CITY OF PORTERVILLE
CALIFORNIA
The Good Life

**Department of Community Development & Services**

**Michael R. Unser**
Director
(209) 782-7460

January 5, 1995

RECEIVED
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DIV. OF HOUSING
POLICY DEVELOPMENT HCD

Thomas B. Cook, Deputy Director
Dept. of Housing and Community Development
Division of Housing Policy Development
P. O. Box 952053
Sacramento, CA 94252-2053

Dear Mr. Cook:

The enclosed Annual Report to the Legislative Body on the Status and Implementation of the City of Porterville General Plan, including progress in meeting its share of housing needs pursuant to Section 65584 of the California Government Code, is being transmitted to your office in accordance with Government Code Section 65400.

Please call (209) 782-7460 should you have questions regarding this transmittal.

Sincerely,

Ronald J. Mauck
City Planner

RJM:dld

Enclosure

Engineering (209) 782-7462 | Planning (209) 782-7460 | Building (209) 782-7480 | Field Services (209) 782-7514 | Redevelopment (209) 782-7460

291 N. Main St., P.O. Box 432, Porterville, CA 93258 FAX (209) 781-6437

January 5, 1995

TO: Honorable Judith Gibbons, Mayor
William E. Clark, Mayor Pro Tem
Boyd K. Leavitt, Councilmember
Daryl Nicholson, Councilmember
John Gifford, Councilmember

FROM: Community Development and Services Department - Planning Division

SUBJECT: Annual Report to Legislative Body on the status and implementation of the City General Plan and progress in its implementation, including progress in meeting its share of regional housing needs pursuant to Section 65884 of the California Government Code

COMMENT: Section 65400 of the California Government Code requires each City and County Planning Agency to provide an annual report to the legislative body on the status of the local General Plan and progress in its implementation. Section 65400 specifically requires that "progress in meeting its share of regional housing needs determined pursuant to Section 65584 of the Government Code" be provided to the Legislative Body. Recent amendments to State law amending Government Code Section 65400 require that a copy of this report also be transmitted to the State Housing and Community Development Department and the Governors Office of Planning and Research at the time of transmittal to the Legislative Body.

The attached document provides a summary of all City of Porterville General Plan Elements and Policies and accomplishments relative to the Plan Elements and Policies addressed during an eighteen month period (January 1, 1993 through June 30, 1994) since the last annual report was prepared for State Agency and City Council review.

Specific accomplishments reflecting General Plan Policy implementation are listed at the end of each of the nine (9) General Plan Element sections included in the report.

RJM:dld

Attachment

# CHAPTER 1: INTRODUCTION

The California Government Code, Sections 65300 and 65302, requires the planning agency and the legislative body of each local legislative jurisdiction in the State to adopt a long-term comprehensive general plan for the physical development of that jurisdiction. The plan must also include any land outside the jurisdiction's boundaries which the planning agency feels is vital to the development and planning of the jurisdiction. Seven general plan elements are mandated by State law. They contain diagrams, maps, and a text setting forth development goals, policies, principles and plan proposals. These elements and their prescribed scope are summarized below.

Land Use: This element designates the proposed general distribution, location, and extent of land uses. It generally includes housing, commercial/industrial, open space, agriculture, and recreation uses. Also, it provides population density and building intensity standards.

Circulation: This element designates the location of all types of circulation systems, both proposed and existing; major and minor thoroughfares, terminals, airports, public utilities, and facilities. These must be correlated with the designations in the Land Use Element.

Housing: This element includes a projection of housing needs, and a statement of goals and policies for the preservation, conservation, improvement, and development of housing. It addresses the needs for all economic segments of the population.

Conservation: This element provides guidelines for policies for the comprehensive and long range conservation, preservation, and utilization of natural resources including water and its hydrologic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources.

Open Space: This element provides guidelines and policies for the preservation and proper management of open space, natural resources, and adequate outdoor recreational opportunities for

the public. It includes undeveloped land, parks, waterways, and agricultural land.

Noise: This element identifies noise levels generated from existing and proposed transportation systems including highways, freeways, public and private transit systems, airports and other noise generators. It includes policies and standards designed to mitigate adverse impacts resulting from these noise generators.

Safety: This element provides policies and regulations for the protection of the community from fire, flooding, seismic, and other hazards. Among many considerations, it includes evacuation routes, water supply requirements (a fire fighting consideration), and locations of known hazards.

In addition, cities are free to adopt, as they see fit, additional elements related to the development of the jurisdiction, according to the needs of the planning area.

Two additional elements that have been adopted by the City of Porterville are summarized below:

Parks and Recreation: This element guides the City towards maintaining and improving the quality of life in the City of Porterville through the provision of needed park facilities and recreation programs. The time frame for the plan extends until 2013, during which time period the development of a balanced park and recreation system is proposed.

Airport Master Plan: This element designates the pattern for the long-term development of the Porterville Municipal Airport. It recognizes that there exist three local agencies having authority over land use in the vicinity of the Airport--the City of Porterville, Tulare County, and Tulare County Airport Land Use Commission. The element emphasizes cooperative action by all three agencies to assure continued compatibility of airport activities and recommends policies to suit.

Relationship among General Plan Elements:

The elements of the general plan are all related and interdependent to some degree. Together they provide the policy framework that directs development needed to serve people and their

activities within a given political jurisdiction and its area of influence. It is very clear, for example, that there is an intimate relationship between land use and circulation--accessibility affects settlement patterns of the land. There are also evident relationships between conservation of natural resources and preservation of open space.

The nine elements are legally equal, even though only the first seven are required by State law, but they are not necessarily equal in environmental significance or overall impact on the locality. In the hierarchy of significance, land use and circulation can be defined as the most basic and fundamental general plan elements. All other elements are related to them in some way, or frame policies that represent derivation of the land use and circulation system.

With the exception of the Safety Element adopted in 1975, all elements of the City's General Plan are current (i.e. have been adopted or comprehensively amended within the past six years), and are in compliance with the guidelines developed and adopted pursuant to Government Code Section 65040.2. The element year of adoption or comprehensive amendment for each element of the Porterville General Plan is as follows:

| | |
|---|---|
| Land Use | 1990 |
| Circulation | 1993 |
| Housing | 1992 |
| Conservation | 1990 |
| Open Space | 1990 |
| Noise | 1988 |
| Parks and Recreation | 1994 |
| Safety | 1975 |
| Airport Master Plan | 1990 |

The following report lists polices from each element in the above listed orde followed by implementation activities/actions occuring between January 1, 1993 and June 30, 1994.

## LAND USE ELEMENT

### 1.0 GOALS

The following goals are established for the maintenance and development of land uses in the City of Porterville:

1.1 Well balanced land use pattern, with compatibility among adjacent uses, satisfying the economic, social, and environmental requirements of the community.

1.2 Residential environment that ensures quality development and offers safe, sanitary, and adequate housing opportunities to all socioeconomic segments of the community.

1.3 Primary retail trade center for a large market area.

1.4 Small shopping centers as needed for the convenience of residential neighborhoods.

1.5 Diverse employment opportunities from commercial and industrial development.

1.6 Public infrastructure and services necessary to support residential, commercial, and industrial development.

1.7 Viable downtown retail, personal and professional service center.

1.8 Conservation and preservation of irreplaceable natural resources.

1.9 Unique aesthetic quality and identity.

1.10 Interagency cooperation between the City, County, and other public entities that have interests in the attainment of Porterville's land use goals.

## 3.0 POLICIES

To guide the orderly development of land uses in the community and ensure the establishment and maintenance of compatible land use relationships, the following policies are established:

3.1 The distribution and intensity of land uses in the community shall conform to the Land Use and Circulation Plan.

3.2 Multiple-family residential development shall be located on arterial and major collector streets, as designated by the Land Use and Circulation Plan, and shall generally be located adjacent to higher intensity uses to provide an orderly transition from such uses to nearby single-family residential development.

3.3 To the fullest extent practical, encroachment of higher intensity uses into residential neighborhoods shall be prevented. Such uses are acknowledged to be generally incompatible with low and medium density residential development.

3.4 The concept of planned developments shall be encouraged for suitable parcels to ensure accommodation of trends toward increased residential density in the community without disrupting the City's existing predominantly single-family character.

3.5 Urban growth shall be encouraged in the northerly portion of the community, with emphasis placed on the northeast.

3.6 The consumption of prime agricultural land for urban development shall be discouraged. Agricultural land shall not be redesignated for urban use until 75 percent of available urban land has been developed.

3.7 No parcel designated or zoned for agricultural use shall be subdivided into any unit smaller than 20 acres.

3.8 Neighborhood commercial development should be encouraged, but only as necessary to conveniently serve sections of the community that do not have ready access to other suitable commercial facilities. Neighborhood commercial uses shall be confined to grocery, sundry and related convenience outlets. Such uses shall be located at intersections of arterials, or arterials and collectors. They shall not be located such that traffic movement is hindered or that light, traffic or noise adversely impact

surrounding land uses.

3.9 Existing commercial uses located in and around the community's central district shall be encouraged and preserved. Potentially adverse impacts from this type of use throughout the community shall be minimized through rigorous regulation of the location of such uses and through application of appropriate development standards.

3.10 The City shall support efforts to build a unique ambience in the downtown, promote its business opportunities, and strengthen its economic viability.

3.11 Strip commercial development along other major streets shall be discouraged.

3.12 The City shall encourage and promote industrial development in appropriate areas of the community to strengthen the local economic base.

3.13 Visual and aesthetic qualities of the community shall be maintained and enhanced through the application of standards for landscaping, setbacks, signs, fencing and other characteristics of development.

3.14 Irreplaceable natural resources shall be preserved from encroachment by urban development. Hillsides and slopes in the planning area shall not be developed above the 1,200 foot elevation line.

3.15 To ensure the most cost-effective provision of public services and to maintain appropriate land use relationships through local planning programs, the City shall pursue annexation of developed fringe areas.

3.16 The land use and development patterns for the Porterville Municipal Airport shall be designated by a master plan for this facility.

3.17 All specified hazardous waste facilities shall be consistent with the location criteria as listed within Section 7.2 and 7.3 of the Tulare County Hazardous Waste Management Plan and all adopted General Plan elements of the City of Porterville.

3.18 The location of all hazardous waste facilities shall be consistent with the procedures, standards and conditions of the City of Porterville's Zoning Ordinance.

3.19 Analysis of alternative sites shall be required for specified hazardous waste facilities where local property

values, agricultural production or future anticipated urban development may be negatively affected.

3.20 Small volume off-site hazardous waste facilities, consisting of transfer, treatment, storage and recycling facilities may be located in accordance with the City of Porterville Zoning Ordinance, if sufficient separation between residential areas is demonstrated and adequate environmental safeguards are incorporated as conditions of approval.

3.21 Specified hazardous waste residual repositories and on-site facilities utilizing incineration methods are prohibited unless the project site is designated as a "Hazardous Waste Facility" on the land use map of the City of Porterville General Plan, and it is demonstrated that the facility will produce insignificant levels of emissions without any offsets.

LAND USE ELEMENT
POLICY IMPLEMENTATION

| POLICY | ACTION |
|---|---|
| 3.1 | See Housing Element Implementation for Goal A Policy 1 |
| 3.2 | One hundred (100) new multiple family units were constructed at locations designated for such by the General Plan Land Use Element |
| 3.4 | Approximately 25 units affordable to lower income families were constructed within the Casa Del Rio planned unit development |
| 3.5 | Five (5) new residential subdivisions consisting of 490 total lots were approved for recordation within the northerly/northeast sector of the City. |
| 3.6 | No agriculturally designated land was redesignated to urban uses during the January 1, 1993 to June 30, 1994 period |
| 3.9 | The City Council amended the Zoning Ordinance to limit specified office and commercial uses in areas outside the Central Business District Redevelopment Project Area, thereby encouraging such uses to locate within the boundaries of the Central District. |
| 3.10 | Redevelopment Agency accomplishments between January 1, 1993 and June 30, 1994 including the following: |

Design Guidelines

Completed the final implementation phase in developing the design guidelines for the redevelopment project area.

Building Facade Renovation Grant Program ($400,000)

- 29 Preliminary proposals submitted
- 25 Proposals reviewed by project review committee and determined to be in compliance
- Funding reserved for 13 projects

Within six months, applicants with reserved funding must submit all bids, complete the Agency review and all legal documentation, provide the required 20% owner equity portion for the projects, and start construction or the funds will be released for other projects.

Street and Streetscape Design

- The firm of Kawasaki, Theilacker, Ueno, and Associates (KTU+A) developed the street and streetscape design. This process included publishing four newsletters and conducting four public workshops. Staff also conducted block meetings and surveyed certain areas for input and feedback on the conceptual design issues. Since the Agency approval of final design, KTU+A has developed the construction drawings for the project and should be ready to go to bid by the beginning of 1995.
- A drainage study was completed by Boyle Engineering.
- A traffic report was completed by TJKM.
- KTU+A performed an extensive analysis regarding ownership of light standards on Main Street and in the Redevelopment Project Area parking lots. The Agency and the City approved a contract providing for Southern California Edison ownership of the new light standards to be installed on Main Street and in Agency parking lots.

Agency Parking Lots

Design of the Agency's parking lot on the east side of Second Street between Olive Avenue and Garden Avenue was completed. The project was divided into two phases in order to accommodate parking for the businesses during construction. Phase I (the north end) will open for parking in November 1994. Phase II will be completed by the end of 1994. As the first Redevelopment parking lot construction project, the design is a prototype for the other lots and includes some of the streetscape elements on Main Street.

- Site acquisition completed for future parking lots

  West side of Second Street between Thurman Ave. and Harrison Avenue.

  Tulare Valley Right of Way (East side of Fourth Street between Cleveland Ave. and Morton Ave).

- Appraisals were completed for the remaining properties on the priority project list.

- Preliminary discussion, research, and study took place regarding the formation of a parking district in the North Main Street Area ( Cleveland Ave. to Morton Ave. - RR to RR ). Negotiations have ceased with Southern Pacific Railroad for property acquisition that would be necessary for the district formation. Currently other properties in the area are being evaluated for possible acquisition to facilitate the district formation.

  Staff met with County representatives to continue discussion regarding the possibility of future expansion of County facilities within the Redevelopment Project Area. Although, at this time, any expansion seems very remote, the County was extremely interested in the Agency's desires to develop new parking facilities near the County Civic Center as parking is vital in discussing any type of expansion plans. Staff continued

to assist the County in locating available office space in the downtown area when the need arises.

Five-Year Implementation Plan

This plan, prepared for adoption by the Agency as required by State law, identifies specific goals and objectives, specific projects and expenditures, an explanation of how the goals, objectives, projects, and expenditures will eliminate blight, and an explanation of how the Agency will implement the low and moderate income housing set-aside and housing production requirements.

Housing Strategic Plan

Preparation of the Redevelopment Housing Strategic Plan developed by Cotton/Beland/Associates (CBA) for the use of the required 20% set-aside funds for low and moderate income housing. Through a public participation process which included meetings with the CDBG Advisory and Housing Opportunity Committee and the Redevelopment Advisory Committee, a workshop for housing providers and lenders, and a study session with the Redevelopment Agency, the document was developed detailing the housing program priorities with goals for both production and funding of the various programs.

First-Time Homebuyer Program

The Agency committed matching funds of $250,000 for a $1,000,000 HOME grant to continue the First-time Homebuyer Program and the CDBG Housing Rehab. program.

Infrastructure Replacement

The City initiated the replacement of water lines in the Central Business District. Agency staff assisted in the phasing of the project and coordination with affected businesses and property owners.

| POLICY | ACTION |
| --- | --- |
| 3.12 | Throughout the 1993/1994 period, the City Manager's office and Department of Community Development and Services has worked agressively with the Tulare Economic Development Corporation, the State Integrated Waste Management Board Market Development Branch, and the State Department of Commerce to promote the City and recruit new industrial prospects. Several promising new industries are currently considering locating in the City as a result of this effort. The City also served as a co-applicant with the Tule River Tribal Council for a $800,000 U.S. Department of Commerce Economic Development Administration Grant to construct infrastructure facilities in conjunction with a 17 lot industrial subdivision. Final plans for infrastructure facilities were completed between January 1, 1993 and June 30, 1994 and construction is anticipated to be underway by late 1994 |
| 3.13 | The City Council adopted a Water Efficient Landscape Ordinance (No. 1483) as required by State law. A developers brochure was prepared to facilitate ordinance understanding and implementation. Two sets of landscape plans must be submitted for City approval for all projects subject to the ordinance |
| 3.14 | See Conservation Element implementation for Policy 3.2 |
| 3.15 | Two annexations of developed area (approximately 10 acres) occurred between January 1, 1993 and June 30, 1994. |
| 3.17 | Several household hazardous waste collection days were scheduled at City facilities appropriately zoned for such activities |

## CIRCULATION ELEMENT

The purpose of the Porterville Circulation Element is to collect, describe, and discuss in a single document all the policies relevant to the community's transportation and circulation requirements. The intent of the document is to create strategies and policies that will improve the level of service of the community's infrastructure, including streets and highways, transit, aviation, bicycle/pedestrian facilities, truck routes, transportation system management strategies, goods movement, sewer, water and storm drainage. The document also supports the goals of the community as they pertain to the planned land uses.

The intent of the Porterville Circulation Element is to develop an overall plan or "blueprint" for future transportation needs and circulation systems in and around the City of Porterville. It is also designed to be compatible with the various elements of the Porterville General Plan and specifically as the plan relates to land use, open space, and conservation.

The Porterville Circulation Element has been prepared to be consistent with the other plans or elements currently in effect. This consistency is a requirement of all elements of the community's general plan.

The street classification for Porterville is intended to divide traffic facilities into five functional categories. The categories are intended to define the functional use of that particular facility and assist in the development of a hierarchical system of streets. This system of streets is intended to balance the land access function and the mobility function of the community's street system. The following is the street classification system for

Porterville.

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## Porterville Street Classifications

**Freeways -** Intended exclusively for movement of high volumes of inter-city, regional, and longer local trips at high speeds.

**Major Arterials -** Intended to provide a high level of capacity in selected high volume corridors; provide connections to the freeway system via interchanges, to arterials and to collector streets; provide access to major traffic generators. Typically designed with six lanes for through traffic, a parking/ transit/right turn lane, and a median with dual left turn lanes at intersections.

**Arterials -** Intended to provide the majority of the City's traffic carrying capacity; provide connections via interchanges to the freeway system and via street intersections to the collector streets; also may provide access to major traffic generators. Typically designed with four lanes for through traffic, two parking/ transit/right turn lanes, and a median with single left turn lane at intersections.

**Collectors -** Intended to provide connectivity between the local streets and the arterial street system; also provide access to major activity centers and some adjacent land uses. Typically designed with two lanes for through traffic, two parking/transit/ right turn lanes and a lane for left turn access.

**Local Streets -** Intended exclusively to provide access to adjacent land uses. Typically designed with two through lanes with parking on both sides.

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*ELEMENT GOAL: Provide high quality, efficient and safe transportation, sewer, water, and storm drain facilities while maintaining the social, economic, and environmental quality in the community.*

**Objective A:** **Provide for the development of a street system to adequately address the mobility needs of the community.**

**Policies**

A-(1) - The City's functional street classification system shall include Freeways, Major Arterials, Arterial, Collector and Local Streets.

A-(2) - The street network should provide a quick and efficient route for emergency vehicles, including police, fire and other vehicles, when responding to calls for service. The length of single-entry access routes shall be restricted.

A-(3) - Major arterials shall be built in areas where traffic demand warrants the development of this facility to meet the adopted level of service standard.

A-(4) - Arterial streets shall be built at a typical separation of one (1) mile.

A-(5) - Collector street shall be built at a typical separation of one mile, typically between adjacent arterial streets.

A-(6) - Major arterial, arterial and collector street standards shall be developed which provide adequate capacity for their appropriate function, and these shall be incorporated into the City Standard Plans and Specifications.

A-(7) - Median breaks and driveway standards for major arterial, arterial and collector streets directly effect the performance of these roadways, and the following standards have been developed to facilitate the proper operation of these roadways:

Major Arterial and Arterial Street Standards

a. Driveway access to major activity centers should be located no closer than 200 feet to the adjacent intersection of a collector or arterial street (measurement shall be from the curb return to the nearest edge of the driveway).

b. The distance between driveways along commercially developed arterials should not be less than 400 feet (measurement shall be from centerline to centerline). Where this spacing is not practical, the development shall provide acceptable traffic mitigation measures in addition to those already required.

c. Where practical and desirable, driveways should be located on adjacent collector streets rather than on arterial streets.

d. If driveways must be provided near intersections for facilities (such as service stations) these driveways should not be serviced by median breaks and should be located no less than 50 feet from the intersection (measurement shall be from the curb return to the nearest edge of the driveway). If more than one is required to serve a property, the driveways should be separated by 50 feet (the 50 feet are to be measured edge to edge, not centerline to centerline).

e. Driveway consolidation should be encouraged through joint access agreements along arterials where standards a. through e. are exceeded.

f. Median breaks, where there is no adopted design, should provide access to collector streets and to major activity centers and should parallel the standards for driveways: not less than 200 feet from an adjacent intersection of an arterial or collector street, and not less than 800 feet between median breaks.

Collector Street Standards

a. Driveway access to major activity centers should be located no closer than 200 feet to the adjacent intersection of a collector or arterial street (measurement shall be from the curb return to the nearest edge of the driveway).

b. The distance between driveways and intersecting local streets should not be less than 300 feet (measurement shall be from the curb return to the nearest edge of the driveway). Where this spacing is not practical, the development shall provide acceptable traffic mitigation measures in addition to those already required.

c. Driveways to residential property along collectors should be consolidated whenever possible.

d. If driveways must be provided near intersections for facilities (such as service stations) these driveways shall not be serviced by median breaks and shall be located no less than 50 feet from the intersection (measurement shall be from the curb return to the edge of the driveway). If more than one is requested to serve a property, the driveways shall be separated by 50 feet (the 50 feet are to be measured edge to edge, not centerline to centerline).

e. Medians on collectors shall be provided by concrete where

left turn control is needed and by painted medians on two-way left turn pockets where appropriate. Where concrete medians are provided, median breaks should be spaced not less than 300 feet apart.

A-(8) - City policy is that local streets shall not carry an unreasonable level of through traffic. Should it be determined that a local street is carrying an unacceptable level of through traffic, the City may use appropriate means to reduce traffic through creation of one-way traffic flow, installation of traffic diversion devices, and/or any other means deemed to be acceptable under the Vehicle Code of the State of California.

A-(9) - City policy is to continue to provide a high level of service to the community. Therefore, the City designates Service Level "D" as defined in the Highway Capacity Manual (published by the Transportation Research Board of the National Research Council) as the minimum desirable service level at which freeways, arterial streets and collector street should operate. All new facilities in these categories shall be designed to operate at this level or better for a period of at least 20 years following their construction. Should new funding measures be approved by the City Council or voters that will allow Level of Service "C" to be achieved, Level of Service "C" shall become the adopted standard.

A-(10) - A special traffic study of surrounding major arterials, collectors and access roads, as well as regionally significant roadways, shall be required for all proposed major activity centers to assure citywide traffic service levels are maintained.

A-(11) - The circulation system shall be designed and developed to minimize excessive noise impacts on sensitive land uses and traffic congestion which would increase the rate of vehicle emissions. Development shall mitigate noise and emissions impacts (e.g. by constructing sound walls (where warranted), designing to minimize emissions, etc.).

A-(12) - Right-of-way essential to the circulation system shall be dedicated and/or developed to the appropriate extent and width when a zone change to a greater density, division of property or development occurs. The City shall have the County of Tulare apply the same requirements within the urban area boundary.

A-(13) - The right-of-way widths and construction widths of all classes of streets from minor residential to major arterial shall be updated as necessary to reflect the street classifications in the Element.

A-(14) - All land development proposals shall be reviewed to assure consistency with this Circulation Element.

A-(15) - Where major new activity centers are proposed along major arterial and arterial streets, designs shall be encouraged which minimizes construction along the property line or along the adopted set-back line, whichever is appropriate.

A-(16) - Developers shall mitigate traffic impacts associated with their project to minimize the impacts to adjacent freeways, major arterials, arterials, and collector streets.

A-(17) - Major arterials, arterials, and collectors shall be built to the applicable city standards.

A-(18) - Where possible, major arterials, arterials, and collectors shall form 4-leg, right-angle intersections; jog, offset and skewed intersections of streets in near proximity shall be avoided where possible.

A-(19) - To avoid an adverse impact between the circulation system and residential development, it is recommended that truck traffic shall be oriented only onto the designated major arterials and arterial streets.

A-(20) - The definition of the street system in the downtown core area is to be developed as part of the ongoing Redevelopment Area Plan, and that Plan is hereby incorporated into this Circulation Element and shall be implemented in accordance with applicable policies herein.

<u>Objective B:</u> **Provide adequate, safe and efficient access to employment, educational, commercial, and recreational uses throughout the community, including the downtown core area.**

<u>Policies</u>

B-(1) - The City shall promote an active policy of consolidating driveways, access points and curb cuts along existing developed major arterials, or arterials when development or change in intensity of development or land use occurs or when traffic operation or safety warrants.

B-(2) - Parking standards shall be evaluated for new development to ensure that parking requirements are satisfied within walking distance of development, and to ensure that arterial streets do not separate parking from the parking demand generator, unless the standard is in conflict with Redevelopment Area Plans, or the appropriate pedestrian separation is provided.

B-(3) - Residential subdivisions shall be designed to encourage access from collector streets and to discourage use of local streets as a bypass to congested arterials.

B-(4) - Where major arterials, arterials, and collector streets are required, residential development shall be oriented away (side-on or rear-on) from such streets, and properly buffered so that the traffic carrying capacity on the street will be preserved and the residential environment protected from the adverse characteristics of the street.

B-(5) - Adequate access shall be provided to high intensity land use areas such as employment centers, shopping areas, and recreation facilities.

B-(6) - Due to the traffic congestion which results from numerous points of ingress and egress along commercial streets, future commercial developments or modifications to existing developments shall be master planned with limited points of ingress and egress onto a major street.

B-(7) - Ingress and egress to shopping centers should be carefully designed in order to promote traffic safety. Left-hand movements into and out of commercial areas should be minimized and existing points of ingress and egress shall be consolidated whenever possible.

B-(8) - Sidewalks, paths, and appropriate crosswalks should be located to facilitate access to all schools and other areas with significant pedestrian traffic. Whenever feasible, pedestrian paths should be developed to allow for unobstructed pedestrian flow from within a neighborhood.

B-(9) - The City shall require curb, gutter, and sidewalks in all areas of the community to accommodate pedestrian traffic, especially along routes with high pedestrian traffic such as schools, parks, and the Downtown area. Installation of these improvements shall be encouraged to the extent feasible in existing neighborhoods where they do not currently exist.

**Objective C:** **Promote the use of energy efficient and low or non-polluting transportation systems.**

**Policies**

C-(1) - The City shall encourage the use of energy efficient and non-polluting modes of transportation.

C-(2) - Transportation System Management and Transportation Demand Management are the applicable strategies for the mitigation of traffic and parking congestion. Public transit, traffic management, ridesharing and parking management are to be used to the greatest extent practical to implement transportation management strategies.

C-(3) - In order to promote safe and efficient traffic flow throughout the City, traffic signals shall be spaced no closer than 1/4 mile on arterials except in unusual circumstances. The intersections of arterial and collector streets and the access driveways to major traffic generators shall be located so as to maintain this minimum spacing.

C-(4) - Where security walls or fences are proposed for residential developments along major arterials, arterials, or collector streets, pedestrian access will be provided between the major arterial, arterial, or collector, and the development to allow access to transit vehicles operating on the arterial or collector street.

C-(5) - Major arterials, arterials, and collectors will be designed to allow transit vehicles to pull out of traffic. This policy may be implemented with either a continuous parking lane with bus stops, or with special bus pull-out lanes.

**Objective D:** **Promote all modes of transportation, including transit, bicycle, and walking, for the development of alternatives to the private automobile.**

**Policies**

D-(1) - The City shall promote safe, convenient and accessible pedestrian ways within the community.

D-(2) - In order to provide safe and efficient multi-use corridors which encourage bicycle use, a comprehensive bicycle plan shall be developed.

D-(3) - The City shall discourage land uses surrounding the Porterville Municipal Airport, which would reduce its ability to function as an element of the transportation system.

D-(4) - Since the Porterville Municipal Airport serves as the primary air field in the area, efforts shall continue to upgrade the service capacity of the airport.

D-(5) - Promote the long term shifting of peak hour commute trips from the single occupant automobile to ridesharing, buses, pedestrian, and bicycles.

<u>Objective E:</u> **Provide for the development and maintenance of the community's transportation infrastructure, including streets, sewer, water, storm drain, pipeline, electrical, and communication facilities.**

<u>Policies</u>

E-(1) - The City shall maintain a high level of intergovernmental coordination and citizen participation in the circulation and transportation planning process and work with other agencies to assure that regional transportation plans are consistent with the City's General Plan.

E-(2) - The City of Porterville hereby incorporates the Master Plans for Sewer, Water, Storm Drainage and the Master Plans for Southern California Edison and Southern California Gas Company as part of Porterville's General Plan, Circulation Element. The City shall work in cooperation with Southern California Edison, Southern California Gas Company, Pacific Bell and Falcon Cable, whenever changes to services they provide become necessary.

E-(3) - The City of Porterville hereby incorporates as part of the Porterville General Plan, Circulation Element the Porterville Municipal Airport Master Plan and the Transit Development Plan.

E-(4) - The maintenance of the investment in the existing and future infrastructure is a highest priority for the community.

## CIRCULATION ELEMENT
## POLICY IMPLEMENTATION

After three years of preparation, including negotiation with local area builders, a completely revised General Plan Circulation Element was adopted by the City Council. The City's Circulation System Grid was completely revised with adoption of the policies contained in this report. Specific implementation activity occuring between January 1, 1993 and June 30, 1994, include the following:

| POLICY | ACTION |
|---|---|
| A-(1) | Adoption of the 1993 Element |
| A-(2) | All new residential and commercial developments were required to provide secondary access for emergency services vehicles |
| A-(3) | Westwood Street, a major arterial, between Olive Avenue and a point north of Henderson Avenue was widened to arterial standards in conjunction with new development. |
| A-(4) | Adoption of the new One Mile Separation Grid Circulation Element map within the 1993 Element |
| A-(5) | See A-(4) above |
| A-(7) | Median break and driveway standards, as adopted in the Circulation Element, were enforced on all new development projects |
| A-(10) | Two traffic studies were completed for new development projects (a proposed medical office park and large residential subdivision). Appropriate off-site mitigations were required for each project |
| A-(11) | Sound attenuation walls were required for two (2) new residential subdivisions along State Highway 65. CALTRANS completed a 1/2± mile sound attenuation wall in conjunction with the Highway 65 widening project |
| A-(12) | Roadway dedications, in conformance with Circulation Element Policies and City Standards, were required for all new development projects and subdivisions of land |

| POLICY | ACTION |
| --- | --- |
| A-(13) | See A-(12) above |
| A-(14) | See Housing Element Actions |
| A-(16) | See A-(10), A-(11), A-(12), A-(13), and A-(14) above |
| A-(17) | See A-(3) above |
| A-(18) | Revision of a proposed intersection at Reid Avenue and North Main Street was required in conjunction with approval of a new residential subdivision to bring the intersection design into closer conformity with this policy |
| A-(19) | "Truck Route" signage was posted throughout the City along the designated Truck Routes to better distinguish the designated routes |
| B-(1) | Excessive driveways were eliminated on three (3) commercial projects along City arterial roadways. Also, four (4) new commercial projects were required to reduce the number of driveways initially proposed |
| B-(4) | All proposed residential subdivisions abutting arterial roadways were precluded direct lot access from adjacent arterials |
| B-(6) | See B-(1) above |
| B-(8) | A separate pedestrian bridge, across the Porter Slough, was required of a new residential subdivider for school children and other pedestrians (Porter Creek Subdivision) |
| B-(9) | Curb, gutter, and sidewalk was required for all new development and substantial modification projects where said facilities were not already in place. The City Council programed 1.2± million dollars in CDBG funds to provide curb, gutter, sidewalk, and street lights in four (4) lower income neighborhoods over a 4± year period |

| POLICY | ACTION |
| --- | --- |
| C-(1) | The City applied for a $500,000± grant to develop a Bike/Walking Trail Pilot Project between South Main Street and State Highway 65 along the Tule River Parkway corridor |
| C-(2) | The City adopted and administered a Transportation Demand Management Ordinance as required by state mandate. This ordinance requires employers with an annual average of 100 or more employees to prepare and implement a Transportation Demand Management Plan to increase carpooling |
| C-(3) | Four (4) new traffic signals were installed in accordance with this policy |
| D-(1) | See B-(9) above |
| D-(5) | See C-(1) and C-(2) above |
| E-(1) | The City responded to 35 County referrals requesting roadway dedication/development to be in conformance with Circulation Element policies and City standards |
| E-(2) | The City worked with Southern California Edison to underground overhead utilities along Putnam Avenue. Several Master Planned water, sewer and storm drainage facilities were completed in conjunction with new development and Master Plan updates |
| E-(3) | A 1.8± million dollar grant was obtained for facility upgrade at the Municipal Airport (see also Airport Master Plan Element Implementation Action) |

# HOUSING ELEMENT

The goals, policies, and programs contained in the Housing Element seek to continue the City's open and flexible land use and regulatory policies so that the needs of all segments of the community can be met.

The City's primary role in achieving the goals set forth below is one of facilitator. That is, Porterville will attempt to provide a favorable regulatory climate in which producers of housing can do what they do best--build new homes. The City will also provide, or apply for, state or federal financial assistance for lower-income housing developments when it is appropriate and necessary to achieve the City's housing objectives. It is not appropriate for the City to involve itself directly in the production of housing, however.

For the City to achieve the objectives of this Element, it will need the active cooperation of other participants--builders, non-profit housing corporations, other public housing and social service agencies, private social service organizations, lending institutions, and the real estate industry. Each of these groups has a role in meeting Porterville's housing needs.

The City can assist these other groups in meeting the community's housing needs by using local sources of financing (primarily the Redevelopment Agency and CDBG funds) and appropriate state and federal programs to assist for-profit and non-profit homebuilders in producing housing for low- and moderate-income households. The City can also enlist the support of private lenders to provide financing for affordable housing developments.

It should be recognized that, while the programs described should provide a favorable environment for housing production, they cannot guarantee that the quantified objectives will be achieved. Changes in economic conditions and market factors that are beyond the City's control are as important in affecting the outcome projected in this Element as are the programs themselves.

## GOAL A

*TO DESIGNATE SUFFICIENT LAND AT APPROPRIATE DENSITIES AND ESTABLISH DEVELOPMENT PERMIT PROCEDURES TO ACCOMMODATE THE CITY'S REGIONAL SHARE OF HOUSING FOR ALL INCOME GROUPS.*

**POLICY 1:** The City will maintain an adequate supply of residential land in appropriate land use designations and zoning categories to accommodate projected household growth and to meet its regional share of housing for all income groups.

**POLICY 2:** The City will implement flexible land use regulations through planned unit development zoning, for large tracts of land, that allows for a range of housing types and densities within a single development.

**POLICY 3:** The City will allow the installation of mobilehomes and factory-built housing on permanent foundations in accordance with residential design standards administered by the City. These standards will not distinguish between site-built and factory-built homes.

**POLICY 4:** The City will plan for a full range of housing types in relation to Porterville's employment, transportation, and commercial services.

**POLICY 5:** Higher density housing shall be located in areas served by a full range of urban services and near major transportation routes and employment centers.

**POLICY 6:** New residential projects shall be designed to facilitate non-automobile modes of travel, as described in the General Plan Circulation Element, to the extent practicable.

**POLICY 7:** The City will promote infill residential development within the Redevelopment Area and other older parts of the City where adequate public facilities and services are already in place in small projects that can be integrated with existing neighborhoods.

**POLICY 8:** Porterville will encourage a mix of housing types throughout the City in order to increase residential choices. Not every neighborhood will include every type of housing, however. The specific mix of housing for any particular neighborhood should depend on existing land uses within and surrounding the neighborhood, the environmental characteristics of undeveloped land within the neighborhood, the capacity of public services and facilities within the neighborhood, and other factors.

## GOAL B

*TO ADDRESS SPECIAL HOUSING NEEDS AS DEFINED BY STATE LAW AND LOCAL NEEDS.*

**POLICY 1:** The City will continue to implement state law regarding the establishment of group homes in residential zones, but will seek to avoid the overconcentration of such residences in any particular neighborhood.

**POLICY 2:** The City will ensure that its land use regulations do not present barriers to the location of child care facilities within new residential developments or within reasonable proximity to where such facilities are needed.

**POLICY 3:** The City will encourage the development of rental units for large families in roughly the same proportion as the percentage of large family renter households within the total renter population.

**POLICY 4:** The City will ensure that its land use regulations do not present barriers to the development of housing oriented to the needs of elderly residents, including housing that includes food and health care services, congregate housing, and other forms of housing for older adults.

**POLICY 5:** The City will ensure that its land use regulations and affordable housing policies do not discriminate against year-round housing for large families, particularly farmworker families who are permanent residents of the community.

**POLICY 6:** The City will implement state and federal requirements for handicapped access in new residential developments. Any housing developments in which the City acts as a developer, provides financing, or assists a developer in applying for state or federal funds must address the needs of mobility impaired individuals.

**POLICY 7:** The City will pursue land use policies that allow small residential developments and individual housing units meeting special needs to be integrated into existing neighborhoods and new residential developments. Examples include second dwelling units, duplexes on corner lots, and scattered-site housing developments on in-fill lots.

**POLICY 9:** The City will work with surrounding jurisdictions to address the needs of the transient homeless persons on a regional basis.

## GOAL C

*TO MEET A REASONABLE SHARE OF THE CITY'S LOW- AND MODERATE-INCOME HOUSING NEEDS.*

**POLICY 1:** While promoting the provision of housing for all economic segments of the community, the City will seek to ensure design quality in all new residential development.

**POLICY 2:** The City will pursue state and federal funding assistance that is appropriate to Porterville's needs to develop housing that is affordable to low- and moderate-income households.

**POLICY 3:** The City will use available local financing techniques, such as mortgage revenue bonds, mortgage credit certificates, other mortgage backed securities, or other feasible financial assistance techniques, to assist home builders in developing affordable housing.

**POLICY 4:** Where government-assisted residential units which are required to sell or rent at below-market-rates are included within a housing development, such units shall be interspersed within the development and shall be outwardly indistinguishable from market-rate units.

**POLICY 5:** The City will continue to work with the Tulare County Housing Authority in the administration of affordable housing programs.

**POLICY 6:** The City will provide for the development of secondary residential units, as required by state law, while protecting the single-family character of neighborhoods.

## GOAL D

*TO PRESERVE THE EXISTING HOUSING STOCK AND CONSERVE EXISTING AFFORDABLE HOUSING OPPORTUNITIES.*

**POLICY 1:** The City will encourage private reinvestment in older residential neighborhoods and private rehabilitation of housing.

**POLICY 2:** The City will pursue state and federal funding assistance that is appropriate to the City's needs to rehabilitate housing. The City will also contribute redevelopment tax increment funds to support the rehabilitation of the existing housing stock.

**POLICY 3:** The City will work with interested individuals and non-profit housing corporations to acquire rental housing in need of rehabilitation and to maintain the affordability of the units to low-income households, should such action be the only feasible method of preserving an affordable rental housing development.

**POLICY 4:** The City will continue to make code-enforcement inspections upon a complaint basis to assure that rental housing is maintained in habitable condition according to County Health Department standards.

**POLICY 5:** The City will work with the Tulare County Housing Authority to preserve Section 8 and other rent subsidy units in the City.

## GOAL E

*TO ASSURE THAT ALL PRESENT AND FUTURE RESIDENTS HAVE EQUAL ACCESS TO HOUSING, COMMENSURATE WITH THEIR FINANCIAL CAPACITY, WITHOUT DISCRIMINATION.*

**POLICY 1:** The City will provide public information on the state and federal fair housing laws.

**POLICY 2:** The City will refer discrimination complaints to the State Fair Employment and Housing Commission. A person will be designated at the City as the information contact for housing discrimination referrals.

**POLICY 3:** The City will cooperate with community-based organizations which provide services or information to victims of housing discrimination.

**POLICY 4:** The City will seek joint sponsorship with local homebuilders, real estate agents, and lenders of a periodic fair-housing public information campaign.

## HOUSING ELEMENT
Policy Implementation

General Activities relative to the City's Housing Element that are not directly tied to specific policies within the Element include the following:

a. Intergovernmental Cooperation

The City Planner, Redevelopment Specialist and Rehabilitation Specialist met with several participating lenders during 1993-1994 to refine financial packaging programs to accommodate low income first time home buyers. Six hundred thousand dollars ($600,000) in HOME and CDBG funds were used for this program in 1993-1994.

b. Public Housing Improvements

The Tulare County Housing Authority (TCHA) reported receiving a certificate of high performance for housing authorities for 1993 from the U. S. Department of Housing and Urban Development.

c. Public Housing Resident Initiatives

The Housing Authority has a Resident Council with representation from all areas of the County, including the City of Porterville. The Resident Council meets at least monthly, has taken bus tours of the Authority's housing projects, and makes recommendation for the involvement by public housing residents in the management of the Housing Authority, including the expansion of homeownership opportunity to public housing residents. The Resident Council implemented homeownership workshops during 1993/94, sponsored in part by the Housing Authority, to qualify public housing residents for homeownership opportunities.

### GOAL A

TO DESIGNATE SUFFICIENT LAND AT APPROPRIATE DENSITIES AND ESTABLISH DEVELOPMENT PERMIT PROCEDURES TO ACCOMMODATE THE CITY'S REGIONAL SHARE OF HOUSING FOR ALL INCOME GROUPS

**POLICY 1:** The City will maintain an adequate supply of residential land in appropriate land use designations and zoning categories to accommodate projected household growth and to meet its regional share of housing for all income groups.

The planning staff processed the following projects during 1993 and the first six months of 1994. Most of these actions addressed the spirit of Housing Element Goal A, Policy 1:

| | |
|---|---|
| Lot Line adjustments | 11 |
| Tentative Subdivision Maps | 10 |
| Conditional Use Permits | 13 |
| Tentative Parcel Maps | 10 |
| Zone Changes | 8 |
| Design Review Overlay | 7 |

General Plan Amendments
(Site specific) . . . . . 3
Zone Ordinance Amendments . . . . . 3
Zone Variances . . . . . 1
Zoning and Code Enforcement Actions . . . . . 105
Annexations . . . . . 11
Commercial, multi-family
residential and industrial
site reviews . . . . . 29

1993/1994 (18 MONTH PERIOD)
PROGRESS IN MEETING REGIONAL
HOUSING NEEDS (1992-1997) AS DETERMINED
BY THE HOUSING ELEMENT/NO. OF UNITS CATEGORIZED BY
HOUSEHOLD INCOME RELATIVE TO AREA MEDIAN INCOME

| Less than 50% of Median Very Low | | 50-80% of Median Low | | 80-120% of Median Moderate | | Greater than 120% of Median Above Moderate | |
|---|---|---|---|---|---|---|---|
| 1992/93/94 | Needed by 1997 | 1992/93/94 | Needed by 1997 | 1992/93/94 | Needed by 1997 | 1992/93/94 | Needed by 1997 |
| 60 | 830 | 152 | 544 | 313 | 458 | 227 | 1,029 |

**POLICY 4:** The City will plan for a full range of housing types in relation to Porterville's employment, transportation, and commercial services.

See Goal A Policy 1 Actions.

**POLICY 7:** The City will promote infill residential development within the Redevelopment Area and other older parts of the City where adequate public facilities and services are already in place in small projects that can be integrated with existing neighborhoods.

Several multiple family low income infill projects were submitted for consideration. These projects involved a mix of funding sources, including State and Federal Tax Credit Syndication, HOME funds, Redevelopment Housing Set Aside, and private investment. One of these projects (60 units) was approved for construction in early 1995. The majority of these units were 3 and 4 bedroom large family units.

Also see Land Use Element Policy 3.10 discussion.

**POLICY 8:** Porterville will encourage a mix of housing types throughout the City in order to increase residential choices. Not every neighborhood will include every type of housing, however. The specific mix of housing for any particular neighborhood should depend on existing land uses within and surrounding the neighborhood, the environmental characteristics or undeveloped land within the neighborhood, the capacity of public services and facilities within the neighborhood, and other factors.

See Goal A Policy 1 and 7 Actions.

## GOAL B

## TO ADDRESS SPECIAL HOUSING NEEDS AS DEFINED BY STATE LAW AND LOCAL NEEDS

**POLICY 3:** The City will encourage the development of rental units for large families in roughly the same proportion as the percentage of large family renter households within the total renter population.

See Goal A Policy 7 discussion.

**POLICY 5:** The City will ensure that its land use regulations and affordable housing policies do not discriminate against year-round housing for large families, particularly farmworker families who are permanent residents of the community.

See Goal A Policy 7 discussion.

**POLICY 6:** The City will implement state and federal requirements for handicapped access in new residential developments. Any housing developments in which the City acts as a developer, provides financing, or assists a developer in applying for state or federal funds must address the needs of mobility impaired individuals.

All new multiple-family residential approvals during 1993/94 were designed in compliance with all State and Federal Handicapped Accessibility laws and regulations.

Also see Goal D Policy 5 discussion.

**POLICY 9:** The City will work with surrounding jurisdictions to address the needs of the transient homeless persons on a regional basis.

The Porterville Mission Project received mass shelter funds from a two-year Federal Emergency Shelter Grant (FESG) for approximately $74,032.00. The FESG grant was complimented with approximately $121,397.00 in other resources: FEMA for approximately $39,580.00, Community Services Block Grant (CSBG) for approximately $18,816.00, County Marriage License Fees for approximately $31,604.00, and United Way for approximately $42,608.00. The Porterville Mission Project housed approximately 275 homeless families and approximately 95 homeless individuals during 1993/94.

The Daybell-Brooks Transitional Center, a shelter for single men located just east of the downtown business district of Porterville, opened in July 1992 under the sponsorship of the local community service organization Helping Hands. The Transitional Center received approximately $20,000 in private and other funds to provide essential operating expenses of the shelter. Approximately 80 homeless men were accommodated during the 1993/1994 period. Counseling and financial assistance such as budgeting and savings management are a part of the client's contract in order to ensure their eventual independence.

The PAAR Center, offering temporary shelter for men and women who desire to recover from substance abuse, received approximately $945,424 from Federal Programs (Alcohol and Drug, Mental Illness and FEMA), approximately $89,553 in State (General Assistance), and approximately $193,866 in Private (Veterans Administration, Kings-Tulare, United Way, and on-site residents). Approximately $499,334 of this funding was allocated specifically for housing. The PAAR Center indicated that 510 males and 57 females were assisted during 1993/1994. Beyond that they do not track family size or renter/owner status because most clients who enter the Center have done so as a last resort with no where else to go and are considered single person households and homeless. Approximately 98% of the clients served at the Center are residents of Tulare County with approximately 65% from Porterville. The Veteran's Administration makes referrals which accounts for some of the 2% served from outside the County.

Community Services and Employment Training (CSET) received approximately $9,713 in FEMA funds in Porterville during 1993/1994. Although limited McKinney housing funds were available to CSET on a County-wide basis, no funds were used in Porterville. CSET provided assistance to 48 households in Porterville. Because CSET is administered countywide, tracking of renter/owner status, and specific levels of income is not done for those persons in Porterville.

## GOAL C

### TO MEET A REASONABLE SHARE OF THE CITY'S LOW AND MODERATE-INCOME HOUSING NEEDS

**POLICY 2:** The City will pursue state and federal funding assistance that is appropriate to Porterville's needs to develop housing that is affordable to low- and moderate-income households.

See Goal B Policy 9, Goal D Policy 2, and Land Use Element Policy 3.10.

**POLICY 5:** The City will continue to work with the Tulare County Housing Authority in the administration of affordable housing programs.

See Goal B Policies 3 and 9 (Housing Authority)
See Goal D Policies 2 and 5

## GOAL D

### TO PRESERVE THE EXISTING HOUSING STOCK AND CONSERVE EXISTING AFFORDABLE HOUSING OPPORTUNITIES

**POLICY 2:** The City will pursue state and federal funding assistance that is appropriate to the City's needs to rehabilitate housing. The City will also contribute redevelopment tax increment funds to support the rehabilitation of the existing housing stock.

Approximately $180,000 of CDBG entitlement funds were spent in rehabilitating six low income owner occupied housing units.

See Land Use Element Policy 3.10 Redevelopment Agency Implementation.

**POLICY 5:** The City will work with the Tulare County Housing Authority to preserve Section 8 and other rent subsidy units in the City.

The Tulare County Housing Authority obtained a Federal Comprehensive Grant Program award of $2,000,000 to be used for extraordinary maintenance and improvement of the Countywide public housing facilities including conversion to be handicap accessible under the Section 504 program requirements and lead base paint testing and abatement. TCHA estimates that about $225,000 was used in the Porterville area during January 1, 1993 and June 30, 1994.

The Tulare County Housing Authority (TCHA) received approximately ten new Section 8 Rental Certificates for Porterville which approximates in dollars to about $121,857. TCHA indicated that about $2.5 million was allocated to the Porterville area for Section 8 vouchers and certificates in 1993/1994.

The ten new families assisted with Section 8 Rental Certificates during the year were large families of very low income who qualified under AFDC and were referred to TCHA from the Department of Public Social Services. An additional 330 estimated families were assisted with the existing Section 8 vouchers and certificates.

## GOAL E

TO ASSURE THAT ALL PRESENT AND FUTURE RESIDENTS HAVE EQUAL ACCESS TO HOUSING, COMMENSURATE WITH THEIR FINANCIAL CAPACITY, WITHOUT DISCRIMINATION

**POLICY 1:** The City will provide public information on the state and federal fair housing laws.

The City of Porterville's Housing Counseling, Discrimination and Referral Service assisted some 30 households during 1993/1994. Most were seeking assistance with eviction procedures, substandard housing conditions, landlord disputes and discrimination (particularly as to family size). All those households assisted were renter of very low or low income. The City expended approximately $1,500 from its Federal CDBG entitlement allocation to fund administrative costs associated with its in-house Counseling, Discrimination and Referral Service Program. The availability of this service is published weekly in the local newspaper Community Service Directory, as well as with all public service agencies in the area. All housing calls received by the City of Porterville are referred directly to the Assistant Planner who administers the CDBG Program. The Assistant Planner makes a determination as to which agency or agencies can best assist the individual. The citizen is provided the agency's name and contact number as well as address.

A resource notebook has been developed over the past six years of all community service agencies in the County. It is maintained in the CDBG office and contains such information as location for emergency shelter, energy assistance programs, low income housing projects, utility assistance, rental housing agencies, etc. This is a valuable resource which the CDBG staff uses to identify the agency which can best assist the specific needs of the citizen making the inquiry. The City CDBG Community Service Administration Program Model provides funding for the salary of this position. Approximately 2 to 3 hours of City staff time per month is associated with this referral activity.

**POLICY 2:** The City will refer discrimination complaints to the State Fair Employment and Housing Commission. A person will be designated at the City as the information contact for housing discrimination referrals.

See Goal E Policy 1

**POLICY 3:** The City will cooperate with community-based organization which provide services or information to victims of housing discrimination.

See Goal E Policy 1

# CONSERVATION ELEMENT

The Conservation Element identifies natural and historical resources within the City's urban planning area, and establishes policies and programs intended to preserve them. Proper conservation and management is encouraged for the continued use, appreciation, and enjoyment of these resources.

There is some overlap between the Conservation Element and the Open Space Element in those categories that concern preservation of natural resources and managed production of resources. It also overlaps the Land Use Element in policies pertaining to agricultural land, natural resources, and aesthetic qualities. The Conservation Element, however, emphasizes conservation of economically productive natural resources.

## 1.0 GOALS

The following goals are established for the conservation and protection of Porterville's natural and historical resources:

1.1 Water corridors and other areas of unique topography or environmental significance conserved and preserved.

1.2 Minimal risk from flood hazards.

1.3 Adequate water supplies for residential development, commercial development, and agriculture.

1.4 Minimal loss of irreplaceable soil due to erosion.

1.5 Significant biological resources conserved and preserved.

1.6 Significant cultural and archaeological resources conserved and preserved.

1.7 Clean air free of pollution.

1.8 Mining and quarrying operations within the City's Urban Area Boundary operated safely and efficiently, with minimal environmental degradation.

## 3.0 POLICIES

To ensure conservation and protection of Porterville's natural and historical resources, the following policies are established:

3.1 The City shall protect the Tule River corridor within the Urban Area Boundary in order to reduce flood hazards, protect significant biological resources, and provide for recreational uses and scenic viewsheds.

3.2 The City shall encourage the maintenance of significant natural land forms when considering development proposals.

3.3 To protect and wisely manage hillsides and topographic resources, the City shall use the following guidelines:

| Natural Slope | Guideline |
|---|---|
| Less than 10% | This is not a hillside condition. Conventional grading techniques* are acceptable. |
| 10% - 19.9% | Development with grading may occur in this zone, but existing land forms must retain their natural character. Padded building sites are permitted on these slopes, but contour grading, split level architectural prototypes, with stacking and clustering are expected. |
| 20% - 24.9% | Special hillside grading, architectural and site design techniques are required. Architectural prototypes are expected to conform to the natural land form and clustering shall be used. |
| Over 25% | Only limited grading** is expected and in certain cases grading may be prohibited. Development should not normally be approved within this area. |

* Movement for redistribution of earth over large areas. However, disruption of the land form, drainage patterns, and on-site surface terrain and vegetation is discouraged and shall be avoided.

** The movement of earth for small projects such as custom lots, individual building foundations, driveways, local roads, utility excavation, etc.

3.4 The City shall use appropriate flood control measures to assure the safety of residents while emphasizing maintenance of natural wildlife habitats and vegetation.

3.5 Prior to granting them, development approvals along the Tule River floodway shall be documented to be out of the floodway and include sensitive treatment in an

environmentally sound manner, with associated public access provided where appropriate and desirable.

3.6 Drought resistant plants should be used throughout the City; reclaimed water should be used for irrigation as often as possible.

3.7 The City shall encourage the use of innovative water conservation measures, whenever appropriate, in all proposed developments.

3.8 Adequate water supplies shall be maintained.

3.9 Appropriate soils and geologic surveys, consistent with the Safety Element of the Tulare County General Plan, shall be completed for all proposed developments.

3.10 Adequate grading and replanting shall be required to minimize erosion and prevent slippage of manmade slopes.

3.11 All proposed mining and sand extraction operations shall be reviewed during the project and environmental review processes to ensure mitigation of identified environmental impacts; especially water quality, habitat preservation, and bridge undermining.

3.12 Planned reclamation of mined lands following extraction shall be required; consideration shall be given to the lands potential for various uses: recreation, open space, residential, commercial, or industry.

3.13 Biological resources should be conserved, preserved, and enhanced in areas intended for permanent open space.

3.14 Adequate mitigation measures (e.g., selective preservation, replanting, sensitive site planning, etc.) shall be required of all developments that will adversely impact significant biological resources.

3.15 Where feasible and practical, the City shall require either the preservation of identified archaeological sites or the professional retrieval of artifacts prior to the development of a site.

3.16 The City shall encourage the preservation of significant remnants of Porterville's cultural past.

3.17 The City shall actively support programs that promote water conservation throughout Porterville.

CONSERVATION ELEMENT
POLICY IMPLEMENTATION

| POLICY | ACTION |
|---|---|
| 3.1 | See 3.2 below |
| 3.2 | New subdivisions and PUD specific plans processed in 1993/1994 along the Tule River and Porter Slough were required to dedicate areas within the designated floodway for flood protection, biological resource protection, and public access were appropriate. Approximately 30 acres were dedicated or obligated for dedication. All new development was required to comply with elevation certificate requirements of the City Code |
| 3.4 | See 3.2 above |
| 3.5 | See 3.2 above |
| 3.6 | The City's Water Conservation Landscape Ordinance was enforced for all new developments containing 2,500 or greater square feet of landscaping. Reclaimed water from the Waste Water Treatment Facility was regularly used to irrigate several hundred acres of farmland near the Municipal Airport |
| 3.7 | See 3.6 above |
| 3.8 | Two new water wells, two miles of major water trunk line and a new water booster pump were installed in 1993/1994 to enhance the City's water supply system |
| 3.11 | The City reviewed and provided reclamation requirements for a sand and gravel extraction proposal within the jurisdiction of Tulare County along the Tule River at the City's western Urban Area Boundary |
| 3.12 | See 3.11 above |
| 3.13 | See 3.2 and 3.11 above |
| 3.14 | See 3.2 and 3.11 above |

| POLICY | ACTION |
| --- | --- |
| 3.15 | Archeological site records were reviewed for approximately six proposed development projects to ensure that such resources would not be adversely affected |
| 3.16 | See Land Use Element Policy 3.10 |
| 3.17 | See 3.6 above |

# OPEN SPACE ELEMENT

The purpose of the Open Space Element of the General Plan is to identify those areas located within the City's urban area boundary that merit recognition or preservation because of their location, use, and/or natural, topographic or aesthetic features. The Element provides a number of policies and programs intended to achieve these ends. They have four primary purposes: preservation and promotion of natural resources, continued availability of recreational facilities, enhancement of the overall scenic quality, and the consideration of public safety. The Open Space Element must also be coordinated with the goals and policies of the Land Use, Safety, and Conservation Elements of the General Plan.

Open space is defined as any parcel of land or body of water that is essentially unimproved and undeveloped, with the exception of designated historical properties. Below are examples of Open Space:

* Areas for the preservation of natural resources, plant species, or fish and wildlife habitats
* Areas necessary for management of mineral and agricultural resources
* Areas for recreation
* Areas for public health and safety, including, but not limited to, areas that require special management or regulation because of hazardous or special conditions (such as unstable soil areas, flood plains, and areas presenting high fire risks)
* Areas of significant scenic, archeological, historical, or cultural value
* Areas that provide access to rivers and other water courses, natural habitats, or open space reservations

## 1.0 GOALS

The following goals are established for the preservation and protection of open space lands in the City of Porterville:

1.1 Natural resources conserved and preserved.

1.2 Balanced mix of open space uses and development throughout the urban area for the enhancement of visual resources, recreation opportunities, avoidance of hazards, and conservation of natural resources.

1.3 Floodways as undeveloped open space for the avoidance of flood hazards, provision of recreation opportunities, preservation of aesthetic and environmental quality, and preservation of biotic resources along water corridors.

1.4 Significant historical and archeological sites in the City conserved and preserved.

1.5 Open space to adequately protect the public from fires, landslides, and other hazards.

## 3.0 POLICIES

To ensure the preservation and protection of open space lands in the community and to ensure the establishment and maintenance of compatible land use relationships, the following policies are established:

3.1 Different kinds of open space have different functions. Wherever possible, the City of Porterville shall include in its open space plan, lands that can be used for at least two of the six major open space functions: preservation of natural resources, managed production of resources, recreation, protection of public health and safety, preservation of significant archeological or cultural sites, and provision of access to water courses and natural habitats.

3.2 Major alteration of designated open space lands shall not be undertaken without full discussion and understanding of the probable end result and alternative consequences.

3.3 The City shall preserve open space lands to minimize damage to people and property resulting from potential hazards. Such hazards include, but are not limited to, quaking, slope collapse, liquefaction, fire, earth sliding, flooding, erosion and siltation, soil compression, lateral spreading, and subsidence.

3.4 Scenic areas shall be protected from deterioration or destruction by either private or public actions.

3.5 Open space lands shall be provided for a variety of outdoor recreation opportunities through improvements to parks, construction of facilities, and sponsoring of programs that stimulate active resident participation.

3.6 The City shall encourage landscaping and plazas in public and private lands and well designed pedestrian facilities in areas of intensive pedestrian activity, particularly in the City's business districts and neighborhood centers.

3.7 The City shall encourage and support regional and subregional efforts to acquire, develop, maintain, or operate open space lands and facilities (e.g., the establishment of scenic corridors, the application of flood plain zoning, etc.).

3.8 The City shall seek Federal and State programs and grants assistance wherever possible in all matters concerned with open space.

3.9 Lands adjacent to the Tule River and Porterville Slough shall be used for paths and trails, to serve as links in City-wide and subregional open space systems, where such development will not adversely impact the natural riparian habitats.

3.10 The City shall require maximum open space in all community land developments consistent with the needs of residents and economic feasibility.

OPEN SPACE ELEMENT
POLICY IMPLEMENTATION

| POLICY | ACTION |
|---|---|
| 3.3 | An access corridor for fire suppression and structure protection and dedication of approximately seven acres of land within the Riparian Floodway was required of a new residential subdivision along the north bank of the Tule River |
| 3.4 | See Conservation Element Policy 3.2 |
| 3.5 | In early 1994, the City Council adopted a General Plan Parks and Recreation Element designating an additional 200± acres of land for future public park development (see Park and Recreation Element Section)<br><br>City/School Recreation Program - since its adoption on January 2, 1991, the joint partnership for providing after school recreation opportunities for our youth has expanded to eight schools. At the elementary level the program is self-sustaining and/or subsidized by the districts with fees being collected on a monthly basis. The junior high program is funded completely by the schools. Supervised activities include crafts, games, snacks, homework and tutoring academics, computer science, intramural sports, special events, and snacks are provided each day to the elementary students. Daily attendance for all school sites reflected 3,900 during some weeks during 1993/1994 |
| 3.6 | The City achieved the distinction of being named a "Tree City USA" because of several factors, including substantial general fund financial support for tree planting and maintenance and an ongoing planting, maintenance and removal program.<br><br>See also Land Use Element Policy 3.10 |
| 3.7 | See Conservation Element Policy 3.2 |
| 3.8 | The City applied for approximately $500,000 in "Clean Air" grant funds for construction of a "Model Project" segment of the Tule River Parkway Master Plan |

| POLICY | ACTION |
| --- | --- |
| 3.9 | See Conservation Element Policy 3.2 |
| 3.10 | See Conservation Element Policy 3.2 |

# NOISE ELEMENT

The Noise Element of the General Plan is intended to provide a policy framework within which potential noise impacts may be addressed in the project review and long range planning processes.

It is intended that the noise exposure information developed during the preparation of the Noise Element be utilized by the City of Porterville to implement the requirements of California Administration Code (CAC) Title 24 by providing a basis for determining where noise-related land use conflicts presently exist or may occur in the future.

The Noise Element is a pro-active document which is directed at minimizing future noise conflicts. The adopted policies of the Noise Element should generally be consistent with the noise level standards of the local noise control ordinance (if one is adopted) to achieve consistency in the implementation of noise control programs, and to provide local industry with design criteria for future development or expansion.

The Noise Element is most related to the Land Use and Circulation Elements of the General Plan. Its relationship to the Land Use Element is direct, in that the implementation of either element has the potential to result in the creation or elimination of noise conflicts between land uses. The Land Use Element and the Noise Element should be consistent in order to discourage the development of incompatible adjacent land uses, thereby preventing impacts upon noise-sensitive uses and encroachment upon existing noise-generating facilities.

The Circulation Element is linked to the Noise Element in that traffic routing and volume directly affect community noise exposure. For example, increased traffic volume may produce increased noise in a residential area so that noise control measures are required to provide an acceptable noise environment. Similarly, re-routing traffic from a noise-impacted neighborhood may provide significant noise relief to that area.

## GOALS AND POLICIES

### 3.1 Goals

The goals of the Noise Element of the General Plan are as follows:

1. Protect the citizens of the City of Porterville from the harmful effects of exposure to excessive noise.

2. Protect the economic base of the City of Porterville by preventing the encroachment of incompatible land uses near known noise-producing industries, railroads, airports and other sources.

### 3.3 Policies

The following policy statements reflect the commitment of the City of Porterville to the goals outlined above:

Policy 3.3.1 Areas within the City of Porterville shall be designated as noise-impacted if exposed to existing or projected future noise levels at the exterior of buildings which exceed 60 dB $L_{dn}$ (or CNEL). Maps which indicate areas exposed to existing or projected future noise levels exceeding 60 dB $L_{dn}$ (or CNEL) for the major noise sources identified in Figure 1 are included in Appendix B of this document.

Policy 3.3.2 New development of residential or other noise-sensitive land uses will not be permitted in noise-impacted areas unless effective mitigation measures are incorporated into the specific design of such projects to reduce noise levels to 60 dB $L_{dn}$ (or CNEL) or less within outdoor activity areas and 45 dB $L_{dn}$ (or CNEL) or less within interior living spaces. Where it is not possible to reduce exterior noise levels within outdoor activity areas to 60 dB $L_{dn}$ (or CNEL) or less after the practical

application of the best available noise reduction technology, an exterior noise level of up to 65 dB $L_{dn}$ (or CNEL) will be allowed. Under no circumstances will an interior noise level exceeding 45 dB $L_{dn}$ be allowed with the windows and doors closed. It should be noted that in instances where the windows and doors must remain closed to achieve the required acoustical isolation, mechanical ventilation or air conditioning must be provided.

Policy 3.3.3 New development of industrial, commercial or other noise-generating land uses (including roadways, railroads and airports) will not be permitted if resulting noise levels will exceed 60 dB $L_{dn}$ (or CNEL) at the boundary of areas containing or planned and zoned for residential or other noise-sensitive land uses.

Policy 3.3.4 Noise level criteria applied to land uses other than residential or other noise-sensitive uses shall be consistent with the recommendations of the California Office of Noise Control (Figure 1).

Policy 3.3.5 The City of Porterville 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 $L_{dn}$ (or CNEL) with the windows and doors closed within new developments of multi-family dwellings, condominiums, hotels or motels.

UBC Chapter 35 requires that common wall and floor/ceiling assemblies within multi-family dwellings comply with minimum standards concerning the transmission of airborne sound and structure-borne impact noise. Title 24 requires that conformance with the above-described standards be documented by the submission of an acoustical analysis whenever new multi-family dwellings, condominiums, hotels or motels are proposed for areas within the 60 dB $L_{dn}$ (or CNEL) contour of a major noise source as determined by the local jurisdiction.

Policy 3.3.6 New equipment and vehicles purchased by the City of Porterville shall comply with noise level performance standards consistent with the best available noise reduction technology.

Policy 3.3.7 In conformance with the directives of State planning law, the City of Porterville shall ensure that the Noise Element is consistent with and does not conflict with other elements of the City's General Plan.

## NOISE ELEMENT
## POLICY IMPLEMENTATION

| POLICY | ACTION |
|---|---|
| All | City staff responded to perceived violations of Noise Element policies, as requested, throughout the year. When necessary, noise level measurements were taken to substantiate complaints and appropriate abatement action taken. This goal was considered when reviewing all new development proposals by the City Project and Environmental Review Committees throughout the year and sound attentuation walls were required of two proposed residential subdivisions along the State Highway 65 corridor |

# PARKS AND RECREATION ELEMENT

## GENERAL

The following objectives and polices are utilized by the City of Porterville to provide a park and recreation system to meet the needs of all age and income groups within the community.

## OBJECTIVES

1. To establish a system of parks and recreation facilities sufficiently diverse in design to effectively serve the needs and desires of all the citizens of Porterville.

2. To provide park and recreation facilities within close proximity to the residents they are designed to serve.

## GENERAL POLICIES

1. Whenever feasible, neighborhood parks shall be located adjacent to elementary school playgrounds to increase the potential for multiple use of facilities and to locate them as close as possible to the center of the geographical area they are designed to serve.

   Where additional land adjacent to schools is not available, efforts shall be made to cooperatively work with school districts to develop park facilities or improve existing facilities on the school grounds to increase the public recreational use of school grounds.

2. New neighborhood parks and elementary schools shall be designed as a unit to encourage joint use as a neighborhood activity center.

3. Whenever possible, parks shall be linked together by a system of trails and/or open space.

4. Parks shall be designed to be accessible to handicapped persons under the specification of the American Disabilities Act.

5. Park facilities shall be distributed throughout the entire city as related parts of a unified, balanced system. Each site should be as centrally located as possible within its service area to serve the leisure needs and stimulate social interaction within the area.

6. The size and design of activity areas with facilities shall be regarded as flexible, so as to be adaptable to changes in the population served and in the recreation program offered for meeting changing needs.

7. The planning, acquisition, development and administration of park facilities shall reflect the fullest possible coordination with other public agencies to ensure that the citizen receives the maximum from his/her tax dollar. Park facilities shall be acquired or reserved as far in advance of development of an area as possible.

8. The City shall consider adoption of a Park Acquisition and Development fee to provide for park expansion since the City's growing population creates a greater burden upon existing parks.

9. Upon residents approval, the formation of open space acquisition and maintenance districts shall be encouraged to provide park and recreation areas close to home.

10. Before any City-owned land is offered for sale, it shall be evaluated by the Planning Division and the Parks and Leisure Services Department for use as parkland.

11. Each City park shall be developed to provide a range of facilities that can be used by all citizens regardless of race, color, national origin, gender or religion.

SPECIFIC POLICIES

1. An appropriate ratio of passive and active uses in each park type shall be provided to ensure that all parks provide the potential for passive, restful relaxation. No parks shall be border to border activity. A major portion of some parks shall be for passive activity while a major portion of other parks may be active recreation.

2. Improvements to existing parks shall follow the approved master plans for each park unless said plans are modified. High quality facilities shall be constructed which are durable and require low maintenance, wherever possible. Other improvements to existing parks shall be for the purpose of reducing maintenance cost and water use, along with improving safety and aesthetics.

3. In the overall development plan there shall be a balance between revitalization of existing facilities, parkland acquisition and development of new parks. This balance is identified in the priority chart incorporated within this element. The priority system is not rigid. Opportunities that occur out of order shall be taken advantage of to keep parks and recreation improvements synchronized with development.

4. Parks shall be located as an attachment to the Tule River Parkway when supported by the Parkway Master Plan, thereby establishing a parks, recreation and open space network that attracts people to enjoy the single most important natural feature in the City.

5. Parks shall be located, wherever possible, along City arterial and collector streets. Parks located along arterial and collector streets help prevent community-wide traffic from impacting local neighborhood streets and provide important community open space, and thereby improve the pedestrian and esthetic quality of the major streets. Parks located along arterial and collector routes are more easily patrolled by police so that parks are safer.

6. Where possible parks shall be developed in conjunction with drainage basins to create a larger combined open space along with additional space for active and passive recreation. Safety concerns must be addressed. Adequate space at or above street level must be provided to avoid a "hole in the ground" feeling to the park.

NEIGHBORHOOD PARKS POLICIES

1. Wherever possible, park facilities shall be provided in each neighborhood in the City.

2. Basic neighborhood facilities can include:

   - 1.3 acres of parkland/1,000 people with a minimum park size of 3 acres
   - childrens' playground
   - hardcourt area with basketball hoops
   - open field adequate for informal softball/soccer
   - drinking fountains
   - family picnic tables and BBQ
   - trash receptacles
   - walkways
   - benches
   - trees
   - grass
   - irrigation system (automatic)
   - open space
   - bike parking
   - trees, shrubs, and grass
   - safety lighting only

   Optional facilities include:

   - covered picnic area for small groups

3. Neighborhood park facilities may be contained within community parks.

4. Depending on the site character and surrounding land use, some neighborhood parks may focus on passive uses while other neighborhood parks may focus on active uses.

COMMUNITY PARKS POLICIES

1. Commensurate with City growth, community park facilities shall be provided at several locations in the City with emphasis on active recreation facilities for organized programs.

2. Basic community facilities can include basic neighborhood facilities plus:

   - 2.2 acres of parkland/1,000 people with a minimum park size of 8 acres
   - group picnic facilities for groups of 75-200 people with covered pavilion, tables, large BBQ and trash receptacles
   - sports fields including baseball, softball and soccer with space for spectators
   - on-site parking
   - recreation building
   - exercise course
   - restroom

3. Additional facilities may include:

   - tennis courts
   - swimming pool
   - concession stand
   - sports center with gym, racquetball courts, weight room, classrooms, multi-purpose area
   - nature study
   - community center

4. Community facilities of a specialized nature may be developed to serve the particular interest of the community and may include:

   - golf course
   - nature study
   - special events area

5. Not all community facilities should occur at each community park, but based on need shall occur at various City parks.

6. Whenever feasible active community sports facilities shall be lighted for extended usability.

7. Depending on the site character and surrounding land uses, some community parks may focus on passive uses while other community parks may focus on active uses.

RECREATION PROGRAMS POLICIES

1. Emphasis shall be placed on providing sufficient facilities and staffing to accommodate the most popular and needed activities, especially for children including youth sports and child care.

2. A diversity of recreation programs shall be introduced on a small scale, expanded if sufficient interest exists and contracted to eliminated if interest does not exist.

3. Community support and adult leadership for high activity recreation programs shall continue to be encouraged with specific organizational structure and board members.

4. Detailed requirements for large community festival areas shall be incorporated in new community parks.

5. Continued expansion of City recreation opportunities on school properties with a direct relationship between the school districts and Parks and Leisure Service Department shall be pursued through the Joint Use Committee.

6. Recreation programs open to all citizens shall be developed for each park.

PARK ACREAGE STANDARD

1. Based upon the current amount of parkland serving the current population the standard shall be 3.5 acres of parkland for every 1,000 persons.

2. Estimated total parkland on a proposed general area population of 87,288 persons by the year 2013, would be 306 acres.

## PARKS AND RECREATION ELEMENT
## POLICY IMPLEMENTATION

### GENERAL POLICIES

| POLICY | ACTION |
|---|---|
| 1 and 2 | Construction of two lighted little league baseball fields, one regulation field, a restroom, and a 140 space parking lot to be located at the Burton Elementary and Middle School site was approved by the City Council |
| 3 | See Circulation Element Implementation Policy C-(1) and Open Space Element Policy 3.3 |
| 4 | All new park and recreation facilities were planned and constructed in compliance with the ADA and other applicable Disabled Access laws and regulations |
| 5 | See Open Space Element Implementation for Policy 3.5 |

### RECREATION PROGRAMS POLICIES

| POLICY | ACTION |
|---|---|
| 1, 2 and 3 | The City Council designated $90,000 in CDBG Grant funding for use in administering a new youth recreation center targeting lower income youth. An additional $1.2 million was allocated for development of a larger youth center over the next 3-4 years |
| 5 | See General Policies No. 1 and 2 Implementation |

# SAFETY ELEMENT

The nature of the Safety Element includes the recommendation that safety hazards be recognized, goals be identified for reducing hazards, levels of acceptable risks be specified, and objectives to be attained in reducing safety hazards as related to existing and new structures be included as well as abatement of safety hazards in terms of priority.

The Element recognizes the diversity of safety hazards in the environment and sets the priorities for reducing hazards specifically under the categories of seismicity, fire hazards, flood hazards, and to some extent, crime and other hazards.

Maps showing the location and extent of geologic hazards, fire susceptibility, critical facilities such as hospitals, schools, and major industries are included to show the extent of potential risk that is incurred by exposure to hazards.

The scope and nature of the Safety Element may include consideration for planning "defensible space" or reduction of crime through planning and design.

The City of Porterville has adopted the Tulare County General Plan Safety Element into an element of the City's own General Plan. Therefore, references to residents of Tulare County apply to the residents of the City of Porterville.

The purposes of the Element are to:

1. Fulfill the requirements of the State Planning law.

2. Meet safety needs of the City of Porterville.

3. Assist in the allocation of scarce resources.

4. Establish general goals, plans, programs and policies.

5. Set priorities for action where possible.

6. Coordinate with the Office of Emergency Services which maintains liaison with the various safety agencies throughout the county.

GOALS

1. To reduce the loss of life due to crime, fire, earthquakes, flooding and other disasters, natural and man-made.

2. To reduce the damage or loss of personal property due to crime, fire, earthquakes, flooding and other disasters, natural and man-made.

3. To protect and enhance the natural environment by reducing the level of hazard from natural and man-made

causes, such as fires, flooding and criminal or negligent activity.

4. To work, primarily through local law enforcement agencies, and in conjunction with the Federal and State governments acting through the California Criminal Justice Program to reduce the level of criminal activity and lower the risks to life and property associated with such activity.

5. To hold public hearings before the Board of Supervisors in all cases regarding the production, storage, utilization or transporting of nuclear material either within the County, or in adjacent counties which may be of concern to Tulare County residents, so as to inform the public of the potential risk of nuclear materials and their use, and to elicit a response from them.

6. To disseminate information regarding these facilities having significant public safety hazards through the Emergency Services Office of the County.

7. To reduce the hazards associated with the storage, transporting, and use of chemicals such as fuel and pesticides.

8. To encourage and support the development of a County Disaster Plan, and to disseminate information about the plan to residents of the County.

9. To protect the health, safety and welfare of residents and to work with them in resolving problems of health and safety.

10. To work in conjunction with the special districts towards the resolution of intergovernmental problems associated with disaster prevention and response.

11. To work in conjunction with the special districts, the State of California or Tulare County Fire Warden to provide an adequate amount of essential manpower, equipment and facilities and budget in order to meet the safety needs of the County, cities under contract with the County and State, and obligations to neighboring counties and cities, the USDA National Forest Service, National Park Service, and the Federal Bureau of Land Management.

12. To preserve and protect the national, State and local unique places of interest and beauty that are within the jurisdiction of the County of Tulare.

13. To protect the agricultural resources that are necessarily of great value to people, not only in Tulare County, but throughout the nation and the world.

The Board of Supervisors of the County Tulare after due consideration, have adopted the following policies as part of the Safety Element of the Tulare County Area General Plan.

The City of Porterville has, in turn, adopted the Tulare County Element as the Safety Element of the City's General Plan.

POLICIES

Economic Well Being and Prevention of Structural Damage

1. It is a policy of the County of Tulare to maintain an on-going active program designed to eliminate unfit, unhealthy, dangerous, structurally unsafe and fire hazardous housing units which are in such condition as to be reasonably beyond repair or rehabilitation. All departments or agencies having knowledge of such units or the vacancy of such units should notify the appropriate or concerned agencies (Building, Fire, Health and Sheriff).

2. It is the policy of the County of Tulare Building Department to continue the program to have unsafe structures repaired or removed.

3. The County of Tulare recommends that each incorporated City within the County follow a similar program as outlined in this Safety Element and further recommends that the Safety Element be adopted by incorporated cities with modifications as necessary for their general plan program. The incorporated cities are encouraged to coordinate their adoption procedures and record keeping with the County.

4. The County of Tulare shall utilize the services of the County Counsel's Office to investigate methods of shortening procedures before a housing unit can be condemned and demolished.

5. It is the policy of the County of Tulare to give those families that are asked to remove dilapidated units or to leave such units, consideration in the allocation of housing units that are produced by publicly assisted housing programs.

6. It is the policy of the County of Tulare to encourage and assist families living in unsafe structures to find safer living units. It is policy to give priority, when possible, to locate those families in public housing programs.

7. The policies regarding unsafe and unsanitary structures as contained herein shall apply even more importantly to structures that are used by the public, such as

restaurants and theaters and what is termed in this report "Critical Facilities."

8. It is the policy of the County of Tulare, through the land use planning process and Building Department programs, to locate such structures as nursing homes, housing for the elderly, and other housing for the mentally and physically infirm within reasonable distance from fire stations.

9. It is the policy of the County of Tulare to develop better standards for numbering buildings on private driveways so as to assist emergency service personnel in locating structures in case of disaster.

10. It is the policy of the County of Tulare to encourage further study and analysis of public expenditures vs. private expenditures of funds for on-site safety with the objective of the user/benefit concept in mind.

11. It is the policy of the County of Tulare to encourage installation of a system of heat and/or smoke detection devices and encourage a sprinkler system and other fire suppression equipment including fire hoses and water storage tanks or fire hydrants for structures that exceed 7,500 square feet in floor area for the following facilities:

Critical facilities (public buildings).

Permanent industrial facilities employing ten or more people on a year-round basis.

Housing for the elderly, children and mentally infirm.

Nursing homes and hospitals.

Structures where large amounts of chemicals or fuels are known to be stored and are considered to be significantly dangerous by the Fire Warden.

As required by the Fire Warden or other legislation.

12. It is the policy of the County of Tulare to encourage a system of heat and/or smoke detection devices for the following facilities:

Existing homes.

New homes to be constructed.

Structures with high value storage capacity.

Mobilehomes.

Existing offices and other buildings.

13. It is the policy of the County of Tulare to encourage fire alarm systems as referred to in this Element, to be tied directly and automatically to the Tulare County Fire Warden's alarm receiving center. This would apply to private companies that wish to have better protection as well as public buildings and other structures where the Fire Warden and/or the Building Inspector deem it necessary to have such protection.

Education and Disaster Preparedness

1. It is the policy of the County of Tulare to encourage fire and law enforcement departments to periodically conduct joint training exercises with the goal of developing the best possible coordinated action in fire suppression and crowd control.

2. The Tulare County Office of Emergency Services shall maintain inventories of available resources to be used during disasters.

3. It is the policy of the County of Tulare to continue to upgrade preparedness strategies and techniques at all levels of government so as to be prepared when disaster, either natural or man-made occurs.

4. It is the policy of the County of Tulare to encourage the Tulare County Fire Warden to continue to increase his efforts toward inducing the public to reduce risk.

5. It is the policy of the County of Tulare to work to reduce the possibilities of conflagration due to fire or a combination of fire, flood and seismic disasters, so that the objectives of the Insurance Services Office can be more adequately met and eventual reduction in the cost of insurance premiums may result.

6. The County of Tulare shall continue to coordinate a public education program in order to foster public awareness of fire hazards with the intention of reducing injury and loss of life, damage to property and degradation of the natural environment, particularly in conjunction with the public school system and "critical facility" personnel.

7. It is the policy of the County of Tulare to carry out education programs through the public and private schools, the libraries, police and fire departments, the news media, civic organizations, and through various related County departments such as the Planning Department and Building Department.

8. Education Programs carried out by the County of Tulare shall seek to reach all age groups, socio-economic classes, and both urban and rural residents. Education

programs should be offered in both Spanish and English languages as appropriate.

9. It is the policy of the County of Tulare to instruct the public with respect to the necessity for a county-wide fuel-management program including dissemination of information on no-burn areas within the County.

Environment

1. The County, in concert with the California Division of forestry, National Park Service, National Forest Service, and Bureau of Land Management shall encourage and promote the maintenance and/or widening of existing fuel breaks or controlled burning practices in order to bring about more effective fire suppression.

2. The County of Tulare recommends that construction of new fuel breaks be justified on a least cost-plus loss basis and within comprehensive watershed management plans.

3. It shall be the policy of the County of Tulare to establish standards for locating and constructing fuel breaks and greenbelts in concurrence with the County Planning and Building Departments and federal agencies.

4. The County of Tulare shall continue to encourage weed abatement programs by existing fire service districts in rural service centers and urban areas in order to promote fire safety; utilizing tax levies or other owner imposed costing devices to reimburse districts.

5. It is the policy of the county of Tulare to assist in solving the incendiary problem by improving present law enforcement and investigation equipment; adapting equipment available in other fields; and purchasing new equipment where needed. No-burn laws should be given greater emphasis particularly in areas outside of immediate response zones of fire stations.

6. A priority of consumptive uses is hereby recommended by the Tulare County Board of Supervisors for various water sources to insure availability of adequate supplies to meet public health and safety needs, and for resource protection. Suggested priority:

   A. Potable water supply, fire protection, and domestic and agricultural uses.
   B. Resource protection and preservation.
   C. Industrial and commercial uses.
   D. Water-oriented or water-enhanced recreation.
   E. Air conditioning.

   Priorities will vary by management zones.

7. The County of Tulare intends to carry out the recommendations contained in the County Flood Control Master Plan.

8. It is the policy of Tulare County to undertake, within Urban Boundaries, and particularly within Urban Improvement Areas, where storm and flood prevention improvements have not been installed, a vigorous program to install such facilities in accordance with a master drainage control plan for the area concerned. Priorities should be conditioned upon locations where flood and sheet flow hazard is greatest.

9. It shall be the policy of Tulare County to instigate a Safety Committee, composed of members of various county departments and agencies with responsibility and authority in such matters. The Committee should perform various functions including, but not restricted to: Coordination of such agencies for efficiency in protection of public safety; uniform administration of safety requirements throughout the County; designation of sheet flow hazard and flood prevention areas of the County where Urban Improvement Facilities for storm drainage are necessary; adopting provisions which attempt to prevent safety requirements from becoming excessive economic burdens for the County. Suggested representation on this Committee include: California Division of Forestry; Public Works; California Highway Patrol; County Executive; Emergency Services officer; Planning Department; Agricultural Commissioner; National Forest Service; national Parks Service; Bureau of Land Management; County Sheriff; and cities.

Management and Funding

1. It is the policy of the County of Tulare to encourage fire control agencies to keep fire data in a form that combines the following:

A. Number of fires by activity and area.

B. Number of users in the activity.

C. Number of fires by ignition index in State responsibility areas.

D. Any other methods determined by Safety Committee as necessary.

Damages and costs per fire should be computed and compiled by burn index and activity.

2. It is recommended that the County Fire Warden maintain statistical information in a form that can be geographically indexed for cost-benefit analysis by the County Executive.

3. As part of the planning process, it is the policy of the County of Tulare that building permits being considered for a site having potential fire hazard be reviewed by the County Fire Warden. The Fire Warden may be requested to make recommendations to property owners regarding risk of hazard associated with the use of materials, types of structures, location of structures and subdivisions, road widths, location of fire hydrants, water supply and other important considerations regarding fire hazard that may be technically feasible but not included in present ordinances or policies.

4. It is the policy of the County of Tulare to continue to implement through the subdivision and zoning procedure, the recommendations contained within flood plain management studies already completed by the County Planning Department as part of the on-going safety requirements to be considered within the development process.

5. It is the policy of the County of Tulare, in conjunction with the Tulare County Association of Governments, to provide technical assistance to cities in preparing the Safety Element of their General Plans, if requested by those cities to do so.

6. It is the policy of the County of Tulare to encourage the enlistment of the aid of courts, prosecuting attorneys, and the general public to make present laws more effective in dealing with the problems of illegal use of fire and fire causing practices.

7. It is the policy of the County of Tulare to have a technically qualified communications officer to address the problem of communications within the County.

8. During major disasters, the primary coordinating official on behalf of the Board of supervisors shall be the director of the Office of Emergency Services.

Public Safety and Standards

1. It is the policy of the County of Tulare to assure that public hearings are held at convenient times and places prior to construction of nuclear facilities in order to assess possible hazards to the County of Tulare.

2. It is the policy of the County of Tulare to support the following standards for use and development of areas of varying fire hazard and the County Planning Department is hereby instructed to apply the Fire Hazard Severity Scale as indicated below to proposed developments or uses within wildlands. The following <u>minimum</u> requirements should be met in relation to the three classes of Fire Hazard Severity as discussed within the context of the Safety Element.

Extreme Hazard - extreme caution should be used in allowing development, particularly in critical facilities.

Moderate Hazard - strict compliance with existing state statutes and local ordinances should provide adequate fire protection.

Minimum Hazard - development should be allowed, with recommendations for mitigation of hazard by Fire Warden.

Special conditions, even in areas of "Moderate Hazard," may exist which may demand special and specified requirements under which development or use of the area should occur.

3. The 30 foot brush clearance zone around homes should be extended to greater distances where homes are situated on or near slopes. A formula should be adopted which relates percent of slope to width of brush clearance required and the formula should be included within the County Zoning Ordinance.

4. The map titled Fire Danger Rating Areas and Fire Incidence Patterns included in Chapter III of this document is intended to be a general guide for land use recommendations to be brought before the Board of Supervisors when development is proposed in mountain and foothill regions of the County. Zone 410, indicated on the Fire Danger Rating Area Map, shall be related to vegetation and topographic conditions when recommendations are made to the Board of Supervisors in this zone. The Board of Supervisors recognizes that this zone is of value for residential uses if agricultural lands are to be conserved (Fire hazard in Zone 410 is primarily due to wind and climatic factors).

5. Environmental Impact Reports should be required on all projects in areas of extreme hazard as defined herein (a project is defined within the California Environmental Quality Act).

6. It is the policy of the County of Tulare to encourage the development of building construction codes that are uniform for all wildland areas but that can be designed to fit specific wildland conditions.

7. It is the policy of the County of Tulare to recognize that widths of fuel clearance roadways, as well as around buildings, are a function of fuel height, slope, and topographic "shape of the land." Subdivision and land division procedures should include close coordination with the County Fire Warden.

8. It is the policy of the County of Tulare to require that water supply systems be related to the size and configuration of land developments. Standards as set

forth in the current subdivision ordinance shall be maintained and improved as necessary.

9. It is the policy of the County of Tulare to require that proposed developments or uses in wildland areas be subject to review by local fire agencies responsible for protecting development after they are constructed. After a thorough study of the possible hazards and risks that would be associated with completion and the use of the development, the local fire agencies should require that fire prevention and possible suppression standards be met.

10. Development proposals passed by the Board of Supervisors or Planning Commission shall require fire standards be taken into consideration and met, particularly in regard to critical facilities.

11. It is the policy of the County of Tulare to enforce Chapter 70 of the Uniform Building Code as it relates to grading.

12. Five minutes or five miles shall be the County's goal for fire services to inhabited rural County areas.

13. It is the policy of the County of Tulare through the Building and Health Departments, to enforce policies and objectives of the 1974 Housing and Community Development Act in order to ensure safe and decent housing for low and moderate income families.

14. It is the policy of the County of Tulare to urge strengthening fire safety provisions of various codes including building, mechanical, electrical, and uniform fire code, to reflect greater concern for fire safety.

SAFETY ELEMENT
POLICY IMPLEMENTATION

## ECONOMIC WELL BEING AND PREVENTION OF STRUCTURAL DAMAGE

| POLICY | ACTION |
|---|---|
| 1 and 2 | During the period 1993/1994, the City Building Inspector responded to approximately 36 residential or commercial structure code deficiency complaints with the City Fire Department conducting 1,634 building and life safety inspections. These inspections resulted in elimination of several unsafe structures and several hundred repair/rehabilitation efforts to improve life/safety conditions within structures throughout the City |
| 8 | A 99 bed elderly care facility was approved for construction within 1/4 mile of the City's new west side Fire Station |
| 12 | Since July 1, 1989, the City Fire Department has installed 1,200 early warning smoke detectors in 908 senior citizen and lower income homes. This program is funded, in part, with CDBG grant funds. Program activity was limited to inspection and maintenance during 1993/1994 |

## EDUCATION AND DISASTER PREPAREDNESS

| POLICY | ACTION |
|---|---|
| 1, 2 and 3 | The City has developed and implemented a communication system which allows for immediate contact with Emergency Command Center (EOC) members. The system is tested on a weekly basis and individual department elements of the plan are analyzed and updated on a continual basis. |

| POLICY | ACTION |
| --- | --- |
| | The next table top exercise will be scheduled after certain additional training is delivered to team members. The State Office of Emergency Services has adopted "SEMS," Statewide Emergency Management System. "SEMS" procedures must be followed for jurisdictions to received financial reimbursement. The state is currently developing a training package for statewide delivery which should be out in early 1995. Once training is completed the City will hold an EOC functional exercise. |
| | In early 1993, in conjunction with the area Ham Radio Operators Association, an agreement between the Association and the City was made for their assistance in the event of any type of serious disaster. The group representative gave the City their specific antenna and electronic component requirements which the City subsequently acquired. After the antennas were installed on the roof, the equipment was tested and found to be in excellent working condition. The equipment is stored at the Porterville Police Department with its location clearly spelled out in the Operational Orders |
| 7 and 8 | The City Fire Department conducted 301 fire safety programs for school children and other community groups during 1993/1994. Fire Department personnel invested 7,409 man hours in the public education program during the 18 month period. The City Police Department also conducted ongoing eduation programs throughout the year with officers dealing exclusively with the public school system and community groups |

## ENVIRONMENT

| POLICY | ACTION |
|---|---|
| 4 | The City Fire Department invested 762 man hours in the ongoing Annual Weed Abatement Program during 1993/1994. Ninety-seven (97) parcels were abated at the owners' expense with many more cleared voluntarily by property owners |

## MANAGEMENT AND FUNDING

| POLICY | ACTION |
|---|---|
| 1 | In keeping with this policy, the City Fire Department continues to maintain an extensive database regarding fire occurances, reporting monthly to the City Council |
| 3 | The City Fire Department participated in the weekly Project, Parcel Map, Subdivision and Environmental Review Committee process throughout the year. Additionally, all industrial, commercial, and multiple family structure building permits were reviewed and approved by the Fire Department |

## PUBLIC SAFETY AND STANDARDS

| POLICY | ACTION |
|---|---|
| 8 | These standards were rigidly enforced by the City for all new developments/subdivisions throughout the 1993/1994 period |
| 11 | Chapter 70 of the UBC was rigidly enforced for all new developments throughout the 1993/1994 period |

## AIRPORT MASTER PLAN

The Airport Master Plan element describes the adopted plans and policies which currently guide development in the vicinity of Porterville Municipal Airport.

The principal guidance provided in the Porterville General Plan is contained in the Land Use and Circulation Element. The dominant land use designation in the areas adjacent to the airport is industrial. Along the arrival/departure flight paths Agriculture is the sole use. There is also a small amount of Highway Commercial within the Airport's environs. The nearest Residential uses are located north of the airport and east of Highway 65.

The extent of the impacts which an airport has upon surrounding land uses is determined by the configuration of the airfield, its flight patterns, and by the type and volume of its air traffic. The four specific considerations in compatibility planning are:

- Noise impacts
- Safety on the ground
- Hazards to flight
- Annoyance associated with overflights

### Noise

The most common way of quantifying noise impacts in California is to develop Community Noise Equivalent Level (CNEL) contours.

### Safety

The principal means of assuring safety to those on the ground is to limit the density of people in the Airport's environs. Densities should be lowest where aircraft on instrument approaches will be below 400 feet above ground level (AGL). Densities should also be limited where aircraft will be below 800 feet AGL in the landing and departure pattern. Preserving open areas in the vicinity of the Airport is also useful. Once an aircraft reaches 400 feet AGL, fairly wide discretion in selecting an emergency landing site is possible.

### Hazards to Flight

Two types of potential hazards to flight are of concern: Physical obstruction and other land use characteristics that can affect flight safety (i.e., distracting lights, glare, bird attraction, and sources of smoke and electronic interference). The primary means of controlling these hazards is through local ordinances. To be effective, both the City of Porterville and Tulare County would need to adopt parallel ordinances.

### Annoyance Associated with Aircraft Overflights

Annoyance associated with the overflight of aircraft is reasonable to address whenever aircraft are at or below the traffic pattern altitude (1,000 feet AGL). The areas where this is most likely to occur is below the commonly used landing and departure paths.

Policies

Three local agencies have authority over land use in the vicinity of Porterville Municipal Airport:

- City of Porterville
- Tulare County
- Tulare County Airport Land Use Commission

Assuring the continued compatibility between the activities at the Porterville Municipal Airport and adjacent land use will require cooperative action by all three agencies. The specific actions recommended for each agency are as follows:

City of Porterville

- Adopt the Compatibility Table (Table 9) and Map (Figure 17) as part of the contemplated revisions to the City's General Plan.

- Adopt the recommendations presented in Figures 9 and 10 as the basis for a property acquisition program.

- Amend the City's Noise Element to utilize the 55 CNEL contour contained in Figure 18. The 55 CNEL contour is a more appropriate standard for an airport located in a rural area with low ambient noise levels.

- Monitor the actions of the Tulare County ALUC. Formally request representation on the Commission if it appears that the existing membership is not adequately representing the City's interests. Such representation is a City prerogative.

Tulare County

- Adopt the Compatibility Table (Table 9) and Map (Figure 17) as part of the contemplated revisions to the County's General Plan.

- Adopt an Airport Height Limitation Zone based upon the approach and Clear Zone Plan for the Porterville Municipal Airport.

- Amend the County Noise Element to utilize the 55 CNEL contour for Porterville Municipal Airport.

Tulare County Airport Land Use Commission

- Adopt the Compatibility Table (Table 9) and Map (Figure 17) as the Land Use Compatibility Plan for the Porterville Municipal Airport.

AIRPORT MASTER PLAN ELEMENT
POLICY IMPLEMENTATION

POLICY

City of Porterville

- Adopt the recommendations presented in Figures 9 and 10 of the Airport Master Plan Element as the basis for a Property Acquisition Program.

IMPLEMENTATION ACTION

The City was successful in obtaining a 1.8 million dollar FAA grant for the following purposes:

1. Apply for a porous friction course to Runway 12-30;

2. Complete the construction of taxiways, lighting and drainage to the private aircraft storage area;

3. Reconstruct the aircraft parking apron;

4. Construct a taxiway between the Porterville Aviation hangar and the Fire Attack Base;

5. Acquire land for approach protection for Runway 12.

It is anticipated that construction/acquisition will take place in 1995.