



Community and Economic Development Planning Division

Jamie Bax *JB*
Deputy Director

- 200 W. 4th Street
- Suite 3100
- Madera, CA 93637
- (559) 675-7821
- FAX (559) 675-6573
- TDD (559) 675-8970
- mc_planning@madera-county.com

PLANNING COMMISSION DATE:

November 13, 2018

AGENDA ITEM: #2

Planning Technical Assistance Mobility Studies for La Vina and Parkwood

CEQA

Statutory Exempt

REQUEST:

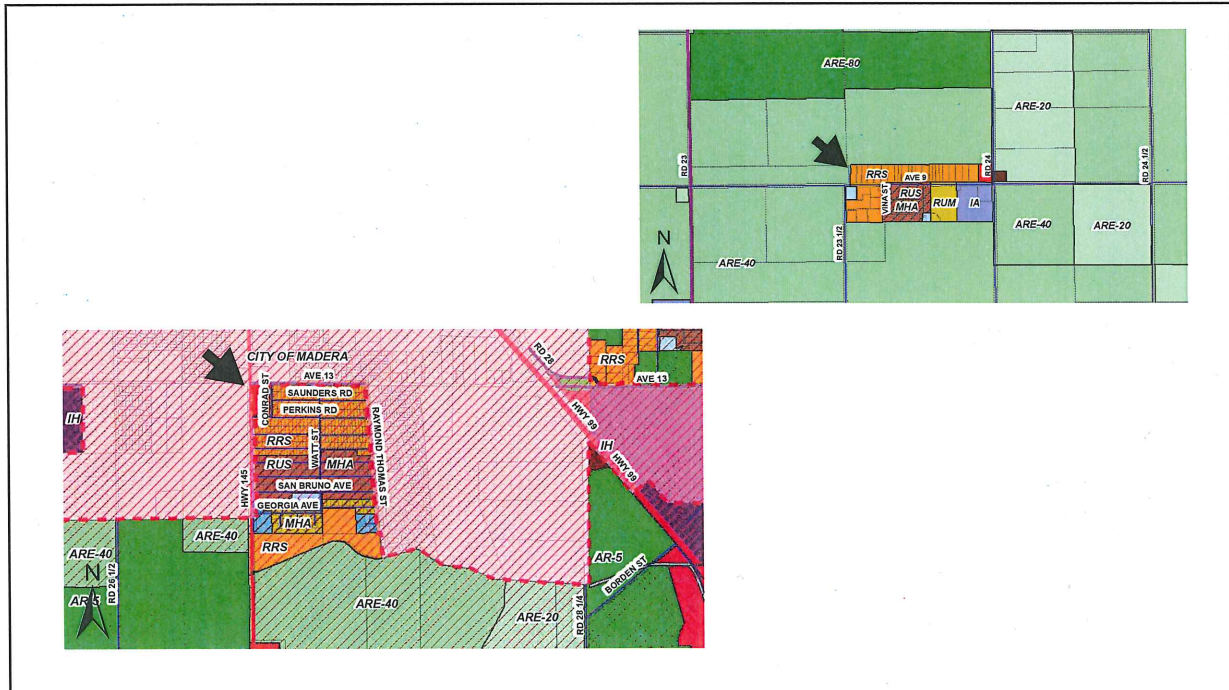
That the La Vina and Parkwood Mobility Studies be recommended for approval at the Board of Supervisors meeting.

LOCATION:

The communities of La Vina and Parkwood.

ENVIRONMENTAL ASSESSMENT:

Pursuant to Section 15262 under the California Environmental Quality Act, the project is statutorily exempt.



RECOMMENDATION: That the Planning Commission recommends approval of the mobility studies to the Board of Supervisors.

GENERAL PLAN DESIGNATION:

SITE: [La Vina] VLDR (Very Low Density Residential); NC (Neighborhood Commercial); LDR (Low Density Residential); OS (Open Space); HDR (High Density Residential); RR (Rural Residential)

[Parkwood] LDR (Low Density Residential); MDR (Medium Density Residential)

SURROUNDING: AR (Agricultural Residential) Designation; OS (Open Space) Designation; RR (Rural Residential) Designation; CC (Community Commercial) Designation; LDR (Low Density Residential) Designation

[Parkwood] AE (Agricultural Exclusive); City of Madera

ZONING:

SITE: [La Vina] RMS (Residential, Mountain, Single Family) District; RUM (Rural, Urban, Multiple Family) District; IA (Institutional Area); CRM (Commercial, Rural, Medium) District

[Parkwood] RRS (Rural Residential Single Family); RUS (Residential, Urban, Single Family); RUM (Residential, Urban, Medium); PDD (Planned Development District); POS (Public Open Space); CRM (Commercial, Rural, Medium); City of Madera

SURROUNDING: [La Vina] ARE-20 (Agricultural, Rural, Exclusive – 20 Acre) District; ARE-40 (Agricultural, Rural, Exclusive – 40 Acre) District

[Parkwood] ARE-40 (Agricultural, Rural, Exclusive – 40 Acre) District; AR-5 (Agricultural Rural – 5 Acre) District; City of Madera

LAND USE:

SITE: Residential, school

SURROUNDING: Residential, commercial, agricultural, park, vacant

SIZE OF PROPERTY: multiple acreages

ACCESS: Access gained via local roadways

BACKGROUND AND PRIOR ACTIONS:

April 8, 2015 the County submitted an application to the Department of Housing and Community Development (HCD) in response to a Notice of Funds Available (NOFA) for grant funding. The grant included funding for a Planning Technical Assistance study.

December 18, 2015, the County entered into a Standard Agreement with the HCD to carry out the grant.

March 10, 2016, 4Creeks, Inc. was put under contract to conduct the Planning Technical Assistance Mobility Studies of the Communities of La Vina and Parkwood.

PROJECT DESCRIPTION:

The Planning Technical Assistance Grant (PTA) was used to conduct a mobility study in the communities of La Vina and Parkwood. These studies looked at the existing conditions of how people got around in their community; looked at potential design considerations; and finally identified potential funding sources should the County carry out any of the recommended development.

ORDINANCES/POLICIES:

None.

ANALYSIS:

Since the 1980's, Madera County has pursued grant funding from the State of California's Department of Housing and Community Development to implement County-wide housing programs and public facility improvements. The program grows out of the State's mandate and County approved General Plan Housing Elements. The Housing Element adopted by the Board of Supervisors provides direction for the County to pursue grants, which will be used to assist targeted income families in securing safe and decent housing and adequate infrastructure.

On January 5, 2015, a Notice of Funding Availability (NOFA) was released by the State Department of Housing and Community Development (HCD) announcing the availability of CDBG Program funds of approximately \$24,983,999 for the 2015-2016 allocation funding cycle. Upon clearance from the State of California's Department of Housing and Community Development, the County of Madera had applied for CDBG funds under the 2015/2016 funding cycle up to a maximum of \$2,000,000, of which \$100,000 was allocated for the PTA mobility studies.

Once the grant was awarded, and after a competitive Request for Proposals process, 4Creeks, Inc., out of Visalia was put under contract to conduct the mobility studies.

Eligible activities paid for with State CDBG funds must meet one or more of the three National Objectives listed in the CDBG Federal Statutes: benefit low income households or persons (also called Target Income Group (TIG)); or meet an urgent community development need (a need resulting from a State or Federally declared disaster); or prevent blight or slums. In this case, the National Objective is for the benefit of low-income households in regards to provide safe routes in their community.

The purpose of the grant is to be a part of an overall process to provide rural cities and counties funding to improve the quality of living for low- and moderate-income communities through the creation and expansion of community and economic development. The Planning Technical Assistance portion of the overall grant provided the funding to study a particular issue and come up with potential solutions. In this case, the County choose La Vina and Parkwood to look at how those communities got around to various locations within their communities. These locations included parks and schools. The reports conclude by providing potential designs to improve mobility, and potential funding sources for the actual implementation of the recommended designs.

The Parkwood study area encompasses a 0.4 mile segment of Avenue 13 from Road 27 to Raymond Thomas Street, and includes small collector streets (Raymond Thomas Street, Watt Street and Conrad Street) and local streets (Saunders Road, Perkins Road, Parkwood Road, Stanford Avenue, San Carlos Avenue, San Jose Avenue, San Bruno Avenue and Georgia Avenue). The La Vina study area encompasses a half mile segment of Avenue 9 from Road 23 ½ and Road 24 as well as the attached side streets including Vina Street, Paraiso Street, Los Palmas Avenue and Uvas Avenue.

The studies used federal, state and local regulatory guidelines as a basis of their studies. This included environmental evaluations (NEPA and CEQA), Complete Street Act, California Department of Transportation (Caltrans) 2015 – 2020 Strategic Management Plan and the county's General Plan. Evaluation of existing conditions included doing community wide surveys, community outreach meetings, reviews of accident data, review of available public transportation, pedestrian, bicycle and parking facilities, speed enforcement, on-site visual evaluations, and aerial photography.

The results of the studies were similar in regards to redesign of the roadways in the areas so as to improve traffic and pedestrian safety in all aspects of movement in both communities. These recommendations were delivered to both communities through workshops held in the respective communities. Input was taken during the first community hearing to get a better perspective from the local residents, and drafted designs were presented at a combined public outreach meeting.

Implementation of the studies will increase safety for pedestrians and bicyclists; increase the quality of life for the residents; identify information needed to obtain further grant funding to implement the design concepts identified in the reports; and be consistent with the County's General Plan. The County is not required to immediately go in to development once the report is approved, but should the time come when such development should occur, the process is that much closer to fulfillment. Triggering the design recommendations would be at the discretion of Public Works and the Board of Supervisors.

FINDINGS OF FACT:

The following findings of fact must be made by the Planning Commission to make a finding of approval of the project. Should the Planning Commission vote to approve the project, Staff recommends that the Planning Commission concur with the following in light of the proposed conditions of approval.

1. *The proposed project does not violate the spirit or intent of the Zoning Ordinance.* The studies do not violate the spirit or intent of the zoning ordinance in that they do not address any zoning issues related to land use. The sole purpose is to identify mobility issues and provide potential design concepts to correct any issues.
2. *The proposed project is not contrary to the public health, safety, or general welfare.* The intent of the studies are to provide for a safer, healthier community in providing safer means of transportation in and around the communities of La Vina and Parkwood.
3. *The proposed project is not hazardous, harmful, noxious, offensive, or a nuisance because of noise, dust, smoke, odor, glare, or similar, factors,* in that the project at this stage is merely a study as to how to improve the communities mobility.
4. *The proposed project will not for any reason cause a substantial, adverse effect upon the property values and general desirability of the surrounding properties.* The project, if and when brought to development stage, will actually have the potential of increasing the property values and general desirability of the communities.

WILLIAMSON ACT:

The project areas are not subject to a Williamson Act Contract.

GENERAL PLAN CONSISTENCY:

As there are no proposed changes to the zoning or general plan designations of properties in La Vina or Parkwood, the zoning and general plan designations will remain consistent with their current uses. The Housing Element adopted by the Board of Supervisors provides direction for the County to pursue grants, which will be used to assist targeted income families in securing safe and decent housing and adequate infrastructure. The studies are consistent with this direction in regards to safe and adequate infrastructure.

RECOMMENDATION:

The analysis provided in this report supports the recommendation of approval to the Board of Supervisors.

CONDITIONS

See attached.

ATTACHMENTS:

1. La Vina Mobility Study
2. Parkwood Mobility Study