Improving Safety and Mobility in South Kern County

COMMUNITY REVITALIZATION STRATEGIES

A Report to the City of Arvin and the Communities of Lamont and Weedpatch

February 2013

Local Government Commission
Sacramento, California

Opticos Design, Inc
Berkeley, California

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Community Revitalization Strategies

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Introduction

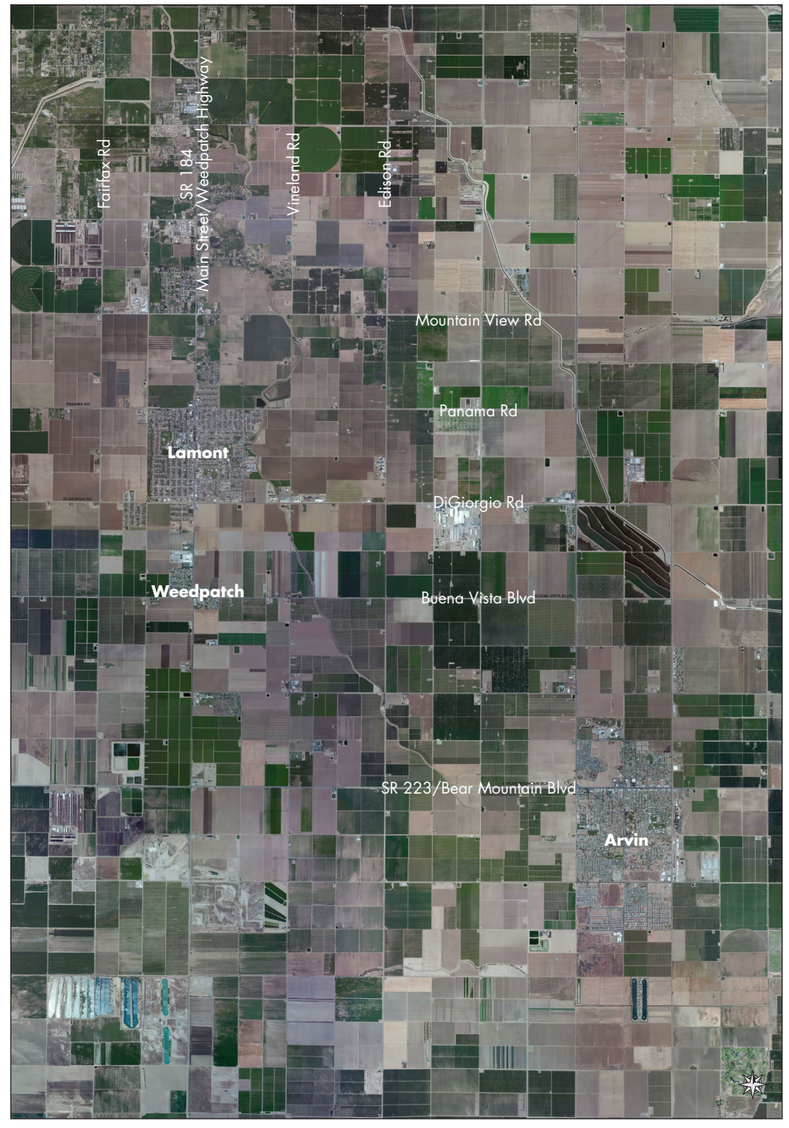
This report is the outcome of an intensive community-based planning process for three communities located in southern Kern County, California: the City of Arvin and the unincorporated communities of Lamont and Weedpatch.

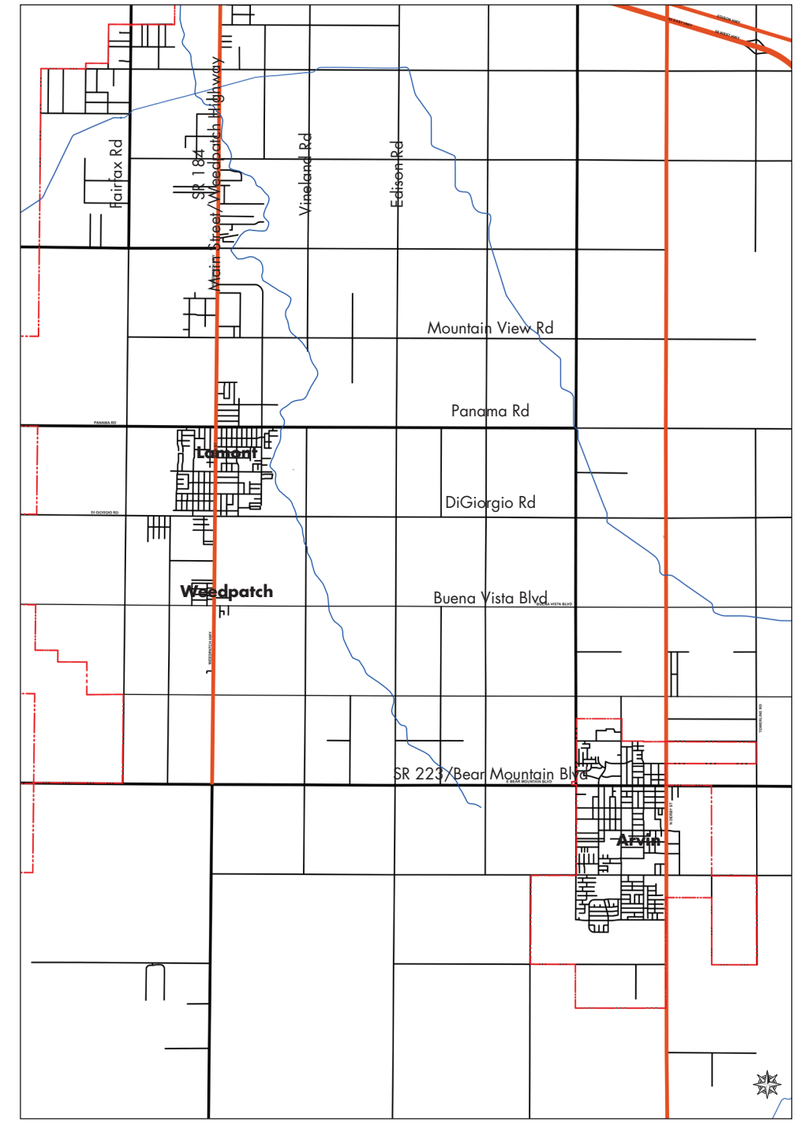
Project Intent

The goal of the project was to help create a safer, more comfortable, and aesthetically pleasing environment that accommodates all users and all abilities, through a process that engaged a diverse set of community members. The project was further tailored to the present needs of each community in the context of other planning efforts. For the City of Arvin, the process focused on a series of infill sites within the community that have been targeted for mixed-use, walkable places in the Arvin General Plan. For the communities of Lamont and Weedpatch, the effort focused on pedestrian safety and mobility in the vicinity of State Route 184 (also known as "Weedpatch Highway").

The planning effort was made possible through a California Department of Transportation Environmental Justice: Context-Sensitive Design Planning Grant received by Kern County in partnership with the Local Government Commission (LGC) and the South Kern Building Healthy Communities (BHC) Group. The LGC is a Sacramento-based nonprofit organization that works with local governments and communities to create healthier, and more vibrant and resource-efficient places. South Kern is one of 14 communities in California that has been selected to take part in the California Endowment's Building Healthy Communities Initiative, and the South Kern BHC is working to create an environment for children in the area that is healthy, safe, and conducive to learning.

The project partners assembled a multi-disciplinary professional team to develop the plan. Dan Burden of the Walkable and Livable Communities Institute assisted the LGC with the public visioning process. Opticos Design, Inc. provided community planning and design expertise and prepared the plan document, with assistance of Nelson\Nygaard (providing transportation engineering expertise) and GRC Associates (assisting with issues related to the General Plan process in Arvin).





Above: *Aerial map of the City of Arvin, highlighting the two opportunity sites for future development studied by the charrette design team.*

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Community Engagement Process

Community input and participation in the planning process was an essential component of developing the design recommendations presented in this report. Two separate community engagement strategies were developed – one for the City of Arvin and one for the combined unincorporated communities of Weedpatch and Lamont located in South Kern County. As a first step, LGC worked closely with each municipality (i.e., City of Arvin and Kern County) to identify leaders from the community and other key stakeholders to serve as Advisory Group members responsible for providing guidance to the overall planning process and specifically the community planning events or "charrette".

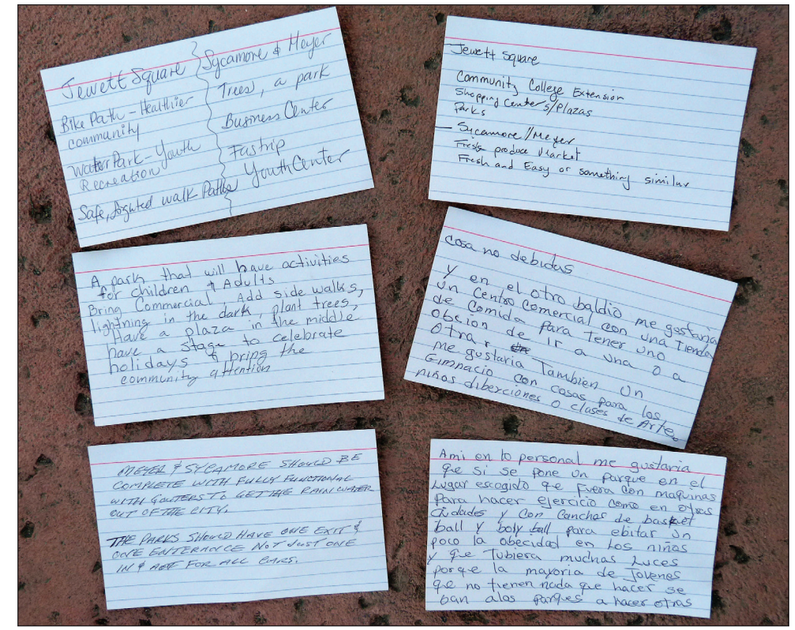
Community Engagement in Arvin

In the City of Arvin, LGC worked with the existing General Plan Update Citizen Advisory Committee to receive feedback on the direction of the Caltrans-funded planning effort and on the community planning charrette used to engage residents. The charrette was scheduled over the days of May 7 – 10, 2012 and included a series of focus group meetings, presentations, and workshops with residents, businesses, community organizations and local government staff. The kick-off community event was held on the evening of Monday, May 7, 2012, where residents were introduced to the project, listened to educational bi-lingual presentations by Dan Burden (with Walkable Communities) and Paul Zykofsky (LGC), shared their vision for the City of Arvin, and worked at tables around large aerial maps to identify opportunities and challenges related to the two infill sites being considered by the design team.

Three focus group meetings were also held over the course of the charrette. These meetings allowed the design team to meet with and learn from individuals who represented public agencies that serve Arvin; representatives from the business and economic development community; and youth from Arvin High School. The design team also presented and received feedback at the Arvin Planning Commission meeting held on May 8, 2012.

A Community Open House was held on May 9, 2012, where residents were invited to come to the design team's workspace to meet with them one-on-one, look at draft plans the design team was working on, and provide feedback. A meeting was also organized with Caltrans staff and a separate meeting with Arvin's City Manager to go over draft design recommendations. A final public meeting was held on Thursday, May 10, 2012, where the design team presented draft site design recommendations and other visuals for residents to comment on. The design team used all input received at the Arvin charrette to create and refine the design recommendations presented in this report.

Clockwise, From Top Left: *Dan Burden leads a group of high school students on a "walking audit" tour of Arvin; discussion at a public agency focus group; residents brainstorm during a table map exercise; local business owners voice thoughts at a focus group meeting; the design team translates community ideas into drawings; a resident articulates her ideas at the opening workshop.*



Top: *Residents write down and share their visions for Arvin's future on notecards at the opening workshop.* ***Below:*** *Community members and consultants collaborate over a map of the City and record ideas during an opening workshop discussion.*

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Community Engagement in Lamont and Weedpatch

The Lamont/Weedpatch charrette was conducted over the days of September 12 - 18, 2012. An opening public workshop was held on September 12th where community members were introduced to the project; listened to educational bi-lingual presentations by Paul Zykofsky (LGC); participated in an interactive visioning exercises; and worked at tables around large aerial maps where residents were able to identify opportunities and challenges related to the Weedpatch Highway Corridor. Core values that were identified in the visioning exercises included:

- Community/Family
- Work / Business / Agriculture
- Culture / History
- Health
- Natural Environment / Open Space

A half-day Community Design Workshop was held on Saturday, September 15, 2012. Participants were led on an hour-long walk audit guided by members of the design team where they were able to discuss positive and negative aspects of the highway corridor. After the walking audit, residents listened to a bi-lingual presentation by Paul Zykofsky summarizing the opening public workshop and highlighting design options that might work in their community to improve the safety and appearance of the highway corridor. Residents also worked around large aerial maps and identified their own ideas for improvements that could be made to the highway corridor.

Three focus groups were held during the Lamont/Weedpatch charrette. These meetings allowed the design team to meet with and learn from individuals who represented public agencies that serve the Lamont/Weedpatch area; representatives from the Vineland and Lamont School Districts; and members of the South Valley Neighborhood Partnership. A meeting was also organized with Caltrans and County staff on Monday, September 17, 2012, to go over draft recommendations and plans.

The final community event was held on Tuesday, September 18, 2012. The design team presented conceptual design ideas and policy recommendations to residents for their review and comment. The residents were supportive of the ideas presented and especially liked the idea of roundabouts at intersections located at the north end and south end of their community so as to slow down traffic and act as a gateway for the community. Improving crossings at intersections was also a high priority expressed by residents.

Above, Clockwise From Top Left: A community focus group shares concerns and opportunities for Lamont and Weedpatch's project area; discussions over a table map; residents and design team draw ideas over a map; an opening presentation introduces principles of walkable communities; residents and consultants trade impressions and ideas during a walking tour of Lamont.

***Top:** Writing their principal values on sticky notes, residents of Lamont and Weedpatch reveal a high collective pride in community and local culture. **Below:** Residents of Lamont and Weedpatch participate in a "walking audit" tour to share and explore the difficulties of the SR 184 corridor for pedestrians.*

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Regional Context

The project area includes three communities in southern Kern County south of Bakersfield. Although it is rich in natural resources (including oil) and has a large agricultural economy that supports large numbers of farm workers, the area suffers from high rates of poverty, substandard education, unhealthy air and water, and inadequate infrastructure and public services. Arvin, Lamont, and Weedpatch are all located in South Kern.

The City of Arvin is located about 25 miles southeast of Bakersfield along State Route 223. Arvin's population according to the 2010 U.S. Census was 19,304; over 92% of residents identify themselves as Hispanic or Latino, and nearly half (47%) identify as foreign-born. Nearly 1/3 of Arvin's residents fall below the poverty level, with median household income little more than half of the statewide average. Arvin also suffers from poor air quality (it has been known to have some of the highest smog levels in all of California).

Lamont and Weedpatch are located about 14 miles southeast of Bakersfield along State Route 184. Lamont is home to about 15,000 residents while Weedpatch has about 2,700 residents. Nearly 95% of residents identify themselves as Hispanic or Latino, and 44% identify as foreign-born. Poverty is widespread, with over 25% of residents falling below the poverty level, and median household income slightly more than half of the statewide average.

According to a July 2009 Transportation Concept Report, State Route 184 carries approximately 14,000 cars per day through the community of Lamont, and serves as a truck route for the region.

Since residents in both project areas are very low income, they either need to walk in an area of inconsistent sidewalks and little shade, or spend a high percentage of their income to maintain a car. Non-motorized infrastructure, including sidewalks, bicycle lanes, and adequate shade and shelter are not common along area streets making it uncomfortable and sometimes physically impossible for residents to access services and reach primary destinations during hot summer months when temperatures rise above 100 degrees.

Pedestrian and bicycle accessibility is also an important component of local economic activity, as safe and comfortable streets and sidewalks allow local entrepreneurs and their potential customers to connect.

All three communities have limited resources and are challenged to implement planning policies, programs, and projects. There are a number of organizing and advocacy partners currently working to improve South Kern. It will be important for local agencies to work together with these partners in order to respond creatively in addressing local issues.

Above: Agriculture remains the foundation of local economy, and situates the communities in a larger regionally rural context. ***Below:*** *While walking is often the most practical, economical option for daily trips and errands, large pavement expanses and little shade are among several difficulties facing pedestrians in the communities of southern Kern County.*

Above: *The Weedpatch Camp demonstrates the region's consistent history as home to farmworker families and communities.* ***Below:*** *Wide roads with high vehicle speeds, gaps in the built environment, and missing sidewalks are also common challenges for pedestrians and cyclists in South Kern communities.*

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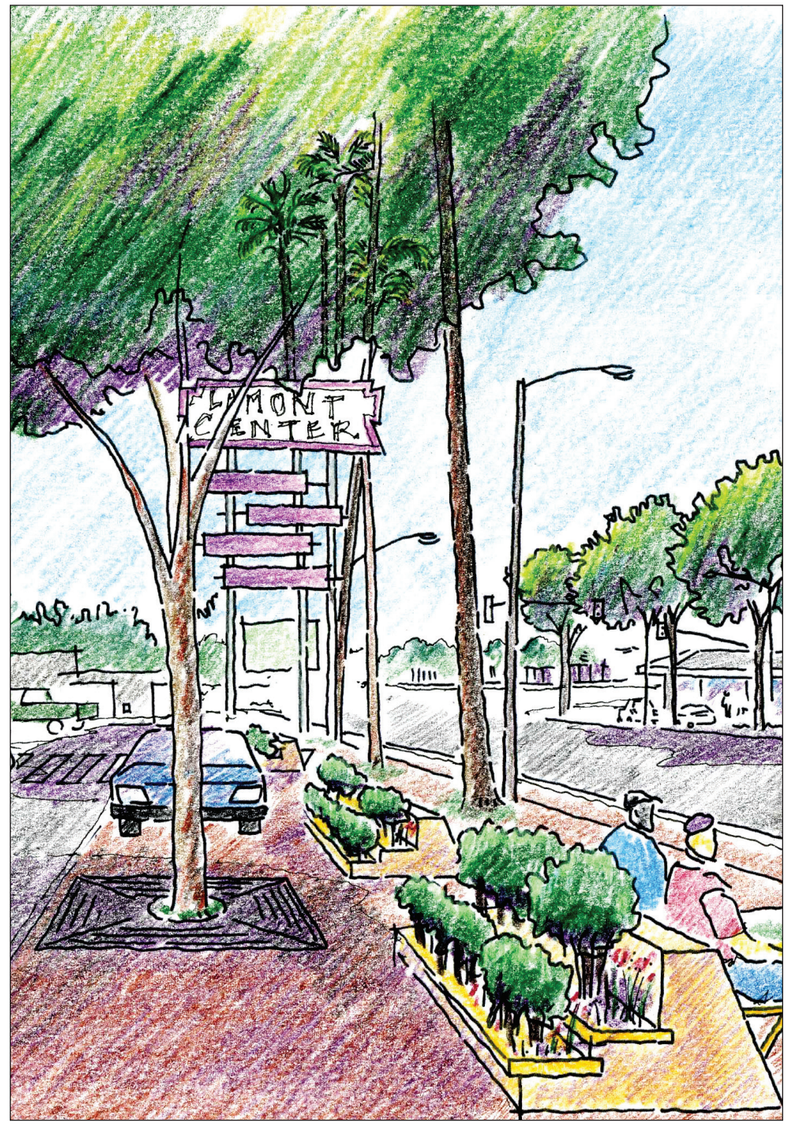
Lamont and Weedpatch Design Proposals



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Project Area and the Community

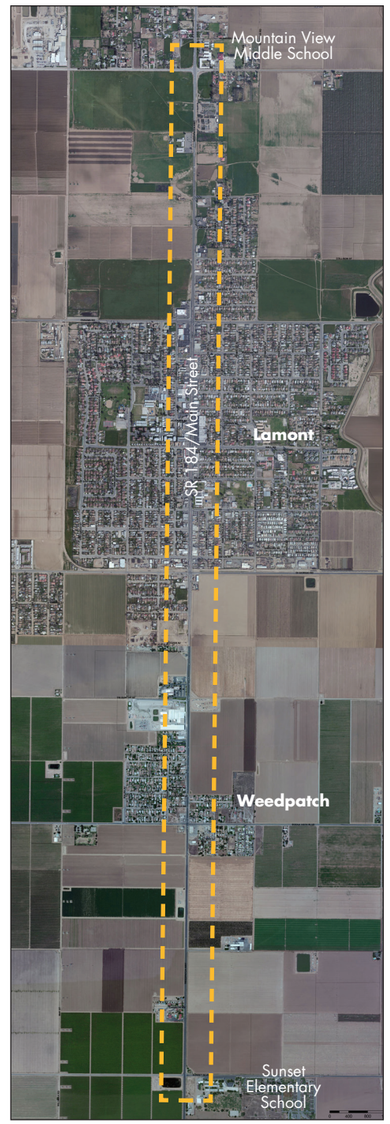
Lamont and Weedpatch are two closely affiliated communities located in central Kern County, approximately fifteen miles southeast of downtown Bakersfield. Both are located on the State Route 184 (Weedpatch Highway) corridor, with Weedpatch one mile directly south from neighboring Lamont. According to most recent 2010 Census data, Lamont is home to 15,120 residents and is modestly growing, while Weedpatch maintains a smaller and slowly declining population of 2,658. About 94% of the population is Latino.

Lamont and Weedpatch were both settled in the 1920s. Weedpatch holds historical significance in that it is the location of the Arvin Federal Government Camp, created in 1935 for fleeing "Okies" and featured in John Steinbeck's novel *The Grapes of Wrath*. The camp was later known as the Sunset Labor Camp and today is managed by the Kern County Housing Authority. It is located on Sunset Boulevard adjacent to Sunset Elementary School (in the Vineland School District). Three of the remaining buildings from the original camp are listed on the National Register of Historic Places and the California Register of Historic Resources.

Lamont and Weedpatch face significant challenges. The local economy is strongly linked to agriculture – an industry generally linked with hard working conditions and low incomes. According to the 2010 Census, about 27% of Lamont's population lives below poverty level. Relative remoteness of the communities also limits residents' access to needs such as health services and healthy food options. However, there are numerous organizations and community groups advocating and working for the improved quality of life of local residents. The communities are invested and enthusiastic about creating meaningful change, and have the support of various working organizations to do so.

Study Areas

This project studied possible improvements to the quality of life for Lamont and Weedpatch residents through manageable, incremental changes to the State Route 184 corridor, from Mountain View Road to Sunset Boulevard. SR 184 slices through the centers of Lamont and Weedpatch. While the roadway needs to accommodate vehicular through traffic, it also must provide local residents with a safe, walkable, and welcoming main street environment in which to work, shop, gather, and recreate. This project explored how the street could be adapted to better serve all users in keeping with community values and desires. Caltrans publication *Main Streets: Flexibility in Design and Operations* (2005) was utilized as a starting point for generating context-sensitive solutions along the corridor.



Above: *Aerial map of Lamont and Weedpatch, showing the extents of the project.*

Above, Clockwise From Top Left*: Focus areas for community activity in Lamont, and the focus area in Weedpatch; students walk together on a separated trail toward Mountain View Middle School; Lamont's original gateway sign; active agriculture fields in the shadow of the beautiful southern Sierra Nevada range.*

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Key Constraints and Opportunities

Key Constraints

State Route 184/Main Street is within short distance of many important community destinations in Lamont and Weedpatch. Lamont Elementary, Alicante Avenue, and Myrtle Avenue Schools lie on either side of the corridor in central Lamont; in addition, Mountain View Middle School is located about one mile north of the primary commercial corridor of Lamont, and Sunset School (part of the Vineland School District) is located one mile south of Weedpatch. Bear Mountain Park, Lamont Park, the County Library, and other community amenities are also within a five-minute walk from SR 184/Main Street in either direction. Commercial activity is also consistently spread along the entire one-mile length of the corridor in Lamont. Thus, the highway requires consideration not only as a walkable main street environment, but also as a key junction to support connections throughout the community.

Challenging Pedestrian Environment

SR 184 within Lamont is very wide, which is not necessarily conducive to safety and comfort, nor to the aesthetics and commercial viability of the main street. Wide travel lanes, a five-lane cross section, and limited use of on-street parking all contribute to an environment that encourages motorists to drive quickly through the project area.

Narrow sidewalks and poor lighting also minimize the comfort of walking on the main street. Pedestrian crossings, whether over the wide expanse of five travel lanes in Lamont or the high-speed, rural road conditions around Weedpatch, are largely at one's own risk. There are only four marked pedestrian crossings on the one-mile stretch of SR 184 in central Lamont, while pedestrians must traverse, on average, 90 feet before reaching the opposite sidewalk edge. While pedestrians frequently utilize the central median, its plantings hide pedestrians from drivers. There are no marked crossings in Weedpatch or by Sunset Middle School.

Lamont has made progress in improving the safety of those walking along the northern rural section of SR 184 by building a trail up to Mountain View Middle School. A similar effort is necessary to provide for the regular southern walking traffic between the communities and Sunset Middle School.

The street also lacks the amenities necessary to make Main Street a true center of its community. It offers little in the way of public spaces, street furniture, shade, landscaping, and lighting - the elements which transform a thoroughfare into a destination in itself, welcoming use of the space for gathering and lingering.

***Above, Clockwise From Top Left**: With only four marked pedestrian crossings on Main Street in central Lamont, most residents cross SR 184 at their own risk; long stretches of rural road conditions between the communities can be a difficult condition for walking; intense summer temperatures require consideration for more shading and less heat-radiating pavement where possible; while large redevelopment opportunities seem unlikely in the near future, some local residents demonstrate that opportunity is plentiful for smaller ventures, such as this roadside food stand; while the median is a great amenity for Lamont's Main Street, it could be better utilized by tree plantings; pedestrians navigate missing sidewalks along Main Street.*

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Limited Opportunities for Redevelopment

Lamont's Main Street is a developed, mature commercial corridor, with businesses consistently running its one-mile length. Parcels along SR 184 in central Lamont are largely built out, and with a pattern of small parcels under different ownership, there is little opportunity or incentive for redevelopment. While the corridor could use energizing and would benefit from better public space through new development projects. Kern County will have limited ability to guide redevelopment through traditional means. Innovative solutions and cooperation with current landowners and businesses will be required for improvements to the quality of places and spaces along Main Street.

Key Opportunities

Foundations for a Better, Safer Main Street

SR 184 has several advantages which enable it to easily transform into a more effective, enjoyable main street in the short term. First, its median is a great asset. Visually, it divides the street in half and potentially encourages slower driving speeds; functionally, it improves crossing safety, as pedestrians only have to cross one direction of traffic at a time. Adding street trees to the median could provide additional shade along the street and improve the overall environment for pedestrians, and small changes to the median can provide opportunities for formal pedestrian refuges at key crossings. The street also has ample pavement space to implement several key improvements through new paint alone, without any significant re-engineering of the road. For example, bicycle lanes could be added without any reduction of the number of travel lanes.

During the design workshop the potential for reducing the number of general use traffic lanes along the corridor was also discussed. Practitioners generally refer to such a reduction as a "Road Diet." In the long term, the County could work with Caltrans to consider the implementation of a "road diet" or a reduction in the number of travel lanes from 5 (2 in either direction plus a central turn lane) to 3 (1 in either direction plus a central turn lane). Road diets for downtown corridors typically result in an environment that is safer and friendlier to drivers, bicyclists, and pedestrians. The slowing of vehicular traffic generally results in a reduction in collisions and an increased comfort level for pedestrians and bicyclists. Recent research has also begun to quantify economic benefits of road diets. Case studies have shown that downtown corridors that undergo a road diet generally experience an increase in sales and property values while experiencing a decrease in vacancy rates.

Despite the decrease in travel lanes, road diets can often result in improved vehicle operations through the provision of roundabouts, dedicated turn lanes, or customized signal timing to make intersections operate more efficiently. At the same time, road diets may increase the availability of on-street parking, and make off-street parking easier to access.

Preliminary traffic analysis suggests that the reduction in travel lanes along SR 184 would not impose a significant reduction in Level of Service, provided that key intersections can be upgraded. Further discussions would need to be had with Caltrans to review traffic projections for SR 184 and to discuss trade-offs between Level of Service and other community benefits, such as reduced vehicle speeds.

Above: *Residents mark constraints and opportunities on a map of central Lamont.*

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Framework for Design

Improve Streetscape and Frontage to Stimulate Commercial Activity

SR 184 is an active commercial main street that provides an environment where small businesses and local shoppers can connect to do business. Small-scale, individual improvements in the public realm, such as street furniture, landscaping, and lighting can improve the physical environment and help to make it more appealing for shoppers and visitors. In turn, increased pedestrian traffic and business can help to stimulate private improvements to frontage.

Existing, underutilized parking spaces provide perhaps the greatest opportunity to make low-cost, pedestrian-friendly improvements to the corridor. They can be used to plant trees, install landscaping and outdoor seating, and can accommodate temporary commercial activities, such as food trucks and local vendors.

Identify Activity Nodes

By pinpointing the most important areas of focus for community life, Lamont and Weedpatch can better prioritize and consolidate improvement efforts for maximum benefit to their residents. In the diagram to the near right, activity nodes are marked by a quarter-mile radius circle, representing the average distance a pedestrian walks within five minutes. In Lamont and Weedpatch, these centers of activity are identified at:

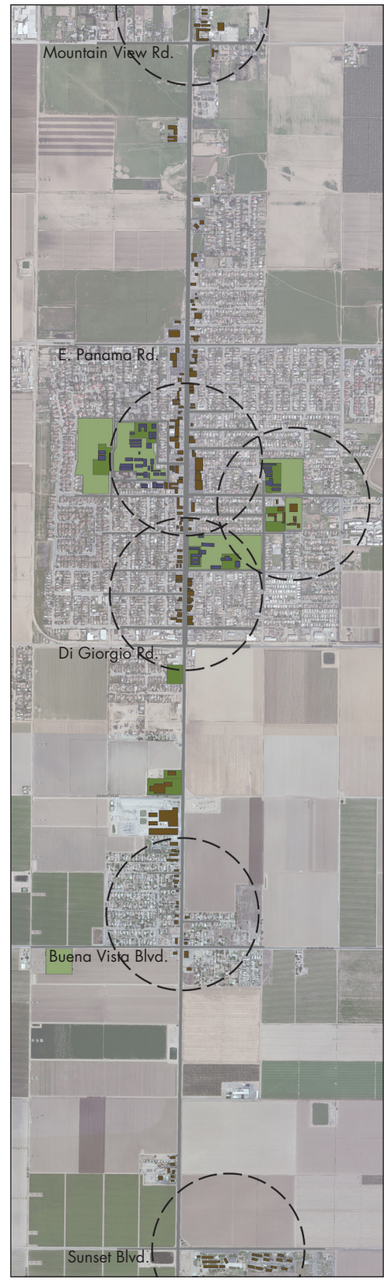
- Mountain View Middle School;
- SR 184 at Alicante Avenue, connecting Lamont's central commercial blocks with Alicante Avenue School;
- Myrtle Avenue School, Saint Augustine Catholic Church, the Lamont Community Health Center, and the Nueva Continuation High School;
- SR 184 at Kearney Avenue, including Lamont's older commercial blocks, Lamont Elementary School, Lamont Park, and the public library;
- Central Weedpatch; and
- Sunset School

Reinforce Complete Street Network

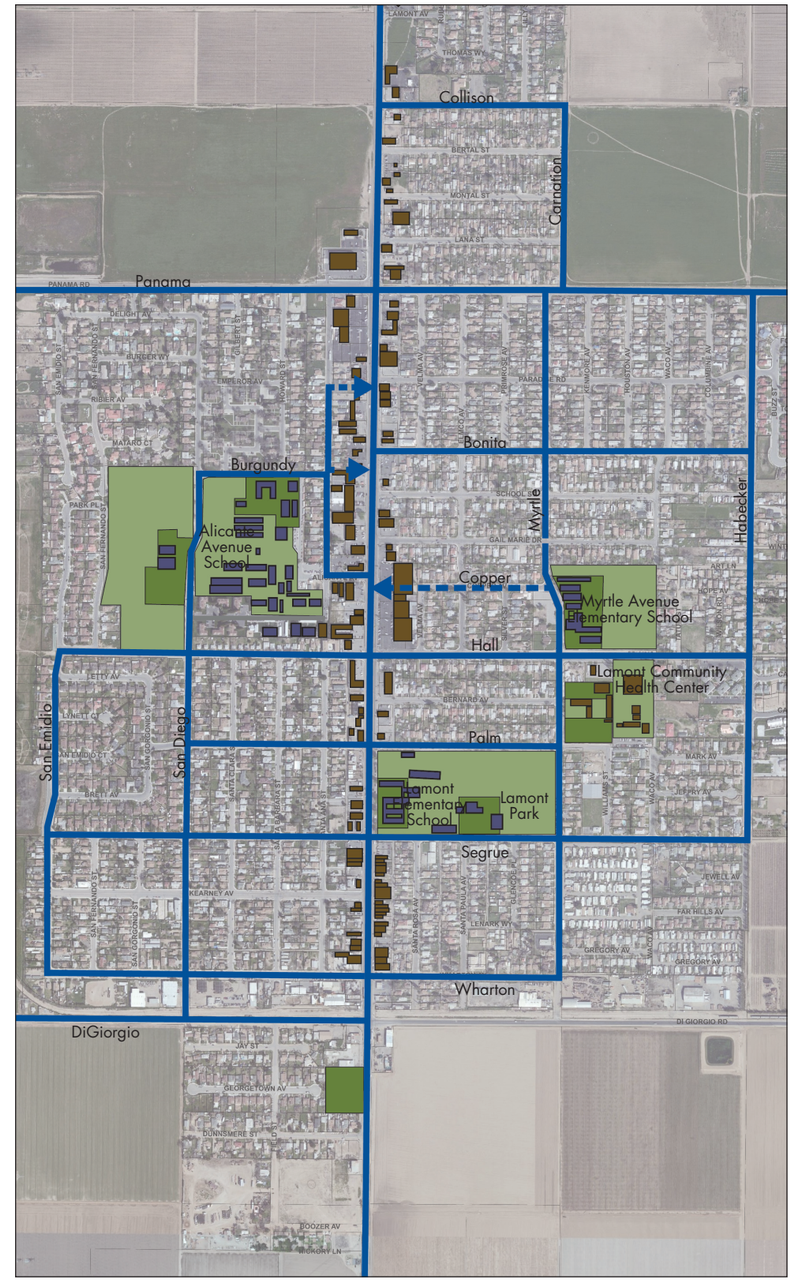
Once activity nodes have been established, key through streets that serve as connections to and between these centers can be determined. These streets can be prioritized for improvements, especially to ensure their safety for pedestrians and bicyclists. The middle-right diagram marks these priority routes in blue.

Improve Gateways

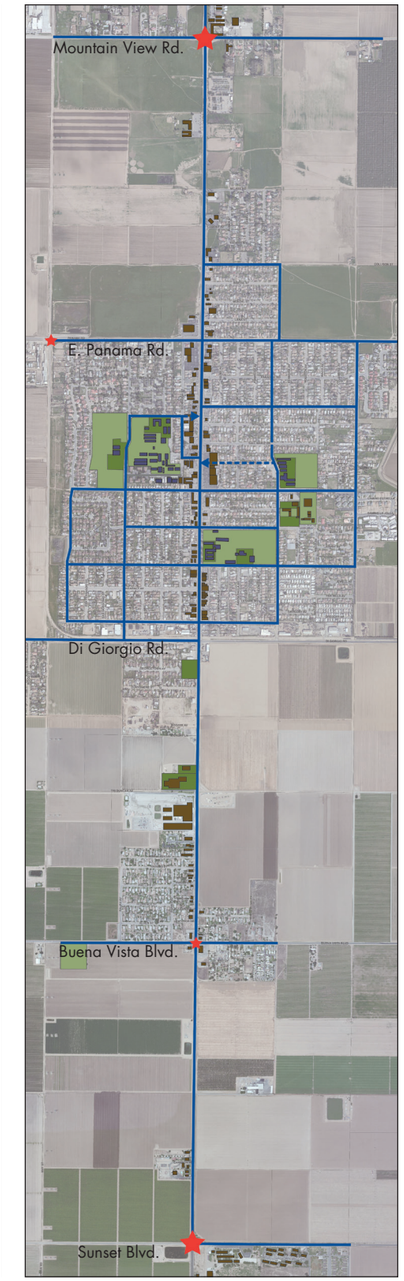
Finally, streets that also serve as important connections on a regional scale can be articulated by gateways to welcome visitors to Lamont and Weedpatch, and encourage increased awareness and safer speeds within the community zones. Potential gateway locations are marked in the far-right diagram with red stars. Major gateways occur at the Mountain View Road and Sunset Boulevard intersections on SR 184. Other smaller gateway elements could be considered for central Weedpatch (SR 184 and Buena Vista Boulevard) and the western boundary of Lamont on regionally significant Panama Road.



Above: *Community activity nodes*



Above: *Routes for prioritized pedestrian and bicycle improvements in central Lamont*



Above: *Primary and secondary gateways*

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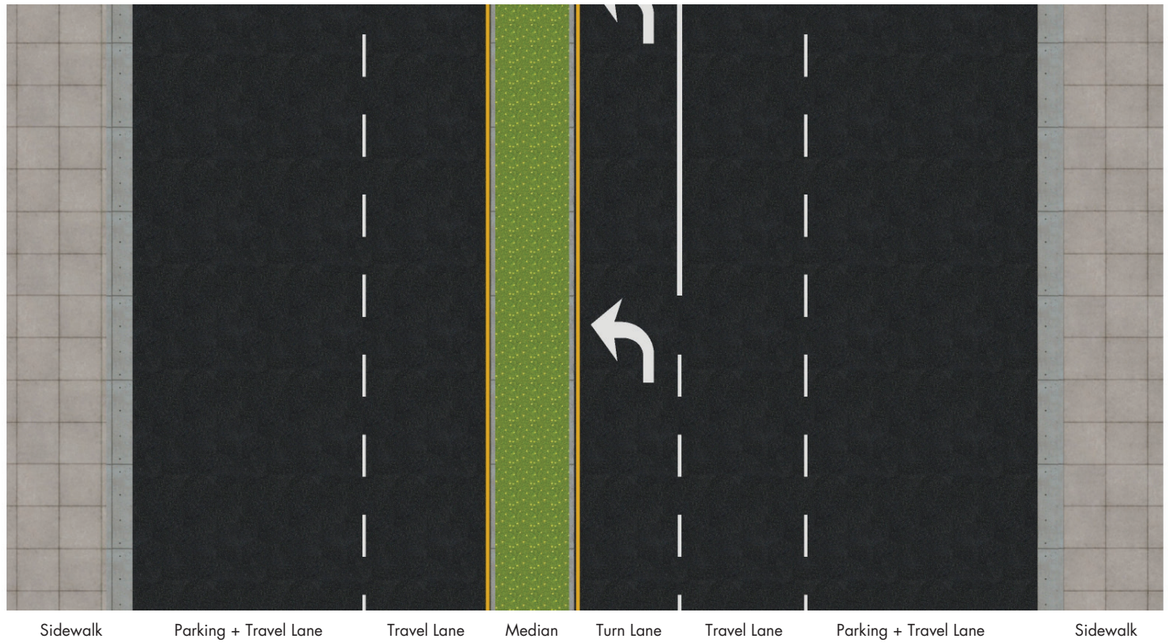
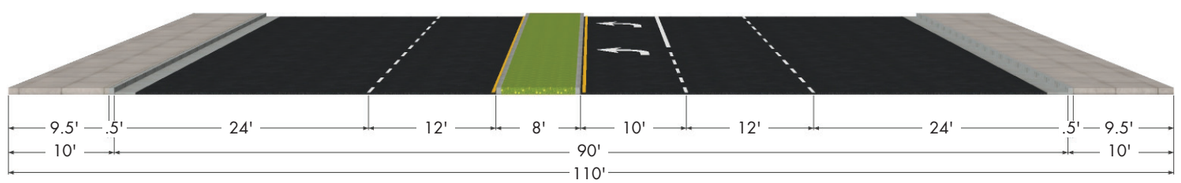
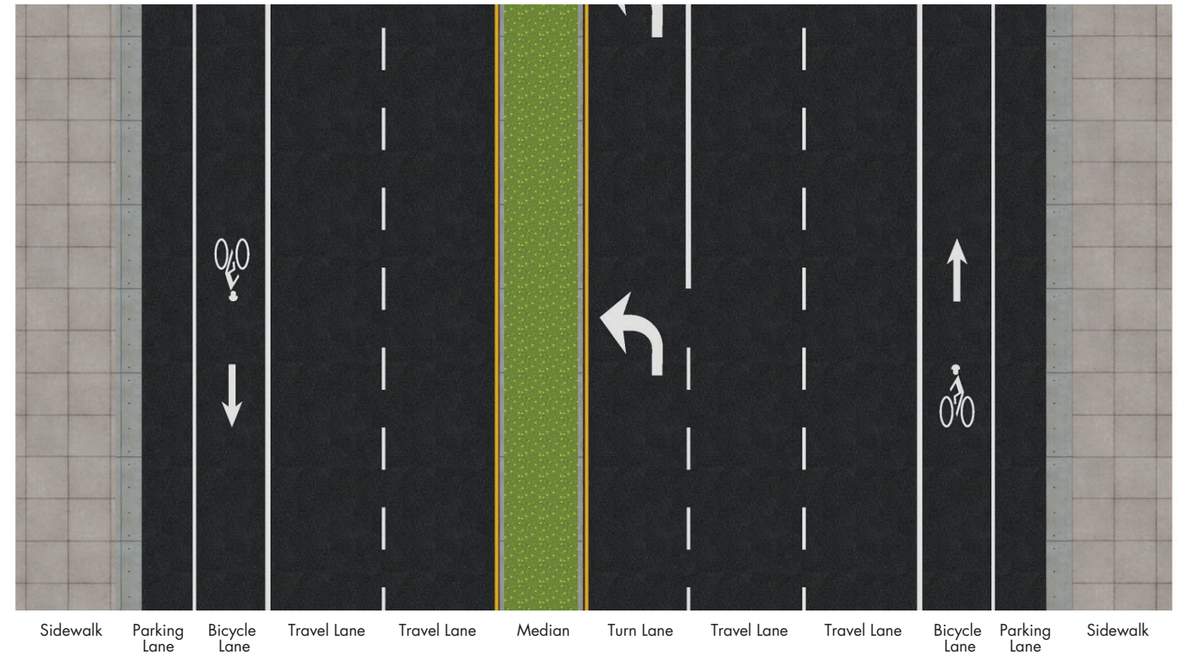
SR 184 Improvements

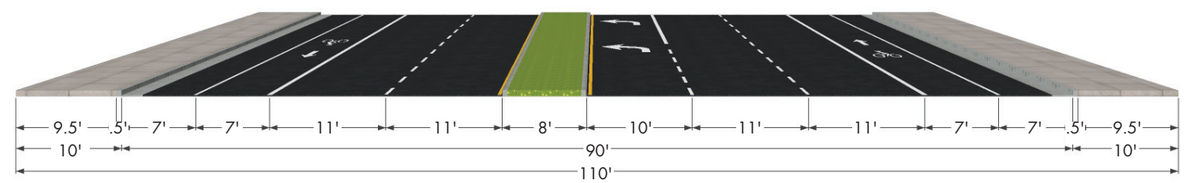




Existing Roadway Conditions

SR 184 within central Lamont is currently built with five travel lanes: two travel lanes in each direction, and regular left-turn pockets cut into the central median. The parking "lanes" are not marked, therefore creating the appearance of an exceptionally wide outer travel lane and encouraging higher vehicular speeds. The street is flanked by 10-foot sidewalks.





Preferred Option: Keep Five Travel Lanes, Add Bicycle Lanes

Without great cost, SR 184 can be greatly improved for pedestrians and bicyclists by a simple restriping of the street. There is already enough width from curb to curb to add seven-foot Class II bicycle lanes and mark the seven-foot parking lanes without removing any of the five travel lanes. Defining the outside travel lane may likely promote more reasonable vehicle speeds, and the bicycle and parking lanes create a more pronounced buffer for the comfort of pedestrians on the sidewalk.

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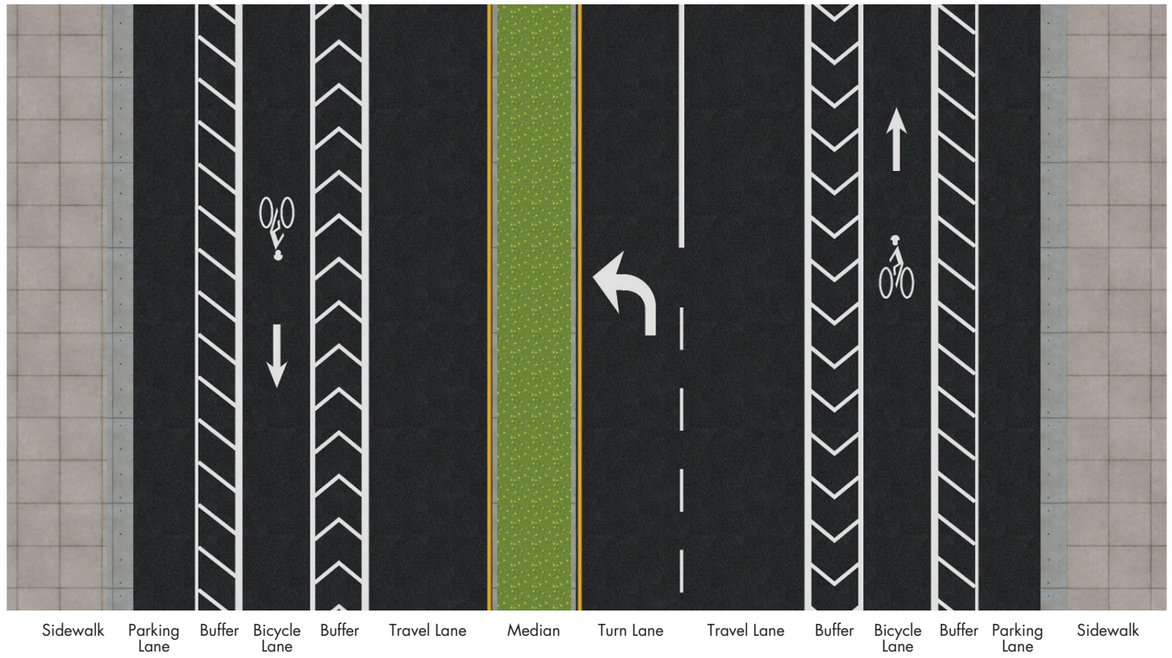
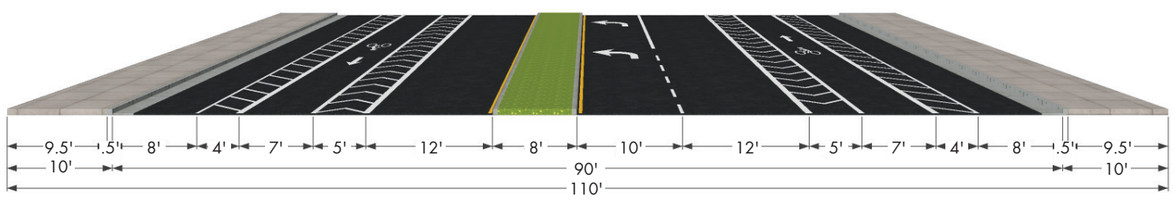
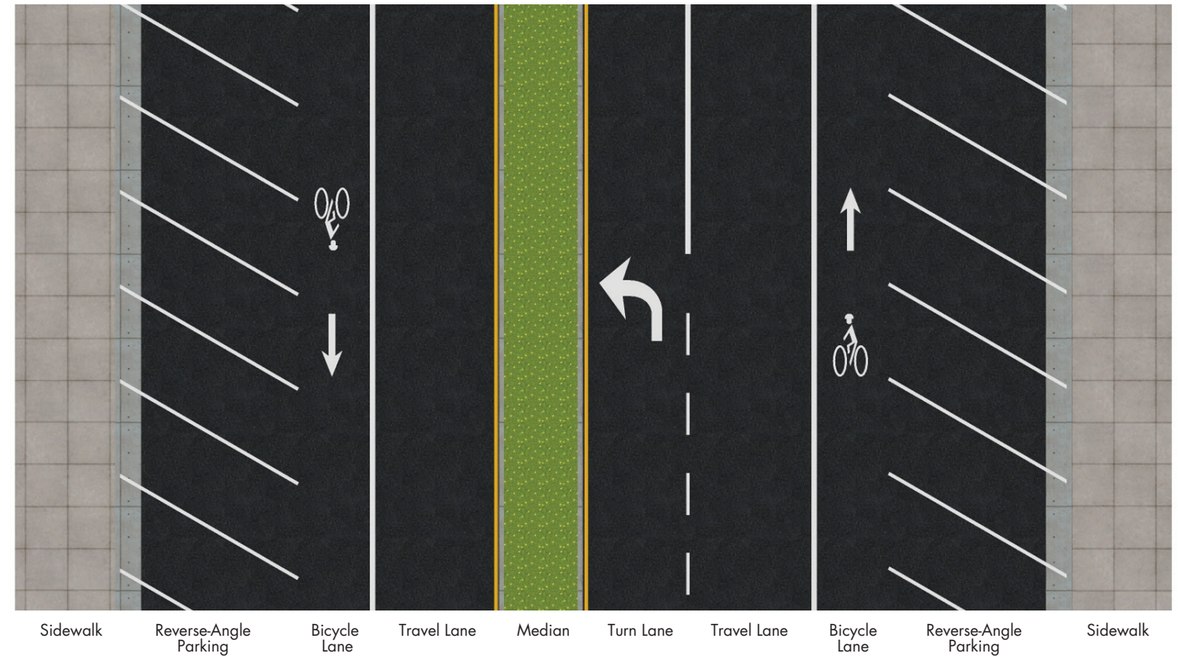
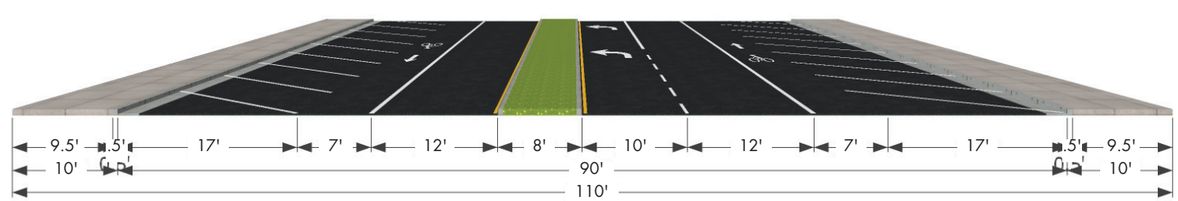




Alternative I: Reduce to Three Travel Lanes, Add Buffered Bicycle Lanes

Traffic volumes on SR 184 through Lamont are moderate enough to allow a "road diet," a reduction in the number of vehicular travel lanes which generally increases vehicular safety; provides more space, safety, and comfort for pedestrians and bicyclists; and creates a more economically friendly environment. This option shows Class II bicycle lanes with buffer zones on either side, improving cyclists' safety by spacing them from dangers such as large trucks and opening doors of parked cars. In the longer term, this extra pavement space could be given to planting strips for greening and street trees. If Alternative I is pursued, then it should be noted that further analysis and conversations with Caltrans would need to occur.





Alternative II: Reduce to Three Travel Lanes, Add Bicycle Lanes and Reverse-Angle Parking

This alternative road diet shows the roadway reducing to three travel lanes with bicycle lanes, and adding reverse-angle parking spaces. To utilize reverse-angle parking spaces, drivers back in to the space rather than pull forward into it. This improves safety by allowing drivers to see oncoming vehicles and bicyclists when they pull out; and by opening car doors in the direction of the sidewalk, guiding passengers naturally toward the safe pedestrian zone. Reverse-angle parking also increases front door parking for businesses by between 20% and 70% compared to parallel parking. If Alternative II is pursued, then it should be noted that further analysis and conversations with Caltrans would need to occur.

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General Intersection Improvements

Crossing SR 184 in Lamont, given its width, traffic, and infrequent marked crossings, can be a daunting task for pedestrians. Improving existing crosswalks and adding several new marked crossings at other significant intersections along the corridor can help make the corridor a safer and more welcoming place for pedestrians.

Raised Medians as Pedestrian Refuges

SR 184's current median in Lamont offers a great safety advantage for pedestrian crossings. In general, medians promote pedestrian safety and comfort by giving pedestrians the opportunity to cross one direction of vehicular traffic at a time. On SR 184, however, there are no formal pedestrian refuges, and from drivers' perspectives pedestrians frequently "dart out" from behind low landscaping when making mid-block crossings. Medians on the corridor should be extended at all major intersections in Lamont, so that they continue just past the marked crossing path for pedestrians and provide a walkway cut through the median. In this way, crossings are protected from turning vehicles and offer a safe refuge for those pedestrians who might require extra time to traverse the street. At formal mid-block crossings, median islands should be designed to provide good visibility for both pedestrians and drivers. The width of the existing medians on SR 184 are 8 feet wide, which is wide enough to accommodate a pedestrian refuge based on Caltrans standards of minimum of 1.2 meters.

High-Visibility Crosswalk Markings

High-visibility markings signal to motorists that they should be aware of the potential presence of individuals in the roadway. Only four intersections along SR 184 in Lamont have marked crosswalks. All major intersections along the corridor should be striped for crosswalks; and all intersections, including those with current parallel-line crosswalks, should be marked with longitudinal bars, which have greater visibility than simple double lines. Alternatively, crosswalks can be emphasized with special pavers, colorations, or textures where desired to enhance both visibility and streetscape aesthetics in pedestrian-intensive areas.

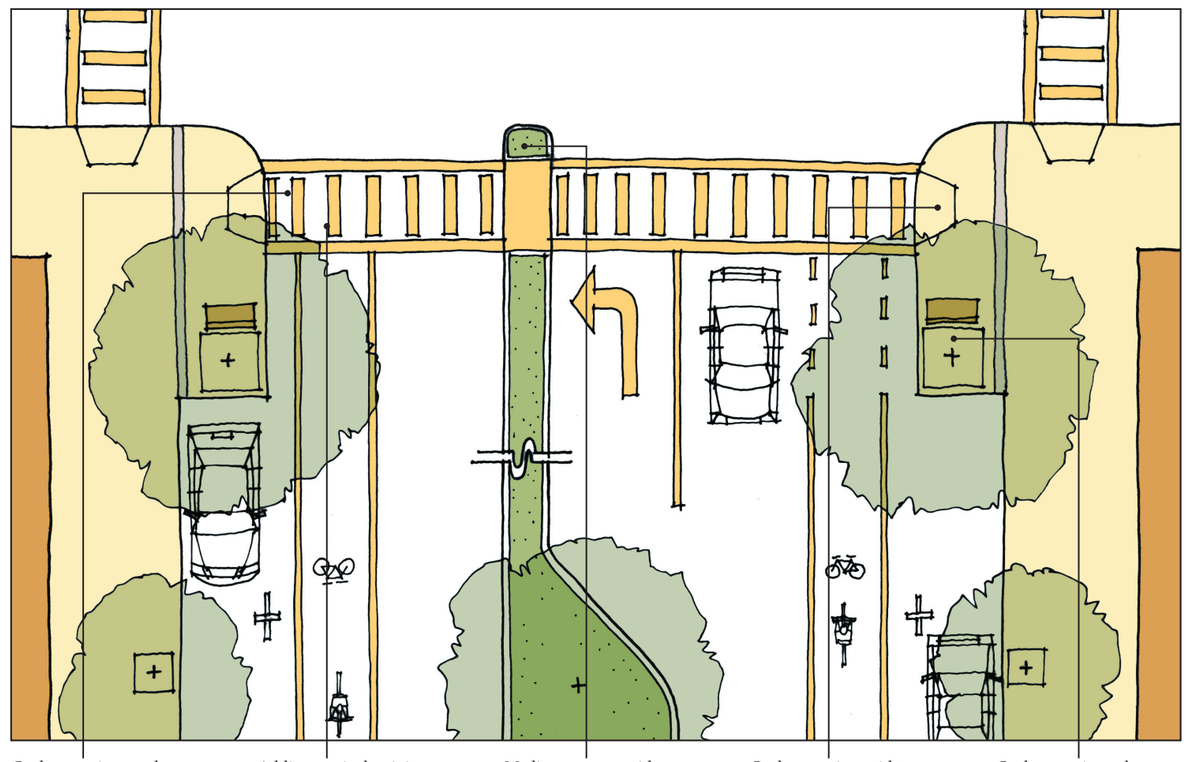
Advance Yield Lines

On multi-lane roadways, many crashes involving pedestrians at marked crosswalks are the “multiple threat” crash type, occuring when a driver in the first lane stops for the pedestrian but stops in close proximity to the crosswalk, reducing sight lines between the pedestrian and drivers in the next lane. By placing a yield line and accompanying sign ahead of the crosswalk, sight lines are improved, and the chance of a crash is reduced. Advance yield lines are recommended at any unsignalized crosswalk on SR 184 in Lamont, as long as the lines can be placed at the intersection in a manner that does not create potential for driver confusion.

Crosswalk cut through a median provides a pedestrian refuge.

High-visibility longitudinal bars and signage draw attention to a mid-block crossing.

Special colored paving highlights a crosswalk and adds to the aesthetic of a neighborhood.



Curb extensions and medians increase safety by reducing clear crossing distances

Adding vertical striping to crosswalks improves visibility for passing motorists

Median noses provide pedestrians protection from left turning vehicles and provide a safe place to pause.

Curb extensions aid pedestrian-vehicle visibility by letting pedestrians step past the parking lane

Curb extensions also provide space for furniture, landscaping and larger street trees

Existing Marked Crossing

Proposed Marked Crossing

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Curb Extensions

Curb extensions extend the sidewalk and curb line into the parking lane, reducing effective street widths at intersections and improving safety conditions for pedestrians. Curb extensions can significantly improve pedestrian crossings by: reducing the distance of pedestrian crossings and thus pedestrian's exposure to traffic; improving sight lines between drivers and pedestrians waiting to cross the street; reducing vehicle turning speeds; and calming traffic by visually and physically narrowing the roadway.

They also improve the public realm by providing space for accessible ramps and crossing infrastructure, as well as additional space for landscaping and streetscape features. Where an extension of the sidewalk may conflict with existing storm drainage, a curb extension may be built as concrete planters that do not attach to the existing curb and leave the gutter open for drainage. Along SR 184/Main Street in Lamont, curb extensions should be installed at every major intersection, as marked on the previous page.

Universally Accessible Curb Ramps

To improve mobility for all, curb ramps with detectable warning strips (truncated domes) should be installed at every intersection. Where feasible, two per corner at right angles to the curb should be encouraged, rather than one "diagonal" curb ramp per corner (acceptable but not recommended). Curb ramp slopes must be perpendicular to any grade break, and wherever possible should align with the crosswalks for the benefit of the visually impaired.

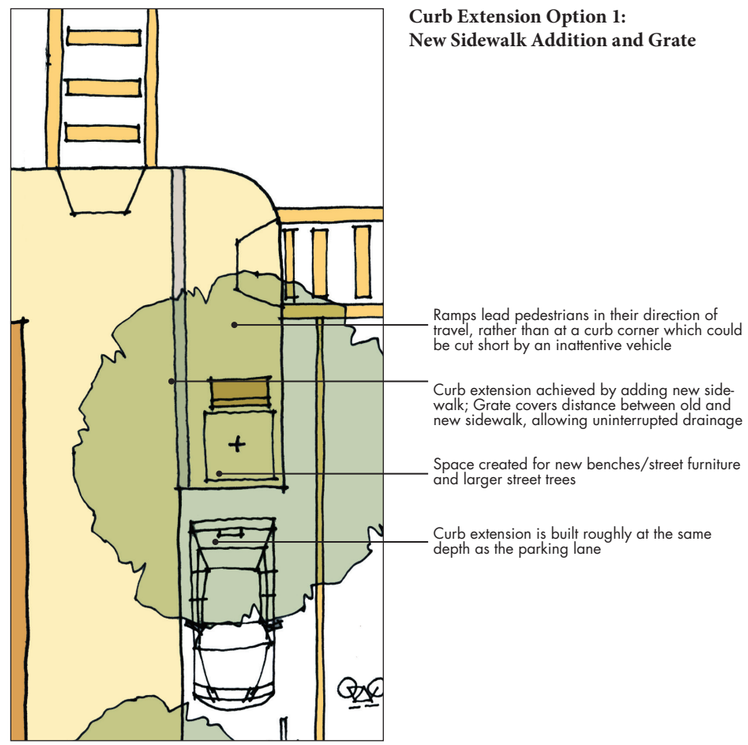
Example of a curb extension connected to the sidewalk.

Example of a curb extension connected to the sidewalk.

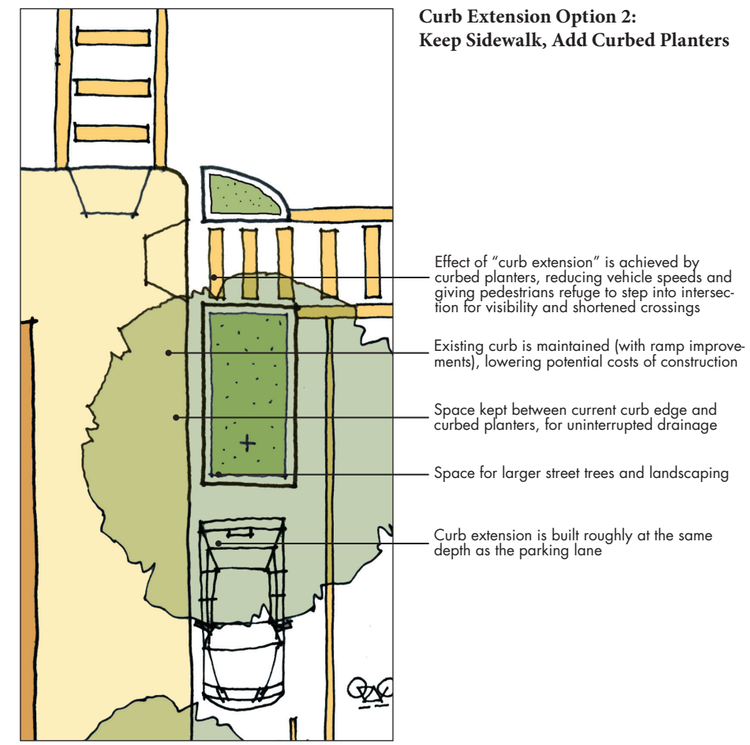
Example of a curb extension with detached curbs.

Example of a curb extension created by detached, curbed planters.

Curb Extension Option 1:
New Sidewalk Addition and Grate



Curb Extension Option 2:
Keep Sidewalk, Add Curbed Planters



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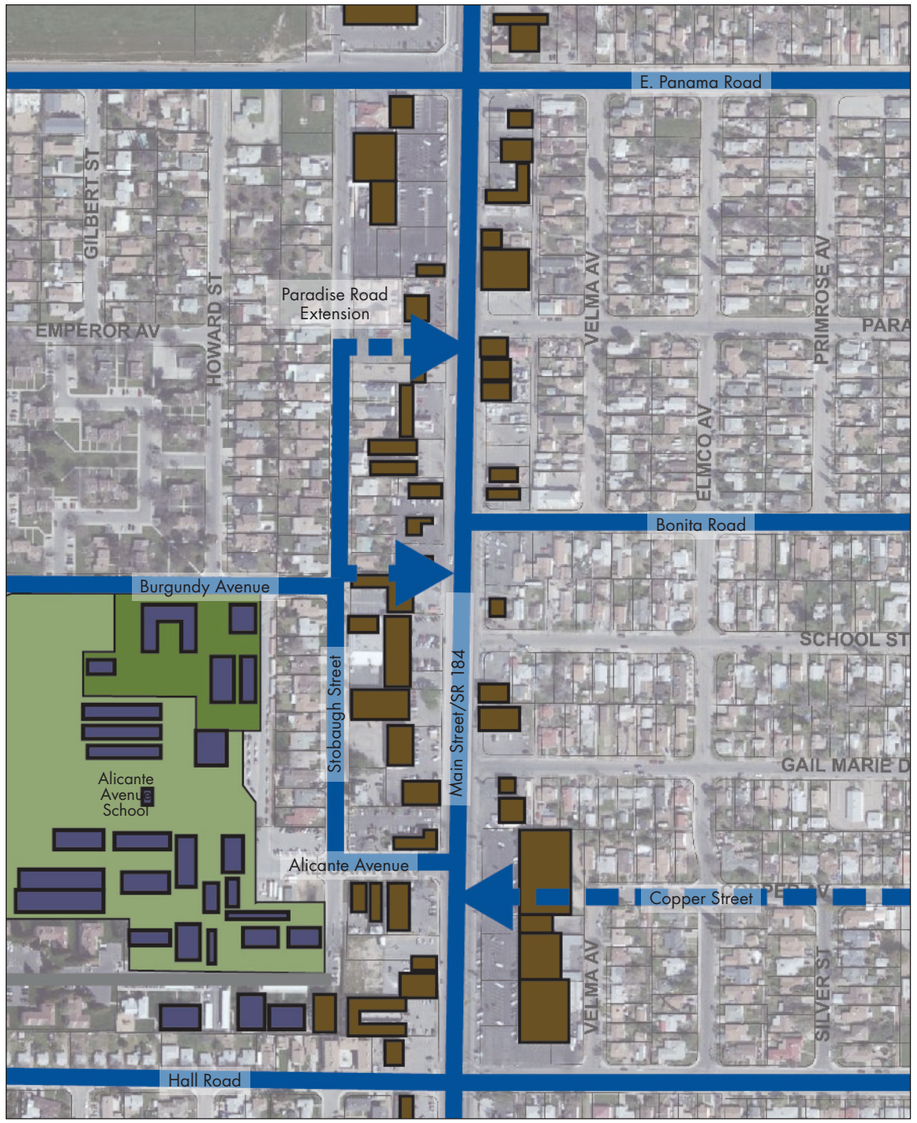
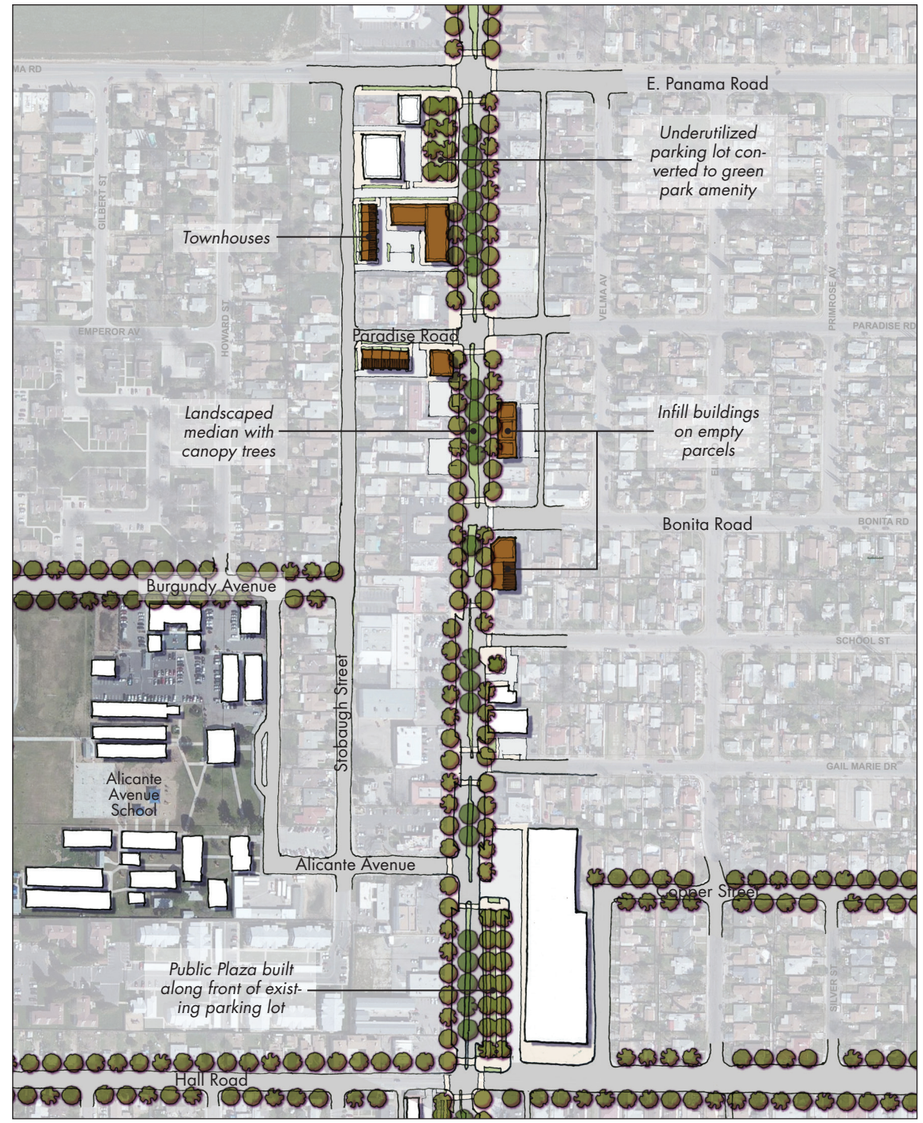
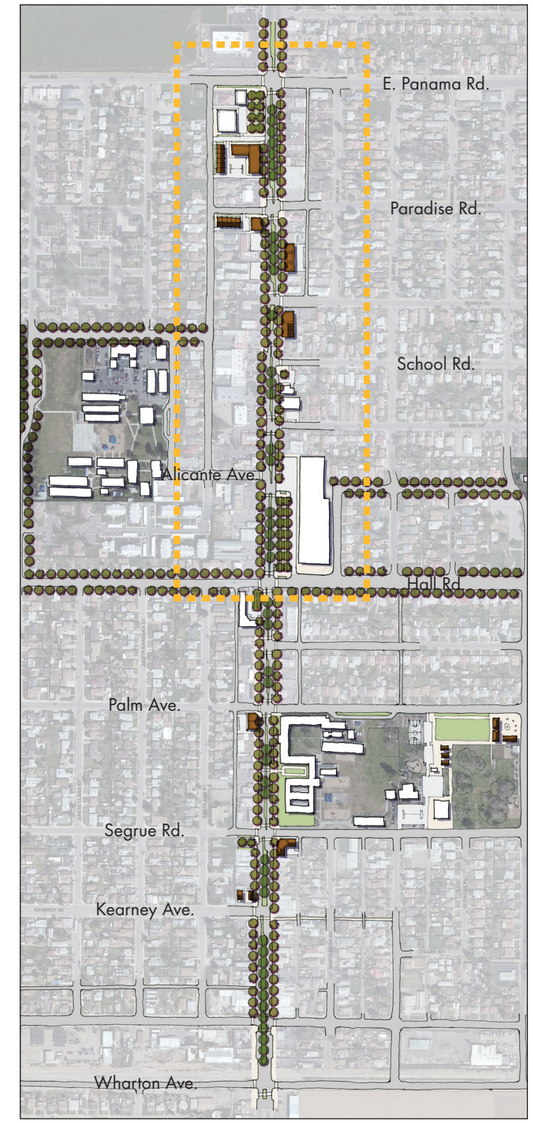
Illustrative Plan: Central Lamont



Existing Conditions: *The northern half of Lamont's Main Street is mostly an assemblage of older strip-mall commercial buildings with surface parking at the street edge. There is limited connectivity between the Alicante School and Main Street.*



Illustrative Plan: *The plan above shows examples of small infill buildings completing vacant places along the corridor, and portions of surface parking lots converted into small public green spaces. Paradise Road is continued through to Stobaugh to improve connectivity through a current 2000-foot long block on the west side of SR 184. Street trees are added on major streets, the median is planted, and crosswalks are added. Notably, a large plaza is built in the center of the community on part of the County Fair Market parking lot at Hall Road.*



Above: *Location of improvements shown on this page.*

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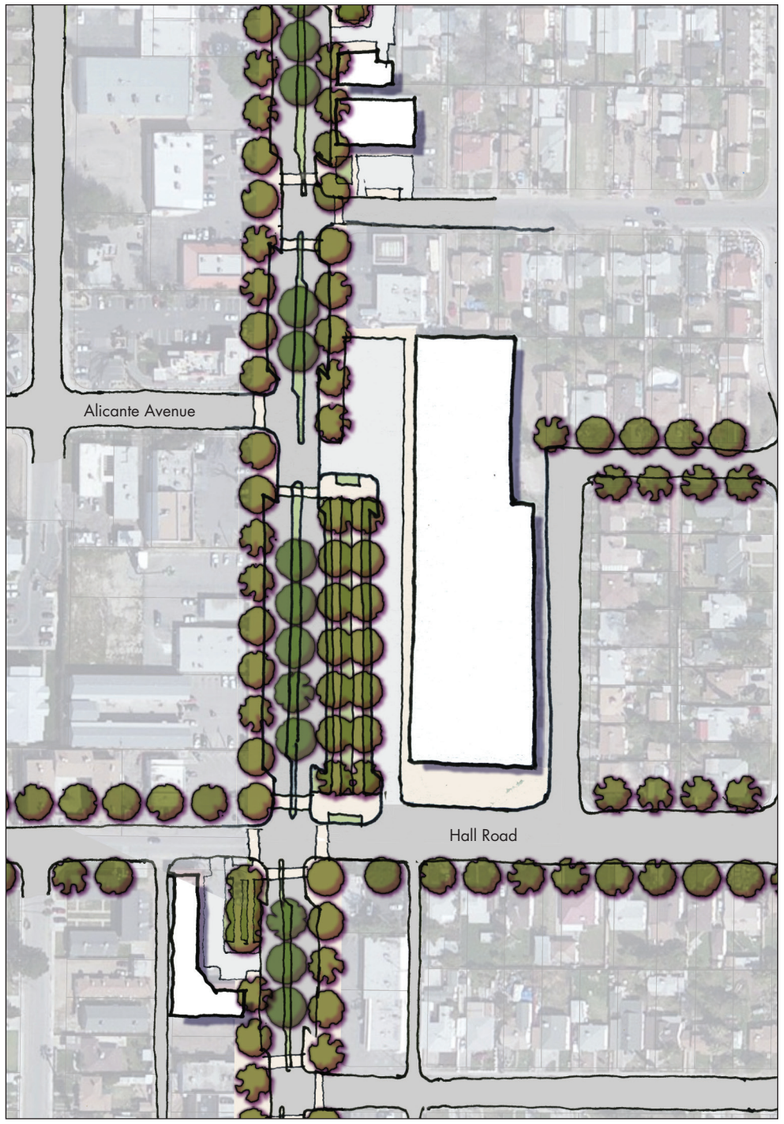
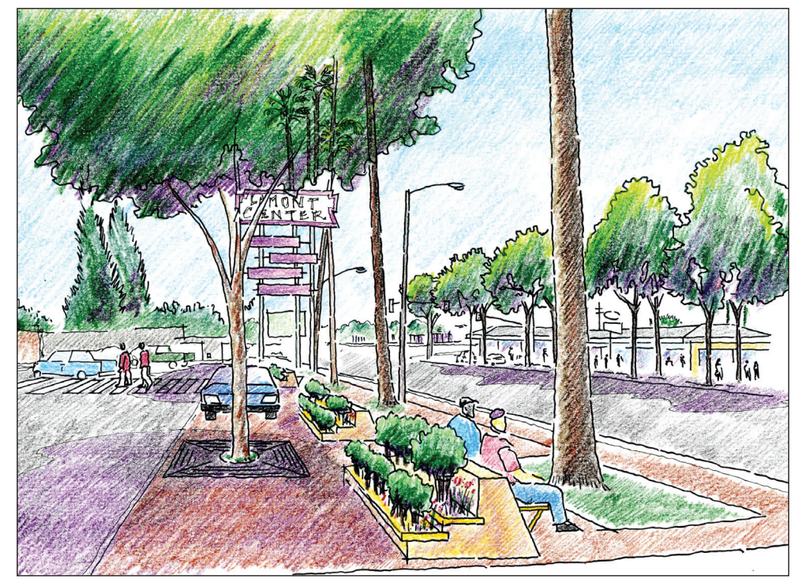
County Fair Market



Short Term Improvements: *The parking lot for County Fair Market, Lamont General Store, and Auto Zone is currently oversized for customers' demand; a substantial portion of the lot, about one lane of parking, could be quite feasibly converted into a beautiful, tree-lined central plaza for Lamont; over time it could be expanded to a double row as shown. Substantial diagonal parking can be maintained around the public space for store patrons.*

Long Term Improvements: *As Lamont grows and develops, and as the shopping center requires ultimate renovation and reconstruction, new buildings could be designed to face the plaza. The building footprints could be rearranged, without losing any commercial square-footage, to allow Copper Street's extension out to SR 184—improving connectivity with Myrtle Avenue School and its surrounding neighborhood.*



Top: *The Lamont Center parking lot, with car bumpers overhanging an already-small sidewalk.* ***Bottom****: An example of how the front bay of parking could be converted into a central public plaza, capitalizing on a dramatic row of soaring palm trees; further trees, landscaping, and street furniture complete the public space. Parking is retained between the plaza and shopping center.*

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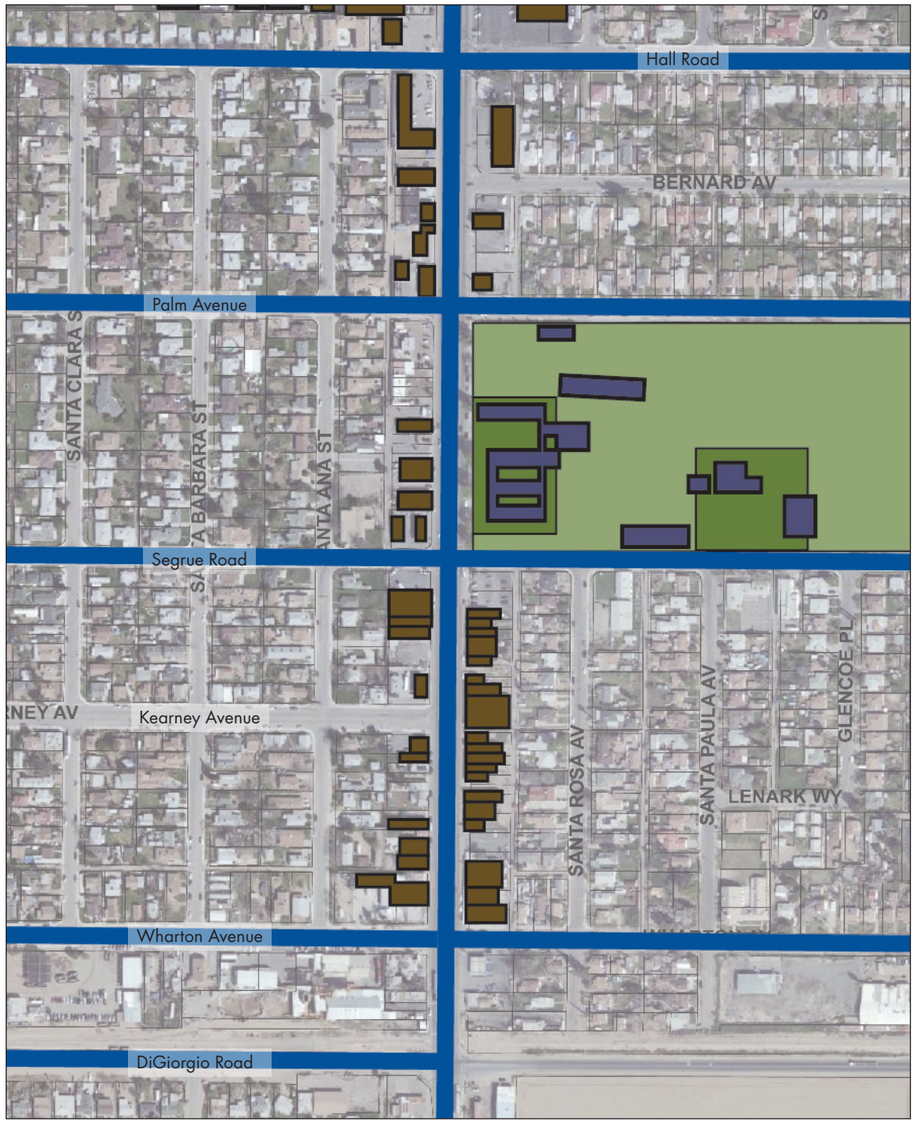
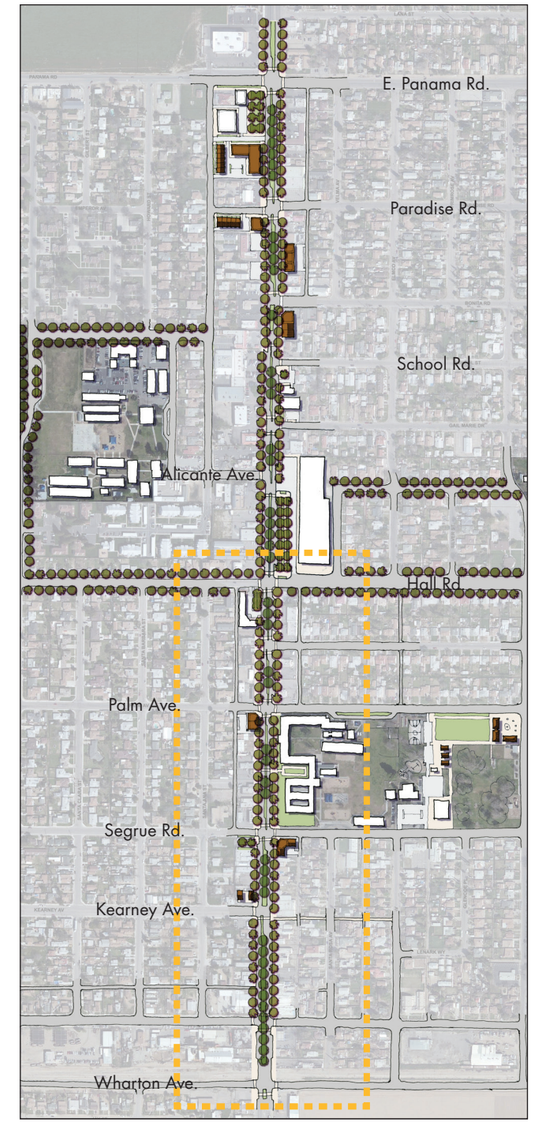
Illustrative Plan: Central Lamont



Existing Conditions: *Main Street's southern end contains Lamont's older urban fabric: very narrow shopfront buildings set along the sidewalk's edge. Lamont School is built right along the street, but unfortunately has no entrance on Main Street.*

Proposed Improvements: *Again, small parking lots are at least partially transformed into public spaces, and a few vacant corners are infilled with new buildings. An inefficient parking lot at Lamont Elementary School is turned into a small green courtyard, and an entrance reopened to Main Street. Trees and landscaping are added to the street and median, and a median pedestrian refuge is added at the Di Giorgio Road crossing.*



Above: *Location of improvements shown on this page.*

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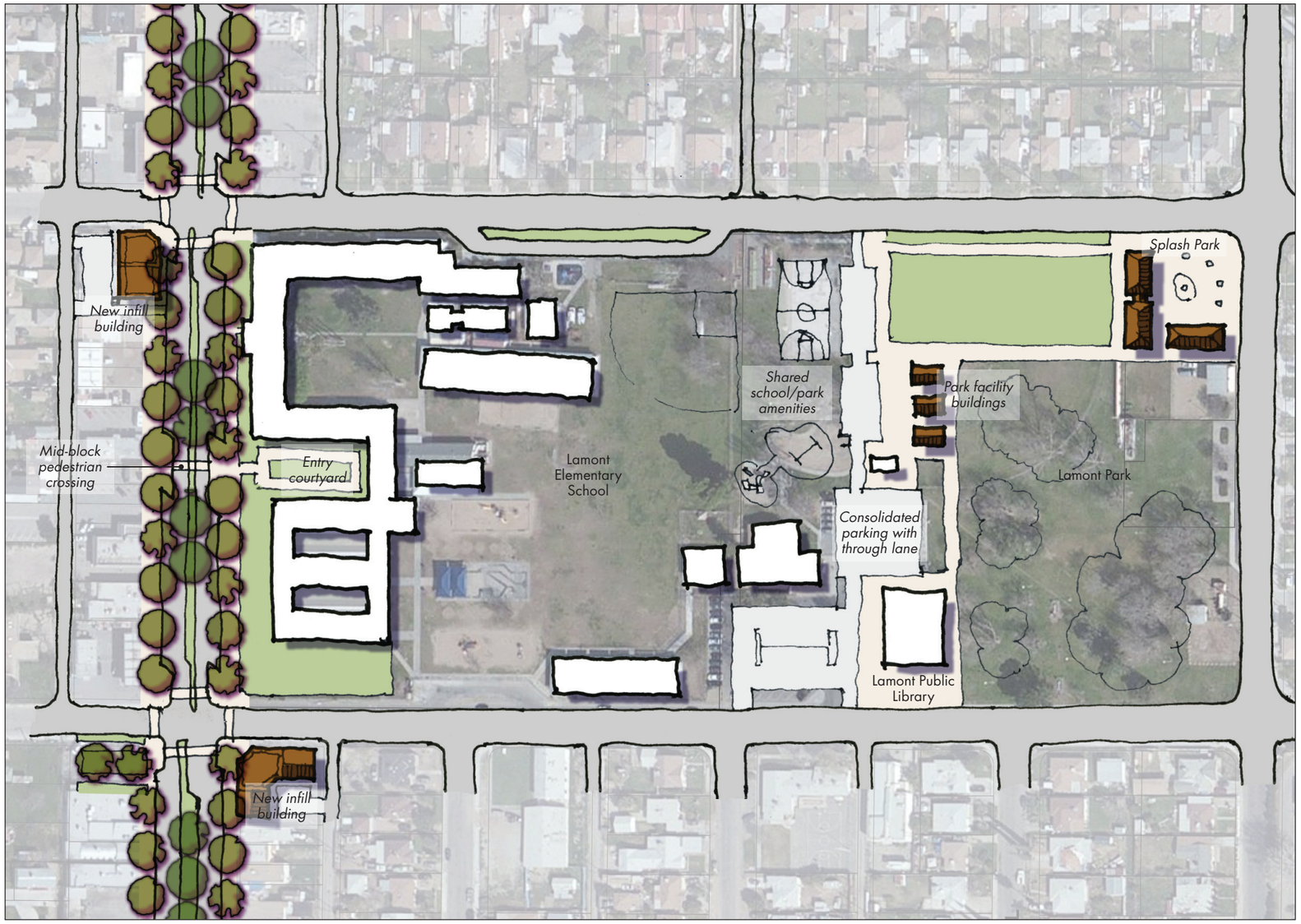
Lamont School and Park



Above: *At Lamont School, a teachers' parking lot along Main Street is converted into a more useful space as an entry courtyard for the building. To resolve community concerns for supervision and maintenance, the school property fence could be moved farther east to encompass a playground and basketball court on the edge of Lamont Park (in this way amenities could be closed behind the fence when unsupervised). A through driving lane is recommended to connect through the block, consolidating parking for the park and library; this not only improves connectivity for vehicles and pedestrians, but also gives further "eyes" to the interior of the park for community comfort and safety. The current pool site is turned into a new public splash park as planned.*

Top: *This parking lot at Lamont Elementary School is used for faculty parking, but it's not large enough to accommodate all teachers at the school. With ample parking on the north and south sides of school property, it could be transformed to a welcoming public space.* ***Bottom:*** *The space is transformed into a green courtyard to serve as a more welcoming entry along Lamont's Main Street, especially for the students, parents, teachers, and staff who may walk to school.*

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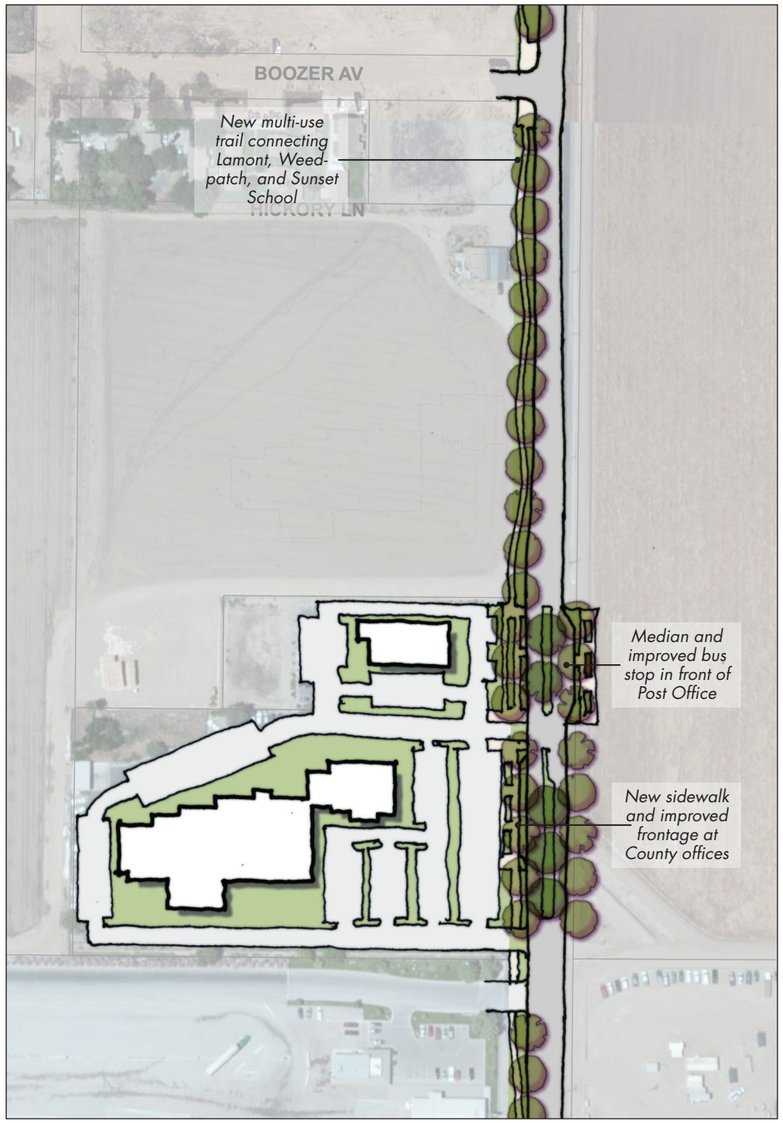
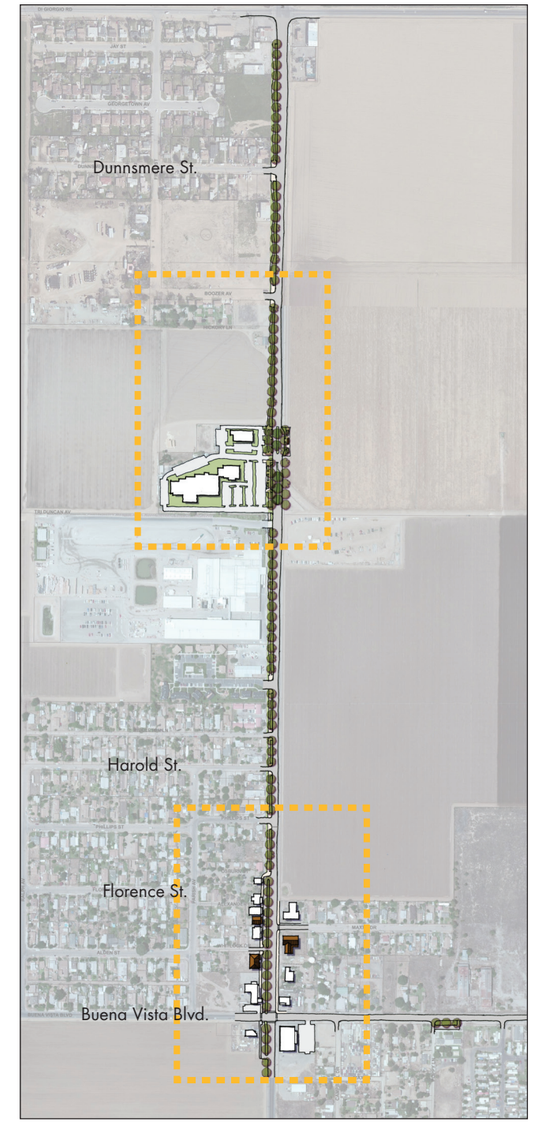
Illustrative Plan: Weedpatch



Above: A new trail on the west side of SR 184 connects southern Lamont with Weedpatch and Sunset Elementary School, shaded by newly-planted trees. In front of the County offices and Post Office, frontage is improved with sidewalks and a planting strip of trees; a new median is also briefly introduced here, both to provide a landscaping amenity and improve safety for turning traffic.

Above: In central Weedpatch, commercial buildings currently maintain an unusually large setback from SR 184, especially on the west side of the road. A frontage road is proposed from Osborn Lane to one half-block south of Buena Vista Boulevard to capitalize on this extra space between the buildings and the highway. No longer competing with the high speeds of Weedpatch Highway, a frontage road would offer a more comfortable main-street environment for residents and local businesses to thrive. Small new commercial buildings are shown ultimately infilling the empty lots on the corridor.



Above: Location of improvements shown on this page.

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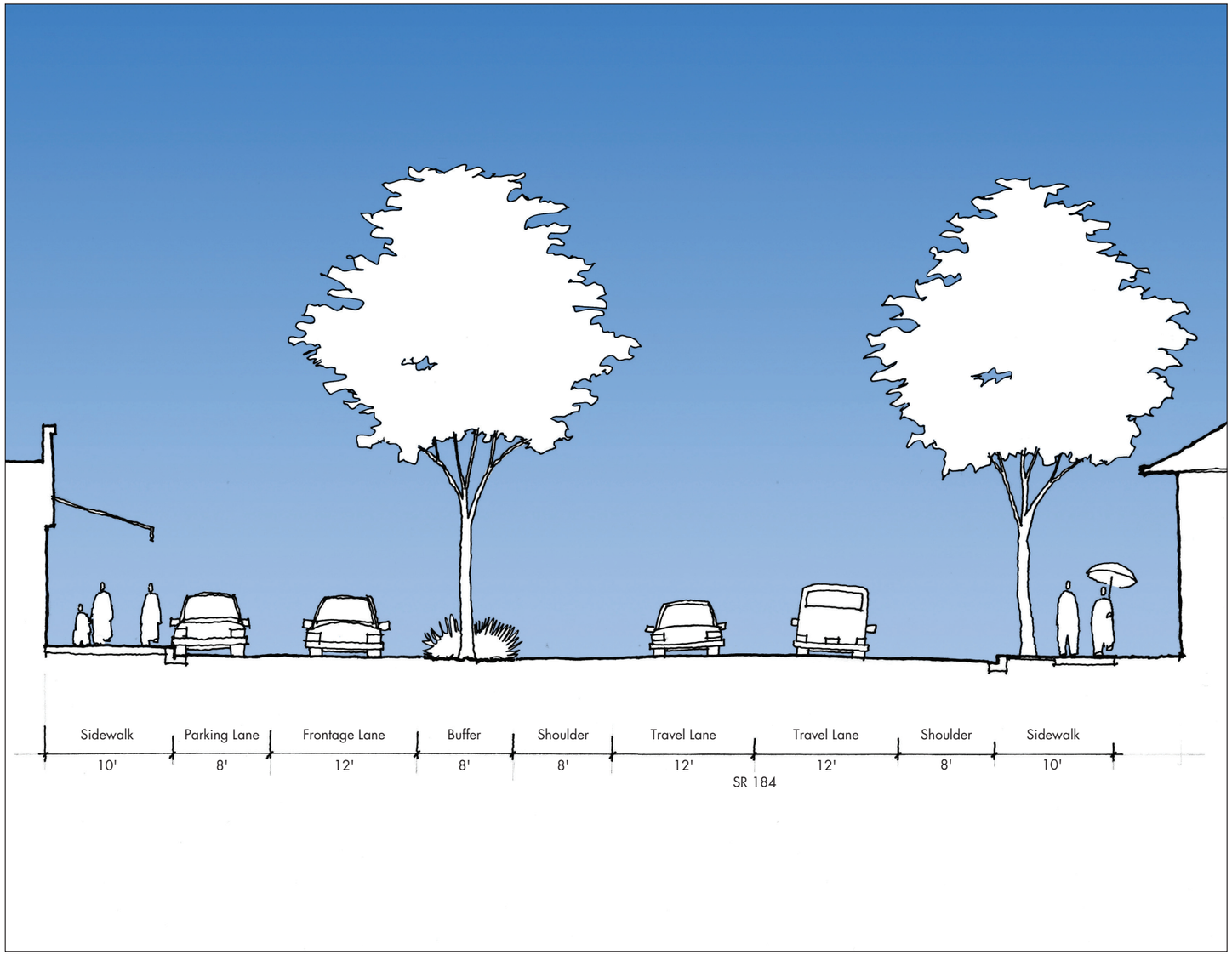
Weedpatch: Frontage Road



Above: *This can be used to great advantage for the community, as it would allow enough space to build a parallel frontage road to SR 184. While traffic on SR 184 keeps higher speeds in this largely rural section of the road, a 20-foot-wide frontage road (including parking lane) with 10-foot sidewalk would allow Weedpatch residents to enjoy a safer and friendlier walking environment for their local businesses. The highway is buffered by an eight-foot planting strip, allowing opportunity for street trees to provide shade and to signify to passing motorists that they are entering a community.*

Top*: An image of existing conditions of central Weedpatch looking southward, with large, dusty building setbacks.*
Above: An illustration of proposed improvements with a frontage road and landscaped buffer parallel to SR 184. The buffer strip on the west side of the highway and new sidewalk on the east side are planted with street trees, offering a sense of arrival into the heart of the community, in addition to the enjoyment of new greenery and shading.

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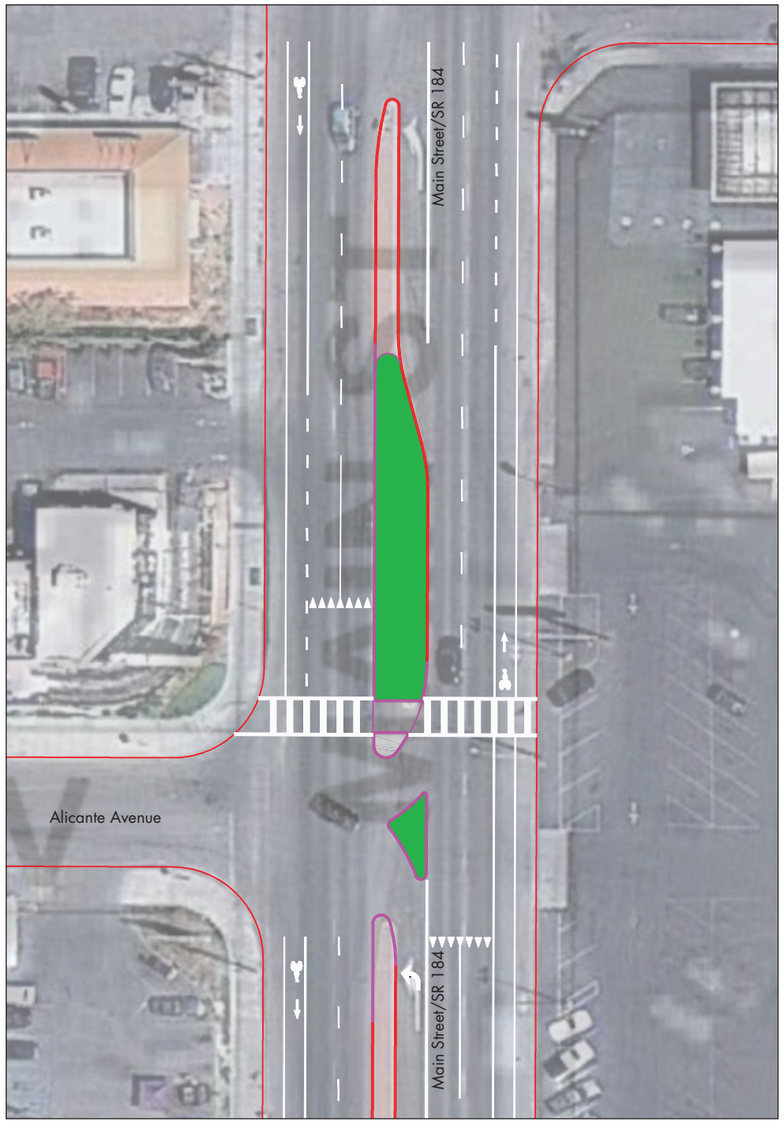
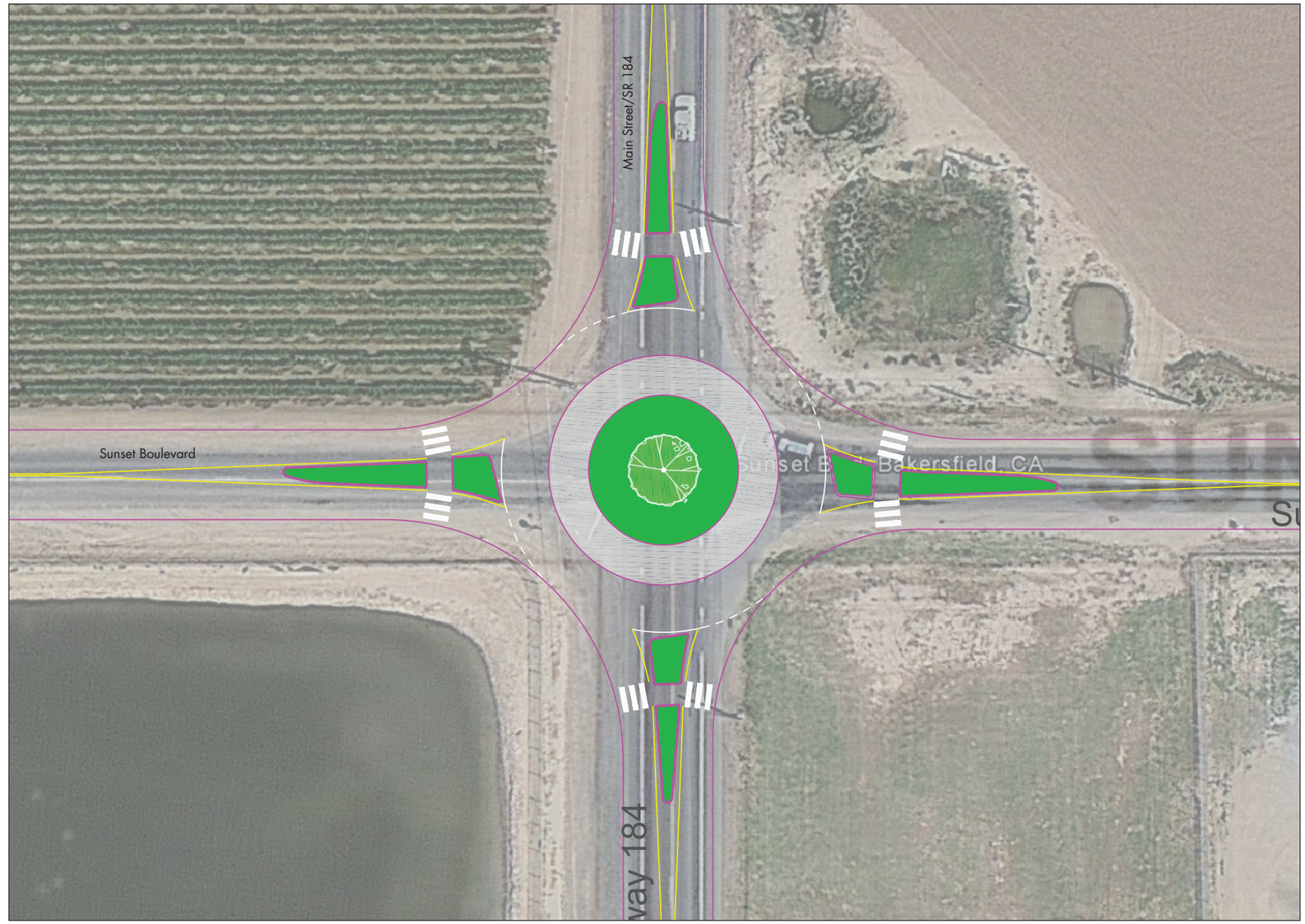
Key Intersection Design



***Above**: The intersection of Alicante Avenue and SR 184 is a natural crossing location for pedestrians. On one side of the road is a popular McDonald's restaurant and Alicante Avenue Elementary School; to the east is a large shopping center and market. This intersection improvement closes the left-turn into the shopping center parking lot, enabling the median to be extended to provide a central pedestrian refuge for the new marked crosswalk. A median island is also introduced in the middle of the intersection and designed in such a way that would make it impossible or very difficult for a car exiting the shopping center to turn onto Alicante but still allow right turns in and out of the shopping center. Access to the shopping centerfor south-bound traffic on SR 184 would be maintained at the Hall Avenue/184 intersection and access for northbound traffic would remain the same.*



***Above:** The intersection of Sunset Boulevard and SR 184 has proven dangerous. Sunset Elementary School's remote location here causes spikes in vehicular and pedestrian traffic before and after school, meeting high-speed cross traffic on SR 184 due to its rural condition in this area. This would be an ideal location to install a roundabout. When designed properly, roundabouts require all traffic to slow below 25 miles per hour, virtually eliminating the possibility of high-impact crashes. Splitter islands additionally offer refuges for safer pedestrian crossings. The roundabout is also designed in a manner that allows the passage of large trucks and farming equipment, which is an important consideration in this region.*

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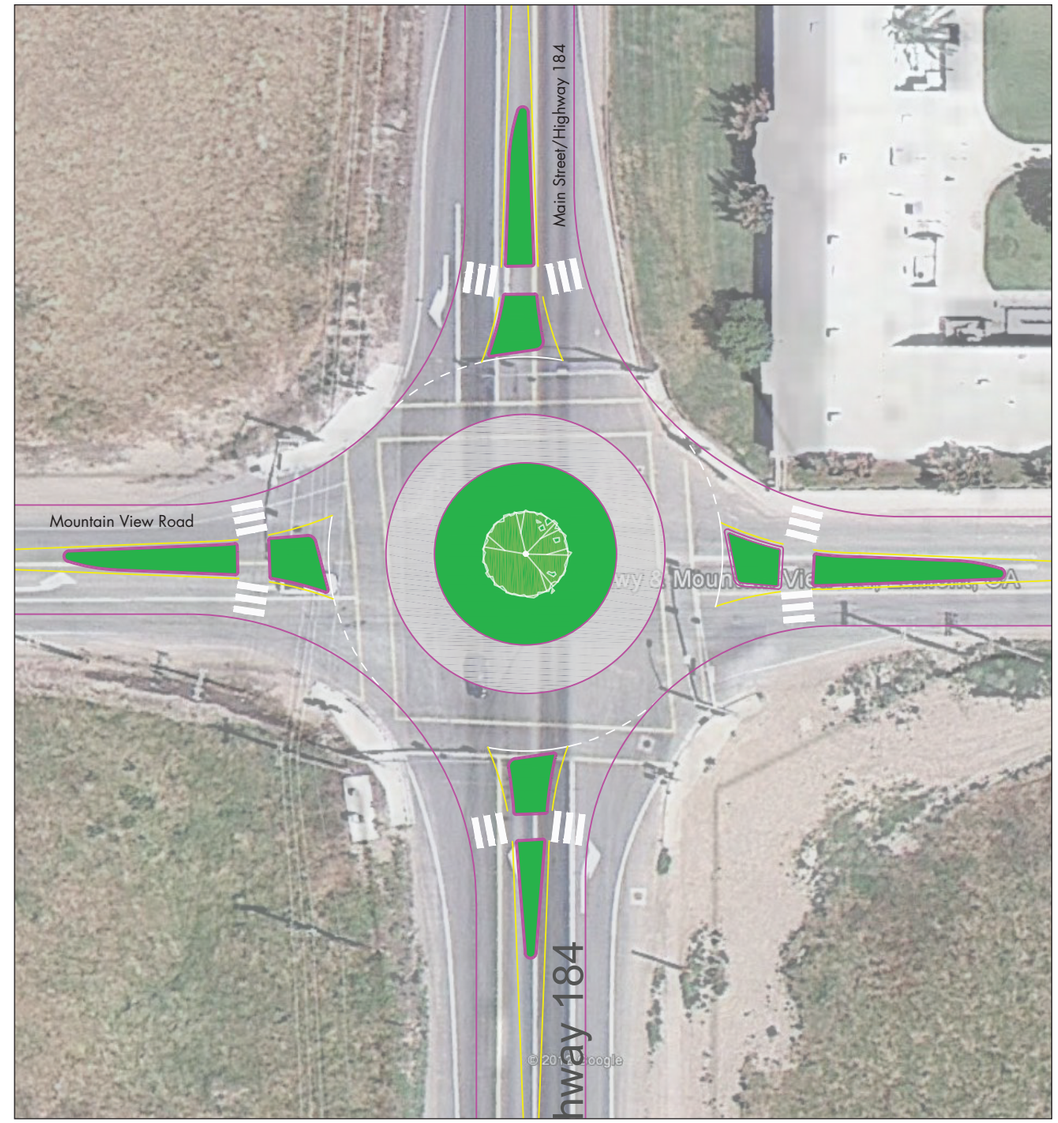
Gateways

Gateways work in several ways for the betterment of a community. Most simply, they establish the identity of a community; they introduce visitors to a place, and offer residents a sense of collective, positive pride. However, they also more generally function by making motorists aware of a context change. Drivers who are conscious that they are entering a neighborhood or main street are more likely to slow their speeds, contributing immensely to the increased safety and quality of a place. Gateways can also add interest to the approach of a main street, and may invite travelers to explore its shops and spaces further.

SR 184 is a key entry route into Lamont and Weedpatch, and the first introduction to the communities for most visitors and through-travelers. While new gateway signage has been placed at both Mountain View Middle School for those coming from the north, and at Sunset Elementary School for those approaching from the south, the monument signs are set quite far back from the roadway. Moving these signs within better sight of SR 184 and pairing these signs with actual changes to the roadway could make these even more effective gateways.

A gateway to a community can be communicated in many forms. Beyond welcome and identification signage, public art or monuments are commonly used to draw attention to gateways. Special landscaping, such as a tree-lined street, also calls attention to a change in context. Gateways are especially effective when they are articulated by changes in the structure of the road. Medians and roundabouts are two great examples, and they work well with other gateway features, as they enable signage, monuments, and landscaping elements to be placed in the center of the thoroughfare. Both the Mountain View Road and Sunset Boulevard intersections are ideal for major gateways, and both could be candidates for roundabouts. (A roundabout at Sunset Boulevard and SR 184 would also address vital safety concerns regarding that intersection; see "Key Intersection Design" above.)

Above: *A median announces the entrance into a new context; a roundabout with coordinated landscaping is an ideal gateway; monumental signs are used to mark the beginning of a street.*



Above: *Three vacant corners and a school with a deep front lawn make the intersection of Mountain View Road and SR 184 an easy location for a potential roundabout. Lamont's new gateway sign could be relocated to the roundabout's center, creating a dramatic welcome for travelers on SR 184, while simultaneously causing drivers to slow as they approach the community.*

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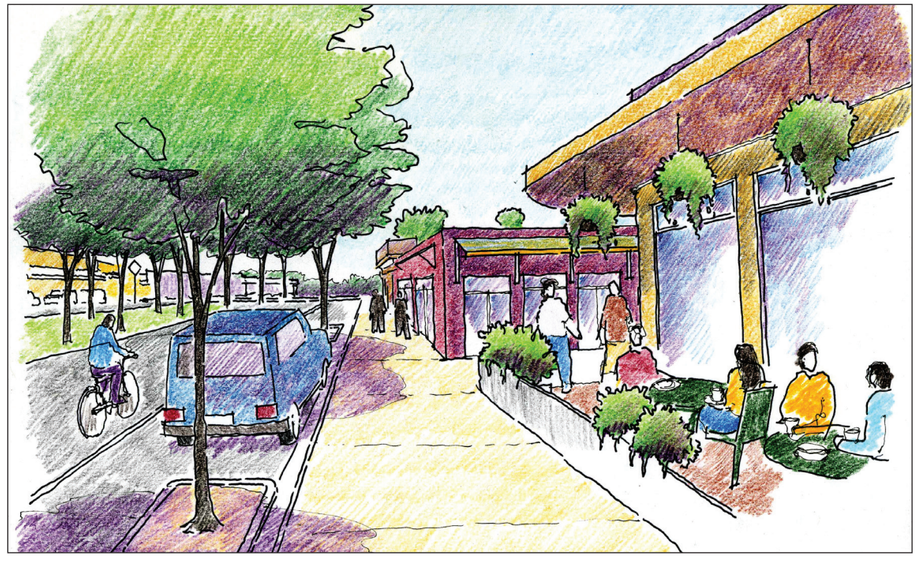
Short-Term Improvements

Creating a successfully walkable main street requires more than simply establishing continuous pedestrian amenities such as sidewalks and safe crossings; the nature and character of the buildings and spaces along the street are also important.

Property frontage is a critical determinant of a street's walkability. Definition of a sidewalk edge by buildings creates the sense of a more “enclosed,” comfortable space for walking. Conversely, surface parking lots on the sidewalk edge generally discourage walking, as they lack both interest and a sense of safety. Currently, many lots along SR 184 in Lamont have surface parking lots at the edge of the public pedestrian realm. Buffering these parking lots with landscaping or short walls can easily and effectively help to define the sidewalk edge and improve the pedestrian experience. Consolidating parking lots for adjacent parcels and repurposing underutilized parking spaces would provide further flexibility for new public spaces, trees, landscaping, and small structures. Lot consolidation could also enable the closing of extraneous curb cuts, further improving sidewalk safety.

Minor improvements to buildings can also better welcome pedestrians. Buildings with windows and entrances facing the street offer greater safety through perceived "eyes" on the street, as well as greater visual interest for passing pedestrians. Opening facades to the street with windows, adding awnings for shade, introducing pedestrian-scaled signage, and engaging the sidewalk with outdoor seating and/or planters can entirely change the warmth and invitation of a streetscape.

These improvements to the pedestrian experience on SR 184 may happen through a combination of public and private efforts. While the County and Caltrans can focus on improvements to the public realm, such as planting shading trees within the parking lane and adding pedestrian-scaled lighting to the sidewalk, property owners can be incentivized to make incremental improvements to their properties through policies and programs.



***Above**: Example of a midcentury shopfront made more welcoming simply by removing a screen of grating and signage. Hanging plants add green to the street, and outdoor seating creates activity and community on the sidewalk. Behind, a new building similarly holds the sidewalk edge, with large windows and shading awnings.*

***Above:** By striping the parking lane, parking spaces can be occasionally replaced by planters for street trees. Shopfronts are opened with new display windows, and supplemented with awnings to add shade for passers-by.*

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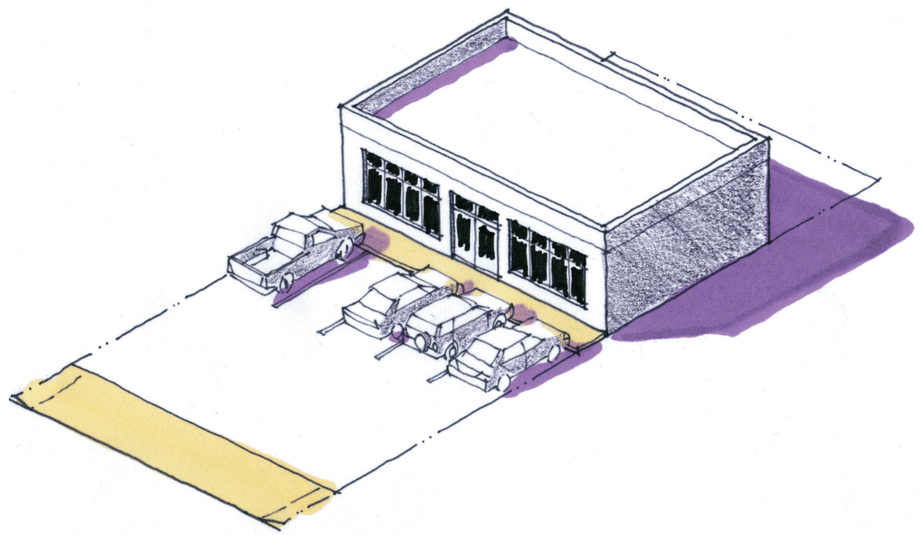
Transforming Underutilized Parking Spaces

Small Lots

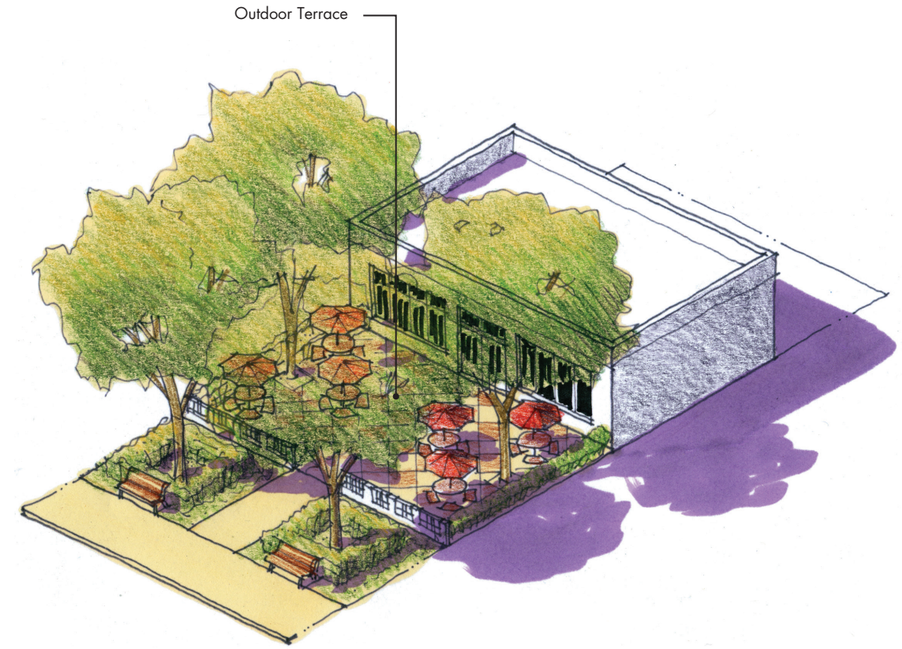
Parking requirements often limit the optimal use of property. In the example to the left, two parking spaces are actually lost on-street because building a parking lot on the small parcel requires a curb cut that takes up the entire width of the lot.

By removing the curb cut and parking lot, the two on-street spaces are regained for patrons - and the 60 feet of depth in front of the storefront is freed for more advantageous space for patrons, employees, and the public. The reclaimed space can be used for a variety of amenities, such as a patio and outdoor seating; landscaping, greening, and trees; and sidewalk benches.

The County should consider exempting small projects from parking requirements in order to encourage better pedestrian spaces along SR 184. Improvements such as these can be incentivized through reducing parking requirements and a "pavement to parks" program for property owners.



Above: *Example of existing parking conditions on a small parcel.*

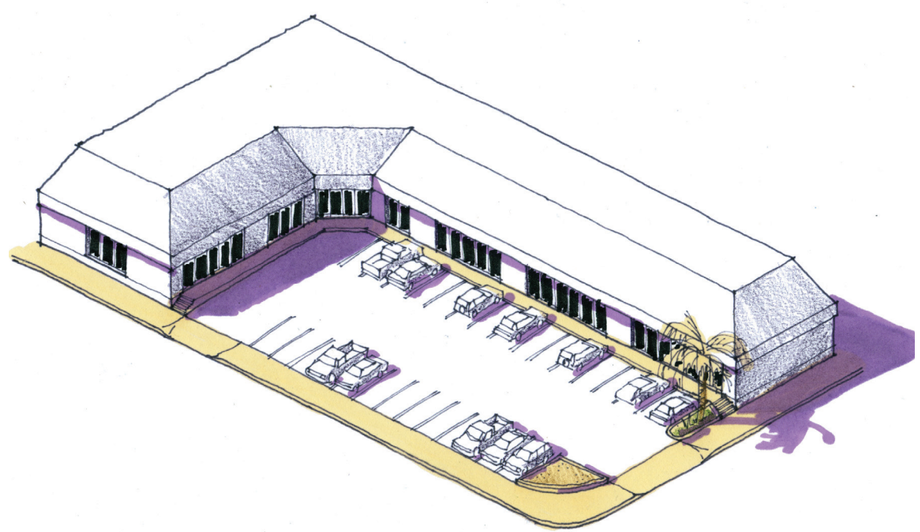


Above: *Example of potential improvements on a small parcel by repurposing underutilized parking spaces.*

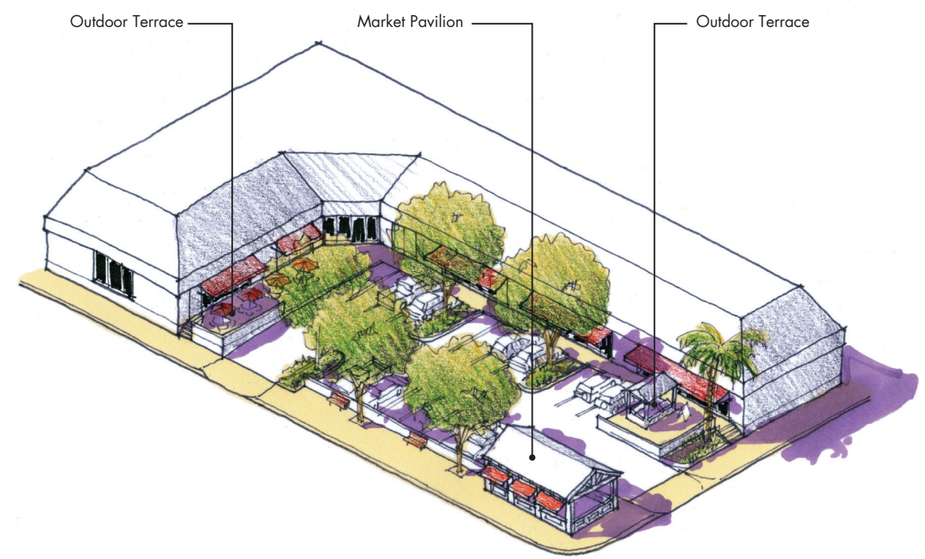
Medium Lots

There are several examples of medium-size lots along SR 184 with strip commercial where parking demand is very low. By removing excess parking stalls, a strip mall has the opportunity to transform into a more pedestrian-friendly environment.

The sidewalk along the parking lot can be expanded for more flexible use by the commercial spaces, particularly in front of the corner shops to encourage activity along the public sidewalk. Stalls can be intermittently replaced for planting trees. A semi-permanent structure can activate the street corner with flexible commercial opportunities. A short landscaping wall serves ideally to comfortably hold the sidewalk edge between the pedestrian and vehicular realms.



Above: *Example of existing parking conditions on a medium parcel.*



Above: *Example of potential improvements on a medium parcel by repurposing underutilized parking spaces.*

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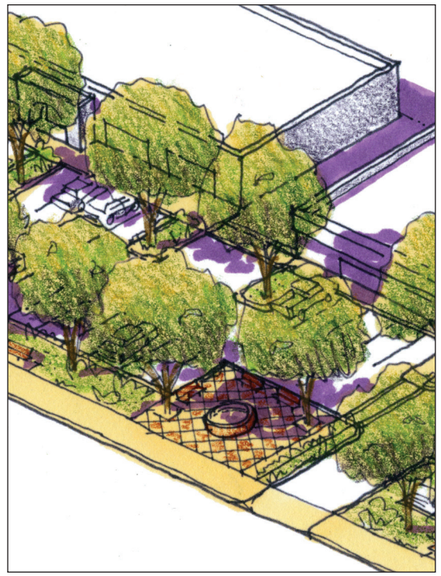
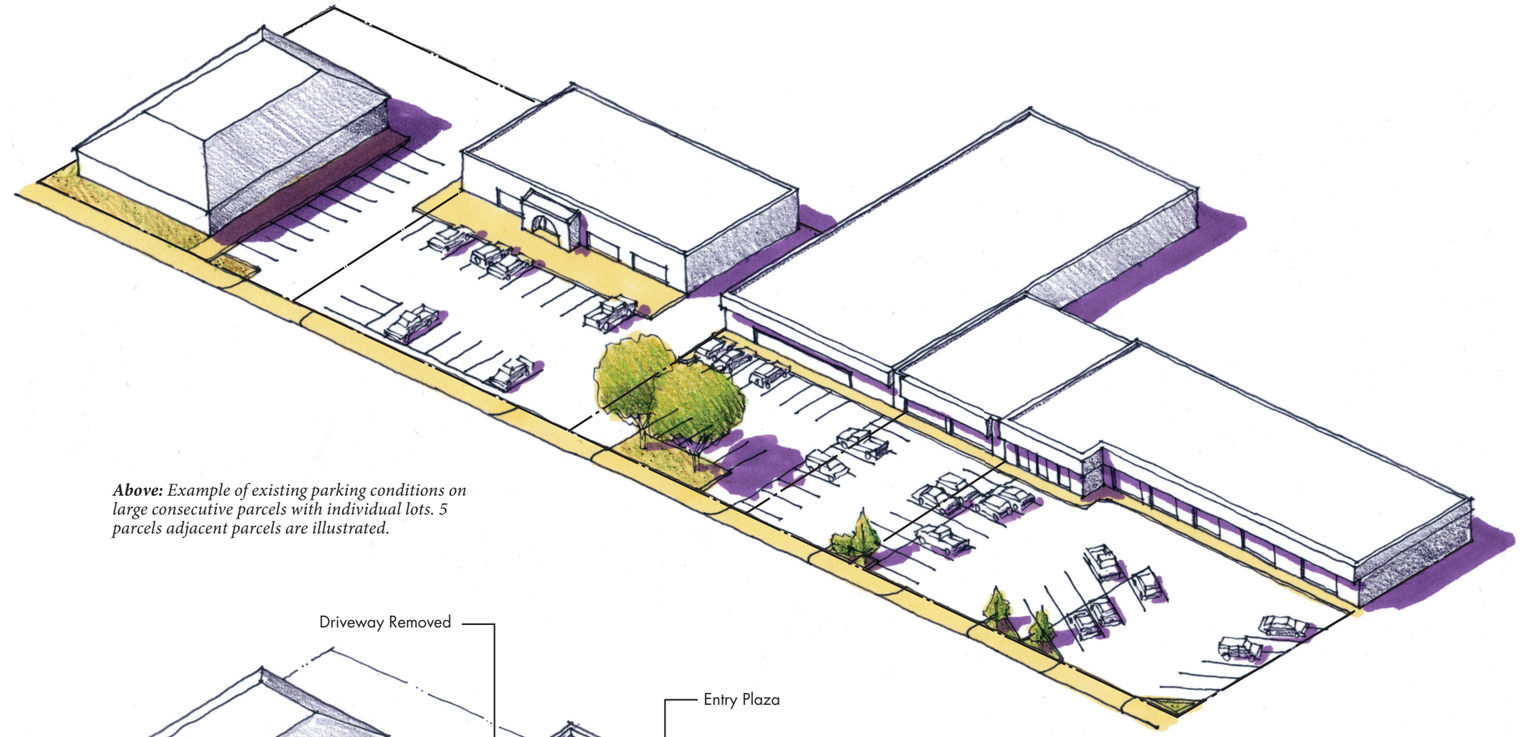


Above Left: *Plan view showing lot consolidation.* ***Above Right:*** *Detail of a small public plaza integrated into parking lot improvements.*

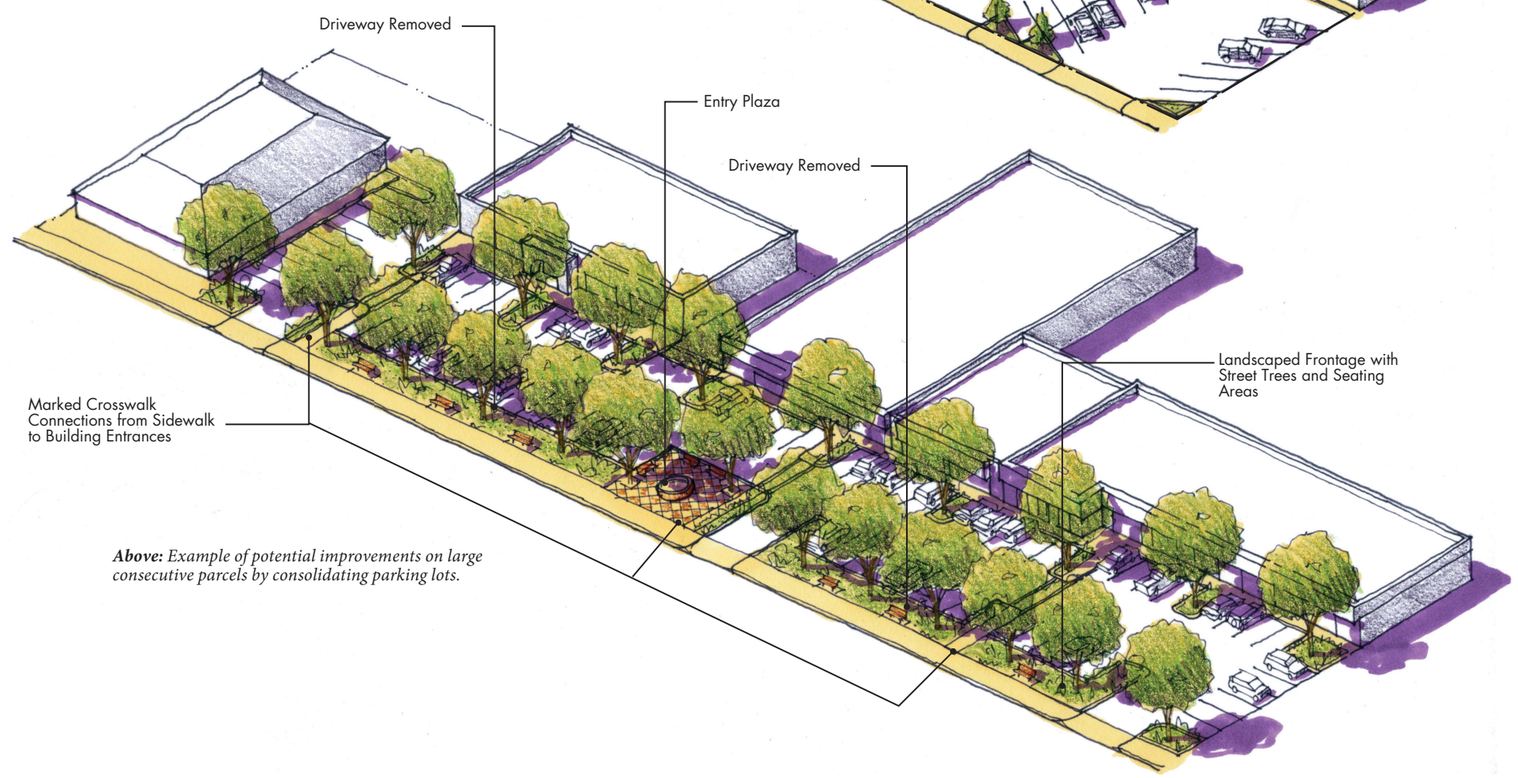
Large Lots: Consolidating Parking from Different Parcels

Individual parking lots in Lamont are generally oversized; but they are increasingly inefficient when placed side-by-side. Individual properties seeking to meet individual parking requirements create redundant curb cuts that contribute to difficult pedestrian environments.

There are several locations along SR 184 where adjacent property owners can work together to consolidate parking lots. This can improve the pedestrian environment and help to create opportunities for greening and public spaces. The example at right reduces the total amount of parking only by four spaces; even more improvements could be considered with reductions in numbers of stalls. Half of the curb cuts are removed from the sidewalk; a 15-foot green public space is gained along the sidewalk for trees, landscaping, and street furniture. The first row of parking can also be removed in strategic locations for a public plaza. Parking spaces are removed between every 4 to 5 stalls for planting of well-spaced trees. New marked crosswalks guide pedestrians from the sidewalk through the parking lot. These improvements offer benefits for store owners, pedestrians, and drivers alike: more efficient parking allows better amenities to attract patrons; and pedestrians and drivers both have safer experiences due to a clearer separation between areas for walking and driving.



Above: *Example of existing parking conditions on large consecutive parcels with individual lots. 5 parcels adjacent parcels are illustrated.*



Above: *Example of potential improvements on large consecutive parcels by consolidating parking lots.*

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Projects Summary

Lamont Projects Implementation Funding Matrix

		Timing			Potential Funding Sources												Lead Agencies/Organizations				
					Federal, State, and Regional Transportation Funding Resources						Federal and State Economic Development Agencies and Programs		Local Funding Resources			Other					
		Short-term (1-2 years)	Mid-term (2–5 years)	Long-term >5 years)	MAP 21 HSIP	MAP 21 CMAQ	MAP Transportation Alternatives	Map 21 STP	Bicycle Transportation Account (BTA)	Infrastructure State Revolving Fund (ISHF)	Community Development Block Grants (CDBG)	Recreational Trails Program (RTP)	County Public Works Funds	Special Assessment Districts Financing	Volunteer Initiatives and Private Donations	California Freshworks Fund	Kern County Planning	Kern County Roads	Caltrans	Building Healthy Communities (BHC)	Local Community Organizations
Community Connectivity Improvements																					
	Complete missing sidewalks along primary connecting streets for pedestrians:																				
1	on Collison Street between Carnation Avenue and SR 184		x		x	x	x	x		x			x					x			
2	on Panama Road between Railroad Tracks and Habecker Road		x		x	x	x	x		x			x					x			
3	on Bonita Road between SR 184 and Habecker Road		x		x	x	x	x		x			x					x			
4	on Hall Road between San Emidio Street and Habecker Road		x		x	x	x	x		x			x					x			
5	on Palm Avenue between San Gorgonio Street and Habecker Road		x		x	x	x	x		x			x					x			
6	on Segrue Road between San Emidio Street and Habecker Road		x		x	x	x	x		x			x					x			
7	on Wharton Avenue between San Emidio Street and Myrtle Avenue		x		x	x	x	x		x			x					x			
8	on DiGiorgio Road west of SR 184		x		x	x	x	x		x			x					x			
9	on Habecker Road between Segrue Road and Panama Road		x		x	x	x	x		x			x					x			
	Striped Class II bicycle lanes, Class III markings, and signage as appropriate:																				
10	on Panama Road between Railroad Tracks and Habecker Road		x		x	x	x	x	x	x			x					x			
11	on Bonita Road between SR 184 and Habecker Road		x		x	x	x	x	x	x			x					x			
12	on Hall Road between San Emidio Street and Habecker Road		x		x	x	x	x	x	x			x					x			
13	on Segrue Road between San Emidio Street and Habecker Road		x		x	x	x	x	x	x			x					x			
14	on Wharton Avenue between San Emidio Street and Myrtle Avenue		x		x	x	x	x	x	x			x					x			
15	on Habecker Road between Segrue Road and Panama Road		x		x	x	x	x	x	x			x					x			
16	on Myrtle Avenue between Wharton Avenue and Panama Road		x		x	x	x	x	x	x			x					x			
17	on San Diego Street between DiGiorgio and Burgundy Avenue		x		x	x	x	x	x	x			x					x			
18	Street tree planting with larger "canopy" species along the sidewalk where minimum clearance can be achieved		x				x	x													
19	Night-sky compliant lighting on above routes spaced every 125' minimum	x	x											x							
20	Copper Street Connection between Velma Street and SR 184			x						x											
21	Emperor Avenue Connection between Stobaugh Street and SR 184			x						x											
Main Street Improvements																					
22	Establish Implementation Working Group with County Staff and Caltrans	x																x		x	
23	Complete missing sidewalks, with a minimum 5-feet clear width pedestrian zone, along corridor from Panama Road to DiGiorgio Road	x			x	x	x	x		x								x	x		
24	High-contrast crosswalks	x			x		x	x					x					x			
25	New Marked crossing at Paradise Road	x			x		x	x					x					x			
26	New Marked crossing at School Street	x			x		x	x					x					x			
27	New marked crossing and intersection improvements at Alicante Avenue (i.e. median extension/protected pedestrian crossing and median islands for restricted turns)		x		x		x	x		x			x					x			
28	New Marked crossing at Palm Avenue	x			x		x	x					x					x			
29	New Marked crossing at Kearney Avenue	x			x		x	x					x					x			
30	New mid-block crossing in front of Lamont School between Palm and Segrue			x	x		x	x					x					x			
31	Curb extensions at intersections		x		x		x			x			x					x			
32	Add Class II bicycle lanes	x			x	x	x	x	x				x					x			
33	Continuous sidewalk/trail from south Lamont to Weedpatch and Sunset School	x			x		x	x		x		x						x			
34	Replace brick-paved medians with landscaping, planting "canopy" trees and/or drought-tolerant native landscaping	x	x																		
35	Street tree planting with larger "canopy" species in curbed planters in parking lane	x	x				x	x						x							
36	Install pedestrian-scaled lighting along SR184 every 50' minimum		x											x			x				
37	Install coordinated street furniture (benches, trash/recycling receptacles, etc.)		x											x			x				
38	Single Lane Roundabout at Sunset Boulevard		x		x	x		x		x								x			
39	Single Lane Roundabout at Mountain View Road			x	x	x		x		x								x			
40	Gateway improvements on Panama Road			x													x				x
41	Gateway improvements on Buena Vista Boulevard			x													x				x
Private Realm Projects																					
42	Convert portion of County Fair Market parking lot into public plaza		x								x						x			x	x
43	Improvements to Lamont Park/School Frontage		x								x						x			x	
44	Lamont School and Park (Ongoing)	x									x									x	
45	Weedpatch Frontage Road			x																	
Implementation Programs																					
46	Frontage "Pavement to Parks" or "Parklet" improvement program	x															x			x	
47	Façade improvement program	x	x	x							x						x				
48	Local Area Plan with Community Design Manual		x														x				
49	Zoning Amendments and Permit Streamlining		x														x				

The projects summarized in this chapter have been consolidated into a table that itemizes initiatives and identifies priorities. Projects have been identified as Near-Term (0-2 years), Mid-Term (2 years-5 years), and Long-Term (beyond 5 years), and matched with both potential funding sources and lead agencies and organizations who may be involved with implementation. Links to funding programs listed above can be found in the Appendix. Keep in mind that these resources are often in flux. The County can best position itself for future funding by making sure the projects are listed in the Regional Plan and that those aspects involving SR 184 have been discussed with Caltrans.

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Implementation Concepts

Frontage and Façade Improvement Programs

In the short term, improvements along SR 184 could focus on improved frontage. Private property owners could be encouraged to establish a "landscape and frontage zone" within the front 5'-10' of their properties where a concerted effort could be made to organize new landscape and signage, and consider additional permeable surfaces or the closing of extraneous driveways. This could be accomplished through a "frontage improvement program" wherein the County provides some financial incentive (such as discounted/complimentary design, grants, and/or a match) for private property owners to complete the work. Some communities have utilized Community Development Block Grants to support a facade improvement program.

In the longer term, such a program could be extended to include more substantial improvements, such as façade and exterior building renovations and signage.

Signage Improvements

Signage along SR 184 forms a large part of the visual landscape that visitors and residents experience. It includes both public realm signage, such as street signs and wayfinding, and private realm signage visible from the public right-of-way. Many of signs do not appear to be in compliance with the County's existing sign ordinance.

Non-Conforming Signage

The County could consider a "Sunset Ordinance" for non-conforming signage. Such an ordinance would develop a strategy of amortizing non-conforming signs over a period of time. The amortization period would be based on the value of a given sign, with more substantial and expensive signs granted a longer amortization. Similar strategies have been effective in other California jurisdictions.

In the event that such an ordinance were adopted, the California Business and Professional Code Section 5491.1 states that the County would need to conduct an inventory of illegal or abandoned signs within 120 days of adoption of any such amendment to the Sign ordinance.

Main Street Design Manual

Public investment and improvements along the Main Street corridor will help to stimulate continued private investment in commercial properties and businesses. Much of the business environment along SR 184 is informal, and minimal improvements to facades and frontage are typical. Frontage and facade improvement techniques could be captured and summarized into a design manual that would serve as an ideas resource for local business and property owners to improve their buildings in ways that will improve the pedestrian environment. The manual could also incorporate tighter standards for sign types that are appropriate to pedestrian-oriented environments, including window signs, wall signs, wall mural signs, blade signs, and awning signs.

Local Area or Community Plan

Lamont and Weedpatch are somewhat unique in the rural area of Metro Bakersfield as they are both far more "urban" than surrounding agricultural and industrial properties and yet far more "rural" than Bakersfield. The County could consider drafting a local Community Plan for Lamont and Weedpatch that would provide an opportunity to draft specific goals and policies for the communities, determine land use designations and other components that are appropriate to a mixed-use walkable community, and provide a mechanism for the implementation of some of the more complex improvements that are discussed in this plan.

Future Zoning Amendments

The County could consider amendments to existing zoning standards applicable to Lamont and Weedpatch that would promote a more pedestrian-friendly environment. As discussed in this plan this might include minimizing (or exempting) parking requirements for small commercial projects to allow more efficient use of open space, encouraging build-to lines rather than building setbacks, and adding graphically-oriented standards for frontage, with particular attention to the GC (General Commercial) designation.

Next Steps

1. Determine a Preferred Alternative for SR 184

   If necessary, conduct supplemental traffic analysis that analyzes in further detail the potential impact of reducing travel lanes and/or modifying intersections to the corridor's level of service.

   If necessary, formulate an acceptable strategy for the rerouting and/or management of truck traffic.

2. Maintain the existing Advisory Committee, or convene a Working Group involving County representatives of Roads and Planning, Caltrans, and other interested parties to determine the following:

   A strategy and schedule to implement public-realm projects.

   A strategy to implement private-realm improvements, including frontage, signage, and building facades within the project area.

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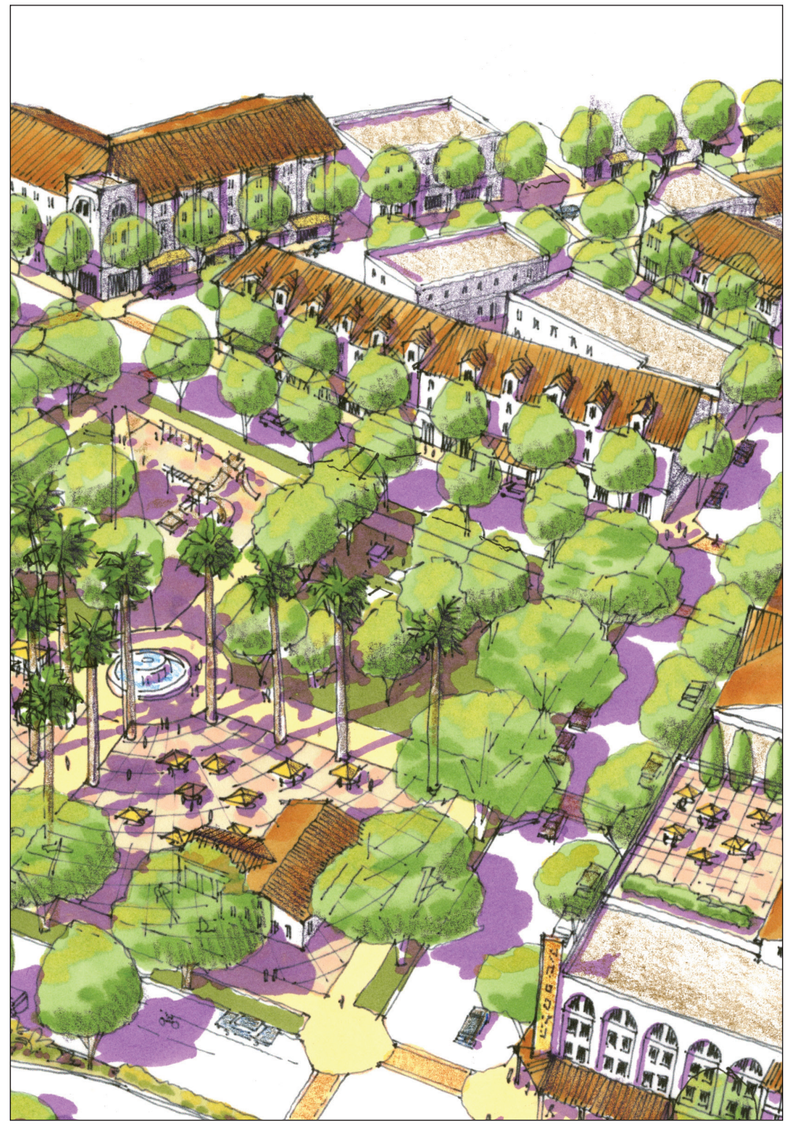
Arvin Design Proposals



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Project Area and the Community

The City of Arvin encompasses an area of about 4.82 square miles in Kern County, about 15 miles southeast of Bakersfield and at the foot of Bear Mountain. At the southern extent of California's Central Valley, the community is centered upon an agricultural economy and landscape.

As of the 2010 Census, Arvin's population was 19,304. The City has rapidly expanded in the last decade, with a 49 percent growth in population since the last Census, substantially higher than California's average population growth of 10 percent. The Census counted 17,892 residents, or 92.7 percent of the population, as Hispanic or Latino. About 72 percent of Arvin's households had children under age 18 living in them. The median household income was reported as $32,949, and 33.1 percent of Arvin's residents live below the Census-determined poverty level.

At the time of this report, several public and private projects were in the process of approval and implementation in Arvin. Bear Mountain Boulevard was slated for continued improvements along its extents within the City; the final eastern portion was prepared to receive medians, and landscaping and pedestrian improvements, in coordination with the rest of the corridor. Several private commercial projects had also received entitlement to build along Bear Mountain Boulevard. Finally, the City had received funding to implement a large community park in Jewett Square.

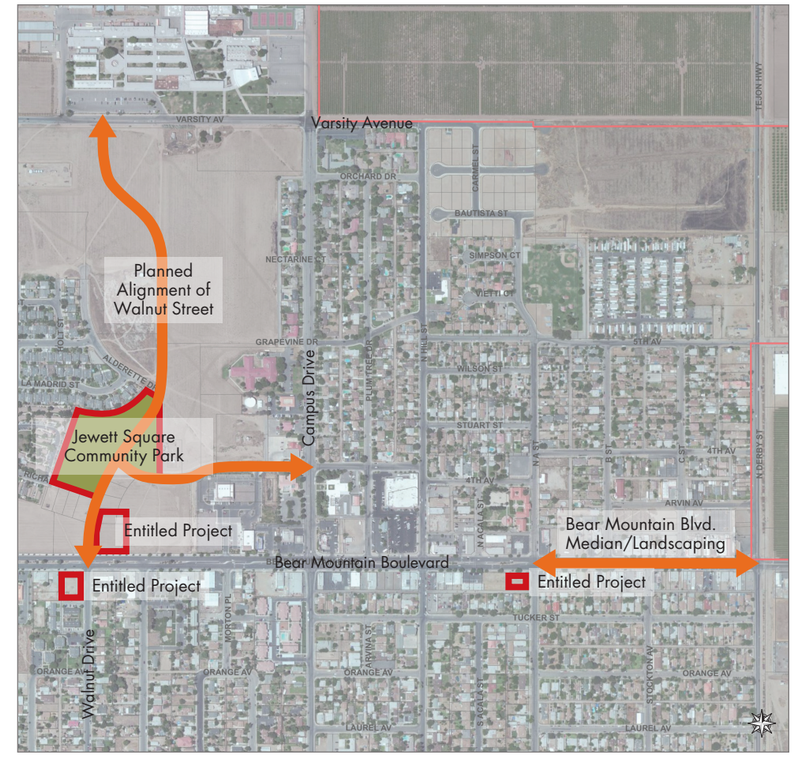
Study Areas

The northern study area, Jewett Square, is a large vacant area of land in the superblock bounded by Varsity Road to the north, Bear Mountain Boulevard to the south, Comanche Drive to the west, and Campus Drive to the south. The current residential and civic blocks within this superblock were not part of the study; however, creating reasonable connections with this context was an important element of the visioning process. The site is centrally located among the high school, a new middle school, and the City Hall; funding has also been secured for a large park on the site, and further program possibilities for the site include a community college campus, and commercial and residential uses.

The second, southern study area is the vacant site bounded by Sycamore Road to the north, Ellen Way to the south, Meyer Street to the east, and the rear of several cul-de-sacs branching from Comanche Drive to the west. The location is surrounded by primarily residential blocks; potential programming for the site proposes a modest neighborhood-serving commercial center, including a possible market, in addition to further residential units.

These sites were also studied in the larger context of the City, both in their connections and relationships with existing neighborhoods and amenities of the community, and in their responses to current issues in Arvin. Specifically, the design team reviewed and recommended pedestrian and bicycle routes to ensure uninterrupted and safe connections throughout the city, and reviewed the draft 2010 Circulation Element to ensure that future circulation plans would harmonize with the goals of this plan.

Above: Aerial map of the City of Arvin, highlighting the two opportunity sites for future development studied by the charrette design team.



Top: A map highlighting locations of current known planned projects in Arvin. ***Bottom Left:*** *Arvin is an agriculturally-productive community with active oil deposits.* ***Bottom Right:*** *Teenaged students walk home across one of Arvin's large vacant opportunity sites after a day at the high school.*

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Key Constraints

Challenging Pedestrian Environment

Despite a well-connected street grid, Arvin can be a challenging environment for pedestrians, with incomplete sidewalks and few marked crossings. Curb ramps at many intersections are not ADA compliant, creating further difficulty for those with disabilities. Major thoroughfares such as Bear Mountain Boulevard lack pedestrian amenities such as consistent pedestrian-scaled lighting and seating. There is also a lack of shade along most streets. During the hotter months of the year, this results in higher ambient temperatures and increased discomfort for pedestrians.

Gaps in the urban fabric also contribute to a challenging pedestrian environment. Along Bear Mountain Boulevard, street-facing parking lots and vacant parcels create gaps between destinations that make walking to destinations more difficult. As new development occurs within the community, it will be important to address these “missing teeth” to promote more pedestrian-friendly conditions.

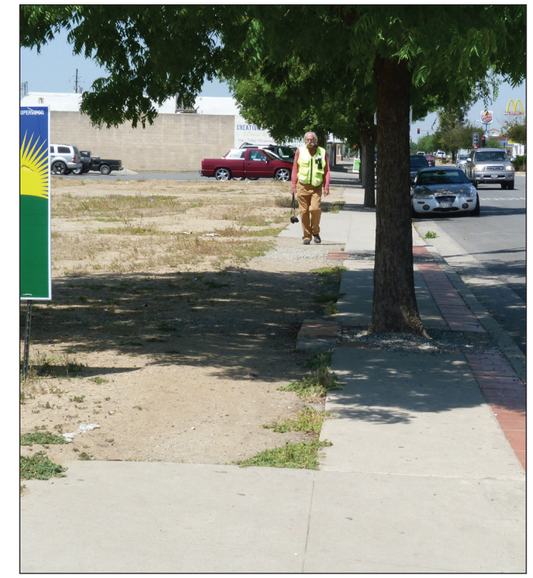
In general, major streets in Arvin are relatively narrow and thus fairly easy for pedestrians to cross. As the City grows, it will be important to ensure that new roadways continue to be “right-sized” to facilitate easy pedestrian crossings.

Lack of Clear Identity and Image

Arvin currently lacks a clear social "center" of activity, serving to bring the community together. Often a city's main street fills this need, as important commercial, social, and civic activities combine to create the vibrant energy and identity of a community. However, Bear Mountain Boulevard lacks a clear identity; the street is interspersed with chain restaurants and retailers, small local shops and offices spread out over the corridor, and expansive stretches of vacant land. Arvin's infill sites, especially the large Jewett Square site on Bear Mountain Boulevard, will be important in fostering an appropriate identity and image for the community. Arvin needs better development standards and policies directing physical form.

Need for Good Quality Public Space and “Social Infrastructure”

A substantial portion of Arvin's population is particularly sensitive due to high poverty and unemployment rates. Cultural amenities, such as plazas, are also lacking. Good public space and planning can help to provide opportunities for entrepreneurs, access to public services, new social services and institutions in a walkable and bikeable framework. Thoughtful planning enables many quality-of-life improvements on a community-wide scale, making better living accessible for all.



Clockwise from Top Left: *Major gaps in the city's urban fabric cause many residents to traverse unfavorable paths; a disruption in the sidewalk on a major street; despite favorable sidewalk facilities, high-walled frontages discourage walkability in a neighborhood; a residential street awaits connection with future community development; Bear Mountain Boulevard and its struggle to provide a sense of identity and character.*

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Key Opportunities

There are many ways in which Arvin can improve upon its physical characteristics in order to become a more vibrant, pedestrian and bicycle-friendly community. Its compact form and existing gridiron pattern of streets mean that many of these improvements are achieveable without significant investments in new infrastructure. With the current General Plan update process underway, there is an opportunity to identify ways in which new goals and policies can help to implement these improvements. Following is a summary of some of the key opportunities and guiding strategies identified during the charrette process.

Compact Size

By the nature of its close pattern of development, Arvin's street network is better poised to accommodate pedestrians and cyclists than many communities with sporadically-spread growth. The City already has much connectivity potential for walking and cycling, and only requires smaller infrastructure details such as crosswalks, complete sidewalks, pedestrian-scaled lighting, and bicycle lanes.

Bear Mountain Boulevard as Community Gateway

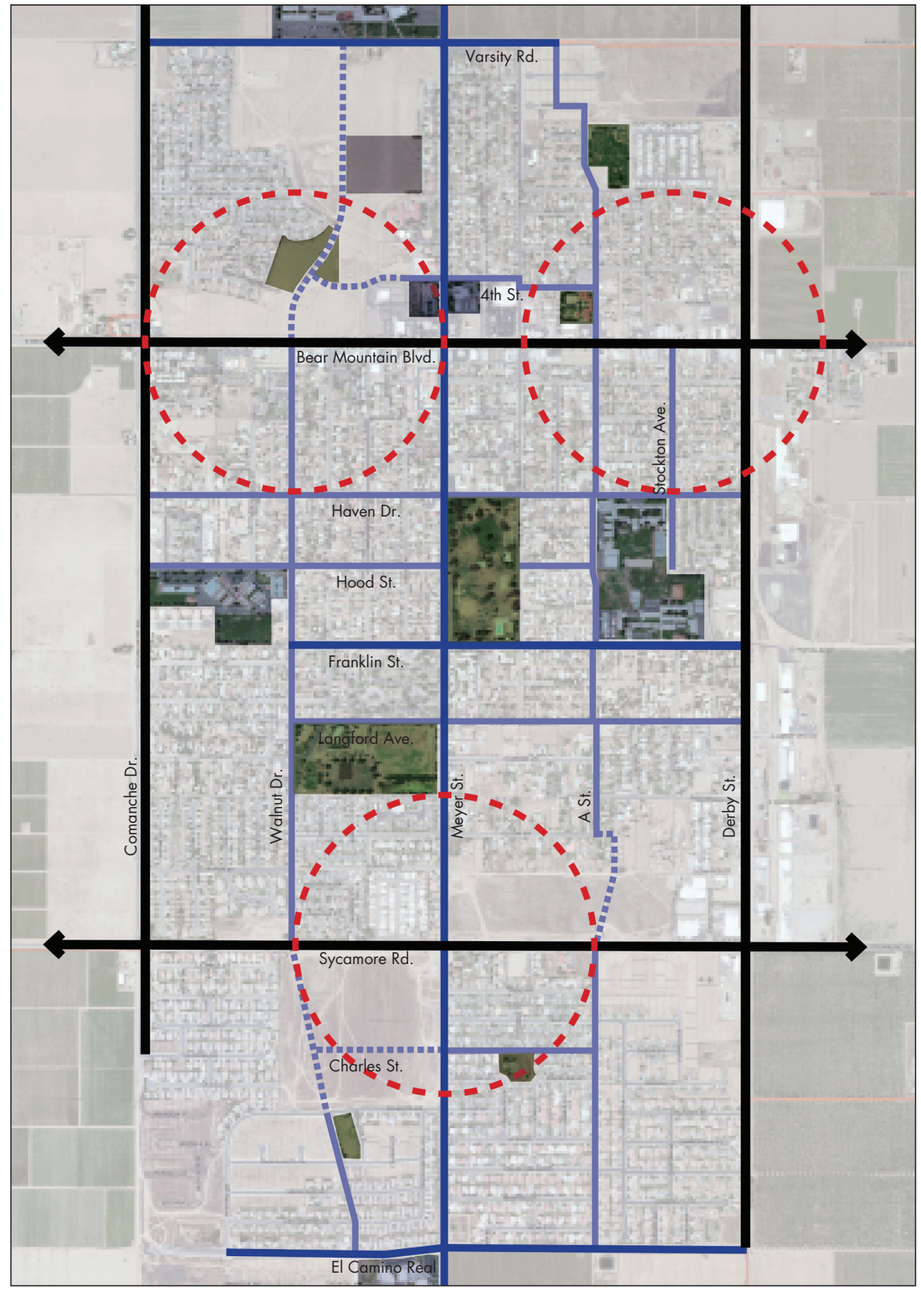
Bear Mountain Boulevard (SR 223) is the primary route to approach the City and an ideal opportunity for a community gateway. Through traffic traveling on SR 223 can be encouraged to stop and linger in downtown Arvin or Jewett Square if they provide a comfortable and hospitable pedestrian environment. Recent median improvements are a beneficial first step toward making a positive, welcoming first impression.

Site Design to Foster Community and Healthy Activity

If approached with thoughtful design that considers a comprehensive view of the City, development of Jewett Square and Sycamore/Meyer as mixed-use, walkable neighborhoods could offer Arvin opportunities for community interaction and healthy, safe lifestyle choices. A new central public plaza could provide a place for community interaction and a place of identity for Arvin. Parcels oriented toward new public plazas and parks could promote their safety through perceived "eyes" on the spaces. Missing links in the street network could be completed, enabling residents to safely walk and cycle. A neighborhood market at Sycamore Road and Meyer Street could give southern residents easier access to healthy food.

Right-Sizing Roadways

As Arvin grows and opportunity sites are filled, standards for appropriate street sizes will maintain the safety and comfort of the City's streets for all users. By ensuring that streets are not built wider than necessary, the City saves money on construction and maintenance; vehicles maintain safer speeds for pedestrians and cyclists; and streets generally stay more pleasant, attractive places for all.



Above:

Framework for Design

Focus pedestrian-friendly development patterns in and around three mixed-use neighborhood centers.

Improvements and development should be prioritized in those locations that serve best as the centers of activity and identity for Arvin's neighborhoods. The City's key neighborhood centers, marked in the diagram left with a five-minute walking radius, are identified as:

- Bear Mountain Boulevard at Walnut Drive (Jewett Square);
- the old Downtown, around Bear Mountain Boulevard and C Street; and
- the intersection of Sycamore Road and Meyer Street.

Focus pedestrian and bicycle improvements on key streets connecting neighborhood centers and important destinations.

Selected streets provide good connectivity across all of Arvin for pedestrians and bicyclists. These should be prioritized for infrastructure improvements, including completion of sidewalks and safe pedestrian crossings at intersections, bicycle lanes and routes, and landscaping such as street trees. Arvin's priority street network is marked in the diagram left in blue; future key connections are dashed.

Provide central civic spaces and gathering places at the core of each neighborhood center.

Well-designed public space can provide active gathering places for the community and help to stimulate economic activity. Within Jewett Square, Jewett Square park will provide a beneficial asset for the neighborhood; the City will need to ensure that development patterns around it help maintain it as a safe and welcoming place. Within the other two neighborhood centers, a well-designed public space can help to establish each address and revitalize land uses around it.

Encourage infill development within and around each neighborhood center that utilizes land efficiently and promotes pedestrian and bicycle activity.

It will be important to ensure that new development in all three locations is designed to attract and encourage pedestrian and bicycle access and activity. This means new buildings should be placed with an orientation to the public realm, placed at or near the sidewalk, with well designed elements scaled to pedestrians, rather than set behind large parking lots with primary access for automobiles.

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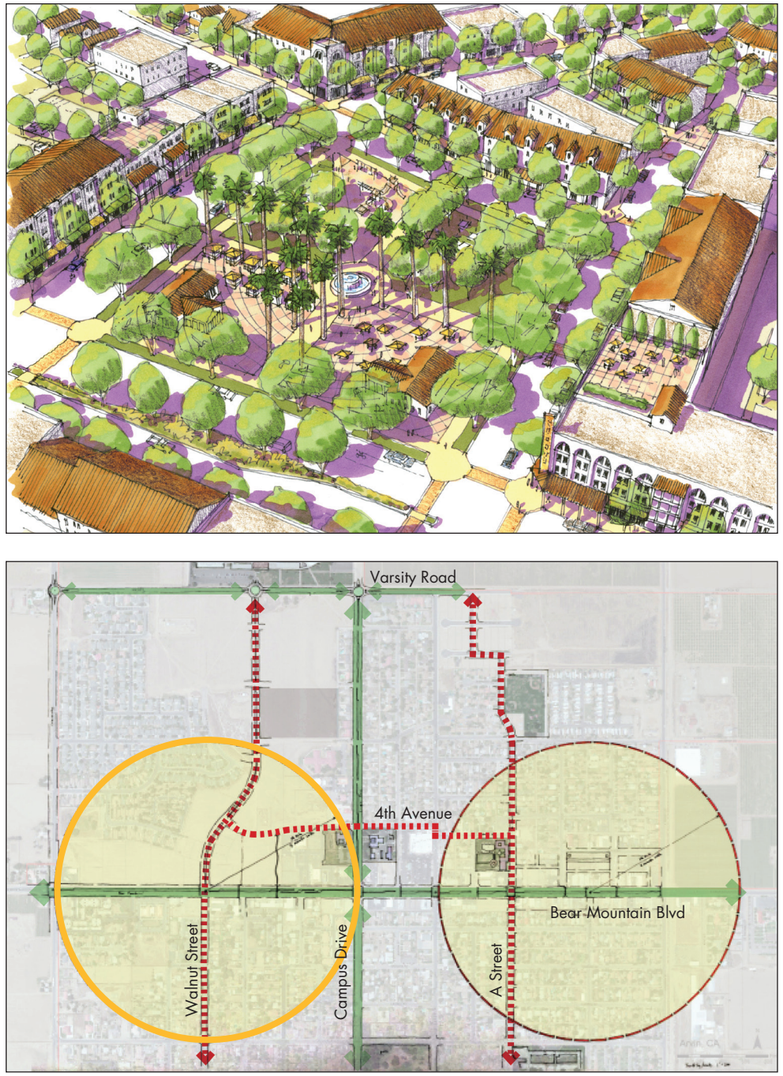
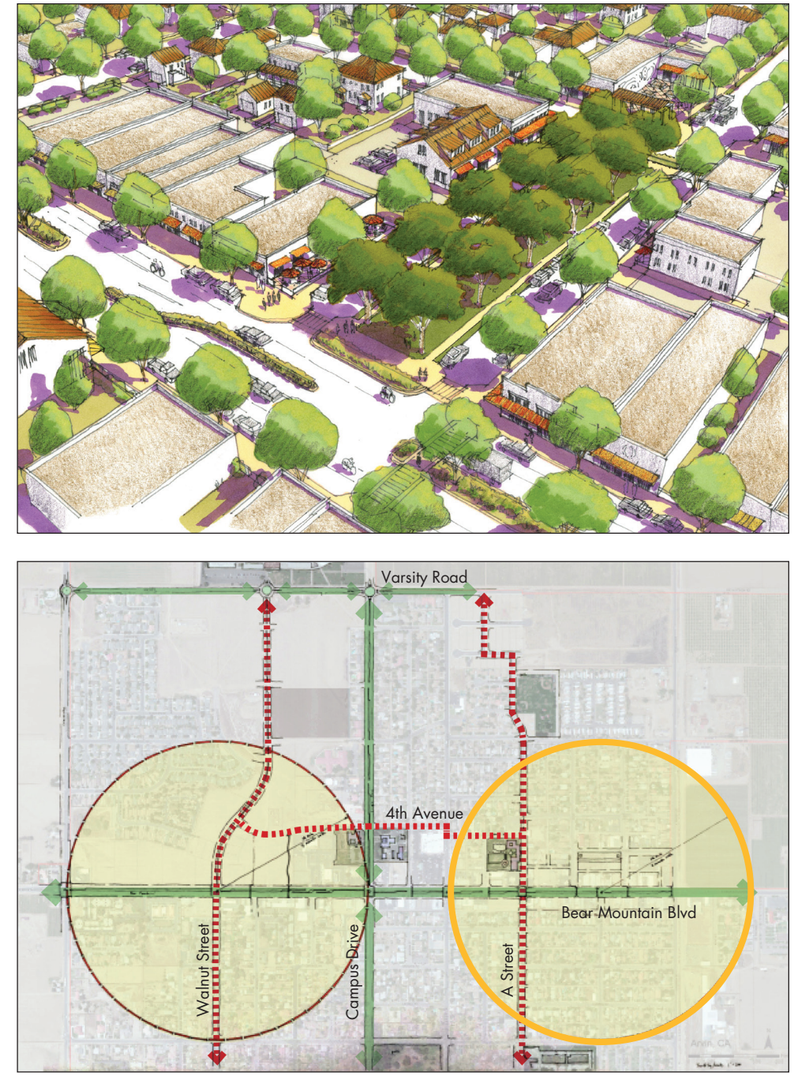
City-wide Framework: Neighborhoods and Networks





Jewett Square

Along Arvin's main street and with important connections to local schools and a future park, Jewett Square is a prime location to establish the center of the community, with a new public plaza, mixed-use development, and possible civic and institutional uses.

Sycamore and Meyer

The vacant site at Sycamore Road and Meyer Street is an ideal opportunity for a small mixed-use node to serve the southern neighborhoods of Arvin, giving residents easier access to healthy foods through a new market. Green parks are integrated regularly within new residential neighborhoods.

East Downtown

At the center of Arvin's older commercial area, this node is an excellent target for revitalization. Its compact built form is beneficial for walkability; its modestly-sized shopfronts are optimal for small-scale entrepreneurs; and its revitalization can be realized through small, incremental, and manageable improvements.

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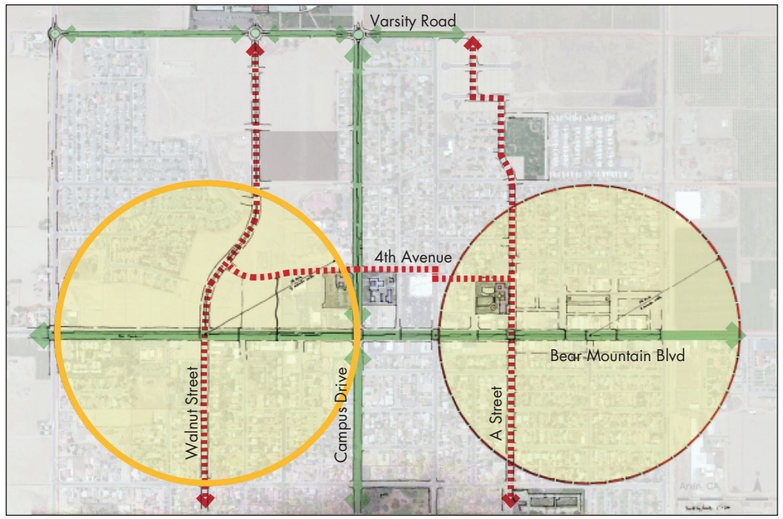
Jewett Square Neighborhood



Estimated Potential Program Summary	
Commercial	159,000-277,000 sq ft
Institutional	130,000-260,000 sq ft
Residential	160-265 units
Civic Space	2.2-6.0 acres (including 9,000 sf museum)

Prior planning for Jewett Square included a layout for the extension of Walnut Street between Bear Mountain Boulevard and Varsity Avenue, and the design and ongoing implementation of a Community Park on both sides of Walnut Street around 4th Street. At the time of writing construction of the park had been funded by a grant from the California State Parks Department. These two projects are initial steps in a broader vision that has included the layout of adjacent parcels for commercial, institutional, and residential uses. The framework plans on this and the following pages integrate the following design principles:

- Layout of an interconnected network of streets and blocks
- Buildings with primary entrances oriented to streets rather than parking lots
- Parking to the rear of buildings
- Straightening of the northern section of Walnut Street to provide for more efficient block and parcel layouts and create an intersection at the Arvin High School parking lot entrance
- Interspersed, well-defined civic spaces with active uses fronting them to provide "eyes on the street" as well as opportunities for appropriately-scaled strormwater management features
- Supportive, fine-grained residential fabric that can increase night-time residential population and improve viability for retail and services

Above: Illustrative framework plan for Jewett Square. Retail/mixed-use buildings are organized around a "Town Square" at the intersection of Walnut and Bear Mountain Boulevard. This could be a "park-once" area where residents and visitors are encouraged to walk between destinations around the square. Given the informal edges of the Community Park's design, residential units can be incorporated to facine the park on both sides of the roadway. The residential units shown above are not a part of the current design of the park but can be considered in the future as a solution for maintaining "eyes on the street" and help to minimize issues with crime and that might otherwise occur given the proposed frontage conditions. To the north, a flexible framework can accommodate a community college program that might grow incrementally over time.

Above: This alternative scheme demonstrates how vacant lands at the southern portion of the site could be better organized, focusing the proposed community park activities (splash pad, seating areas) in the town square, and continuing retail/mixed-use buildings along Walnut to create a small walkable "Main Street" terminating in a proposed museum. To the north, a framework of streets and blocks is proposed that can accommodate residential and institutional uses.

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Above: *Detailed illustrative plan of the southern end of Jewett Square, illustrating the proposed town square surrounded by retail/mixed-use buildings and the refined community park to the north. The community has expressed interest in building a museum to showcase the unique history of Arvin. Ideally a site for the museum should be found that can be a central focal point and near other community amenities. One possibility would be to locate it across from the park as shown or integrate it with the Town Square to the south. It should be noted that the current Community Park project that will be built in the near future also has a smaller park area located across Walnut Drive where the museum is shown above. Therefore, the recommendation to locate the museum in the location shown above could be considered later on in the future based on community interest.*

Above: *Detailed illustrative plan of the alternative option, demonstrating the continuation of a "Main Street" along Walnut Drive and the relocating of some of the community park elements into the town square.*

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Left: *Aerial view of proposed public plaza at Walnut Street and Bear Mountain Boulevard.*

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Above: *Space for a community college is integrated into the northern portion of the site, surrounded by residential neighborhoods. Locating the Community College in close proximity to Arvin High School will help maximize the potential for the two entities to collaborate. A core of institutional buildings across from Arvin High School are organized around an outdoor plaza that could be used for lunchtime activities (such as food stands) shared by the High School and College. The plan demonstrates how a campus could grow incrementally over time while achieving a walkable, mixed-use district over the long term. Parking for the college is organized primarily on-street and behind buildings in parking lots hidden from the street.*

Above: *This alternative demonstrates how a much smaller community college program could be integrated into the plan that still achieves the overarching goals of pedestrian connectivity for the site.*

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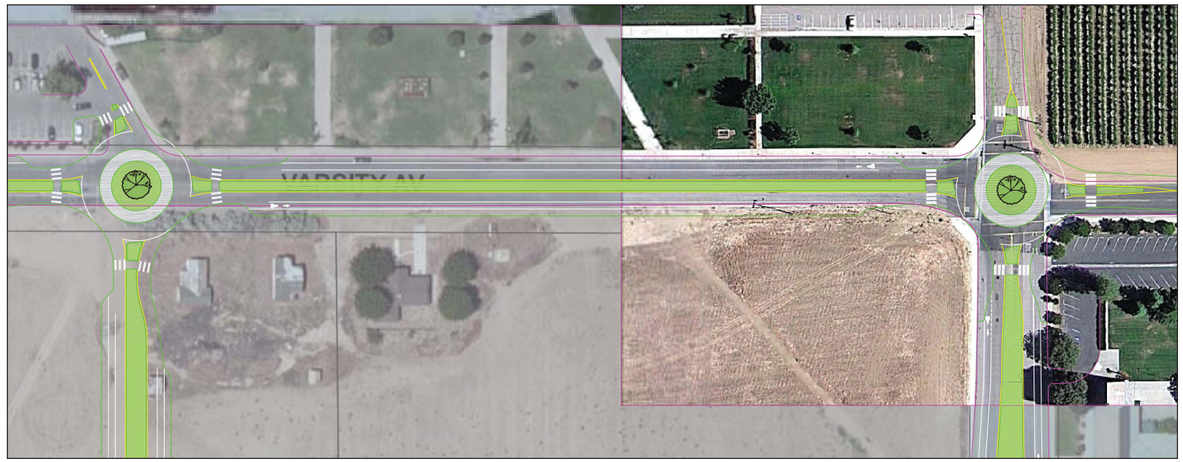
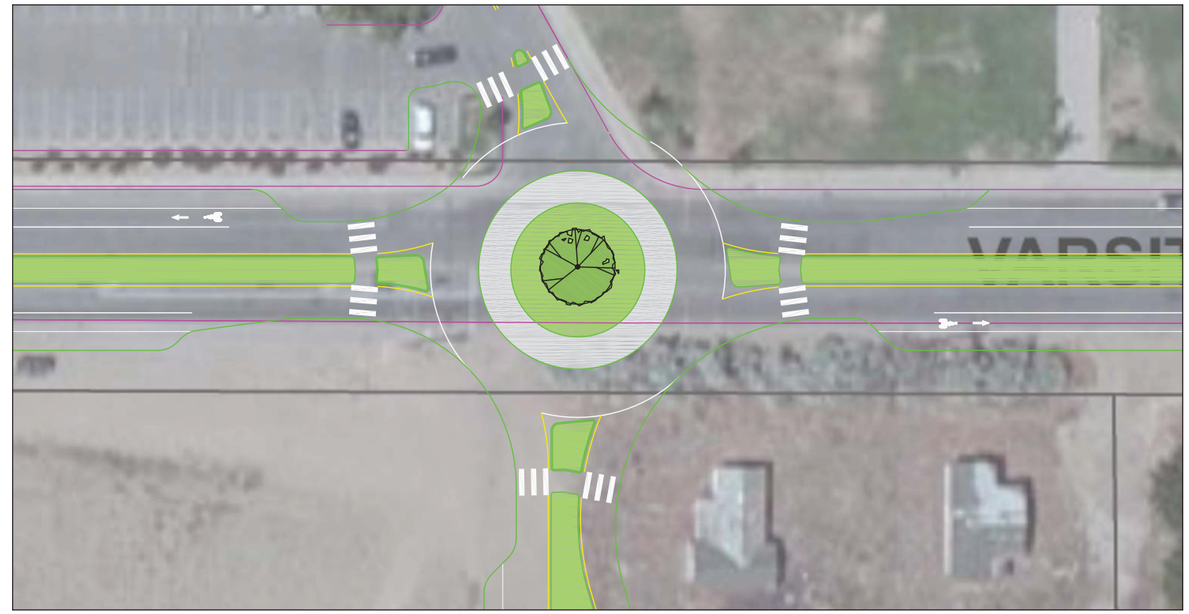
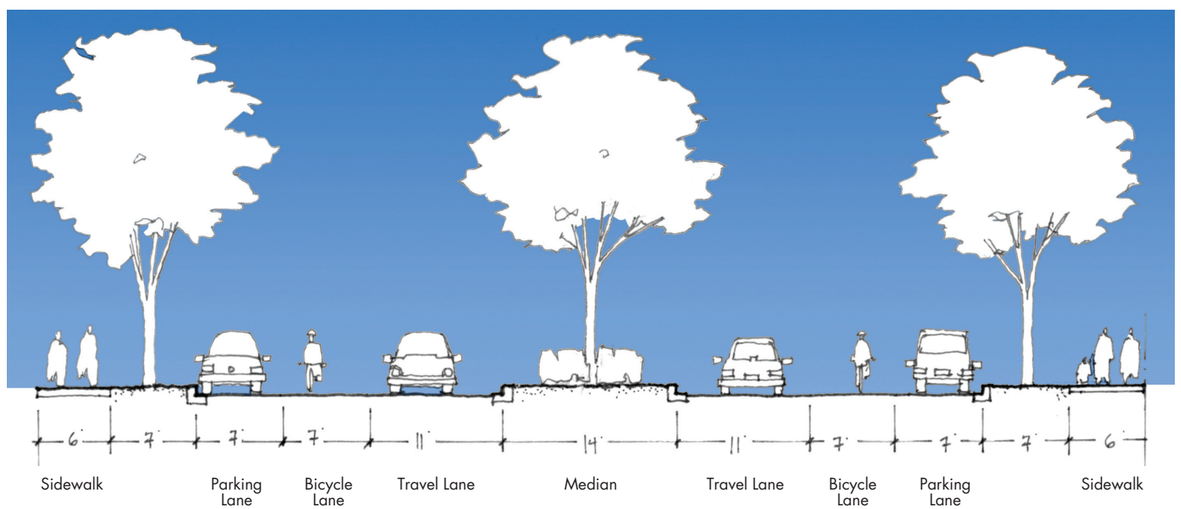
Varsity Road



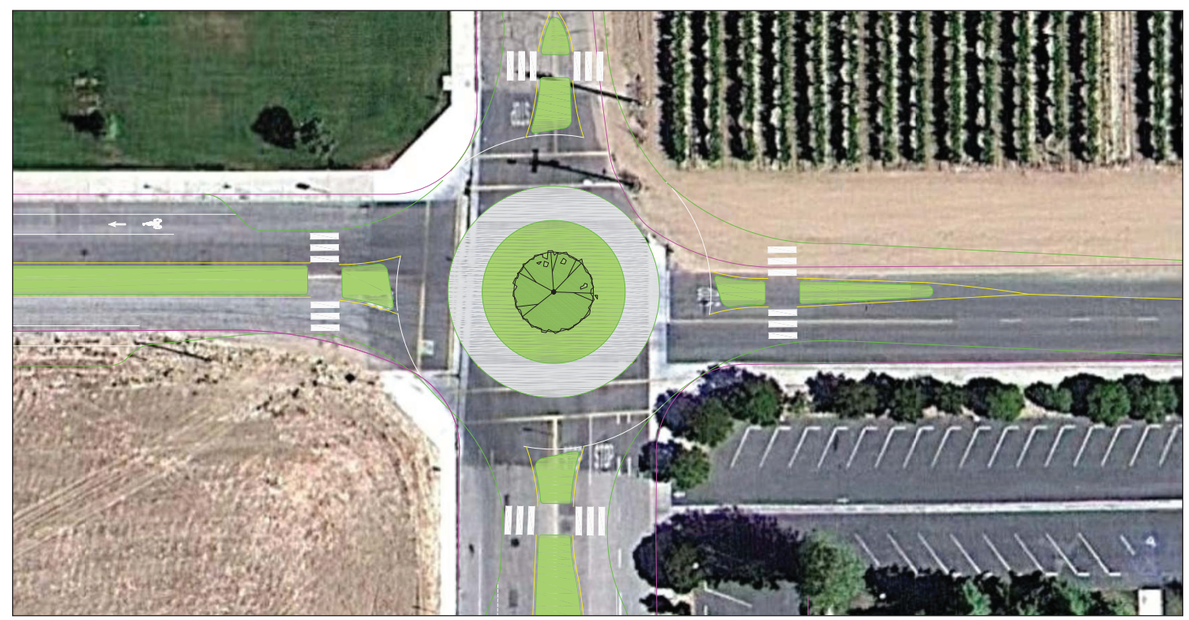
Caption: *Varsity Road provides access to Arvin High School and will connect to the Walnut Drive extension once completed. Today the southern edge of Varsity along Jewett Square is unimproved. Varsity can be developed as a 2-lane roadway with Class II bike lanes, on-street parallel parking, and sidewalks on either side. Roundabouts at the intersections of Walnut Drive and Campus Drive can improve the functionality of these respective intersections and help to facilitate circulation around Arvin High School.*



Above: *Proposed Single-Lane Roundabout at Varsity Drive, Walnut Drive, and the Arvin High School parking lot entrance*



Caption: *Conceptual cross section for Varsity Drive illustrating central landscaped median, one travel lane in either direction, Class II bicycle lanes, and on-street parking.*



Above: *Proposed SIngle-Lane Roundabout at Varsity Drive and Campus Drive*

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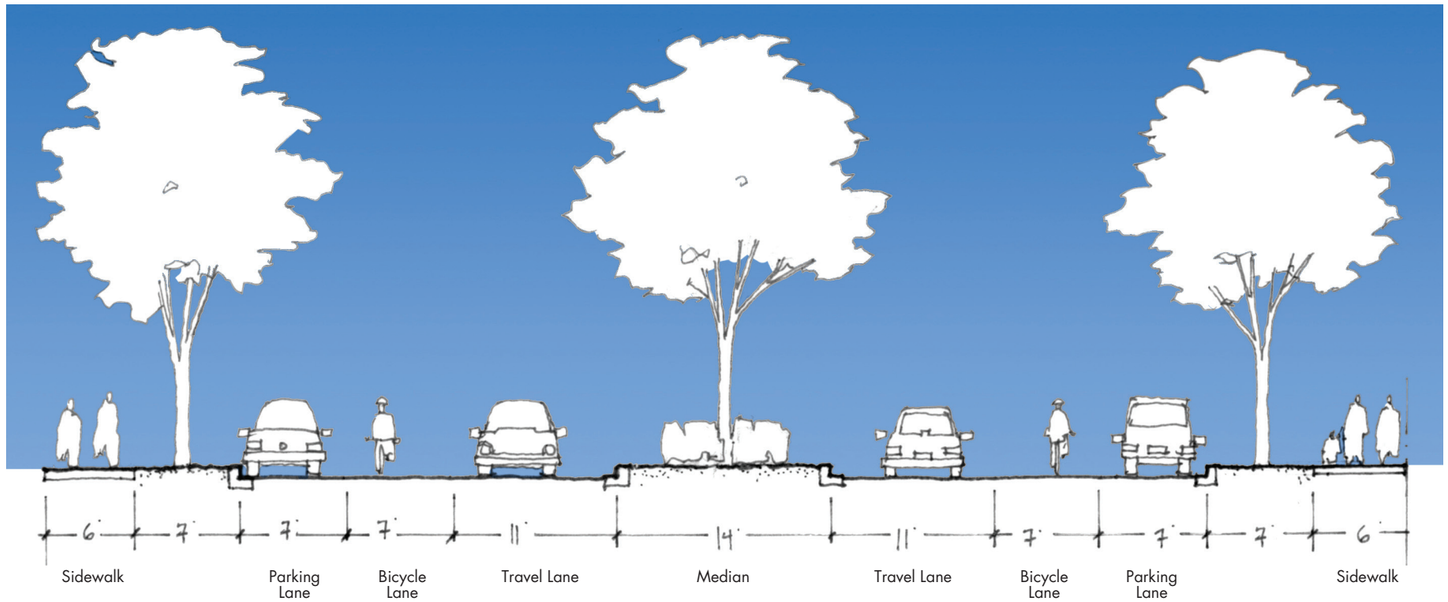
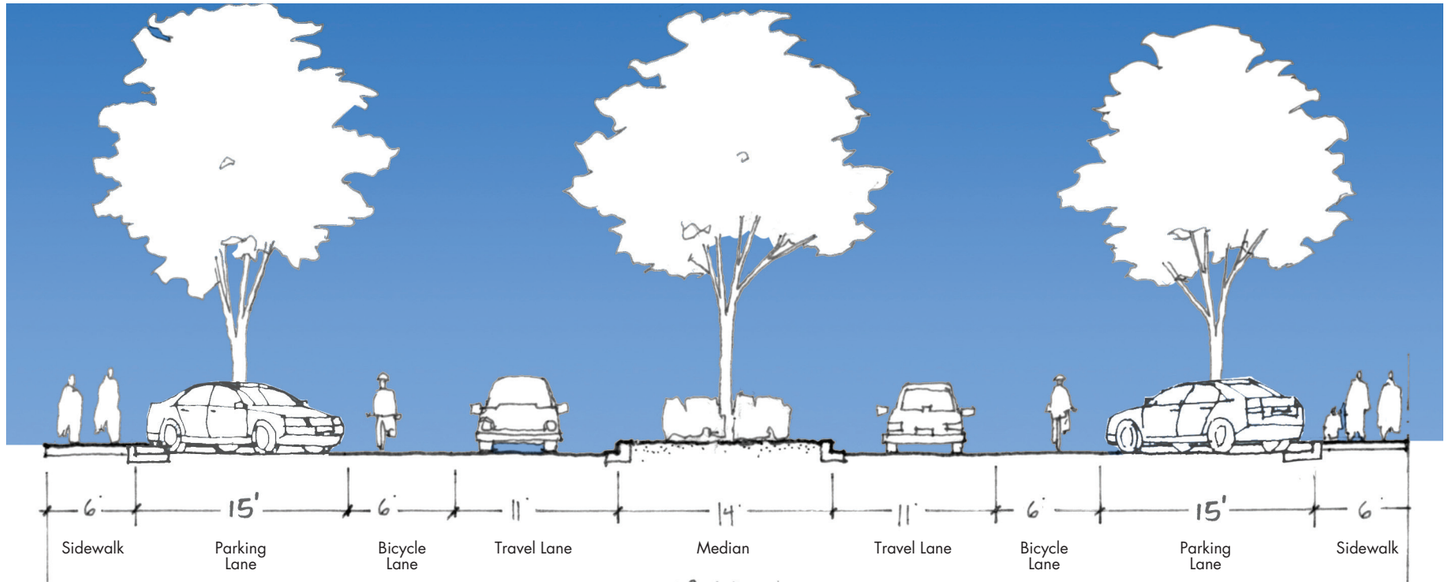
Campus Drive (Typical 90' ROW Collector Street)

Above: A plan of potential improvements to Campus Drive at Bear Mountain Boulevard. The plan illustrates a two-lane roadway with a central median, Class II bicycle lanes, and on-street parking. The section transitions from parallel parking to "back-in" or "front-out" diagonal parking in the central portion of the block.





***Top:** Proposed two-lane cross section for Campus Drive, with central median, on street parallel parking, and Class II bicycle lanes. **Bottom Left:** Proposed cross section illustrating "back-in" or "head out" diagonal parking.*

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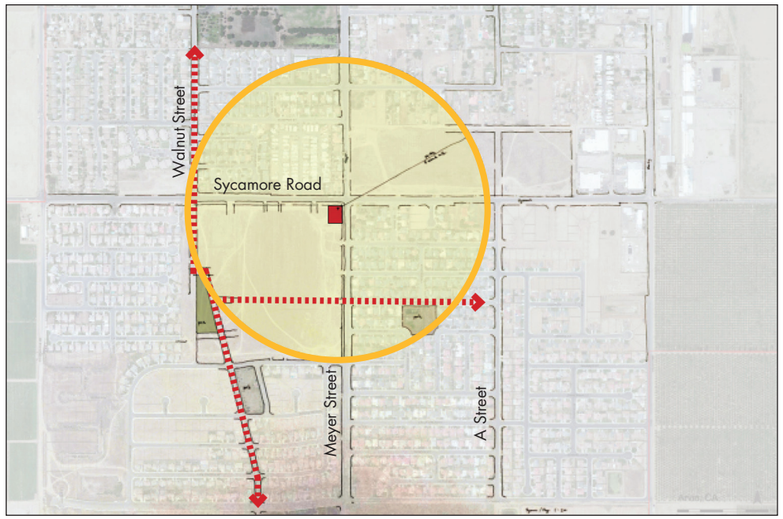
Sycamore/Meyer Neighborhood



Estimated Potential Program Summary	
Commercial	Up to 22,000 sq. ft.
Residential	Approx. 240 units
Community Center	Approx. 4,000 sq. ft.
Office/Service	Approx. 46,000 sq. ft.
Civic Space	Approx. 3.8 acres

South Arvin is a predominantly residential area that is lacking in services and open space. The development of the Sycamore/Meyer neighborhood can integrate both in order to ameliorate these issues. The framework plans on this and the following pages integrate the following design principles:

- Layout of an interconnected network of streets and blocks that connects to the surrounding residential neighborhoods
- Buildings with primary entrances oriented to streets rather than parking lots
- Houses with alley access and garages oriented to the rear or properties to encourage pedestrian activity along streets
- Interspersed, well-defined civic spaces with active uses fronting them to provide "eyes on the street" as well as opportunities for appropriately-scaled strormwater management features
- A core of small-scaled commercial uses at the intersection of Sycamore Road and Meyer Street that could incorporate a small corner grocery store as well as health services

Above: Proposed layout of Sycamore Meyer neighborhood illustrates an interconnected network of streets and blocks including connections to surrounding neighborhoods, interspersed civic spaces, and a modest retail/mixed use neighborhood center at the corner of Sycamore Road and Meyer Street.

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Left: *Aerial view of the Sycamore-Meyer neighborhood from the south.*

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During the community workshop project stakeholders discussed the need for both increased access to healthy foods in south Arvin as well as health care services such as doctor's offices. The mixed-use neighborhood center could incorporate both and serve as a demonstration project for the region.

The California Partnership for the San Joaquin Valley's Health and Human Services Workgroup and the Central California Public Health Partnership have made the recommendation to establish "medical enterprise zones" that can provide tax credits and other financial incentives for health care providers to locate in underserved areas.

The California Freshworks Fund has also been established to support corner store conversions that increase the availability of fresh and healthy foods.

The mixed-use neighborhood center could benefit from the participation of both programs.

Left: *Aerial view of the Sycamore-Meyer Neighborhood Center from the northeast.*

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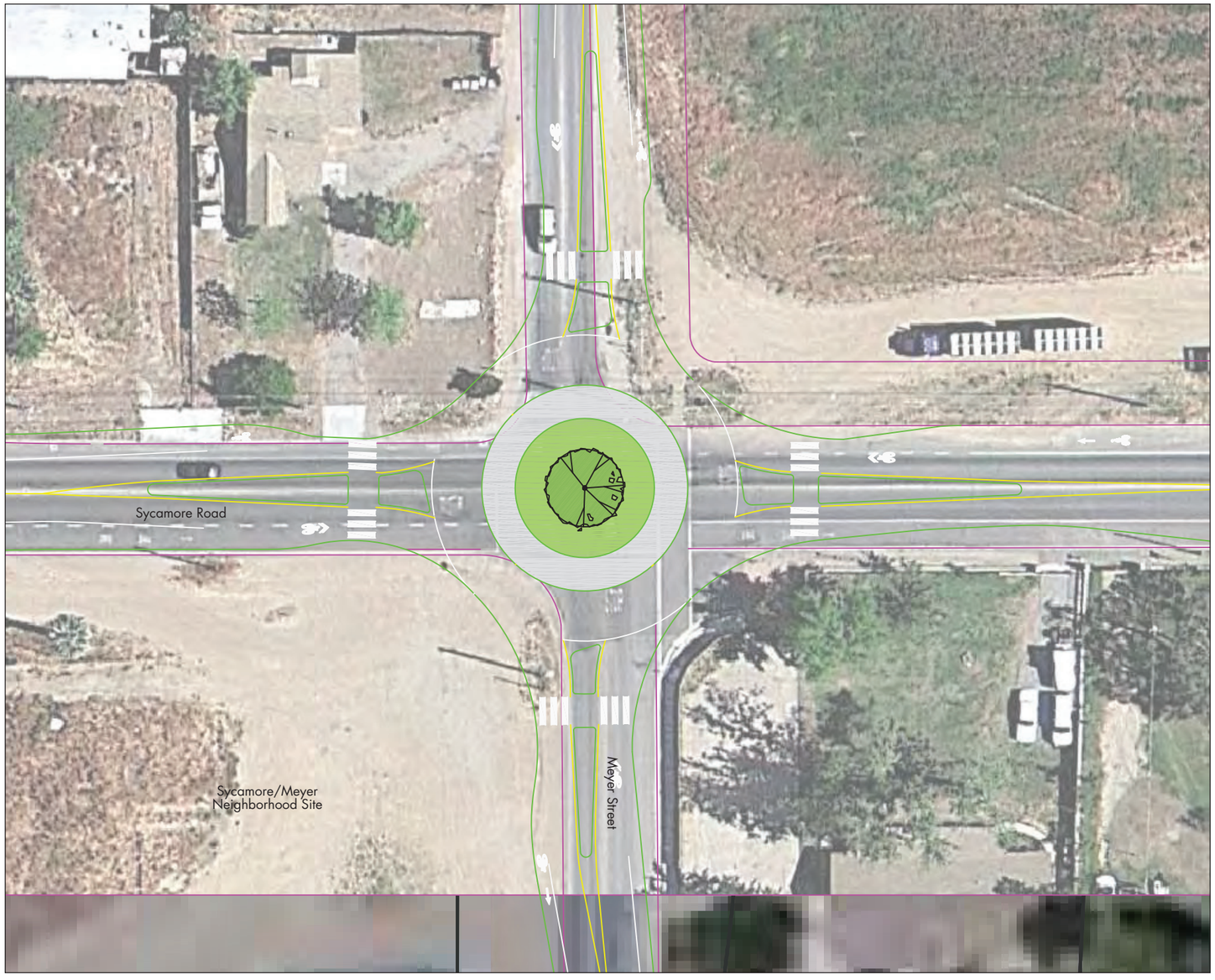

Above: *Optional Single-Lane roundabout at the intersection of Meyer Street and Sycamore Road. This roundabout could improve traffic circulation at this intersection, improve crossing conditions for pedestrians, and help to announce the Sycamore/Meyer neighborhood center.*

Above: *This 1-story commercial building holds the corner along LaJolla Boulevard in Bird Rock, San Diego, where a "road diet" and several roundabouts were implemented. The Neighborhood Market could have a similar relationship to the roundabout at the corner of Sycamore and Meyer.*

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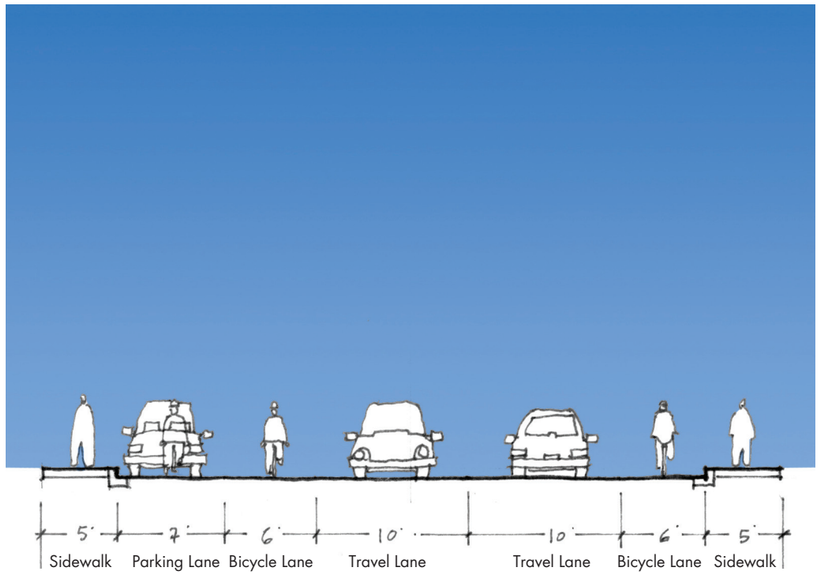
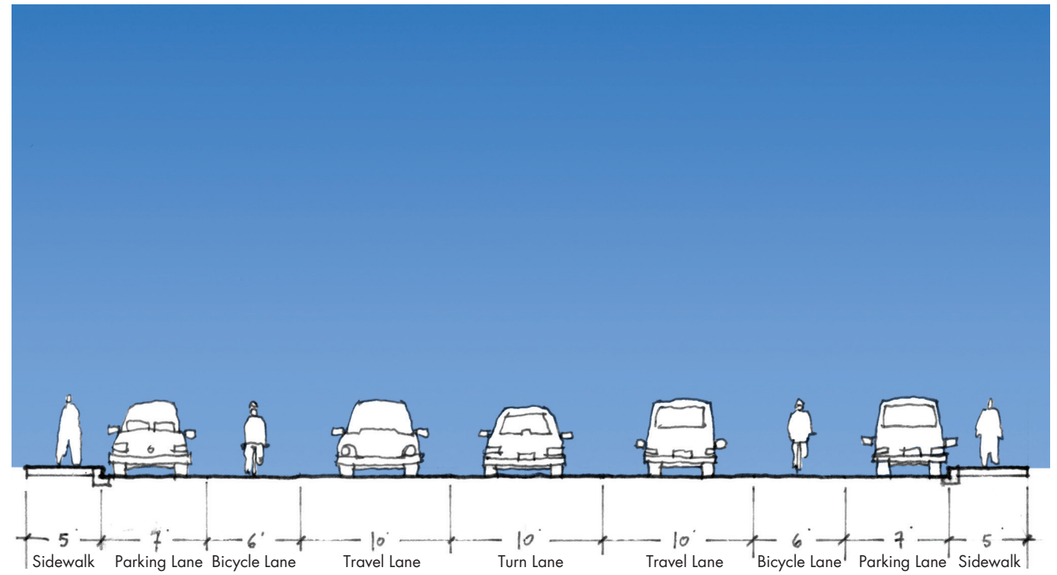
Meyer Street

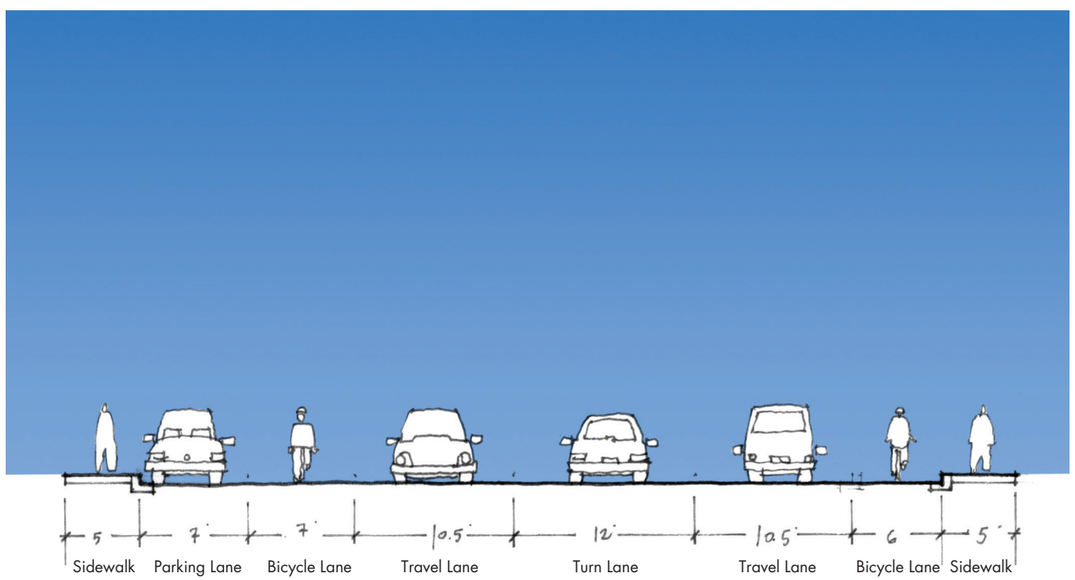
This Page: Meyer Street provides an important conduit for pedestrians and bicyclists traveling north-south across the City. Between Bear Mountain Boulevard and Sycamore Road Meyer fluctuates in width. Recommended treatments are illustrated here, moving north to south clockwise from top left.



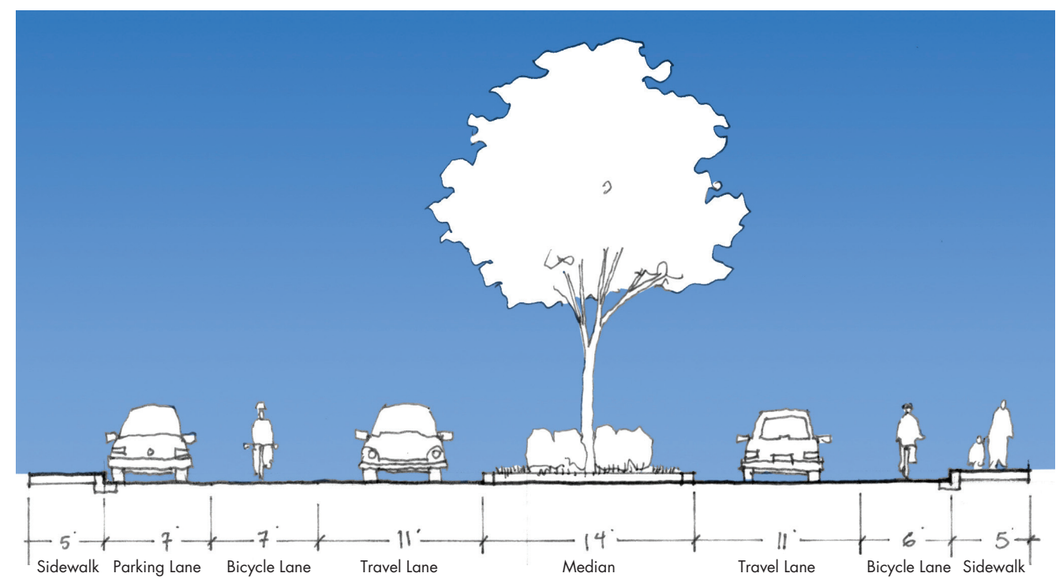
49-Foot ROW, Between Bear Mountain Boulevard and Tucker Street: *Meyer Street is very narrow for one block south of Bear Mountain (approx. 39' curb-to-curb). Class II Bicycle lanes should be striped, leaving space for on-street parking on the western side of the street.*



66-Foot ROW, Between Tucker Street and Haven Drive (Option I): *South of Tucker Street the roadway widens (approx. 56' curb-to-curb). Here it should be striped with a center turn lane separating each travel lane, Class II Bicycle lanes, and on-street parking on both sides of the street.*



63-Foot ROW, South of Haven Drive: *South of Haven the roadway narrows slightly. Class II Bicycle lanes should continue while maintaining on-street parking on one side of the street.*



66-Foot ROW, Between Tucker Street and Haven Drive (Option II): *Alternatively a landscaped median could be implemented, maintaining on-street parking on one side of the roadway. This would help to establish a "green street" connection between Bear Mountain Boulevard and DiGiorgio Park.*

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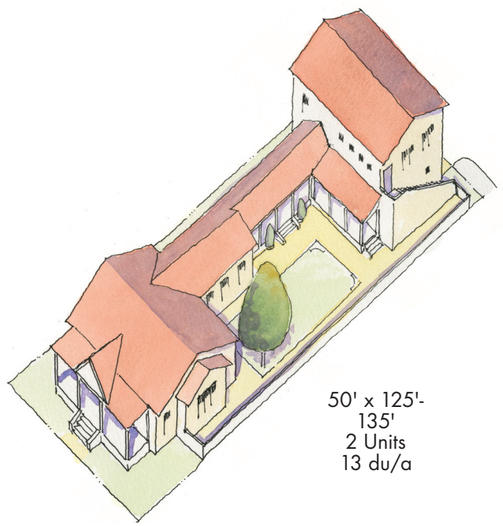
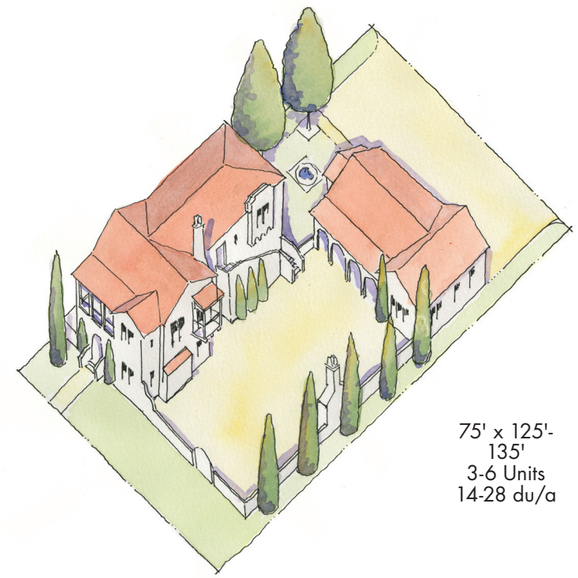
Infill Design

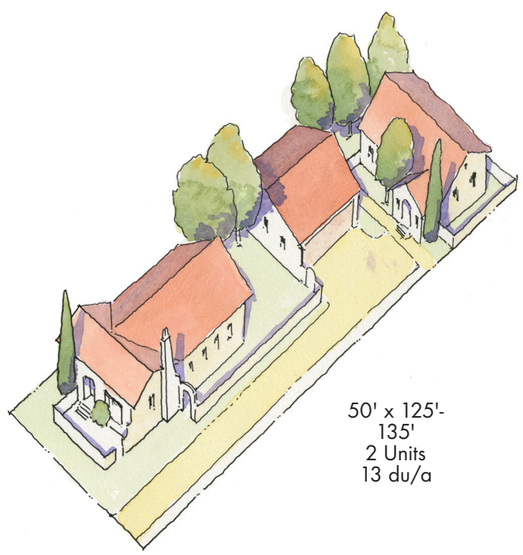


Above: *Design for a two-family house on a single, rear-loaded, 50' x 125'-135' lot. The two houses share a central courtyard.*

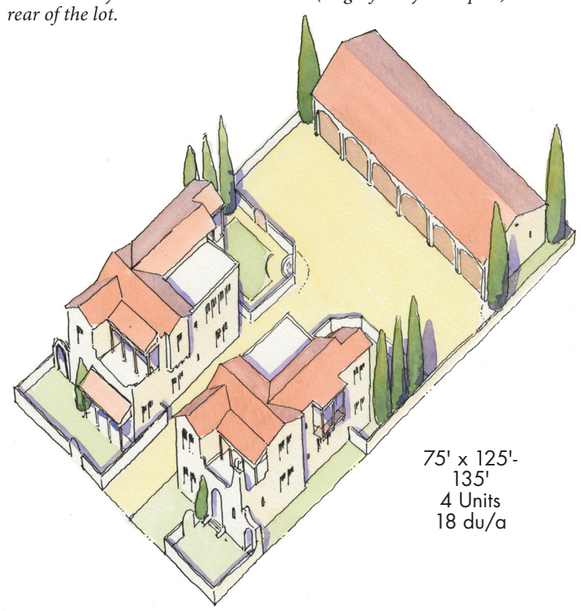


Above: *Design for 3-6 units on a 75' x 125'-135' rear-loaded lot. A large house (a duplex or fourplex) at the street forms one side of a shared courtyard with a smaller house (single family or duplex) to the rear of the lot.*

Above: *Design for 4-6 small, attached units organized around a central courtyard on a rear-loaded, 75' x 125'-135' lot.*



Above: *Design for a two-family house on a single, front-loaded, 50' x 125'-135' lot. The two houses share a multi=use parking court.*



Above: *Design for two duplex units that share a central, multi-use parking court on a front-loaded, 75' x 125'-135' lot. The duplexes may consist of a larger 1.5-story townhouse above a 1-story, handicapped-accessible unit appropriate for seniors.*

Building Types

Arvin like many communities in South Kern has limited options for affordable housing. Both the Jewett Square and Sycamore-Meyer neighborhoods would be appropriate locations to encourage medium-density residential neighborhoods that support a broad variety of housing types. These types can provide increased choices, especially for nontraditional families, as well as increased affordability. Medium-density neighborhoods are also more supportive of nonresidential activities (such as neighborhood-serving retail and services) and transit.

Many of these types are based on actual houses recently built in California communities with similar demographics. Houses that incorporate courtyards and internal open spaces are also effective in providing passive heating and cooling in hot climates.

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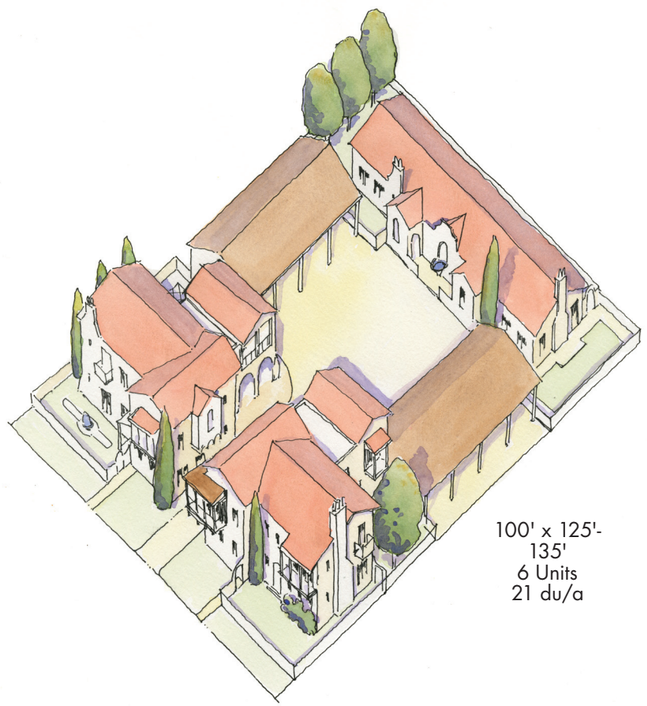
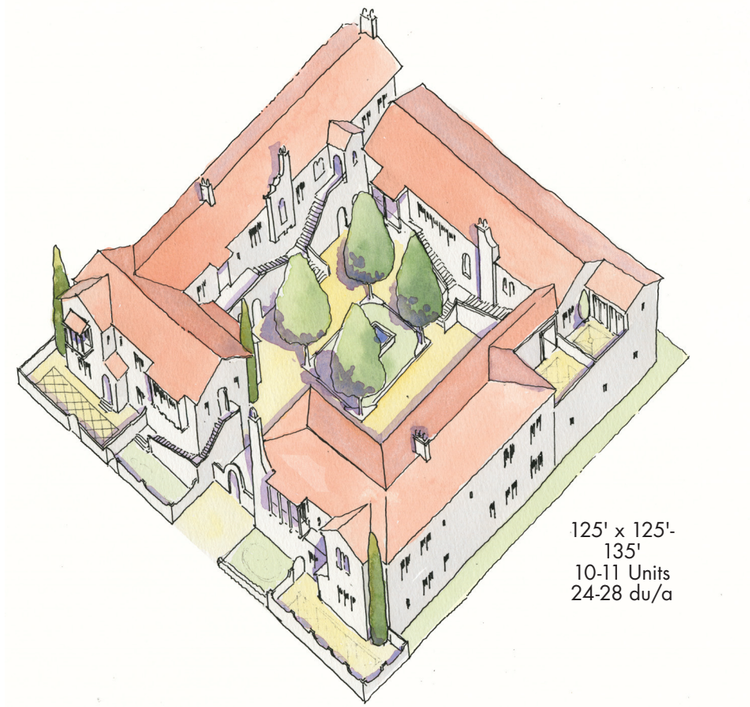
Building Types



Above: *Design for 6 units that share a multi-use courtyard on a front loaded, 100' x 125'-135'. Two larger houses (duplexes) at the street flank a central driveway that accesses two smaller units to the rear of the lot.*



Above: *Design for a multi-family courtyard building on a rear-loaded, 125' x 125'-135' lot. 10-11 units share a large central courtyard.*

Above: *Design for a multi-family courtyard building on a front-loaded, 125' x 125'-135' lot. 10-11 units are grouped around an intimate courtyard, with a multi-use parking court adjacent.*

Right: *Courtyard housing project recently built in King City, California similar to courtyard types proposed for Arvin. In King City, the project was constructed as a market-rate condominium for entry-level, first-time homeowners.*

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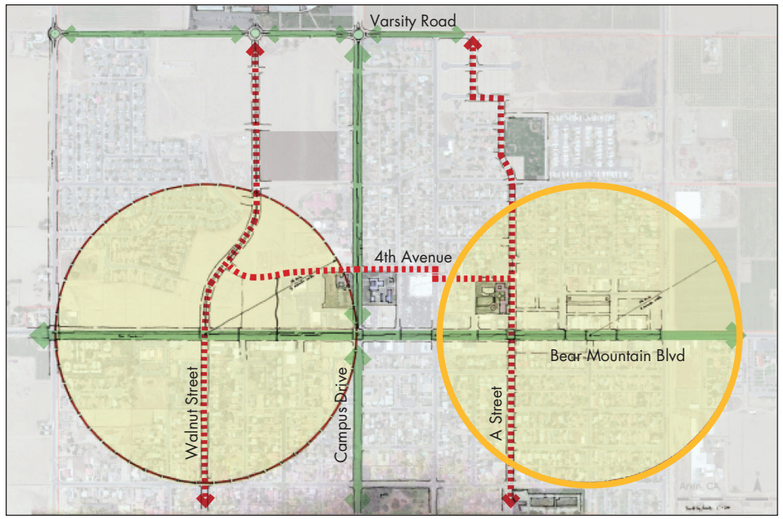
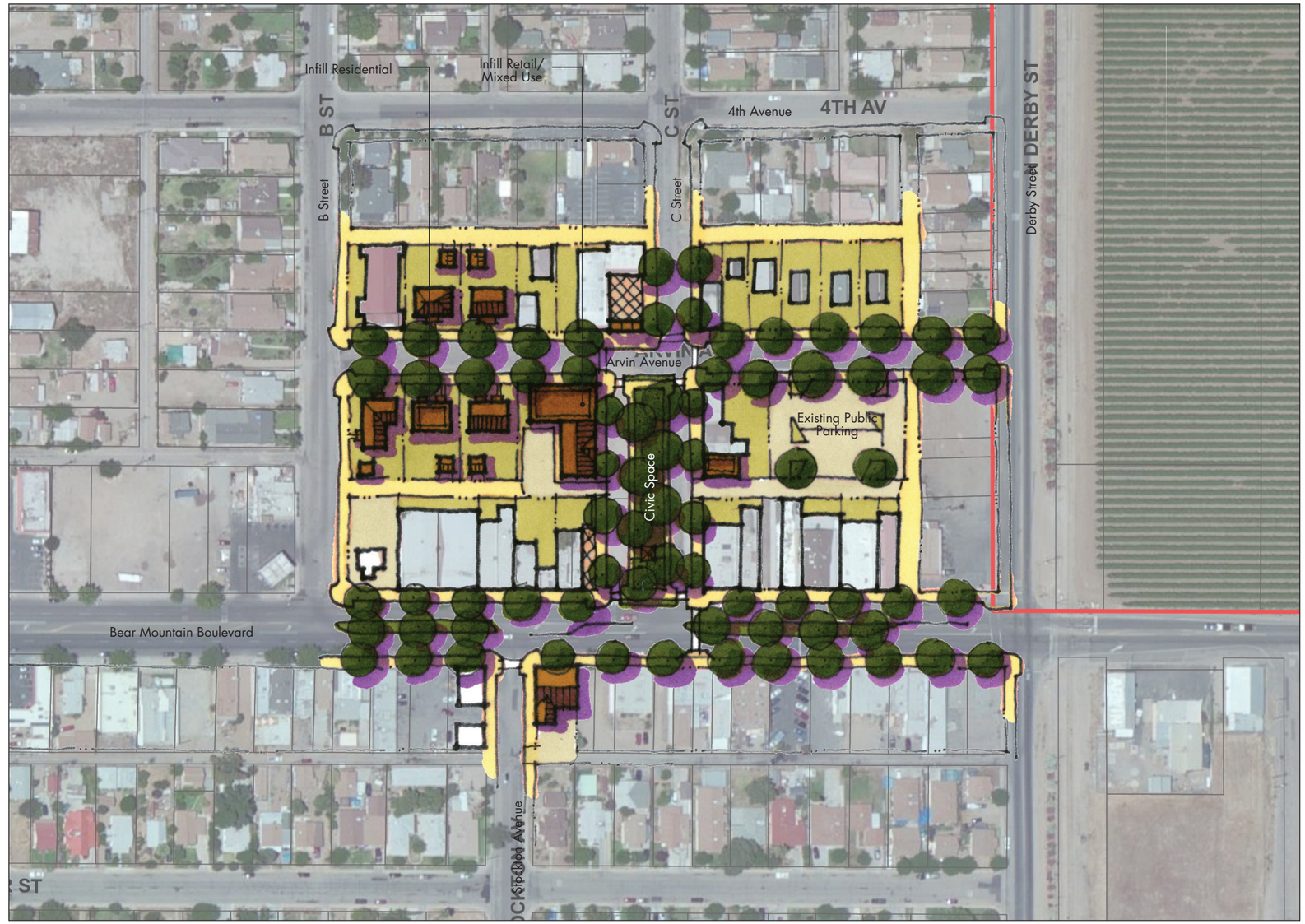
East Downtown Neighborhood



Estimated Potential Program Summary	
Commercial	13,500 sq ft
Residential	10 units

Downtown Arvin provides a cluster of small businesses. Continued street and public realm improvements in this area can help to stimulate increased retail activity and private investment. Vacant parcels located around the intersection of Bear Mountain Boulevard and C Street could be restructured into a central public plaza that would provide a destination for visitors and residents and a focal point for the historic downtown. Additional improvements to sidewalks could incorporate outdoor eating areas for restaurants facing the plaza.



Left: *Illustrative plan showing outdoor plaza and infill buildings around the Bear Mountain Boulevard/C Street intersectiion. The existing "Las Fuentes" restaurant could have frontage facing the plaza for outdoor seating. Existing public parking for the downtown (at the transit center) would be easily accessible to new uses fronting the plaza. Commercial properties along C Street and Arvin Avenue would have increased visibility and access from Bear Mountain via the new plaza.*

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Left: *Aerial view of the proposed downtown plaza from the southeast.*

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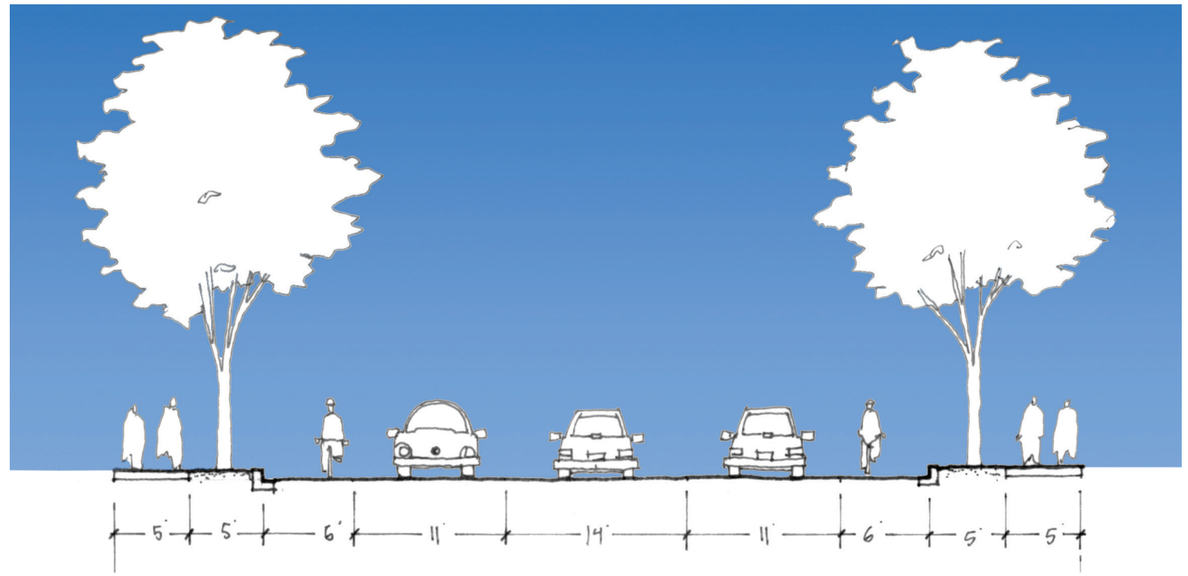
General Circulation Recommendations

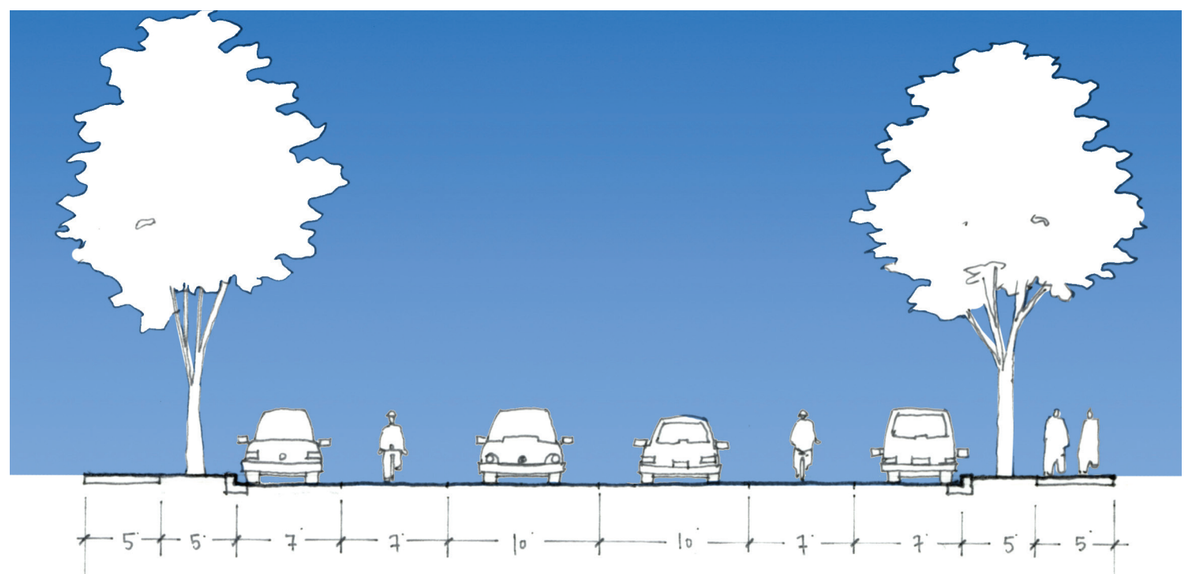
The City of Arvin prepared a draft Circulation Element in 2008 which has not been finalized nor adopted. The design team had the opportunity to review the draft in the context of this plan and prepared the following recommendations in order to appropriately implement the vision for each of the infill sites and to facilitate good pedestrian and bicycle connections between them. As work on different components of the General Plan continues it will be important to ensure that policies reflect the community's desires for high-quality pedestrian and bicycle access and facilities.

Circulation Element Recommendations

1. There are potential pitfalls of using planning level LOS (Level of Service) analysis as described starting on page 6. Arterial LOS is based on average travel speed, and as indicated in the document, several facility types cannot achieve a level of service of A or B, based on these definitions. This planning level LOS analysis does not directly consider the effects of cross traffic or the benefits of new intersection types such as roundabouts. Additionally, the Florida Department of Transportation LOS table used (Table 1-1) doesn't adequately estimate the level of service of a 2-lane road with left turn lanes and well-adjusted signal timing or a roundabout at each intersection. It is recommended that the thresholds be calibrated based on actual typical intersection analyses, in order to provide a realistic estimate of the level of service for a 2-lane road with good intersection operational characteristics.
2. Recommendations related to Table 4-4: Goals and Policies:
   a. Mitigating policy 8 for streets and highways (page 44) states, "Provide adequate parking facilities for new development so as not to impact adjacent roadways." This policy should be modified to suggest that parking may not always be necessary in some areas where adequate on-street parking exists and lots are small.
   b. Mitigating policy 9 for streets and highways (page 45) states, "Traffic signals shall be placed at arterial and collector intersections as warranted." Research has shown that roundabouts are often a preferred alternative to signalized intersections, for safety of all users, capacity for vehicles, and usability by non-motorized users. This policy should be rewritten to be something similar to the following: "At intersections of two collector or arterial streets, roundabouts should be considered as the first choice to manage the volume of traffic at intersections; if roundabouts are not feasible, then traffic signals may be considered if warranted."
   c. Mitigating policy 10 for streets and highways (page 45) states, "The city shall encourage developers to design local streets to discourage use as alternatives to collectors and arterials." This is an important consideration, but could be interpreted to indicate that cul-de-sac and loop streets are preferred over a connected street system. This policy should be changed as follows: "The city shall encourage developers to design local streets to



68-Foot ROW Collector (Option I): *This configuration includes one vehicular travel lane and one bicycle lane in each direction, with a central turning lane to improve efficiency of the travel lanes. A five-foot planting strip runs along the edge of the curb, buffering a five-foot sidewalk.*



68-Foot ROW Collector (Option II): *This alternative configuration acommodates parking lanes on either side of the street; one vehicular travel lane runs in each direction, as well as slightly larger bicycle lanes on both sides, given their proximity to door-swings of parked cars. A five-foot planting strip along the curb edge provides space for landscaping and street trees, next to a five-foot sidewalk.*

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provide adequate connectivity within the city's street network but discourage use as alternatives to collectors and arterials; a modified grid pattern of streets is preferred over cul-de-sac and loop street patterns."

d. For "Bicycle, Pedestrian, and Trails" (pages 45-46), the constraint refers only to bicycle facilities, but should be changed to read "Limited pedestrian and bicycle facilities."

e. All of the existing mitigating polices for "Bicycle, Pedestrian, and Trails" relate to linear facilities, without discussion of crossings and intersections. Here are two additional recommended mitigating policies:

i. "Streets within the city should not be widened unnecessarily, as wide streets are barriers to nonmotorized travel and create complicated pedestrian crossings"

ii. "Improved pedestrian crossings should be spaced at no more than 600 feet for all arterial and collector streets; the specific design treatments would vary depending on the street width, vehicle speeds, and vehicle volumes, but could include raised medians or islands, curb extensions, signing and marking enhancements, etc."

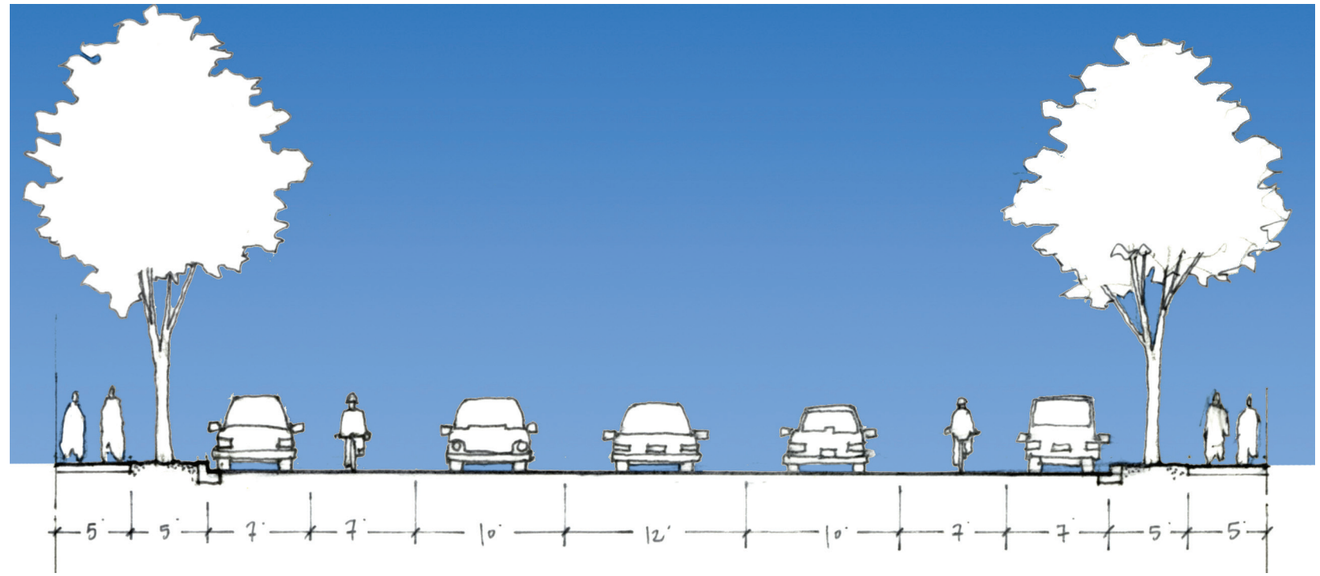
iii. "Prohibit projects that impede or make difficult bicycle and pedestrian access or that block through access on existing or potential bicycle and pedestrian routes." (This policy is included for "Greenhouse Gas Reduction" but should be added to this bicycle and pedestrian portion of the table.

f. For "Air Quality" on page 51, mitigating policy number 6 about parking is redundant with an earlier policy about parking; and should simply be removed.

3. Table 5-1 (referred to incorrectly as Table 2-1 on page 55) is based on the roadway improvements shown starting on page 60. As indicated below, these roadway improvements are recommended to be modified significantly.

4. The Future Classified System Pattern shown on page 58 recommends roadway widths that are much larger than necessary for the city of Arvin. It is our understanding that these cross sectional recommendations are based on the city's roadway design standards, which are in turn based on Kern County's design standards for each functional class. The problem with this approach is that Kern County's design standards for each functional class of roadway recommend wide roads for the context of metro Bakersfield. These road widths simply aren't necessary for these functional classifications in Arvin. Recommendations for each of the functional classifications are provided below:

a. **Principal Arterials:** The Draft Circulation Element suggests that principal arterials should have 4 through lanes and 110 to 146 feet of right-of-way. Bear Mountain Boulevard is the only principal arterial in the city, and it currently has a right-of-way of about 115 feet. Our recommendation is for principal arterials to have right-of-way widths of 110 feet to 120 feet, to be consistent with the existing roadway.



80-Foot ROW Collector: *This section acommodates all users on a larger collector street. One travel lane in each direction with a central turning lane allows for smooth and efficient vehiculat travel. A large seven-foot bicycle lane in each direction comfortably suits cyclists between the travel lanes and the parking lanes at curb edge. A five-foot planting strip provides space for landscaping and street trees to shade any pedestrians moving along the five-foot sidewalks.*

b. **Minor Arterials:** The Draft Circulation Element suggests that minor arterials should have 4 through lanes and right-of-way widths of 110 to 146 feet. Based on the projected year 2030 future daily traffic volumes in Figure 5-1, none of the minor arterials will have more traffic volume in the foreseeable future than can be handled by a well-designed two-lane roadway. Our recommendation is that minor arterials be designed as two-lane roads with medians and/or two-way left turn lanes, with roundabouts to control traffic at intersections with other minor arterial streets or collector streets. The recommended cross section for minor arterial streets, including the right-of-way width, should be as developed during the charrette.

c. **Collectors:** The Draft Circulation Element suggests that collectors should have 2 through lanes of travel, and right-of-way of 90 feet. Our recommendation is that minor arterials be designed as two-lane roads with left turn lanes or roundabouts at intersections with arterials or other collectors. Three recommended cross sections for collector streets were developed during the commmunity workshop.

5. The Roadway Improvements in the Projects List on page 60 includes recommendations for several widening and reconstruction projects. Many of these are not necessary based on the future traffic volumes in Figure 5-1. The roadway improvements from the draft circulation element are shown below, with our recommended changes shown in italics.

a. "Sunset Boulevard between Malaga Road and Tower Line Road – modify from a 2 lane undivided roadway to a 4 lane undivided arterial standard." Sunset Boulevard should remain a rural road with no changes recommended, or perhaps it could be reconstructed to provide paved shoulders.

b. "Varsity Road/Richardson Road between Hill Street and Tower Line Road – improve/construct a 2 lane undivided collector standard." This is appropriate on varsity Road between Campus Drive and Tejon Highway. Further changes to Richardson Road east of Tejon Highway are not recommended, with no anticipated development in that area.

c. "SR 223/Bear Mountain Boulevard between Malaga Road and Comanche Drive – modify from a 2 lane undivided roadway to a 4 lane divided arterial standard." There is no reason to widen this section of roadway beyond what has already been done at the recently constructed signalized intersection at Comanche Drive.

d. "SR 223/Bear Mountain Boulevard between Tejon Highway/Derby Street and Tower Line Road – modify from a 2 lane undivided roadway to a 4 lane divided arterial standard." There is no reason to widen this section of roadway, based on anticipated future traffic volumes.

e. "Hood Street – Comanche Drive to Meyer Street – improve 2 undivided lane collector/local road standard." This recommendation is unnecessary; the existing cross section can serve as a collector street, and there is no available right-of-way.

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f. Franklin Street between Tejon Highway/Derby Street and Tower Line Road – construct a 2 lane undivided collector standard. There is an active rail line in this corridor, so it will be difficult fit in a new roadway here, including one or more railroad crossings. Given this and the fact that there will be minimal additional traffic demand in this area, this recommendation is unnecessary.

g. "Sycamore Road between Rancho Drive and Tower Line Road – modify/improve from a 2 lane undivided roadway to a 4 lane divided arterial standard." This recommendation should be changed to refer to our recommended cross section for 2-lane minor arterial streets, not 4-lane divided.

h. "El Camino Real between Rancho Drive and Comanche Drive – construct a 2 lane undivided collector standard." No changes to this recommendation; this is an important part of the street network that should be built as the southwest portion of the city develops.

i. "El Camino Real between Tejon Highway/Derby Street and Tower Line Road – construct a 2 lane undivided collector standard." No changes to this recommendation; this is part of the street network that should be built as the southeast corner of the city develops.

j. "Millux Road between Rancho Drive and Tejon Highway/Derby Street – modify from a 2 lane undivided roadway to a 4 lane divided arterial standard." This recommendation should be changed to refer to our recommended cross section for 2-lane minor arterial streets, not 4-lane divided.

k. "Millux Road between Tejon Highway/Derby Street and Tower Line Road – construct a 4 lane divided arterial standard." This recommendation should be changed to refer to our recommended cross section for 2-lane minor arterial streets, not 4-lane divided.

l. Burkett Boulevard between Comanche Drive and Tejon Highway/Derby Street – construct a 2 lane undivided collector standard." No changes to this recommendation; this is part of the street network that should be built as the southern end of the city develops.

m. "Rancho Drive between Millux Road and Sycamore Road – improve to a 2 lane undivided collector standard." No changes to this recommendation; this is an important part of the street network that should be built as the southwest portion of the city develops.

n. "Comanche Drive – between Burkett Boulevard and Sunset Boulevard – improve from a 2 lane undivided roadway to a 4 lane divided arterial standard." This recommendation should be changed to refer to our recommended cross section for 2-lane minor arterial streets, not 4-lane divided.

o. "Campus Drive/Meyer Street between Burkett Boulevard and Sycamore Road – construct a 2 lane undivided collector standard." No changes to this recommendation; this is part of the street network that should be built as the southern end of the city develops.

p. "Campus Drive/Meyer Street between Varsity Road and Sunset Boulevard – construct a 2 lane undivided collector standard." No changes to this recommendation; this short connection is important to enhance connectivity in the northern part of the city near the high school.

q. "Tejon Highway/Derby Street between Burkett Boulevard and Sunset Boulevard – improve the 2 lane undivided roadway to a 4 lane divided arterial standard." This recommendation should be changed to refer to our recommended cross section for 2-lane minor arterial streets, not 4-lane divided.

r. "Malovich Road between Millux Road and Sunset Boulevard – construct a 2 lane undivided collector standard." Due to railroad conflicts and the lack of potential development north of Bear Mountain Blvd, this recommendation should be changed to extend only from Millux Road to Sycamore Road.

s. "Tower Line Road between Millux Road and Sycamore Road – modify/construct a 4 lane divided arterial standard." This recommendation should be changed to refer to our recommended cross section for 2-lane minor arterial streets, not 4-lane divided.

t. "Tower Line Road between SR 223/Bear Mountain Boulevard and Sunset Boulevard – modify a 2 lane undivided roadway to a 4 lane divided arterial standard." This recommendation should be changed to refer to our recommended cross section for 2-lane minor arterial streets, not 4-lane divided.

6. The intersections improvements list on page 61 includes the following recommendations, which we recommend be changed as discussed below:

   a. "SR 223/Bear Mountain Boulevard at Tejon Highway/Derby Street – potential installation of a traffic signal." Change to "SR 223/Bear Mountain Boulevard at Tejon Highway/Derby Street – potential installation of a roundabout, or a traffic signal if a roundabout is found to be not feasible, which is possible due to the proximity of the railroad crossing."

   b. "Existing and future arterial-arterial intersections should be monitored for installation of traffic signals." Change to "Existing and future arterial-arterial arterial-collector, and collector-collector intersections should be monitored for installation of roundabouts, or traffic signals where roundabouts are determined to be not feasible."

7. The Improvement Limitations section on page 61 should be changed to match the changes in the projects list as described above. In addition, it should be edited to recognize that removing existing development may be counter-productive and in most cases a modified narrower cross section could be built and still serve the circulation needs within the city.

8. On page 63, there is a paragraph that discusses the potential for road diets. This is good, but we recommend that this paragraph be moved to the Projects List section, and specifically recommend the following road diets:

   a. Campus Drive between Bear Mountain Boulevard and Varsity Road – Restripe to this 4-lane undivided road to a 2-lane road with a center turn lane.

   b. Meyer Street from Olsen Street to Haven Drive – Restripe to this 4-lane undivided road to a 2-lane road with a center turn lane.

   c. Franklin Street from Walnut Drive to Butte Avenue – Restripe to this 4-lane undivided road to a 2-lane road with a center turn lane.

9. Figure 5-3 (Right-of-Way Acquisition/Dedication Map) should be modified to reflect the recommendations above. The need for right-of-way acquisition should be relatively minimal once adjusted for these recommendations, but right-of-way dedication will still be necessary for new developments.

10. On page 68, the Bicycle, Pedestrian, and Trails section recommends Class II bike lanes on collector streets but not arterial streets. Arterial streets should also be designed for bike lanes. The two sentences about bike lanes should be changed to read "Class II facilities, or on-street bike lanes, provide appropriate pavement markings for preferential use of bicycles along streets or highways Bike lanes will be delineated along all proposed arterials and collectors." Table 5-2 should be changed to add the arterial streets and match the changes recommended above for the roadway improvements section. Figure 5-5 (Future Bicycle Facilities) should also be changed to match these recommendations.

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Bear Mountain Boulevard Recommendations

Following are recommendations for pedestrian crossings across Bear Mountain Boulevard between Comanche Drive and Tejon Highway. In general, unsignalized marked pedestrian crosswalks on Bear Mountain Boulevard should have a median refuge wherever possible, advance yield lines with accompanying signs, and high visibility crosswalk markings. If the proposed streetscape project is implemented, curb extensions should be placed at all marked crosswalk and unmarked crosswalk locations, as part of this project. At several T intersections on the corridor, the conceptual streetscape plan shows a continuous raised median placed across the T intersection, sometimes with median cuts, and sometimes not. Because there are unmarked crosswalks at these intersections, median cuts and ramps should be provided. It is reasonable to provide median cuts and ramps on only one side at T intersections, effectively closing the other crosswalk. In general, the crosswalk should be placed on the side of the street where there is no conflict with right turn movements from the side street.

These recommendations are in addition to the known improvements described in the Phases 1 and 2 Bear Mountain Boulevard Streetscaping project that went to bid in October of 2012.

The numbered items below list specific recommendations at different locations on Bear Mountain Boulevard, from west to east.

1. The relatively new signalized intersection at Comanche Drive serves pedestrians in this immediate vicinity.
2. Comanche Drive and Walnut Drive are ¼ mile apart, and there are currently no intersections or median openings in this location. The apartment complex and the Arvin Community Health Center are destinations on the south side of the road, but with no current development on the north side, pedestrian crossing demand is limited in this area. As development occurs on the north side of Bear Mountain Boulevard, there will be crossing demand in this area, which could be served by a new midblock pedestrian crosswalk, placed just west of the apartment driveway or midway between the apartment driveway and the health center driveway.
3. A signalized intersection is proposed at Walnut Drive, serving pedestrians in this area.
4. A new unsignalized pedestrian crossing is recommended between Walnut Drive and Campus Drive/Meyer Street, as the Jewett Square area develops. The best location appears to be midway between Monroe Street and Morton Place, where the raised median can be modified to provide a pedestrian refuge.
5. The existing signalized intersection at Campus Drive/Meyer Street serves pedestrians in this area.
6. There is no existing marked crosswalk at Plumtree Drive, but the businesses in the area generate pedestrian crossing demand. A marked crosswalk can be provided on the east side of the intersection, and a median refuge can be provided by closing the westbound U-turn lane at this location. This would also allow for more area for landscape features. The conceptual streetscape plan shows a continuous raised median across this intersection, and no crosswalk. It is fine to provide this continuous median, but a crosswalk is still recommended on the east side of this intersection.
7. The existing signalized intersection at Hill Street serves pedestrians in this area.
8. At Acala Street, there is an existing marked crosswalk on the west side of the intersection, with no enhancements. If this marked crosswalk is moved to the east side of the intersection, a median refuge can be provided by closing the westbound U-turn lane at this location. This would also allow for more area for landscape features. The conceptual streetscape plan shows a continuous raised median across this intersection, and no crosswalk. It is fine to provide this continuous median, but a crosswalk is still recommended on the east side of this intersection.
9. There is an existing marked crosswalk on the east side of the intersection with A Street, with no enhancements. Advanced yield lines and signs should be added to this crosswalk, and high-visibility markings should be used.
10. B Street, C Street, and Stockton Avenue form a series of T intersections near the east end of the corridor, and there is currently a marked crosswalk at the intersection with Stockton Avenue. The conceptual streetscape plans drawn by Pinnacle Engineering shows this crosswalk removed and crosswalks instead added at B Street and C Street. Since there are unmarked crosswalks at all of these intersections, it is recommend that median cuts and curb ramps be placed at each of these intersections, on the east side of B Street and C Street and on the west side of Stockton Avenue. It is also recommended that these crosswalks have high-visibility markings and advanced yield lines, to highlight to pedestrians that these are the preferred places to cross in this vicinity.
11. There is a marked crosswalk on the west side of the intersection with Tejon Highway. This crosswalk should remain, but have high visibility markings and advance yield lines added. It is anticipated that this intersection will be the next to have a roundabout or signal installed; either of these treatments will make it easier for pedestrians to cross the street.

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Projects Summary

Arvin Projects Implementation Funding Matrix

		Timing			Potential Funding Sources											
					Federal, State, and Regional Transportation Funding Resources					Economic Development Programs	Local Funding Resources	Other	Lead Agencies/Organizations			
		Short-term (1-2 years)	Mid-term (2–5 years)	Long-term >5 years)	MAP 21 HSIP	MAP 21 CMAQ	MAP Transportation Alternatives	Map 21 STP	Infrastructure State Revolving Fund (ISHF)	Community Development Block Grants (CDBG)	City Public Works Funds	California Freshworks Fund	City of Arvin	Caltrans	Building Healthy Communities (BHC)	Local Community Organizations
Jewett Square Neighborhood																
1	Walnut Drive Extension Alteration @ North End and Median	x							x				x			
2	General Plan Updates	x											x		x	
3	Jewett Square Area Plan or Specific Plan	x											x		x	x
4	Community College/Junior College Attraction and Development Strategy	x											x		x	x
5	Bear Mountain Boulevard Crossing and Landscape Improvements between Comanche Drive and Meyer Avenue/Campus Drive		x		x	x	x	x					x	x		
6	Varsity Road Median and crossing improvements		x		x	x	x	x			x		x			
7	Campus Drive Median and crossing improvements		x		x	x	x	x			x		x			
8	Single Lane Roundabout at Walnut Drive and Varsity Drive			x	x	x		x	x				x			
9	Single Lane Roundabout at Campus Drive and Varsity Drive			x	x	x		x	x				x			
Sycamore/Meyer Neighborhood																
10	General Plan Updates	x											x		x	
11	Sycamore/Meyer Area Plan or Specific Plan	x											x		x	
12	Healthy Food Corner Grocery Store Implementation Strategy	x										x			x	
13	Health Enterprise Zone Strategy	x								x					x	
14	Meyer Street Improvements		x		x	x	x	x	x				x			
15	Single Lane Roundabout at Sycamore Road and Meyer Avenue			x	x	x		x	x				x			
East Downtown Neighborhood																
16	General Plan Updates	x											x		x	
17	Bear Mountain Boulevard Crossing and Landscape Improvements between Meyer Avenue/Campus Drive and Derby Street		x		x	x	x	x					x			
18	East Downtown Plaza		x										x			
Implementation Programs																
19	Circulation Element Updates	x											x		x	
20	Frontage "Pavement to Parks" or "Parklet" improvement program	x											x		x	x
21	Façade improvement program	x								x			x			
22	Zoning Amendments and Permit Streamlining		x										x			

The projects summarized in this chapter have been consolidated into a table that itemizes initiatives and identifies priorities. Projects have been identified as either Near-Term (0-2 years), Mid-Term (2 years-5 years), and Long-Term (beyond 5 years), and matched with both potential funding sources and lead agencies and organizations who may be involved with implementation. Links to funding programs listed above can be found in the Appendix. Keep in mind that these resources are often in flux.

The City can best position itself for future funding by making sure the projects are listed in the Regional Plan and that those aspects involving State Route 223 (Bear Mountain Boulevard) have been discussed with Caltrans.

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Implementation Concepts

Plan Implementation Committee

During the planning process it became apparent that the City of Arvin had suffered from a loss of institutional knowledge and momentum after its planning departmennt and staff had been restructured in 2010. In order to achieve many of the concepts discussed by the community, the City should consider convening a Plan Implementation Committee that can assist with identifying and maintaining stakeholders with an active and ongoing interest in making improvements. This would also provide an opportunity for different organizations interested in Arvin's revitalization to pool their resources and build upon shared goals.

General Plan Updates

At the time of writing the City of Arvin was in the process of updating their General Plan, including recent adoption of a Land Use, Conservation, and Open Space Element in July 2012, and planned work on Air Quality and Community Health elements. The two infill sites have been designated "Planned Unit Development" which allows for mixed-use development with a maximum density of 24 units per acre and up to .5 FAR. Uses include on-site recreational amenities combined with residential and commercial uses in a format that encourages open space and pedestrian circulation. These sites will be implemented with the "Planned Unit Development (PUD) Overlay" Zoning designation.

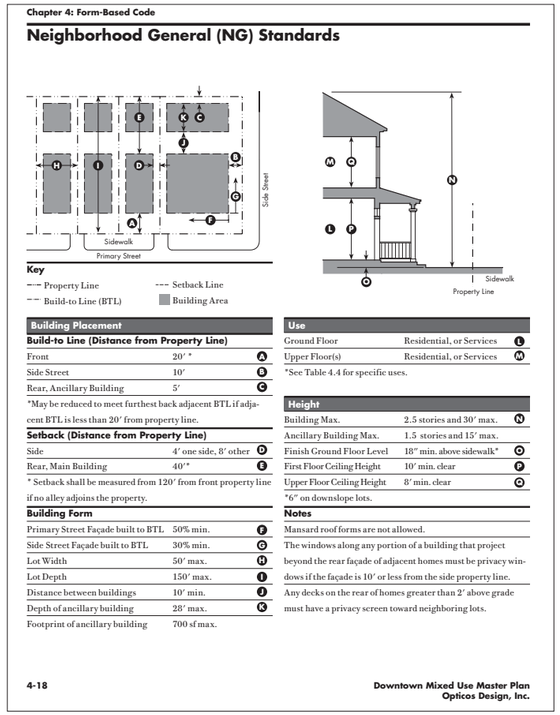
Many of the concepts discussed in this plan can provide a basis for further discussion in the City's evolving General Plan, including the Community Health element which can establish goals and policies that tie community health to urban form and land use. A next logical step would be to initiate an update of the Circulation Element, starting with the work begun in 2010 and using this plan to guide its refinement.

Local Area Plans or Specific Plans

The City may benefit from creating local Area or Specific Plans for each of the two infill sites discussed in this plan. These plans can define with greater specificity the concept of "mixed-use" at each location, incorporate standards, guidelines, and procedures for development, and provide programs and mechanisms for implementation. Specific Plans can also assist with streamlining future development, making each site more attractive to potential investors and developers.

Zoning Amendments/Permit Streamlining

The City can also benefit from amending the Zoning Ordinance to promote more pedestrian-friendly environments. This might include minimizing (or exempting) parking requirements for small commercial projects in order to allow more efficient use of open space, encouraging build-to lines rather than building setbacks, and adding graphically-oriented standards for frontage, with particular attention to the PUD district. Projects adhering to more prescriptive standards might benefit from streamlined permitting and review. While an Area Plan might accompany a series of amendments to the Zoning Ordinance, a Specific Plan has an additional advantage of integrating development standards that would supersede the Zoning Ordinance. In either case, necessary zoning amendments could be packaged as a "Form-Based Code."


Chapter 4: Form-Based Code

Neighborhood General (NG) Standards

Key
Property Line
Build-to Line (BTL)
Setback Line
Building Area

Building Placement		
Build-to Line (Distance from Property Line)		
Front	20′ *	A
Side Street	10′	B
Rear, Ancillary Building	5′	C
*May be reduced to meet furthest back adjacent BTL if adjacent BTL is less than 20′ from property line.		
Setback (Distance from Property Line)		
Side	4′ one side, 8′ other	D
Rear, Main Building	40′*	E
* Setback shall be measured from 120′ from front property line if no alley adjoins the property.		
Building Form		
Primary Street Façade built to BTL	50% min.	F
Side Street Façade built to BTL	30% min.	G
Lot Width	50′ max.	H
Lot Depth	150′ max.	I
Distance between buildings	10′ min.	J
Depth of ancillary building	28′ max.	K
Footprint of ancillary building	700 sf max.	

Use		
Ground Floor	Residential, or Services	L
Upper Floor(s)	Residential, or Services	M
*See Table 4.4 for specific uses.		
Height		
Building Max.	2.5 stories and 30′ max.	N
Ancillary Building Max.	1.5 stories and 15′ max.	
Finish Ground Floor Level	18″ min. above sidewalk*	O
First Floor Ceiling Height	10′ min. clear	P
Upper Floor Ceiling Height	8′ min. clear	Q
*6″ on downslope lots.		

Notes
Mansard roof forms are not allowed.
The windows along any portion of a building that project beyond the rear façade of adjacent homes must be privacy windows if the façade is 10′ or less from the side property line.
Any decks on the rear of homes greater than 2′ above grade must have a privacy screen toward neighboring lots.

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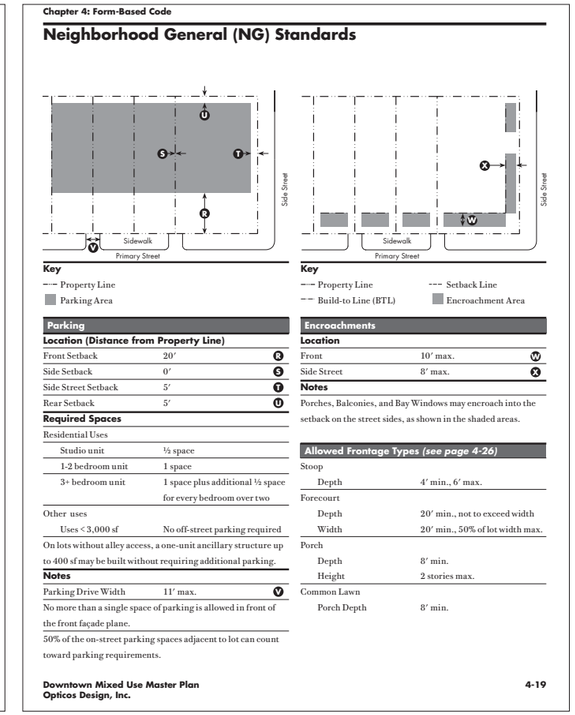
Chapter 4: Form-Based Code

Neighborhood General (NG) Standards

Key
Property Line
Parking Area
Encroachment Area

Parking		
Location (Distance from Property Line)		
Front Setback	20′	R
Side Setback	0′	S
Side Street Setback	5′	T
Rear Setback	5′	U
Required Spaces		
Residential Uses		
Studio unit	½ space	
1-2 bedroom unit	1 space	
3+ bedroom unit	1 space plus additional ½ space for every bedroom over two	
Other uses		
Uses < 3,000 sf	No off-street parking required	
On lots without alley access, a one-unit ancillary structure up to 400 sf may be built without requiring additional parking.		
Notes		
Parking Drive Width	11′ max.	V
No more than a single space of parking is allowed in front of the front façade plane.		
50% of the on-street parking spaces adjacent to lot can count toward parking requirements.		

Encroachments		
Location		
Front	10′ max.	W
Side Street	8′ max.	X
Notes		
Porches, Balconies, and Bay Windows may encroach into the setback on the street sides, as shown in the shaded areas.		
Allowed Frontage Types *(see page 4-26)*		
Stoop		
Depth	4′ min., 6′ max.	
Forecourt		
Depth	20′ min., not to exceed width	
Width	20′ min., 50% of lot width max.	
Porch		
Depth	8′ min.	
Height	2 stories max.	
Common Lawn		
Porch Depth	8′ min.	

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The non-profit Form-Based Codes Institute offers the following definition for Form-Based Codes:

> Form-based codes address the relationship between building façades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in form-based codes, presented in both diagrams and words, are keyed to a regulating plan that designates the appropriate form and scale (and therefore, character) of development rather than only distinctions in land-use types. This is in contrast to conventional zoning's focus on the segregation of land-use types, permissible property uses, and the control of development intensity through simple numerical parameters (e.g., FAR, dwellings per acre, height limits, setbacks, parking ratios).

Form-based codes are often based on the concept of the Transect, which suggests that places can be organized in varying degrees of intensity, from least urban at the rural edge, to most urban at the center. In the case of Arvin, the transect is very apparent and visible in a very short distance moving from the edge of town to downtown. The introduction of just a few, transect-based zone districts could do much to ensure the successful implementation of the City's mixed-use centers.

Form Based Codes are typically organized into a series of common sections, including a Regulating Plan (which indicates where different standards may apply), Public Space Standards (that regulate streets and other public space types) Building Form Standards (that regulate the configuration, features, and buildings as they address the public realm), Administration (that defines the application and review process), and Definitions. FBCs may also commonly include Architectural Standards, Landscaping Standards, Signage Standards, and Environmental Resource Standards.

For additional information on form-based codes, please consult the following resources:

- The Form-Based Codes Institute's web site at www.formbasedcodes.org
- The Smart Code web site at www.smartcodecentral.org
- The book "Form Based Codes: A Guide for Planners, Urban Designers, Municipalities, and Developers" by Daniel Parolek, Karen Parolek, and Paul Crawford, available from Wiley Press

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Appendix

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Lamont and Weedpatch Charrette Flyers

Help Improve the Safety of Weedpatch Highway / Main Street!

➽ Are you concerned about your and your family's safety crossing Weedpatch Highway?

➽ Do you have ideas for making Weedpatch Highway safer for people and better for businesses?

Please share your ideas with us! Join friends, family, and neighbors at the community planning events listed on the flier!

Planning professionals will turn your ideas into a plan for improving the safety and appearance of Weedpatch Highway in Lamont and Weedpatch. The plan can then be used to identify future funding to make improvements!

For more information, contact Shani Alford with the Local Government Commission at 916-448-1198, ext. 330 or salford@lgc.

Community Events!

Wednesday, September 12th
Kick-Off Community Event
6:00 - 8:30 p.m.
David Head Center
10300 San Diego Street, Lamont

Saturday, September 15th
Community Design Workshop
9:00 a.m. - 1:00 p.m.
Lamont School District, Boardroom
7915 Burgundy Avenue, Lamont

Tuesday, September 18th
Presentation of Design Ideas for Weedpatch Highway
6:00 - 8:00 p.m.
Lamont School District, Boardroom
7915 Burgundy Avenue, Lamont

Refreshments and childcare will be provided!

Call 1-800-881-5787 for free Dial-a-Ride to the events!

Community events organized by the Local Government Commission in partnership with Kern County Departments of Planning and Community Development, Roads, and Public Health. Funded by a Caltrans Environmental Justice Planning Grant and Building Healthy Communities.

Ayude a mejorar la seguridad de la Autopista Weedpatch / Calle Main!

➽ ¿Le preocupa la falta de seguridad para usted y su familia cuando cruza la Autopista Weedpatch / Calle Main?

➽ ¿Tiene ideas para mejorar la seguridad y las condiciones para tiendas y negocios a lo largo de la Autopista Weedpatch / Calle Main?

¡Por favor denos sus ideas! Participe con amigos, familia y vecinos en los eventos de planificación que se mencionan en este volante.

Expertos en planificación y transporte tomarán sus ideas para preparar un plan para mejorar la seguridad y apariencia de esta carretera en Lamont y Weedpatch. El plan servirá para recaudar los fondos necesarios para hacer las mejoras.

Para más información comuníquese con Juan Avila en la oficina de la Supervisora del Condado de Kern Karen Goh, 661-868-3690 o avilaj@co.kern.ca.us

¡Eventos de la Comunidad!

Miércoles 12 de septiembre
Evento de Apertura
6 a 8:30 de la noche
Centro David Head
Calle San Diego 10300, Lamont

Sábado 15 de septiembre
Taller de Diseño
9 de la mañana a 1 de la tarde
Sala de la Junta Directiva,
Distrito Escolar de Lamont
Avenida Burgundy 7915, Lamont

Martes 18 de septiembre
Presentación de Recomendaciones Para la Carretera Weedpatch
6 a 8 de la noche
Sala de la Junta Directiva,
Distrito Escolar de Lamont
Avenida Burgundy 7915, Lamont

Refrigerio y guardería para los niños en todos los eventos

¡Llame al 1-800-881-5787 para pedir transporte gratis a los eventos!

Eventos de la comunidad organizados por la Local Government Commission en colaboración con los Departamentos de Planeación y Desarrollo Comunitario, Calles y Salud Publica del Condado de Kern. Financiado con una subvención para Planeación y Justicia Ambiental del Departamento de Transporte y por Construyendo Comunidades Saludables (Building Healthy Communities).

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Arvin Charrette Flyers

The City of Arvin invites interested residents, businesses and community organizations to discuss the present and future of the city's land uses, air quality and community health at an open house workshop. Participants will have an opportunity to help shape the future development of the city and provide ideas on making it a prosperous and healthy place to live and work.

Your input will be used in preparing the Arvin General Plan—the "blueprint" for development in the city.

On the evening of **Tuesday, January 24, 2012**, City staff will discuss the General Plan and identify key issues, for example:

- Clean air
- Walking and biking safety
- Access to healthy foods
- Places for physical activity
- Other concerns you may have

Please Join Us!

Tuesday,
January 24, 2012
5:00 p.m. — 8:00 p.m.

Location:
Arvin Veterans Hall
414 Fourth Street, Arvin

Child care and food will be provided. The workshop will be conducted in both English and Spanish.

For more information about the Community Workshop or the Arvin General Plan, please contact the City Hall at (661) 854-3130. Information is also on the City's website at www.arvin.org

Organized by the City of Arvin, the Dolores Huerta Foundation and the Committee for a Better Arvin

Funded by the California Department of Conservation, Sustainable Communities Planning Grant and the California Endowment

La Ciudad de Arvin invita a los residentes interesados, dueños de negocios y lideres de organizaciones de la comunidad para discutir el presente y futuro de usos de terrenos de la ciudad, la calidad del aire y la salud de la comunidad en un taller abierto a todos. Los participantes tendrán la oportunidad de ayudar a configurar el futuro desarrollo de la ciudad y aportar ideas sobre lo que es un lugar prospero y saludable para vivir y trabajar.

Sus respuestas serán utilizadas en la elaboración del Plan General de Arvin – el "Plan" para el desarrollo de la ciudad.

En la tarde del **martes, 24 de enero del 2012**, personal de la ciudad discutirá el Plan General e identificar los temas clave, por ejemplo:

- Aire limpio
- Seguridad de andar en bicicleta y caminar
- Acceso a alimentos saludables
- Lugares para la actividad física
- Otras preocupaciones que pueda tener

Por Favor Unase Con Nosotros!

Martes
Enero 24, 2012
5:00 p.m. a las 8:00 p.m.

Lugar:
Arvin Veterans Hall
414 Fourth Street, Arvin

Se proveerá cuidado de niños y aperitivos. El taller será conducido en ingles y español.

Para más información con respecto a Talleres para la comunidad o el Plan General de Arvin, favor de comunicarse con la oficina de Ayuntamiento al teléfono (661) 854-3130. La información también esta disponible en el sitio de la ciudad www.arvin.org

Organizado por la Ciudad de Arvin, Dolores Huerta Foundation y el Committee for a Better Arvin

Financiado por el California Department of Conservation, Sustainable Communities Planning Grant y el California Endowment

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Share Your Vision for Future Development in Arvin!

Please Join Us!

Monday, May 7th
Kick-Off Community Event
5:30 - 8:30 p.m.

Thursday, May 10th
Presentation Of Design Recommendations
6:00 - 8:00 p.m.

Both events will be held at:
Haven Drive Middle School Gym
341 Haven Drive, Arvin

Food and entertainment will be provided!

What is your vision for future development in Arvin?

➽ Join your friends and neighbors at two workshops to share your ideas and create a community vision for two sites in Arvin: Jewett Square and the Sycamore Dr./Meyers St. site.

➽ A professional design team will be present to learn more about your ideas and translate them into a vision and conceptual plan that will help guide the design of future development in your city!

➽ For more information, please contact Shani Alford with the Local Government at (916) 448 - 1198 x330 or salford@lgc.org.

Local Government Commission

Organized by the Local Government Commission in partnership with the City of Arvin. Funded by a California Department of Transportation Environmental Justice Planning Grant and Building Healthy Communities.

¡Comparta su visión para el futuro desarrollo urbano en Arvin!

Por favor participe

Lunes, 7 de mayo
Evento de apertura
5:30 a 8:30 de la noche

Jueves, 10 de mayo
Presentación de recomendaciones
6:00 a 8:00 de la noche

Los dos eventos se celebrarán en el Gimnasio de la Escuela Intermedia Haven Drive
341 Haven Drive, Arvin

Comida y entretenimiento en ambos eventos

¿Cuál es su visión para el futuro desarrollo urbano en Arvin?

➽ Participe con sus amigos y vecinos en dos talleres de la comunidad para compartir sus ideas y crear una visión común para dos zonas en Arvin: Jewett Square (cerca de la preparatoria de Arvin) y el terreno baldio en la esquina de Sycamore Drive y la Calle Meyers.

➽ Un equipo de diseñadores e ingenieros estará en Arvin para oir sus ideas y convertirlas en una visión y un plan que ayudará a guiar el futuro desarrollo urbano en nuestra ciudad.

➽ Para más información comuníquese con Paul Zykofsky en la Local Government Commission, (916) 448 - 1198 x317 or pzykofsky@lgc.org.

Local Government Commission

Organizada por la Local Government Commission en colaboración con la Ciudad de Arvin. Financiado con una subvención para Planeación y Justicia Ambiental del Departamento de Transporte y por Construyendo Comunidades Saludables (Building Healthy Communities).

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What is Your Vision for the Future of Arvin?

Please Join Us!

Wednesday, May 9th
3:30 - 5:00 p.m.
Arvin Library
201 Campus Dr. , Arvin

Snacks and refreshments will be provided!

The City of Arvin is working with a professional design team to create a vision for future development for two vacant sites in the City and need your input! The two sites are Jewett Square and the vacant site at Sycamore Road and Meyer Street.

We are setting up a special meeting on Wednesday, May 9th from 3:30pm - 5:00pm at the Arvin Library so that the design team can meet with youth leaders from Arvin to talk about these two sites; gather ideas on what future development might look like; and learn more about how these two sites fit in to the larger vision of the community.

We will also walk around the Jewett Square site with the design team and have a conversation on the challenges and opportunities with this site.

For more information, please contact Amerika Niño with the Boys and Girls Clubs of Kern County at (661) 205 - 3866 or bhcskyouth@yahoo.com.

Your voice matters so we hope to see you there!

Organized by the Local Government Commission in partnership with the City of Arvin. Funded by a California Department of Transportation Environmental Justice Planning Grant and Building Healthy Communities.

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Charrette Participants

Arvin Public Event Participants

Manuel Arciga
Olan Armstrong
Juan Avila
Richard Chapman
Rubi Colmenares
Pat Ebel
Hector Garcia
Karen Goh
Lucia Gonzalez
Emiliano Herrera
Dolores Huerta
Silvia Hurtado
Ralph Lopez
Michelle McLean
Elena Medina
Maria Ortiz
Fabiola Ortiz
Maria Ortiz
Salvador S. Partida
Toni Pichardo
Jaclyn Prado
Timoteo Prado
Jaclyn Prado
Blanca Ramirez
Manuel Ramirez
Elios Rermosa
Andy Stanley
Charles Tellis
Maria Valasquez
Gabriela Velasquez
Susie Velasquez
Tom Weir
Marvin Williams
Jim Young

Lamont and Weedpatch Public Event Participants

Amelia Abundíz
Maria Albarran
Jesus Alonso
Juan Avila
Ruth Avilia
Maria Azure
Maria Benavides
Nanette Brightweel
Jesus Carenas
Betty Chagoya
Brandy Charles
David Fiddler
Sharon Garrison
Suzanne Garrison
John George
Karen Goh
Francesca Hernandez
Cynthia Hernandez
Kimberly Hernandez
Maria Hernandez
Fancisca Hernandez
Kimberly Hernandez
D. Lidgett
Juan Lopez
Sandra Lopez
Chris Lopez
Sandra Lopez
Erika López
Brian Marshall
Graciela Martinez
Jorge Medina
Michael Miller
Isabel Mireles
Fred Molina
Larry Montanio
Wendy Montanio
Rocio Muñoz
Mercedes Muñoz-Wilson
José Murellas
Martina Niño
Amerika Niño
Agustin Niño
Elanor Olgin
Eufrocina Ordaz
Larry Pennell
Leticia Prada
Aracely Ramirez
Yolanda Ramirez
Rick Robles
Nicholas Rodriguez
Miguel Sánchez
Alexsis Sanchez
Irma Sandoval
Benjamin Sandoval
Avtar Sidhu
Frank Sloan
Melba Sloan
Maura Torres
Noemi Urena
Alfonso Urena
Refugio Valencia
Rosa Vera
Danny Whetton
Jennifer Wood-Slayton
Maria Yepez
Luis Yepez

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Lamont and Weedpatch Meeting Notes

EDUCATOR FOCUS GROUP
Thursday, September 13, 2012 / 9:00am – 10:30am
Lamont School Computer Lab

IN ATTENDANCE: Brandy Charles – Principal, Lamont Elementary School District; Eduardo Guerrero – Opticos Design Inc.; Maria Guiner – Principal, Myrtle School; Fred Molina – Principal, Alicante Elementary School; Rocio Muñoz – Principal, Sunset Middle School; Stefan Pellegrini – Opticos Design Inc.; Laura Podolsky – Local Government Commission; Rick Robles – Superintendent, Lamont Elementary School District; Alexsis Sanchez – Lamont Chamber of Commerce; and Paul Zykofsky – Local Government Commission

MEETING PURPOSE: Leaders from local school districts met with design team to discuss and share opportunities and challenges along Weedpatch Highway in Lamont and Weedpatch related to student and school transportation issues.

Alicante Elementary School (approx. 1,200 student)
- Paint red zone in back of school where parents drop-off and pick-up kids. Need CHP enforcement during pick-up to cite double parking.
- There is a visibility issue in the back of the school on San Diego and traffic needs to be slowed on this street.
- Raised cross walks will help make students be more visible and help slow down traffic
- A lot of congestion right behind McDonalds on Stobaugh St. and Alicante Ave. There is bus drop-off and pick-up. Parents also drop off/pick up kids here. Stobaugh is a one-way street.
- There are 3 main entrances to school: one bus/car drop/pick up, one by McDonalds and one on north side near intersection of Burgundy Ave. and Stobaugh.

Mountain View
- There is a new path connecting Lamont proper to school but there are issues with flooding and fog in the winter and there currently there is no buffer from roadway.

Myrtle Avenue Elementary (approx. 480 students)
- There are three entrances to school: two in front and a third at the bus drop-off.
- A lot of students walk
- Traffic is very fast on Hall Rd. on the south side of school
- There needs to be a crosswalk across Copper Ave. at Myrtle Ave.
- There is a clinic on south side of school that generates some traffic

Lamont Elementary School (approx. 680 students)
- The parking lot off of Main Street is staff parking.
- Drop off and pick up is on Palm Ave. and traffic is horrendous here.
- Two main entrances to school: one on north side on Palm and one on south side on Segrue.
- Students use alleys to walk to school, especially the one parallel to Main Street that is located behind commercial buildings.

OTHER:
- There are several locations along Main Street for high school pick-up and one near Lamont Park.
- Currently, there are no plans to build a high school in Lamont. Students are bussed to Arvin.
- Lamont Elementary School District is looking to purchase land for a new school (probably K – 6). Looking at Carnation and Panama as new location.
- Lamont Elementary School District has 4 schools in it
- Schools are pressured to cut back transportation expenses at funds are tighter at State.

Sunset Middle School (approx. 354 students)
- Teacher died last year crossing Main Street at Sunset Blvd. CHP has been more active around this area.
- Migrant camp and low-income housing is near school so a lot of kids walk to school. There are no sidewalks.
- Some kids walk to school from south side of Lamont on east side of Main Street where the fields are.
- Resources are very limited. Park in Vineland at Weedpatch community is very small. Primarily males who are drinking alcoholic beverages use the park.

Vineland Elementary School (approx. 400+ students)
- A lot of accidents near this school.
- Transportation is a huge issue between Weedpatch and Lamont. Vineland has to provide transportation if they have any evening events.

Chamber/Business – comments from Alexsis Sanchez
- Too many curb cuts/driveways in front of Country Fair. Cars coming out can not see pedestrians.
- No through way across Main Street on Wharton. Broken connectivity.
- Businesses are not as active between Segrue and Wharton on east side of Main Street.
- Need bigger turning lane for trucks on Main Street near De Giorgio. Most of the trucks are going to Kern Ridge (packing plant). Trucks turn right on De Giorgio and then turn right on San Diego and right on Wharton just to get to Kern Ridge.
- Businesses want downtown lights, trees, and benches
- Need brighter pedestrian-scale lights along Main Street, especially in front of Country Fair.
- Huge shrubs on medians that are not maintained are an issue for safety.
- A lot of people cross Main Street where McDonalds is located and at intersection of Palm and Main Street.
- Lamont has a Christmas parade on Main Street from Wharton to Panama.

OTHER NOTES:
- Include information on Safe Routes to School Programs (SRTS) in report. Can LGC provide SRTS workshop in Kern County?
- Speed on highway should drop to 25 mph.
- How can we incent trucks to use Hayborough? Maybe work with packing companies to encourage and educate their drivers to use different routes and not come through the middle

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of Lamont and Weedpatch. Have company prepare a map/flier showing preferred route to reach their facilitates. Another option is for Caltrans to relinquish highway to County.
- Drainage needed on Panama Road
- There was a moratorium in Lamont on new buildings due to sewer capacity. Present recommendations that the Building Healthy Communities intiative can take on.
- Bus drivers have concerns over safety. Cars go around stopped buses before buses are loaded.
- Parent Partners in Health and Education (the group is a part of BHC) is a volunteer group that identifies issues and then researches how to address it. They might be able to take on issues included in the Plan being created through this Caltrans-funded grant.
- Visibility needs to be improved at crosswalk at north-east corner of Main Street and Panama Road.

SOUTH VALLEY NEIGHBORHOOD PARTNERSHIP FOCUS GROUP
Thursday, September 13, 2012, 2012 / 12:00pm – 1:30pm
Lamont Elementary School Computer Lab

IN ATTENDANCE: Magnus Barber – Nelson/Nygaard; Eduardo Guerrero – Opticos Design Inc.; Chris Lopez – Ag Outreach Representative (EDD); Isabel Mireles – Lamont Weedpatch Family Resource Center; Mercedes Muñoz-Wilson – Family Resource Center; Stefan Pellegrini – Opticos Design Inc.; Laura Podolsky – Local Government Commission; Aracely Ramirez – Family Resource Center; Yolanda Ramirez – Lamont Elementary School District; Rick Robles – Superintendent, Lamont Elementary School District; Miguel Sanchez – Local Business Owner; Jennifer Woods-Slayton – Lamont Family Resource Center; Frank and Melba Sloan – Lamont Chamber of Commerce; and Paul Zykofsky – Local Government Commission.

MEETING PURPOSE: Leaders from the South Valley Neighborhood Partnership met with design team to discuss and share opportunities and challenges along Weedpatch Highway in Lamont and Weedpatch.

CHALLENGES:
- Stigma of walking in Lamont. Need to create a positive physical as well as social environment where people want to walk.
- Not a lot of stop signs on smaller streets off of Main Street
- Need better lighting to see pedestrians. It is unsafe to drive in Lamont after the sun goes down.
- Shrubs located in the medians make it hard to see pedestrians, are not maintained regularly, water used to irrigate median leak all over road.
- Flooding along highway between Weedpatch and Lamont is an issue.
- Need safe path between Lamont and Weedpatch.
- Buses at Alicante come out at the McDonalds intersection and this is the same crosswalk that all kids use to go to school. After Alicante Buses drop off kids then they go to the bus barn and the route to the bus barn adds to the congestion.
- Intersection at Panama and Main Street is awful. Huge utility pole, flooding, etc.
- Stretch of Main Street near Mt. View School is a huge concern. A lot of students are walking.
- Issues with two lanes of traffic and crossing. One car stops, motions for pedestrian to cross, and the cars in the other lane does not stop and in the past have harmed pedestrians.
- Need signs for where pedestrians cross.
- Distance between crosswalks on Main Street is too great so residents cross where ever and when ever along Main Street.
- Railroad crossing on Main Street at Panama Road
- Residents avoid San Diego Street (near De Georgio) because it is bumpy
- Hall Street is very narrow (near Lamont School) and there is no sidewalks
- Homes are not numbered in Lamont/Weedpatch (solution discussed: kid fundraising to paint addresses on curbs)
- Incomplete sidewalks along highway
- Dust from agriculture

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OPPORTUNITIES:

- Increase trashcans, provide benches, plant trees along highway, etc.
- Divert big rigs to other roads and get them off of Main Street. How will Habecker Road be affected if Main Street changes and creates it more difficult for big rigs to use Main Street?
- Add high visibility cross walks.
- Most Important issues to address are: remove shrubs and add crossing in front of McDonalds
- Create a gateway to the community – Have signage to mark a gateway and to signal to motorists to slow down. Locate something (i.e., signage) on median of the highway to alert motorists that they are entering Lamont. Caltrans would not allow community to place sign in right away. There were less issues using the school site to locate sign vs. working with Caltrans to locate sign in right of way. Shafter has a great entrance where they have located trees in the median and a welcome sign.
- County Fair is the community center.
- Support for round-a-bouts at entrances to town.
- Between Hall Road and Gail Marie Street - work with properties owners to use a portion of the parking lot to create a pedestrian/community space.

PUBLIC AGENCY FOCUS GROUP

Friday, September 14, 2012 / 2:00pm – 3:30pm

Conference Room at Supervisor Goh's Lamont Office

IN ATTENDANCE: Juan Avila – Field Representative for Supervisor Karen Goh; Pat Ebel – Kern County Roads Department; John George – Kern County Planning and Community Development Department; Kern County Supervisor Karen Goh; Dave Liggett – Kern County Sheriff's Office; Brian Marshall – Kern County Fire Department; Mike Miller – Deputy Fire Chief Kern County Sheriff Department; Michael Moule – Nelson/Nygaard; Stefan Pellegrini – Opticos Design; Larry Pennell – Lamont Public Utility District; Laura Podolsky – Local Government Commission; Avtar Nijjer-Sidhu – Kern County Public Health Department; Jeff Sorenensen – Caltrans, District 6; Paul Zykofsky – Local Government Commission.

MEETING PURPOSE: Public agency leaders met with design team to discuss and share opportunities and challenges along Weedpatch Highway in Lamont and Weedpatch; and how the Weedpatch Highway Corridor Plan can address these challenges and build upon opportunities.

OPPORTUNITIES:

- Create a trail connection between Weedpatch and Lamont.
- Sheriff is working with residents to educate them on how to safely cross the Main Street. Expand education/training in schools on traffic and pedestrian safety.
- Designate a bike lane on the highway and add bike signs.
- Lighting is important – this is important for safety, crime, etc. [Follow-up to this issue provided by Caltrans: *The concerns for: 184/Buena Vista (Lighting) and 184/Panama Lane (Lighting) will be reviewed by our Safety unit. The ambient lighting along mainstreet does not belong to the State. It may belong to the County or a utility company. The State owns/operates safety lighting typically located at intersections. If the ambient lighting is within the State right-of-way, it was installed under an encroachment permit.*]
- Bike Bakersfield is key organization in town. Can provide helmets possibly.
- Fire Station is located in north Lamont. Create a controlled intersection where Lamont fire station comes out.
- Controlled intersection on Sunset and Weedpatch (Caltrans is currently analyzing this intersection).
- Caltrans supports round-a-bouts.
- Create awareness that motorists are entering an urban city. Add gateway signage.
- CA Fresh Funds Works – are low interest loans, can fund façade improvements, murals, shelfing, etc., Veronica Saldonna is the contact for this program.
- Provide three alternatives for different street cross sections and Caltrans can take a look at what is acceptable.
- Fairfax is a good alternative route for trucks but there are several schools located along the road. Camanche is a good road that goes directly to the 99. [Follow-up from Caltrans: *Eliminating 184 as a truck route in lieu of using Fairfax or Comanche would require justification and approval as outlined at http://www.dot.ca.gov/hq/traffops/trucks/routes/restrict-process.htm*]

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- Place red beacon light on Buena Vista and Weedpatch.
- Narrow lane width on the Highway to decrease traffic speeds. [Follow-up provided by Caltrans: *Lane widths can be reduced to 11 feet where the posted speed is 40mph or less and AADTT (truck volume) is less than 250 trucks per lane (see HDM Chapter 300, Index 301.1).]*
- County is doing a road diets in Kernville. [Follow-up provided by Caltrans: *Given the traffic volume's and truck percentages, a Road Diet would not be supported.]*
- Locate round-a-bouts at Panama, Mt. View, Hall, and Sunset
- Sheriff works with public health department and every quarter focuses on a code enforcement effort. Sheriff Ligget works with youth and can do small projects to help with the plan.

CHALLENGES:

- Code enforcement issues – deteriorating buildings, trash, etc. What can the County do about deteriorating buildings? Is there a façade improvement grant program?
- Need for community open space. Is there room to build plazitas? Spray park?
- High number of pedestrian accidents in Lamont. Not enough pedestrian crossing points across Main Street so residents cross anywhere and everywhere between De Giorgio and Panama. Traffic calming is a better option for improving safety than putting crossings at every intersection.
- Flooding and fog in winter along trail located along highway to Mt. View Middle School.
- There are breaks in the sidewalk.
- No Opticom signals in Lamont. [Follow-up provided by Caltrans: *The State does not install the Opticom systems at our signals. The systems can be installed by encroachment permit.]*
- Street signs need hundred blocks/addresses.
- Lamont station runs 1,200 calls annually.
- By Arco there is a big divot in the road on the lane travelling northbound. At night time there are a lot of drunk drivers and they loose control at this point. This is where the road is going from two to one lanes. [This will be reviewed by Caltrans Safety Unit].
- Flooding at Hilltop and Dunnsmere [This will be reviewed by Caltrans maintenance staff.]

OTHER NOTES:

- There are no planned projects (rehab, overlay, etc.,) for the Lamont/Weedpatch area.

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Arvin Meeting Notes

PUBLIC AGENCY FOCUS GROUP
Tuesday, May 8, 2012 / 10am – 11:30am
Adobe Plaza Suite Y – 141 A Street, Arvin

IN ATTENDANCE: Olan Armstrong – Arvin Police Department; Dan Burden – Walkable and Livable Communities Institute; Pat Ebel – Kern County Roads Department; Andy Stanley – Field Representative for Supervisor Karen Goh; Michelle McLean – Superintendent, Arvin Union School District; Michael Moule – Nelson/Nygaard; John Oshimo – GRC Associates (General Plan consultant for City of Arvin); Stefan Pellegrini – Opticos Design; Toni Pichardo – City of Arvin Council Member; Laura Podolsky – Local Government Commission; Charles Tellis – City of Arvin Building Department; and Marvin Williams – City of Arvin Transit Department.

MEETING PURPOSE: Public agency leaders met with design team to discuss and share opportunities and challenges in Arvin and the region; and how the two infill plans can address these challenges and build upon opportunities.

OPPORTUNITIES:

- Arvin received transportation enhancement grant ($1million) to improve center island on Bear Mountain Blvd. (from Derby Rd. to C Street).
- National Cemetery 9 miles away. Arvin is the closest community to the cemetery.
- Arvin is one of the few Purple Heart Cities in the State
- Tejon Ranch (industrial complex at base of Grapevine with many logistics companies/transportation hubs). Jobs coming in are not min. wage and need higher skill workforce.
- Jewett Square is located along Bear Mountain Blvd. at entrance to the city. Create a focal point in Jewett Square site to visually express this is the center of community.
- New automotive business locating along Bear Mountain Blvd. City's ordinance requires suburban set back for all new development with parking lot in front of business.
- City has developed parking lots to relieve pressure of parking along Bear Mountain (City currently uses Kern County parking requirements).
- Development on 900 block – Red Rock development – it was recently sub-divided – Issac George (former planning director) designed this site before he left.
- Three buses travel between Arvin and Tejon Ranch carrying an average 1,000 people a month. There is commitment to Tejon Ranch that no employee will be left behind (ex., if employees have to work late than Arvin would send out another bus to get them).
- Transit serves 90% of the city. Comes at 25-minute intervals. 260 riders on dial-a-ride.
- Kern County Transit serves Arvin in afternoon and evening. Target riders are students going to Bakersfield College.
- School district has a vision to work with multiple partners and create a joint use facility/center that could serve as a one-stop center for residents to receive health services, attend adult classes, receive counseling, etc. Commitment from The California Endowment to design this one-stop facility. School district as money to purchase land but needs commitment from other partners.
- School district has been a part of a Safe Routes to School grant with city.
- Circulation Element is in draft.
- Historical society is looking to locate museum in Jewett Square to display city artifacts.

CHALLENGES/CONCERNS:

- From a safety standpoint, there are concerns with the transportation network as it relates to traffic flow, traffic signals, response time and access.
- Pedestrian safety –Meyers street is a freeway for pedestrians. There is a plan for 4-lane roadway for Meyer. Intersection at Meyer and Sycamore is especially dangerous (i.e., flooding).
- The school district is going to de-centralize six pre-kindergarten classes to help with traffic congestion.
- Prevalent cul-du-sacs prevent access to transit and other civic destinations
- Auxiliary structures are allowed but property owners must provide 2 extra parking spaces
- Common to have multiple families living in one house. People are renting their garages
- Transportation next to salary and benefits is one of the highest costs to the school district. State has cut home-to-school transportation funds so district has huge boundary area.
- Need for healthy food options.
- There is no buffer between vineyard and El Camino School. School has been sprayed with pesticides before.
- Haven Drive (has narrow streets with residential all around it) and Bear Mountain school are the two schools that could most benefit from SRTS.
- School District received grant from Arbor Foundation to plant 50 trees.

OTHER:

- Set of design guidelines completed for the city 20 years ago. Mediterranean/mission style is current design guidelines.
- Support for façade improvement work (supported by redevelopment funds).
- Support for how Visalia's downtown has preserved its character. Hanford and Porterville are other examples.

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ECONOMIC DEVELOPMENT FOCUS GROUP
Wednesday, May 9, 2012 / 10am – 11:30am
Adobe Plaza Suite Y – 141 A Street, Arvin

IN ATTENDANCE: Juan Avila – Field Representative for Supervisor Karen Goh; Dan Burden – Walkable and Livable Communities Institute; Richard Chapman - Kern County Economic Development Corporation; Karen Goh – Kern County Supervisor; Michael Moule – Nelson/Nygaard; Stefan Pellegrini – Opticos Design; Laura Podolsky – Local Government Commission; and Tom Weir – Small Business Development Center Cal State Bakersfield.

MEETING PURPOSE: Participants met with design team to share and discuss economic development opportunities and challenges in Arvin and the region; and how infill plans can support economic development goals.

OPPORTUNITIES:

- Enterprise zone in Arvin – these zones are 10 times more lucrative for employers than other states.
- Arvin is in workforce shed for Tejon Ranch.
- The transition from agrictulture to logistics work in the area though workforce may not have skills needed for the increase in automation in agriculture and logistics.
- Companies may not locate in area if there is political instability.
- Kern County (and specifically Lorelei Oviatt) is nationally known for proactive approach to business.
- Kern County has the fastest growing GDP in the nation and largest economy in San Joaquin Valley.
- Kern County EDC runs mentoring programs for high school students in energy and medical fields.
- Linda Resnick – owner of Fuiji water. They have expressed the desire to invest in another community Kern County. She invested in Lost Hills - $7 million with a $1 million match from County.
- Grimway Farms presence in the community.
- Design Walnut Ave. as a shaded “community” boulevard that could connect civic destinations (i.e., spray park, high school, charter school, etc.).

CHALLENGES/CONCERNS:

- City Manager and economic development staff person were recently let go.
- Excess of cornerstores selling beer, cigarettes, etc. Need healthy, fresh food store in Sycamore/Meyer site.
- Access to pharmaceuticals.
- Crime and safety - gang wars between Arvin and Lamont (recent gang shooting in Lamont).
- 7,500 people between 18 – 28 in age and there is a 40% unemployment rate in Arvin.
- Need for youth recreation.
- Transportation to Bakersfield College is difficult for college students. Transit service is not regular enough and students do not have cars. Long term solution is locating a satellite campus in Arvin. Dr. Jim Young has preliminary plans for a satellite campus located across from Arvin High School. (Example: Delano Center was built in the 1970s and has been a great success as an economic development site because they were able to provide training programs specific to industry needs).
- Need traffic calming at intersection at Camanche and Varsity.

QUESTIONS:

- Are there leakage studies? [Laura Podolsky with LGC will follow up with Trish Kelly (who is conducting an economic development plan and strategy for South Kern communities) and John Oshimo (who conducted a study of health related businesses in Arvin as part of Arvin General Plan).

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Federal and State Funding Programs

Funding Source	Website
MAP 21 Highway Safety Improvement Program (HSIP)	http://www.fhwa.dot.gov/map21/guidance/guidehsip.cfm
MAP 21 Congestion Mitigation and Air Quality Improvement Program (CMAQ)	http://www.fhwa.dot.gov/map21/cmaq.cfm
MAP 21 Transportation Alternatives Interim Guidance	http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm
MAP 21 Surface Transportation Program (STP) Implementation Guidance	http://www.fhwa.dot.gov/map21/guidance/guidestp.cfm
Bicycle Transportation Account (BTA)	http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm
Infrastructure State Revolving Fund (ISHF)	http://www.ibank.ca.gov/infrastructure_loans.htm
Community Development Block Grants (CDBG)	http://www.hcd.ca.gov/fa/cdbg/
Recreational Trails Program (RTP)	http://www.parks.ca.gov/?page_id=24324
California Freshworks Fund	http://www.cafreshworks.com/

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