

DRAFT WOODVILLE COMMUNITY PLAN 2019

Tulare County Resource Management Agency
Economic Development and Planning Branch



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Woodville Community Plan 2019

Adopted: ----

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

Tulare County Planning Commission
Recommendations:
Resolutions No.

Woodville Community Plan: GPA 17-013
Section 18.9 Zoning Ordinance (Mixed Use): PZC 19-004
Section 16 Zoning Ordinance (By Right) PZC 19-005
Zoning District Map: PZC 19-006



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Executive Summary

Introduction

Woodville is an agriculturally oriented service community surrounded on all sides by lands in agricultural production, scattered rural residential uses and vacant land. Cities and communities surrounding Woodville include Porterville to the east, Lindsay to the northeast, Tulare to the northwest, Tipton to the southwest, and Poplar/Cotton Center to the southeast.

Under the 2030 Tulare County General Plan (2012) update, the Urban Development Boundary (UDB) for each community is established under Policy PF-2.1: Urban Development Boundaries-Communities. Until such a time as a Community Plan is adopted, the land use designation shall be Mixed Use as per policy PF 2.6: Land Use Consistency.

The objective in the preparation of the Woodville Community Plan is to develop a plan which can accurately reflect the needs and priorities of the unincorporated communities of Woodville. 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.

Woodville 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 (drinking water system improvements: wells, water distribution piping, 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 Woodville 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 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.

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In Tulare County, the General Plan has historically been developed on a county-wide basis or by large geographic sub-areas (such as 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 Woodville, 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 (Avenue 168/Road 168), population characteristics, availability of water, and other issues unique to the community's area. Therefore, the Woodville Community Plan/wastewater treatment has been prepared with an emphasis on land use, circulation, and infrastructure planning.

The Woodville Community Plan describes the manner in which the planning area will develop and grow through the planning period. Its policies will form guidelines regarding future request for building permits, zone changes, divisions of land, and other development review processes. In addition, as the plan establishes development densities and prescribes land uses, it will undoubtedly influence private decisions pertaining to land purchases and development proposals within the community. The Plan contains standards for the development of property, and identifies implementation programs through which consistency with stated goals and objectives can be achieved in accordance with applicable State laws and County Ordinances. It, therefore, provides the authority for requiring necessary physical improvement in conjunction with private development projects, thereby enhancing the physical, social, and economic environment of the community and protecting the health, safety, and welfare of its residences.

Woodville Farm Labor Camp

It was determined through the public outreach process that there is an interest in including the Woodville Farm Labor Camp into the Woodville Community Plan 2019. The camp, although discontinuous to the Woodville community is included in the Woodville Community Plan with a separate non-conterminous Urban Development Boundary.

The Woodville Farm Labor Camp (**see Figure 1**) located at 16153 Road 192, west of Porterville, is one of the few original farm labor camps that continues to house farm workers in need of an affordable place to live. The Tulare County Housing authority operates the Woodville camp. The camp encompasses an area of approximately 92-acres.

Location

Woodville is a census-designated place located in the southwest portion of Tulare County (**see Figure 2**), and is situated southeast of the Road 152/Avenue 168 intersection. It is generally bounded by Avenue 160 in the south, Avenue 176 in the north, Road 152 in the west, and Road 180 in the east and encompasses 0.8 square miles of land. Woodville is located approximately eight miles east of State Route (SR) 99. Woodville encompasses 0.8 square miles of land. Woodville 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 Woodville include Porterville to the east, Lindsay to the northeast, Tulare to the northwest, and Poplar/Cotton Center to the southeast. The Tulare County/Kern County Line is located approximately 20 miles south of Woodville.

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Woodville is located within Sections 17, 18, 19, and 20, Township 21 South, Range 26 East MDB&M; and can be found within the Woodville Quad, United States Geological Survey 7.5 minute topographic quadrangle. Woodville is located at an elevation of 338 feet above sea level. The coordinates of Woodville are Latitude: 36° 5'31" N and Longitude: 119° 12' 0" W.

Woodville Community Concerns 2015 – 2019 (See Discussion and Recommendations Page 82):

- Street Lighting
- Internet Access
- Traffic Calming (Speed Bumps)
- Sidewalks
- Public Transportation (Transit)
- Sheriff and Fire Station
- Increased Sheriff Patrol
- Community Resource Center
- Increased Animal Control

2019/2020 County Transportation Improvement Program 19/20 CTIP

Tulare County receives funding for transportation projects from a variety of sources. These sources can be divided into three categories: Local, State, and Federal. Local sources consist primarily of Measure R (1/2 cent sales tax specifically for transportation and some Maintenance Assessment district revenues. State sources include Local Transportation Funds (from sales tax), and SB1 and Highway User Tax Account (Gas taxes). Federal sources include a variety of competitive grant funds as well as allocations from transportation spending legislation, which can vary from year to year. A road fund balance does exist for transportation projects, emergencies, and other necessary reserves. No property taxes or County general funds are applied to road maintenance and construction within Tulare County.

RMA staff recently completed an exhaustive survey of school transportation facilities and prepared the Tulare County-wide Safe Routes to School (SRTS) Plan – Phases 1 and 2. Additionally, the Complete Streets Policies that result from the community plan update process as well as the SRTS plan identify locations where the improvements to the transportation network can have substantial safety and efficiency impacts for the communities and schools.

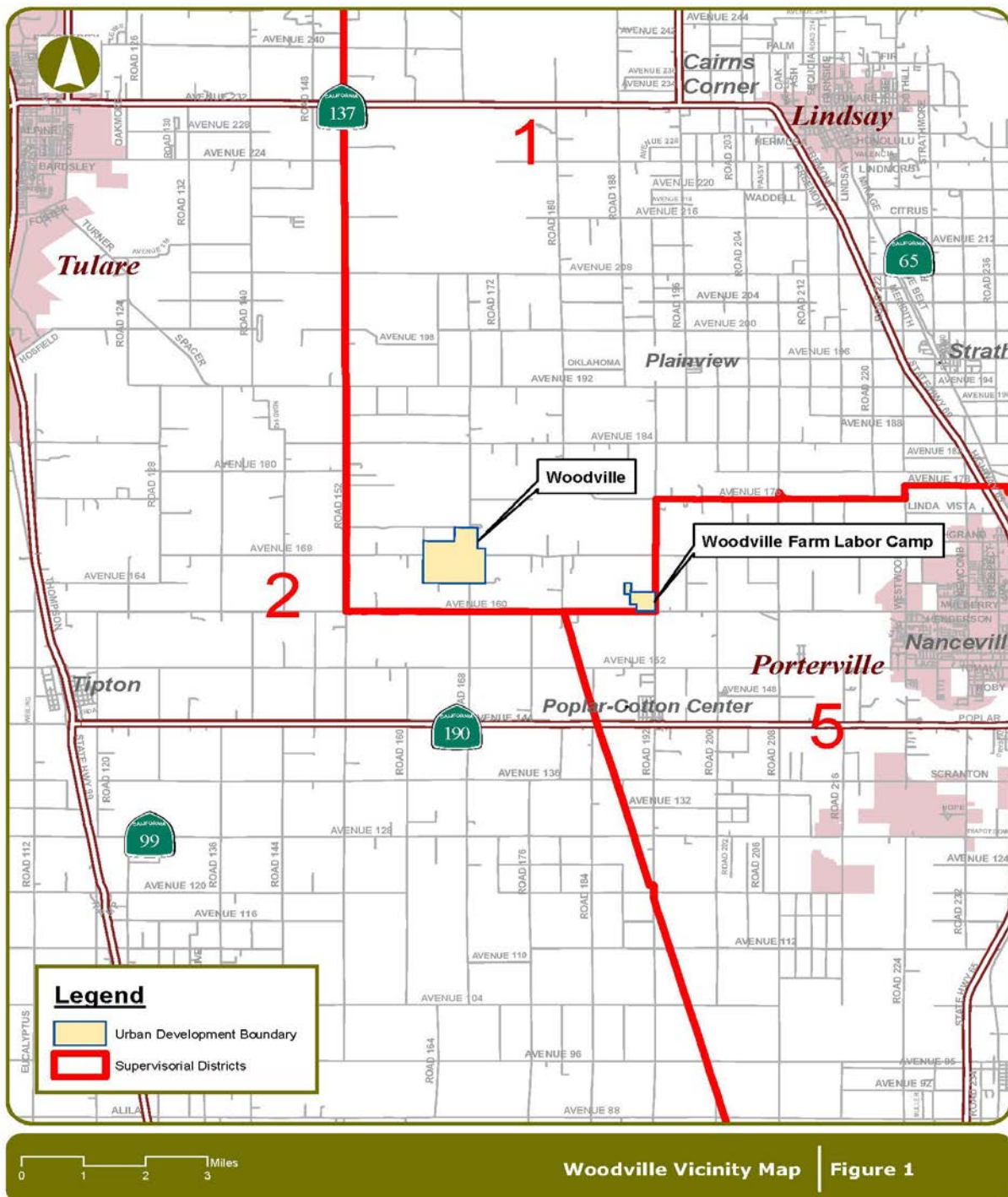
These priority project, in addition to County's bridge replacement/rehabilitation projects and road maintenance projects make up the 2019/2020 County Transportation Improvement Program.

The CTIP includes all new projects that will be started in the FY 2019/2020. Two projects for the community of Woodville, were approved by the Tulare County Board of Supervisors on June 18, 2019, by Resolution No. _____.

- Road 168 (ADA improvements and blade patching)

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Figure 1 - Vicinity Map



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Historical Perspective

Woodville was originally laid out as “Woodville” Subdivision in July of 1916. Woodville is a “Minor Rural Service Center as long as farm labor requirements remain sufficiently high within the surrounding agricultural area to support the existing population. “Woodville was a farming hamlet, and post-office, settled prior to the coming of the railroad. The name comes from the abundant oak trees that mark the overflowed region of the Tule River, reaching far into the plains. It is on the south side of Tule River, twenty-one miles south of Visalia, twelve miles from Tulare, and nine miles northeast of Tipton, the nearest shipping point on the railroad. The region is very fertile one, with good schools, churches, and many prosperous farmers.”¹

Woodville Farm Labor Camp

The Woodville Farm Labor Camp was dedicated by Eleanor Roosevelt in 1934. The Woodville Farm Labor Camp is located at 16153 Road 192, west of Porterville, is one of the few original farm labor camps that continues to house farm workers in need of an inexpensive place to live. The Tulare County Housing Authority operates the Woodville camp. Renovated and remodeled several times in the past 66 years, the camp has 178 housing units for families. There is also a daycare center on the site. The camp is surrounded by farm fields, mature trees and open grassy areas large enough for soccer games.

Bakersfield California newspaper Friday August 9 1940

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for Tulare County Sector

VISALIA, Aug. 9. (U. P.)—The second federal camp for migrant agricultural workers in Tulare county will be started probably by the end of this month and construction will be completed next March, it was learned today from the Farm Security Administration* of the United States Department of Agriculture.

The camp will be about 8 miles east of Porterville in southern Tulare county and will be known as the Woodville Farm Workers Camp. One of the largest of the 15 migrant camps in California is the Tulare migratory camp at Farmersville, 5 miles east of Visalia.

More than 300 migrant families will be provided seasonal housing at Woodville in metal shelters and tents and 73 additional families will be offered permanent housing in two-story apartment buildings, individual farm labor homes and a duplex dwelling.

The general contract covering all structures aside from 281 shelters, amounted to \$324,366 and the separate contract for the 281 one-room metal shelters was let for \$54,198.

Housing facilities to be available in the new FSA community will include: 281 metal shelters, 32 tent platforms, 36 apartments in 6 buildings, 35 farm labor homes and 1 duplex for two families.

Each farm labor home at Woodville will have a garden plot on which vegetables may be raised for home consumption. Dairying will be a leading activity of the Farm Association to be set up among residents of the community's farm labor homes project.

The Tulare migratory camp has housed hundreds of families, mostly from Texas and Oklahoma, who migrated to California within the last few years. The camp was completed two years ago and has housing facilities for more than 1650 persons. Five apartment homes, recently finished, increased the camp's capacity by 30 families.

¹ Official Historical Atlas Map of Tulare County, Thos. H. Thompson, Tulare, California 1892.

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Woodville Background Report

Community Profile

Planning Area

The current Woodville Urban Development Boundary (UDB) area consists of approximately 512.0 acres (including rights-of-way) **(see Figure 3)**. The Urban Development Boundary includes areas in the Woodville Public Utility 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 Woodville was \$28,508 across the 2013-2017 survey period. The median household income in the State of California during the same period was \$67,169. The estimated median household income in Woodville's is 42.44% of the median household income in the State of California; therefore, pursuant to PRC 75005(g), Woodville 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 topography of Woodville comprises a relatively flat, level surface with no major slopes, mountains, hillsides, or bodies of water.

Existing Urban Development Boundary

The existing Urban Development Boundary of Woodville **(see Figure 3)** contains approximately 512.0 acres (including rights-of-way). The UDB generally includes areas most within the Woodville Public Utility District (PUD) boundary in order to provide service area consistency between these two boundaries.

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Woodville Farm Labor Camp Relationship to the General Plan

“The Rural Valley Lands Plan (RVLP) was adopted by the County by Resolution 75-3444 in December, 1975. The RVLP was initiated in order to establish minimum parcel sizes for areas zoned for agriculture and to develop a policy that is fair, logical, and legally supportable and which consistently utilizes resource information to determine the suitability of rural lands for nonagricultural uses. The policy statement acts as a guide to the Planning Commission and Board of Supervisors in determining appropriate minimum parcel size and areas where nonagricultural use exceptions in the rural areas of the County may be allowed.”²

The blanket determination as to the most appropriate minimum parcel size for a particular area shall be made on the basis of factors relevant to the protection and maintenance of existing and/or potential agricultural uses of land including, but not limited to, factors such as existing land use patterns, land capability ratings for agriculture, and the occurrence of agricultural preserves.

“The Urban Boundaries Element was adopted by the Board of Supervisors on July 5, 1983. This Element establishes Urban Development Boundaries, which define twenty-year planning areas around unincorporated communities in the County to serve as official urban planning areas for these communities. At that time a land use plan was developed for each community with an Urban Development Boundary, specifying to defining suitable areas for the full range of urban development and rural residential development. Such plans include the entire area within the Boundary and shall recognize the short and long term ability of each community to provide necessary urban services within its Urban Development Boundary.”³

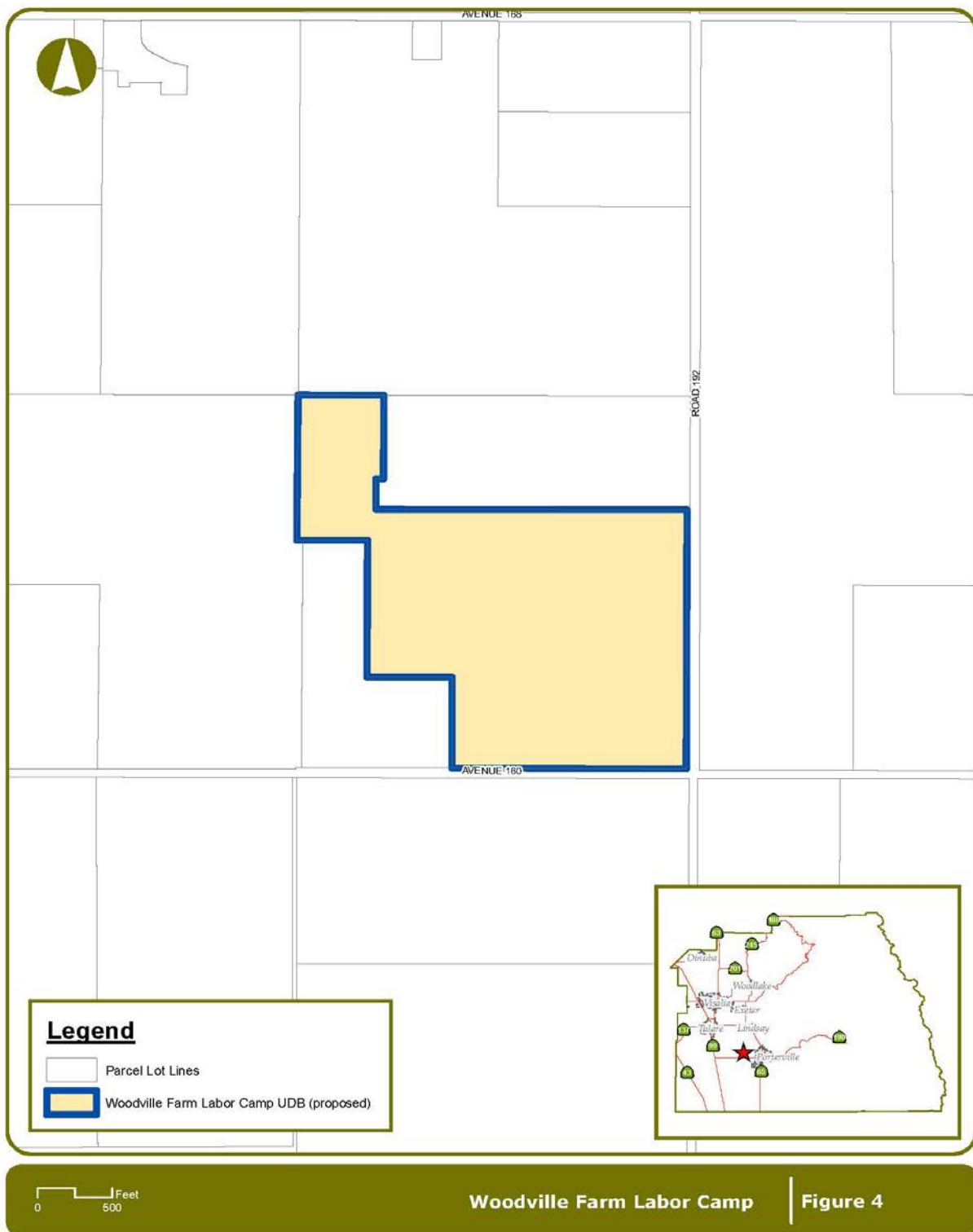
The Woodville Farm Labor Camp (see **Figure 4**) was created in 1934 and over time was urbanized with approximately 178 housing units on a 92-acre parcel prior to the adoption of the RVLP. At the time the Urban Boundaries Element was adopted, the Woodville Farm Labor Camp did not and does not contain a mixture of residential, commercial, and industrial area similar to incorporated areas. Therefore, the Woodville Farm Labor Camp was not determined to meet the aforementioned criteria to be designated as a community given the blanket agricultural designation and Zoned AE-40 (Exclusive Agriculture 40-acre minimum) under the RVLP. There may be a role in the future for the Woodville PUD to provide services to the Woodville Farm Labor Camp, but a determination by the Local Agency formation Commission (LAFCO) to allow extraterritorial services would be required in order for the Woodville PUD to provide services to the camp.

² Rural Valley Lands Plan, Amendment 86-09, adopted by the Tulare County Board of Supervisors, April 1987

³ Urban Boundary Element Goals and Policies, Amended by the Tulare County Board of Supervisors, by Resolution 87-0484 on April 14, 1987.

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Figure 4 Woodville Farm Labor Camp



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Current Land Use Plan

At this time, the community of Woodville does not have a community plan; therefore, the Tulare County General Plan Update 2030 provides the framework for development and designates the Land Use as “Mixed Use” within the existing UDB. The Goals and Policies Report reinforce, amend and expand policies with respect to development in the unincorporated area. The General Plan 2030 Update provides guidance to development within the community:

Planning Framework Policy PF 2.6 Land Use Consistency: Until such time as a Community Plan is adopted for those communities without existing Community Plans, the land use designation shall be Mixed Use, which promotes the integration of a compatible mix of residential types and densities, commercial uses, public facilities, and services with employment opportunities.

Mixed Use Land Use Designation: The Mixed Use designation established areas appropriate for the planning integration of some combination of retail office, single family and multi-family residential, hotel, recreation, limited industrial, public facilities or other compatible use.

One of the most important purposes of the Woodville 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 Woodville is to identify the most appropriate types and distribution of land uses for the community, based on environmental, circulation, infrastructure, services, opportunities and constraints, urban development boundary suitability analysis and other economic capacities and concerns discussed in the chapters of this Plan.

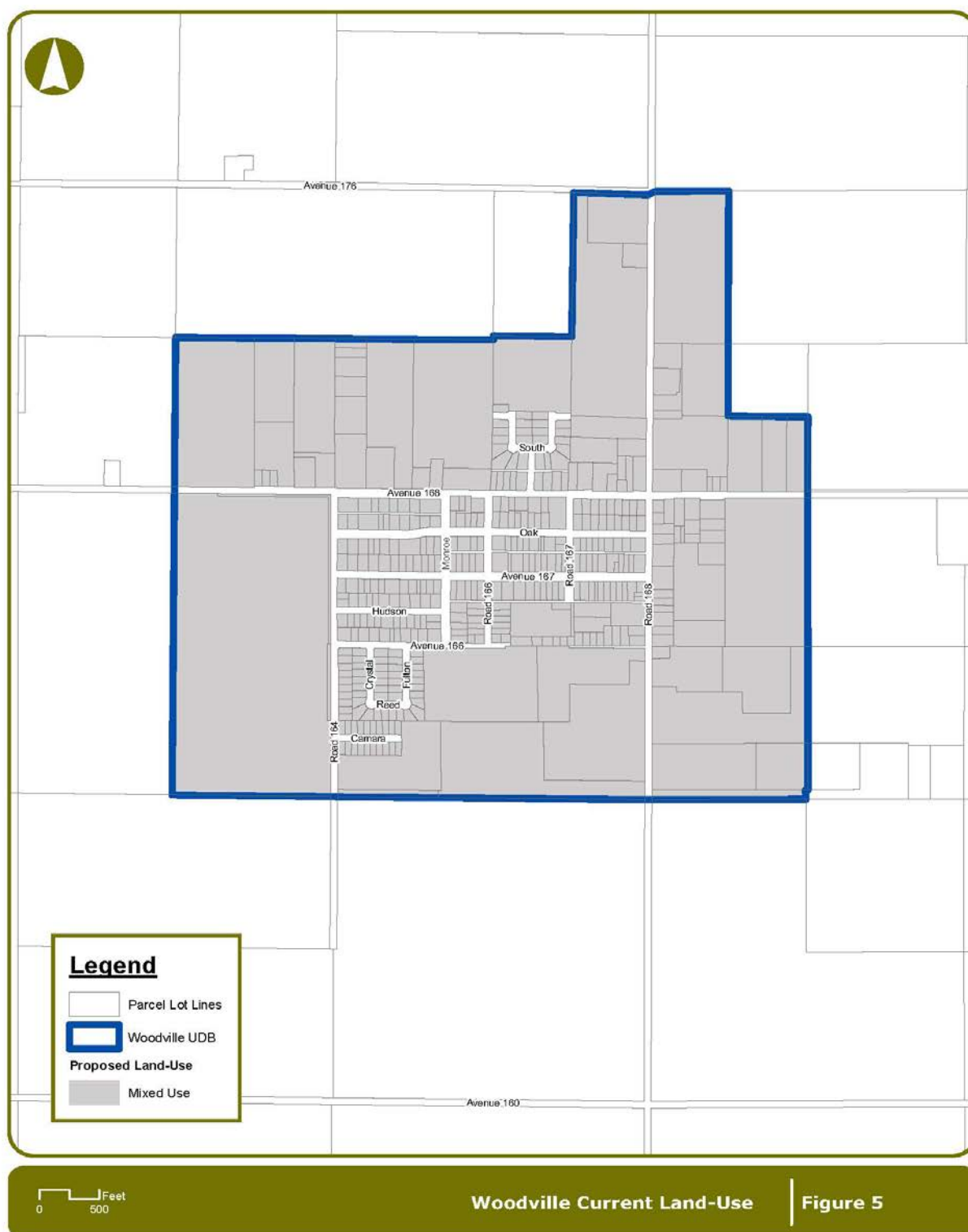
The County of Tulare, through existing policies, has encouraged both incorporated and unincorporated communities to establish urban development boundaries and contiguous land use patterns, which are compact and contiguous. This policy position has reduced so-called “leap frog” development throughout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

Figure 5 shows the existing land in the current Woodville Community Planning Area is designated as Mixed Use (470.2 acres) and identified in **Table 1**. Approximately 41.8 acres within the combined Planning Area is dedicated to unclassified rights-of-way.

Table 1: Woodville current Land Use Designation	
Designation	Total Acreage
Mixed Use	470.2
Unclassified (right-of-Way)	41.8
Total	512.0

Source: Tulare County GIS

Figure 5 Woodville Existing Land Use Map



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Figure 6 shows the existing zoning in Woodville Community Planning Area as displayed in **Table 2**. Approximately 41.8 acres within the combined Planning Area is dedicated to unclassified rights-of-way.

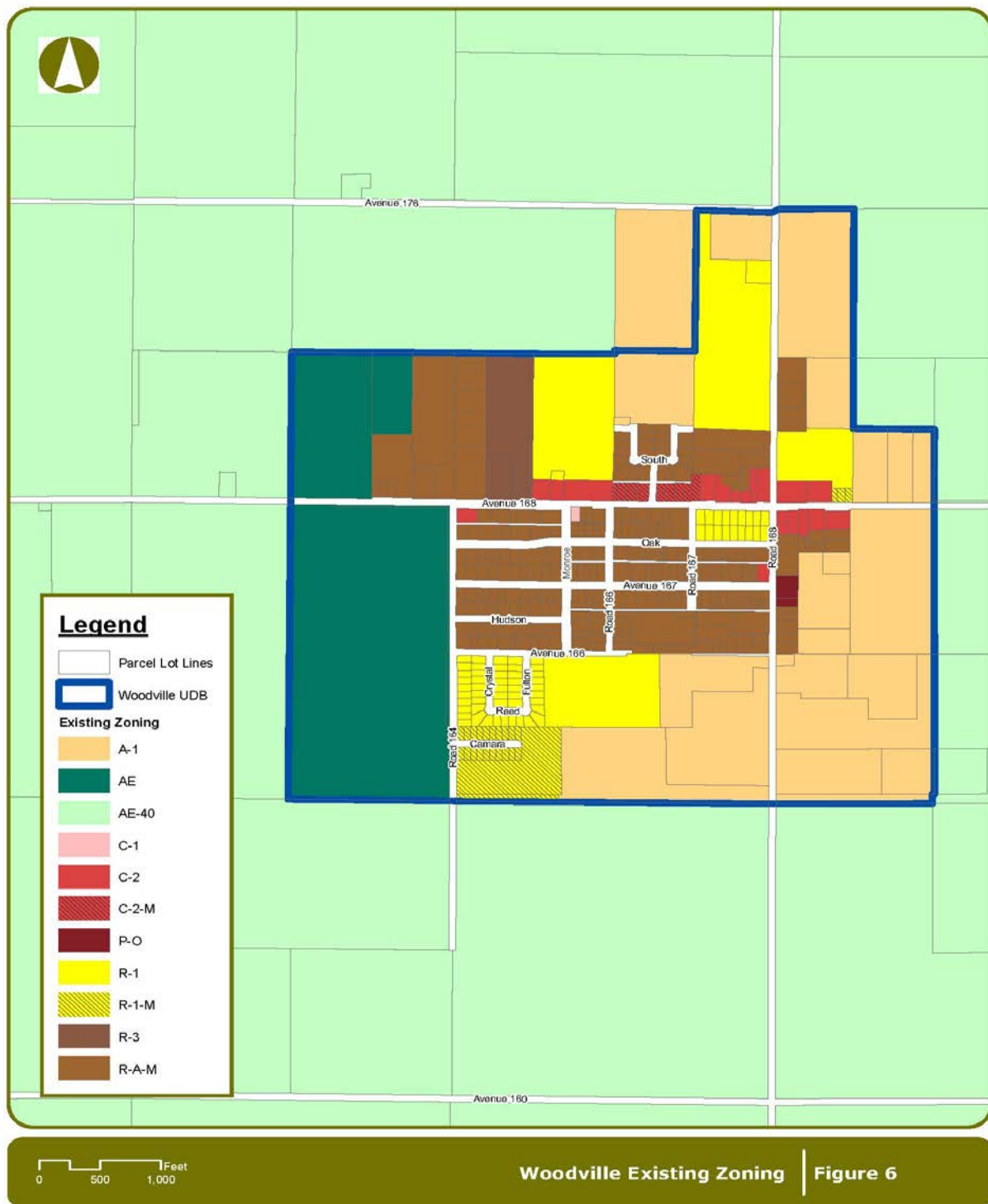
Table 2 Woodville Existing Zoning Districts	
Zoning Designations	Existing Acres
A-1	157.4
AE	104.2
C-1	0.2
C-2	11.1
C-2-M	2.6
P-O	1.2
R-1	72.7
R-1-M	12.7
R-3	11.6
R-A-M	96.5
Unclassified (Rights-of-Way)	41.8
Total	512.0

The Woodville Farm Labor Camp is 92.0 acres and is zoned AE-40 (Exclusive Agriculture-40 acre minimum) under the Rural Valley Lands Plan (RVLP) as shown in **Figure 7** and demonstrated in **Table 3**.

Table 3 Woodville Farm Labor Camp - Existing Zoning District	
Land Use	Sum Acres
AE-40	92.0
Total	92.0

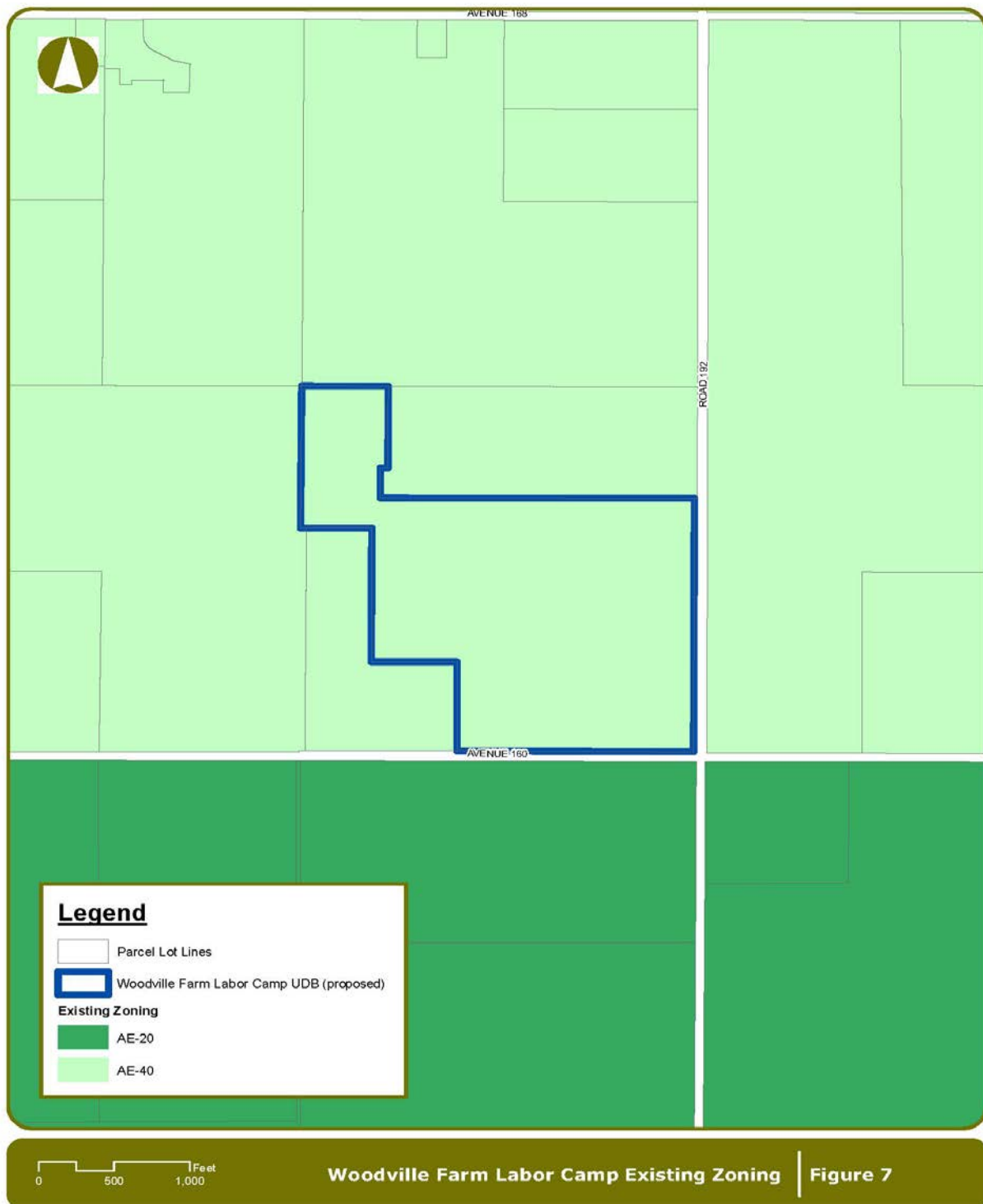
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Figure 6: Woodville Existing Zoning Districts Map



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Figure 7 Woodville Farm Labor Camp - Existing Zoning District 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 Woodville.

Historic Population Growth

The rate of population growth over a 10-year period, 1980 – 1990 in the unincorporated County, Woodville 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 2010, Woodville's population was 1,740. The population increased to 1,770 by 2017. The male population increased from 941 in 2010 to 994 in 2017. The female population decreased from 799 in 2010 to 776 in 2017. In the decade between 2010 and 2017, more males were added to the population than females (see Table 4).

Table 4- Population (2010 & 2017)						
Geography	2010			2017		
	Total Population (2010)	Male (2010)	Female (2010)	Total Population (2017)	Male (2017)	Female (2017)
California	37,253,956	18,517,830	18,736,126	38,982,847	19,366,579	19,616,268
Tulare County	442,179	221,442	220,737	458,809	229,488	229,321
Woodville CDP	1,740	941	799	1,770	994	776

2013-2017 American Community Survey 5-Year Estimates

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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.”⁴

Table 5 - 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 Woodville (see Table 5).

Median Age

The median age in Woodville increased from 26.5 in 2010 to 28.3 in 2017. Woodville’s median age is lower than the median age of Tulare County (30.6) and of the State of California (36.1) in 2017 (see Table 6).

Table 6 - Median Age (2010 & 2017)

	2010	2017
	Median age (years)	Median age (years)
California	35.2	36.1
Tulare County	29.6	30.6
Woodville CDP	26.5	28.3

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

Woodville has a higher percentage of persons under 18 at 33.4% than Tulare County (31.4%) and the State of California 23.4%). Woodville also has a lower elderly population. Persons 21 years old and over made up 55.7% of Woodville’s population. Comparatively, persons 21 years and older in Tulare County was 63.9% and in the State of California was 72.4% (see Table 7).

Table 7 Age Percentage

Geography	Persons Under 5 years	Persons Under 18 years	Persons Age 21+	Persons Age 62+	Persons Age 65+
California	6.4%	23.4%	72.4%	16.4%	13.2%
Tulare County	8.6%	31.4%	63.9%	13.2%	10.7%
Woodville CDP	11.6%	33.4%	55.7%	8.4%	6.6%

2013-2017 American Community Survey 5-Year Estimates

⁴ Tulare County Regional Blueprint, page 7

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Ethnicity and Race

In 2010 (see Table 8), 12.8% of the Woodville's population was white, 0.0% was African American, 0.8% was Native American, American Indian and Alaska Native, 0.0% was Asian, and 0.0% was two races or more. Approximately 86.4% was Hispanic (of any race).

Table 8 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
Woodville CDP	1,866	239	1,612	0	15	0	0

2013-2017 American Community Survey 5-Year Estimates

In 2017 (see Table 9), 4.8% of the Woodville's population was white, 0.0% was African American, 0.3% was Native American, 0.0% was Asian, and 0.5% was two races or more. Approximately 94.5% was Hispanic (of any race). In the decade between 2010 and 2017, the proportion of the White population decreased from 12.8% to 4.8%. The African American and the Asian population's percentage stayed the same 0.0%. The American Indian and Alaska Native population percentage decreased from 0.8% to 0.3%. The two or more race demographic increased from 0.0% to 0.5%. The Hispanic (of any race) went up from 86.4% to 94.5%.

Table 9 Race & Ethnicity (2017)							
	Total Population	White	Hispanic or Latino (of any race)	Black or African American	American Indian and Alaska Native	Asian	Total Population of Two or More Races
California	38,982,847	14,777,594	15,105,860	2,161,459	117,813	5,427,928	1,140,164
Tulare County	458,809	135,372	291,867	5,973	3,029	14,622	6,709
Woodville CDP	1,770	85	1,672	0	5	0	8

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

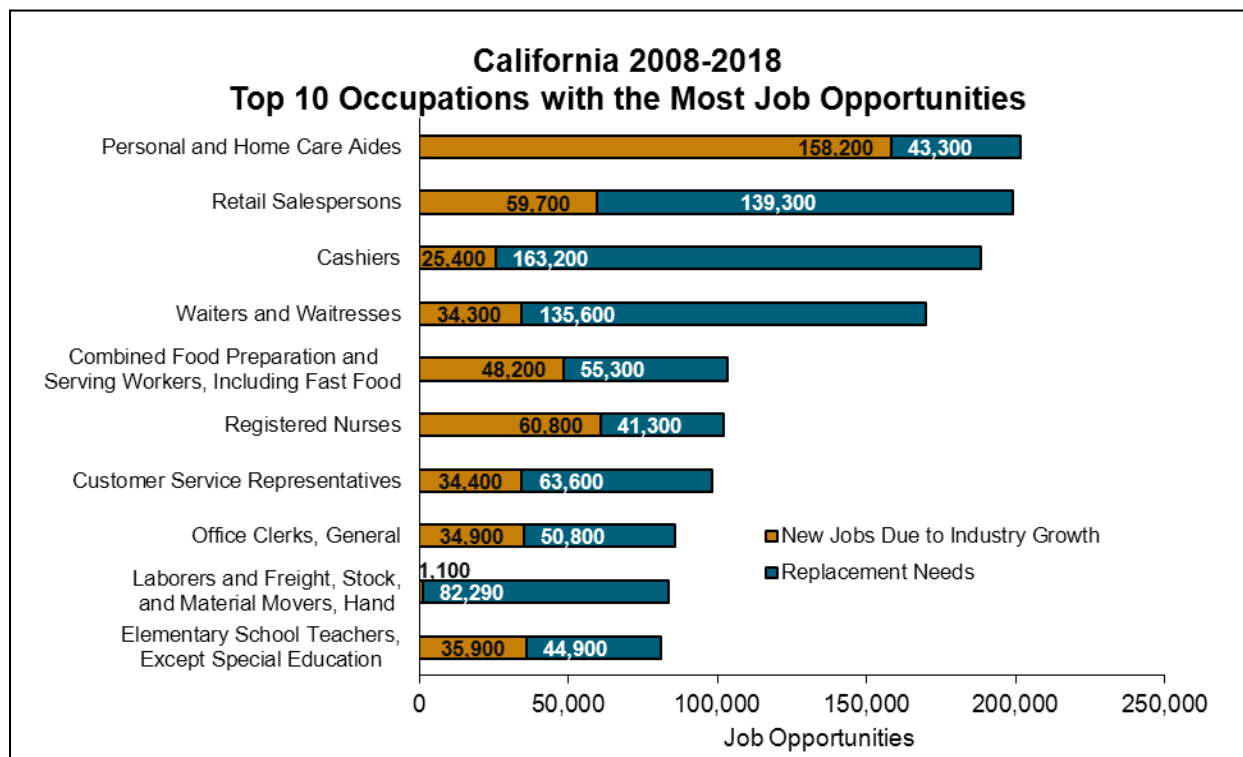
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Economic Conditions

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.”⁵



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

⁵ 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.”⁶

“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, both 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.”⁷

Employment in Woodville

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 Woodville 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 2013-2017 American Community Survey (**see Table 10**) indicated that the unemployment rate in Woodville had an unemployment rate of 12.7% while Tulare County's unemployment rate was 10.0%. The State of California's unemployment rate was 7.7%.

Table 10 - 2013-2017 American Community Survey: Unemployment			
Geography	Population	Total Civilian Labor Force	Unemployment
California	38,982,847	19,485,061	7.7%
Tulare County	458,809	193,225	10.0%
Woodville CDP	1,770	785	12.7%

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

⁶ 2016 Tulare County Annual Crop and Livestock Report

⁷ Visalia General Plan Update: Existing Conditions Report, page 3-16

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Income

Mean and Median (see Table 11) income in Woodville is very low compared to Tulare County and the State of California. Woodville's median household income was \$28,508, compared to \$44,871 for Tulare County and \$67,169 for the State of California. Woodville's median family income

was \$29,375, compared to \$47,280 for Tulare County and \$76,975 for the State of California. Woodville's per capita income was also low at \$10,825 compared to \$18,962 for Tulare County and \$33,128 for the State of California.

Table 11 - 2013-2017 American Community Survey: Income					
Geography	Median household income (dollars)	Mean household income (dollars)	Median family income (dollars)	Mean family income (dollars)	Per capita income (dollars)
California	\$67,169	\$96,104	\$76,975	\$106,970	\$33,128
Tulare County	\$44,871	\$62,325	\$47,280	\$65,927	\$18,962
Woodville CDP	\$28,508	\$39,146	\$29,375	\$39,175	\$10,825

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

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, Woodville's median household income was \$28,508 in 2017. The State of California's median household income in 2017 was \$67,169. Woodville's median household income was 42.4% (less than 60%) of the State of California's median household income. Woodville is considered a severely disadvantaged community.

Poverty

According to the California Department of Finance, the 2013-2017 American Community Survey (see Table 12) indicated that 45.4% of families in Woodville lived below the poverty line. This percentage was higher for Married couple families, all people, and persons under 18. Woodville had a higher level of poverty overall for married couple families at 50.0% compared to Tulare County at 15.4% and the State of California at 6.6%.

Table 12 - 2013-2017 American Community Survey: Poverty					
Geography	All families	Married couple families	Families with female householder, no husband present	All people	Persons under 18 years
California	11.1%	6.6%	26.0%	15.1%	20.8%
Tulare County	23.0%	15.4%	42.2%	27.1%	36.2%
Woodville CDP	45.4%	50.0%	39.3%	49.7%	67.3%

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

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Housing Characteristics

Woodville serves as an agriculturally-oriented service center for the rural area west of Porterville. Many residents are employed in agriculturally-related industries. Woodville is also a “bedroom community,” as a number of residents who live in Woodville have jobs away from the town and/or travel to shop outside of Woodville, 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 2010 and 2017 (see **Table 13**), the number of housing units in Woodville increased from 425 to 488, which represents an increase of 14.8%. This increase was higher than the percent increase in Tulare County of 3.5% and the State of California at 2.3%.

Table 13 Housing Units (2010 & 2017)			
Geography	2010 Total housing units	2017 Total housing units	Percent Increase
California	13,680,081	13,996,299	2.3%
Tulare County	141,696	146,712	3.5%
Woodville CDP	425	488	14.8%

Source: 2013-2017 American Community Survey
5Year Estimates

Housing Types

According to the California Department of Finance, the 2013-2017 American Community Survey (see **Table 14**) indicated that 72.5% of the housing units in Woodville were 1 unit detached and 3.1% were 1-unit attached, 0.0% was 2 units, 0.0% was 3 or 4 units, 0.0% was 5 to 9 units, and 24.4% 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.

Table 14 - 2013-2017 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	13,996,299	8,131,716	58.1	978,110	7.0	343,548	2.5	775,541	5.5	857,711	6.1	518,818	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
Woodville CDP	488	354	72.5	15	3.1	0	0.0	0	0.0	0	0.0	117	24.4

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Housing Conditions

According to the 2015 Woodville Community Housing Condition Survey, approximately 22% of Woodville's housing units in 2015 were dilapidated. Approximately 26% of the housing units were sound, 52.1% were deteriorated (see Table 15).

Table 15 Housing Conditions Survey											
Survey Area	Sound		Deteriorated						Dilapidated		Total Units
			Minor		Moderate		Substantial				
	Units	%	Units	%	Units	%	Units	%	Units	%	
Woodville	36	26%	17	12%	38	27%	18	13%	30	22%	139

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

The percentage of substandard housing in Woodville increased between 1992 and in 2015. The percentage was 51% in 1992, 48% in 2003, and 79% in 2009, and 53% in 2015 (see Table 16).

Table 16 - Percentages of Substandard Housing Units in Tulare County Unincorporated Community 1992-2015				
	1992 Survey Results	2003 Survey Results	2009 Survey Results	2015 Survey Results
Woodville	51%	48%	79%	53%

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

Age of Structures

According to the US Census, the 2013-2017 Community Survey (see Table 17) noted that 26.6% of the housing structures were built between 1970 and 1979. Approximately 25.4% of the housing structures were built between 1990 and 1999. Approximately 0.0% of the housing structures were built between 2010 and later.

Table 17 - 2013-2017 American Community Survey: Age of Structures in Woodville		
Age of Structures	Number	Percentage
Built 2014 or later	0	0.0%
Built 2010 to 2013	0	0.0%
Built 2000 to 2009	16	3.3%
Built 1990 to 1999	124	25.4%
Built 1980 to 1989	71	14.5%
Built 1970 to 1979	130	26.6%
Built 1960 to 1969	26	5.3%
Built 1950 to 1959	42	8.6%
Built 1940 to 1949	63	12.9%
Built 1939 or earlier	16	3.3%
Total:	488	-

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

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Tenure Owner or Renter Living in a Housing Unit

According to the California Department of Finance, the 2013 and 2017 American Community Survey data (see **Table 18**), indicated that 45.3% of the housing units in Woodville were owner-occupied, which is less than Tulare County (56.2%), and 54.5% less than the State of California.

Table 18 Tenure Owner or Renter Living in a Housing Unit 2013-2017 American Community Survey					
	Total Occupied Housing Units	Owner- Occupied Housing Units	%	Renter occupied Housing Units	%
California	12,888,128	7,024,315	54.5	5,863,813	45.5
Tulare County	135,144	75,975	56.2	59,169	43.8
Woodville CDP	453	205	45.3	248	54.7

By definition, the most common measure of overcrowding is persons per room in a dwelling unit.⁸ 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.

Household Size (Overcrowding)

The average household size for owner occupied and renter-occupied limits in Woodville was the same at 3.91. The household sizes in Woodville for owner-occupied units is larger than both Tulare County (3.27) and the State of California (3.00).

Table 19 Overcrowding 2013-2017 American Community Survey		
	Average household size of owner occupied units	Average household size of renter-occupied units
California	3.00	2.91
Tulare County	3.27	3.46
Woodville CDP	3.91	3.91

⁸ 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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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 2010, the vacancy rate (see Table 20) in Woodville was 3.8%, which was lower than Tulare County at 8.0% and the State of California at 8.1%. In 2017, the vacancy rate in Woodville was 7.2%, which was lower than Tulare County at 7.9% and the State of California at 7.9%.

Table 20 Vacancy Rate (2010 & 2017)						
Geography	2010			2017		
	Vacancy rate	Homeowner vacancy rate (1)	Rental vacancy rate (1)	Vacancy rate	Homeowner vacancy rate (1)	Rental vacancy rate (1)
California	8.1%	2.1	6.3	7.9%	1.2	3.6
Tulare County	8.0%	2.4	5.8	7.9%	1.5	3.4
Woodville CDP	3.8%	0.0	3.1	7.2%	0.0	1.6

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

The 2013-2017 American Community Survey data indicated that the number of homeowner vacancy rate decreased in the seven (7) year period between 2010 and 2017, for the State of California from 2.1% to 1.2% and Tulare County from 2.4% to 1.5%; vacancy rates remained the same in Woodville at 0.0%. While the Woodville's rental vacancy rate increased from 3.1% to 1.6%, the rental vacancy rate in California decreased from 6.3% to 3.6% and in Tulare County decreased from 5.8% to 3.4% between 2010 and 2017.

Regional Housing Needs Assessment (RHNA)

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

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

"The Sustainable Communities and Climate Protection Act of 2008 (SB 375) was passed to support the State's climate action goals to reduce greenhouse gas (GHG) emissions through coordinated transportation and land use planning. The bill mandates each of California's Metropolitan Planning

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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.”⁹

“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.”¹⁰

“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.”¹¹

The RHNA housing results are summarized in **Figure 8**. 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.

⁹ 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>

¹⁰ *Ibid.*

¹¹ *Op. Cit.*

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Figure 8 - 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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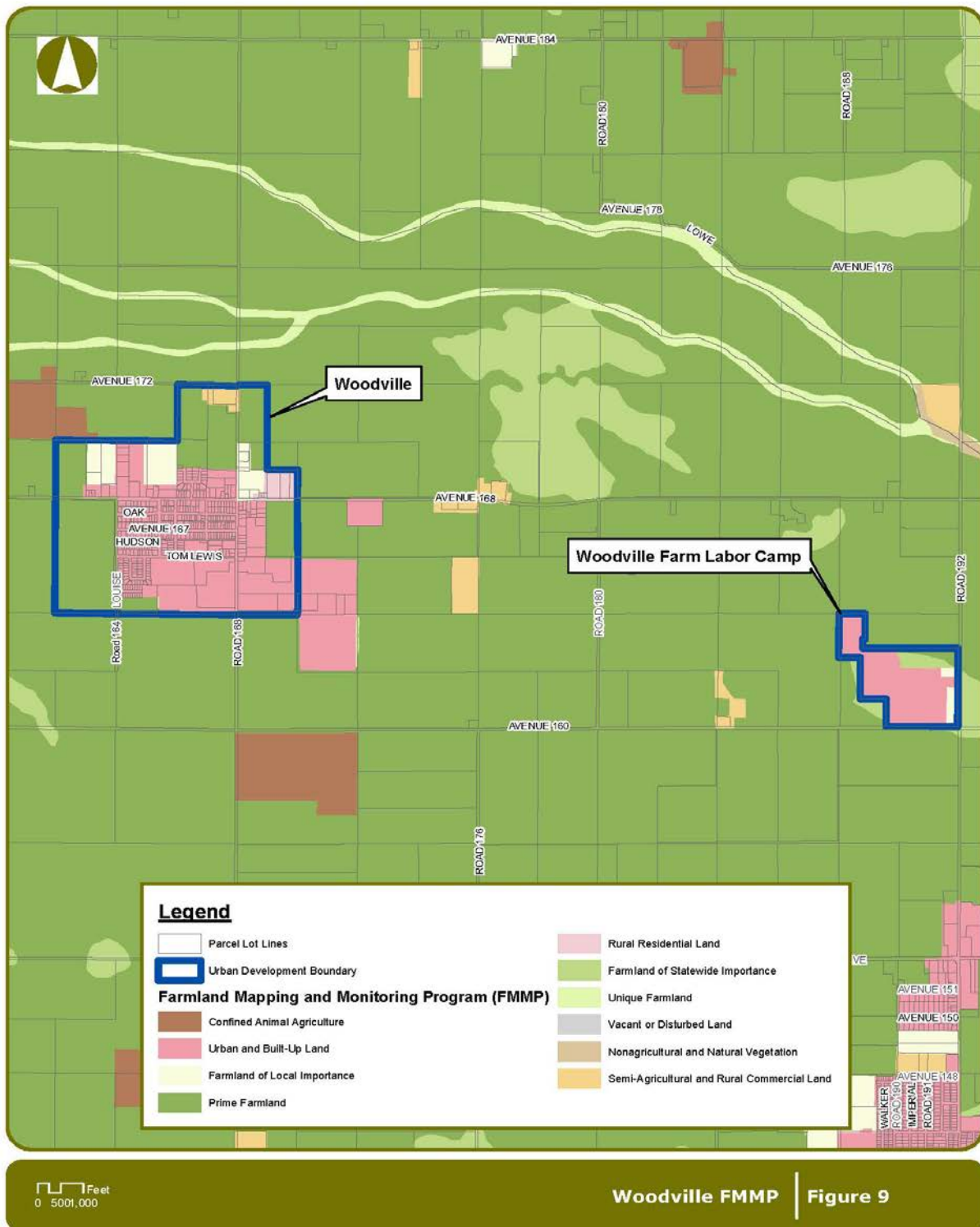
Natural and Cultural Resources

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 512.0 acre UDB designates approximately 241.32-acres in agriculture under the 2019 FMMP map (**see Figure 9**).

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Figure 9 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.

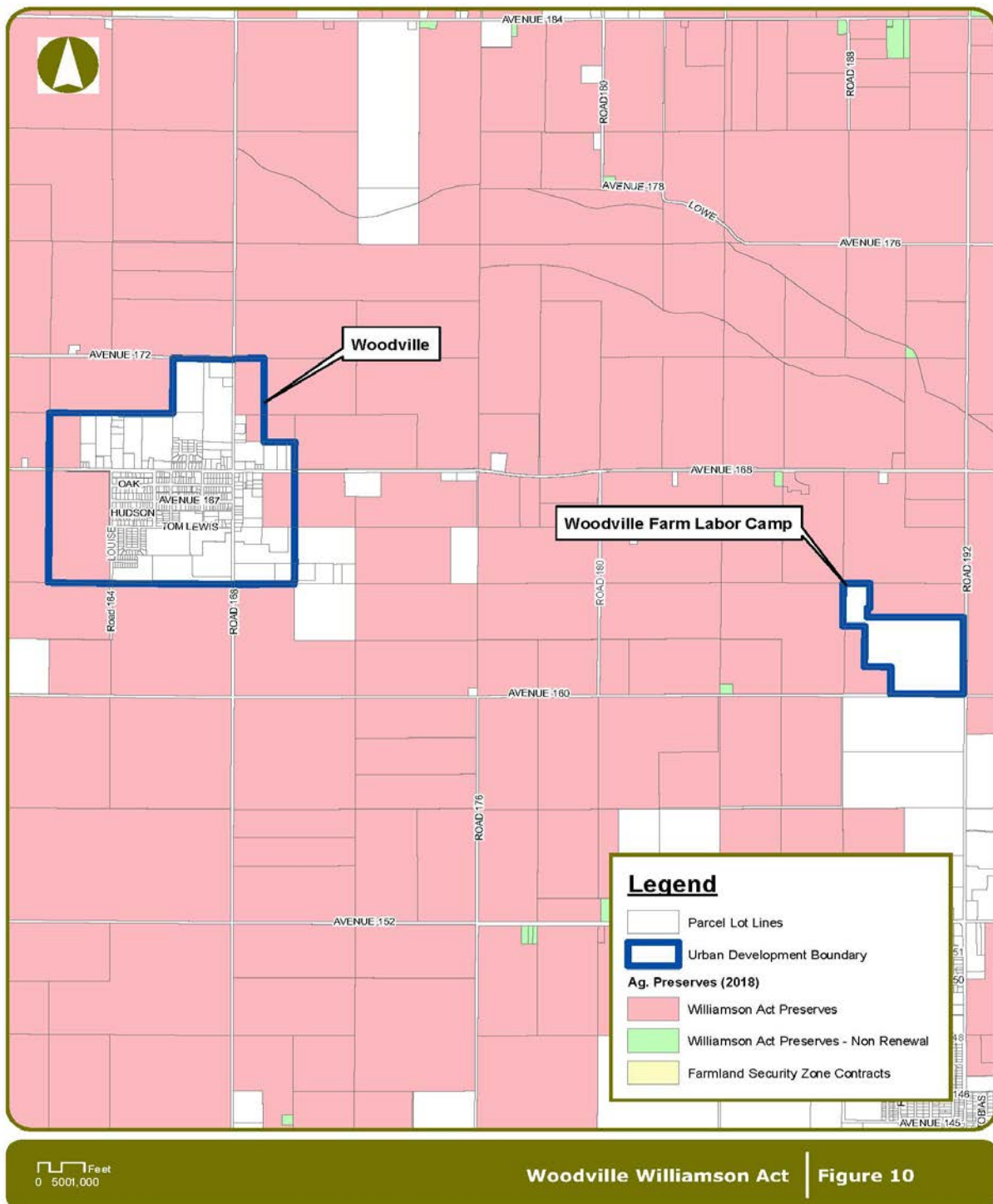
The importance of agricultural land is underscored by the level of attention state planning law has placed on it. Three mandatory elements of the general plan: 1) land use; 2) open space; and 3) conservation, all require local governments to include a discussion of agricultural lands in their general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

Five (5) parcels (approximately 104.16 acres) in Woodville have entered into land conservation contracts (**see Figure 10**) and are subject to the Williamson Act and within the planning area (proposed UDB).

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Figure 10 - Williamson Act Map



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Air Quality

The Woodville 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

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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 Woodville is located near the southern end of the Valley with prevailing winds from the northwest, it is in a vulnerable position for the accumulation of adversely modified air, particularly when a temperature inversion occurs which holds down surface air along with its pollutants.

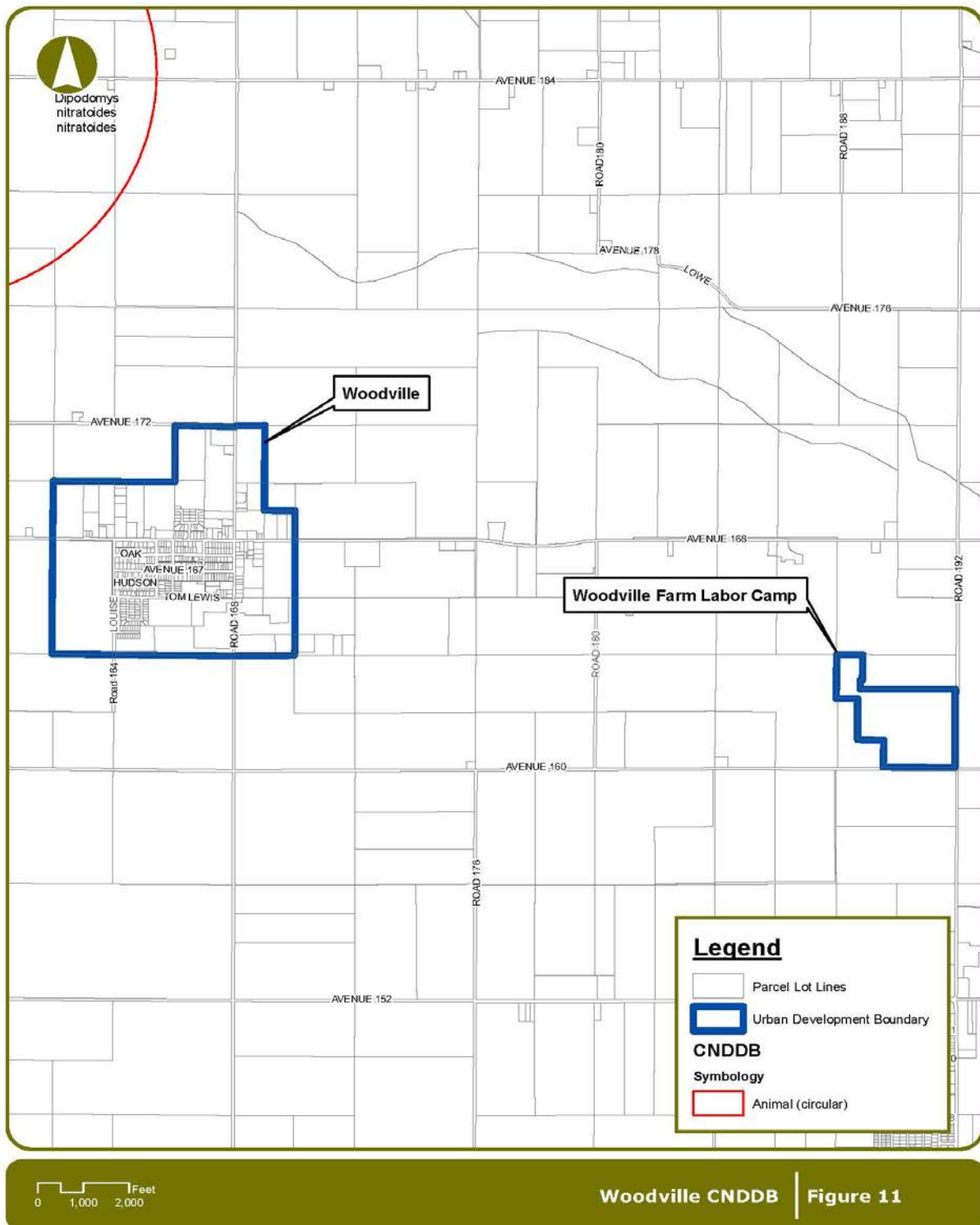
Local air pollution sources within the general vicinity of Woodville and within the community itself include automobile, local industry, and agricultural activities.

Biological Resources

Woodville are situated within a matrix of agricultural lands, industrial complexes, and residential/commercial development. A California Natural Diversity Database (CNDDDB) search conducted on April 29, 2019, (**see Figure 11**) indicated there are no special status species within the Woodville Quadrant Species List, which includes the Woodville Planning Area.

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Figure 11 - Woodville CNDDB Map



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Cultural Resources

“Tulare County lies within a culturally rich province of the San Joaquin Valley. Studies of the prehistory of the area show inhabitants of the San Joaquin Valley maintained fairly dense populations situated along the banks of major waterways, wetlands, and streams. Tulare County was inhabited by aboriginal California Native American groups consisting of the Southern Valley Yokuts, Foothill Yokuts, Monache, and Tubatulabal. Of the main groups inhabiting the Tulare County area, the Southern Valley Yokuts occupied the largest territory.”¹²

“California’s coast was initially explored by Spanish (and a few Russian) military expeditions during the late 1500s. However, European settlement did not occur until the arrival into southern California of land-based expeditions originating from Spanish Mexico starting in the 1760s. Early settlement in the Tulare County area focused on ranching. In 1872, the Southern Pacific Railroad entered Tulare County, connecting the San Joaquin Valley with markets in the north and east. About the same time, valley settlers constructed a series of water conveyance systems (canals, dams, and ditches) across the valley. With ample water supplies and the assurance of rail transport for commodities such as grain, row crops, and fruit, a number of farming colonies soon appeared throughout the region.”¹³

“The colonies grew to become cities such as Tulare, Visalia, Porterville, and Hanford. Visalia, the County seat, became the service, processing, and distribution center for the growing number of farms, dairies, and cattle ranches. By 1900, Tulare County boasted a population of about 18,000. New transportation links such as SR 99 (completed during the 1950s), affordable housing, light industry, and agricultural commerce brought steady growth to the valley. The California Department of Finance estimated the 2007 Tulare County population to be 430,167.”¹⁴

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 database 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 is one (1) recorded cultural resource within the planning area and no known cultural resources 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 or near Woodville.

According to the information provided by the SSJVIC, there have been one (1) previous cultural resource study conducted within a small portion of the project area and one (1) additional study 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 March 6, 2019 with a request that they conduct a sacred lands files (SLF) search. The NAHC provided the results of its SLF search

¹² Tulare County 2030 General Plan. Page 8-5.

¹³ Tulare County 2030 General Plan. Page 8-5.

¹⁴ Ibid. Page 8-6.

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dated March 17, 2019 indicating “negative results” (that is, no sacred lands are known to be located in the Woodville Planning area). The following Native American tribes were contacted on March 22, 2019 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 Wuksache Indian Tribe. No responses have been received to date.

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.”¹⁵

“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.”¹⁶

“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

¹⁵ General Plan Background Report, page 8-5

¹⁶ General Plan Background Report, page 8-7

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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 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.”¹⁷

According to the Five County Seismic Safety Element¹⁸ and Figure 10-5 (Seismic/Geologic Hazards and Microzone) of the General Plan Health and Safety (GPHSE)¹⁹ Woodville 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 Woodville 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 Woodville area (**see Figure 12**) 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 Woodville area are described as follows:

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.

¹⁷ General Plan Background Report, pages 8-6 and 8-7

¹⁸ Tulare County Association of Governments. Five County Seismic Safety Element, 1974. Page 15

¹⁹ 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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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.

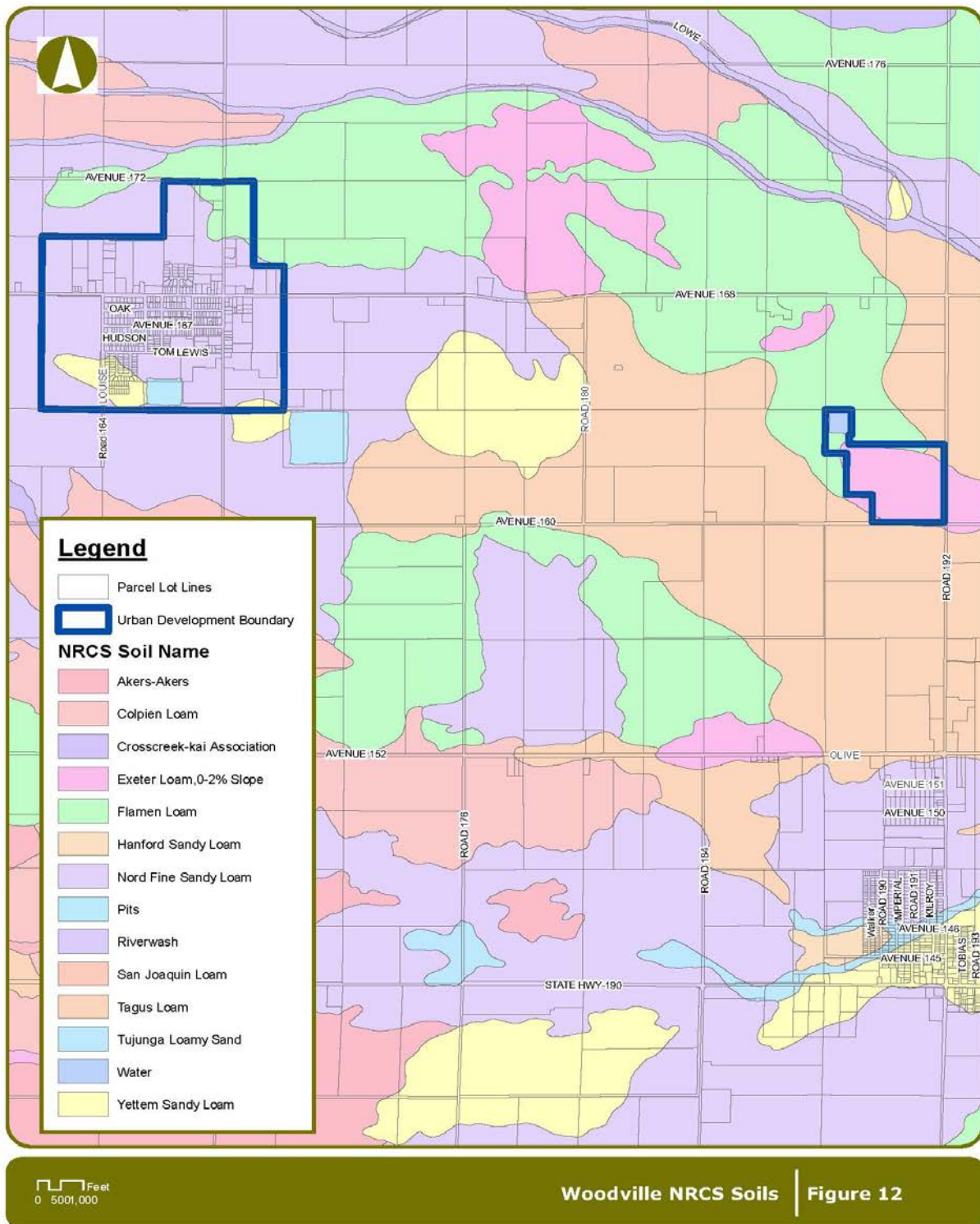
Yettem sandy loam, 0 to 2 percent slopes, are very deep, well drained alluvium soils derived from granitic rock sources. The soils has a low shrink-swell potential and is located mainly on floodplains and alluvial fans. Yettem sandy loam is considered prime farmland when it is irrigated and has a Class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

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.

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 12 - 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, and agriculture, the coastline, and forestry; and prepare and report on mitigation and adaptation plans to combat these impacts.

In response to the EO [executive order], the Secretary of Cal EPA created the Climate Action Team (CAT), composed of representatives from the Air Resources Board; Business, Transportation, & Housing; Department of Food and Agriculture; Energy Commission; California Integrated Waste Management Board (CIWMB); Resources Agency; and the Public Utilities Commission (PUC). The CAT prepared a recommended list of strategies for the state to pursue to reduce climate change emission in the state...”²⁰

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.

²⁰ 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.”²¹

Federal Emergency Management Agency (FEMA)

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, Community-Panel Number 06107C, Panel No. 1605E dated June 16, 2009, all portions of the Woodville 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 13**).

“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: <https://tularecounty.ca.gov/rma/index.cfm/public-works/flood->

²¹ Tulare County Climate Action Plan, page 1

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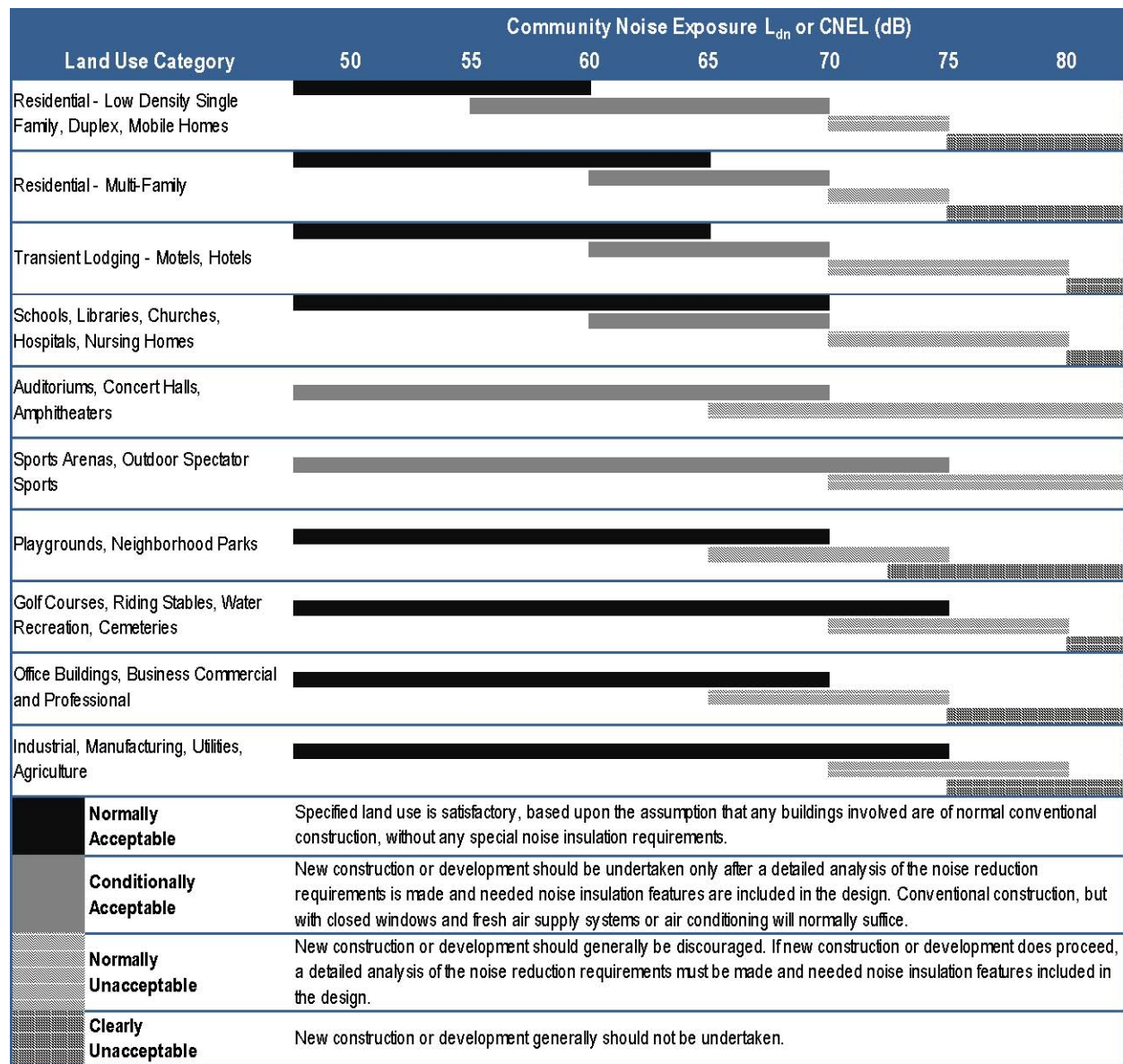
[information/](#). On June 16, 2009, Tulare County adopted the new Digital Flood Insurance Rate Maps (DFIRMs). Information is available to determine if a property is located in a SFHA by using the following FEMA Map Service Center link as follows: <https://msc.fema.gov/portal>.

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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 14).

Figure 14 - 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 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 identifies noise-impacted areas throughout Tulare County. These areas include lands which have existing or projected noise levels exceeding 60 decibels (dBA) Ldn. This decibel figure is considered to be the maximum normally acceptable noise level for single family residential areas. Roadways and traffic noise are the dominant source of ambient noise in the County. According to summarized daily traffic volumes in the General Plan background Report Woodville lies outside any noise source.

Infrastructure

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

The Woodville Public Utility District (PUD) 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.”²² Data was provided by Omni Means, Ltd.

²² Tulare County LAFCO Group 3 Municipal Service Reviews, page. 5-1

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Woodville, 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 Woodville include Porterville to the east, Lindsay to the northeast, Tulare to the northwest, Woodville to the northwest, Woodville to the north, and Tipton to the east. The Tulare County/Kern County Line is located approximately 18 miles south of Woodville. The current District Boundary and the currently adopted SOI for the Woodville PUD are illustrated on **Figure 15**.

The Woodville 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 Woodville UDB to the east and south. Since these areas are already a part of the existing District Boundary and SOI.

Domestic Water and Sewer Service

“Domestic water and sewer service in Woodville is provided by the Woodville Public Utilities District (PUD), formed in November 1948. **Table 21** shows the number of existing water and sewer connections, the capacity of each system, and the number of additional connections the systems can accommodate for new development. **Figure 17** graphically displays the approximate location of water wells and water lines. **Figure 16** graphically displays the approximate location of the sewer system and wastewater treatment plant.”²³

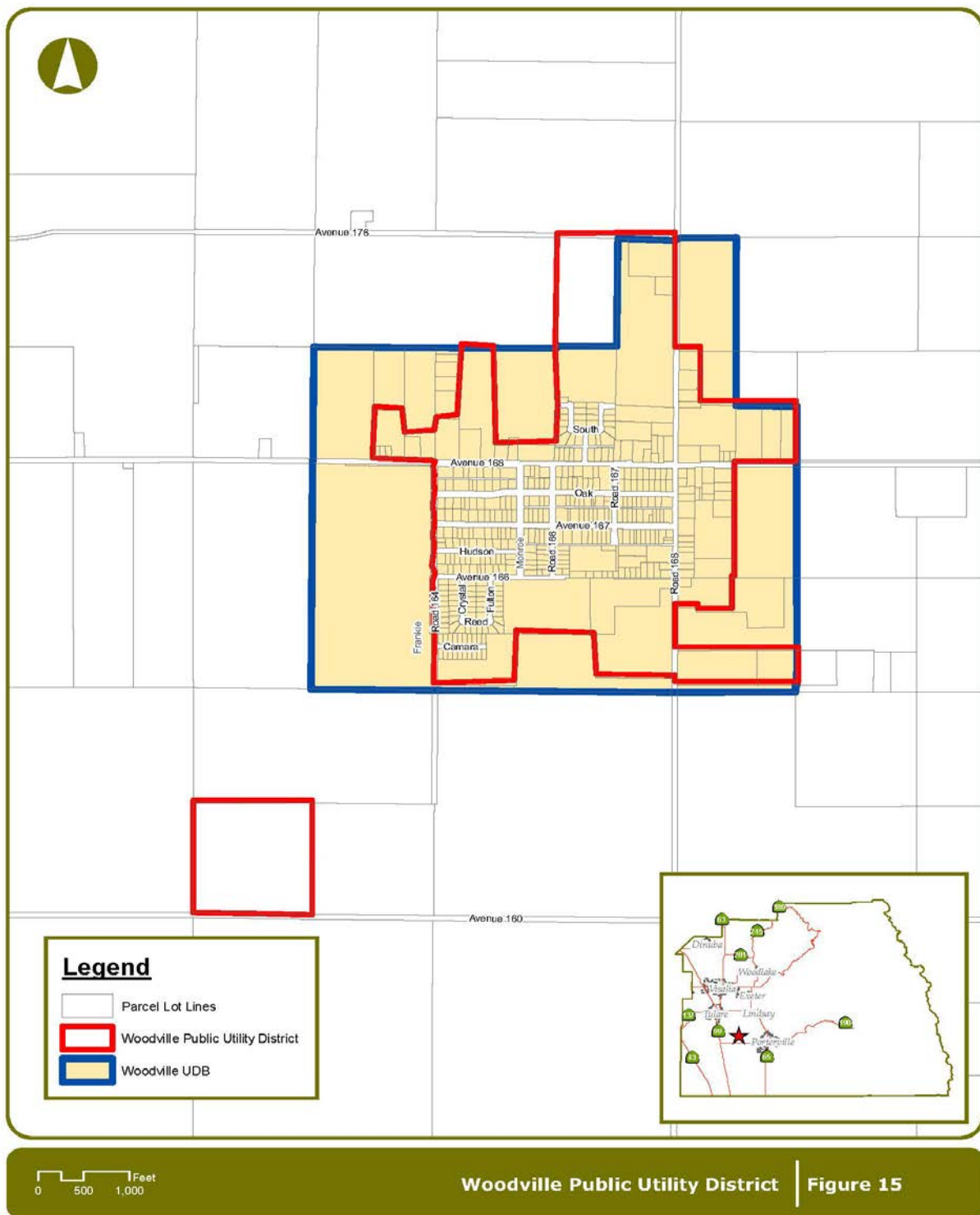
Table 21: Existing Water & Wastewater Connections					
Drinking Water			Waste Water*		
Maximum Day Demand	Capacity	Available	No. of Existing Connections	Capacity	Available
480	830	350	480	1,160	680

* Data current as of May 2012

²³ Tulare County LAFCO Group 3 Municipal Service Reviews, page. 5-6

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Figure 15: Woodville PUD 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 of time 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.”²⁴

Sanitary Sewer Service

"The Woodville PUD (see **Figure 16**) is also responsible for providing sanitary sewer service to residents within its Boundary. Woodville PUD staff has indicated that there are approximately 480 connections to their sewer system. The PUD owns and operates a Wastewater Treatment Facility (WWTF) southwest of the community, which is operated under the provisions of Waste Discharge Requirements Order No. 86-108, issued by the Regional Water Quality Control Board (RWQCB). The PUD’s WWTF is currently operating in full compliance with the requirements of Order No. 86-108.

Treatment and disposal of wastewater bio-solids are regulated by a broad and complicated body of regulations developed by the Environmental Protection Agency (EPA), and are commonly referred to as the 503B rule. According to the Engineer for the Woodville PUD, the District was not in compliance in 2006 with the 503B rule pertaining to sludge handling. The PUD had plans to construct sludge drying beds in 2007 and 2008 in order to achieve compliance with the 503B rule.

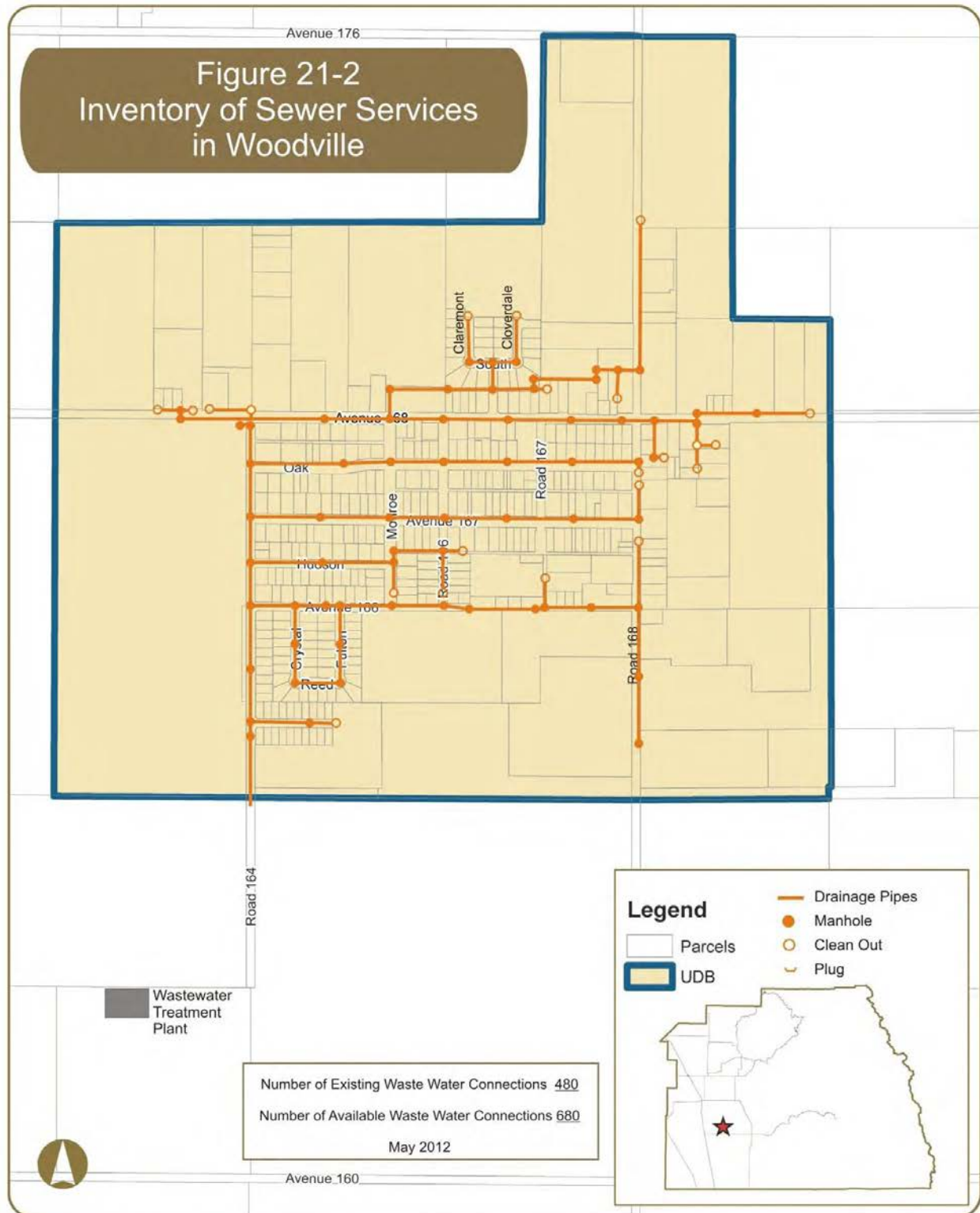
Order No. 86-108 prescribes that the monthly average daily dry weather discharge flow shall not exceed 0.33 million gallons per day (MGD). Available data indicates that current average dry weather flow at the WWTF is 0.12 MGD, indicating that the WWTF is currently operating at about 36% of its capacity. Using the ratio of the current number of connections to the current flow, and assuming 90% of permitted flow to be “at capacity”, it is estimated that the PUD’s WWTF could support a total of 1,160 connections (in terms of equivalent dwelling units), or a total population of about 4,100. The PUD should begin planning for expansions to its WWTF when actual flows reach 75% of the plant capacity. This will allow the PUD time to secure funding for and implement capital improvements to its WWTF before reaching its capacity.”²⁵

²⁴ Dennis R. Keller/James H. Wegley Consulting Engineers, letter dated October 3, 2018, to Dave Bryant, Resource Management Agency.

²⁵ Tulare County Action Program 9

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Figure 16 Inventory of Sewer Services in Woodville



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Based upon information provided by the PUD'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 PUD would need to expand its WWTF to support any additional development projects proposed within its District Boundary and/or SOI.

Storm Drainage

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

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

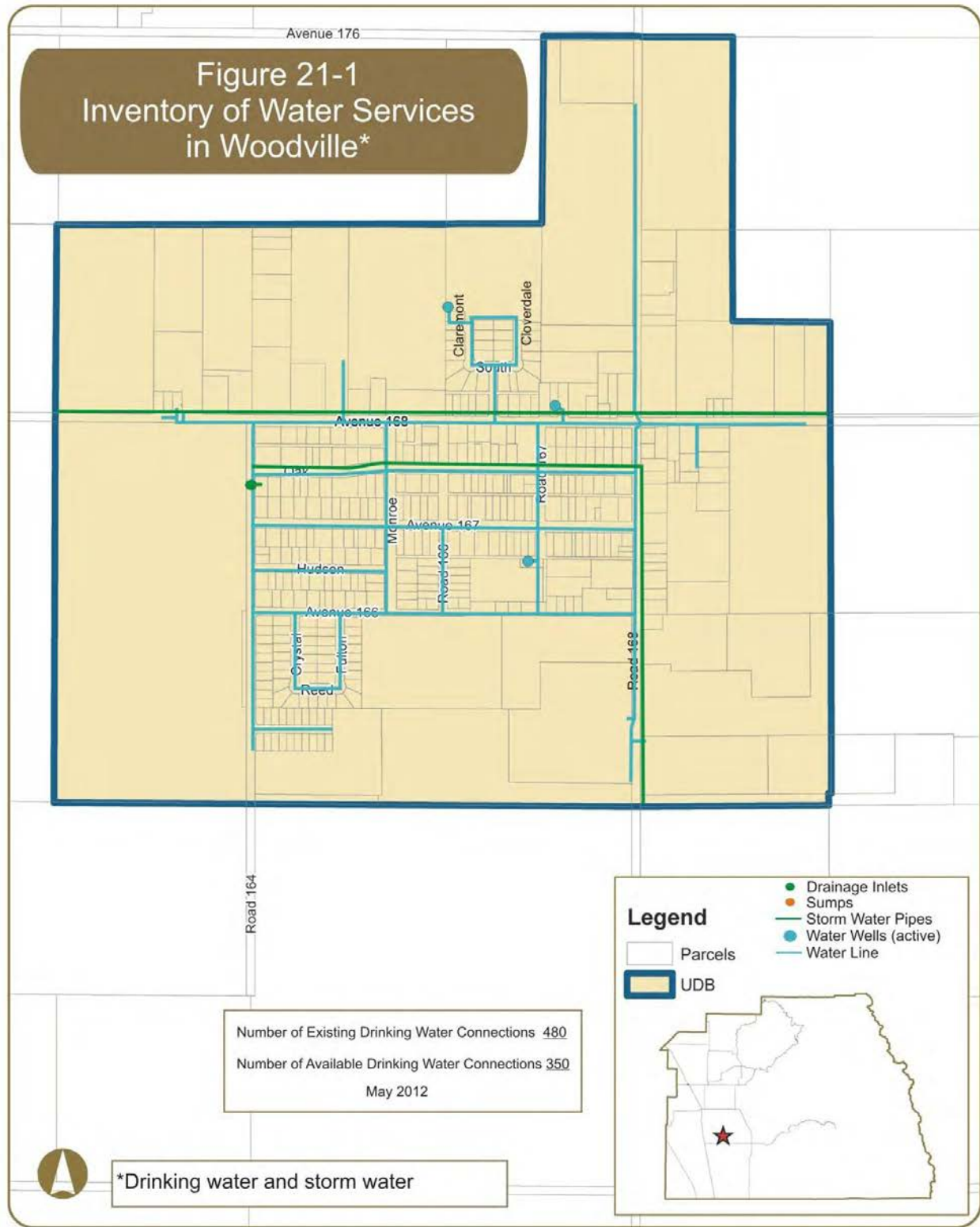
- ✓ Water overflowing the curb and entering adjacent property leading to damage.
- ✓ Accelerated roadway deterioration and public safety concerns may occur due to excessive water accumulation on roadways.
- ✓ Over saturation of the roadway structural section due to immersion will lead to pavement deterioration.

Table 22 identifies the location of drainage inlets and sumps in Woodville. **Figure 17** also displays this information graphically.

Table 22 Location of Existing Storm Drainage Facilities			
No.	East-West Roadway	North-South Roadway	Type
1	South of Oak Avenue	Road 164	Inlet

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Figure 17 Inventory of Water Services and Stormwater Pipes in Woodville



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Sustainable Groundwater Management Act SGMA

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

“The Woodville Public Utility District (PUD) is located within the Lower Tule River Irrigation District (LTRID) GSA boundary. Woodville PUD entered into an MOU with the LTRID GSA to cooperate on SGMA implementation. Consistent with Section 3 of the MOU, the Community will be considered within the boundaries of the LTRID GSA and included in the LTRID Groundwater Sustainability Plan.

Consistent with Section 6 of the MOU, LTRID will identify the Community as a separate management area. As its own management area, LTRID will specifically address the minimum thresholds and measurable objectives for the Community to achieve sustainable management.

Reporting of Community Water Use

Consistent with Section 7 of the MOU, the Community will provide LTRID the following information for determining the net groundwater usage of the Community: on a quarterly basis:

- Each Community will submit the total of groundwater pumped from Community wells.
- Each Community will submit the total of water discharged to the wastewater treatment system that is treated and diverted to percolation/evaporation ponds.

Minimum Thresholds and Measurable Objectives

The following will be considered the minimum thresholds and measurable objectives required by the Community to meet the sustainability for the implementation of the LTRID GSP for the period from January 2020 to January 2026:

- The net of water pumped minus water discharged will be considered total Community water use.
- The total of all treated water discharged to percolation/evaporation ponds, less 10%, will be available to the LTRID GSA for calculation and use in total LTRID GSA water balance.
- If the Community is providing any treated discharge to adjacent lands, the Community shall provide a regular accounting to the LTRID GSA that includes total volume amount discharged and APN(s) receiving the discharge.
- The water use will be reviewed through periodic updates to the GSP and will be compared to the available sustainable yield for the community and pumping limits acceptable to the GSA, as allowed under the regulatory code of SGMA.
- Community wells will include all wells used by the Community that are connected to the Community water distribution system.

The Community and the GSA Board of Directors agree to cooperate on conditions of approval for future growth to ensure they are consistent with GSA and Community policies including pursuing grant funding opportunities, outreach and joint projects for developing additional water supply for the Community.

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Energy Natural Gas/Electricity

Southern California Edison (SCE) is the main provider of electrical power and the Southern California Gas Company provides gas in Woodville, 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.

Solid Waste

Solid waste disposal services for the Community of Woodville is provided by USA Waste (Waste Management). Solid waste generated in Woodville can be disposed of at the Teapot Dome Landfill, located at 21063 Avenue 128, approximately four (4) miles northwest of Woodville, California.

Public Services

Tulare County Sheriff

Police protection is provided in Woodville by the Tulare County Sheriff's Department sub-station, located at 161 North Pine Street, in Pixley, west of Woodville. The substation provides patrol services 24-hours a day/7-days a week/365-days per year. Additional Sheriff resources are available as needed via the Porterville substation located at 379 N 3rd St., in Porterville, California. This station handles police services to the County Line Road. The substation is staffed with 30 deputies, five (5) sergeants and one (1) lieutenant. The Porterville substation operates 24-hours a day/7-days a week/365-days per year.

Tulare County Fire Department

Fire protection and emergency medical services are provided by the Tulare County Fire Department. The community of Woodville is served by Tulare County Fire Department Stations # 19 and Station #26. Station #19 is located at 22315 Avenue 152 in Porterville, California. Station #19 has Patrol 19, Engine 19, and Water Tender 19 assigned to this location. The Tipton Fire Station #26 is located at 241 South Graham Road, Tipton, California. Station #26 has Engine 26 and OES 278 assigned at this location.

Thirty-six fire hydrants are found within the Woodville boundaries (**see Table 23**). These fire hydrants are located within the County rights-of-way. **Figure 18** display Existing Fire Hydrants in Woodville.

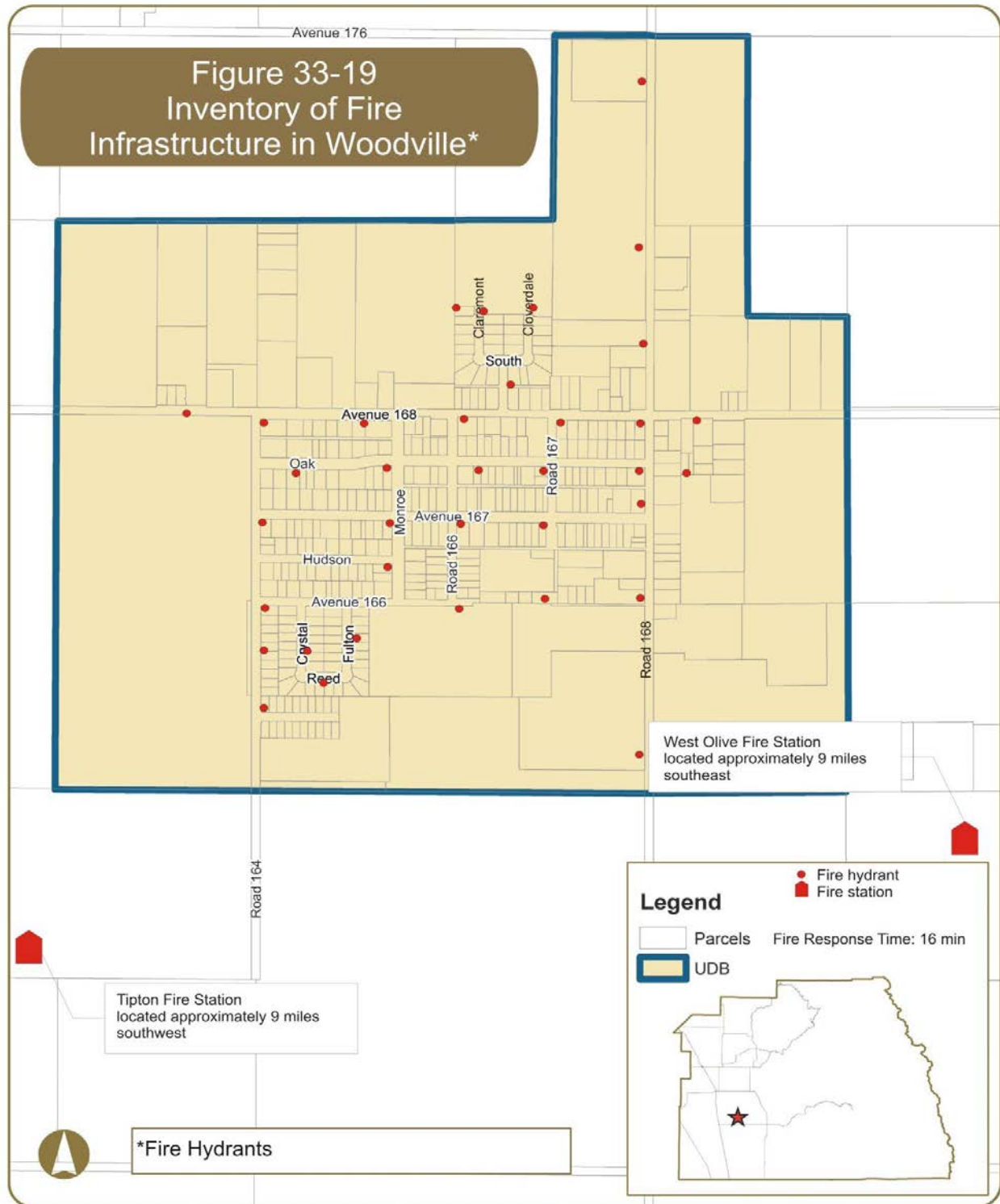
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Table 23: Existing Fire Hydrants

No.	Location	No.	Location
1	Avenue 168 west of Road 164	19	Cloverdale Road north of Avenue 168
2	Avenue 168 and Road 164	20	Oak Avenue east of Road 166
3	Avenue 167 and Road 164	21	Avenue 167 and Road 166
4	Avenue 166 and Road 164	22	Avenue 166 and Road 166
5	Road 164 south of Avenue 166	23	Avenue 168 and Road 167
6	Road 164 south of Avenue 166	24	Oak Avenue and Road 167
7	Oak Avenue east of Road 164	25	Avenue 167 and Road 167
8	Crystal Street north of Reed Avenue	26	Avenue 166 west of Road 168
9	Reed Avenue east of Crystal Street	27	Road 168 north of Avenue 172
10	Fulton Street north of Reed Avenue	28	Road 168 south of Avenue 172
11	Avenue 168 west of Monroe Road	29	Road 168 north of Avenue 168
12	Oak Avenue and Monroe Road	30	Avenue 168 and Road 168
13	Avenue 167 and Monroe Road	31	Oak Avenue and Road 168
14	Hudson Avenue and Monroe Road	32	Avenue 167 and Road 168
15	Avenue 169 west of Claremont Road	32	Avenue 166 and Road 168
16	Avenue 168 and Road 166	34	Road 168 south of Avenue 166
17	Avenue 169 and Claremont Road	35	Avenue 168 east of Road 168
18	Avenue 169 and Cloverdale Road	36	Road 168 south of Avenue 168

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Figure 18: Inventory of Fire Infrastructure



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Schools

The Woodville Community planning area is within the Woodville Union School District. Woodville Union is located at 16541 Road 168, and offers Kindergarten through eighth grade education. Woodville Union School District reports student enrollment totals of 436 students (see Table 24). Students in high school are bussed to schools in the city of Porterville. Porterville Community College is located approximately ten (10) miles to the east.

Table 24 – Woodville Union Student Enrollment 2000-2014		
Year	Enrollment	Change
2000-2001	595	
2001-2002	587	-8
2002-2003	601	+14
2003-2004	604	+3
2004-2005	618	+14
2005-2006	626	+8
2006-2007	618	-8
2007-2008	605	-13
2008-2009	594	-11
2009-2010	553	-41
2010-2011	524	-29
2011-2012	493	-31
2012-2013	496	+3
2013-2014	484	-12
2014-2015	481	-3
2015-2016	459	-22
2016-2017	436	-23
2017-2018	436	0

Source: California Department of Education DataQuest Enrollment Report

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.”²⁶ The closest County library is located in Tipton (see Table 25).

Table 25 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 March 2019

²⁶ General Plan Background Report, page 7-96

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Parks

Woodville has a ten-acre recreational community park located at 16482 Avenue 168. Reservations for picnic areas are available with the County.

Existing Circulation and Traffic Conditions

Road Conditions

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

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

- ✓ Chip seal - surface treatment in which the pavement is sprayed with asphalt and then immediately covered with aggregate and rolled. Chip seals are used primarily to seal the surface of 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 26 lists the roadways in need of repair, the limits, and type of maintenance strategy proposed. **Figure 19** graphically displays this information on a map”²⁷

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

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Table 26 - Road Maintenance Strategies

No.	Roadway	Limits	Repair Code
1	Avenue 168	Road 164 to Road 168	CHIP
2	Claremont Road	South Avenue to north end	CHIP
3	Cloverdale Road	Avenue 168 to South Avenue	CHIP
4	Cloverdale Road	South Avenue to north end	CHIP
5	Crystal Street	Reed Avenue to Avenue 166	CHIP
6	Fulton Street	Reed Avenue to Avenue 166	CHIP
7	Reed Avenue	Crystal Street to Fulton Street	OLAY
8	Road 168	Avenue 164 to Avenue 167	CHIP
9	Road 168	Avenue 167 to Oak Avenue	OLAY
10	Road 168	Oak Avenue to Avenue 168	CHIP
11	South Avenue	Claremont Road to Cloverdale Road	CHIP
12	Tom Lewis Avenue	Road 166 to east end	CHIP

OLAY = Overlay resurfacing operation

CHIP = Chip Seal

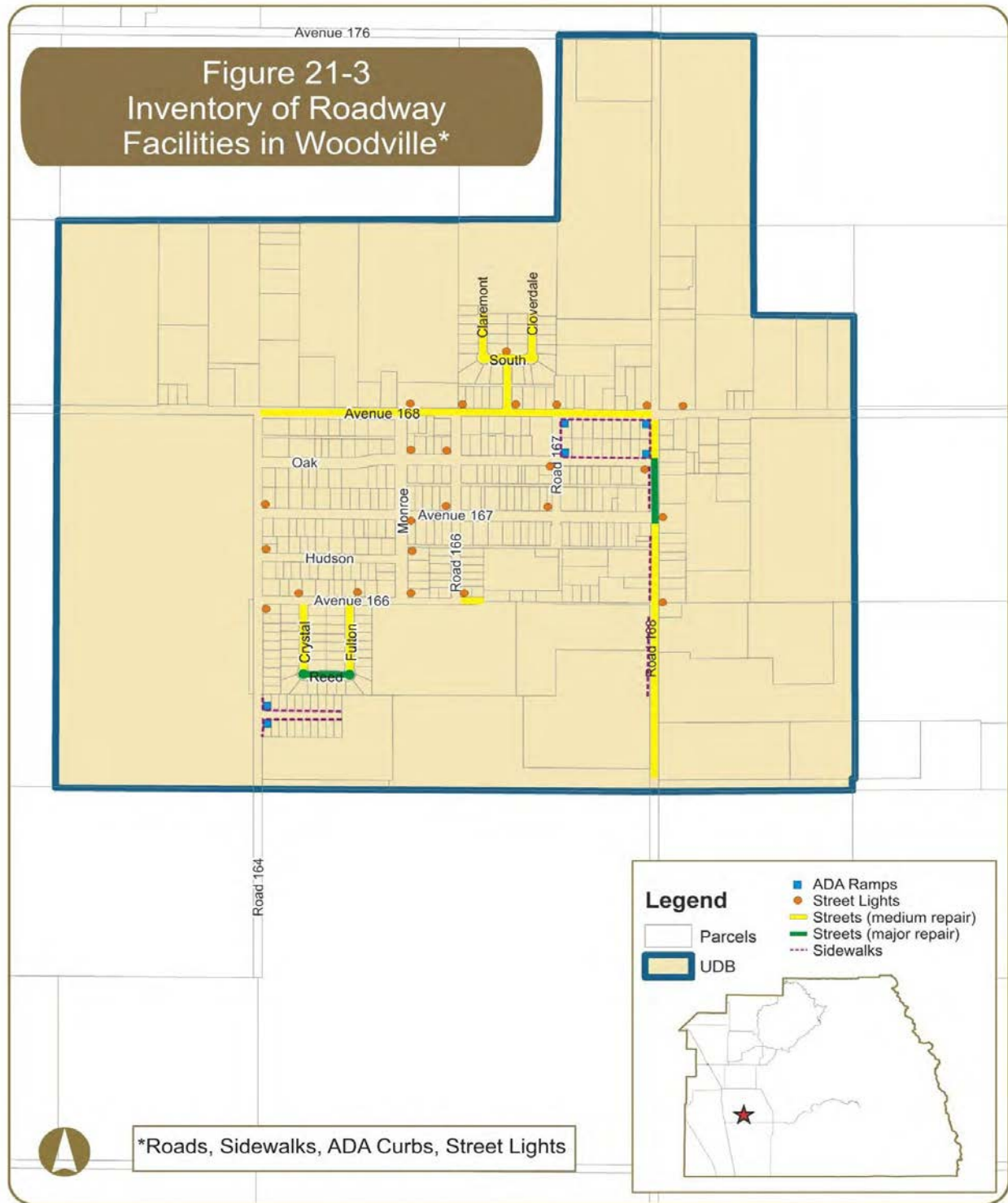
GRXx = Grind and remix

ACST = asphalt reconstruction

RCST = cold mix reconstruction

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Figure 19 - Inventory of Roadway Facilities in Woodville



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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 27** identifies the location of existing sidewalks in Woodville. **Figure 19** also displays this information graphically. The sidewalks represented in **Table 27** and **Figure 19** 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.”²⁸

Table 27 - Location of Existing Sidewalks			
No.	Roadway	Limits	Location
1	Avenue 168	Road 167 to Road 168	South side
2	Camara Avenue	Road 164 to east end	North side
3	Camara Avenue	Road 164 to east end	South side
4	Oak Avenue	Road 167 to Road 168	North side
5	Road 167	Avenue 168 to Oak Avenue	East side
6	Road 168	Avenue 168 through Woodville Elementary School	West side

ADA Curb Ramps

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

²⁸ Tulare County Housing Element Action Program 9, April 2014, page 12-3

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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.”²⁹ According to the survey, there are various ADA compliant curb ramps located within Woodville and are listed in **Table 28** and displayed in **Figure 19**.

Table 28 - Location of Existing ADA Ramps			
No.	East-West Roadway	North-South Roadways	Location
1	Avenue 168	Road 167	SE Corner
2	Avenue 168	Road 168	SW Corner
3	Camara Avenue	Road 164	NE Corner
4	Camara Avenue	Road 164	SE Corner
5	Oak Avenue	Road 167	NE Corner
6	Oak Avenue	Road 168	NW 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 Woodville, as well as their specifications. **Figure 19** 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.”³⁰

Table 29 - Existing Street Lights								
No	East-West Roadway	North-South Roadway	Location	Pole	Lumens	Pole Type	Arm Direction	Utility
1	Avenue 166 alignment	Road 168	East side	281340E	5800	W	W	SCE
2	Avenue 167	Monroe Road	SE Corner	2042033E	5800	W	N	SCE
3	Avenue 167	Road 166	NW Corner	573287E	5800	W	S	SCE
4	Avenue 167	Road 167	NW Corner	1178684E	5800	W	S	SCE
5	Avenue 167	Road 168	East side	1178690E	5800	W	W	SCE
6	Avenue 167	Road 164	NE Corner	410598E	5800	W	W	SCE
7	Avenue 168	Monroe Road	NE Corner	1178688E	5800	W	S	SCE

²⁹ Tulare County Housing Element Action Program 9, April 2014, page 12-4

³⁰ Tulare County Housing Element Action Program 9, April 2014, page 12-7

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Table 29 - Existing Street Lights

8	Avenue 168	Road 166	NE Corner	1294508E	5800	W	S	SCE
9	Avenue 168	Cloverdale Road	NE Corner	30247E	5800	W	S	SCE
10	Avenue 168	Road 167	North side	281584E	5800	W	S	SCE
11	Avenue 168	Road 168	NW Corner	281346E	5800	W	E	SCE
12	Avenue 168	East of Road 168	North side	282782E	5800	W	S	SCE
13	Hudson Avenue	Road 164	NE Corner	1572132E	5800	W	W	SCE
14	Hudson Avenue	Monroe Road	NE Corner	1572124E	5800	W	W	SCE
15	Oak Avenue	Road 168	SW Corner	1783169E	5800	W	W	SCE
16	Oak Avenue	Monroe Road	NE Corner	1178687E	5800	W	S	SCE
17	Oak Avenue	Road 166	NW Corner	302483E	5800	W	S	SCE
18	Oak Avenue	Road 167	SW Corner	2331609E	5800	W	N	SCE
19	South Avenue	Cloverdale Road	North side	1134503E	5800	W	S	SCE
20	Tom Lewis Avenue	Monroe Road	NE Corner	2042032E	5800	W	W	SCE
21	Tom Lewis Avenue	Road 166	NE Corner	NO#	5800	W	S	SCE
22	Tom Lewis Avenue	Road 164	SE Corner	2041541E	5800	W	W	SCE
23	Tom Lewis Avenue	Crystal Street	NW Corner	2138558E	5800	W	S	SCE
24	Tom Lewis Avenue	Fulton Street	NE Corner	2138556E	5800	W	S	SCE

(Source: Tulare County Public Works, March 2013-2017)

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Woodville Community Plan

The Need for a Community Plan

Purpose

Woodville was originally laid out as “Woodville” Subdivision in July of 1916. Woodville is a “Minor Rural Service Center as long as farm labor requirements remain sufficiently high within the surrounding agricultural area to support the existing population. The Urban Development Boundary (UDB) (**see Figure 3**) is the existing extant of allowed development in the unincorporated community of Woodville. This community plan includes 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 Woodville.

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.”³¹

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.”³² 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 Woodville. 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.

Tulare County 2030 General Plan Implementation

This Community Plan is intended to implement the Tulare County 2030 General Plan. The General

³¹ San Joaquin Valley Blueprint Roadmap Guidance Framework, page i

³² Tulare County Regional Blueprint, page 3

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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 Woodville. 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 Woodville's population and housing characteristics.
- Defines an economic development strategy.

Woodville Community Plan Initiation

On April 4, 2017, the Tulare County Board of Supervisors (BOS) approved by Resolution No. 2017-0222, the Planning Branch proposal the Woodville 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 Woodville Community Plan 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 Avenue 168 and Road 168 in order to implement the following General Plan goals:
 - a) Ensure that the text and mapping of the Community Plan Designations and Zoning Reclassifications address various development matters such as encouraging Agricultural Adaptive Reuse activities, recognizing Non-Conforming Use activities, and facilitating Ministerial Permit approvals;
 - b) Encourage infill development within Urban Development Boundaries, thereby discouraging leapfrog development within Tulare County;
 - c) Reduce development pressure on agriculturally-designated lands within the Valley Floor, thereby encouraging agricultural production to flourish;
 - d) Reduce vehicle miles travelled throughout the County, thereby positively affecting air quality and greenhouse gas reduction; and
 - e) Help to improve the circulation, transit, and 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

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- c) With updated community plans, enhanced infrastructure grant awards are more likely, thereby providing access to funding to install or upgrade road, water, wastewater, and storm water facilities.
- 3) **Strengthening Relationship with TCAG** - An important benefit of this expedited community plan process will be the opportunity for RMA to strengthen the County's relationship with the Tulare County Association of Governments (TCAG), in that this and other community plans will help to facilitate the funding and implementation of several key transportation programs such as Safe Routes to Schools, Complete Streets, and Bike/Pedestrian Projects.

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

Community Outreach Process

Community Outreach

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 Woodville regarding the Woodville Community Plan 2019.

Complete Streets Outreach Efforts

A summary of additional information – Tulare County Resource Management Agency Complete Streets and Community Plan Outreach (2015) – is located in Appendix G of the Complete Streets Program in **Attachment-5**. The Complete Streets meeting was held on September 28, 2015

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Strategic Growth Council

The Strategic Growth Council held a community input meeting in Woodville on Thursday, October 8, 2015 at 6:00pm. The meeting was scheduled in the evening to allow all residents to attend, including those that work during the day. The meeting was held in the cafeteria of the Woodville Elementary School located at 16547 Road 168 Porterville, CA. Sixteen (16) Woodville residents attended the meeting and 16 surveys were collected.



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.

Priority Concerns

1. Street lighting
2. Internet Access
3. Speed Bumps
4. Side Walks
5. Public Transportation
6. Police Station & Fire station
7. Community Clinic
8. Increased Sheriff Patrol
9. Community resource center
10. Animal Control
11. Safety and Lights at the Woodville Park
12. Provide Homes from Self-Help Enterprises

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Street Lights

Residents report dark streets at night due to little or no street lighting. Most people stay indoors at night because they do not feel safe walking on a dark street. At night, visibility is a major safety concern for them, and they are interested in increasing the number Sheriff's Department patrols in the Woodville area. Residents are especially concerned about how this affects the safety of local children. Residents said that some streets have light poles but the light bulb is out and other streets lack lights at all. Residents report being told that there is a cost to for installation of a light pole on their street.

Recommendations:

1. Street lighting and cross walk are encouraged to promote safety if considered feasible by the County Engineer (Complete Streets Plan Page 6).
2. Residents could consider support of an assessment similar to Measure Z in Ivanhoe to supplement existing County sponsored street lighting.

Internet Access

Most families in Woodville do not have internet access at their homes. Any available internet service is unreliable and expensive. Residents are told by internet providers that there is not a tower in their area and that is why internet service is either unreliable or very expensive compared to what it costs in nearby cities. This is a major problem to residents, without access to the internet, they are unable to do very basic things such as online job hunting, applying for resources, and providing homework help to their kids. Internet access ranked as a high priority improvement need in Woodville.

Recommendations:

1. Woodville Community Plan Policies:

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-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.

Side Walks

The community of Woodville has few sidewalks. The residents that were surveyed reported that the street they live on does not have a sidewalk. People report that this is a problem for kids while walking to school and for parents who push a stroller through town. The lack of sidewalks becomes an even bigger problem during the rainy season. When it rains, residents and kids walk to school in the mud

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and through big puddles of water. Woodville traffic speed and the absence of sidewalks to provide a clear separation between walking paths and the road is a safety concern for pedestrians.

Recommendations: Road 168 Complete Streets Sidewalk Improvement project (Avenue 168 to Woodville Elementary School) Construction scheduled June 2019. Future Complete Streets projects identified on Avenue 167 (Road 164 to Road 168) and Avenue 168 (Road 164 to Road 168) (See Complete Streets Plan Appendix A.

Speed Bumps

Residents reported that they are concerned for the safety of their children while they are outside because traffic travels at a high speed. Parents are requesting that the County install speed bumps to help slow traffic.

Recommendations: Complete Streets Plan Policy design Criteria Pages 5 and 6):

1. 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.
2. 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.

Public Transportation

Residents expressed recommendations for expanded public transportation service. The Woodville residents that do not drive or own a vehicle find it hard to travel outside of Woodville. Often residents need transportation to go into Porterville for doctors' appointments and shopping needs. Many residents expressed the need for the TCaT bus to stop in town more often. More frequent bus transportation to and from Woodville would help many residents to travel on a daily basis.

Recommendations: Proposed Unmet Needs Review (Annual TCAG process to determine whether proposed transit needs are unmet and if they are reasonable to meet.)

Police Station/Fire Station

Woodville residents want a Sheriff Substation and Fire Department in town. Currently the nearest Sheriff's Substation and Fire Departments is located 14 miles away in Porterville. Residents are interested in a shorter response time.

Recommendations:

1. Woodville Community Plan Policies:

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.

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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.

Increased Sheriff Presence

The Tulare County Sheriff Department (TCSO) is responsible for patrolling the community of Woodville. Residents are worried about the rate of unreported crime. People feel that increasing the presence of law enforcement would contribute to a reduction to the local crime rate. Woodville residents are asking for increased Sheriff presence in their community.

Recommendations:

1. Woodville Community Plan Policies:

PFS-7.8 Law Enforcement Staffing Ratios

The County shall strive to achieve and maintain a staffing ratio of 3 sworn officers per 1,000 residents in unincorporated areas.

PFS-7.9 Sheriff Response Time

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

1. Less than 10 minutes for 90 percent of the calls in the valley region; and 2.5 minutes for 75 percent of the calls in the foothill and mountain regions.

Medical Clinic

Woodville residents did not previously have access to medical care within the community.

Recommendations:

Since October 2015, a Tulare Community Health Clinic was constructed and in operation in Woodville at 16686 Road 168, Woodville.

Community Resource Center

Woodville does not have a community hub. The community lacks many resources and needs a place where residents can access information and county wide resources. People in Woodville expressed the need for a Community Resource Center. This center would be a multi-purpose building that could be used by kids for homework help, afterschool programs and as a computer lab. It was also suggested that the center should also be available for use by outside organizations that need a place to service Woodville residents. This could also be the place where residents access a reliable internet connection. Currently residents must travel 14 miles to Porterville to the nearest community center.

Recommendations:

1. Woodville Community Plan Policies:

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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.

Animal Control

Woodville residents report that they have a problem with stray dogs and cats. Some dogs are dangerous and scare children, families feel that their kids are at risk of getting bit. This has become a big problem over the last few years. Residents are requesting that the Tulare County Animal Control Agency visit Woodville to pick up stray animals on a regular basis.

Recommendations- Tulare County Animal Ordinance 4-07-1000.

Safety and Lights at the Woodville Park

Recommendations:

1. Street lighting and cross walk are encouraged to promote safety if considered feasible by the County Engineer (Complete Streets Plan Page 6).
2. Residents could consider support of an assessment similar to Measure Z in Ivanhoe to supplement existing County sponsored street lighting.

Provide Homes from Self-Help Enterprises

Recommendations:

R-2 Mixed Use Zoning has been added to the proposed zoning plan to accommodate future housing development.

Currently the Woodville PUD does not serve the Woodville Farm Labor Camp

Recommendations:

It was determined through the public outreach process that there is an interest in including the Woodville Farm Labor Camp into the Woodville Community Plan 2019. The Woodville PUD indicated that they may have an interest in providing services to the Woodville Farm Labor Camp in the future.

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Bring Woodville Farm Labor Camp into the UDB

Recommendations: The Woodville Farm Labor Camp, although discontiguous to the Woodville community is included in the Woodville Community Plan with a separate non-conterminous Urban Development Boundary.

Future GSA Policies (Lower Tule GSA)

Recommendations:

1. Woodville Community Plan Policies:

Ground Water Management Act Policy

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

Objective: To not inhibit the Woodville Community Plan projected growth rates due to the Groundwater Management Act. Instead to use thoughtful localized conservation measures, funding and credits for storm water retention / groundwater reclamation that can be utilized by the Woodville Union School District and PUD in order meet the demands of the Tule Basin GSA and the Management Area that Woodville ultimately will be placed in.

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

Policy 2: The Woodville PUD and Woodville Union School District should work with the Tule GSA to establish credits for storm water retention / ground water reclamation consistent with the County General Plan.

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

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

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Allowing Manufactured Housing (in compliance with state laws less than 10-years old)

Recommendations:

Allowed in designated zone districts as specified in the Tulare County Ordinance Code No. 352.

Internet Service

Recommendations:

1. Woodville Community Plan Policies:

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-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.

Sidewalks within the Community

Recommendations: Road 168 Complete Streets Sidewalk Improvement project (Avenue 168 to Woodville Elementary School) Construction scheduled June 2019. Future Complete Streets projects identified on Avenue 167 (Road 164 to Road 168) and Avenue 168 (Road 164 to Road 168) (See Complete Streets Plan Appendix A.

Community Resource Center

Recommendations:

1. Woodville Community Plan Policies:

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.

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Programs for Youth in the Area

Recommendations:

1. Woodville Community Plan Policies:

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.

Safety in the Woodville Park

Recommendations:

1. Woodville Community Plan Policies:

PFS-7.8 Law Enforcement Staffing Ratios

The County shall strive to achieve and maintain a staffing ratio of 3 sworn officers per 1,000 residents in unincorporated areas.

PFS-7.9 Sheriff Response Time

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

1. Less than 10 minutes for 90 percent of the calls in the valley region; and
2. 15 minutes for 75 percent of the calls in the foothill and mountain regions.

Tulare County RMA Outreach

Woodville Union School District Board meetings.

- March 12, 2019
- May 14, 2019
- June 18, 2019

Woodville Public Utility District Board meeting.

- April 2, 2019

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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.

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 (CAP)

Tulare County adopted a Climate Action Plan (CAP) (last update in 2016). 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.

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“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.”³³

The CAP was updated on December 11, 2018. The 2018 CAP Update incorporates new baseline and future year inventories, and updates the County’s strategy to address the California global warming solution act of 2006 Senate Bill 32, 2030 Target.

Tulare County General Plan Policies (Sustainability)

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

LU-1.1 Smart Growth and Healthy Communities

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

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

LU-1.8 Encourage Infill Development

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

LU-7.15 Energy Conservation

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

³³ Tulare County Climate Action Plan, page 1

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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 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 the 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.

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

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

Urban Development Boundary

Urban Development Boundaries (UDBs) are officially adopted and mapped County lines delineating the area expected for urban growth in cities and unincorporated communities over a 20-year period. Within UDB boundaries, the County and cities will coordinate plans, policies and standards related to building construction, subdivision development, land use and zoning regulations, street and highway construction, public utility systems, environmental studies, and other closely related matters affecting the orderly development of urban fringe areas. These boundaries provide an official definition of the interface between future urban and agricultural land uses.³⁴

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

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“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)”³⁵

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 Woodville Community Plan (**see Figure 20**). The UDB line establishes a twenty-year growth boundary for the community of Woodville. 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.

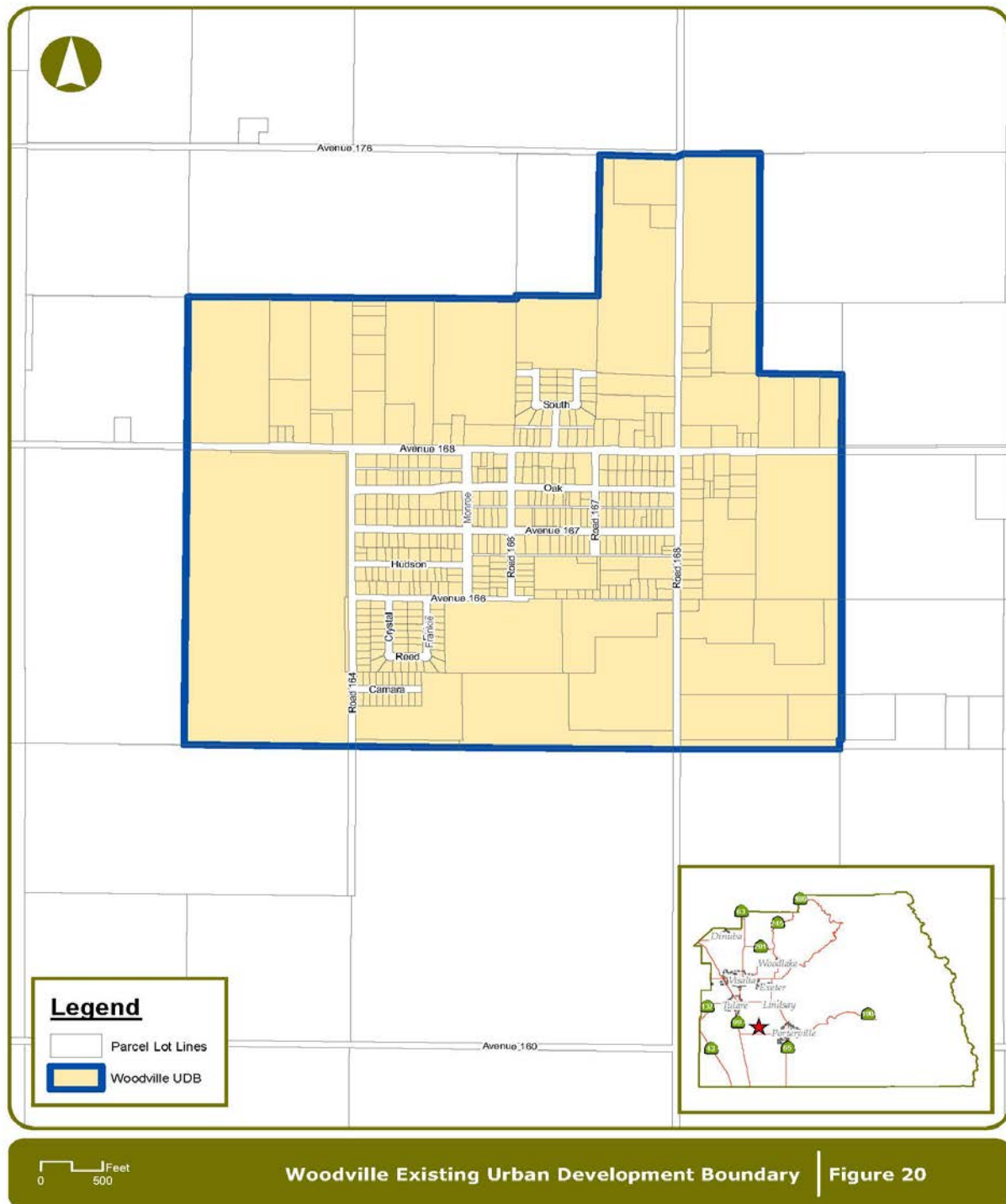
In addition to defining where future development of the community of Woodville will occur, designating an urban boundary can provide local agencies and citizens with other benefits, including:

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

³⁵ TCGPU Part 1, Goals and Policies Report, Planning Framework, page 2-3

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Figure 20 Woodville Existing Urban Development Boundary



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Policy Framework

In determining a UDB and planning area for the Woodville 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 Woodville 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.

Existing Land Use and Zoning Districts

Existing Land Use

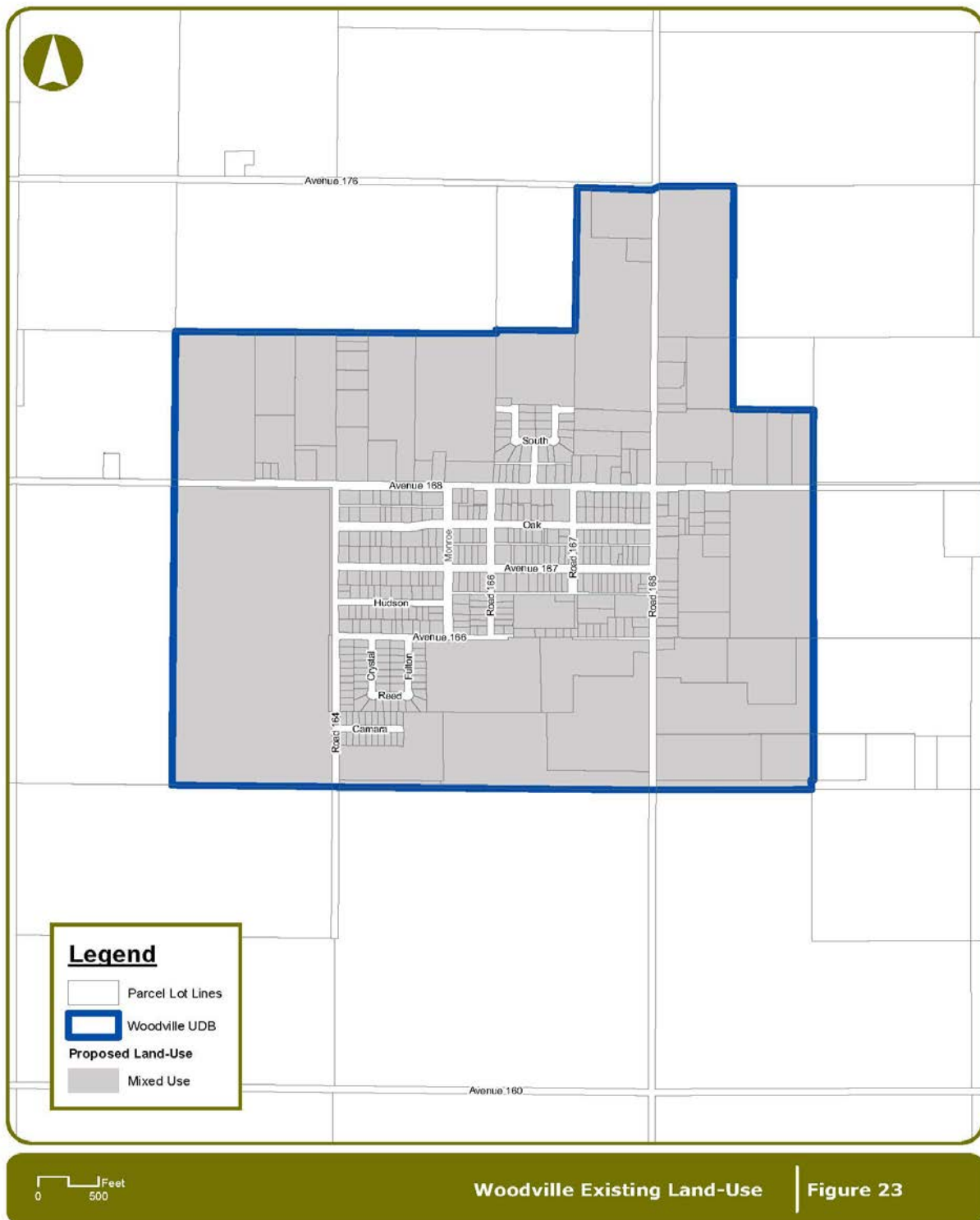
Figure 21 shows the existing land use in the current Woodville Community Planning Area is designated Mixed Use (470.2 acres) and demonstrated in **Table 30**. Approximately 41.8 acres within the combined Planning Area is dedicated to unclassified rights-of-way.

Table 30 Woodville Existing Land Use	
Designation	Total Acreage
Mix Use	470.2
Unclassified Land-Use (Rights of Way	41.8
Total	512.0

Source: Tulare County GIS

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Figure 21 Woodville Existing Land Use



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Existing Zoning Districts

Figure 22 shows the zoning districts within the existing Woodville Urban Development Boundary (UDB) and demonstrated in **Table 31**.

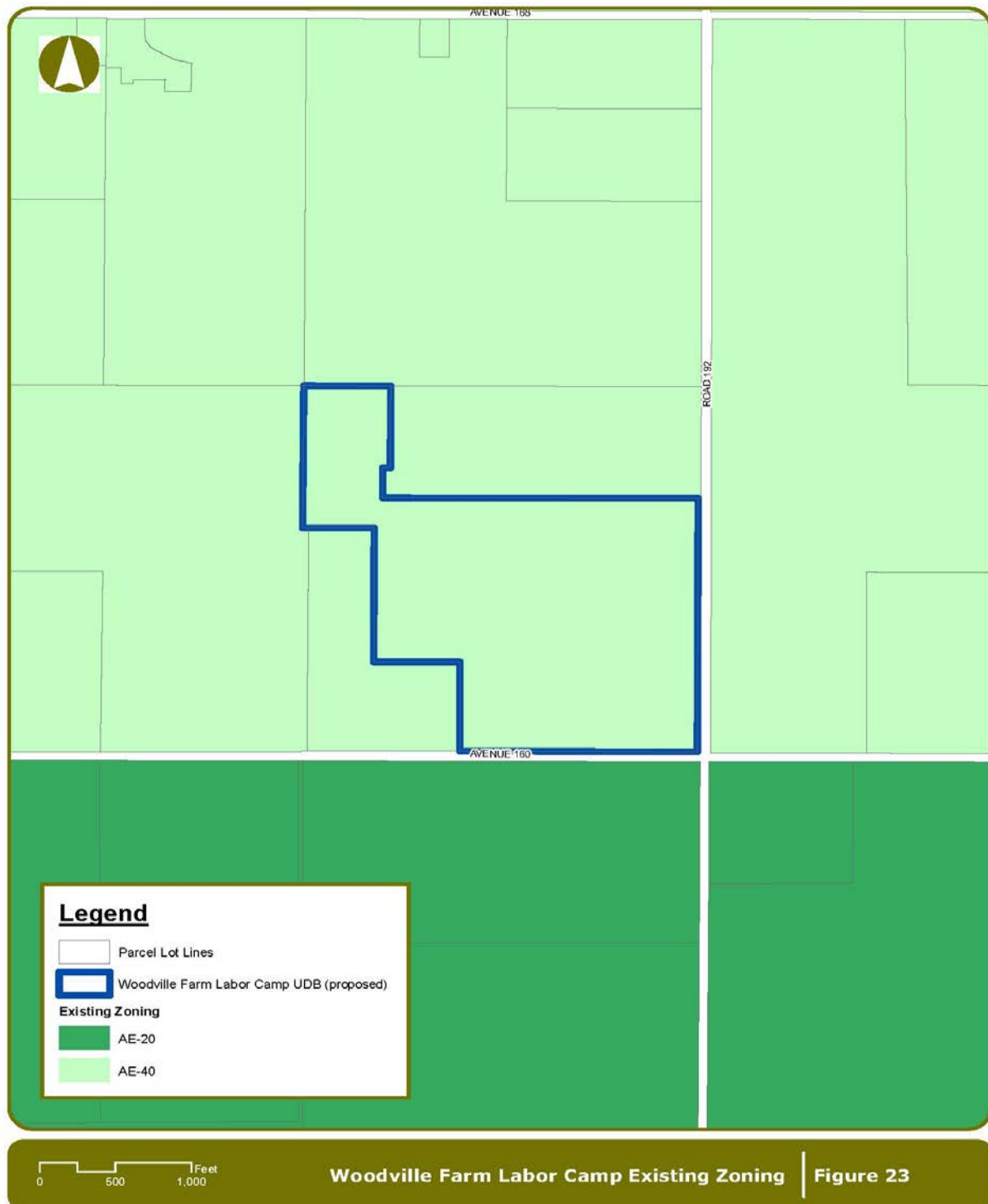
Table 31 Woodville Existing Zoning District	
Zoning Designations	Existing Acres
A-1	157.4
AE	104.2
C-1	0.2
C-2	11.1
C-2-M	2.6
P-O	1.2
R-1	72.7
R-1-M	12.7
R-3	11.6
R-A-M	96.5
Rights-of-Way	41.8
Total	512.0

Figure 23 shows the zoning districts for the Woodville Farm Labor Camp is AE-40 (Exclusive Agricultural 40-acre minimum) under the blanket Rural Valley Lands Plan (RVLP) and demonstrated in **Table 32**.

Table 32 Woodville Farm Labor Camp Existing Zoning	
Designation	Total Acreage
AE-40	92.0
Total	92.0
Source: Tulare County GIS	

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Figure 23 – Woodville Farm Labor Camp Existing Zoning Map



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General Plan Policies

The following adopted policies from the Tulare County General Plan are applicable to the Woodville 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, 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 RVLPA 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.

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Housing Policy 1.52

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

Housing Policy 1.55

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

Housing Guiding Principle 1.6

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

Housing Policy 2.14

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

Housing Guiding Principle 2.2

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

Housing Policy 2.21

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

Housing Guiding Principle 3.1

Encourage “smart growth” designed development that serves the unincorporated communities, the environment, and the economy of Tulare County.

Housing Policy 3.11

Support and coordinate with local economic development programs to encourage a “jobs to housing balance” throughout the unincorporated area.

Housing Policy 3.23

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

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AG-1.6 Conservation Easements

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

AG-1.7 Preservation of Agricultural Lands

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

AG-1.8 Agriculture within Urban Boundaries

The County shall not approve applications for preserves or regular Williamson Act contracts on lands located within a UDB and/or HDB unless it is demonstrated that the restriction of such land will not detrimentally affect the

growth of the community involved for the succeeding 10 years, that the property in question has special public values for open space, conservation, other comparable uses, or that the contract is consistent with the publicly desirable future use and control of the land in question. If proposed within a UDB of an incorporated city, the County shall give written notice to the affected city pursuant to Government Code §51233.

AG-1.10 Extension of Infrastructure into Agricultural Areas

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

AG-1.11 Agricultural Buffers

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

- a. Distance: to be determined,
- b. Stabilization of edge condition,
- c. Types of operation,
- d. Types of land uses (i.e. schools, etc.)
- e. Building orientation,

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- f. Planting of trees for screening,
- g. Location of existing and future rights-of-way,
- h. Types of uses allowed inside the buffer-zone
- i. Unique site conditions,
- j. Responsibility for maintenance,
- k. Scale of development,
- l. Mechanism for exemptions.

AG-1.13 Agricultural Related Uses

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

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

AG-1.16 Schools in Agricultural Zones

The County shall discourage the location of new schools in areas designated for agriculture,

unless the School District agrees to the construction and maintenance of all necessary infrastructure impacted by the project.

AG-2.6 Biotechnology and Biofuels

The County shall encourage the location of industrial 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.

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LU-7.15 Energy Conservation

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

LU-7.16 Water Conservation

The County shall encourage the inclusion of “extra-ordinary” water conservation and demand management measures for residential, commercial, and industrial indoor and outdoor water uses in all new urban development.

Housing Guiding Principle 4.1

Support and encourage County ordinances, standards, practices and procedures that promote residential energy conservation.

Housing Policy 4.13

Promote energy efficiency and water conservation.

Housing Policy 4.21

Promote energy conservation opportunities in new residential development.

Housing Policy 5.24

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

ERM-1.1 Protection of Rare and Endangered Species

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

ERM-1.2 Development in Environmentally Sensitive Areas

The County shall limit or modify proposed development within areas that contain

sensitive habitat for special status species and direct development into less significant habitat areas. Development in natural habitats shall be controlled so as to minimize erosion and maximize beneficial vegetative growth.

ERM-1.3 Encourage Cluster Development

When reviewing development proposals, the County shall encourage cluster development in areas with moderate to high potential for sensitive habitat.

ERM-1.4 Protect Riparian Areas

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

ERM-1.5 Riparian Management Plans and Mining Reclamation Plans

The County shall require mining reclamation plans and other management plans to include measures that protect, maintain, and restore riparian resources and habitats.

ERM-1.6 Management of Wetlands

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

ERM-1.8 Open Space Buffers

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

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ERM-1.12 Management of Oak Woodland Communities

The County shall support the conservation and management of oak woodland communities and their habitats.

ERM-2.1 Conserve Mineral Deposits

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

ERM-2.2 Recognize Mineral Deposits

The County will recognize as a part of the General Plan those areas of identified and/or potential mineral deposits.

ERM-3.2 Limited Mining in Urban Areas

Within the County UDBs and HDBs, new commercial mining operations should be limited due to environmental and compatibility concerns.

ERM-3.3 Small-Scale Oil and Gas Extraction

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

ERM-3.4 Oil and Gas Extraction

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

ERM-4.1 Energy Conservation and Efficiency Measures

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

ERM-4.2 Streetscape and Parking Area Improvements for Energy Conservation

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

ERM-5.20 Allowable Uses on Timber Production Lands

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

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

ERM-7.1 Soil Conservation

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

WR-1.4 Conversion of Agricultural Water Resources

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

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

WR-1.5 Expand Use of Reclaimed Wastewater

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

WR-1.6 Expand Use of Reclaimed Water

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

WR-3.3 Adequate Water Availability

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

HS-9.2 Walkable Communities

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

PF-1.4 Available Infrastructure

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

Open-Space Policies

LU-2.3 Open Space Character

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

SL-1.3 Watercourses

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

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

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ERM-5.1 Parks as Community Focal Points

The County shall strengthen the role of County parks as community focal points by providing community center/recreation buildings to new and existing parks, where feasible.

ERM-5.2 Park Amenities

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

ERM-5.3 Park Dedication Requirements

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

ERM-5.5 Collocated Facilities

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

ERM-5.6 Location and Size Criteria for Parks

Park types used in Tulare County are defined as follows:

- **Neighborhood Play Lots (Pocket Parks).** The smallest park type, these are typically included as part of a new development to serve the neighborhood in which they are contained. Typical size

is one acre or less. If a park of this type is not accessible to the general public, it cannot be counted towards the park dedication requirements of the County. Pocket Parks can be found in communities, hamlets, and other unincorporated areas.

- **Neighborhood Parks.** Neighborhood parks typically contain a tot lot and playground for 2-5 year olds and 5-12 year olds, respectively, one basketball court or two half-courts, baseball field(s), an open grassy area for informal sports activities (for example, soccer), and meandering concrete paths that contain low-level lighting for walking or jogging. In addition, neighborhood parks typically have picnic tables and a small group picnic shelter. These park types are typically in the range of 2 to 15 acres and serve an area within a ½ mile radius. Neighborhood parks can be found in communities, hamlets, and other unincorporated areas.
- **Community Parks.** Community parks are designed to serve the needs of the community as a whole. These facilities can contain the same facilities as the neighborhood park. In addition, these parks can contain sports facilities with night lighting, community centers, swimming pools, and facilities of special interest to the community. These parks are typically 15 to 40 acres in size and serve an area within a 2 mile radius. Community parks can be found in communities, planned community areas, and large hamlets.
- **Regional Parks.** Regional parks are facilities designed to address the needs of the County as a whole. These facilities may have an active recreation component (play area, group picnic area, etc.), but the majority of their area is

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maintained for passive recreation (such as hiking or horseback riding), and natural resource enjoyment. Regional parks are typically over 200 acres in size, but smaller facilities may be appropriate for specific sites of regional interest.

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

1. The County shall strive to maintain an overall standard of five or more acres of County-owned improved parkland per 1,000 population in the unincorporated portions of the County,
2. Neighborhood play lots (pocket parks) are encouraged as part of new subdivision applications as a project amenity, but are not included in the calculation of dedication requirements for the project,
3. Neighborhood parks at three acres per 1,000 population, if adjoining an elementary school and six acres per 1,000 population if separate [ERME IV-C; Open Space; Policy 3; Pg. 101],
4. Community parks at one-acre per 1,000 population if adjoining a high school and two acres per 1,000 population if separate [ERME IV-C; Open Space; Policy 4; Pg. 101],
5. Regional parks at one-acre per 1,000 population,
6. Only public park facilities shall be counted toward Countywide parkland standards, and
7. A quarter mile walking radius is the goal for neighborhood parks.

ERM-5.12 Meet Changing Recreational Needs

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

ERM-5.13 Funding for Recreational Areas and Facilities

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

ERM-5.15 Open Space Preservation

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

HS-9.1 Healthy Communities

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

Noise Policies

HS-8.7 Inside Noise

The County shall ensure that in instances where the windows and doors must remain closed to achieve the required inside acoustical

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isolation, mechanical ventilation or air conditioning is provided.

HS-8.8 Adjacent Uses

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

HS-8.9 County Equipment

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

HS-8.10 Automobile Noise Enforcement

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

HS-8.11 Peak Noise Generators

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

HS-8.14 Sound Attenuation Features

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

HS-8.15 Noise Buffering

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

Safety Policies

HS-1.1 Maintain Emergency Public Services

The County shall ensure that during natural catastrophes and emergency situations, the County can continue to provide essential emergency services.

HS-1.9 Emergency Access

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

HS-1.10 Emergency Services Near Assisted Living Housing

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

HS-5.2 Development in Floodplain Zones

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

1. Critical facilities (those facilities which should be open and accessible during emergencies) shall not be permitted.
2. Passive recreational activities (those requiring non-intensive development, such as hiking, horseback riding, picnicking) are permissible.

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

HS-5.8 Road Location

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

HS-5.9 Floodplain Development Restrictions

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

HS-5.10 Flood Control Design

The County shall evaluate flood control projects involving further channeling, straightening, or lining of waterways until alternative multipurpose modes of treatment, such as wider berms and landscaped levees, in combination with recreation amenities, are studied.

HS-5.11 Natural Design

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

HS-7.4 Upgrading for Streets and Highways

The County shall evaluate and upgrade vital streets and highways to an acceptable level for emergency services.

PFS-7.1 Fire Protection

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

PFS-7.6 Provision of Station Facilities and Equipment

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

PFS-7.11 Locations of Fire and Sheriff Stations/Sub-stations

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

PFS-7.12 Design Features for Crime Prevention and Reduction

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

PFS-8.3 Location of School Sites

The County shall work with school districts and land developers to locate school sites consistent with current and future land uses. The County shall also encourage siting new schools near the residential areas that they serve and with access to safe pedestrian and bike routes to school.

Other

PF-2.7 Improvement Standards in Communities

The County shall require development within the designated UDBs to meet an urban

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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 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 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

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engineering geologist shall be required demonstrating the suitability of any proposed or additional development.

LU-1.8 Encourage Infill Development

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

LU-1.10 Roadway Access

The County shall require access to public roadways for all new development.

LU-3.1 Residential Developments

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

LU-3.3 High-Density Residential Locations

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

LU-3.6 Project Design

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

LU-7.3 Friendly Streets

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

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

LU-7.5 Crime Prevention through Design

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

LU-7.15 Energy Conservation

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

LU-7.16 Water Conservation

The County shall encourage the inclusion of “extra-ordinary” water conservation and demand management measures for residential, commercial, and industrial indoor and outdoor water uses in all new urban development.

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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 to 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, Woodville Public Utility 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 Woodville Public Utility 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 Woodville Public Utility 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 attach within 2 minutes, 90% of the time.

FF: fire fighters

PFS-7.8 Law Enforcement Staffing Ratios

The County shall strive to achieve and maintain a staffing ratio of 3 sworn officers per 1,000 residents in unincorporated areas.

PFS-7.9 Sheriff Response Time

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

1. Less than 10 minutes for 90 percent of the calls in the valley region; and
2. 15 minutes for 75 percent of the calls in the foothill and mountain regions.

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.

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Goals, Objectives, and Policies Specific to Woodville

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 Five categories. The five areas are: Ground Water Management Act, Community Development, Housing, Economic Base, and Environmental Quality.

Ground Water Management Act Policy

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

Objective: To not inhibit the Woodville Community Plan projected growth rates due to the Groundwater Management Act. Instead to use thoughtful localized conservation measures, funding and credits for storm water retention / groundwater reclamation that can be utilized by the Woodville Union School District and PUD in order meet the demands of the Tule Basin GSA and the Management Area that Woodville ultimately will be placed in.

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

Policy 2: The Woodville PUD and Woodville Union School District should work with the Tule GSA to establish credits for storm water retention / ground water reclamation consistent with the County General Plan.

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

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

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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 Woodville PUD 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

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 Woodville Union 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 Woodville Union School District to provide safe routes to school.

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14. The County will solicit recommendations from all interested public agencies on matters regarding the Woodville Community Plan.
15. The Woodville 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 Avenue 168 and Road 168 which are consistent with noise impacts.

Policies:

1. Encourage commercial and/or industrial development to locate adjacent to Avenue 168 and Road 168 where access is appropriate for such development.
2. Require installation of walls, berms or heavy planting along Avenue 168 and Road 168 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 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

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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 Woodville.

Policies:

1. Conduct a study of the Woodville 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 Woodville Public Utility District.

Objective: Ensure that all development can be served by the Woodville Public Utility District (PUD) during the planning period as determined by the district boundaries for each special district.

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 Woodville PUD.
3. Encourage industries with excessive effluent to pre-treat wastewater prior to disposal to the Woodville PUD wastewater system.
4. Encourage coordination between developers and the Woodville PUD throughout the application and development process to prevent time delays and to assure that the Woodville PUD 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 Woodville PUD that water and sewer service requirements can be accommodated.
6. Assist the Woodville PUD 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 Woodville PUD 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

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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 Woodville PUD wastewater treatment facilities.

9. Before the issuance of any land use permit, the Tulare County Resource Management Agency will require all project applications for new development or redevelopment to include storm water disposal plans in accordance with the recommendations of the Tulare County Resource Management Agency and Caltrans to prevent runoff flows into the State highway 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 Woodville.
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.

5. The County will strive to ensure that there is an adequate amount of planned residential land to meet the housing needs of Woodville.
6. The County will ensure that there are adequate sites and will work with the Woodville Public Utility District and other agencies to ensure that there are adequate public facilities to support future housing needs in Woodville.
7. The County will work diligently towards the rehabilitation of the housing stock in Woodville.
8. The County will attempt to maintain a balance between owner and renter-occupied housing stock in Woodville.
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 Woodville.
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.

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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 Woodville, 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.

Policies:

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

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

Policies:

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

Environmental Quality and Public Safety

GOAL I: Preserve and enhance the quality of life for present and future generation of Woodville citizens

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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 Woodville, which is designated as residential reserve, commercial reserve, or industrial reserve shall be retained in agricultural use until such time as conversion to urban use (as defined in the Tulare County General Plan) is appropriate. When a rezoning occurs without a general plan amendment, the reserve designation shall be removed from the parcel.

2. The following criteria shall be used to determine when conversion to urban use is appropriate:
 - a. The property is not subject to an agricultural preserve contract;
 - b. Full urban services, schools, and infrastructure sufficient to serve urban development either are available or can be made available; and
 - c. At least 30% the property boundaries are contiguous 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 Woodville Public Utility District, to promote logical and orderly development patterns.
6. New agricultural preserves and contracts shall not be approved for properties within Woodville PUD.
7. Commercial and residential uses will be required to connect to public services provided by the Woodville PUD as appropriate.
8. Large lot agricultural zoning such as AE-10 or AE 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 Avenue 168 and Road 168 for industrial and commercial uses to preserve adjacent agricultural lands consistent with the Corridor Framework Policies in the Tulare County General Plan.

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

Policies:

1. Prohibit to the extent allowed by law new intensive animal raising operations within the "windshed" area of Woodville.
2. 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.

Policy Plan

This chapter of the Woodville 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 of Tulare County, 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 Woodville 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 Woodville 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 Woodville.

Also applicable to Woodville, 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 Woodville 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.

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Preliminary Assessment of Land Needs

Renter Affordability

According to the US Census Bureau, the 2013-2017 American Community Survey (see Table 33) data indicated that in 2016 the cost of rent in Woodville 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 Woodville; whereas the median rent was \$847 in Tulare County and \$1,297 in the State of California, respectively. In Woodville, 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 33 - 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%
Woodville 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 Woodville 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 Woodville, whereas the median owner cost was \$1,353 in Tulare County and \$2,157 in the State of California, respectively. In Woodville, 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 34).

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Table 34 - 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%
Woodville CDP	\$896	38.0%	12.0%	14.1%	15.4%	20.5%

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

Assessment of Land Needs

Population Growth Forecast

With the existing 512.0 acres Woodville 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 2019 population of 1,816 by 273 urbanized acres, which equals 6.7 persons per urbanized acre (**see Tables 35 and 36**). The remaining urbanized acreage constitutes 53.4%.

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 Woodville planning area. The forecasted increase in population from 2019 to 2030 is 278 persons. Projecting this ration into the future 278 persons divided by 6.7 suggests that an additional 41.5 acres will be needed by the year 2030. The existing Urban Development Boundary contains approximately 239 non urbanized acres.

Table 35 Population Projection

Year	Population	Growth (%)
2017	1,770	33.3
2018	1,793	33.3
2019	1,816	33.3
2020	1,840	33.3
2021	1,864	33.3
2022	1,888	33.3
2023	1,913	33.3
2024	1,937	33.3
2025	1,963	33.3
2026	1,988	33.3
2027	2,014	33.3
2028	2,040	33.3
2029	2,067	33.3
2030	2,094	33.3

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The additional projected need of 41.5 acres can easily be accommodated within the 239 acres that are non-urbanized within the existing UDB. The 239 vacant acres provides a flexibility factor of approximately 570% to accommodate projected growth.

Table 36 Woodville Population Projections

Growth Rate	2017	2020	2030
0.013	1,770	1,840	2,094

Population and Housing Units

The year 2017 baseline population was determined by projecting the 2017 American Community Survey data population by an annual growth rate of 1.3% annually (see **Table 35**). The Survey indicated that in year 2017 the community had 488 dwelling units (including vacant dwellings) with a population of 1,770. At an annual growth rate of 1.3%, (see **Table 37**) the projected housing units are 507 and 577 in years 2020 and 2030, and projected population is 1,840 and 2,094 in Years 2020 and 2030, respectively.

Table 37 Housing Projection

Year	Housing	Growth (%)
2017	488	0.013
2018	494	0.013
2019	501	0.013
2020	507	0.013
2021	514	0.013
2022	521	0.013
2023	527	0.013
2024	534	0.013
2025	541	0.013
2026	548	0.013
2027	555	0.013
2028	563	0.013
2029	570	0.013
2030	577	0.013

Opportunities & Constraints

Opportunities

Complete Streets

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

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Affordable Housing

In 2017, the community of Woodville had a median income of \$28,508, which is considerably less than 60% of the State's median income of \$ 67,169. Approximately 3.3% of the households in Woodville spend 30.0% or more of their income on housing. As such, there is a high need for affordable housing.

Moreover, 74.3% of renters spent 35% or more of their income on rent. Woodville's average household size of 3.91 for renters and 3.91 for owner-occupied units, it is very likely that many children in Woodville 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 Woodville.

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

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

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Recommended Boundary Adjustments

The existing Urban Development Boundary contains approximately 512.0 acres (see Figure 3). Expansion of the Urban Development Boundary to include the surrounding areas are consistent with the Sphere of influence for the Woodville Public Utility District (19.1 acres). In addition, the establishment of a UDB for the Woodville Farm Labor Camp will total approximately 92.0 acres, which is not adjacent to the community of Woodville. A 111.1 acre increase in the Woodville Urban Development Boundary to contain a total of 623.1 acres.

Constraints

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

Soil Characteristics

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

Agricultural Lands

Constraints: The presence of approximately 104.16 acres of Williamson Act Lands (Agricultural Preserves) along the periphery of the Planning Area may deter the natural "grow out" pattern of urban related uses. Although a constraint, Agricultural Preserves prevent premature urban development of agricultural lands and encourage in filling of existing vacant parcels within the immediate core of the Plan Area.

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

Limited Employment Opportunities

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

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Tulare County Economic Development Strategy

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

Agriculture

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

Grants

- State Water Resources Control Board – State Revolving Fund: \$500,000 for Traver Community Wastewater System Improvements Planning Study and Design, once plans are near complete we will apply for construction funding between \$8 and 10 million.
- State Water Resources Control Board: have applied and received \$5 million in construction funding for Phase 1 of the Yettem Seville Water System.
- County Measure R funding \$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 24** provides a summary of solar development in Tulare County.

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Figure 24 - 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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Online Presence

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

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

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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.”³⁶

“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.”³⁷

“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.

³⁶ California Competes Tax Credit FAQ

³⁷ California Competes Tax Credit FAQ

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- The extent to which the anticipated benefit to the state exceeds the projected benefit to the business from the tax credit.”³⁸

“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.”³⁹
- \$180 million in each fiscal year 2018-2019 through 2022-2023⁴⁰

“...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).”⁴¹

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 38 Estimated Education Attainment of Woodville 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	9.7%	7.8%	20.6%	20.4%
Tulare County	19.7%	11.7%	25.8%	9.3%
Woodville CDP	34.8%	22.8%	28.6%	3.9%

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

³⁸ California Competes Tax Credit FAQ

³⁹ California Competes Tax Credit FAQ

⁴⁰ California Competes Tax Credit FAQ

⁴¹ California Competes Tax Credit FAQ

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Based on the 2013-2017 American Community Survey (**see Table 38**), the educational barrier in Woodville begins in grade school. Of the adults age 25 and older, 34.8% 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.”

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 Woodville UDB will not require a use permit.

- **Health Care:** Health care is important for economic development as businesses need healthy employees. Family Health Clinic is located within Woodville UDB at 16686 Road 168, in Woodville.
- **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 39**).

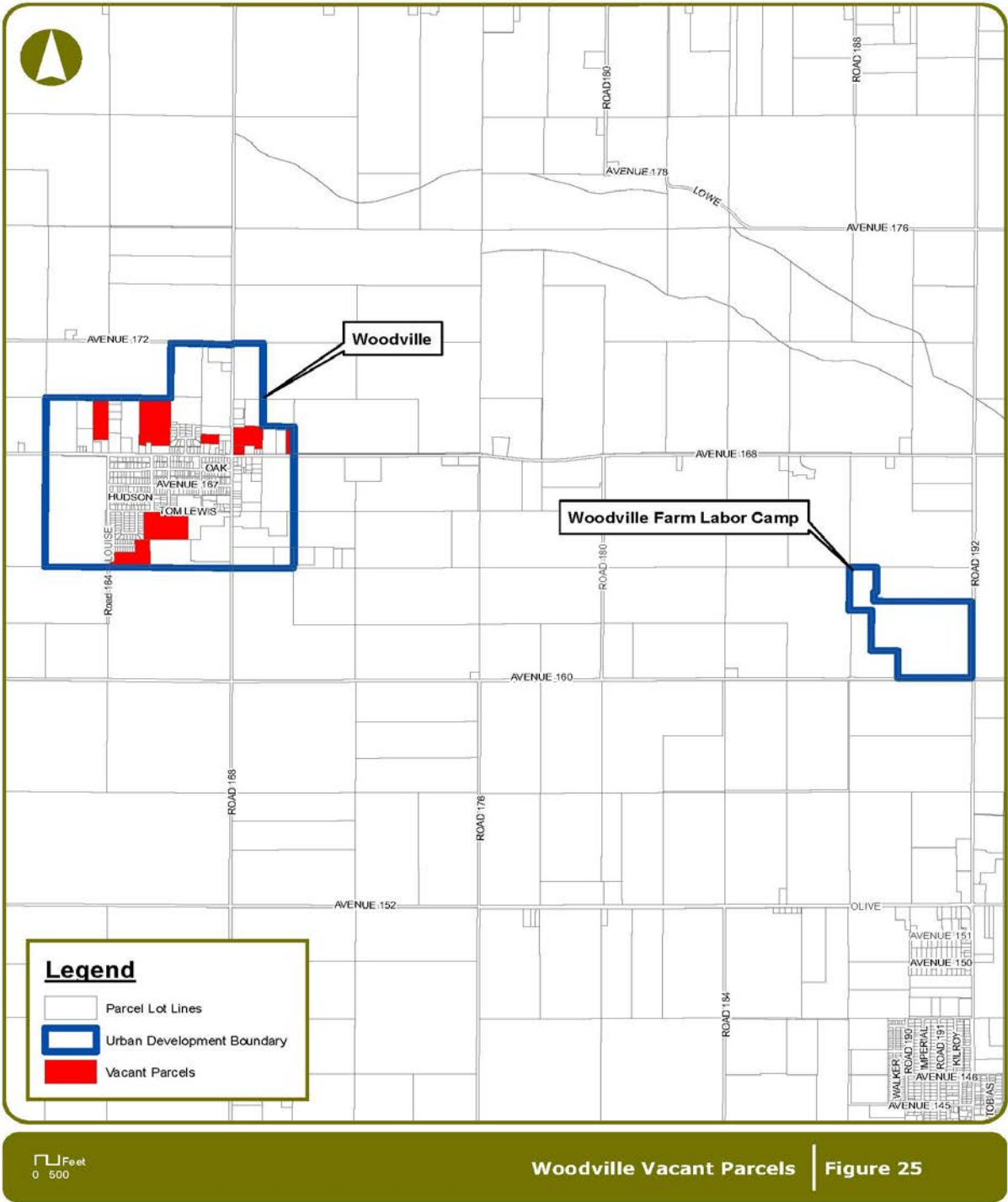
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Table 39: List of Vacant Parcels

APN #	Acres	Zone	APN #	Acres	Zone
233-012-003	0.22	R-A-M	233-113-024	0.15	R-A-M
233-013-012	0.21	C-2-M	233-122-004	0.09	R-A-M
233-014-001	1.95	R-A-M	233-122-013	0.09	R-A-M
233-030-017	0.46	C-2	233-124-001	0.18	R-A-M
233-030-017	0.19	R-1	233-124-022	0.10	R-A-M
233-030-023	1.04	R-A-M	233-131-007	0.20	R-A-M
233-030-032	16.80	R-1	233-132-004	0.30	R-A-M
233-030-033	0.64	C-2	233-132-006	0.14	R-A-M
233-030-035	5.54	AE	233-132-014	0.03	R-A-M
233-060-015	2.64	A-1	233-141-024	0.09	R-A-M
233-060-030	1.10	C-2	233-143-008	0.13	R-A-M
233-060-032	0.91	C-2	233-150-019	14.00	R-1
233-060-033	6.81	R-1	233-190-021	8.15	R-1-M

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Figure 25 Vacant Parcels Map



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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 Woodville 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, as adopted is appropriate and reflective of the development suitability criteria contained above, except to include the additional 19 acres in the Woodville Public Utility District plan consistent with the Sphere of Influence for the WPUD.

Proposed Planning Areas

Policy Plan

This chapter of the Woodville 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

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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 Woodville 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 Woodville 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 Woodville.

Also applicable to Woodville, 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 Woodville 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.

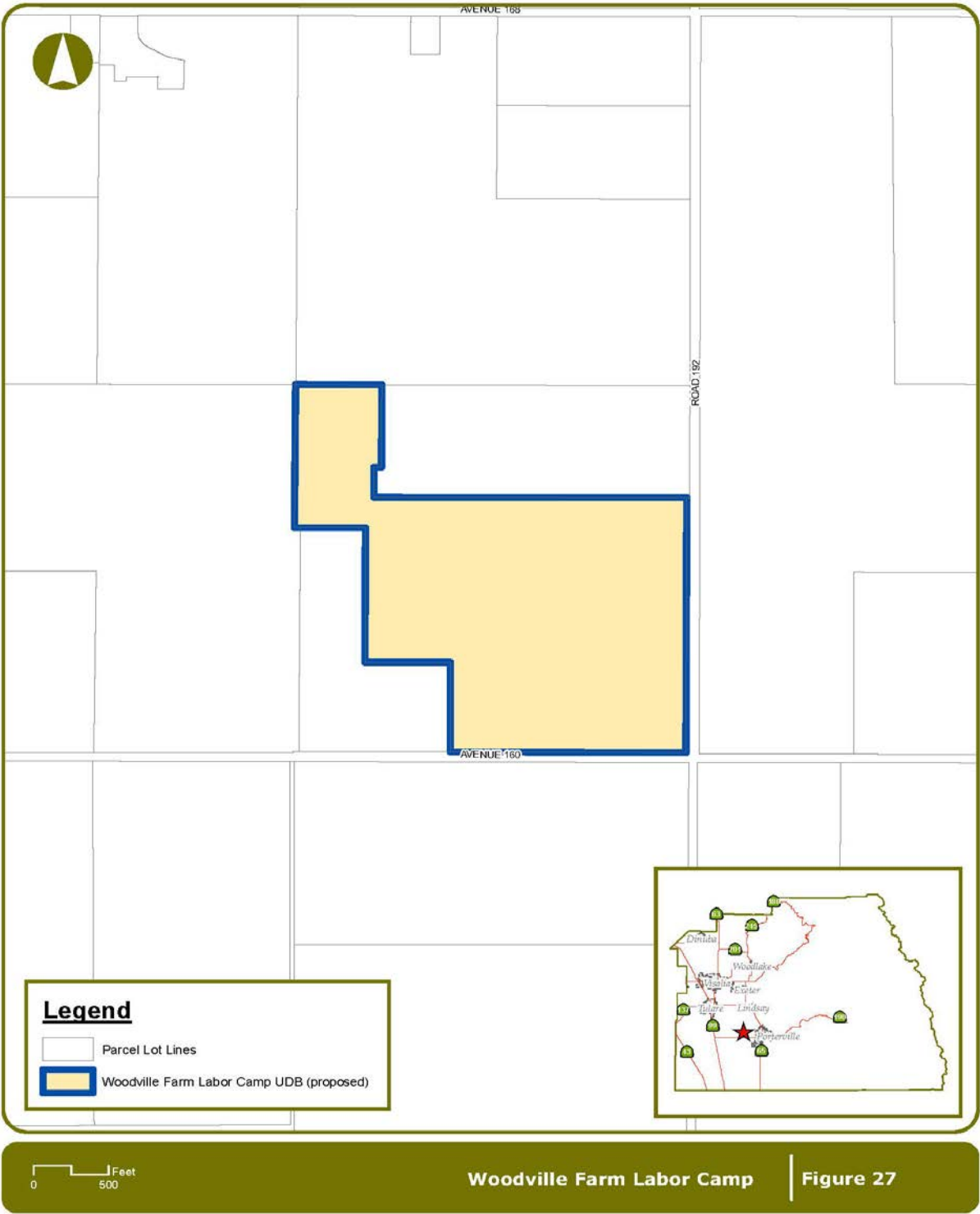
Proposed Urban Development Boundary

The Community Plan proposes a UDB expansion (**see Figure 26**) of approximately 19.1 acres (531.1 acre UDB) and amendments to the land use and zoning designations, and the Complete Streets and Road Maintenance programs. 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.

The proposed Woodville Community Plan 2019 is incorporating the Woodville Farm Labor Camp into the plan although the proposed Woodville Farm Labor Camp UDB is not contiguous to the unincorporated community of Woodville (**see Figure 27**).

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Figure 27 Woodville Proposed UDB including the Woodville Farm Labor Camp



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General Plan Consistency

Land Use Plan

One of the most important purposes of the Woodville 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 Woodville is to identify the most appropriate types and distribution of land uses for the community, based on environmental, circulation, infrastructure, services, opportunities and constraints, urban development boundary suitability analysis and other economic capacities and concerns discussed in the previous chapters of the plan.

The County of Tulare, through existing policies, has encouraged both incorporated and unincorporated communities to establish urban development and land use patterns which are compact and contiguous. This policy position has reduced so-called “leap frog” development County-wide, has helped preserve agricultural lands, and has minimized land use conflicts between urban and agricultural areas. The Woodville Community Plan 2019 analysis supporting the establishment of an Urban Development Boundary (UDB) for Woodville 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. **Figures 28 and 29** depicts and prescribes the proposed land use pattern development recommended for Woodville.

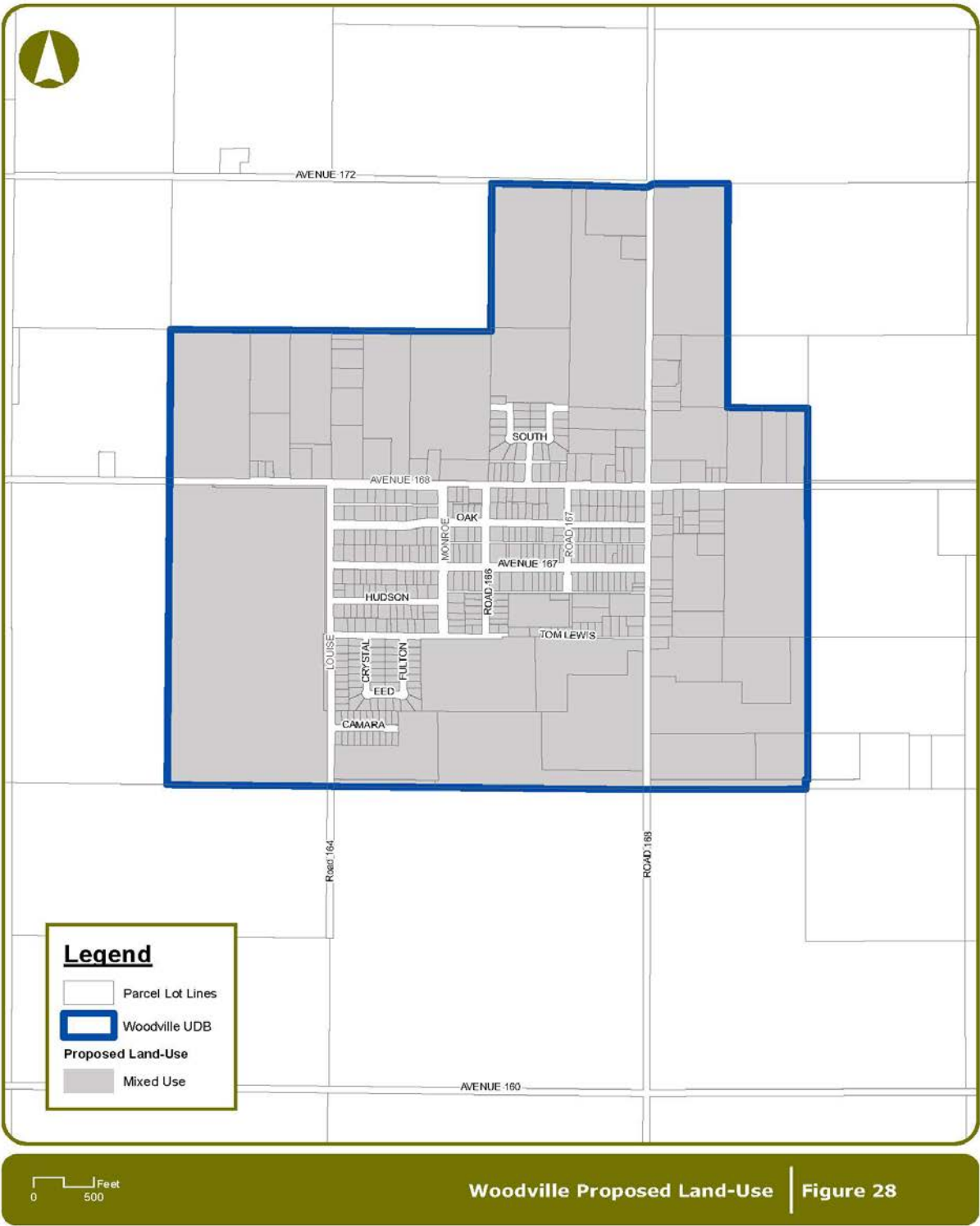
Proposed Land Use Plan

As suggested above and based on the forecasted growth and the recommended Urban Development Boundary, on the Economic Development Analysis and Opportunities and Constraints analysis, the proposed land use plan will expand approximately 19.1 acres from the existing UDB. The proposed Woodville Community Plan 2019 is incorporating the Woodville Farm Labor Camp (92.0 acres) into the proposed Woodville Land Use Plan although the Woodville Farm Labor Camp is not contiguous to the unincorporated community of Woodville (see Table 40 and Figures 28 and 29).

Table 40 Woodville Proposed Land Use Plan	
Land Use	Acres
Mixed Use	489.2
Mixed Use (Woodville Farm Labor Camp)	92.0
Unclassified (Rights-of-way)	41.8
Total	623.0

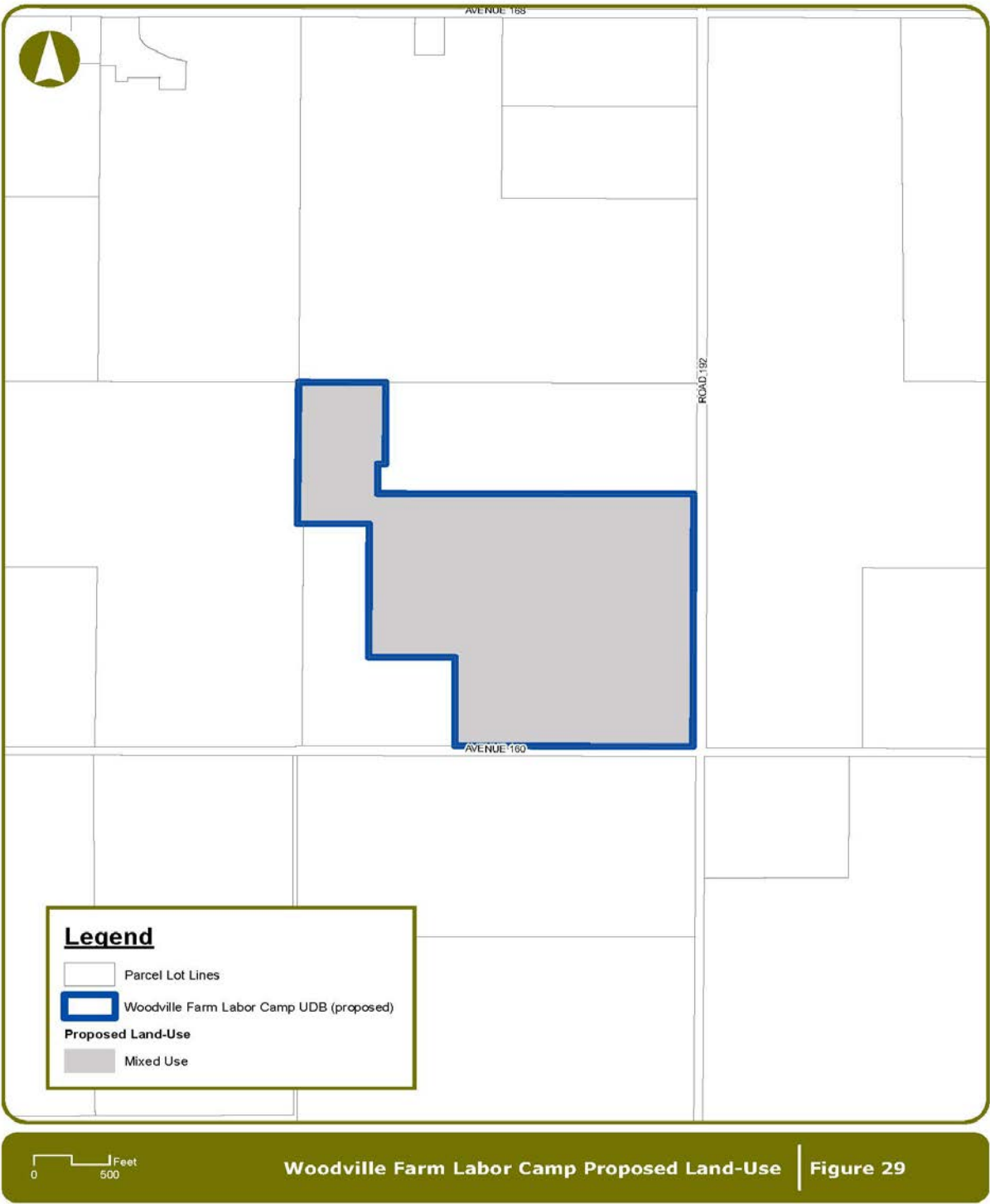
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Figure 28 – Woodville - Proposed Land Use Plan



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Figure 29 Woodville Farm Labor Camp - Proposed Land Use



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Proposed Land Use Designations

The following land use designations along with descriptions including density and intensity are recommended for Woodville 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

Proposed Zoning Districts

The proposed Zoning Districts Map (see **Figures 30 and 31**) for Woodville 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 41**).

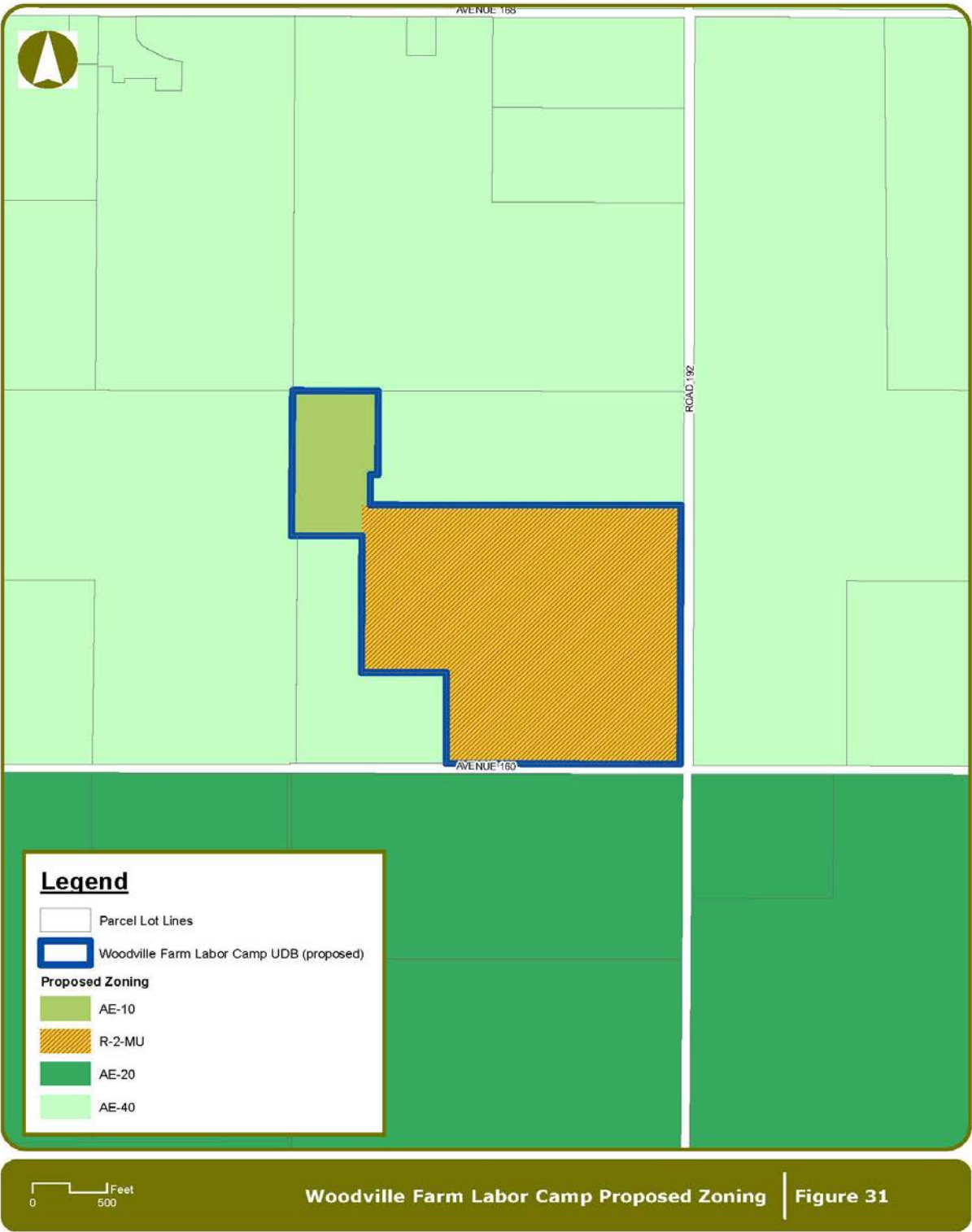
The Woodville Farm Labor Camp was given the blanket agricultural designation and zoned AE-40 (Exclusive Agriculture 40-acre minimum) under the RVLP. The Woodville Farm Labor Camp is not contiguous to the community of Woodville.

The proposed Woodville Community Plan 2019 is incorporating the Woodville Farm Labor Camp into the Woodville Plan.

Table 41 Woodville Proposed Zoning Districts	
Zoning Districts	Acres
A-1	92.4
AE	148.9
AE-10 (Farm Labor Camp)	12.5
C-2	0.5
C-2-MU	25.6
P-O	1.2
R-1	45.8
R-2-MU (Farm Labor Camp)	79.5
R-3	11.6
R-A	84.9
Unclassified (Rights-of-Way)	41.8
Total	623.0

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Figure 31 Woodville Farm Labor Camp - Proposed Zoning Districts



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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 Woodville 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.

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 **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.

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The **A-1 (Agricultural) Zone** is to insure that areas zoned A-1 develop in a manner consistent with the General Plan and the public health, safety and general welfare, and to prevent the introduction of incompatible commercial, manufacturing, subdivision, and other urban uses into predominantly agricultural areas of the County.

The **AE-Exclusive Agricultural) Zone** is intended primarily for application to rural areas of the County which are generally characterized by extensive or intensive agricultural uses of land.

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

Circulation Element

The purpose of this Circulation Element Update for the community of Woodville 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 Woodville, 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 Woodville 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

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.

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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.

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.

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

- All the 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 Woodville 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 Woodville, as it is throughout Tulare County, other modes of transportation are important. The latest available Census survey data for Woodville 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 Woodville, 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 and increased use of active modes of

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transportation, including bicycles and walking. The public transit system alternatives for Woodville 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. Woodville 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.

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 employee's 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 Woodville'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 42 and 43**.

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.”⁴²

⁴² Tulare County General Plan 2030 Update, Part 1 – Goals and Policies Report. Page 13-7.

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Table 42 - 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 43 - 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.

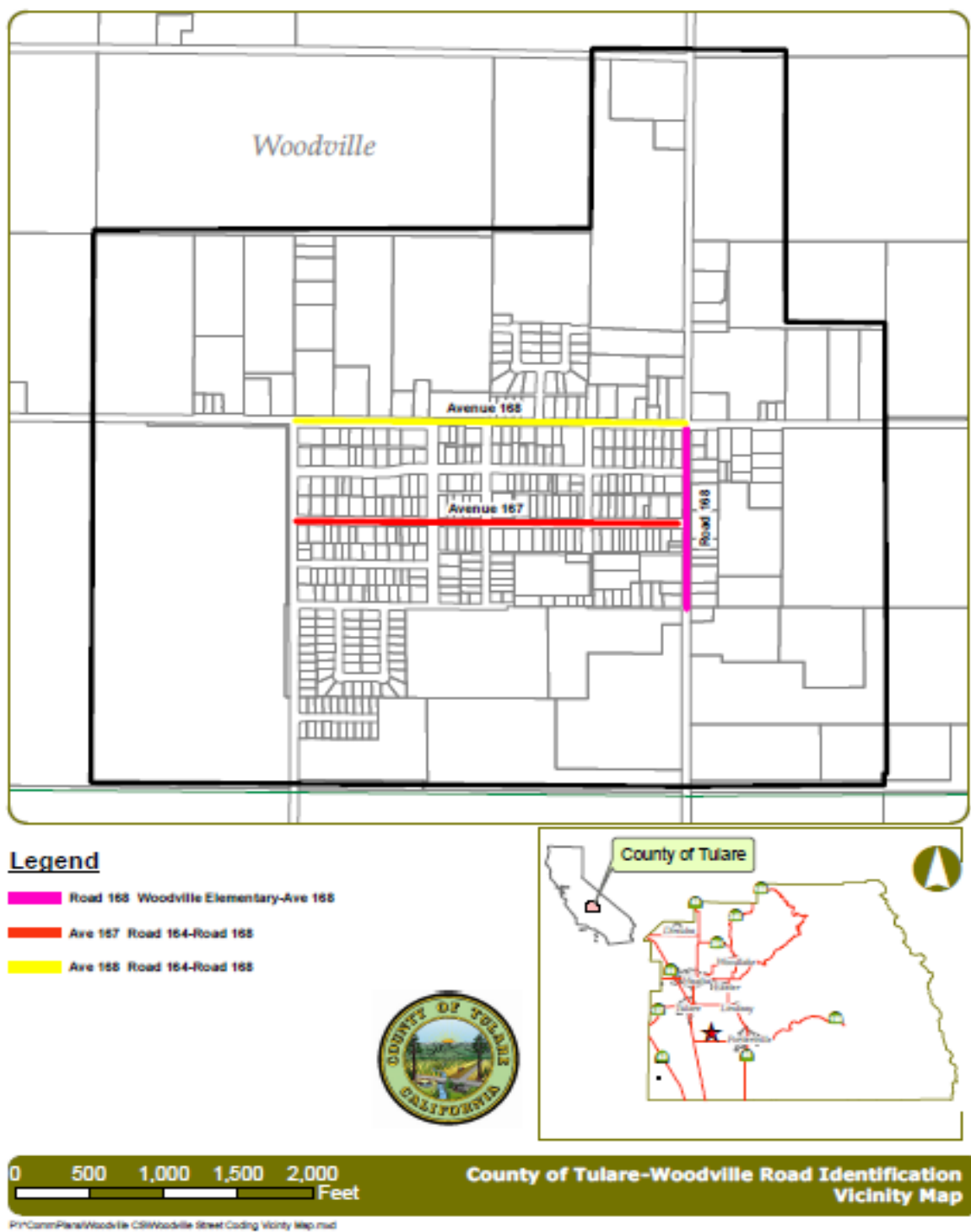
Complete Streets

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. Road 168 (Woodville Elementary to Avenue 168)
2. Avenue 167 (Road 164 to Road 168)
3. Avenue 168 (Road 164 to Road 168)

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Figure 33 - Woodville Complete Streets Project Map



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Goals, Policies, and Standards

The intent of the Woodville 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 Woodville.

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.
 - f) Furthermore, all facility-types except freeway should include provisions for active modes of transportation (walking and cycling).
3. Develop and apply consistent standards for new streets (and existing streets where feasible without substantial ROW takes) based on the roadway classification.
4. Require applicants for new development projects to dedicate needed ROW and construct and/or upgrade to County standards the streets and roads that will serve their projects.
5. Plan new arterial and collector streets as needed to improve access and enhance the develop potential of land designated for commercial and industrial uses.
6. Improvement standards for local and minor streets shall include perpendicular curbs, gutters and adequate street lighting at intersections.
7. Access to arterials by driveways, local and minor streets, and alleys should be controlled as needed in order to ensure efficient traffic flow and safety along these streets.
8. Local streets should be designed to discourage high traffic volumes and through traffic.
9. Develop a Circulation Map showing the public street system. Designated streets and recommended rights-of-way should be indicated on this map.
10. Allow standards for new street development to be altered or refined where it can be demonstrated that projected traffic flows can be accommodated.
11. Plan for peak-hour Level of Service (LOS) "D" or better throughout the circulation network.

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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:
2. Design interior street systems for commercial and industrial subdivisions to accommodate the movement of heavy trucks.
3. Restrict heavy duty truck through-traffic in residential areas and plan land uses so that trucks do not need to traverse these areas.
4. Design off-street loading facilities for all new commercial and industrial developments so that they do not face surrounding roadways or residential neighborhoods. Truck backing and maneuvering to access loading areas shall not be permitted on the public road system, except when specifically permitted by the County Engineer.

Goal 3: Provide safe and convenient pedestrian access between residential neighborhoods, parks, open space, and schools that service those neighborhoods.

Policies and Standards:

1. Provide a safe walking environment for pedestrians.
 - a) New development should include safe and pleasant designs which promote pedestrian access to arterials and collectors and consider the location of community services, such as schools, parks and neighborhood shopping activity centers in the accessibility of their design for all persons.
 - b) Require the installation of sidewalks as an integral part of all street construction where appropriate.
 - c) Require street lighting within the rights-of-way of all public streets.
 - d) Include pedestrian signal indicators as an integral part of the installation of traffic signals.
2. Maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Special emphasis should be placed on the needs of disabled persons considering ADA regulations.

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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 Woodville Union School District to ensure that school children have adequate transportation routes available, such as a local pedestrian or bike paths, or local bus service.
 5. Encourage safe pedestrian walkways within commercial, office, industrial, residential, and recreational developments that comply with the Americans with Disabilities Act (ADA) requirements.
 6. Coordinate with TCaT and private bus operators to ensure that pedestrian facilities are provided along and/or near transit routes, whenever feasible. New land developments may be required to provide pedestrian facilities due to existing or future planned transit routes even if demand for a pedestrian facility is not otherwise warranted.
 7. Review all existing roadways without pedestrian facilities when they are considered for improvements (whether maintenance or upgrade) to determine if new pedestrian facilities are warranted. New roadways should also be assessed for pedestrian facilities.

Goal 4: Ensure the provision of adequate off-street parking for all land uses.

Policies and Standards:

1. Require all new development to identify adequate on-street and off-street parking based on expected parking needs.
2. Encourage shared parking among nearby uses with complementary parking demand patterns.
3. Provide adequate loading areas within off-street parking areas for all commercial and manufacturing land uses.
4. Anticipate parking needs at proposed and expected activity centers, particularly commercial areas.

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

Policies and Standards:

1. Coordinate local transportation planning 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:

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- a) Consider development of an integrated transit center within Woodville 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 Woodville.
 10. Support continued improvements to AMTRAK rail passenger service within Tulare County and throughout the San Joaquin Valley.

Goal 7: Provide efficient goods movement

Policies and Standards:

1. Encourage the efficient movement of goods and people by rail through a shift of a portion of the goods previously moved by trucks onto the rail freight system.
2. Implement Street and highway projects to provide convenient and economical goods movement, including access to rail terminals, in areas where large concentrations of truck traffic exist.
3. Identify street and highway improvement and maintenance projects that will improve goods movement and implement projects that are economically feasible.
4. Encourage use of rail for goods movement whenever feasible.

Goal 8: Provide safe and convenient facilities for non-motorized modes of transportation that enhance the future livability and character of Woodville.

Policies and Standards:

1. Consider developing a Bikeway plan for Woodville 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

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- 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 Woodville Union School District.
 - 3. Provide bikeways in proximity to major traffic generators such as commercial centers, schools, recreational areas, and major public facilities.
 - 4. Develop a visually clear, simple, and consistent bicycle system with standard signs and markings, as designated by the State of California Traffic Control Devices Committee and the State Bikeway Committee.
 - 5. Support the installation of bike parking racks at public and private places of assembly such as parks, schools, employment sites, churches, and retail commercial developments.
 - 6. Provide non-motorized alternatives for commuter travel as well as recreational opportunities.
 - 7. Provide separate rights-of-way for non-motorized facilities whenever economically and physically feasible.
 - 8. Develop bikeways in compliance with the standards established in the Caltrans Highway Design Manual or other appropriate standards.

Goal 9: Design, construct, and operate the transportation system in a manner that maintains a High level of environmental quality.

Policies and Standards:

- 1. Control dust and mitigate other environmental impacts during all stages of roadway construction.
- 2. Protect residents from transportation generated noise hazards. Increased setbacks, walls, landscaped berms, other sound absorbing barriers, or a combination thereof shall be provided along four lane highways in order to protect adjacent noise-sensitive land uses from traffic generated noise impacts. Additionally, noise generators such as commercial, manufacturing, and/or industrial activities shall use these techniques to mitigate exterior noise levels to no more than 60 decibels.
- 3. Review and monitor proposals for expansion of pipelines for the transport of suitable products and materials, and require mitigation of environmental impacts.
- 4. Encourage the use of non-polluting vehicles for both public and private uses.
- 5. Include noise mitigation measures in the design of roadway projects in Woodville.

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.

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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.

Public Transportation

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 34**) 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.

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 Woodville.

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 Woodville 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. Although not

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

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signed on many roads in Woodville, bicyclists are allowed use that side of the road or share the road on all County roadway facilities excluding freeways.

Pedestrian Paths and Sidewalks

A review of facilities for pedestrian travel in Woodville 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.

Multiuse Trails

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

AMTRAK

The Corcoran Amtrak station, located 50 miles west in Kings County, is the closest station to Amtrak Woodville 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 Pacific Surfliner route. In Sacramento, additional interstate routes can be accessed along with the capital corridor route linking Sacramento to the Bay Area.⁴⁴

Aviation

Porterville Municipal Airport (PTV) is located approximately five (5) miles east of Woodville. 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 70 miles south of Woodville and offers direct flights to several destinations. Fresno Yosemite International Airport (FAT), approximately 80 miles north of Woodville, is the principal passenger and airfreight airport in the Central San Joaquin Valley. Visalia Municipal Airport, is located approximately 40 miles northwest of Woodville.

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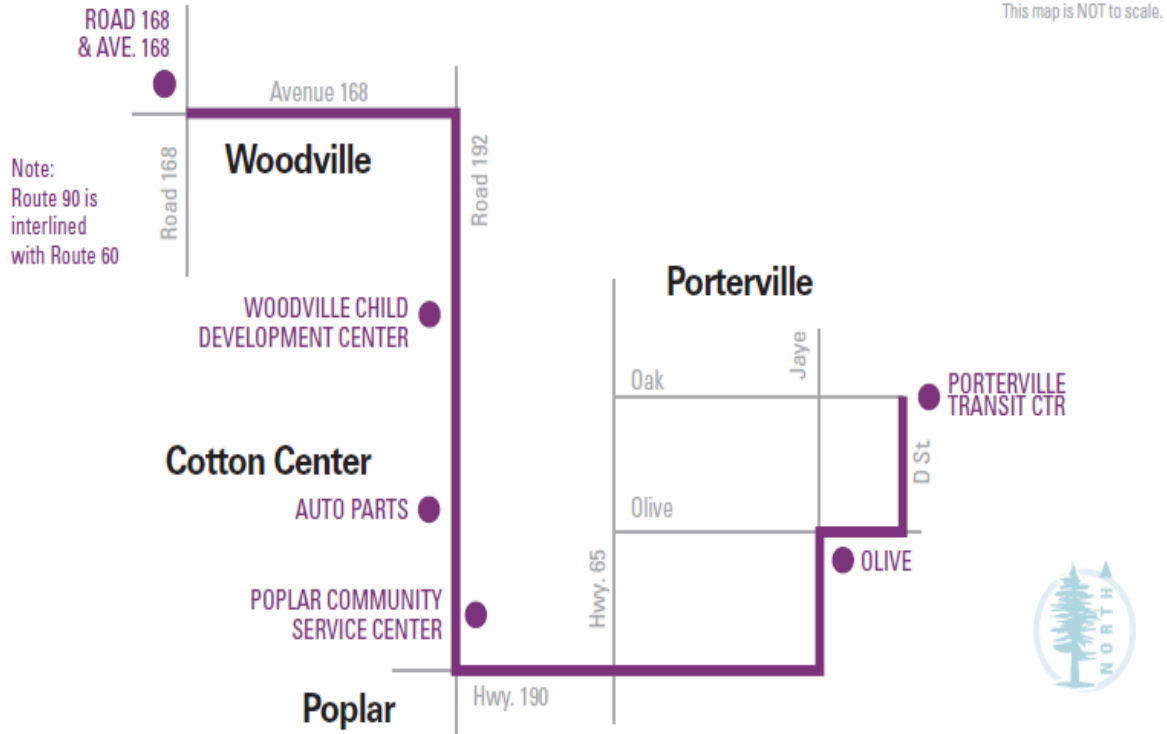
Transit and Bus Stops

The Tulare County Transit Agency (TCaT) operates fixed-route services that link communities with each other and with the Porterville transit system **(see Figures 35 and 36)**. Woodville is connected via TCaT Woodville-Poplar-Porterville Route 90 and Lindsay-Plainview-Woodville Route 60. Woodville-Poplar-Porterville Route has four eastbound and westbound buses serving Woodville on weekdays. Stops are currently located at the Community Service Center and the Auto Parts store in Woodville. In addition the Lindsay-Plainview-Woodville Route 60 has four southbound buses serving Woodville, currently located at Avenue 168 and Road 168 (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 Woodville, 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 35 – Woodville–Woodville-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

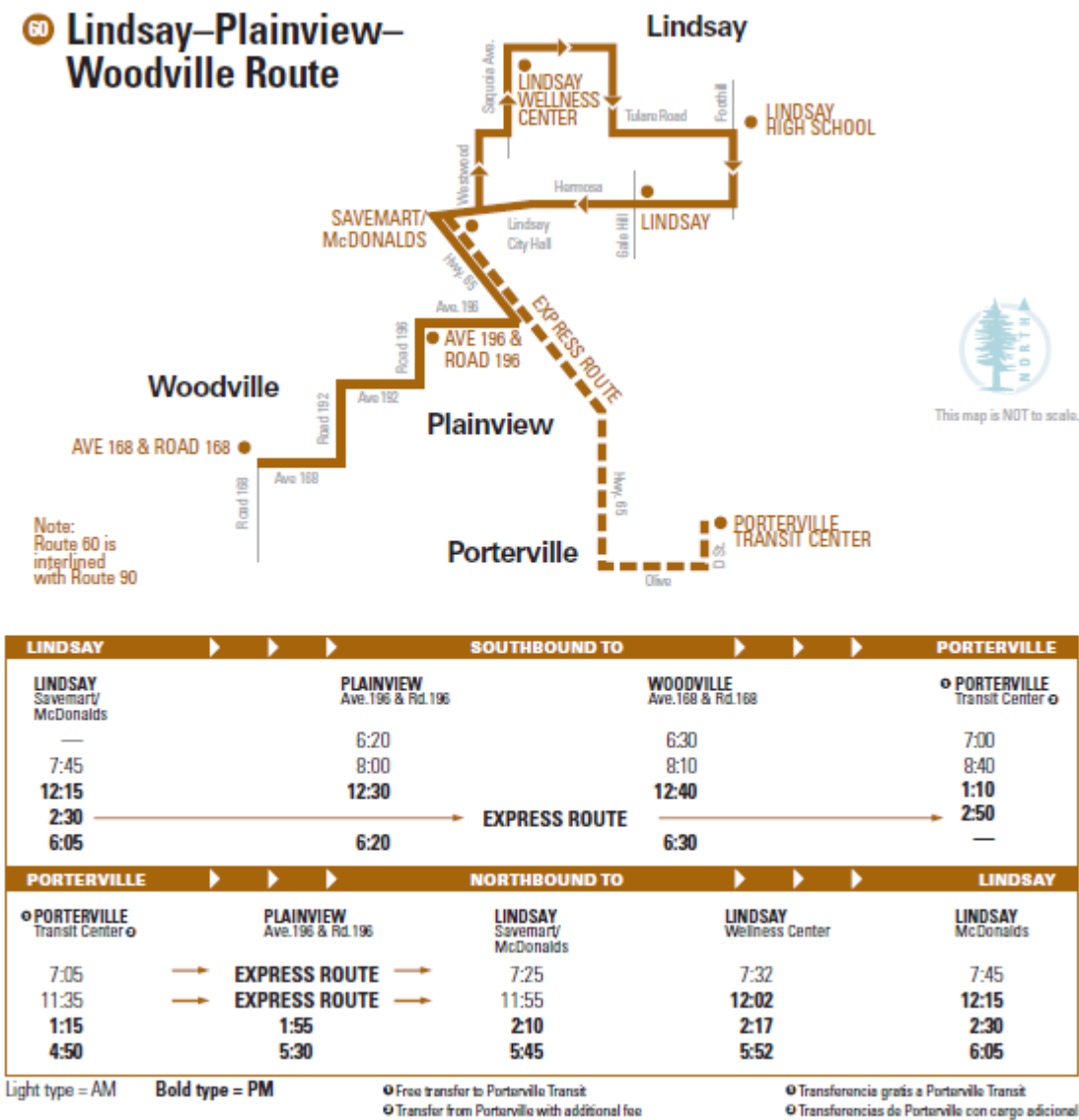
Transfer from Porterville with additional fee

Transferencia gratis a Porterville Transit

Transferencias de Porterville con cargo adicional

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Figure 36 Lindsay-Plainview-Woodville Route 60



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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 Woodville Community Plan. There are several components that comprise the Woodville 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 Woodville, 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.

R-A (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 PO (Professional and Administrative Office) Zone

A-1 (Agricultural) Zone

AE (Exclusive Agricultural) Zone

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

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

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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 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 Woodville.

Mixed Use Overlay District

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

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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
- A-6 Woodville Community Public Outreach

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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 Woodville, 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 Woodville.
- 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 Woodville.

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

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

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

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

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

DEVELOPMENT

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

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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 Woodville. 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 Woodville Urban Development Boundary, a Mixed Use Overlay zoning district is being established to allow for flexibility in the allowed uses within Woodville. 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 Woodville Urban Development Boundary, a Mixed Use Overlay zoning district is being established to allow for flexibility in the allowed uses within Woodville. 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.

A-12 Articulation and detailing of the exterior walls at the ground level, should be

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integrated with landscape features (trees, plants, walls, trellises, and unique land forms) to ensure an appropriate transition from ground to wall plane.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ROOFS AND AWNINGS

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

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

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

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

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

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

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

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

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

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

RA-11 Mansard roofs are prohibited.

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

SITE PLANNING

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

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

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

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

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

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

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

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

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

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

LANDSCAPING

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

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

LA-3 The parking lot should not be the dominant visual element of the site as viewed from the street. Locate or place parking lots at the side and rear of buildings or use parking lot screening to soften their appearance. Screen parking lots: Utilize a hedge (recommended height of 36 inches) with a rolling berm to screen parking at the street periphery (Minimum shrub container size should be 5 gallons.)

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

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

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

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

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

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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.

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

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WALLS AND FENCES

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

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

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

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

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

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

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

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

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

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

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

STREETSCAPE

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

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

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

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

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

SIGNAGE

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

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

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

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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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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 Woodville

Final



Prepared by:

**Tulare County Resource
Management Agency**

Paid for by a grant from:



Tulare County Complete Streets – Woodville

Prepared for:

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Appendix D – Road Maintenance Plan
Appendix E – Cost Estimates for Poplar
Appendix F – Complete Streets Outreach
Appendix G – Woodville30% Submittal Plan Set



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 September 28, 2015, 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.

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. The Cutler-Orosi Complete Streets Plan was prepared in 2014 and includes a Class 1 Facility along Avenue 416 through Poplar. In addition, rail and goods movement is part of the Sustainable Communities Strategy, Regional Transportation Plan (RTP), in lieu of utilizing diesel powered freight trucks.

Tulare County Climate Action Plan (CAP)

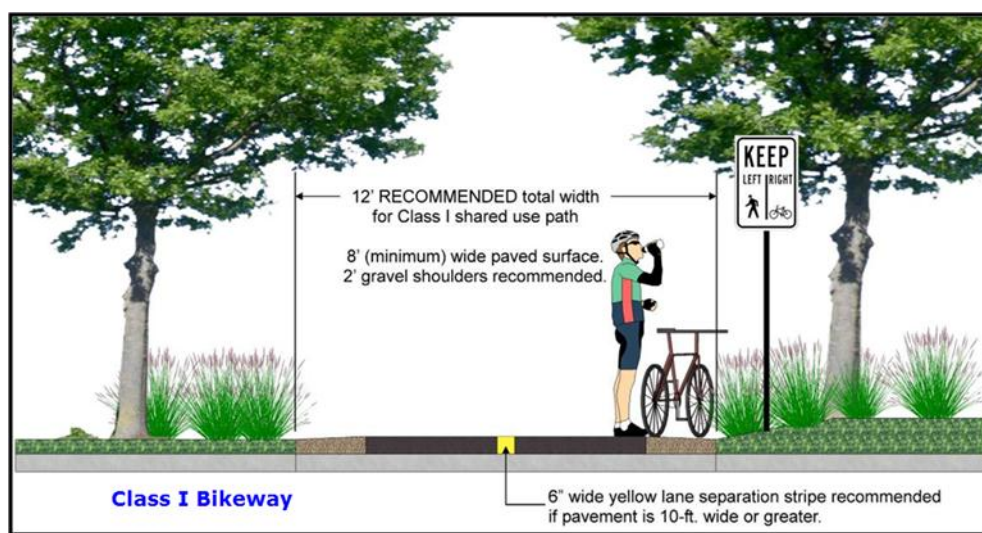
The Tulare County CAP calls for a reduction on a project (over 50 vehicles) by project basis of 6% through a mixture of measures that are spelled out in Appendix J of the CAP. Utilization of alternative means of transportation will reduce GHG emissions and will help projects and the region meet their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

Bicycle Facilities

Bicycle facilities consist of Class I, Class II, and Class III facilities as defined below. In Tulare County, this General Plan and the Bicycle Transportation Plan envision a system of bicycle lanes on roadways that will connect the activity centers of the communities to the residents. County has identified pedestrian corridors on the Community of Woodville Bicycle, Bus and Pedestrian Plan (see Appendix C).

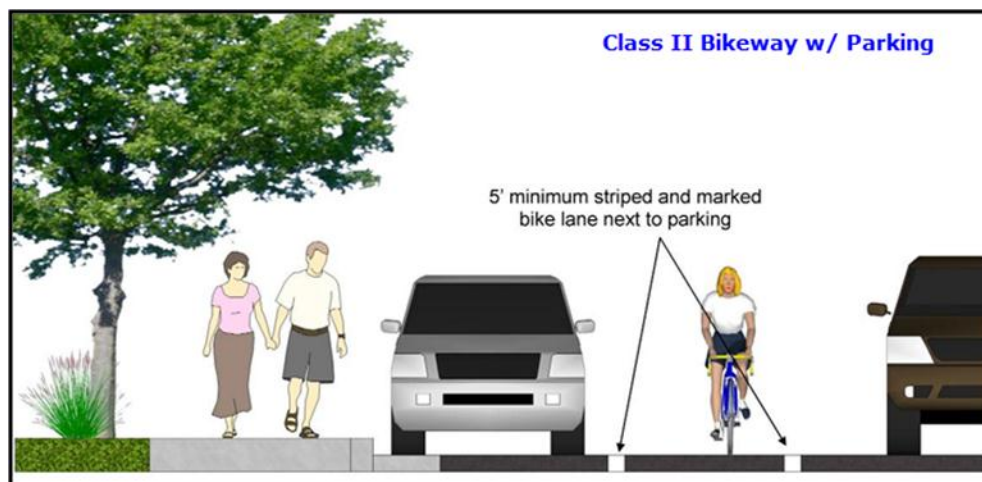
Class I

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 I facilities.



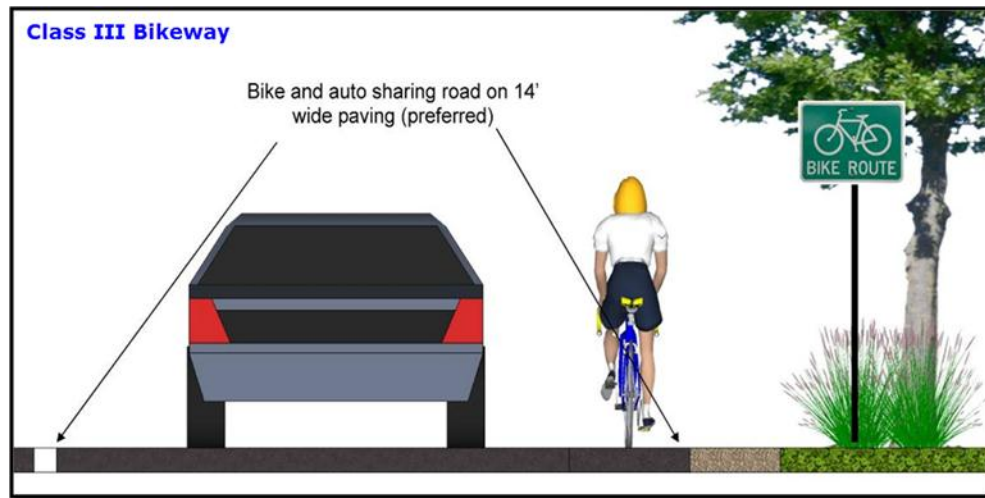
Class II

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 Woodville.



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. Although not signed on any roads in Woodville, 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

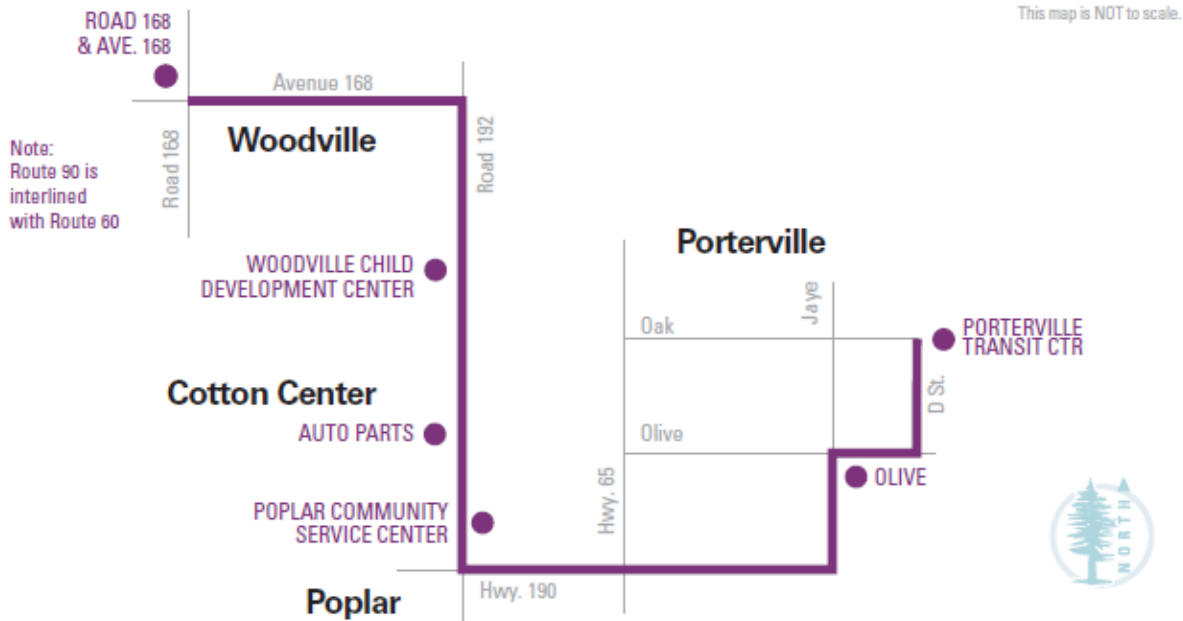
Multiuse trails are facilities that can be used by bicycles, pedestrians, equestrians, and other recreational users. No multi use facilities are being considered for the Woodville Community.

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
------------------	-------------------

Cost of a Fatality	\$4,400,000
--------------------	-------------

Cost of an Injury

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



Level A (Severe)	\$221,400
Level B (Moderate)	\$56,500
Level C (Minor)	\$26,900
Cost of Property Damage	\$2,500

Source: California Department of Transportation

Community Specific Complete Street Implementation Measures

As part of a network-based approach, the County has identified (and will implement through pursuing further roadway studies and infrastructure design updates) a complete network for pedestrians. The County will also work to deliver infrastructure to support all modes of transportation. In addition to the General Plan Circulation Element Implementation Section, the key implementation measures include:

1. Evaluating Roadways as potential Bike/Pedestrian travel routes,
2. Completing pedestrian infrastructure, as appropriate,
3. Providing safe and accessible pedestrian facilities in high use areas,
4. Designing and building sidewalks for safer routes to school,
5. Designating roadways for bicycle routes that are aligned with the Tulare County comprehensive bicycle network,
6. Coordination with County Transit.
7. Submitting the following list of project and cost to TCAG and Caltrans for consideration under further grant funding opportunities.

Measure R


Bike/Transit/Environmental Projects (14% of Measure R Funding)

On November 7, 2006, the voters of Tulare County Approved Measure R, imposing a ½ cent sales tax for transportation within the incorporated and unincorporated area of Tulare County for the next 30 years. The transportation measure will generate slightly more than \$652 million over 30 years to Tulare County's transportation needs.

The Goals of Measure R include air quality improvement efforts that will be addressed in the Measure R Expenditure Plan through the Transit/Bike/Environmental Program, which includes funding for transit, bike, and pedestrian environmental projects. The goal of this program is to expand or enhance public transit programs that address the transit dependent population, improve mobility through the construction of bike lanes, and have a demonstrated ability to get people out of their cars and improve air quality and the environment.

Active Transportation Program (ATP)

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation



Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The proposed projects have been included in the County's Active Transportation Plan (2015).

Citizen Feedback

Public Outreach Efforts

The purpose public workshops or community meetings is to engage in discussions with local residents and business owners regarding specific topics, e.g., transportation related improvements. Public outreach efforts were held in several formats including formally and informally. Formal community meetings were held at local schools, community service districts/public utility districts (CSDs/PUDs), town council forums and other well-known locations. Informal meetings were conducted with individual business or property owners associated to specific access concerns or other issues.

Publicity for meeting times and locations generally consisted of newspaper releases, local newsletter informational items, citizens distributing fliers, handing out bi-lingual fliers to school children to be given to the student's guardian, posting fliers at local community businesses, local school board meeting agendas, area congressional office and non-profit agency assistance, local senior centers and health clinics (if applicable), email and other forms of communication. Formal public meetings were held in the various communities shown below. A summary of additional information – Tulare County Resource Management Complete Streets and Community Plan Outreach (2015) – is located in the Appendix .

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.

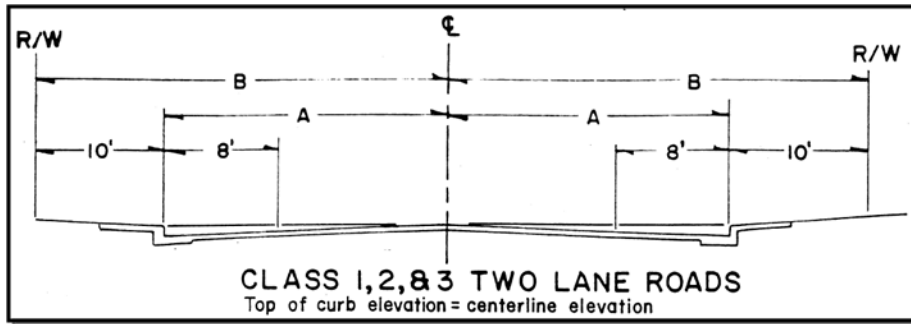


Figure 1 - Tulare County Class 1, 2 & 3 Two Lane Roads

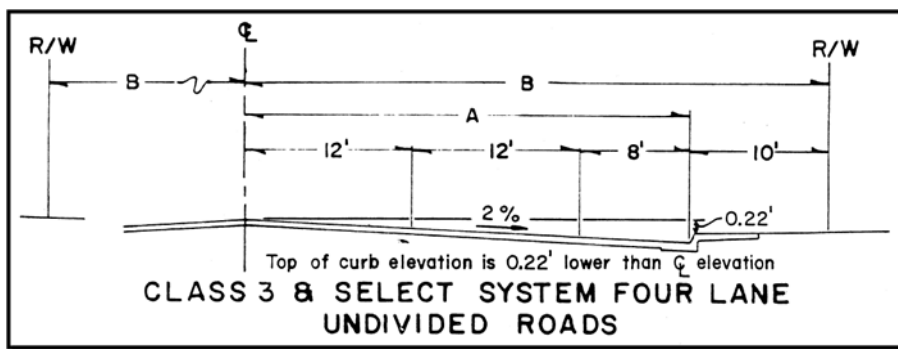


Figure 2 - Tulare County Class 3 Four Lane Road


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 Woodville that is a result of the PMS.

Implementation

Selection of Community Priorities

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

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

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

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

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

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

Project Phasing

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

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



Outreach: September 28, 2015

1. Road 168 (Woodville Elementary to Ave 168)
2. Ave 167 (Road 164 to Road 168)
3. Ave 168 (Road 164 to Road 168)

Based on the Community's desired roadway improvements, the Resource Management Agency's Public Works Division devised plans and project descriptions for the following roadways.



Projects

Complete Streets Project Plans

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

The three 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.

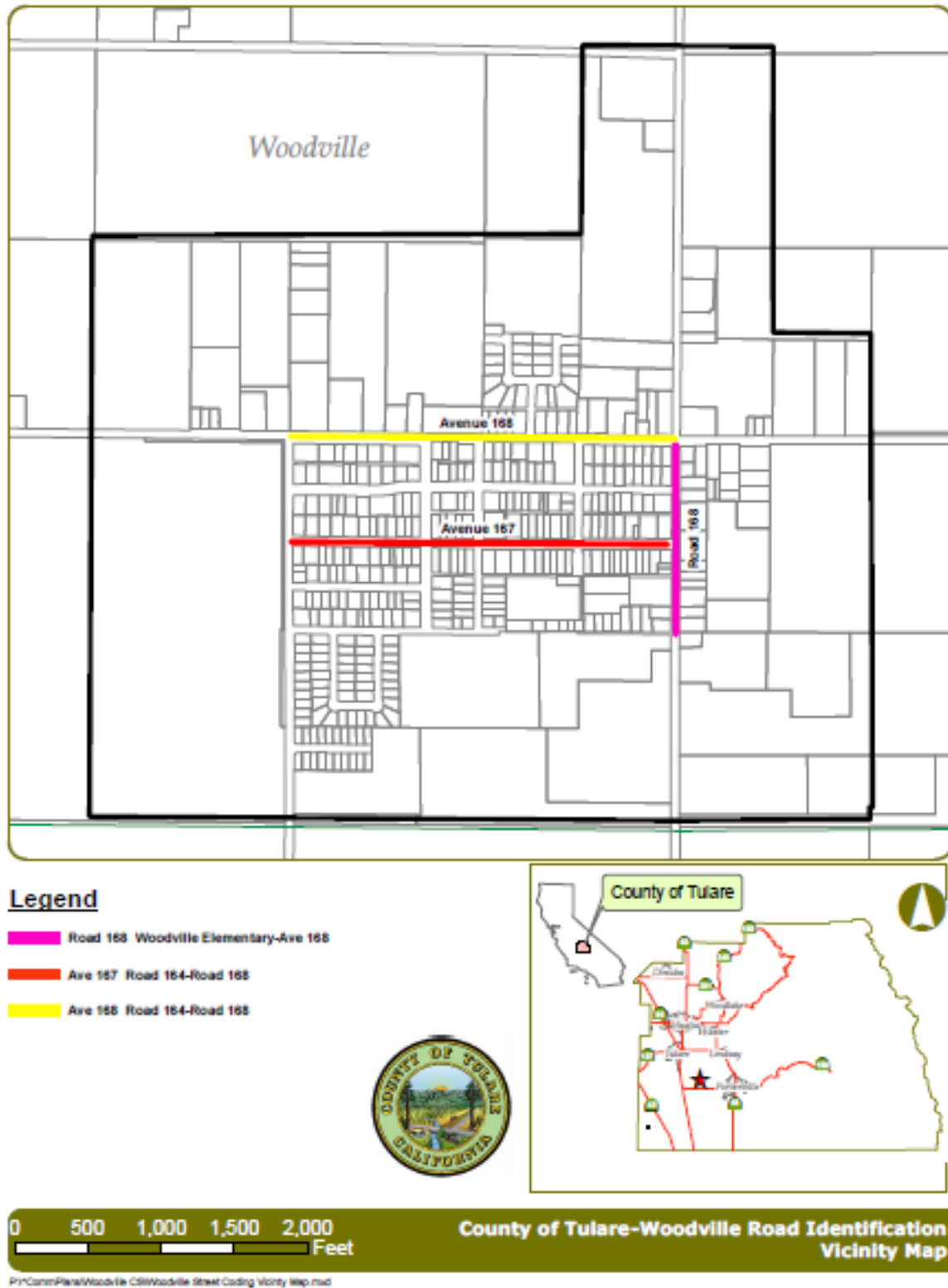
Complete Streets Funding Opportunities

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.

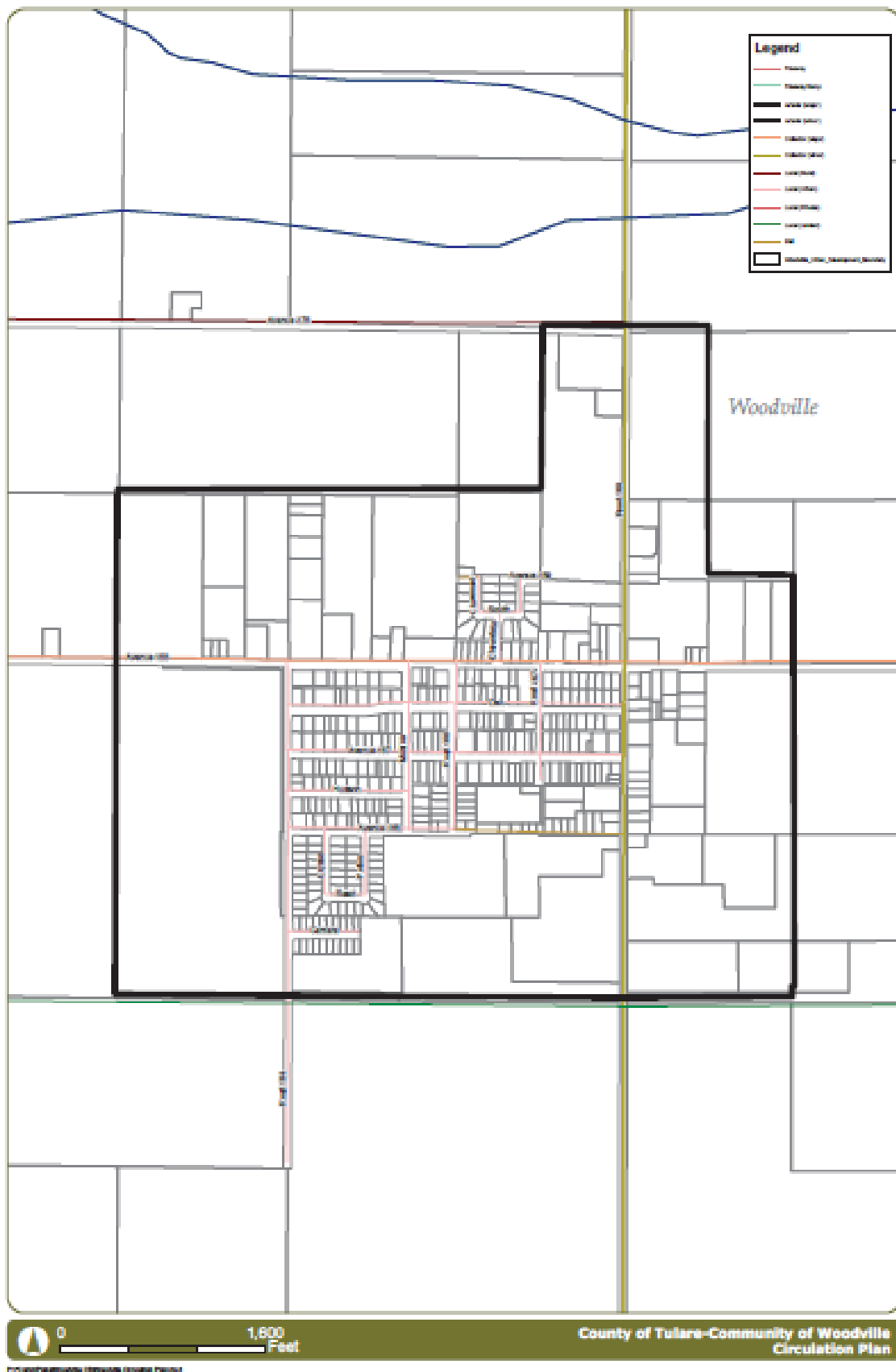
Cost Estimates

Detailed cost estimates are included in Appendix E.

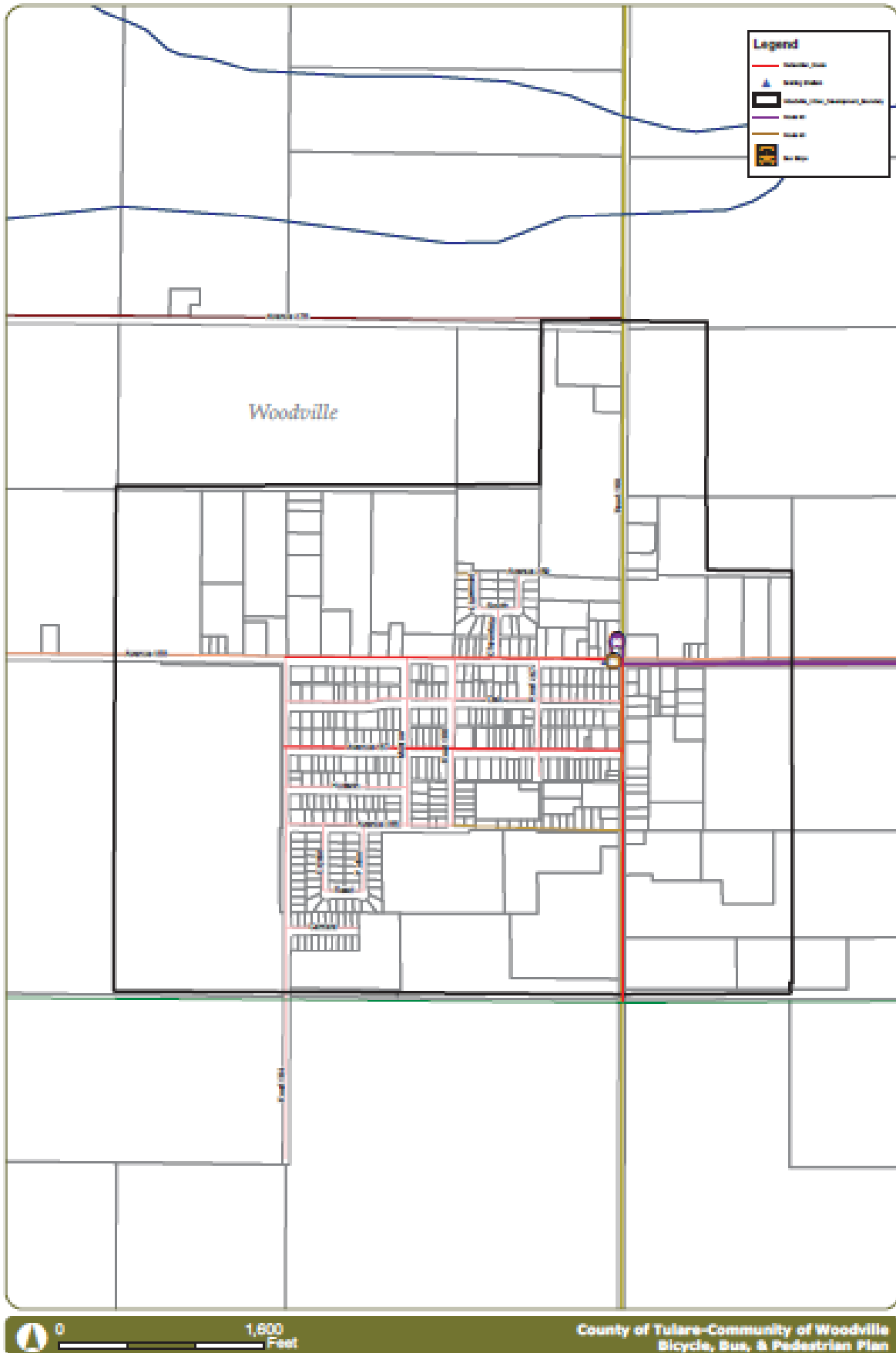
Appendix A – Proposed Complete Streets Projects



Appendix B – Circulation Plan



Appendix C – Bicycle, Bus, and Pedestrian Plan





Appendix E – Cost Estimates for Woodville

Detailed Engineer's Estimate						
Agency:		Tulare County Resource Management Agency				
Project Name:		Complete Streets Phase 3 Woodville				
Project Location:		Road 168 - Ave 168 to Woodville Elementary School				
Date of Estimate:		December 8, 2016				
Prepared by:		Pedro Omeias/Diego Convera				
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 (Ref.)	LS	1	\$20,000	\$20,000
6	130200	Prepare Water Pollution Control Program	LS	1	\$10,000	\$10,000
7	220101	Finishing Roadway	LS	1	\$15,000	\$15,000
8	150712	Remove Painted Pavement Markings	SQFT	4885	\$5	\$24,425
9	152390	Remove Roadside Sign	EA	11	\$200	\$2,200
10	152379	Relocate Fence	LF	1192	\$30	\$35,760
11(F)	190101	Roadway excavation	CY	1256	\$100	\$125,556
12(F)	250201	Class 2 Aggregate Base	CY	415	\$95	\$39,407
13	390133	Hot Mix Asphalt (Type B)	TON	448	\$120	\$53,760
14	394090	Place hot mix asphalt (miscellaneous area)	SQYD	10	\$100	\$1,000
15	731504	Minor Concrete (Curb & Gutter)	LF	3800	\$25	\$95,000
16	731521	Minor Concrete (Sidewalk)	SQFT	18100	\$8	\$144,800
17	731623	Minor Concrete (Ramp)	EA	11	\$4,000	\$44,000
18	731516	Minor Concrete (Driveway)	SF	4400	\$15	\$66,000
19	510502	Minor Concrete (Minor Structures)	EA	3	\$3,000	\$9,000
20	840519	Thermoplastic Pavement Marking (White)	SF	1100	\$10	\$11,000
21	840515	Thermoplastic Pavement Marking (Yellow)	SF	3865	\$10	\$38,650
22	152459	Adjust Utility Cover to Grade	EA	6	\$800	\$4,800
23	568023	Install Roadside Sign	EA	11	\$500	\$5,500
24		Storm Drain Pipe	LF	60	\$50	\$3,000
25		Remove Tree	EA	2	\$1,000	\$2,000
26		Minor Concrete (Continuous Gutter)	LF	100	\$50	\$5,000
					Sub-Total:	\$925,858
					*Contingency:	\$92,586
					TOTAL:	\$1,018,444
(F) = Final Pay Item						
* Up to 10% Contingency may be included in Engineer's Estimate						
Non-Construction Related Cost						
Item No.	Caltrans Item code	Description	Units	Quantity	Unit Cost	Total
27	-	Environmental Clearance	% of CON	5%	\$925,857.96	\$46,292.90
28	-	Preliminary Engineering (PE)	% of CON	10%	\$925,857.96	\$92,585.80
29	-	Construction Engineering (CE)	% of CON	15%	\$925,857.96	\$138,878.69
30	-	Utility Pole Relocation	EA	2	\$25,000.00	\$50,000.00
					Total:	\$327,757.39
Total Construction & Non-Construction Items						\$1,346,201.16



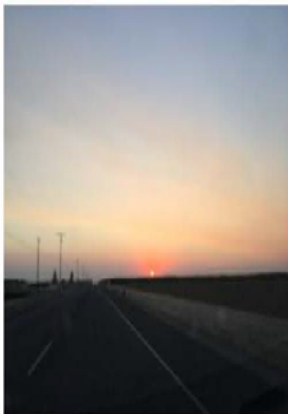
Appendix F -

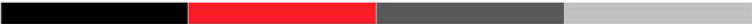
Complete Streets Outreach

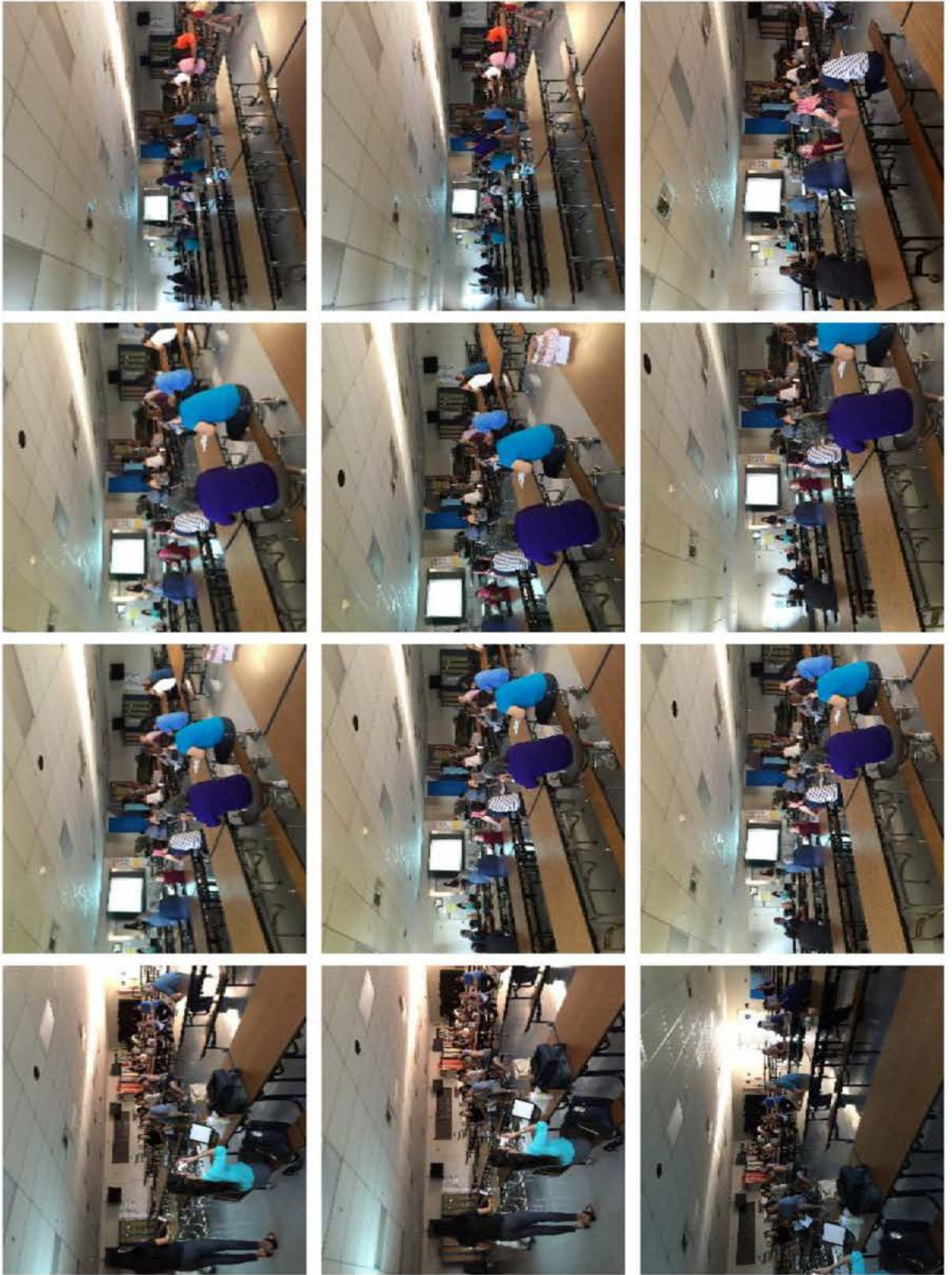
Community Meeting

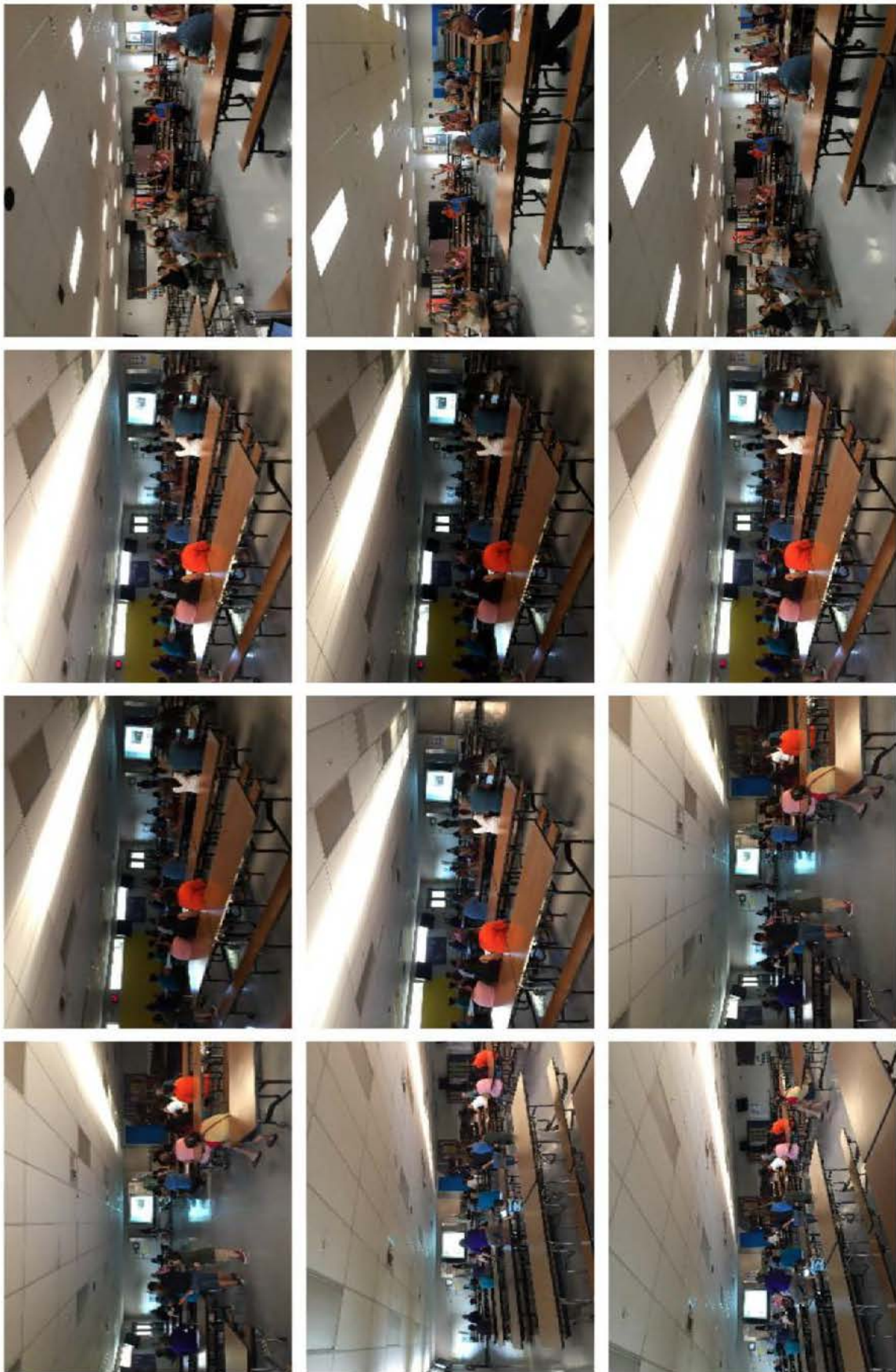
The Resource Management Agency conducted a community meeting (with five RMA staff members present) in Poplar on September 28, 2015 at 6:00pm. The meeting was scheduled in the evening to make it easier for working residents to attend. The meeting was held in the cafeteria of the Poplar Elementary School. 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 streets / safe routes to school improvement needs. 20 attendees were at the meeting, and 14 surveys were collected. The following roadways were selected by the Community.

September 28, 2015

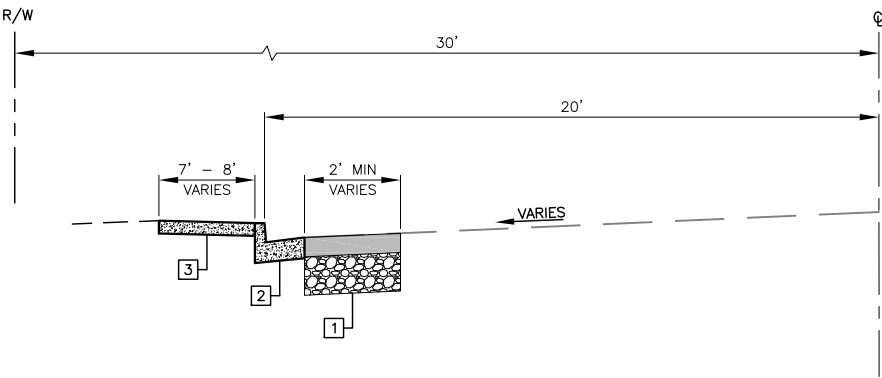


1. Road 168 (Woodville Elementary to Ave 168)
 2. Ave 167 (Road 164 to Road 168)
 3. Ave 168 (Road 164 to Road 168)
- 

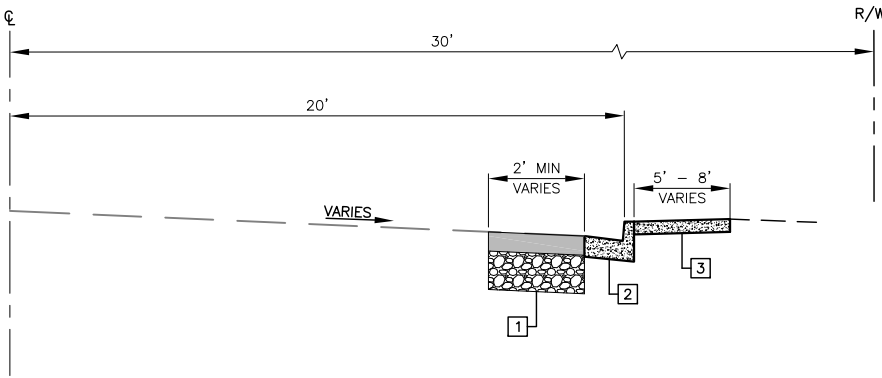




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RD 168
STA 1+76.91 TO STA 12+54.66
STA 13+34.67 TO STA 18+76.83
STA 19+56.83 TO STA 22+59.36
STA 23+39.36 TO STA 25+80.00



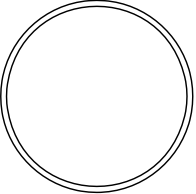
RD 168
STA 11+48.19 TO STA 18+08.73
STA 20+13.97 TO STA 25+79.66

- 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

WOODVILLE

TULARE COUNTY

SCALE	1"=5'
DIVISION	DESIGN
JOB NO.	16016-1
DESIGNED	PAO
DRAWN	JDF
CHECKED	PAO
FILE	16016-1X001.DWG
DATE	11-15-2016
SHEET No.	X1

258 2 OF 4

\\MAPROJECTS\16016-1\16016-1X001.DWG 12/22/2016 8:22 AM

CONSTRUCTION NOTES (SHEETS L1 & L2):

- 1 MINOR CONCRETE (CURB & GUTTER)
- 2 MINOR CONCRETE (SIDEWALK) WIDTH PER PLAN
- 3 MINOR CONCRETE (RAMP) RAMP C
- 4 MINOR CONCRETE (RAMP) RAMP CM
- 5 MINOR CONCRETE (DRIVEWAY)
- 6 MISCELLANEOUS AC RAMP
- 7 MINOR CONCRETE STRUCTURES (DROP INLET)
- 8 STORM DRAIN PIPE
- 9 ADJUST UTILITY TO GRADE

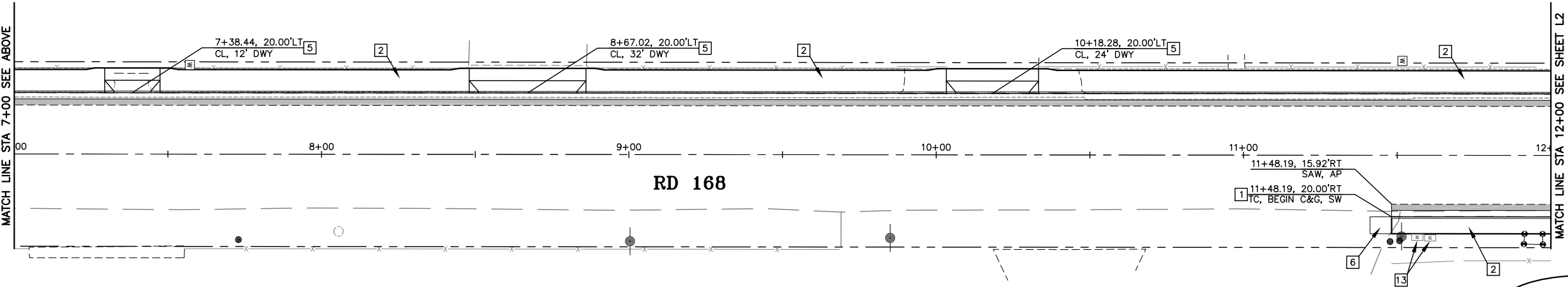
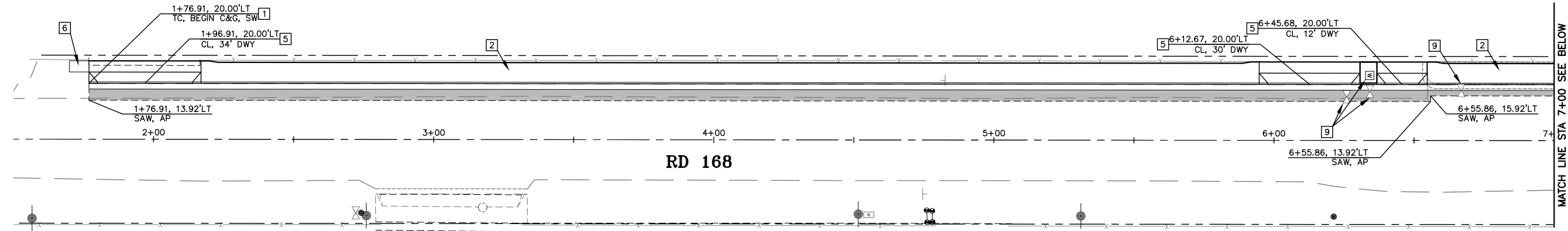
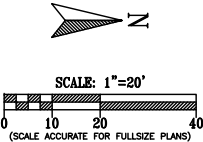
- 10 RELOCATE CHAIN LINK FENCE
- 11 RELOCATE WOOD FENCE
- 12 RELOCATE UTILITY POLES (BY OTHERS)
- 13 RELOCATE MAILBOX

LEGEND

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

GENERAL NOTES:

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



30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

No.	DESCRIPTION	REVISIONS	
		DATE	BY

COUNTY OF TULARE
RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD.
VISALIA, CA 93277
(559)624-7000
WWW.TULARECOUNTY.CA.GOV/RMA



LAYOUT SHEET

COMPLETE STREETS PHASE III

WOODVILLE

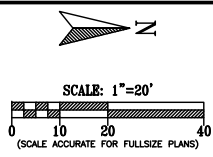
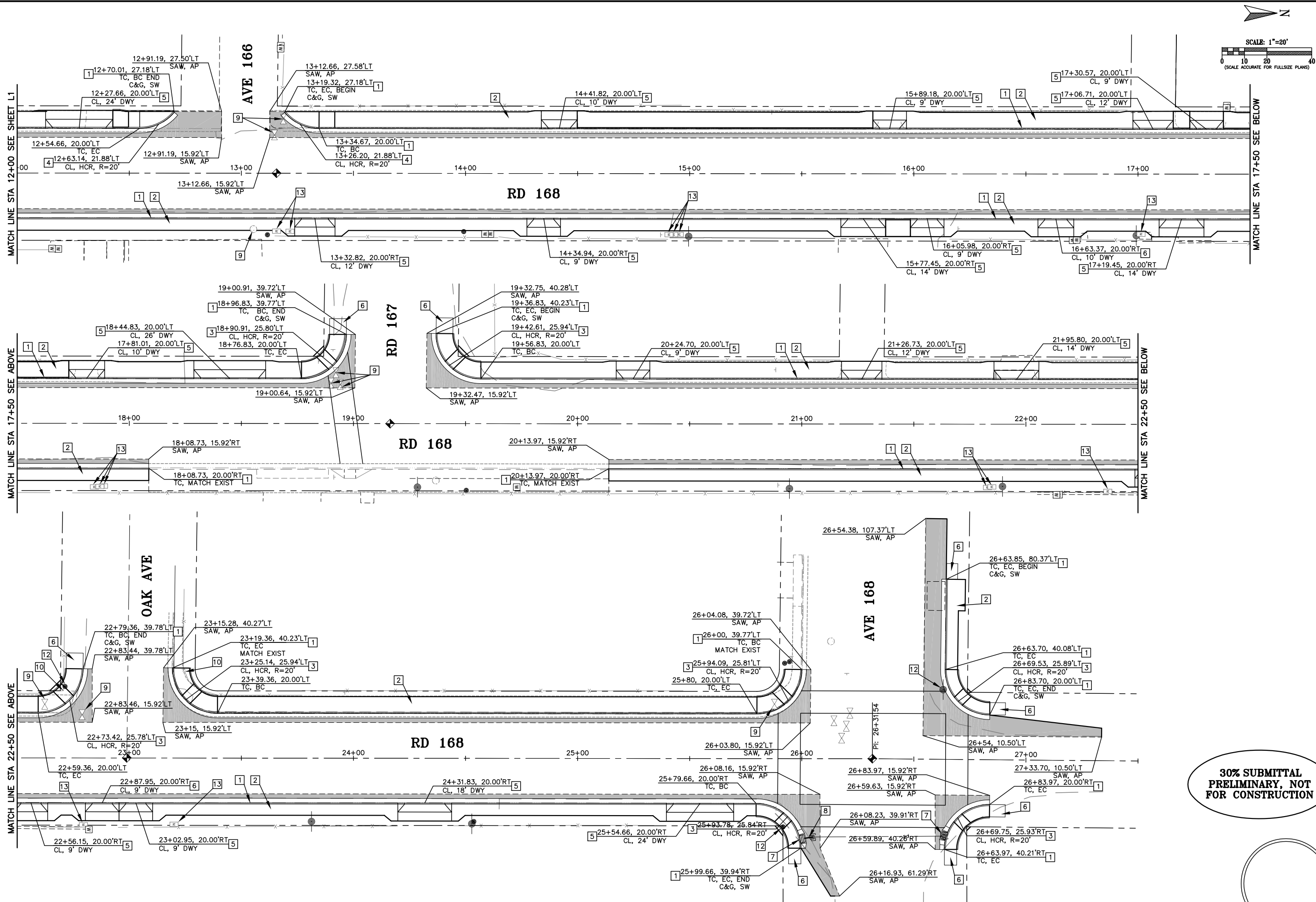
TULARE COUNTY

SCALE	1"=20'
DIVISION	DESIGN
JOB NO.	16016-1
DESIGNED	PAO
DRAWN	JDF
CHECKED	PAO
FILE	16016-1L001.DWG
DATE	11-15-2016
SHEET No.	

L1

259 3 OF 4

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

REVISIONS

No.	DATE	BY	DESCRIPTION

COUNTY OF TULARE
RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD.
VISALIA, CA 93277
(559)624-7000
WWW.TULARECOUNTY.CA.GOV/RMA

LAYOUT SHEET

COMPLETE STREETS PHASE III

WOODVILLE

TULARE COUNTY

SCALE 1"=20'

DIVISION DESIGN

JOB NO. 16016-1

DESIGNED PAO

DRAWN JOF

CHECKED PAO

FILE 16016-11001.DWG

DATE 11-15-2016

SHEET No.

L2

260 4 OF 4

MAPPROJECTS\16016-1\16016-11001.DWG 12/22/2016 8:15 AM

Draft Woodville Community Plan

Attachment A- 6: Public Outreach

Draft Woodville Community Plan

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WOODVILLE UNION SCHOOL DISTRICT

16541 ROAD 168 | PORTERVILLE, CALIFORNIA

REGULAR BOARD MEETING AGENDA

March 12, 2019 5:30 P.M. – Room 36

1. **CALL TO ORDER** Time: _____ by Board President Amanda Medina

2. **PLEDGE OF ALLEGIANCE**

3. **ROLL CALL**

Fabiola Guerrero.....Present ☐ Absent ☐ Late ☐
 Miguel Guillen.....Present ☐ Absent ☐ Late ☐
 Rick Luna.....Present ☐ Absent ☐ Late ☐
 Amanda Medina.....Present ☐ Absent ☐ Late ☐
 Diana Ocegüera-Martínez.....Present ☐ Absent ☐ Late ☐

4. **CONSENT AGENDA**

4.1 Approval of Regular Board Meeting Agenda dated March 12, 2019

4.2 Approval of Regular Board Meeting Minutes dated February 12, 2019 **(Enclosure 4.2)** page 7

4.3 Approval of Special Board Meeting Minutes dated February 25, 2019 **(Enclosure 4.3)** page 14

4.4 Approval of vendor payments **(Enclosure 4.4)** page 17

February 7, 2019	check #61846079 - 61846106	\$ 111,160.48
February 21, 2019	check #61848098 - 61848121	\$ 31,744.67
February 28, 2019	check #61850228 - 61850244	\$ 28,302.91

GRAND TOTAL \$ 171,208.06

Motion to approve Consent Agenda by: _____ Seconded by: _____

___ Guerrero ___ Guillen ___ Luna ___ Medina ___ Ocegüera-Martínez

Motion: Passed _____ Failed _____

5. PUBLIC COMMENTS

Members of the public may address the Board on any agenda item or other item of interest within the subject matter jurisdiction of the Board, before or during the governing board's consideration of the item. The Board is not able to discuss or take action on any item not appearing on the agenda. Pursuant to Board Policy, the Board may limit individual comments to no more than 3 minutes and individual topics to 20 minutes.

Please begin your comments by stating your name.

6. CORRESPONDENCE/INFORMATION ITEMS

7. REPORTS/PRESENTATIONS

7.1 Presentation by Vavrinek, Trine, Day & Company for 2017-18 Annual Audit.

7.2 Presentation by Mr. Aaron Bock, Assistant Director of Tulare County Resource Management Agency in regards of Woodville Community Plan.

7.3 Presentation of 2018-19 Second Interim Report by Business Manager Joe Ramirez.

8. BOARD'S REPORT

9. SUPERINTENDENT'S REPORT

10. ACTION ITEMS

10.1 Acceptance of Audit Report for the 2017-18 School Year as Presented.

Motion by: _____ Seconded by: _____

___ Guerrero ___ Guillen ___ Luna ___ Medina ___ Ocegüera-Martinez

Motion: Passed _____ Failed _____

Woodville Union School District Board Meeting

Woodville Community Plan Outreach

Located at the Woodville Union School District

March 12, 2019, at 5:30 pm

Who Attended:

Lou Saephan, Superintend
Rick Luna
Migue Guillen
Diana Ocegüera-Martinez
Fabiola Guerrero
Amanda Medina
Joe Ramirez
Aaron R. Bock
David Bryant
Susan Simon

Twenty (20) members of the community

Materials:

- Woodville Community Plan Presentation

Public Comments:

Provide Homes from Self-Help Enterprises

Provide safety and lights at the Woodville Park

Move the Woodville Park to a better location within the Woodville Urban Development Boundary





WOODVILLE UNION SCHOOL DISTRICT

16541 ROAD 168 | PORTERVILLE, CALIFORNIA

REGULAR BOARD MEETING AGENDA

May 14, 2019 5:30 P.M. – Room 36

1. **CALL TO ORDER** Time: _____ by Board President Amanda Medina

2. **PLEDGE OF ALLEGIANCE**

3. **ROLL CALL**

Fabiola Guerrero.....Present ☐ Absent ☐ Late ☐
 Miguel Guillen.....Present ☐ Absent ☐ Late ☐
 Rick Luna.....Present ☐ Absent ☐ Late ☐
 Amanda Medina.....Present ☐ Absent ☐ Late ☐
 Diana Ocegüera-Martinez.....Present ☐ Absent ☐ Late ☐

4. **CONSENT AGENDA**

4.1 Approval of Regular Board Meeting Agenda dated May 14, 2019

4.2 Approval of Regular Board Meeting Minutes dated April 9, 2019 (**Enclosure 4.2**)

4.3 Approval of vendor payments (**Enclosure 4.3**)

April 4, 2019	check #61859980 - 61860002	\$ 80,714.38
April 11, 2019	check #61861972 - 61861988	\$ 9,569.67
April 24, 2019	check #61863991 - 61864019	\$68,447.92

GRAND TOTAL	\$158,731.97
-------------	--------------

Motion to approve Consent Agenda by: _____ Seconded by: _____

__ Guerrero __ Guillen __ Luna __ Medina __ Ocegüera-Martinez

Motion: Passed _____ Failed _____

5. STAFF RECOGNITION – Mr. Kreg Brockway

6. PUBLIC COMMENTS

Members of the public may address the Board on any agenda item or other item of interest within the subject matter jurisdiction of the Board, before or during the governing board's consideration of the item. The Board is not able to discuss or take action on any item not appearing on the agenda. Pursuant to Board Policy, the Board may limit individual comments to no more than 3 minutes and individual topics to 20 minutes.

Please begin your comments by stating your name.

7. PRESENTATION

6.1 Tulare County Resource Management Agency will present the Woodville Community Plan 2019.

8. CORRESPONDENCE/INFORMATION ITEMS

8.1 Letter from Tulare County Office of Education in regards to Review of Second Interim Report for 2018-19 School year (Enclosure 8.1) Page 27

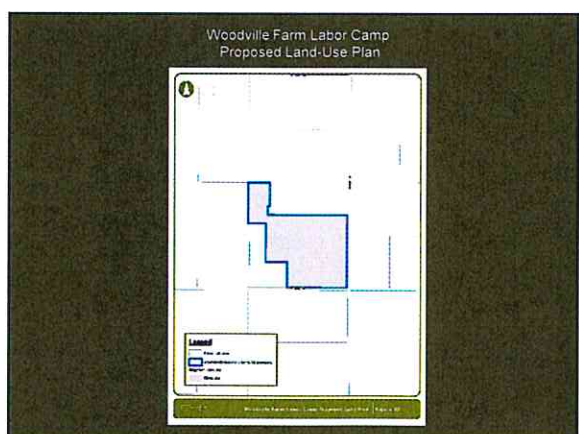
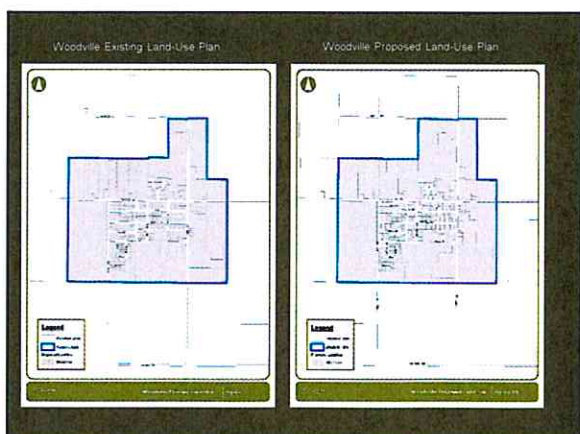
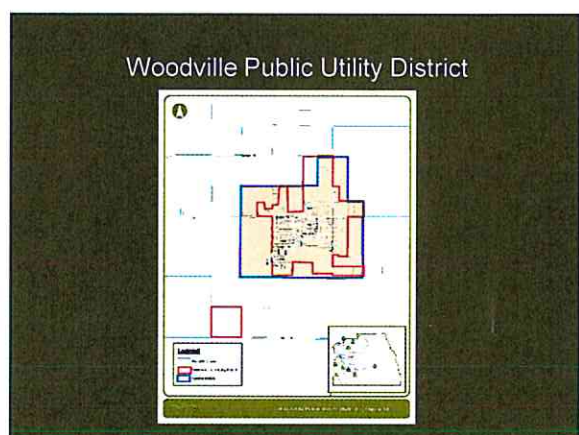
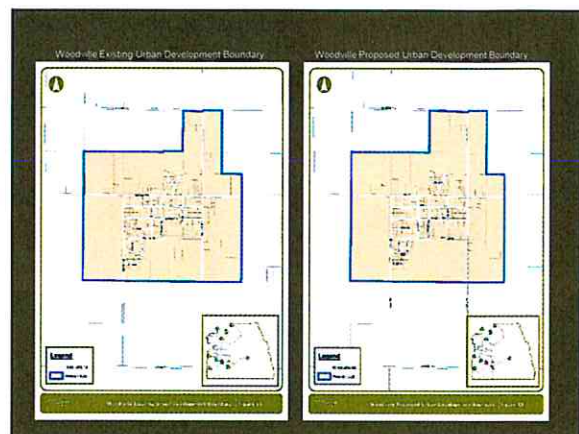
9. PUBLIC DISCLOSURE

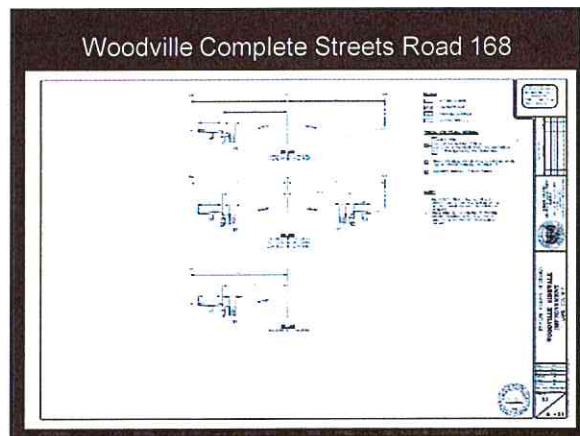
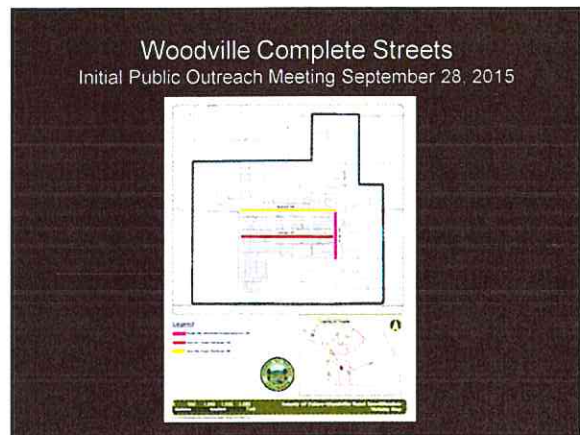
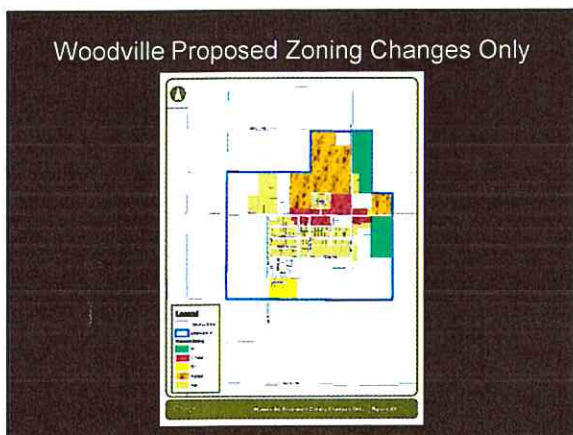
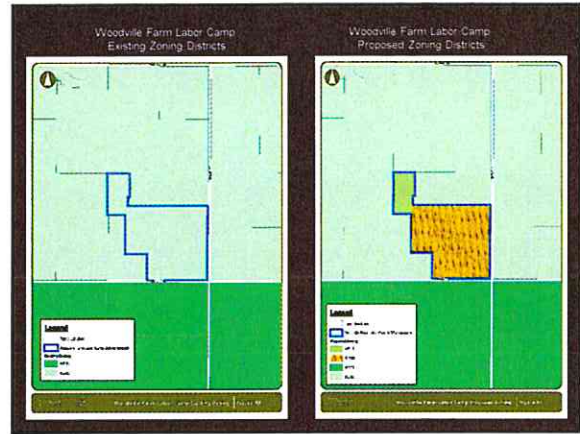
This item is being prepared to be in compliance with the Public Disclosure Requirements of AB1200 as well as the Salary Settlement Notification Requirements of SB1677. Before a public school employer enters into a written agreement with an exclusive representative covering matters within the scope of representation, the major provision of the agreement, including but not limited to, the costs that would be incurred by the public school employer under the agreement for the current and subsequent fiscal years, shall be disclosed at the public meeting of the public school employer.

9.1 Public Disclosure of Tentative Agreement between Woodville Union School District and the California School Employees Association Chapter #576 (Enclosure 9.1)

10. BOARD'S REPORT

11. SUPERINTENDENT'S REPORT





Community Priority Concerns 2015 - 2019

- Street Lighting
- Internet Access
- Traffic Calming (Speed Bumps)
- Sidewalks
- Public Transportation (Transit)
- Sheriff and Fire Station
- Increased Sheriff Patrol
- Community Resource Center
- Increased Animal Control
- Safety and Lights at the Woodville Park
- Provide Homes from Self-Help Enterprises

Thank You for Attending



Alison R. Book, MCRP, JD, LEED AP
Assistant RMA Director
Economic Development & Planning
5961 South Mooney Blvd
Visalia, CA 93277
(559) 624-7050

David Bryant, MPA
Chief Planner, Special Projects
5961 South Mooney Blvd
Visalia, CA 93277
(559) 624-7130

Susan Simon
Planner II
5961 South Mooney Blvd
Visalia, CA 93277
(559) 624-7126

Woodville Union School District Board Meeting
Woodville Community Plan
May 14, 2019

Name	Address & Email Address	Phone No.
Torana Fung	2741 E. Loma St. Visalia 93292 jfung@woodville.k12.ca.us	(559) 731-8269
Monica Guerrero	P.O. Box 40254 Woodville, CA 93258 monica.guerrero@gmail.com	(559) 623-6717
R. Lugo	14573 Ave 167 Woodl.	559-789-6279
Miguel Cuellar	14655 Monroe Rd Tulare CA 93274	(559) 759-2842
Diana Ocegueda	16458 Camara Ave Tulare 93274	559 333 1036
Sebiela Guerrero	16867 Claremont Rd Tulare 93274	559-310-7763
Amanda Medina	16095 Ave 172 Tulare Ca 93274	559-804-2393
Leo Saphon	WUSD	559-679-5002
Joe Ramirez	WUSD	559-331 9915

Woodville Union School District Board Meeting
Woodville Community Plan
May 14, 2019

Name	Address & Email Address	Phone No.
Samuel <i>Samuel</i>		
<i>A. Jones</i>	<i>16594 Road 164 Woodville</i>	
<i>Salas</i>	<i>Woodville Elementary School "Employee"</i>	
<i>Juan Carmona</i>	<i>County of Tulare</i>	<i>559-624-7149</i>
<i>Daniel Cano</i>	<i>Woodrill USD</i>	<i>559-686-9713</i>

Woodville Union School District Board Meeting

Woodville Community Plan Outreach

Located at the Woodville Union School District

May 14, 2019, at 5:30 pm

Who Attended:

Lou Saephan, Superintendent
Rick Luna
Migue Guillen
Diana Ocegueda-Martinez
Fabiola Guerrero
Amanda Medina
Joe Ramirez
Aaron R. Bock
Susan Simon
Juan Carmona

Eight (8) members of the community

Materials:

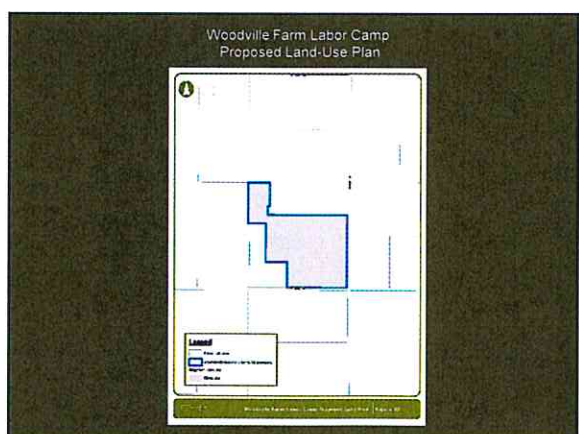
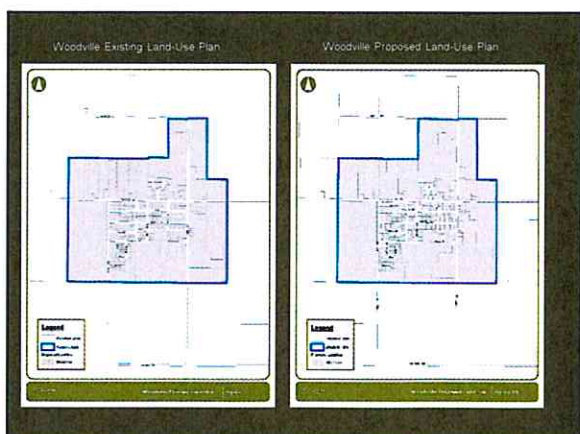
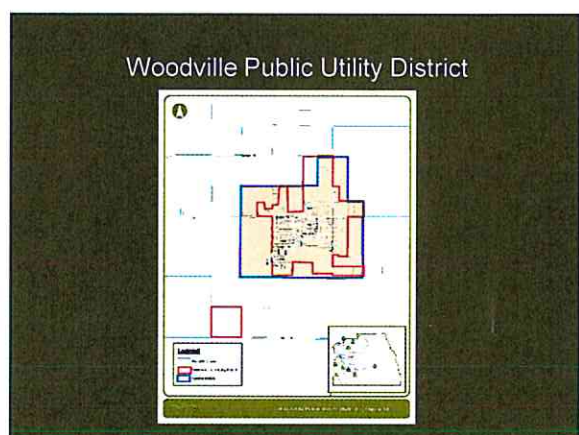
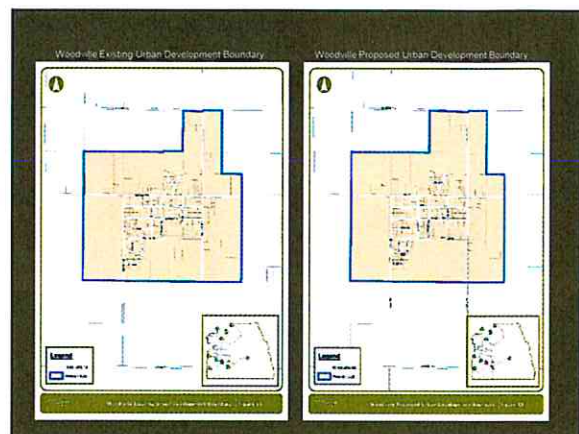
- Woodville Community Plan Presentation

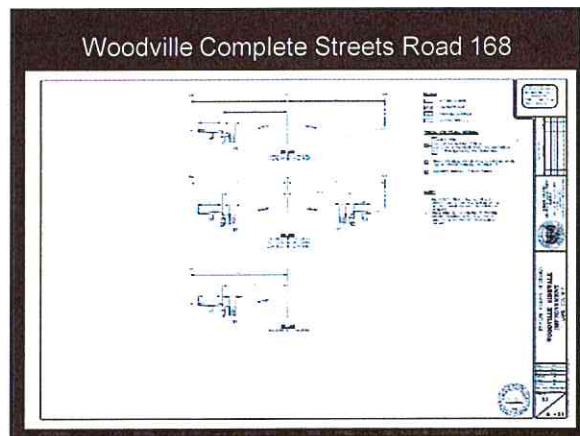
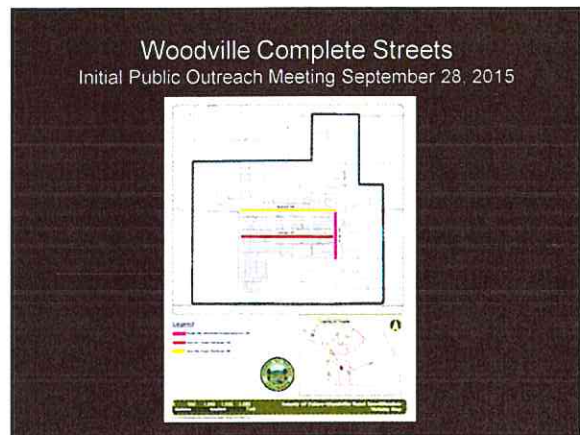
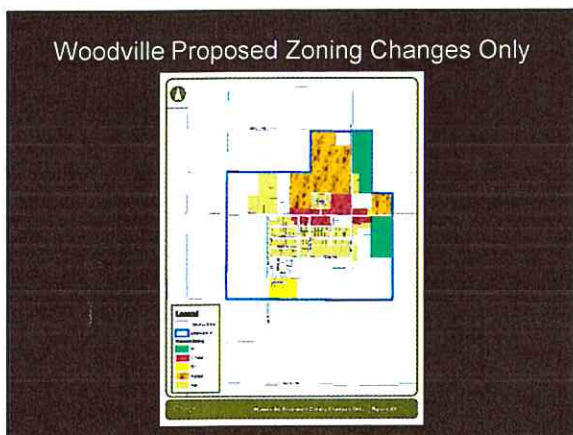
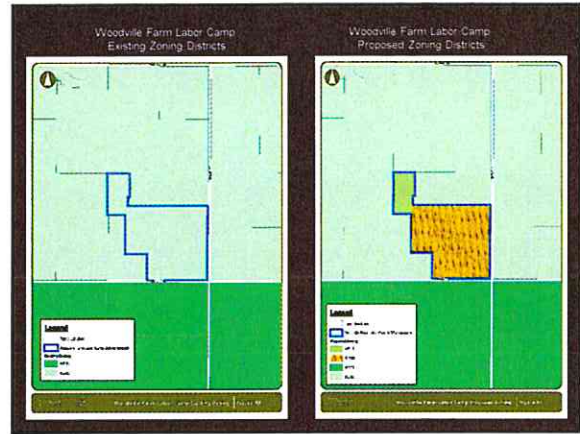
Requested Support Letter

Public Comments:

Provide Homes from Self-Help Enterprises or Smea Builders
Provide safety and lights at the Woodville Park
Want Woodville Park in another location







Community Priority Concerns 2015 - 2019

- Street Lighting
- Internet Access
- Traffic Calming (Speed Bumps)
- Sidewalks
- Public Transportation (Transit)
- Sheriff and Fire Station
- Increased Sheriff Patrol
- Community Resource Center
- Increased Animal Control
- Safety and Lights at the Woodville Park
- Provide Homes from Self-Help Enterprises

Thank You for Attending



Alison R. Book, MCRP, JD, LEED AP
Assistant RMA Director
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5961 South Mooney Blvd
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(559) 624-7050

David Bryant, MPA
Chief Planner, Special Projects
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(559) 624-7130

Susan Simon
Planner II
5961 South Mooney Blvd
Visalia, CA 93277
(559) 624-7126



WOODVILLE UNION SCHOOL DISTRICT

16541 ROAD 168 | PORTERVILLE, CALIFORNIA

SPECIAL BOARD MEETING AGENDA

June 18, 2019 5:30 P.M. – Room 36

1. **CALL TO ORDER** Time: _____ by Board President Amanda Medina

2. **PLEDGE OF ALLEGIANCE**

3. **ROLL CALL**

Fabiola Guerrero.....Present ☐ Absent ☐ Late ☐
 Miguel GuillenPresent ☐ Absent ☐ Late ☐
 Amanda MedinaPresent ☐ Absent ☐ Late ☐
 Rick Luna.....Present ☐ Absent ☐ Late ☐
 Diana Ocegüera-Martinez.....Present ☐ Absent ☐ Late ☐

4. **CONSENT AGENDA**

4.1 Approval of Special Board Meeting Agenda dated June 18, 2019

Motion to approve Consent Agenda by: _____ Seconded by: _____

__ Guerrero __ Guillen __ Luna __ Medina __ Ocegüera-Martinez
 Motion: Passed _____ Failed _____

5. **PUBLIC COMMENTS**

Members of the public may address the Board on any agenda item or other item of interest within the subject matter jurisdiction of the Board, before or during the governing board's consideration of the item. The Board is not able to discuss or take action on any item not appearing on the agenda. Pursuant to Board Policy, the Board may limit individual comments to no more than 3 minutes and individual topics to 20 minutes.

Please begin your comments by stating your name.

6. CORRESPONDENCE/INFORMATION ITEMS**7. BOARD REPORT****8. SUPERINTENDENT'S REPORT****9. ACTION ITEMS****9.1 Adoption of the District's Local Control Accountability Plan (LCAP) for 2017-2020
(Enclosure 9.1) page 5**

After the Public hearing of the LCAP at the last school board meeting, the board will take action to adopt the plan as presented.

Motion by: _____ Seconded by: _____

___ Guerrero ___ Guillen ___ Luna ___ Medina ___ Ocegüera-Martinez

Motion: Passed _____ Failed _____

9.2 Adoption of the District's 2019-20 Budget (Enclosure 9.2) page24

After the public hearing of the district's 2019-20 budget at the last board meeting, the board will take action to adopt the proposed budget.

Motion by: _____ Seconded by: _____

___ Guerrero ___ Guillen ___ Luna ___ Medina ___ Ocegüera-Martinez

Motion: Passed _____ Failed _____

**9.3 Approval of Budget Attachment-Substantiation of Need for Unassigned Ending Fund Balances
in Excess of Minimum Recommended Reserves. (Enclosure 9.3) page 35**

In pursuant to Education Code Section 42127 (A)(2)(B), when a school district has more than the minimum recommended reserves in the ending fund balance, an explanation is needed to justify the balance.

Motion by: _____ Seconded by: _____

___ Guerrero ___ Guillen ___ Luna ___ Medina ___ Ocegüera-Martinez

Motion: Passed _____ Failed _____

9.4 Resolution 2018/19-21 in the Matter of the Spending Determination for funds Received from the Education Protection Account (Enclosure 9.4) page 36

In compliance with Article XIII Section 36 of the California constitution, the school board has to determine how to spend the monies by resolution in an open session of a public meeting.

Motion by: _____ Seconded by: _____

__ Guerrero __ Guillen __ Luna __ Medina __ Ocegüera-Martinez

Motion: Passed _____ Failed _____

9.5 Second Reading and Global Adoption of Board Policy and Administrative Regulation as the result of Board Policy Workshop in October, 2018.

Motion by: _____ Seconded by: _____

__ Guerrero __ Guillen __ Luna __ Medina __ Ocegüera-Martinez

Motion: Passed _____ Failed _____

9.6 Letter of Endorsement for the Woodville Community Plan 2019. (Enclosure 9.6) page 39

Motion by: _____ Seconded by: _____

__ Guerrero __ Guillen __ Luna __ Medina __ Ocegüera-Martinez

Motion: Passed _____ Failed _____

10. ADJOURN TO CLOSED SESSION Time: _____ P.M.

It is the intention of this Governing Board to meet in Closed Session concerning:

- Public Employee Discipline/Dismissal/Release/Complaint (Government Code Section 54957)

Action item: Consideration of Settlement Agreement

Return to open session at _____ P.M.

The Board President would report the action taken during closed session.

11. ORGANIZATIONAL BUSINESS

Consideration of any item that the Governing Board wishes to have on the agenda for the next Board meeting.

12. ADJOURN MEETING

Motion by: _____ Seconded by: _____

____Guerrero ____Guillen ____Luna ____Medina ____Oceguera-Martinez
 Motion: Passed _____ Failed _____

Members of the public may address the Board during the public comments period, or at the time, an item on the agenda is being discussed. A maximum of three (3) minutes will be allotted to each individual wishing to speak with a maximum of fifteen (15) minutes allotted for each agenda item. Board action cannot be taken on any item not appearing on the agenda.

If needed, a written notice should be submitted to the Superintendent requesting disability-related accommodations or modifications, including auxiliary aides and services.


Notice: If documents are distributed to the board members concerning an agenda item within 72 hours of a regular board meeting, at the same time the documents will be made available for public inspection at the District Office located at 16541 Road 168, Porterville, CA.

Los miembros del público pueden dirigirse a la Mesa durante el período de comentarios públicos, o en el momento un punto en el orden del día se está discutiendo. Un máximo de tres (3) minutos será asignado a cada persona que desee hablar con un máximo de quince (15) minutos asignados para cada tema del programa. Medidas de la Junta no se puede tomar en cualquier artículo que no figure en el orden del día.

Si es necesario, un aviso por escrito debe ser presentado al Superintendente solicitando relacionados con la discapacidad adaptaciones o modificaciones, incluyendo asistentes y servicios auxiliares.

Aviso: Si los documentos se distribuyen a los miembros de la junta sobre un tema del programa dentro de las 72 horas de una reunión de la junta regular, al mismo tiempo, los documentos estarán disponibles para inspección pública en la Oficina del Distrito ubicada en 16541 Road 168, Porterville, CA.

Agenda submitted and posted by:



Lou Sacphan
 Superintendent

Lou O. Saephan
Superintendent

Joe Ramirez
Business Manager



Enclosure 9.6

Board of Trustees

Diana Ocegueda-Martinez
Miguel Guillen
Amanda Medina
Rick Luna
Fabiola Guerrero

"Empowering Every Student to Achieve Academic Success Now and In The Future"

June 18, 2019

Supervisor Kuyler Crocker
Chairman and Board of Supervisors
2800 W. Burrel
Visalia, CA 93291-4582

Re: Letter of Endorsement for the Woodville Community Plan 2019

Dear Chairman Crocker:

In 2016, the Tulare County Resource Management Agency (RMA) began to present information regarding the Woodville Complete Streets Program and the Woodville Community Plan at the board meetings of the Woodville Union School District.

The goals of the Project are:

- to increase the potential for economic development,
- to increase the infrastructure and circulation improvements and policies,
- to create sustainability indicators for a "jobs to housing" balance,
- decreasing vehicle miles traveled.

We support the County of Tulare's efforts to improve the infrastructure and update land use and zoning in our community. We appreciate the RMA's planning and their policy mechanisms that support housing and economic development in Woodville.

Sincerely,

Amanda Medina
President of Board of Trustees

**AGENDA FOR APRIL 2, 2019 AT 4:00 PM.
MEETING HELD AT DISTRICT OFFICE**

1. CALL MEETING TO ORDER:

2. ROLL CALL:

3. IF ANY BOARD MEMBER WOULD LIKE TO ADD TO AGENDA PLEASE ASK BOARD PRESIDENT NOW:

4. PUBLIC COMMENT:

A. THE PUBLIC WILL BE ALLOWED TO COMMENT ON ANY TOPIC WITH IN THE JURISDICTION OF THE **WOODVILLE PUBLIC UTILITY DISTRICT**. EACH MEMBER OF THE PUBLIC WILL HAVE A TOTAL OF FIVE (5) MINUTES TO SPEAK. THE PERIOD FOR PUBLIC COMMENT WILL BE LIMITED TO THIRTY (30) MINUTES TOTAL.

5. APPROVAL OF AGENDA:

A. BOARD WILL REVIEW AND DISCUSS AGENDA.

B. MOTION TO APPROVE BY: _____ SECONDED BY: _____
____ LOPEZ ____ VASQUEZ ____ CLARK ____ VALDIVIA ____ CASTANEDA
MOTION: PASSED _____ FAILED _____
VOTE COUNT:

6. APPROVAL MINUTES:

A. BOARD WILL REVIEW AND DISCUSS MINUTES OF MEETING HELD ON MARCH 2019.

B. MOTION TO APPROVE BY: _____ SECONDED BY: _____
____ LOPEZ ____ VASQUEZ ____ CLARK ____ VALDIVIA ____ CASTANEDA
MOTION: PASSED _____ FAILED _____
VOTE COUNT:

7. CORRESPONDENCE:

8. PROCESS BILLS FOR PAYMENT:

A. BOARD WILL REVIEW BILLS FOR MARCH 2019.

B. MOTION TO APPROVE BY: _____ SECONDED BY: _____
____ LOPEZ ____ VASQUEZ ____ CLARK ____ VALDIVIA ____ CASTANEDA
MOTION: PASSED _____ FAILED _____
VOTE COUNT:

9. REVIEW DELINQUENT ACCOUNTS:

A. STAFF WILL PRESENT DELINQUENT ACCOUNTS AND ANY REQUESTS FOR EXTENSIONS.

B. MOTION TO APPROVE BY: _____ SECONDED BY: _____
____ LOPEZ _____ VASQUEZ _____ CLARK _____ VALDIVIA _____ CASTANEDA
MOTION: PASSED _____ FAILED _____
VOTE COUNT:

10. COUNTY OF TULARE RESOURCE MANAGEMENT AGENCY:

A. COMMUNITY PLAN AND PRESENTATION.

B. NO ACTION

11. COUNTY OF TULARE RESOURCE MANAGEMENT AGENCY:

A. PROJECT RD 168 SIDE WALK STREET PAVING. RAISING METER BOXES AND GATE VALVES COVERS AND MANHOLE.

B. MOTION TO APPROVE BY: _____ SECONDED BY: _____
____ LOPEZ _____ VASQUEZ _____ CLARK _____ VALDIVIA _____ CASTANEDA
MOTION: PASSED _____ FAILED _____
VOTE COUNT:

12. RESOLUTION 307:

A. APPROVAL FOR PAYMENT FOR \$10,051.00 WOODVILLE PUD WELL REPLACEMENT PROJECT.

B. WHICH IT WILL BE REIMBURSED BY THE STATE. COULD TAKE UP TO 6 OR 7 MONTHS TO REIMBURSED THE DISTRICT BACK.

C. MOTION TO APPROVE BY: _____ SECONDED BY: _____
____ LOPEZ _____ VASQUEZ _____ CLARK _____ VALDIVIA _____ CASTANEDA
MOTION: PASSED _____ FAILED _____
VOTE COUNT:

13. SELF HELP ENTERPRISES - TECHNICAL ASSISTANCE ON UPGRADES TO WASTEWATER TREATMENT PLANTS:

A.

B. MOTION TO APPROVE BY: _____ SECONDED BY: _____
____ LOPEZ _____ VASQUEZ _____ CLARK _____ VALDIVIA _____ CASTANEDA
MOTION: PASSED _____ FAILED _____
VOTE COUNT:

14. MANAGERS REPORT:

15. CLOSED SESSION:

16. ADJOURNMENT:

NEXT BOARD MEETING WILL BE MAY 7, 2019

Woodville Public Utility District Board Meeting
Woodville Community Plan
April 2, 2019

Name	Address & Email Address	Phone No.
Faby Martinez		
Ralph Gutierrez	Woodvillega@yahoo.com	559 686-9649
	Marcel Ellen Valdivia	559 686-9498
Larry Vasquez	16610 Rd 164	559-936-5537
Armando Lopez	16594 Road 164 atop 164 lopezchampion@yahoo.com	(559) 688-7867
Barbara Clark	16740 Ave. 166	559 829 9539

[illegible]

Woodville Public Utility District
Woodville Community Plan Outreach
Located at the Woodville Union School District
May 14, 2019, at 5:30 pm

Who Attended:

Aaron R. Bock
Susan Simon
Juan Carmona
Amer Razaq

Six (6) members of the community

Materials:

- Woodville Community Plan Presentation

Public Comments:

Expanding the UDB to match the PUD SOI boundary
Currently the Woodville PUD does not serve the Woodville Farm Labor Camp
Bring Woodville Farm Labor Camp into the UDB
Future GSA Policies (Lower Tule GSA
Allowing Manufactured Housing (in compliance with state laws – less than 10-years old)
Internet Service
Sidewalks within the community
Community resource center
Programs for youth in the area
Safety in the Woodville Park

Draft Woodville Community Plan

APPENDICES

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

Draft Woodville Community Plan

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Draft Woodville Community Plan

Appendix A: Planning Commission Resolution

Draft Woodville Community Plan

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Draft Woodville Community Plan

Appendix B: Board of Supervisors Resolution

Draft Woodville Community Plan

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