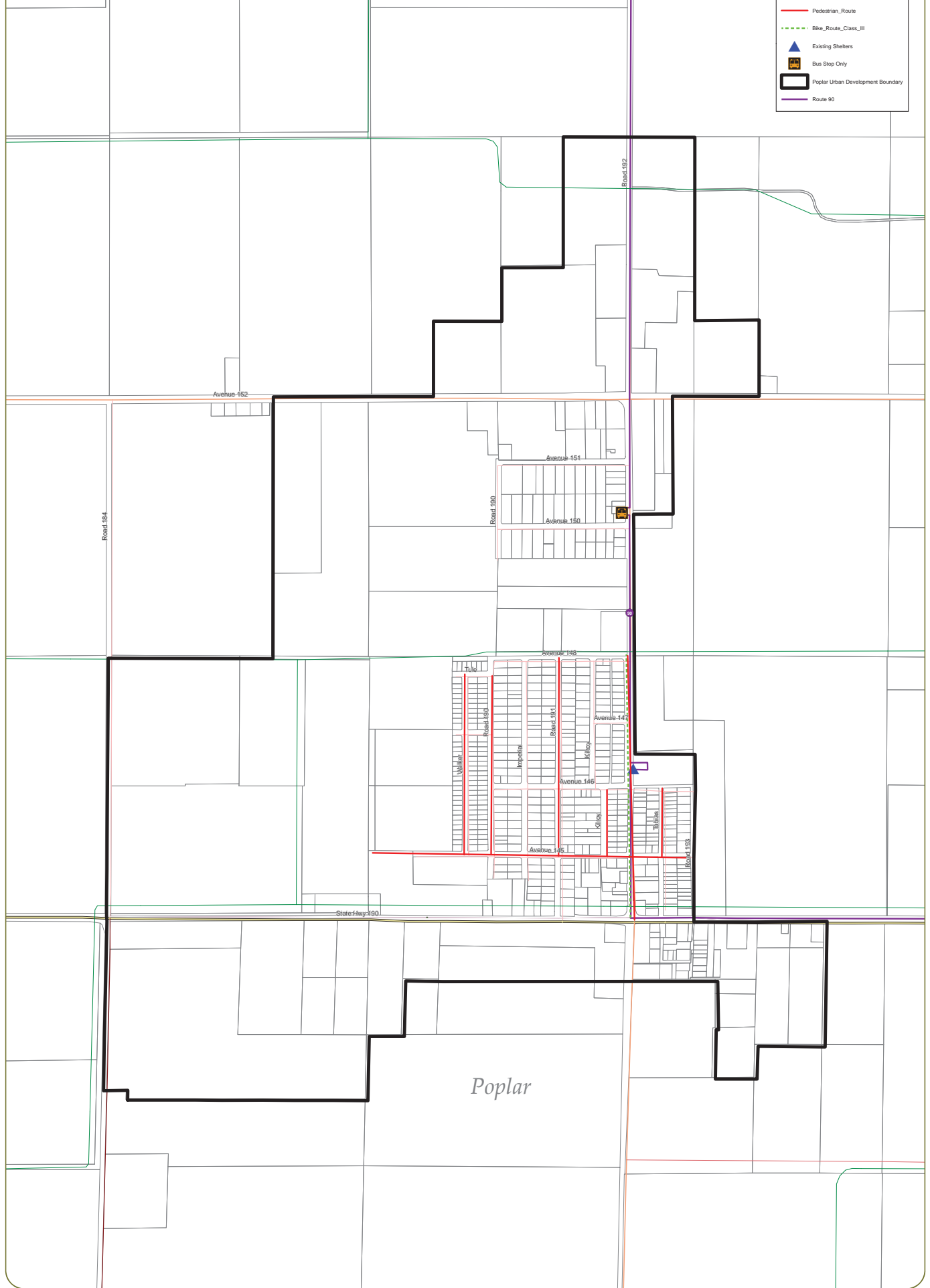
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2,200
Feet

Appendix C – Bicycle, Bus, and Pedestrian Plan

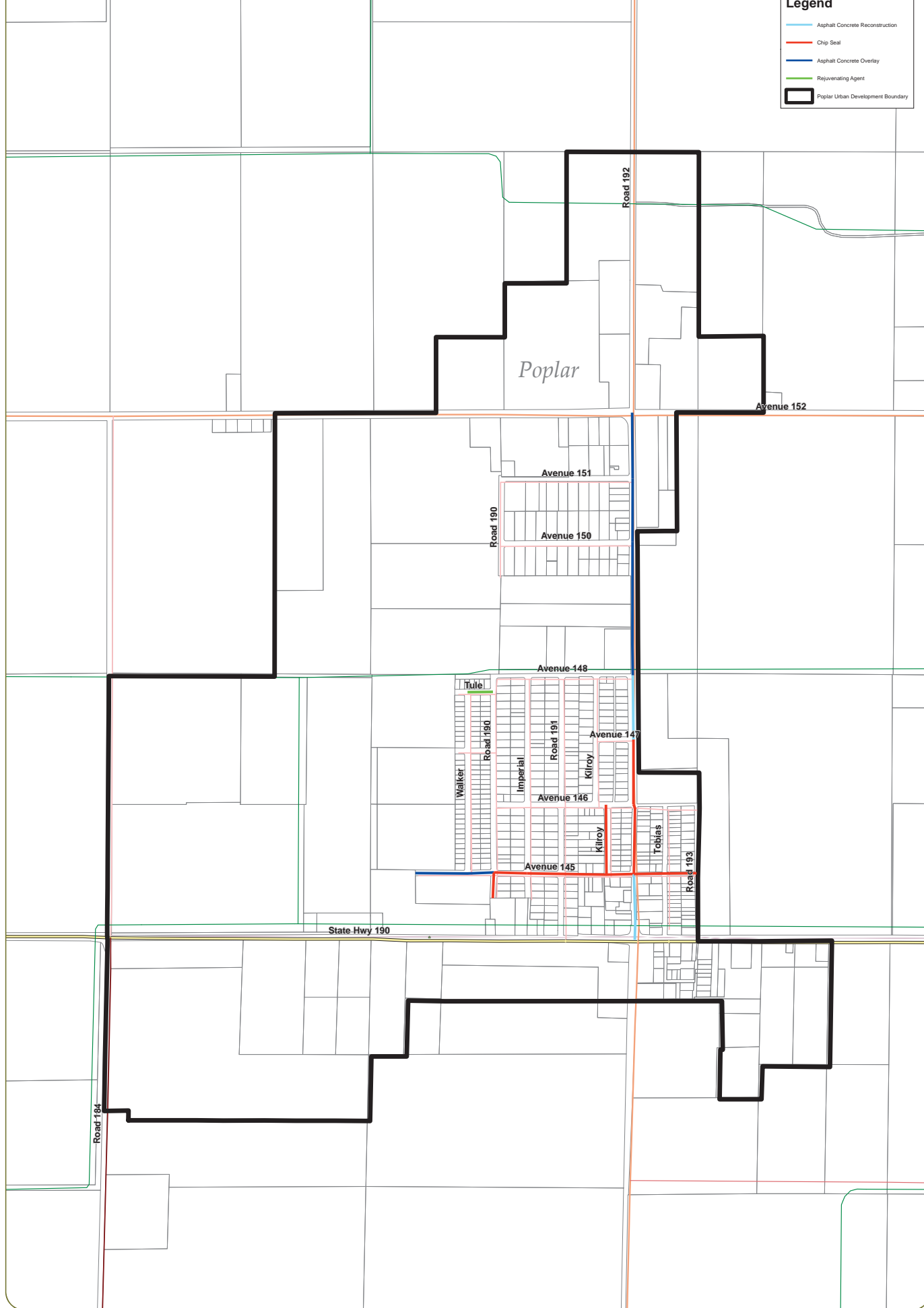
Legend

- Pedestrian_Route
- Bike_Route_Class_III
- Existing Shelters
- Bus Stop Only
- Poplar Urban Development Boundary
- Route 90



Legend

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

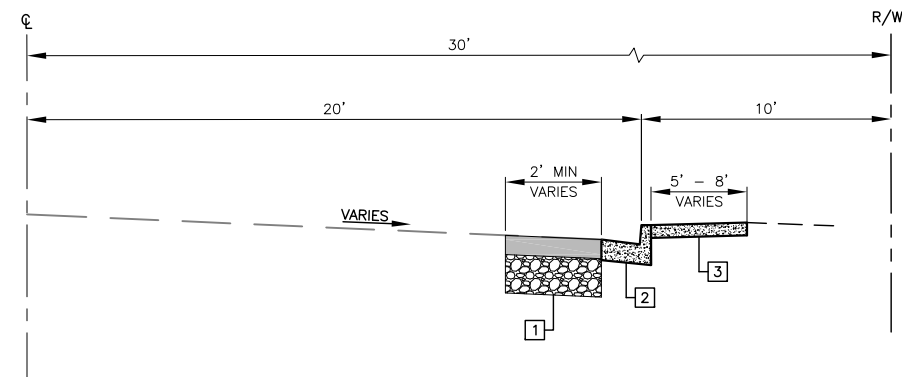


Appendix E – Cost Estimates for Poplar

Detailed Engineer's Estimate						
	Agency:	Tulare County Resource Management Agency				
	Project Name:	Complete Streets Phase 3 Poplar				
	Project Location:	Ave 145 - Road 190 to Road 193				
	Date of Estimate:	December 8, 2016				
	Prepared by:	Pedro Ornelas/Diego Corvera/Ather Razaq				
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
9	150712	Remove Painted Pavement Markings	SQFT	20	\$5	\$100
10	152390	Remove Roadside Sign	EA	3	\$200	\$600
11	152379	Relocate Fence	LF	474	\$30	\$14,220
12	160102	Clearing And Grubbing	LS	1	\$25,000	\$25,000
13(F)	190101	Roadway excavation	CY	879	\$100	\$87,889
14(F)	250201	Class 2 Aggregate Base	CY	367	\$95	\$34,833
15	390133	Hot Mix Asphalt (Type B)	TON	396	\$120	\$47,520
17	394090	Place hot mix asphalt (miscellaneous area)	SQYD	30	\$100	\$3,000
18	731504	Minor Concrete (Curb & Gutter)	LF	2200	\$25	\$55,000
19	731521	Minor Concrete (Sidewalk)	SQFT	7350	\$8	\$58,800
20	731623	Minor Concrete (Ramp)	EA	10	\$4,000	\$40,000
21	731516	Minor Concrete (Driveway)	SF	2910	\$15	\$43,650
22	510502	Minor Concrete (Minor Structures)	EA	1	\$3,000	\$3,000
24	840519	Thermoplastic Pavement Marking (White)	SF	20	\$10	\$200
26	152434	Adjust riser	EA	14	\$800	\$11,200
27	152469	Adjust Utility Cover to Grade	EA	1	\$800	\$800
29	568023	Install Roadside Sign	EA	3	\$500	\$1,500
30		Survey Monument	EA	0	\$1,000	\$0
34		Minor Concrete (Continuous Gutter)	LF	70	\$50	\$3,500
					Sub-Total:	\$645,812
					*Contingency:	\$64,581
					TOTAL:	\$710,393
Non-Construction Related Cost						
Item No.	Caltrans Item code	Description	Units	Quantity	Unit Cost	Total
35	-	Environmental Clearance	% of CON	5%	\$645,812.22	\$32,290.61
36	-	Preliminary Engineering (PE)	% of CON	10%	\$645,812.22	\$64,581.22
37	-	Construction Engineering (CE)	% of CON	15%	\$645,812.22	\$96,871.83
38		Utility Pole Relocation	EA	6	\$25,000.00	\$150,000.00
39	-	R/W Acquisition	LS	1	\$80,000.00	\$80,000.00
					Total:	\$423,743.67
Total Construction & Non-Construction Items						\$1,134,137.11

(F) = Final Pay Item

* Up to 10% Contingency may be included in Engineer's Estimate



AVE 145
STA 22+58.01 TO STA 25+22.17
STA 26+02.17 TO STA 28+66.11
STA 29+46.10 TO STA 35+99.62
STA 36+79.65 TO STA 39+08.43
STA 39+88.43 TO STA 42+26.98

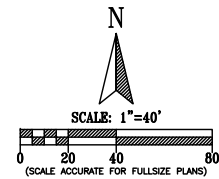
NOTES:

- FOR EXACT LOCATIONS OF CURB AND GUTTER, CURB, AND SIDEWALK, SEE PLAN SHEETS.
- 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.
- 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.
- 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.
- 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.
- PAVING OR PAVE-OUT FROM PROPOSED TO EXISTING ROAD SHALL NOT EXCEED 15% FOR TRANSITION SLOPE OR PER ACCEPTANCE BY THE RE. ALL PAVING TO MATCH EXISTING SHALL HAVE A CLEAN CUT EDGE OR SAW-CUT AND SPRAYED WITH ASPHALT BINDER.

TYPICAL STRUCTURAL SECTIONS

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

30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION



REVISIONS		DATE	BY
No.	DESCRIPTION		

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

POPLAR

TULARE COUNTY

SCALE	1"= 5'
DIVISION	DESIGN
JOB NO.	16019-1
DESIGNED	PAO
DRAWN	JDF
CHECKED	PAO
FILE	16019-1X001.DWG
DATE	11-15-2016
SHEET No.	X1

2 OF 4

- 1 MINOR CONCRETE (CURB & GUTTER)
- 2 MINOR CONCRETE (SIDEWALK) WIDTH PER PLAN
- 3 MINOR CONCRETE (RAMP) PER CASE C
- 4 MINOR CONCRETE (CONTINUOUS GUTTER CURB RETURN)
- 5 MINOR CONCRETE (DRIVEWAY)
- 6 ADJUST UTILITY TO GRADE
- 7 RELOCATE CHAIN LINK FENCE
- 8 RELOCATE WOOD FENCE
- 9 RELOCATE STREET SIGN
- 10 REMOVE TREE

- 11 RELOCATE UTILITY POLES (BY OTHERS)
- 12 MISCELLANEOUS AC RAMP

 PROPOSED STRUCTURAL SECTION

 EXIST FENCE

 EXIST MANHOLE

 EXIST ELECTRICAL POLE

 EXIST TREE

 EXIST FIRE HYDRANT

 EXIST WATER METER

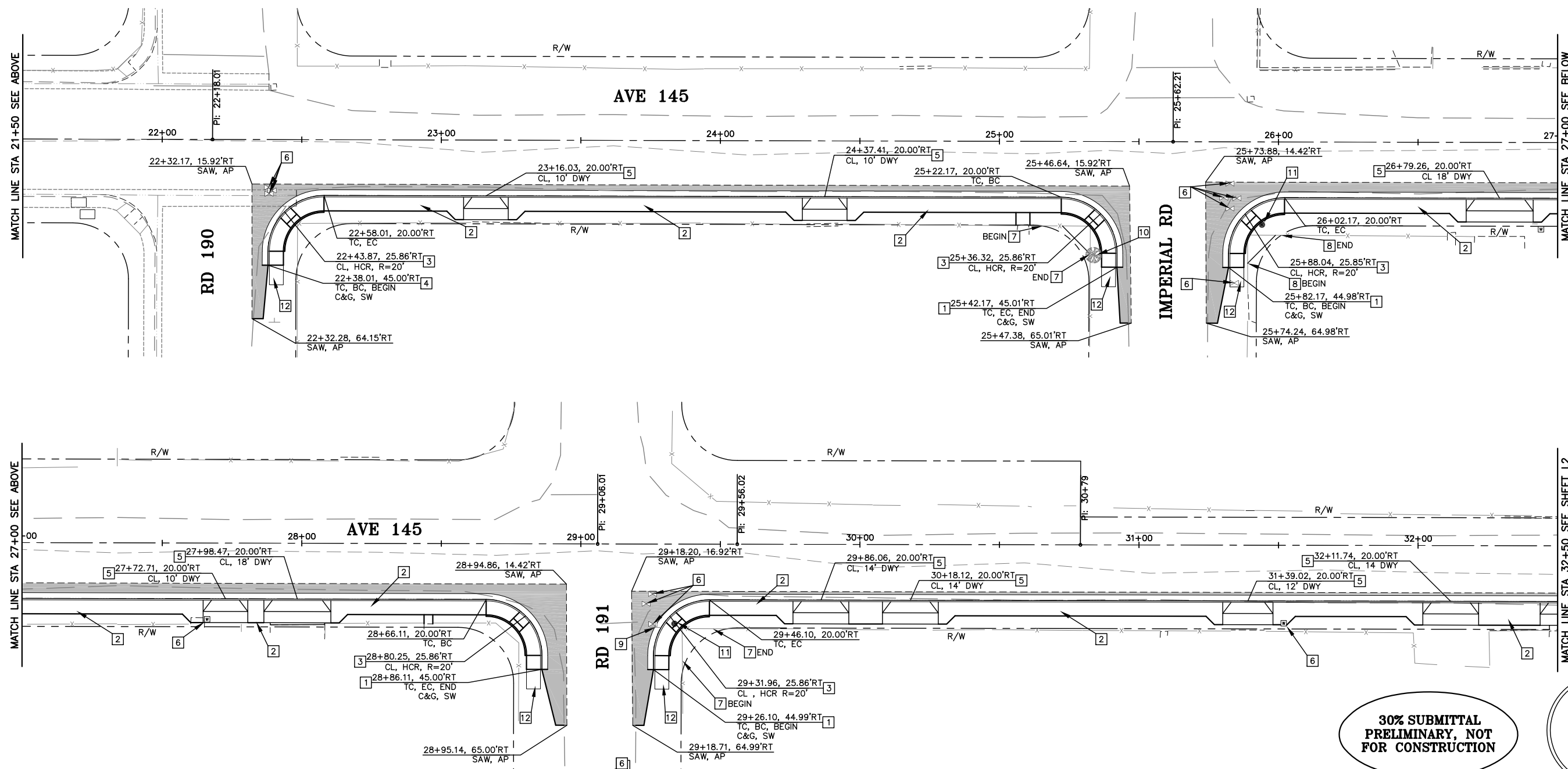
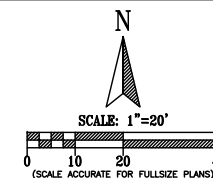
 EXIST WATER VALVE

 EXIST SIGN

 EXIST MAILBOX

 MONUMENT

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



**30% SUBMITTAL
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[illegible]

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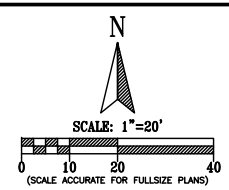
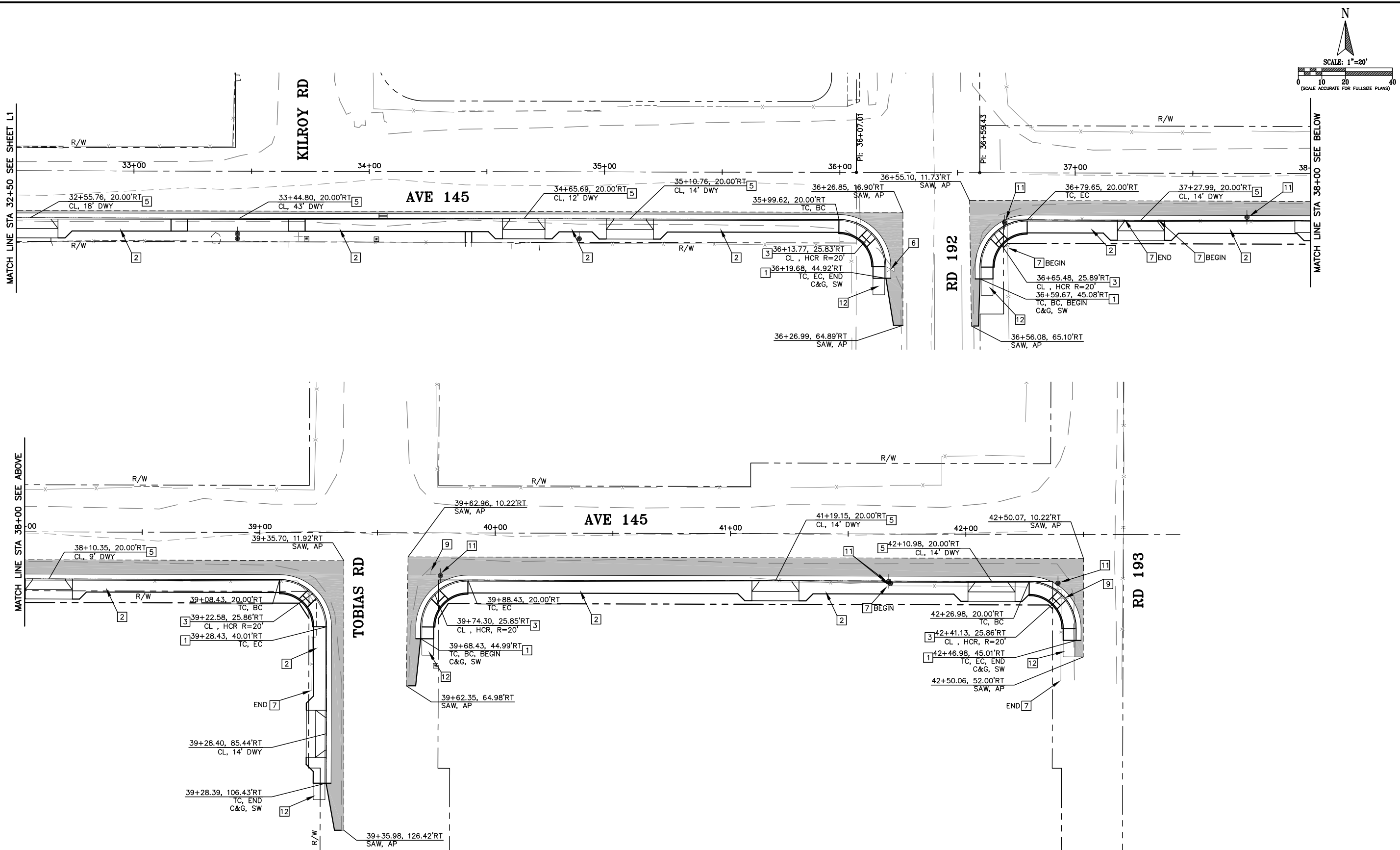


LAYOUT SHEETS
COMPLETE STREETS PHASE III
POPLAR
TULARE COUNTY

SCALE	1"=20'
DIVISION	DESIGN
JOB NO.	16019-1
DESIGNED	PAO
DRAWN	JDF
CHECKED	PAO
FILE	16019-1L001.DWG
DATE	11-15-2016
SHEET No.	

L1

3 OF 4



**30% SUBMITTAL
PRELIMINARY, NOT
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REVISIONS	
DATE	BY

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LAYOUT SHEETS
COMPLETE STREETS PHASE III
POPLAR
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SHEET No.	

L2
4 OF 4



Appendix G – Complete Streets Outreach

Community Meeting

The Resource Management Agency conducted a community meeting (with five RMA staff members present) in Poplar on August 25, 2016 at 6:00pm. The meeting was scheduled in the evening to make it easier for working residents to attend. The meeting was held in the cafeteria of the Poplar Elementary School. This is an ideal meeting location because residents know where the school is located and most feel welcomed and comfortable being there. The purpose of the meeting was to discuss Poplar complete street / safe routes to school improvement needs. 27 attendees were at the meeting, and 18 surveys were collected. The following roadways were selected by the Community.

1. Ave 145 (Road 190 to Road 193)
2. Kilroy (Ave 145 to Ave 146)
3. Tobias (From Dead end at Ave 144 to Ave 146)
4. Rd 192 (Ave 144 to Ave 148)
5. Rd 191 (Ave 145 to Ave 148)







Draft Poplar/Cotton Center Community Plan

APPENDICES

Appendix A: Planning Commission Resolutions
Appendix B: Board of Supervisors Resolution

Draft Poplar/Cotton Center Community Plan

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Draft Poplar/Cotton Center Community Plan

Appendix A: Planning Commission Resolution

Draft Poplar/Cotton Center Community Plan

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Draft Poplar/Cotton Center Community Plan

Appendix B: Board of Supervisors Resolution

Draft Poplar/Cotton Center Community Plan

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