

RICHGROVE COMMUNITY PLAN 2017

Funded by Strategic Growth Council



Tulare County Resource Management Agency
Economic Development, Planning Branch, and
Planning Processing Division



RICHGROVE COMMUNITY PLAN UPDATE

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RICHGROVE COMMUNITY PLAN UPDATE

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Disclaimer

The statements and conclusions of this report are those of Tulare County and not necessarily those of the Strategic Growth Council or the Department of Conservation, or its employees. The Strategic Growth Council and the Department of Conservation make no warranties, express or implied, and assume no liability for the information contained in the succeeding text.

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Richgrove Community Plan

Adopted: December 5, 2017

Tulare County Board of Supervisors

Resolution No.

GPA 17-035

PZC 17-041

PZC 17-042

GPA-17-011

PZC-17-011



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Economic Development and Planning Branch
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Amy Shuklian – District 3
Steve Worthley – District 4 (Vice Chairman)
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Tulare County Planning Commission

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Gil Aguilar – District 2 (Alternate) (Vice Chair)

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EXECUTIVE SUMMARY

Introduction

The primary objective in preparing the Richgrove Community Plan Update is to accurately reflect the current needs and priorities of the unincorporated community of Richgrove. The update is also required in order to make the Community's land use and zoning consistent with the Tulare County 2030 General Plan Update (2012). Richgrove is one of the most developed unincorporated communities in Tulare County having more sidewalks, street lights, a school, water / waste water, and drainage facilities. Through the grant funds provided by the Sustainable Growth Council (SGC) of California, the County was able to do outreach with the Community, and to receive input on the Community's concerns in order to address and update the needs of the Community from the original 1987 Richgrove Community Plan (GPA 89-05).

In Tulare County, the General Plan has historically been developed on a countywide basis or by large geographic sub-areas (rural valley, foothill, and mountain) with development policies emphasizing countywide and area wide issues and concerns. Several unincorporated communities, including Richgrove, have localized land use needs and issues that need to be addressed in a specific manner. Therefore, through this latest round of community plans have been prepared for individual communities with primary emphasis being placed on land use and circulation planning.

The entire community of Richgrove is currently designated as a "Rural Service Center" in the Tulare County General Plan. It has become apparent that a more specific plan is needed to ensure orderly development of the community. As with any community plan, the contents of this document are not intended to be absolute. Planning is a continuous process and, to be effective, requires periodic re-evaluation and revision to reflect changing needs and priorities. This plan should, therefore, be reviewed on a periodic basis with the assistance and participation of local citizens, groups, and agencies. By doing so, it is anticipated that the Richgrove Community Plan will continue to provide meaningful and necessary guidance for the development of the community in the foreseeable future.

The primary objective in preparing a Community Plan for Richgrove is to develop a plan, which accurately reflect the needs and priorities of the Community of Richgrove. Richgrove is currently designated as a Community in the 2030 Tulare County General Plan (2012). It has become apparent that an updated and more relevant plan is necessary to increase the availability of infrastructure funding and to stimulate economic development within the community.

California Government Code Section 65300 et seq requires that each local agency, city or county, prepare and adopt comprehensive long-term general plans for the physical development of lands within its jurisdiction. A general plan must function as "a statement of development policies" and must include a diagram (s) and text setting forth goals, policies, standards, and plan proposals. The plan must include the following elements: land use, circulation, housing, conservation, noise, safety, and open space. State law also provides that a local agency may include one or more of several optional elements depending on the needs and characteristics of the jurisdiction. This plan includes updates to the Land Use and Circulation Elements to include a rezoning plan and complete streets policies.

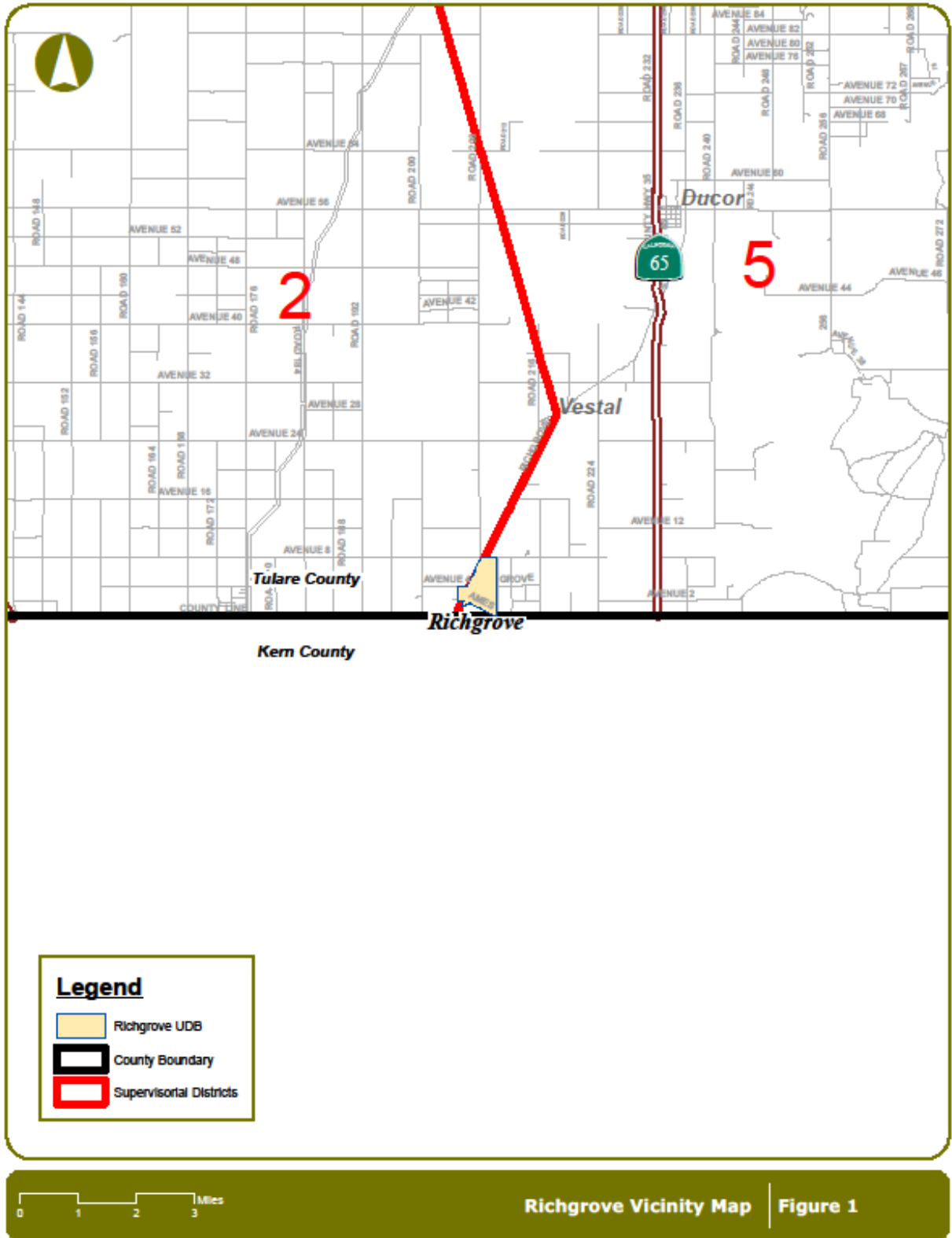
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Location

The community of Richgrove is located on the eastern side of the San Joaquin Valley, approximately 50 miles north of Bakersfield and 75 miles southeast of Fresno. **(see Figure 1)** Richgrove is a Census-Designated Place located in the southern portion of Tulare County, just north of the Tulare County/Kern County line. It is generally bounded by County Line Road in the south, Avenue 8 in the north, Richgrove Drive in the west, and Road 210 in the east and encompasses 0.5 square miles of land. Nearby cities and communities include Ducor approximately 8 miles to the northeast, Delano approximately 10 miles to the west, Terra Bella approximately 12 miles to the northeast, Poplar-Cotton Center approximately 18 miles to the north, and Porterville approximately 20 miles to the northeast. Richgrove is an agriculturally oriented service community surrounded on all sides by lands in agricultural production, and vacant lands. Richgrove is a vibrant Hispanic community with a strong agricultural industry including many grape vineyards, citrus orchards, and row crops. State Highway 65 is located approximately 3 miles to the east of the community and State Highway 99 is located approximately 7 miles to the west. Both of these highways serve as primary regional access routes to the community from outside areas Richgrove is in Section 31, Township 24 South, Range 27 East and Section 36, Township 24 South, Range 26 MDB&M, and can be found within Richgrove United States Geological Survey 7.5 minute topographic quadrangle. Richgrove is located at an elevation of 510 feet National Geodetic Vertical Datum. The coordinates of Richgrove are: Latitude: 35.796620 and Longitude: -119.107881.

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Figure 1 - Vicinity Map



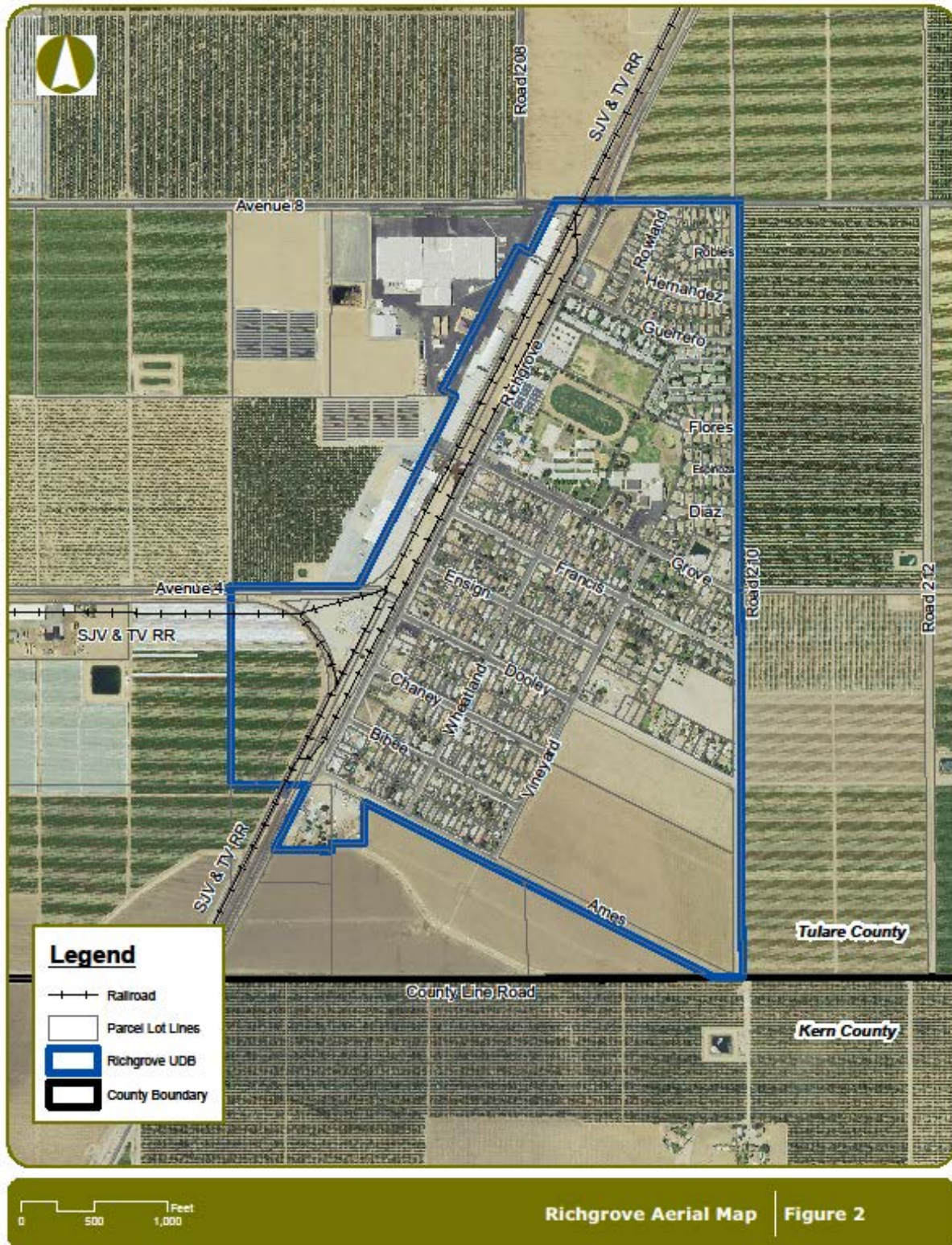
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HISTORICAL PERSPECTIVE

The history of Richgrove dates back more than 200 years when Spanish Missionaries and explorers were looking for areas to settle. The Yokuts Indians had established trails in the area that were utilized by the scout, Kit Carson and the explorer-soldier, John C. Fremont. These Indian trails were transformed into roads as populations in the valley grew and, in 1858, the Butterfield Stage Line was established using these routes. During the 1870's cattle ranchers and wheat farmers moved into the area with the Southern Pacific Railroad following in 1890. In 1909, Richgrove became a town with a hotel to serve stage coach and train passengers. The town continued to grow, and due to the increasing availability of irrigation water after World War II, the wheat crops were replaced by vineyards and orange groves. **(see Figure 2)**. Today, Richgrove is located along Famoso Porterville Highway/Richgrove Dr.), which has created the market for its commercial and industrial development. The Community is still surround by some of the highest quality table grape vines in California.

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Figure 2 - Aerial Map



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COMMUNITY PROFILE

Planning Area

Richgrove is a small, unincorporated community with an Urban Development Boundary (UDB) area of approximately 234.1 acres (see Table 1).

The Richgrove Community Urban Development Boundary (UDB) area consists of 234.1 acres (See Table 1). Under the 2012 General Plan the existing uses are based on actual acreage use within the UDB are described as follows: Agricultural activities occur on +/- +/- 60 acres; and urban development, including urbanized uses such as residential development, institutional, industrial, and commercial uses occupy +/- 174 acres. The remaining 52.1 acres are dedicated for Right-of-way.

Adopted Land-Use	Acres
Commercial	12.0
Industrial	46.7
Public/Quasi Public	27.2
Residential	96.1
Unclassified (Right-of-Way)	52.1
TOTAL	234.1

Source: Tulare County GIS

The change being proposed is to add 43.9 acres to the Urban Development Boundary of Richgrove to include and “square off” the areas to the Southwest along Ames and Road 210 to be consistent with the Richgrove CSD Boundary.

Severely Disadvantaged Community

Public Resources Code 75005. (g) states that a "[d]isadvantaged community" means a community with a median household income less than 80% of the statewide average. "Severely disadvantaged community" means a community with a median household income less than 60% of the statewide average.”

In 2015, Richgrove median household income was \$28,333, whereas the State of California’s median household income was \$61,818. Richgrove’s median household income was 45.8% of the State of California’s median household income, and therefore it is considered a severely disadvantaged community.

Climate

Hot, dry summers and mild winters characterize the San Joaquin Valley. Rainfall averages approximately 10 inches annually. Average monthly air temperatures range from 46° to 85° degrees F. The valley area is characterized by a "Mediterranean" type climate with cool moist winters and hot dry summers. Approximately 85% of the precipitation occurs between November and April and the frost-free season usually exceeds nine months. A thermal belt exists in the east valley area along the base of the foothills of the Sierra Nevada, including the Richgrove area, enabling the production of frost-sensitive tropical fruits including citrus, avocados, and olives. Another major climatic feature of the valley is the radiation fogs that occur during the winter months. These fogs are more severe and persist longer at lower elevations. The Visalia-Fresno area has seasonal air flows with wind direction in the spring, summer, and fall tending from the northwest and winter winds tending from the west.

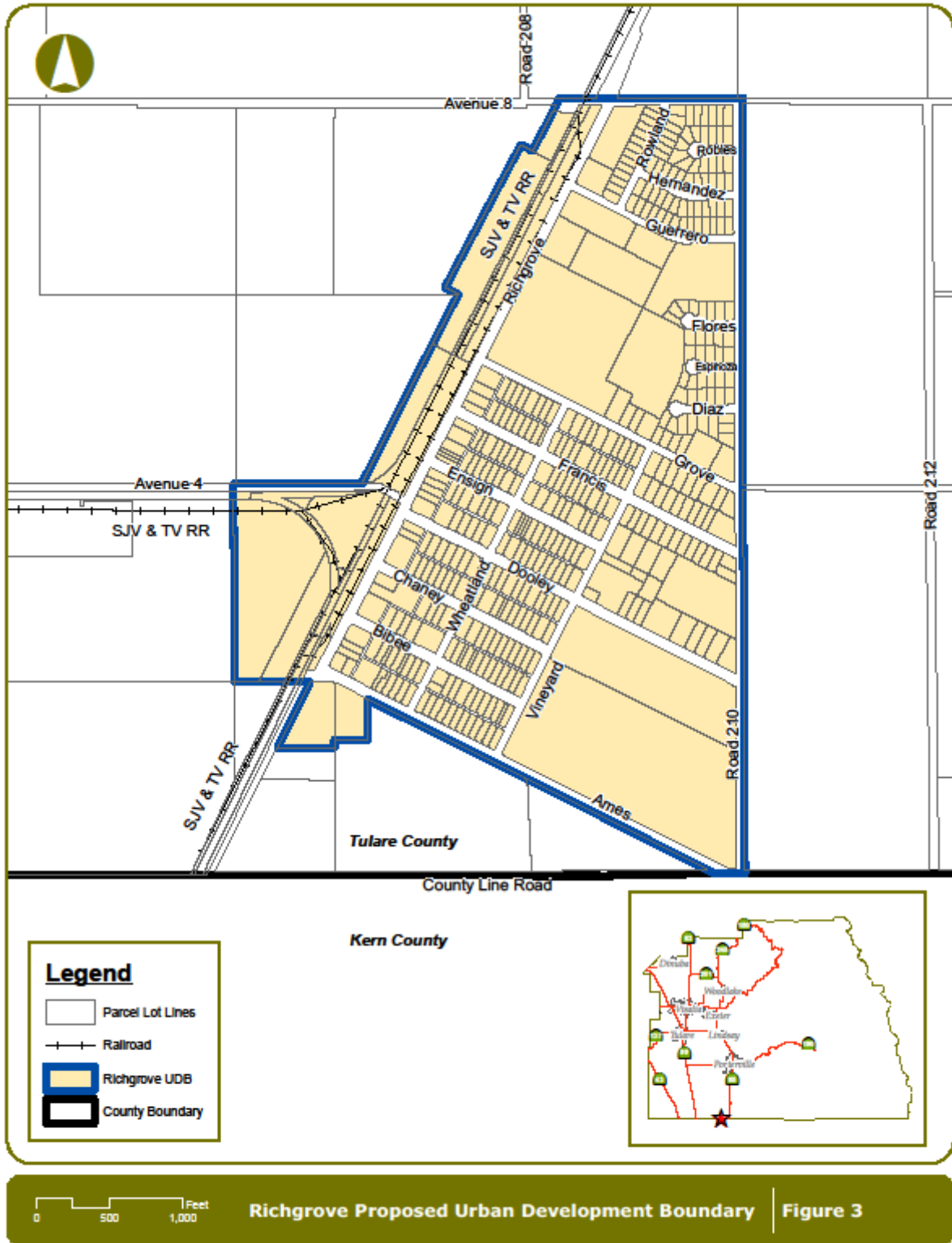
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Topography

Richgrove is located in the southeastern San Joaquin Valley, bordered on the east by the foothills of the Sierra Nevada Mountains. The community is situated on the shallow sloping valley floor created during the uplift of the Sierra Nevada. Elevations within the community range between 500 and 530 feet above sea level. Alluvial deposits from the White River encompass most of the community forming a gently sloping plain.

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Figure 3 - Richgrove UDB



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Relationship to other Elements of the Tulare County General Plan

The County of Tulare has adopted all the general plan elements required by State law and has also adopted optional elements including the recent Safety Element to include added policies for fire hazard and flood mitigation under the principles of Adaptation and Resiliency. These elements are structured for application on a countywide basis; and therefore, broad in scope. In addition, there are other policy documents such as the Climate Action Plan that address Green House Gas emissions. Thus, typically these elements address the Richgrove area in a general manner only. As all general plan elements, they have equal status under the law, the policies and directives established in these adopted elements are applicable to the Richgrove area and must be complied with. The Richgrove Community Plan refines the County's general plan policies to reflect the needs, desires, and values of the community and its residents. As previously mentioned, this refinement will focus primarily on the land use and circulation issues, with secondary emphasis on the other general plan elements.

In accordance with State law, care has been taken in preparing the community plan to ensure that internal consistency with other general plan elements is maintained and that conflicts with existing General Plan policies will not occur by the adoption of the community plan. To achieve consistency, other mandatory or optional General Plan elements already adopted by the County of Tulare must necessarily be modified. The amendments being made to other existing General Plan elements are described as follows

Urban Boundaries Element

The Urban Boundaries Element of the previous Tulare County General Plan established an Urban Area Boundary for Richgrove. The element amended the County General Plan to eliminate the Urban Area Boundary, and establish an Urban Development Boundary to be coterminous with the Richgrove study area. The Urban Development Boundary for the 2012 General Plan for Richgrove under the Policy Framework Plan, and Rural Valley Land Plan, is as shown in Figure 3.

Land Use Element

The general designation of Richgrove as an Urban Development Boundary is supplemented with more specific land use designations for the controlled, orderly growth of the community.

Residential

The greatest concentration of residential development in Richgrove occurs east of Richgrove Drive. This area contains a mix of older residential neighborhoods, as well as tracts of newer homes in the north and east of the Community. Both single family and multi-family residential development has occurred north of the School. The industrial areas are located west of the Richgrove Drive. Commercial uses are located immediately along Richgrove Drive, and are interspersed with residential development. Roadway noises and traffic exists generally along Richgrove Drive, and the road has recently been improved by the County to address safety concerns of the residences.

Multi-family Residential

There are two multi-family residential complexes located north of the Richgrove Elementary School.

Mobile Homes

Although there are no mobile home parks in Richgrove, approximately mobile homes located throughout Richgrove, but mostly as secondary units.

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Community Commercial

There are 9 commercial businesses along Richgrove Drive including a restaurant, Panaderia La Rosa De Saron. The other businesses include Richgrove Food Center, Family Market, Chapala's Auto Sales, and the Fast Way Market.

Industrial

Parcels adjacent to Richgrove Drive are zoned Industrial south of Avenue 4/Annes Drive and Avenue 8. These include mostly packing and cold storage facilities. Zaninovich & Sons and Castle Rock Vineyards is located across Richgrove Drive; both are outside the UDB.

Schools

Richgrove Elementary School District serves the Elementary School and Junior High, grades K-8. High school students attend Cesar E. Chavez high school 10 miles to the Southwest.

Parks

There are existing plans for a Richgrove Park is approximately 4 acres in size and is located on the southeast corner of Dooley Drive.

Use of the Richgrove Community Plan

The Richgrove Community Plan describes the manner in which the planning area will develop and grow through the planning period. Its policies will form guidelines regarding future requests for building permits, zone changes, divisions of land, and other development review processes. In addition, as the plan establishes development densities and prescribes land uses, it will undoubtedly influence private decisions pertaining to land purchases and development proposals within the community. The plan establishes a site plan review process and contains standards for the development of property, in conjunction with State law and County ordinances. It, therefore, provides the authority for requiring necessary physical improvements in conjunction with private development projects thereby enhancing the physical, social, and economic environment of the community and protecting the health, safety, and welfare of its residents.

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SUSTAINABLE COMMUNITIES STRATEGY OUTREACH REPORT

In efforts to invite and increase awareness of the Strategic Growth Council (SGC) project, Self Help Enterprises went door to door throughout the community of Richgrove to distribute flyers at homes, businesses, and schools. During this process Self-Help enterprises (SHE) emphasized the importance of participating in this process. SGC partnered with the Richgrove Community Food Pantry, to distribute flyers to residents at the food distribution event and also partnered with Richgrove School District and the Richgrove Head Start Preschool to send flyers home with every student. SHE partnered with the Richgrove Veterans Memorial Building, they helped post meeting flyers and held the community meeting.

Community Outreach Steps

Self-Help Enterprises (SHE) staff conducted the following outreach efforts to promote community participation and make local residents aware of the Strategic Growth Council (SGC) project.

- 1.) An informational flyer was created.
- 2.) SHE staff distributed flyers to homes in Richgrove on January 7 and January 13, 2016
- 3.) SHE staff partnered with the Richgrove Community Food Pantry to distribute flyers to residents at the food distribution event on January 13, 2016
- 4.) SHE staff partnered with Richgrove School District and the Richgrove Head Start Preschool to advertise the meeting; flyers were sent home with every student.
- 5.) SHE partnered with the Richgrove Veterans Memorial Building, to advertise the meeting; flyers were posted at the Veterans Memorial Building. The community meeting was also held at this location.
- 6.) During the community outreach process, SHE staff described the goals of the project and emphasized the importance and community benefits of participating in the SGC community meeting.
- 7.) To ensure that residents had multiple opportunities to be made aware of the meeting, flyers were posted at local businesses and post office.

Community Meeting

Self-Help Enterprises held a community meeting (with one SHE staff member and one Tulare County RMA employee present) in Richgrove on January 14, 2016 at 5:30 pm. The meeting was scheduled in the evening to make it easier for working residents to attend. The meeting was held at the Richgrove Community Memorial Building. The purpose of the meeting was to discuss Richgrove improvement needs, gather community data, and report the findings of the meeting in a final report. Thirty five Richgrove residents attended the meeting and twenty six community surveys were collected.

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Community Survey

A survey was developed to gather information about the following community related topics: Schools, Libraries, Housing, Zoning, Parks, Shopping Opportunities, Access to Gas Stations, Access to Medical Facilities, Natural Gas, Internet Access, Transportation Options, Walkability, Roads, Street Safety, Flooding, Fire, Safety, Infrastructure, Water Quality & Quantity, Waste Water, Storm Water Drainage, Multimodal Opportunities, and the priority of various improvement needs. Residents were encouraged to add information and comments to the survey.

A follow up meeting was held on November 22, 2017, with County Staff and Self-Help Enterprises. Over 30 residents and members of the School District attended, and were provided the results of the survey. Discussion included water, housing vacancy and absent land lords, housing street maintenance, recreational park, and a health care facility. Discussion also included the role Richgrove CSD plays in the community.



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Self Help Enterprises and Tulare County invites you

to a community meeting to review
Richgrove's Community Plan

**Tuesday, November 22, 2016 at 6:00pm at
Richgrove Memorial Building 607 Richgrove Drive**

A few months ago Tulare County and Self Help Enterprises came to your community to seek input on a planning analysis of your community. Surveys were distributed and collected. Tulare County invites you to attend a community meeting to see the findings from the study. A thorough examination and inventory of existing land uses will suggest infrastructure improvements, land use changes and possibly zoning changes, where feasible.

For more information, call: Abigail at 559-802-1659 or Kyria 559-624-7154

The work upon which this publication is based was funded in whole or in part through a grant awarded by the California Strategic Growth Council.

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Self Help Enterprises y El Condado de Tulare
le invita a la Junta Comunitaria para revisar

El Plan Comunitario de Richgrove

**Martes 22 de noviembre del 2016 a las 6:00 de la tarde
En el Salon de Veteranos, 607 Richgrove Drive.**

Hace unos meses, el Condado de Tulare y Self Help Enterprises vino a su comunidad para buscar la opinión de la comunidad sobre un análisis de planificación de su comunidad. Encuestas fueron distribuidas y recolectadas. El Condado de Tulare le invita a asistir a una junta comunitaria para ver los resultados del estudio. Un examen completo y la organización de los usos existentes de la tierra sugerirán mejoras en la infraestructura, cambios en el uso de la tierra y posiblemente cambios de zonificación, donde sea factible.

Para más información llame a: Abigail 559-802-1659 o Kyria 559-624-7154

El trabajo sobre el que se basa esta publicación fue financiado en su totalidad o en parte, a través de una beca

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After discussion at the Richgrove SGC community input meeting, residents concluded that the following is a list of priority improvement needs:

Priority Improvements

Affordable Housing

1. Clinic
2. Street lights
3. Road Conditions
4. Internet
5. Police Patrol
6. Water Issues
7. Storm Water Drainage
8. Community Center



Affordable Housing

Richgrove residents stated that they want new and affordable housing built in their community. Many people said that they would buy a new home in town, if there was an opportunity to do so. Residents want to see their community grow. Residents feel that this is a priority and necessary for the advancement of the community, without new home development the community will lose residents to neighboring communities such as Delano.

Medical Clinic

Richgrove residents do not have access to medical care within the community, since the Health Clinic did not receive a will serve letter from the Richgrove Community Service District. The nearest medical clinic is approximately 10 miles away in Delano. Residents report traveling to either Delano, 10 miles or Porterville 21 miles for medical care. Families without vehicles and one car families are especially affected by this. Families that do not have a car are forced to find transportation to access medical care in a nearby community by paying for a ride or using public transportation to travel there. Residents report that they are very concerned about the thought of having to travel so far in the case of a medical emergency. The nearest hospital is in Delano, 10 miles away, and it takes approximately 15 minutes for the nearest ambulance to get to Richgrove from Delano.

Road Conditions

Road conditions are a significant concern to Richgrove residents. It is reported that road conditions are poor and most roads need work due to potholes, cracks and bumps. Drivers feel unsafe and are constantly worried about damage to their vehicles while driving in town. Residents are especially concerned with the condition of Richgrove Drive, as is not regularly or properly maintained. Many heavy trucks and lots of traffic travel on this road, this results in the road needing repairs on a regular basis.

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The following roads are a priority to the residents:

- Richgrove Drive
- Ames Drive

Storm Water Drainage

Richgrove residents report that the community does not have adequate storm water drainage. This is a problem because the stagnant water attracts insects. Large puddles form when it rains and the water does not drain. Residents report that some streets flood during the rainy season. This becomes a bigger problem when the stagnant water attracts insects and mosquitos.

Street Lights

Residents report dark streets at night due to little or no street lighting, and that they stay indoors because they do not feel safe walking on a dark street. Residents are especially concerned about how this affects the safety of local children. Residents said that some streets have light poles but the light bulb is out and other streets have no poles at all. Residents report being told that there is a cost to them to install a light pole on their street.

Internet Access

Most families in Richgrove do not have internet access at their homes. Any available internet service is unreliable and cost prohibitive. This is a major problem to residents, without access to the internet, they are unable to do very basic things such as online job hunting, applying for resources, and providing homework help to their kids. Internet access ranked as a high priority improvement need in Richgrove.

Community Resource Center

Richgrove does not have a community hub. The community lacks many resources and needs a place where residents can access information and county resources. Residents expressed the need for a Community Resource Center. This center would be a multi-purpose building that could be used by kids for homework help, afterschool programs and as a computer lab. It was also suggested that the center should also be available for use by outside organizations that need a place to service Richgrove residents. This could also be the place where residents access a reliable internet connection. Currently residents must travel 10 miles to get to Delano to the nearest community center.

Sheriff Presence

The Tulare County Sheriff Department (TCSO) is responsible for patrolling the community of Richgrove. Residents report that the TCSO response time is long and that there is inconsistent patrol within the community. Residents are worried about the rate of unreported crimes and crimes that go un-responded to. People feel that the unrecognized presence of law enforcement contributes to the local crime rate. Richgrove residents are asking for increased Sheriff presence in their community.

Water

Residents are concerned with the current water situation and want to see solution happen soon. In Richgrove, the town is provided water by Richgrove Community Services District. The District has two operable wells that supply Richgrove residents and businesses with potable water. One of these wells, Well No. 4, has experienced problems with two water quality contaminants, arsenic and DBCP, which have at times exceeded the MCLs. The other well, Well No. 5, has experienced problems with

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nitrate and arsenic. The failure of either of these wells would jeopardize the District's ability to meet demand. California (Rodriguez) Camp is a privately-owned labor camp located two miles to the west of Richgrove. The California Camp water system has one water well that provides water to its residents. The well produces water that exceeds the Maximum Contaminant Level (MCL) for nitrate with levels in the range of 130 ppm. The system's owner has received Notices of Violation and Compliance Citations as a result of this high nitrate level, almost three times the MCL. The Camp's system has no supply redundancy and residents would be completely without water in the event of the well's failure. No emergency connection exists.

A Preliminary Engineering Report, completed in January 2008, was prepared with the understanding that consolidation between California Camp and the RCSD was a priority. The preferred project alternative is to drill a new community water well (including a test well) and construct transmission lines that will connect the new well to the District and the Labor Camp. The planning study will include the evaluation of the feasibility of blending to achieve water quality improvement and reduce the concentration of contaminants to within the MCL required for drinking water systems. A blending project would require the construction of new storage facilities.

Public Services

- Sheriff – Richgrove is in the jurisdiction of Tulare County Sheriff's Department (TCSD). The TCSD is responsible for patrolling Richgrove and the nearest Sheriff substation is located in Porterville, 21 miles away.
- Fire – Tulare County Fire Department
- Schools – Richgrove School District (K-8), located in Richgrove, is part of Tulare County Office of Education
- Libraries – The nearest public library is in Delano, 10 miles away
- Parks – There is currently a park with approved an approved plan and the project had broken ground for construction in Richgrove

RICHGROVE COMMUNITY PLAN UPDATE

RICHGROVE TECHNICAL BACKGROUND REPORT

DEMOGRAPHICS

An important part of planning is having information that describes the characteristics of a Community's population. Collectively, these characteristics are known as "demographics" which is data typically consisting of the age, gender (i.e., male or female), income, race, employment, and other characteristics of a community. This data, and looking at historical trends of this data, allows a reasonable way to project what may occur in the future and thereby provides a guide to which issues need to be addressed in a Community plan. For example, knowing the age and percentage of a population allows proper planning for school needs for school-age children; knowing how many people may eventually live in a Community allows for proper planning to meet housing needs and the amount of land needed to provide housing for a growing population. If a population can be estimated, it is possible to project how much water and/or sewer service may be needed for a Community. The following information provides a summary of some of the more important demographic data needed to craft a plan that can realistically address the needs of a smaller community such as Richgrove.

Population

The Historical population of Richgrove from the 1980 Census showed Richgrove's population to be 1,398 persons residing in 333 households, an average of 4.2 persons per household. Population projections in 1987 for indicate that Richgrove's population, as of 1986, was approximately 1,629 and would grow to approximately 2,653 by the year 2005. Based on the above figure of 4.2 persons per household, there are an estimated 388 households residing in Richgrove in 1986 with a projected 632 households by the end of the planning period, an increase of 244 households or 643.

The household income figures obtained from the 1980 Census showed the median household income for Richgrove to be \$12,115.

Richgrove does experiences seasonal population increases due to the influx of migrant workers and their families during the various harvest seasons. Estimates as to the number of seasonal residents range from 500 to 1,000 persons in 1980. This influx has created influxes in the availability of affordable housing for the migrant population which in 1980 had a median household income lower than the community average of \$12,115. This influx still exists and at the same time there are issues with vacancies within the community.

In 2015, the Population for Richgrove was 2,972 (see **Table 2**).

Table 2 - Population						
	California	%	Tulare County	%	Richgrove	%
Male	19,087,135	49.7%	227,426	50.1%	1527	51.4%
Female	19,334,329	50.3%	226,607	49.9%	1,445	48.6%
Total	38,421,464		454,033		2,972	

2011-2015 American Community Survey 5-Year Estimates

RICHGROVE COMMUNITY PLAN UPDATE

Growth Rate

As noted in the 2010 General Plan Background Report, the unincorporated areas of Tulare County have a 1.3% projected annual growth rate from 2007 to 2030. This 1.3% annual growth rate has been used to project Richgrove’s population during the Planning Period (see **Table 3 & Table 20**).

Table 3 - Projected Annual Growth Rates		
	Historic Growth Rates 1990-2007	Projected Growth Rates 2007-2030
County Total	1.9%	2.4%
Incorporated	2.8%	2.9%
Unincorporated	0.46%	1.3%

Source: DOF, 2007; TCAG, 2008, 2010 General Plan Background Report

The projected population (an estimated 19% increase over 14 years) in 2030 is 3,602, a net increase of 596 persons. The population between 1980 (1,398) and 2005 (2,653) was over 47%. Since then, the projected increase is about 11%, which is exactly consistent with the General Plan growth rate of 1.3% year of year.

Median Age

Richgrove’s population is younger than the median age throughout all of Tulare County. Richgrove’s median age of 23.3 is lower than the median age of the State of California (see **Table 4**).

Table 4 - Median Age	
Geography	Median Age (years)
California	35.8
Tulare County	30.3
Richgrove	23.3

2011-2015 American Community Survey 5-Year

Ethnicity and Race

In 2015, approximately 0.6% of Richgrove’s population was White, 0% was African American, 0% was Native American, 4.8% was Asian, and 0.4% was two races or more (see **Table 5**). Approximately 93.7% was Hispanic (of any race). This statistic is important because persons of Hispanic origin may speak a language other than English (in this case, likely to be Spanish) and the needs of the Spanish-speaking community should be considered in order to reach out to persons on issues which may affect their community.

Table 5 - Race & Ethnicity						
	California	%	Tulare County	%	Richgrove	%
Total	38,421,464		454,033		2,972	
Hispanic or Latino (of any race)	14,750,686	38.4%	283,533	62.4%	2,785	93.7%
White (Not Hispanic)	14,879,258	38.7%	139,581	30.7%	19	0.6%
Black or African American (Not Hispanic)	2,160,795	5.7%	6,448	1.3%	0	0%
American Indian and Alaska Native (Not Hispanic)	142,191	0.4%	3,069	0.7%	0	0%
Asian (Not Hispanic)	5,192,548	13.5%	14,546	3.2%	143	4.8%
Some other race (Not Hispanic)	84,477	0.2%	288	0.1%	0	0%
Two or more races (Not Hispanic)	1,072,500	2.8%	6,304	1.4%	25	0.8%

2011-2015 American Community Survey 5-Year Estimates

RICHGROVE COMMUNITY PLAN UPDATE

ECONOMIC CONDITIONS

Employment in Richgrove

According to the Tulare County 2030 General Plan Update, the County’s economy has historically been driven by agriculture and has had one of the largest agricultural outputs of any county in the US. Despite this, the Tulare County unemployment rate has remained consistently higher than the State average, which can be largely attributed to the seasonal nature of agricultural production. (see Table 6)

According to the California Department of Finance, the 2011-2015 American Community Survey indicated that the unemployment rate for Richgrove was about 18.9% while the rate for Tulare County was 13.5%. The unemployment rate for the State of California was 10.1%. Keeping in mind that the 5.9% includes only the employable labor force (that is, not every person of the population) results in about 368 unemployed persons of Richgrove’s person labor force of 1,330.

Table 6 - Employment Status			
Employment Status	California	Tulare County	Richgrove
Population 16 years & over	30,312,429	325,404	1,949
In labor force	19,269,449	194,420	1,330
Civilian labor force	19,137,441	194,102	1,330
Employed	17,246,360	170,780	962
Unemployed	1,891,081	23,322	368
Armed Forces	132,008	318	0
Not in labor force	11,042,980	130,984	619

2011-2015 American Community Survey 5-Year Estimates

Income

Richgrove’s median household income was \$28,333, compared to Tulare County \$42,708 and \$61,818 for the State of California. (see Table 7)

Table 7 - 2011-2015 American Community Survey Income			
Geography	Median household income (dollars)	Median family income (dollars)	Per capita income (dollars)
California	\$61,818	\$70,720	\$30,318
Tulare County	\$42,031	\$44,8140	\$17, 876
Richgrove CDP	\$28,333	\$27,946	\$8,617

RICHGROVE COMMUNITY PLAN UPDATE

HOUSING CHARACTERISTICS

Tenure

As the community grows, it will be important to provide new housing and commercial opportunities, allow expansion of the size of existing housing (for example, increase a unit by an additional bedroom), and allow various housing types (such as mobile homes).

Table 8 - Housing Tenure			
	California	Tulare County	Richgrove
Occupied housing units	12,717,801	133,570	628
Owner-occupied	6,909,176	75,685	230
Renter-occupied	5,808,625	57,885	398

2011-2015 American Community Survey 5-Year Estimates

Table 9 - Housing Tenure (%)			
	California	Tulare County	Richgrove
Owner-occupied	54.8%	57.2%	36.6%
Renter-occupied	45.2%	42.8%	63.4%

2011-2015 American Community Survey 5-Year Estimates

Housing Conditions

The condition of housing is typically categorized as sound, deteriorated, or dilapidated. A “sound” housing unit (house) is one that is in good-to-excellent condition requiring no structural or other improvements. Deteriorated housing means a housing unit may need some level of maintenance/repair to improve the condition of the housing. Deterioration is classified as minor, moderate, or substantial. Dilapidated means a unit is not considered suitable for living. There may be structural, electrical, plumbing or other conditions that could endanger the well-being and safety of persons living in dilapidated housing. Housing condition is an indicator of a person’s ability to afford maintenance/repair of the house they live in. Without income to pay for maintenance/repair, it is likely that a house, as it ages, will continue to deteriorate over time.

Table 10 - 2015 Housing Conditions Survey											
Survey Area	Sound		Deteriorated						Dilapidated		Total Units
			Minor		Moderate		Substantial				
	Units	%	Units	%	Units	%	Units	%	Units	%	
Richgrove	78	50	19	12	27	17	17	11	15	10	156

Source: Tulare County 2015 Housing Element

According to the 2015 Tulare County Housing Element, a sampling of housing conditions in Richgrove indicated that approximately 50% of the housing units were sound. Approximately 40% of Richgrove's housing units were deteriorated and 10% were dilapidated (**see Table 10**).

RICHGROVE COMMUNITY PLAN UPDATE

Age of Structures

Most of the homes in Tulare County were built between 1950 and 2009. (see Table 11) The total number of housing units in Richgrove is 634.

Year Structure Built	California	Tulare County	Richgrove
Total housing units	13,781,929	143,869	634
Built 2014 or later			0
Built 2010 to 2013	86,387	1,663	0
Built 2000 to 2009	1,649,540	25,647	47
Built 1990 to 1999	1,478,621	21,858	118
Built 1980 to 1989	2,109,495	23,089	167
Built 1970 to 1979	2,504,338	26,954	109
Built 1960 to 1969	1,875,711	15,021	65
Built 1950 to 1959	1,907,537	14,000	28
Built 1940 to 1949	873,498	7,403	75
Built 1939 or earlier	1,296,802	8,234	25

2011-2015 American Community Survey 5-Year Estimates

Household Size (Overcrowding)

In 2015 the average renter occupied household size in Richgrove was 3.98 persons per household (see Table 12). The average owner-occupied household size is 4.83.

Geography	Average Household size (Owner Occupied)	Average Household size (Renter Occupied)
California	3.00	2.91
Tulare County	3.24	3.50
Richgrove	4.83	3.98

2011-2015 American Community Survey 5-Year Estimates

By definition, the most common measure of overcrowding is persons per room in a dwelling unit.¹ More than one person for each room of a dwelling unit is considered overcrowding. It is important to note that the measure is based on all rooms of a dwelling unit, not just the number of bedrooms. It is not uncommon for persons to share a bedroom, for example siblings or adults.

Vacancy Rate

Vacancy rate is important as it provides an indicator of unoccupied housing units. Vacancies may occur as people move away from a housing unit and it remains vacant until the next person/family moves in. Vacancy allows persons to decide whether to choose owning or renting housing based on their need and income. A vacancy rate of about 5-6% is considered typical; however, vacancy rates above 6% can be a reflection of affordability or housing condition. In 2014, the rental vacancy rate in Richgrove was 1.5%, which was lower than Tulare County at 3.7% and the State of California at 4.1%. The homeowner vacancy rate was 0%, which was lower than Tulare County at 1.7% and the State of California at 1.4%, (see Table 13).

Geography	Homeowner vacancy rate	Rental vacancy rate
California	1.4%	4.1%
Tulare County	1.7%	3.7%
Richgrove	0%	1.5%

2011-2015 American Community Survey 5-Year Estimates

¹ U.S. Department of Housing and Urban Development, "Measuring Overcrowding in Housing" 2007. Page 2 See: http://www.huduser.org/publications/pdf/Measuring_Overcrowding_in_Hsg.pdf

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ENVIRONMENTAL CONDITIONS

Wildlife²

Vegetation native to the Richgrove - San Joaquin Valley area includes Stipa annual grasses, California oakwoods, tule marshes, California Steepe and Artriplex sacrobatus brush and shrub communities. The Stipa annual grasses occupy the largest portion of non-agricultural lands in the valley. Most of the original grasslands in the Richgrove area have been replaced by cultivated crops due to the increased avail ability of water for irrigation. Non-cultivated areas are limited primarily to urbanized areas, rough terrain, or areas without easy access to irrigation water. A list of rare and endangered plant species found in Tulare County is contained in the Tulare County Biological Resources Element, an unadopted element of the Tulare County General Plan. No rare or endangered plant species are known to occur in the project area

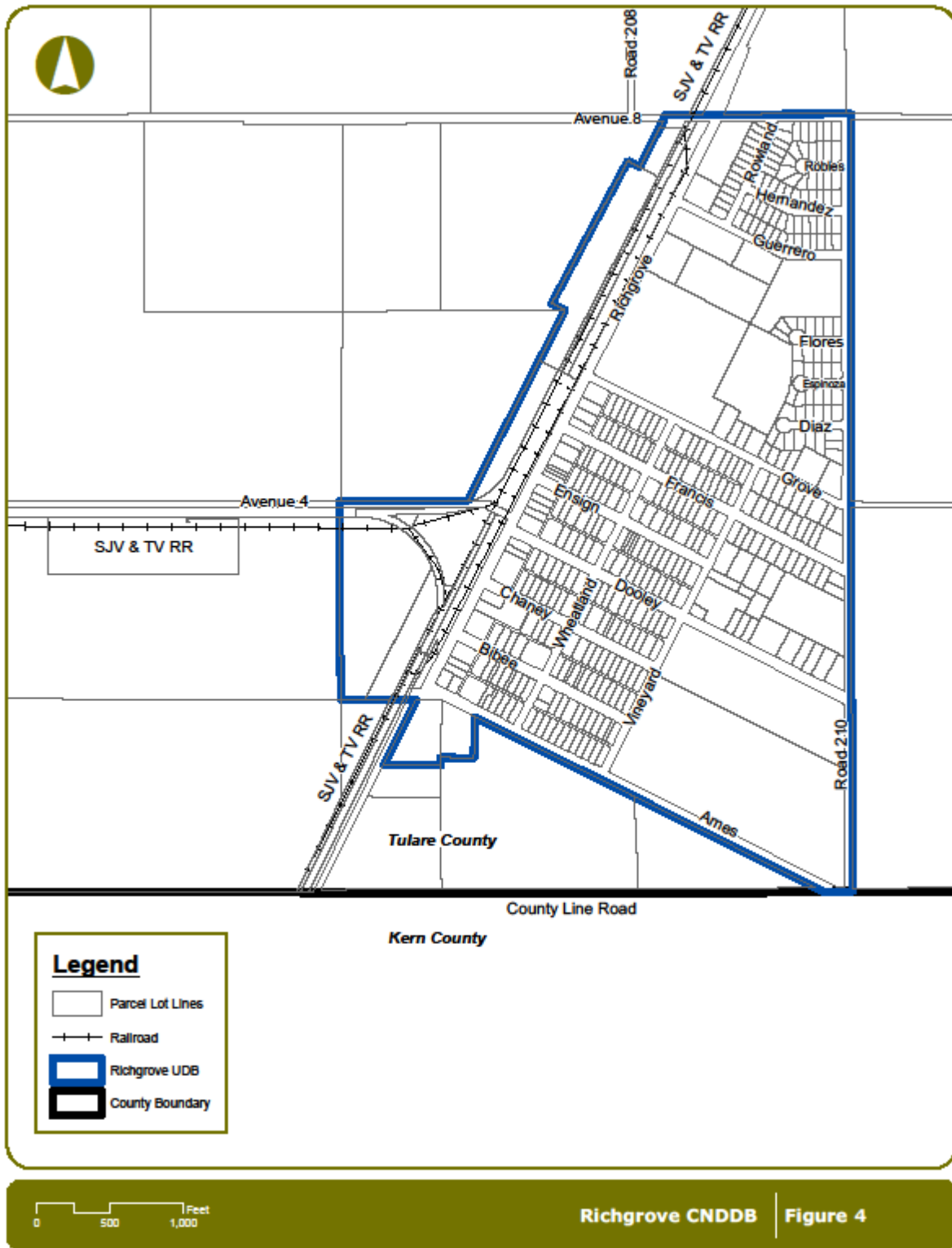
Animal species in the proposed project area are typical of those found throughout Tulare County. A list of rare and endangered animal species is al so found in the Biological Resources Element and shows Richgrove to be within the historic habitat of the Giant Garter snake, a rare animal and the San Joaquin Kit Fox, an endangered species.

A California Natural Diversity Database (CNDDDB) search conducted on November 8, 2016, indicates there are special status species within the Richgrove Quadrant (**see Figure 4**) Species List (which includes the Richgrove Planning Study Area) consisting of one animal species and two plant species: San Joaquin kit fox (*Vulpes macrotis mulica*, federal endangered); San Joaquin adobe sunburst (*Pseudobahia peirsonii*, federally threatened and state endangered), California jewelflower (*Caulanthus californicus*, federally endangered and state endangered). The California Department of Fish and Wildlife (CDFW) Occurrence Reports indicate a last sighting of kit fox in 1975.

² California Department of Fish and Wildlife. Biogeographic Information & Observation System (BIOS). <http://www.dfg.ca.gov/biogeodata/bios/>; California Department of Fish and Wildlife. California Natural Diversity Database. CNDDDB Maps & Data. <http://www.dfg.ca.gov/biogeodata/cnddb/mapsanddata.asp>; California Department of Fish and Wildlife. California Natural Diversity Database. November 8, 2016

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Figure 4 - CNDDB Map - Richgrove



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Geology & Seismic Hazards³

“The Official Maps of Earthquake Fault Zones delineated by the California Geological Survey (CGS), State of California Department of Conservation, through December 2010, under the Alquist-Priolo Earthquake Fault Zoning Act, indicate that there are no substantial faults known to occur in Tulare County. The nearest known faults likely to affect Richgrove are the San Andreas Fault (approximately 75 miles to the west), the Owens Valley Fault (approximately 65 miles to the northeast), and the Pond Fault (approximately 25 miles southwest). According to the Five County Seismic Safety Element (FCSSE) and Figure 10-5 (Seismic/Geologic Hazards and Microzone) of the Tulare County 2030 General Plan Health and Safety Element (GPHSE), the Project area, [Richgrove] is located in the V-1 zone, characterized as a moderately thick section of marine and continental sedimentary deposits overlying the granitic basement complex. The FCSSE further states that, “Amplification of shaking that would affect low to medium-rise structures is relatively high, but the distance to either of the faults that are expected sources of the shaking [the San Andreas and Owens Valley Faults] is sufficiently great that the effects should be minimal. The requirements of Zone II of the Uniform Building Code should be adequate for normal facilities.”

Soils⁴

The basic industry in Tulare County is agriculture due to the fact that nearly 95% of the land on the valley floor is arable. Agricultural production is enhanced by the existence of vast amounts of prime agricultural soils {Capability Class I and II as determined by the Soil Conservation Service). Prime agricultural lands are defined as those lands suitable for sustaining high yields of most climatically adapted crops with minimum costs of development and management due to the absence of major limitations in land characteristics. It should be noted that the lands best suited for cultivation are also those best suited for urban development.

According to the Soil Survey of Tulare County, California, Western Part (2003), prepared by the United States Department of Agriculture (USDA), Soil Conservation Service, (see **Figure 5** Soil Map – Richgrove) the following soil type is located in Richgrove:

Exeter loam, 0 to 2 percent slopes, Class III (irrigated); Class IV (non-irrigated) - moderately good cultivable land; moderately suited to urban development.

Exeter sandy loam, 0 to 2 percent slopes, Class III (irrigated); Class IV (non-irrigated) - moderately good cultivable land; moderately suited to urban development

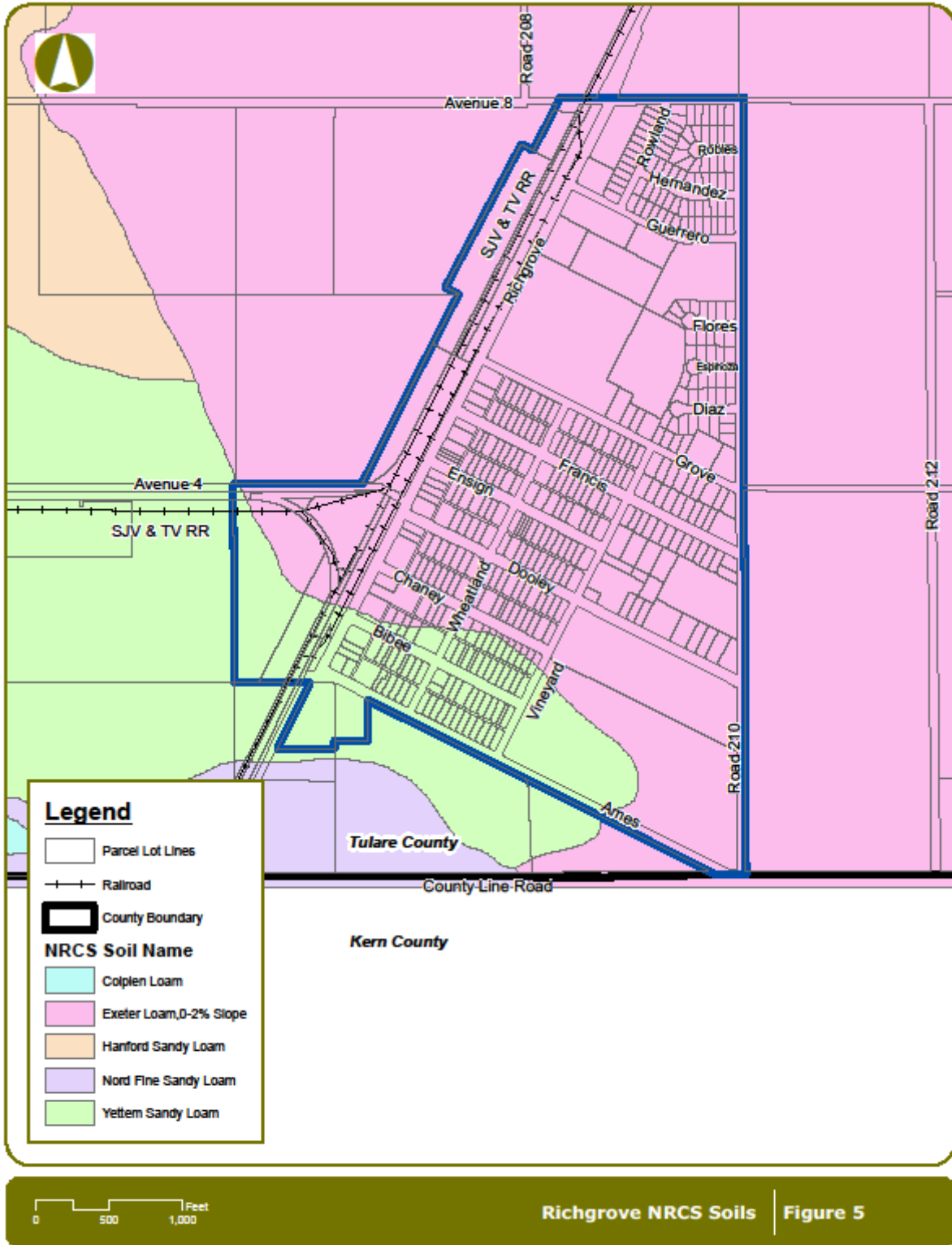
Greenfield sandy loam: Class I (irrigated); Class IV (non-irrigated) - prime farmland; well suited to urban development

³ California Department of Conservation, California Geological Survey: Earthquake Shaking Potential for California, 2008. http://www.conservation.ca.gov/cgs/information/publications/ms/Documents/MS48_revised.pdf; California Department of Conservation, Official Maps of Earthquake Fault Zones delineated by the California Geological Survey through December 2010 under the Alquist-Priolo Earthquake Fault Zoning Act. http://www.quake.ca.gov/gmaps/ap/ap_maps.htm

⁴ United States Department of Agriculture, Natural Resources Conservation Service, Soils Map for Central Tulare County, 2009

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Figure 5 - NRCS Soil Types for Richgrove



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PHYSICAL CONDITIONS

Air Quality

Richgrove is situated within the San Joaquin Air Basin, a basin covering more than 25,000 square miles with approximately 50 square miles of inland water. The Air Basin extends from the Sacramento River Delta in the north to the southern portion of Kern County and is bounded by the Coast Range to the west, the Sierra Nevada's to the east, the Tehachapi Mountains to the south, and the Sacramento Valley and Mountain Counties Air Basin to the north.

The San Joaquin Valley experiences conditions unusually favorable to the development of air pollution. Light winds and stable atmospheric conditions provide frequent opportunities for pollutants to accumulate in the atmosphere. The general air circulation patterns permit the transportation of pollutants over long distances along the axis of the valley. Air pollution is most likely to occur when the atmosphere is stable and winds light over a long period of time. Photochemical smog in the summer is enhanced by the light winds and the almost unbroken succession of warm, sunny days. In the fall and winter the atmosphere is often stable with only light winds for long periods of time. Often, in winter, a temperature inversion occurs at or near the ground surface and tule fog conditions prevail. Under such conditions, pollutants in the atmosphere are not rapidly dispersed.

Other factors, beside area climate and meteorology, contribute to area air quality. The agricultural, industrial, and travel characteristics of persons living and working in Tulare County and the Air Basin generate materials which pollute the air. Concentrations of gaseous pollutants are largely generated by mobile and stationary sources. These pollutants include photochemical oxidants, carbon monoxide, nitrogen dioxide, sulfur dioxide, and hydrocarbons.

Agriculture and related industries (considered stationary sources) being the dominant industry within Tulare County and the Air Basin, are the main contributors of particulate matter or TSP, Total Suspended Particulates. Of all the stationary sources combined, agriculture continues to contribute the largest percentage of particulate matter in the Air Basin measured in tons per day of average daily emissions: 36% in 1970 and 86% in 1979, and 32% in 1970 and 84% in 1979 of all sources in the Air Basin. Mobile sources are the main contributors of organic gases and oxides of nitrogen which are precursor materials for the generation of photochemical smog in the atmosphere. Mobile sources were responsible for 53% and 22% respectively in 1970 and 1979 of total organic gases and 63% and 62% of oxides of nitrogen in the Air Basin. Mobile sources contributed 82% of the total carbon monoxide pollutants in 1979; motor vehicles constituted 78% of all mobile sources in the Air Basin. While the mobile source contribution of carbon monoxide in the Air Basin was similar in 1970 (83%), the motor vehicle portion of mobile source total was down from 94% in 1970. Specific air quality data for the Richgrove area is not available; the closest monitoring station is located in Visalia. Air Quality conditions in the Visalia area for 1982 are as follows:

The Richgrove Community Plan Area is within the San Joaquin Valley Air Basin (SJVAB) and under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAB is classified non-attainment/severe for the State O₃ 1-hour standard, non-attainment for the State O₃ 8-hour standard, non-attainment for the State PM₁₀ standard, non-attainment for the federal and State PM_{2.5} standards, and attainment and/or unclassified for the remaining federal and State air quality standards. According to the Tulare County General Plan, the San Joaquin Valley has some of the worst air quality in the nation. The CO and NOX emissions are typically generated by motor vehicles (mobile sources). The ROG emissions are generated by mobile sources and agriculture. Although

RICHGROVE COMMUNITY PLAN

emissions have been shown to be decreasing in recent years, the SJVAB continues to exceed state and federal air quality emission standards.

Executive Order S-3-05, issued by Governor Schwarzenegger in 2005, established targets for greenhouse gas (GHG) emissions for the State. The Global Warming Solutions Act of 2006 (or Assembly Bill (AB) 32) directed the California Air Resources Board (CARB) to develop and adopt statewide GHG emission limits in order to reduce emission levels to those experienced in 1990, by the year 2020. In order to achieve those targets, CARB adopted the Climate Change Scoping Plan in December 2008.

Sustainable Communities and Climate Protection Act of 2008, also known as Senate Bill (SB) 375, builds upon AB 32 by requiring CARB to develop regional GHG emissions reduction targets for passenger vehicles. Then each Metropolitan Planning Organization (MPO) must prepare a Sustainable Communities Strategy (SCS) to demonstrate how the region will meet its targets. The SCS will be incorporated into the Regional Transportation Plan (RTP).

The SJVAPCD provides a list of potential air quality mitigation measures that are applicable to General Plan updates and community plans:

- Adopt air quality element/general plan air quality policies/specific plan policies.
- Adopt Local Air Quality Mitigation Fee Program.
- Fund TCM program: transit, bicycle, pedestrian, traffic flow improvements, transportation system management, rideshare, telecommuting, video-conferencing, etc.
- Adopt air quality enhancing design guidelines/standards.
- Designate pedestrian/transit oriented development areas on general plan/specific plan/planned development land use maps.
- Adopt ordinance limiting wood burning appliances/fireplace installations.
- Fugitive dust regulation enforcement coordinated with SJVUAPCD.
- Energy efficiency incentive programs.
- Local alternative fuels programs.
- Coordinate location of land uses to separate odor generators and sensitive receptors.

There is a correlation between air quality and land use. It is also related to the configuration of land, vegetation, climate, wind direction and velocity, and production of man-made impurities which change the natural qualities of the air. Because Richgrove is located near the southwestern end of the Valley with prevailing winds from the northwest, it is in a vulnerable position for the accumulation of adversely modified air, particularly when a temperature inversion occurs which holds down surface air along with its pollutants. Local air pollution sources within the general vicinity of Richgrove include agricultural activities.

Flooding⁵

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, Community-Panel Number 06107C2325E (see **Figure 6**), shows the majority of the Richgrove footprint is within Flood Zoned X, and within 0.2% chance flood; areas of 1 % annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas

⁵ Federal Emergency Management Agency, 2009. National Flood Insurance Rate Map, Map Number 06107C2325E, Panel Number 2325 of 2550, June 16, 2009. <https://msc.fema.gov/portal/>

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protected by levees from 1% annual chance of flood. The southern portion of the planning area in Richgrove is subject to 100-year flood hazard (Flood Zone A). The expected source of this flooding hazard is Rag Gulch / Five Dogs Creek and its distributary channels located immediately to the south and north of Richgrove. FEMA requires development in Flood Zones A to be constructed so that a building's ground floor elevation is above the flood contour line existing in the flood are.

“Official floodplain maps are maintained by the Federal Emergency Management Agency (FEMA). FEMA determines areas subject to flood hazards and designates these areas by relative risk of flooding on a map for each community, known as the Flood Insurance Rate Map (FIRM). A 100-year flood is considered for purposes of land use planning and protection of property and human safety. The boundaries of the 100-year floodplain are delineated by FEMA on the basis of hydrology, topography, and modeling of flow during predicted rainstorms.”⁶

"Special flood hazard area" is the land in the floodplain subject to a one percent or greater chance of flooding in any given year. "Floodway" means the channel of a river or other watercourse and the adjacent land area that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one (1) foot. The floodway is delineated on the Flood Boundary Floodway Map, on maps adopted by the State Reclamation Board when acting within its jurisdiction, and on the County Zoning Map (signified by the F-1 Primary Flood Plain Zone). The F-2 Secondary Flood Plain Combining Zone which is intended for application to those areas of the County which lie within the fringe area or setback of the flood plain and are subject to less severe inundation during flooding conditions than occur in the F-1 Zone.

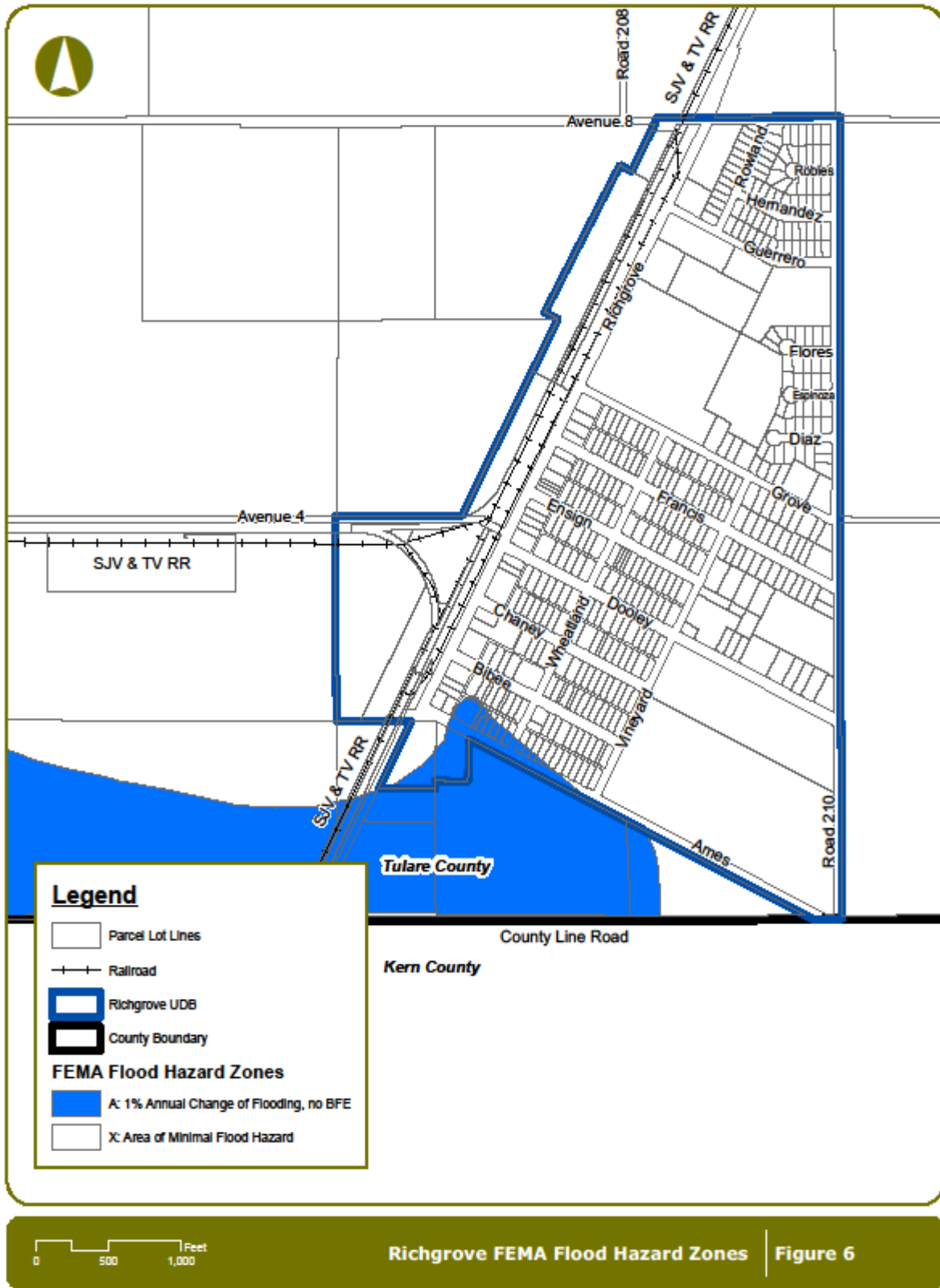
FEMA determines areas subject to flood hazards and designates these areas by relative risk of flooding on a map for each community, known as the Flood Insurance Rate Map (FIRM). These areas are designated as Zone A, AO, A1-A30, AE, A99, or AH on the FIRM. A 100-year flood is considered for purposes of land use planning and protection of property and human safety. The boundaries of the 100-year floodplain are delineated by FEMA on the basis of hydrology, topography, and modeling of flow during predicted rainstorms. Within West Goshen there are areas of localized ponding and puddling that occur during heavy rainfall events. Additional projects will be required in the future to further expand storm water drainage capacity. The elevation of building pads should eliminate the potential for loss of property should flooding occur.

The County of Tulare has taken steps to be a part of the National Flood Insurance Program (NFIP), by actively adopting minimum regulatory standards as set forth by Federal Emergency Management Agency (FEMA). The National Flood Insurance Program (NFIP) is administered by the (FEMA) to offer flood insurance to properties located in special flood hazard areas (SFHAs). Information about the NFIP, is available at the following website: www.fema.gov. As part of the county's participation in the NFIP, individuals are eligible to obtain flood insurance. Further flood information is available at the County of Tulare Resource Management Agency at the following website: <http://tularecounty.ca.gov/rma/index.cfm/public-works/flood-hazard-information/flood-control-information/>. On June 16, 2009, Tulare County adopted the new Digital Flood Insurance Rate Maps (DFIRMs). Information is available to determine if a property is located in a SFHA by using the following FEMA Map Service Center link as follows: <https://msc.fema.gov/portal>.

⁶ General Plan Background Report, page 8-14

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Figure 6 - FEMA Flood Map



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Noise⁷

Tulare County adopted a noise element as part of the Health and Safety Chapter of the 2030 General Plan Update. The noise contours were prepared in terms of day-night average decibel level (Ldn), which are descriptive of the total noise exposure at a given location for an annual average day.

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

INFRASTRUCTURE

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

Energy: Natural Gas/Electricity

PG &E provides service to Richgrove.

Domestic Water & Wastewater

Surface water in the Richgrove area is obtained from the Friant- Kern Canal. Groundwater is divided into three vertical zones: (1) water that is unconfined or semiconfined and has fairly free flow to the surface, (2) water that is confined below the hardpan and other confining beds, and (3) brackish and saline connate water or modified connate water that underlies most of the valley to the basement complex. The California Department of Water Resources water table map for the area shows groundwater in the principal unconfined aquifer at a depth of approximately 175 feet in 1986. A review of the water table maps for the past 20 years shows that the water has risen from a depth of 350 feet in 1970 to the current depth

Residents are concerned with the current water situation and want to it addressed soon. In Richgrove, the town is provided water by Richgrove Community Services District. The District has two operable wells that supply Richgrove residents and businesses with potable water. One of these wells, Well No. 4, has experienced problems with two water quality contaminants, arsenic and DBCP, which have at times exceeded the MCLs. The other well, Well No. 5, has experienced problems with nitrates and arsenic. The failure of either of these wells would jeopardize the District's ability to meet demand. California (Rodriguez) Camp is a privately owned labor camp located two miles to the west of Richgrove. The California Camp water system has one water well that provides water to its residents. The well produces water that exceeds the Maximum Contaminant Level (MCL) for nitrate with levels

⁷ Tulare County General Plan 2030 Update, August 2012; United States Department of Transportation, Federal Transit Administration. Transit Noise and Vibration Impact Assessment, FTA-VA-90-1003-06; May, 2006.

http://www.fta.dot.gov/documents/FTA_Noise_and_Vibration_Manual.pdf; United States Department of Transportation, Federal Transit Administration. Construction Noise Handbook, 2006.

http://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm and http://www.fhwa.dot.gov/environment/noise/construction_noise/special_report/hcn04.cfm#sou

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in the range of 130 ppm. The system's owner has received Notices of Violation and Compliance Citations as a result of this high nitrate level, almost three times the MCL. The Camp's system has no supply redundancy and residents would be completely without water in the event of the well's failure. No emergency connection exists.

A Preliminary Engineering Report, completed in January 2008, was prepared with the understanding that consolidation between California Camp and the RCSD was a priority. The preferred project alternative is to drill a new community water well (including a test well) and construct transmission lines that will connect the new well to the District and the Labor Camp. The planning study will include the evaluation of the feasibility of blending to achieve water quality improvement and reduce the concentration of contaminants to within the MCL required for drinking water systems. A blending project would require the construction of new storage facilities.

Domestic water and sewer service in Richgrove is provided by the Richgrove Community Services District (CSD), which was formed in March 1977. Table 13-1 shows the number of existing water and sewer connections, the capacity of each system, and the number of additional connections the systems can accommodate for new development (Housing Element, May 2012 and Municipal Service Review, March 2007). Maps of the sewer and water systems are currently unavailable.

According to the Municipal Service Review 2007 (MSR), the Richgrove CSD operates a water supply and distribution system under the jurisdiction of the California Department of Health Services Division of Drinking Water and Environmental Management, which is responsible for the administration and enforcement of the Safe Drinking Water Act involving those systems in California with more than 200 connections. Richgrove CSD staff has indicated that there are 523 connections to the District's water system, which consists of two active wells and a third well which is currently not operational. The CSD relies solely on groundwater for its water supply. The water is chlorinated at the well sites, and will likely have permanent chlorination installed in the future.

Assuming 550 equivalent dwelling units (EDUs), in order to meet Tulare County Improvement Standards the Richgrove CSD water system would need to be capable of delivering a combined flow rate (from all source and storage facilities) of 1,200 gallons per minute (GPM) (500 GPM fire flow, and 700 GPM domestic demand) for a period of two hours while maintaining a minimum pressure of 25 pounds per square inch (PSI) to each lot served. The total supply source available for the CSD's water system is unknown. Prior to granting any sphere of influence (SOI) amendments that would increase demand for water services provided the CSD, the CSD's engineer should provide evidence that the increase in demand would not result in substandard pressures, or inadequate supply capacity for the remainder of the system. There is a project planned to install treatment on the well that is currently not in operation. It potentially will add capacity to the CSD's water system, and could also serve as a backup well should one of the existing wells be out of service.

The CSD owns and operates a Wastewater Treatment Facility (WWTF) located northeast of the community, which is operated under the provisions of Waste Discharge Requirements Order No. 83-088, issued by the California Regional Water Quality Control Board, Central Valley Region. Order No. 83-088 prescribes that the monthly average discharge flow shall not exceed 0.22 million gallons per day (MGD). According to the Wastewater User Charge Survey Report FY 2005-06 (Cal EPA State Water Resources Control Board, May 2006), the average dry weather flow at the WWTF is 0.25 MGD.

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Based upon this information, it is determined that the CSD’s WWTF is currently operating above its permitted capacity, indicating that additional connections to the sewer system cannot be support at this time.

Treated effluent from the CSD’s WWTF is recycled through irrigation of alfalfa, which is indicative of the CSD’s efforts to conserve its potable water sources. The CSD recently completed a “*Wastewater Treatment Facility Performance and Capacity Study*” (Provost & Pritchard, September 2005) in order to evaluate wastewater treatment options to bring the plant into compliance regarding flow to the plant, and to address other WWTF related issues. The “*Wastewater Treatment Facility Performance and Capacity Study*” identifies potential grant sources for the implementation of the proposed improvements, planned to occur in three phases. The potential grant sources identified in the study are small community wastewater grants, community development block grants, and grant assistance provided by the economic development administration. Without increasing the capacity of its WWTF, the CSD will be unable to support any additional connections to its sewer system.

Table 14 - Existing Water & Wastewater Connections in Richgrove

Description of Existing Infrastructure					
Drinking Water			Waste Water*		
No. of Existing Connections	Capacity	Available	No. of Existing Connections	Capacity	Available
533	-	(--) ¹	523	<523 ²	0

* Data current as of May 2012

**Data current as if March 2007

1 Excess capacity likely, but further study is needed to determine available capacity (Source: MSR)

2 System is over capacity

Storm Drainage

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

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

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

Richgrove does not currently have a storm drainage system.”⁸

⁸ Action Program 9, Tulare County 2015 Housing Element

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Solid Waste

Solid waste disposal services for the Community of Richgrove is provided by South Tulare Richgrove, a private company. Solid waste generated in Richgrove can be disposed of at Teapot Dome Landfill, located at 21063 Avenue 128, Porterville.

PUBLIC SERVICES

Community Resource Center

The community lacks many resources and needs a place where residents can go to access information and county wide resources. The School and Community Service District Buildings provided the base for this currently.

Sheriff

Law Enforcement services are provided in Richgrove by the Tulare County Sheriff's Department sub-station, located in Porterville approximately 21 miles north of Richgrove. The substation provides patrol services 24-hours per day, 365 per year. Additional Sheriff resources are available as needed via dispatch from the main Sheriff's Office in Visalia, CA.

Fire

Fire protection and emergency medical services are provided for Richgrove by the Tulare County Fire Department. The community is served by Tulare County Fire Department Station #10, located at 20892 Grove Drive in Richgrove. Engine 10 is assigned to this location.

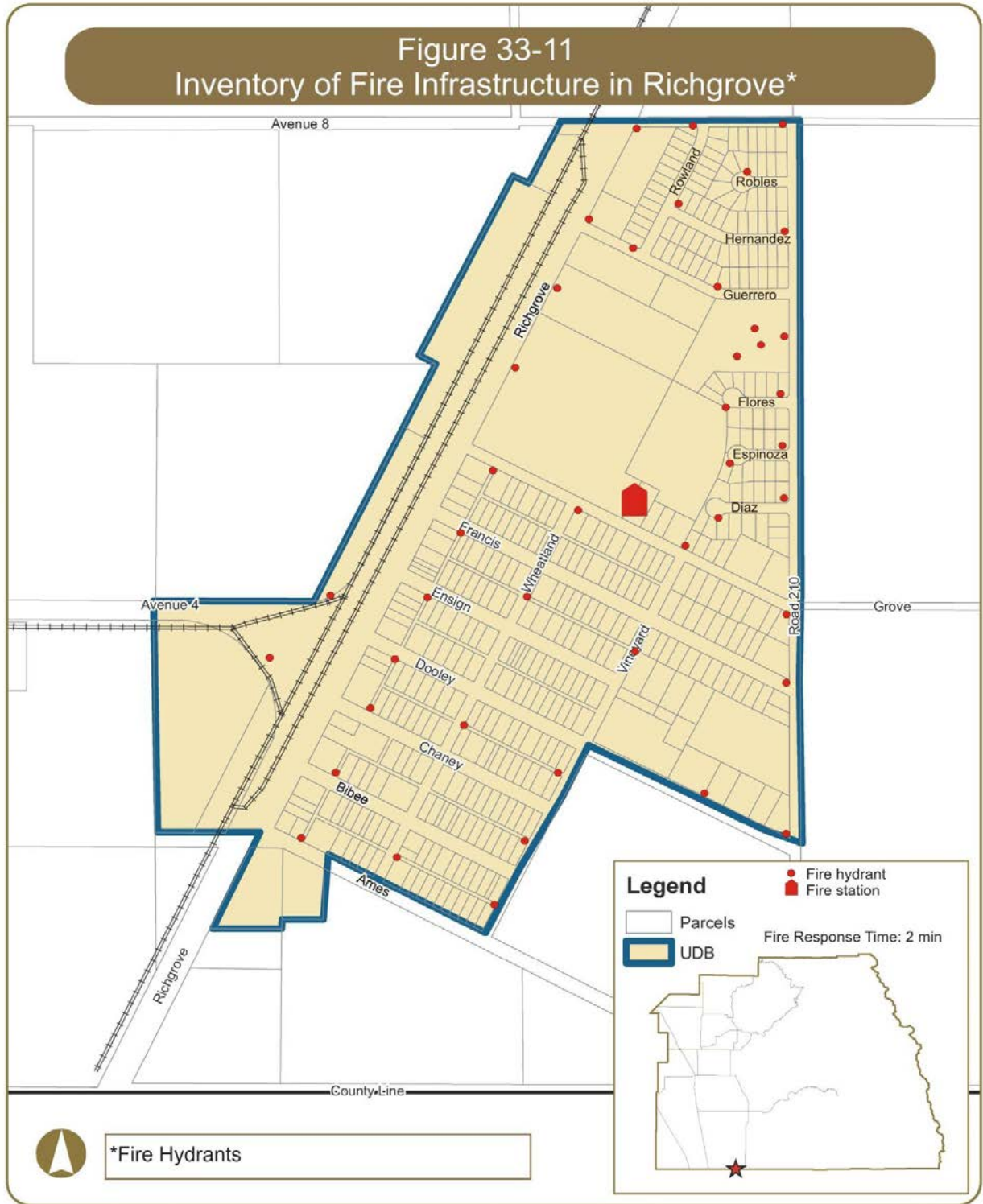
Forty-three fire hydrants are found within Richgrove (**see Table 15**). These fire hydrants are located within the County right-of-way. **Figure 7** display Existing Fire Hydrants in Richgrove.

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Table 15 - Existing Fire Hydrants			
1	Avenue 8 east of Richgrove Drive	23	Grove Drive and Wheatland Drive
2	Avenue 8 and Rowland Street	24	Grove Drive and Vineyard Drive
3	Avenue 8 and Road 210	25	Grove Drive and Road 210
4	Robles Court west of Road 210	26	Francis Drive and Road 210
5	Road 210 and Hernandez Avenue	27	Francis Drive east of Richgrove Drive
6	Rowland Street and Hernandez Avenue	28	Wheatland Drive south of Francis Drive
7	Guerrero Avenue west of Road 210	29	Vineyard Drive south of Francis Drive
8	Rowland Street and Guerrero Avenue	30	Dooley Drive and Road 210
9	Richgrove Drive and Guerrero Avenue	31	Dooley Drive west of Road 210
10	Richgrove Drive south of Guerrero Avenue	32	Ensign Drive east of Richgrove Drive
11	Road 210 south of Guerrero Avenue (apartment complex)	33	Dooley Drive east of Richgrove Drive
12	Road 210 south of Guerrero Avenue (apartment complex)	34	Avenue 4 west of Richgrove Drive
13	Road 210 south of Guerrero Avenue (apartment complex)	35	Richgrove Drive south of Avenue 4
14	Road 210 south of Guerrero Avenue (apartment complex)	36	Wheatland Drive south of Dooley Drive
15	Road 210 and Flores Avenue	37	Vineyard Drive south of Dooley Drive
16	Flores Avenue west of Road 210	38	Chaney Drive east of Richgrove Drive
17	Espinoza Avenue and Road 210	39	Bibee Drive east of Richgrove Drive
18	Espinoza Avenue west of Road 210	40	Vineyard Drive south of Chaney Drive
19	Diaz Avenue and Road 210	41	Vineyard Drive south of Bibee Drive
20	Diaz Avenue west of Road 210	42	Wheatland Drive south of Bibee Drive
21	Richgrove Drive north of Grove Drive	43	Ames Drive east of Richgrove Drive
22	Grove Drive east of Richgrove Drive		

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Figure 7 - Inventory of Fire Infrastructure



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Schools

Schools are an essential component of a community. The quality of residential development is often measured by whether schools exist in close proximity to the neighborhood. As a result, schools are often a gravitational factor in attracting residential development to certain areas of a community. The Richgrove Community Plan Area is within the Richgrove School District (20890 Grove Drive), a one-school district. According to records from the California Department of Education, 651 students are enrollment in the District (750 students according to their website).⁹ Of these students, approximately 97 percent are Hispanic, one percent Native American or Alaskan Native, one percent Asian, and one percent Filipino. The District provides K-8 education at its Richgrove School. High School students attend high school in the Delano Unified High School District (Cesar E. Chavez High School).

Libraries

“The Tulare County Public Library System is comprised of interdependent branches, grouped by services, geography and usage patterns to provide efficient and economical services to the residents of the county. At present, there are 14 regional libraries and one main branch.”¹⁰ The nearest public library is in Delano, 10 miles away. Terra Bella Branch Library is located 15 miles south of Richgrove (see Table 16).

Table 16 - Library Location & Hours		
Branch	Address	Service Hours (2017)
Terra Bella	Terra Bella Branch 23825 Avenue 92 Terra Bella, CA 93201	Monday thru Thursday: 8:00 a.m. – 12:00 p.m.

Library hours current as of September 2017

Parks

Parks and Recreation: The grounds of the Richgrove Elementary School are currently the only developed recreational facilities available to the community. While in need for improvements, it appears the community's needs are otherwise served by the school. There is currently a park project in construction in Richgrove.

⁹ Richgrove School District Website: <http://www.richgrove.org/school/> (November 19, 2017)

¹⁰ General Plan Background Report, page 7-96

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ROAD CONDITIONS/COMPLETE STREETS/TRANSPORTATION

From the previous Community Plan, traffic count data for the area obtained from the Tulare County Public Works Department show Richgrove Drive to have, by far, the highest average daily count of 2,700 trips. All other streets within the community experienced counts on the average of 100 trips with the exception of an average on Ames Drive of 250 trips.

Richgrove Drive currently acts as the main route for traffic into and out of the community, with all other streets directing local traffic to Richgrove Drive. It is assumed that Road 210 will be improved to the standards of a full county road (i.e. 60 feet width, curb and gutter, sidewalks, etc.) and extended between Dooley Drive and Avenue 8 as development takes place in the northeast portion of the community. Development of Road 210 would provide easy access to future residential development in the northern and eastern portions of the community.

Patterns of Blocks and Streets

The prominent grid pattern of County roads provides efficient and direct collector routes that provide ease of travel from place to place.

For a land use plan to operate effectively, it is imperative that a comprehensive circulation plan be prepared. Existing roadways must have the capacity to expand as traffic counts increase, and new roads must be planned so that one part of the community can be connected to another.

“The purpose of the highway, streets and roads section is to identify the existing regional circulation system and determine both feasible short-term and long-range improvements. Tulare County's planned circulation system consists of an extensive network of regional streets and roads, local streets and State Highways. The system is designed to provide an adequate [Level of Service] LOS that satisfies the transportation needs of County residents. However, Tulare County has experienced a large increase in population and is beginning to outgrow portions of the circulation system. The need for major improvements to the State Highways, streets and roads network is an important issue.

The existing State Highway system was constructed in the 1950's and 60's. The average design life of a State Highway is approximately 20 years and many Tulare County's highways were constructed 50 years ago. The Agricultural and commercial industry continue to utilize the circulation system to get products to market. With industry intensification and other development, many facilities are beginning to show structural fatigue (e.g., surface cracks, potholes, and broken pavement).”¹¹

Traffic

“Tulare County is linked to Fresno County and Kern County principally by State Route 99. This route provides the only continuous north-south route through the County and is heavily used for regional travel. The entire length of State Route 99 in Tulare County and State Route 198 through Visalia and a portion of State Route 65 in Porterville are constructed to freeway standards.”

¹¹ 2014-2040 Regional Transportation Plan & Sustainable Communities Strategy, Tulare County Association of Governments (TCAG), June 2014. Page 3-54.

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For a land use plan to operate effectively, it is imperative that a comprehensive circulation plan be prepared. Existing roadways must have the capacity to expand as traffic counts increase, and new roads must be planned so that one part of the community can be connected to another.

Freeways provide for the ability to carry large traffic volumes at high speeds for long distances. Access points are fully controlled. Freeways connect points within the County and link the County to other parts of the State.

Arterials provide for mobility within the County and its cities, carrying through traffic on continuous routes and joining major traffic generators, freeways, and other arterials. Access to abutting private property and intersecting local streets shall generally be restricted.

Collectors provide for internal traffic movement within communities, and connect local roads to arterials. Direct access to abutting private property shall generally be permitted.

Local Roads provide direct access to abutting property and connect with other local roads, collectors, and arterials. Local roads are typically developed as two-lane undivided roadways. Access to abutting private property and intersecting streets shall be permitted.

Roads

There are several roadways in Richgrove that are in need of repair. Currently repair work is being planned and performed on Richgrove Drive. Over time, roadway pavement can become damaged or begin to fail due to fatigue, aging, or surface abrasion. The binding agent within road pavement becomes rigid and less flexible as time passes and the surface of the pavement may start losing aggregates. If timely maintenance does not occur, potholes will start to occur within the road.

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

- ✓ Chip seal - surface treatment in which the pavement is sprayed with asphalt and then immediately covered with aggregate and rolled. Chip seals are used primarily to seal the surface of a pavement with cracks not associated with heavy loads.

Some roadways require more extensive repairs such as resurfacing, grinding, remix and or reconstruction. These repairs are considered major if the maintenance strategy consists of:

- ✓ Grind and remix - process by which construction materials are recycled and reused to add structure to roadways.
 - ✓ Overlay resurfacing operation - consists of grinding off selected areas of old asphalt, patching any potholes, placing a fabric (in some cases), placing and compacting hot mix asphalt pavement, and adjusting any street hardware.
 - ✓ Asphalt reconstruction - consists of excavating the entire roadway, placing and compacting rock beneath the roadway, and placing and compacting hot mix asphalt.
- .Cold mix reconstruction - similar to asphalt reconstruction except cold mix asphalt is used. It is commonly used as patching material and on lower volume service roads.”¹²

¹² Action Program 9, Tulare County 2015 Housing Element

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Table 17 lists the roadways in need of repair, the limits, and type of maintenance strategy proposed. **Figure 8** graphically displays this information on a map.

Table 17 - Road Maintenance Strategies

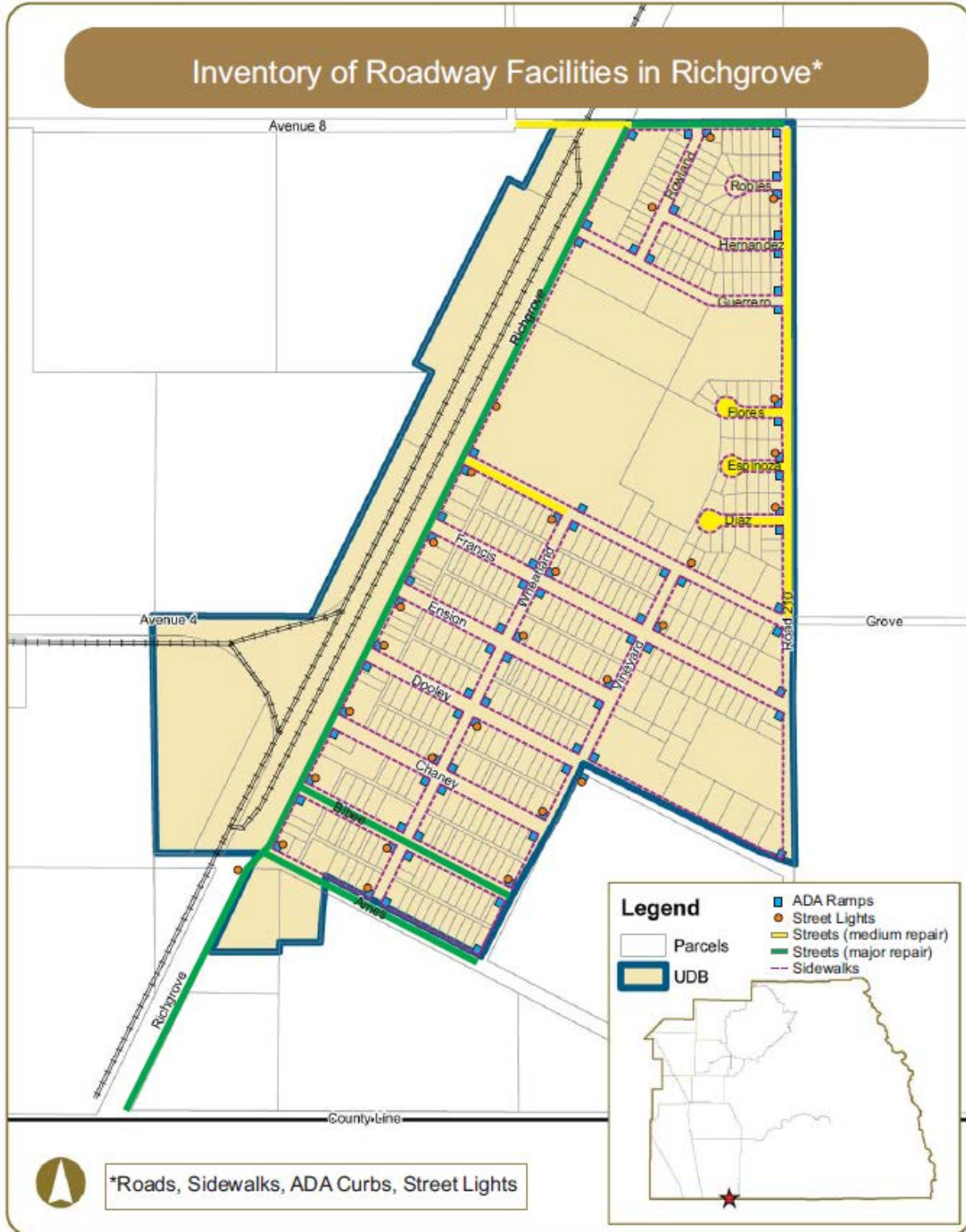
Road Maintenance Strategies			
No.	Roadway	Limits	Repair Code
1	Ames Drive	Richgrove Drive to Vineyard Drive	GRX
2	Avenue 4	Richgrove Drive to Wheatland Drive	CHIP
3	Avenue 8	Road 208 to Richgrove Drive	CHIP
4	Avenue 8	Richgrove Drive to Road 210	GRX
5	Bibee Drive	Richgrove Drive to Vineyard Drive	RCST
6	Diaz Avenue	Road 210 to west end	CHIP
7	Espinoza Avenue	Road 210 to west end	CHIP
8	Flores Avenue	Road 210 to west end	CHIP
9	Richgrove Drive	Avenue 0 to Avenue 8	GRX
10	Road 210	Grove Drive to Avenue 8	CHIP

OLAY – overlay resurfacing operation	ACST – asphalt reconstruction
CHIP – chip seal	RCST – cold mix reconstruction
GRX – grind and remix	

(Source: County of Tulare Public Works, 2012)

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Figure 8 - Inventory of Roadway Facilities in Richgrove



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Street Lights

Table 18 identifies the location of existing street lights that are maintained by Tulare County, in Richgrove, as well as their specifications. **Figure 8** also displays this information graphically. The below table specifies the locations, the pole number, lumens, pole type, arm direction and utility provider. Lumens measure the amount of light emitted from the bulb (the more lumens the brighter the light). The pole type “W” represents a wood post for which the light is commonly shared with a Utility provider. Similarly, “M” represents metal and “C” represents concrete.”¹³

Table 18 - Existing Street Lights in Richgrove

Specifications of Existing Street Lights								
No	East-West Roadway	North-South Roadway	Location	Pole	Lumens	Pole Type	Arm Direction	Utility
1	400' south of Ames Drive	Richgrove Drive	West Side	1529884E	9500	W	S/E	SCE
2	Ames Drive	Richgrove Drive	NE Corner	859	5800	W	W	SCE
3	Ames Drive	Wheatland Drive	NW Corner	857	5800	W	D	SCE
4	Avenue 8	Rowland Street	SE Corner	858	5800	C	N	SCE
5	Bibee Drive	Vineyard Drive	NW Corner	861	5800	W	E	SCE
6	Bibee Drive	Wheatland Drive	SW Corner	866	5800	W	NE	SCE
7	Chaney Drive	Vineyard Drive	NW Corner	862	5800	W	E	SCE
8	Chaney Drive	Richgrove Drive	NE Corner	860	5800	W	W	SCE
9	Chaney Drive	Wheatland Drive	NW Corner	855	5800	W	S	SCE
10	Diaz Avenue	Road 210	NW Corner	856	5800	C	E	SCE
11	Dooley Drive	Vineyard Drive	SE Corner	865	5800	W	W	SCE
12	Dooley Drive	Richgrove Drive	NE Corner	863	5800	W	W	SCE
13	Dooley Drive	Wheatland Drive	SE Corner	866	5800	W	N	SCE
14	Ensign Drive	Richgrove Drive	SE Corner	862	5800	W	W	SCE
15	Ensign Drive	Wheatland Drive	NE Corner	860	5800	W	S	SCE
16	Ensign Drive	Vineyard Drive	NW Corner	855	5800	W	SE	SCE
17	Espinoza Ave	Road 210	NW Corner	856	5800	C	E	SCE
18	Flores Avenue	Road 210	NW Corner	865	5800	C	E	SCE
19	Francis Drive	Richgrove Drive	SE Corner	863	5800	W	W	SCE
20	Francis Drive	Wheatland Drive	NE Corner	866	5800	W	SW	SCE
21	Francis Drive	Vineyard Drive	NE Corner	862	5800	W	S	SCE
22	Grove Drive	Vineyard Drive	NE Corner	860	5800	W	S	SCE
23	Grove Drive	Richgrove Drive	SE Corner	855	5800	W	W	SCE
24	Grove Drive	Wheatland Drive	SW Corner	856	5800	W	N	SCE
25	Hernandez Ave	Rowland Street	West Side	865	5800	C	E	SCE
26	N of Grove Dr	Richgrove Drive	East Side	863	5800	W	W	SCE
27	Robles Court	Road 210	SW Corner	866	5800	C	E	SCE

(Source: Tulare County Public Works, March 2013)

Sidewalks

Sidewalks are typically separated from a roadway by a curb and accommodate pedestrian travel. They improve mobility for those with disabilities and are also an important part of walking routes to schools. They provide the space for pedestrians to travel within the public right-of-way while being separated from vehicles and bicycles.

The 2010 California Building Code identifies a clear width minimum of 48 inches for sidewalks. This clear width minimum is the walkway width that is completely free of obstacles and not necessarily the sidewalk width. However, the 48-inch minimum does not provide sufficient passing space or space for two-way travel. Therefore, the guidelines state that for sidewalks less than 5 feet in clear width, passing lanes (wide enough for wheelchairs) shall be provided at 200-foot intervals. However, the clear width may be reduced to 3 feet if the enforcing agency determines that compliance with the 4-

¹³ Action Program 9, Tulare County 2015 Housing Element

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foot clear sidewalk width would create an unreasonable hardship due to right-of-way restrictions, natural barriers, or other existing conditions.

The County and VRPA Technologies surveyed existing sidewalks within the Community. **Table 19** identifies the location of existing sidewalks in Richgrove. **Figure 8** also displays this information graphically. The sidewalks represented in **Table 19** do not distinguish between ADA compliant sidewalks and noncompliant sidewalks. The majority of sidewalks represented below were constructed prior to current ADA guidelines and would be considered non-ADA compliant facilities. Such noncompliant facilities would require complete reconstruction to be considered ADA compliant

Table 19 - Existing Sidewalks in Richgrove

Location of Existing Sidewalks			
No.	Roadway	Limits	Location
1	Ames Drive	Richgrove Drive to Vineyard Drive	North side
2	Avenue 4	Richgrove Drive to Road 210	North side
3	Avenue 4	Richgrove Drive to Road 210	South side
4	Avenue 8	Rowland Street to Road 210	South side
5	Bibee Drive	Richgrove Drive to Vineyard Drive	North side
6	Bibee Drive	Richgrove Drive to Vineyard Drive	South side
7	Chaney Drive	Richgrove Drive to Vineyard Drive	North side
8	Chaney Drive	Richgrove Drive to Vineyard Drive	South side
9	Diaz Avenue	Road 210 to west end	North side
10	Diaz Avenue	Road 210 to west end	South side
11	Dooley Drive	Richgrove Drive to Vineyard Drive	South side
12	Dooley Drive	Richgrove Drive to Road 210	North side
13	Ensign Drive	Richgrove Drive to Vineyard Drive	North side
14	Ensign Drive	Richgrove Drive to Vineyard Drive	South side
15	Espinoza Avenue	Road 210 to west end	North side
16	Espinoza Avenue	Road 210 to west end	South side
17	Flores Avenue	Road 210 to west end	North side
18	Flores Avenue	Road 210 to west end	South side
19	Francis Drive	Richgrove Drive to Road 210	North side
20	Francis Drive	Richgrove Drive to Road 210	South side
21	Guerrero Avenue	Richgrove Drive to Road 210	North side
22	Guerrero Avenue	Richgrove Drive to Road 210	South side
23	Hernandez Avenue	Rowland Street to Road 210	North side
24	Hernandez Avenue	Rowland Street to Road 210	South side
25	Richgrove Drive	Ames Drive to Avenue 8	East side
26	Road 210	Dooley Drive to Avenue 8	West side
27	Robles Court	Road 210 to west end	North side
28	Robles Court	Road 210 to west end	South side
29	Rowland Street	Guerrero Avenue to Avenue 8	East side
30	Rowland Street	Guerrero Avenue to Avenue 8	West side
31	Vineyard Drive	Ames Drive to Avenue 4	West side
32	Vineyard Drive	Dooley Drive to Avenue 4	East side
33	Wheatland Drive	Ames Drive to Avenue 4	East side
34	Wheatland Drive	Ames Drive to Avenue 4	West side

(Source: County of Tulare Public Works and VRPA Technologies, February 2014)

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ADA CURB RAMPS:

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

Curb ramps are most typically found at intersections, but can also be located near on-street parking, transit stations and stops, and midblock crossings. Title II regulations require curb ramps at existing and new facilities.

The County of Tulare completed a survey of ADA compliant ramps within the communities in August 2012. According to the survey, there are several ADA compliant curb ramps located within Richgrove (see Table 20).”¹⁴

Table 20- Existing ADA Curb Ramps in Richgrove

Location of Existing ADA Ramps			
No.	East-West Roadway	North-South Roadway	Location
1	Ames Drive	Richgrove Drive	NE Corner
2.	Ames Drive	Wheatland Drive	NE Corner
1	Ames Drive	Wheatland Drive	NW Corner
2	Ames Drive	Vineyard Drive	NW Corner
3	Avenue 4	Richgrove Drive	NE Corner
4	Avenue 4	Richgrove Drive	SE Corner
5	Avenue 4	Wheatland Drive	SW Corner
6	Avenue 4	Wheatland Drive	NE Corner
7	Avenue 4	Wheatland Drive	SE Corner
8	Avenue 4	Vineyard Drive	SE Corner
9	Avenue 4	Vineyard Drive	SW Corner
10	Avenue 4	Road 210	NW Corner
11	Avenue 4	Road 210	SW Corner
12	Avenue 8	Richgrove Drive	SE Corner
13	Avenue 8	Rowland Street	SE Corner
14	Avenue 8	Rowland Street	SW Corner
15	Avenue 8	Road 210	SW Corner
16	Bibee Drive	Richgrove Drive	NE Corner
17	Bibee Drive	Richgrove Drive	SE Corner
18	Bibee Drive	Wheatland Drive	NE Corner
19	Bibee Drive	Wheatland Drive	NW Corner
20	Bibee Drive	Wheatland Drive	SE Corner
21	Bibee Drive	Wheatland Drive	SW Corner
22	Bibee Drive	Vineyard Drive	NW Corner
23	Bibee Drive	Vineyard Drive	SW Corner
24	Chaney Drive	Richgrove Drive	NE Corner
25	Chaney Drive	Richgrove Drive	SE Corner
26	Chaney Drive	Wheatland Drive	NE Corner

¹⁴ Action Program 9, Tulare County 2015 Housing Element

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Location of Existing ADA Ramps			
27	Chaney Drive	Wheatland Drive	NW Corner
28	Chaney Drive	Wheatland Drive	SE Corner
29	Chaney Drive	Wheatland Drive	SW Corner
30	Chaney Drive	Vineyard Drive	NW Corner
31	Chaney Drive	Vineyard Drive	SW Corner
32	Diaz Avenue	Road 210	NW Corner
33	Diaz Avenue	Road 210	SW Corner
34	Ames Drive	Richgrove Drive	NE Corner
35	Ames Drive	Wheatland Drive	NE Corner
36	Dooley Drive	Richgrove Drive	NE Corner
37	Dooley Drive	Richgrove Drive	SE Corner
38	Dooley Drive	Wheatland Drive	NE Corner
39	Dooley Drive	Wheatland Drive	NW Corner
40	Dooley Drive	Wheatland Drive	SE Corner
41	Dooley Drive	Wheatland Drive	SW Corner
42	Dooley Drive	Vineyard Drive	NW Corner
43	Dooley Drive	Vineyard Drive	SW Corner
44	Dooley Drive	Vineyard Drive	NE Corner
45	Dooley Drive	Vineyard Drive	SE Corner
46	Dooley Drive	Road 210	NW Corner
47	Ensign Drive	Richgrove Drive	NE Corner
48	Ensign Drive	Richgrove Drive	SE Corner
49	Ensign Drive	Wheatland Drive	NE Corner
50	Ensign Drive	Wheatland Drive	NW Corner
51	Ensign Drive	Wheatland Drive	SE Corner
52	Ensign Drive	Wheatland Drive	SW Corner
53	Ensign Drive	Vineyard Drive	NW Corner
54	Ensign Drive	Vineyard Drive	SW Corner
55	Espinoza Avenue	Road 210	NW Corner
56	Espinoza Avenue	Road 210	SW Corner
57	Flores Avenue	Road 210	NW Corner
58	Flores Avenue	Road 210	SW Corner
59	Francis Drive	Richgrove Drive	NE Corner
60	Francis Drive	Richgrove Drive	SE Corner
61	Francis Drive	Wheatland Drive	NE Corner
62	Francis Drive	Wheatland Drive	NW Corner
63	Francis Drive	Wheatland Drive	SE Corner
64	Francis Drive	Wheatland Drive	SW Corner
65	Francis Drive	Vineyard Drive	NW Corner
66	Francis Drive	Vineyard Drive	SW Corner
67	Francis Drive	Vineyard Drive	NE Corner
68	Francis Drive	Vineyard Drive	SE Corner
69	Francis Drive	Road 210	NW Corner
70	Francis Drive	Road 210	NW Corner
71	Guerrero Avenue	Richgrove Drive	NE Corner
72	Guerrero Avenue	Richgrove Drive	SE Corner
73	Guerrero Avenue	Rowland Street	NE Corner
74	Guerrero Avenue	Rowland Street	NW Corner

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Location of Existing ADA Ramps			
75	Guerrero Avenue	Road 210	NW Corner
76	Guerrero Avenue	Road 210	SW Corner
77	Hernandez Avenue	Rowland Street	NE Corner
78	Hernandez Avenue	Road 210	NW Corner
79	Hernandez Avenue	Road 210	SW Corner
80	Robles Court	Road 210	NW Corner
81	Robles Court	Road 210	SW Corner

(Source: County of Tulare Public Works, August 2013)

TRANSIT AND BUS STOPS:

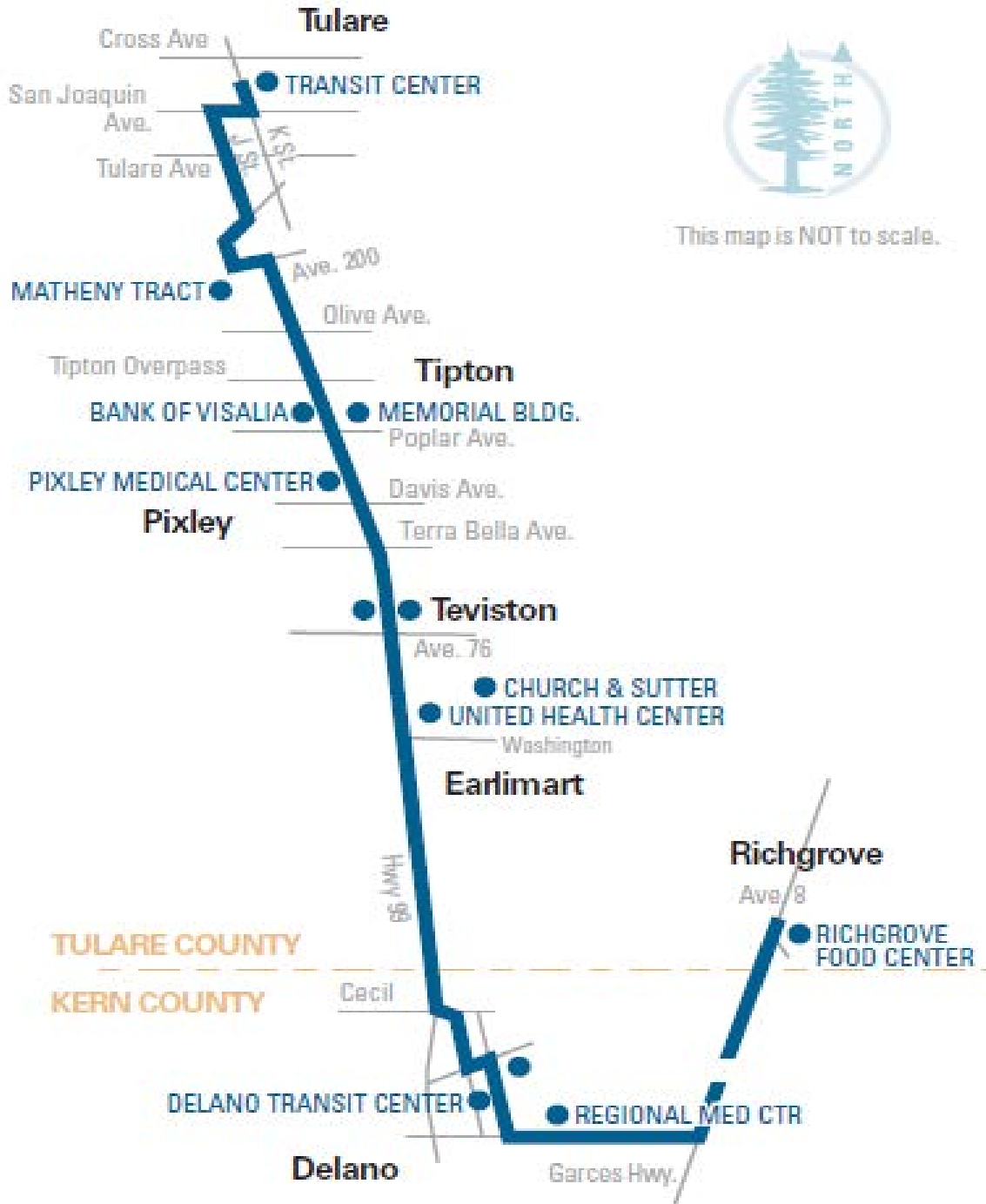
The County of Tulare provides public transportation services to the elderly, handicapped, low-income, and residents without access to transportation.

The Tulare County Transit Agency (TCAT) operates fixed-route services that link communities with each other and with Visalia and Tulare's urban transit systems. Transit service is provided in Richgrove through the Tulare County Area Transit (TCAT). The TCAT South County Route 20 provides a fixed-route service Monday through Sunday. Weekday service includes 10 southbound arrival/departure times, and nine northbound arrival/departure times. This route links Tipton to the northbound City of Tulare, and the cities of Tipton, Pixley, Teviston, Richgrove, and Delano to the south. All TCAT buses have wheelchair lifts and bike racks. Tulare County Transit Agency (TCAT) operates Dial-A-Ride Service Monday through Friday. Reservations must be placed the day before planned trip for a curb to curb trip on Dial-A-Ride. (see TCAT website at: <http://www.tularecounty.ca.gov/rma/index.cfm/public-works/tulare-county-area-transit-tcat/>).

TCAT vehicles are wheelchair accessible and all full size buses include bike racks. As such, public transit is likely to remain a limited option due to fiscal constraints and the high cost of providing services to a community of less than one thousand residents. The low level of auto congestion in Richgrove, now and as forecasted into the future, suggests that driving will continue to be more convenient in rural communities than the use of transit for those with access to a private car.

RICHGROVE COMMUNITY PLAN

Figure 9 – TCAG (TCAT) Transit



RICHGROVE COMMUNITY PLAN

Figure 10 - Transit Southbound/Northbound

Southbound											
WEEKDAY SERVICE											
TULARE O Transit Center	MATHENY TRACT & Canal	TIPTON Bank of Visalia	TIPTON Memorial Building	PIXLEY Pixley Med Center	TEVISTON Avenue 76	EARLMART Church & Sutter	EARLMART United Health Center	DELANO Transit Center	DELANO Vallarta Mkt.	DELANO Regional Med Center	RICHGROVE Richgrove Food Center
5:45	5:56	6:09	6:11	6:21	6:26	6:32	6:35	ARR	DEP	—	—
6:45	6:56	7:09	7:11	7:21	7:26	7:32	7:35	7:48	7:53	7:56	—
7:27	7:38	7:51	7:53	8:03	8:08	8:14	8:17	8:30	8:35	8:38	—
9:04	9:15	9:28	9:30	9:40	9:45	9:51	9:54	10:07	10:12	10:15	—
10:41	10:52	11:05	11:07	11:17	11:22	11:28	11:31	11:44	11:49	11:52	11:57
12:18	12:29	12:42	12:44	12:54	12:59	1:05	1:08	1:21	1:26	1:29	12:12
1:43	1:54	2:07	2:09	2:19	2:24	2:30	2:33	2:46	2:51	2:54	2:59
2:37	2:48	3:01	3:03	3:13	3:18	3:24	3:27	3:40	3:45	3:48	3:14
4:53	5:04	5:17	5:19	5:29	5:34	5:40	5:43	5:56	6:01	6:04	—
5:51	6:02	6:15	6:17	6:27	6:32	6:38	6:41	6:54	6:59	7:02	—
WEEKEND SERVICE											
8:30	8:41	8:54	8:56	9:06	9:11	9:17	9:20	9:33	9:38	9:41	—
10:53	11:04	11:17	11:19	11:29	11:34	11:40	11:43	11:56	12:01	12:04	—
2:06	2:17	2:30	2:32	2:42	2:47	2:53	2:56	3:09	3:14	3:17	—
4:29	4:40	4:53	4:55	5:05	5:10	5:16	5:19	5:32	5:37	5:40	—

Northbound											
WEEKDAY SERVICE											
DELANO Regional Med Center	DELANO Vallarta Mkt.	DELANO Transit Center	EARLMART Church & Sutter	EARLMART United Health Center	TEVISTON Avenue 76	PIXLEY Pixley Med Center	TIPTON Bank of Visalia	TIPTON Memorial Building	MATHENY TRACT & Addie	TULARE O Transit Center	
—	—	—	—	6:35	6:41	6:46	6:56	6:58	7:12	7:22	
—	—	7:53	8:09	8:12	8:18	8:23	8:33	8:35	8:49	8:59	
—	—	8:35	8:51	8:54	9:00	9:05	9:15	9:17	9:31	9:41	
—	—	10:12	10:28	10:31	10:37	10:42	10:52	10:54	11:08	11:18	
12:27	12:32	12:35	12:48	12:51	12:57	1:02	1:12	1:14	1:28	1:38	
—	—	1:26	1:42	1:45	1:51	1:56	2:06	2:08	2:22	2:32	
3:29	3:34	3:37	3:50	3:53	—	—	EXPRESS ROUTE		—	4:23	
—	—	3:45	4:01	4:04	4:10	4:15	4:25	4:27	4:41	4:51	
—	—	6:01	6:17	6:20	6:26	6:31	6:41	6:43	6:57	7:07	
—	—	6:59	7:15	7:18	7:24	7:29	7:39	7:41	7:55	8:05	
WEEKEND SERVICE											
—	—	9:38	9:53	9:56	10:02	10:07	10:17	10:19	10:33	10:43	
—	—	12:01	12:16	12:19	12:25	12:30	12:40	12:42	12:56	1:06	
—	—	3:14	3:29	3:32	3:38	3:43	3:53	3:55	4:09	4:19	
—	—	5:37	5:52	5:55	6:01	6:06	6:16	6:18	6:32	6:42	

Bicycle Facilities

The 2014 Regional Transportation Plan (adopted June 30, 2014) prepared by the Tulare County Association of Governments (TCAG) provides for a regional bicycle network intended to provide a safe alternative mode of travel. Currently, none of those facilities are close to Richgrove.

AMTRAK

The Corcoran AMTRAK station, located 25 miles to the northwest in Kings County, is the closest station to Allensworth providing passenger rail service. The San Joaquin Joint Powers Authority (SJPA) is comprised of ten agencies (including TCAG) currently oversees the operation of seven daily trains serving this station. Service is provided to points north including San Francisco and Sacramento and to points south including Bakersfield and the Los Angeles basin (via connecting Amtrak Thruway bus service).

RICHGROVE COMMUNITY PLAN

Aviation

The nearest operational general aviation airport is Meadows Field (BFL), Bakersfield's principal commercial airport, is approximately 30 miles south of Richgrove and offers direct flights to several destinations.

Fresno Yosemite International Airport (FAT), approximately 70 miles northwest of Richgrove, is the principal passenger and airfreight airport in the central San Joaquin Valley. Visalia Municipal Airport, is approximately 40 miles north.

State Route 99

State Route (SR) 99 is a major route between cities within the Central Valley. SR 99 is the primary route between the City of Fresno to the North and the City of Bakersfield to the South. Richgrove is located approximately seven (7) miles east of SR 99

Complete Streets

The California Complete Streets Act (AB 1358) of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 requires circulation elements to address the transportation system from a multimodal perspective. The bill states that streets, roads, and highways must "meet the needs of all users in a manner suitable to the rural, suburban, or urban context of the general plan." The Complete Street roadway typically includes sidewalks and sidewalk amenities, transit shelters and facilities whenever there is a route along the corridor, and provisions for bicycle facilities.

RICHGROVE COMMUNITY PLAN

GOALS, OBJECTIVES AND POLICIES

This Section of the Richgrove Community Plan describes the land use policy framework which will govern the development of the community through the year 2030. It includes text, which sets out explicit policy statements about the quality, character, and manner in which development in the community will take place. The land uses in all the Community Boundaries were updated in 2012 to reflect a “mixed use land use designation.” The following land use designations and descriptions, with densities and intensities are recommended for Richgrove to address land demand needs through the 2030 planning horizon year.

Goals, objectives and policies are the fundamental building blocks of the planning process. Goals describe the desirable results to which the plan is committed while objectives describe the intermediate steps or achievements which must be taken to reach the goals. Policies describe more specific actions or processes which must be undertaken in order to achieve objectives. The goals, objectives and policies of this community plan are based on those contained in the Tulare County 2030 General Plan, Richgrove Community Plan, and input received from Richgrove citizens during the public outreach process. The goals, objectives and policies are divided into four categories: Community Development, Housing, Economic Base, and Environmental Quality.

Community Development

GOAL I: Foster a cohesive community with easy access to necessary services and support facilities

Objective: Prevent premature urban-type development on agriculturally productive lands.

Policies:

1. Encourage in-filling of vacant land and compatible development on underdeveloped land as a priority before development of agriculturally productive lands.

GOAL II: Avoid land use conflicts through planning separation of uses.

Objective: Promote concentrations of similar or compatible uses.

Policies:

1. Establish areas zoned exclusively for industry, commerce and residences consistent with the policies in this plan.
2. Phase-out existing nonconforming

commercial and industrial concerns within planned residential areas through appropriate zoning amortization procedures.

3. Require public, quasi-public and high density residential uses to locate where direct access to major streets is available.
4. The County shall cooperate with all affected school districts to provide the highest quality educational services and school facilities possible.
5. The County shall work with the Schools to provide safe routes to school.
6. The County of Tulare will solicit recommendations from all interested public agencies on matters regarding the Richgrove Community Plan.
7. The Richgrove Urban Development Boundary should be reviewed every five years to determine if amendments are appropriate.
8. When considering any land use proposal, capital expenditure or other matters of community importance, the County of Tulare will request input from the local service district and other affected agencies.

RICHGROVE COMMUNITY PLAN

Objective: Provide for appropriate buffers between areas set aside for commercial activities and single family residential uses.

Policies:

1. Require adequate setbacks, side and rear yards, landscaping and screening between living and working areas.
2. Utilize roadways, railroad right of ways and other physical features to separate planned living and working areas.

Housing

GOAL I: Provide safer and adequate housing for all citizens within the community.

Objective: Reduce deficiencies in existing housing stock.

Policies:

1. Apply the health, safety and welfare standards of the Tulare County Ordinance Code, which may require demolition of vacant substandard housing units.
2. Encourage relocation of families from substandard housing units by expanding affordable housing opportunities within the community.
3. Inform potential rehabilitators of substandard housing that incentives such as reduced building permit fees are available.
4. Encourage housing advocacy groups, such as Habitat for Human and Self-Help Enterprises, to initiate home maintenance/repair programs in Richgrove.

Objective: Encourage new housing construction within the community to meet the needs of low and moderate income residents.

Policies:

1. Enable the housing industry to proceed with construction in a timely and cost-efficient fashion by providing adequate amounts of residential zoning.
2. Assure that the housing industry is made aware of residential development potentials in Richgrove.
3. Coordinate residential zoning with availability of utilities and community services.
4. Provide adequate amounts of residential zoning to encourage the housing industry to proceed with construction of residential development in a timely and cost-efficient fashion.
5. Encourage housing advocacy groups, such as Habitat for Human and Self-Help Enterprises, to construct new housing.

Objective: Provide a role for mobile homes in satisfying community housing needs.

Policies:

1. Allow for development of mobilehome parks in appropriate locations.
2. Permit mobilehomes to be installed on residentially designated lots within the original townsite; however, mobilehomes shall not be allowed to occupy more than 25% of such lots.
3. Discourage mobilehomes on individual lots outside the original townsite, except when necessary for caretaker use in conjunction with commercial and industrial activities.
4. Require skirting or some other type of architectural screening to improve mobilehome appearance and safety.
5. Provide a role for mobilehomes and travel trailers in satisfying the seasonal housing needs of migrant populations.

RICHGROVE COMMUNITY PLAN

Economic Base

GOAL I: Develop a strong and diversified economy.

Objective: Provide sufficient land for industrial and commercial development to meet the needs of the community and region and strengthen and maintain a viable community economy.

Policies:

1. Promote a concentration of industrial and commercial activities within selected areas to allow for cost efficient provision of necessary services and to protect residential neighborhoods.
2. Zone an area for a community shopping center in the northeastern portion of the community to meet local consumer needs.
3. Reserve areas with convenient highway access for highway-oriented commercial development, thereby encouraging outside cash flow into the community.

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

Policies:

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

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

Policies:

1. Assure that commercial and industrial developments are designed so that traffic will not impact upon residential areas.

2. Develop standards for signs, landscaping, and fencing to improve the attractiveness of industrial and commercial areas.

Environmental Quality and Public Safety

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

Objective: Upgrade the level of community health, sanitation and safety.

Policies:

1. Encourage capital improvements (curbs, gutters, streets paving, lighting, etc.) within existing developed areas which will upgrade the community image and improve safety.
2. Tulare County shall, within its authority, protect the public from danger to life and property caused by fire.
3. Tulare County shall, within its authority, protect the public against crime against people and property.

Objective: Provide sufficient open space for community recreation needs.

Policies:

1. Encourage reservation of open space for recreational purposes in conjunction with future residential developments.
2. Facilitate innovation in housing and subdivision design so that private recreation and open space areas can be accommodated.

Objective: Protect Agricultural Lands:

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

RICHGROVE COMMUNITY PLAN

The following criteria shall be used to determine when conversion to urban use is appropriate:

- The property is not subject to an agricultural preserve contract;
- Full urban services, schools, and infrastructure sufficient to serve urban development either are available or can be made available; and
- At least 30 % the property boundaries are contiguous on at least one side to existing urban development.
- Until productive agricultural lands are ready to be developed they shall be retained in parcels of sufficient size to allow agricultural uses.

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

Policies:

1. Prohibit to the extent allowed by law residential development in excess of seven families per acre, until a sewage collection system is constructed.
2. Require a sufficient lot area for all new residential development to ensure an adequate area for on-site sewage disposal until a sewage collection system is constructed.
3. Prohibit to the extent allowed by law new intensive animal raising operations within the "windshed" area of Richgrove.

RICHGROVE COMMUNITY PLAN

ASSESSMENT OF LAND NEEDS

Currently within the Urban Development Boundary of Richgrove there is only 30 acres of agricultural use within the UDB's 234 acres, with no currently zone agriculture land within the UDB. Within the proposed Richgrove UDB of 278 acres, or an additional 44 acres, there are 76 acres still in agricultural use, such as orchards and other crops. This would constitute 28 percent (28%) of the UDB Area.

The ratio of urbanized acres per person is calculated by dividing the year 2015 population of 3006 persons by 214 urbanized acres (area within the UDB), which equals 14 persons per urbanized acre (see **Tables 20 and 21** showing population projections). Projecting the population at a 1.3% growth rate adds 643 persons in year 2030. Multiplying the 643 persons by the .07 (7% or a 1/14 ratio) suggests an additional 45 acres of land will be required to accommodate development by the year 2030 if projections are realized.

Population Growth Forecast

Growth Rate	2015	2020	2030
0.013	3006	3165	3602

Year	Population	Growth (%)
2016	3,045	0.013
2017	3,085	0.013
2018	3,125	0.013
2019	3,165	0.013
2020	3,207	0.013
2021	3,248	0.013
2022	3,290	0.013
2023	3,333	0.013
2024	3,377	0.013
2025	3,420	0.013
2026	3,465	0.013
2027	3,510	0.013
2028	3,556	0.013
2029	3,602	0.013
2030	3,649	0.013

Demand Forecast

To determine whether there is enough land within the exiting UDB to accommodate anticipated growth within the community, the population growth and land use projections in year 2030 were compared to the vacant land available within the UDB.

Population and Housing Units

The year 2015 baseline population and was determined by projecting the 2013 American Community Survey (Survey)¹⁵ data population by an annual growth rate of 1.3% annually. The Survey indicated that in year 2013 the community had 640 dwelling units (including vacant dwellings). At an annual growth rate of 1.3%, the projected housing units are 767 (137 more) units needed in 2030 within the UDB.

Assuming that the land area needed to accommodate future population, increases is consistent with annual population growth projections, the land use growth projections are also assessed at an annual growth rate of 1.3%. At this growth rate, there will be a total of approximately 378 acres of residential uses in year 2030; that is, an increase of approximately 68 acres.

¹⁵ See: http://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml.

RICHGROVE COMMUNITY PLAN

As discussed earlier, there only 30 acres of undeveloped land within the existing UDB. As such, there is not adequate land available for development within the existing UDB to accommodate future residential growth of 137 units or 68 acres through the Year 2030. Therefore, the increase of 47 acres will greatly increase meeting this demand (137 units at 4 units per acre = 34.25 acres). Meanwhile commercial demand can be met with the mixed-use zoning overlay to increase economic development, as less than 5% of the land use is commercial. That has been adequate to date, but the Community could benefit from more commercial opportunities to increase jobs to housing balances and lower vehicle miles traveled.

Table 22 - Existing/Proposed Land Use

Adopted Land-Use	Acres	
Commercial	12.0	
Industrial	46.7	
Public/Quasi Public	27.2	
Residential	96.1	
Unclassified (Right-of-Way)	52.1	
<hr/>		
TOTAL	234.1	
<hr/>		
Proposed Land-Use	Acres	Percent
General Commercial	14.9	2.70%
High Density Residential	7.5	16.81%
Light Industrial	46.7	7.14%
Low-Medium Density Residential	19.8	31.47%
Medium Density Residential	87.5	0.92%
Mixed Use	2.6	0.12%
Neighborhood Commercial	0.3	0.25%
Office Commercial	0.7	14.79%
Public/Quasi-Public	41.1	20.43%
Unclassified (Right-of-Way)	56.8	5.37%
<hr/>		
TOTAL	278.0	100%

Land Use Designations

The land use designations within the Proposed Richgrove Community Plan UDB are shown in **Figure 9** and as demonstrated in **Table 22**, residential land use constitutes 50%, commercial 17%, industrial 7%, public/quasi-public 41%, and rights-of-way 5.0% of the existing UDB area.

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

Low Density Residential (LDR): This designation establishes areas for single-family residences with individual homes on lots generally ranging from 12,500 square feet to one acre. Uses typically allowed include: detached single-family homes; secondary dwellings; and residential support uses such as churches, schools, and other necessary public utility and safety facilities. This designation is typically found inside communities or on the outside edge of UDBs.

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Maximum Density: 1-4 Dwelling Units/Acre

- When areas in this designation are identified as primary recharge areas for a community's water system, acreage minimums should not be below 2 acres.
- Areas with 30 percent or higher average slopes should have acreage minimums in excess of 3 acres.

High Density Residential (HDR): This designation established areas for multi-family dwellings in urbanized areas. Uses typically allowed include: duplexes, townhouses, and apartments located near schools, parks, and other public services. This designation is used only within UDBs. Dwelling Units are based on Gross Acreage and development shall be no less than that identified as the intensity per gross acreage High Density Residential designated lands.

Maximum Density: 14-30 Dwelling Units/Acre

Neighborhood Commercial (NC): This designation establishes areas for small-scale, general retail, and service businesses that provide goods to the immediate surrounding area. Uses typically allowed include: food and beverage retail sales; limited personal, medical, professional, and repair services; and retail sales. This designation is found primarily within UDBs.

Maximum Intensity: 0.5 FAR

General Commercial (GC): This designation establishes areas for small, localized retail, recreational, and service businesses that provide goods and services to the surrounding community. Uses typically allowed include: eating and drinking establishments; food and beverage retail sales; limited personal, medical, professional services; repair services; and retail sales. Such facilities may range from a single use to a cluster of uses such as a shopping center. This designation is found primarily within UDBs.

Maximum Intensity: 0.5 FAR

Highway Commercial (HC): This designation establishes areas for retail, recreational, and service-based businesses which provide goods and services to tourists and commuters along major highways. Uses typically allowed include: big box retail; eating and drinking establishments; food and beverage retail sales; limited repair services; lodging (hotels and motels); and retail sales. Such facilities may range from a single use to a cluster of uses located at a freeway off ramp or major highway intersection. This designation is located primarily within UDBs and pursuant to regional growth corridor plans and policies.

Maximum Intensity: 0.5 FAR

Light Industrial (LI): This designation establishes areas for a range of non-intensive business park, industrial park, and storage uses that do not have detrimental noise or odor impacts on surrounding urban uses. Uses typically allowed include: warehousing, welding & fabrication shops, manufacturing & processing, and business support uses such as retail or eating establishments that serve adjacent light industrial uses and employees. This designation is found primarily within UDBs and pursuant to regional growth corridor plans and policies.

Maximum Intensity: 0.5 FAR

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Public/Quasi-Public (P/QP): This designation establishes areas for public and quasi-public services and facilities that are necessary to maintain the welfare of County residents and businesses. Uses typically allowed include: churches; schools; civic centers; hospitals; fire stations; sheriff stations; liquid and solid waste disposal sites; cemeteries; airports; and public utility and safety facilities. This designation is found primarily within UDBs and pursuant to regional growth corridor plans and policies.

ECONOMIC DEVELOPMENT

Tulare County’s current Economic Development Strategy focuses on the agricultural industry and pursuing grants. In rural areas, elimination of all barriers to economic development is the foundation for growth. This Plan addresses the following four potential barriers to Economic Development.

Infrastructure

In order for more development to occur, service levels for water to be expanded. Grant funding is needed to increase service levels.

Use Permits

There are a number of uses that currently require Planning Commission approval. In many cases, these uses are beneficial for the community and do not necessarily need discretionary review. In order to reduce the cost of and length of time to obtain entitlements, use permit requirements are being reduced.

Education

Tulare County has five satellite campuses for four-year universities: California State University-Fresno, University of California- Davis, Cal State Bakersfield, Fresno Pacific University, Brandman University, and the University of Phoenix.

Community Colleges in Tulare County include the College of the Sequoias, Porterville College, and San Joaquin Valley College. Workforce Development Partners include Proteus Inc., and CSET.

Based on the 2009-2013 American Community Survey (see **Table 23**), the educational barrier in Richgrove begins in grade

Table 23 - Educational Attainment			
Educational Attainment	California	Tulare County	Richgrove
Population 25 years and over	24,865,866	258,046	1,401
Less than 9th grade	10.1%	20.8%	57.8%
9th to 12th grade, no diploma	8.4%	11.2%	10.7%
High school graduate (& equivalency)	20.7%	25.0%	15.1%
Some college, no degree	22.0%	22.3%	9.4%
Associate's degree	7.8%	7.5%	2.9%
Bachelor's degree	19.6%	8.9%	4.1%
Graduate or professional degree	11.4%	4.3%	0.0%

2011-2015 American Community Survey 5-Year Estimates

school. Of the adults age 25 and older, 31,6.0% had an educational level of less than 9th grade. This lack of education could limit the types of jobs that these adults would be qualified to undertake. Improving educational attainment needs to begin in elementary school. As part of the Safe Routes to Schools, Tulare County will provide pedestrian facilities for children to walk or bike to school. This would provide a safer and easier route for children to get to and from school.

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Health Care:

Richgrove has plans to place a Health Clinic on the existing school grounds, and would greatly benefit from the completion of the construction on that location.

LAND USE AND ZONING ACREAGES

Land Use and Zoning District Updates

As suggested earlier, and based on the forecasted growth and the recommended Urban Development Boundary in the Opportunities and Constraints Analysis, the Land Use Plan (see **Table 24**) and Zoning Plan map have been updated. The Proposed Zoning to match the land uses is as stated in **Table 25**.

Proposed Land Use	Acres
Mixed Use	221.2
Right-of Ways	56.8
Richgrove UDB	278.0

Proposed Zones	Acres
C-1	0.3
C-2-MU	15.1
C-O	1.5
M-1	46.7
M-1-MU	4.2
P-O	26.1
R-1	19.8
R-1-MU	0.1
R-2	60.5
R-2-MU	39.2
R-3	7.5
Unclassified (Right-of-Way)	56.8
TOTAL	278.0

IMPLEMENTATION STRATEGY

A community plan must identify the methods and techniques that will be utilized to implement its various goals, policies and standards. These implementation methods must provide a realistic and practical framework for the achievement of the goals established in the community plan. Through the utilization of the techniques described below, the various provisions of the Richgrove Community Plan will be gradually implemented over the planning period. However, the extent to which the Plan is eventually implemented is dependent upon certain economic and social conditions (housing market conditions, interest rates, consumer preferences, etc.) which cannot be accurately assessed at this time. For the Richgrove Community Plan, implementation will be primarily focused on the following programs:

Control of land development through the application of zoning classifications consistent with the land use designations established in the Plan. State law requires that local zoning be consistent with the adopted general plan. Thus, after the adoption of the Richgrove Community Plan, it will be necessary for the Tulare County Planning Commission and the Board of Supervisors to initiate rezoning actions to achieve zoning consistent with the Plan. The close relationship between the Plan and local zoning

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will ensure that the policies of the Plan are enforced and implemented thereby maintaining the Plan as an effective management tool. The application of appropriate zoning to implement the Land Use Plan should, to the extent possible, follow property lines, section lines, or other easily identifiable boundaries. Where zoning boundaries must divide properties, they should be situated in a manner that enables each specifically zoned area to be developed, and to function, as an individual parcel in conformance with the new zoning classification.

Control and division and infrastructural improvements through the application of the requirements of the State Subdivision Map Act, the Tulare County Subdivision Ordinance, and the Improvement Standards of Tulare County. Divisions of land are subject to the requirements of the State Subdivision Map Act and the Tulare County Subdivision Ordinance. These laws control not only the design of land division projects but also provide the basis for requiring on-site and off-site improvements (vehicular access, sewer and water, flood protection, etc) that are necessary to serve the newly created parcels, depending on their intended use. Such improvements are, for the most part, identified and categorized in the Improvement Standards of Tulare County.

The purpose of this section is to prescribe a proposed approach to implement the general plan recommendations contained in the Richgrove Community Plan. The following components comprise the Richgrove Community Plan implementation strategy:

Limitation of the A-1 Zoning District. Zoning Code Changes (changes to Use Permit issuance, eliminating the SR Combining Zone, Mixed-Use Overlay District, Zoning Map Update), Complete Streets/Safe Routes to School.

Zoning District Changes

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

Chapter 16 of the Zoning Code

Revise Chapter 16 of the Zoning Code to limit the uses that require a use permit. As part the Economic Development Strategy, use permit requirements are streamlined to allow for uses to be developed without discretionary review. That is, proposed uses will not have to undergo an approval process that involves a decision making action by the Tulare County Planning Commission or Board of Supervisors. Project design features and Administrative approval will serve as the mechanism to allow (regulate) land uses, activities, densities, and other conditions typically applied through the special use permit process.

Mixed Use Overlay District

This alternative involves the creation of a Mixed Use Zoning Designation for the Community of Richgrove.

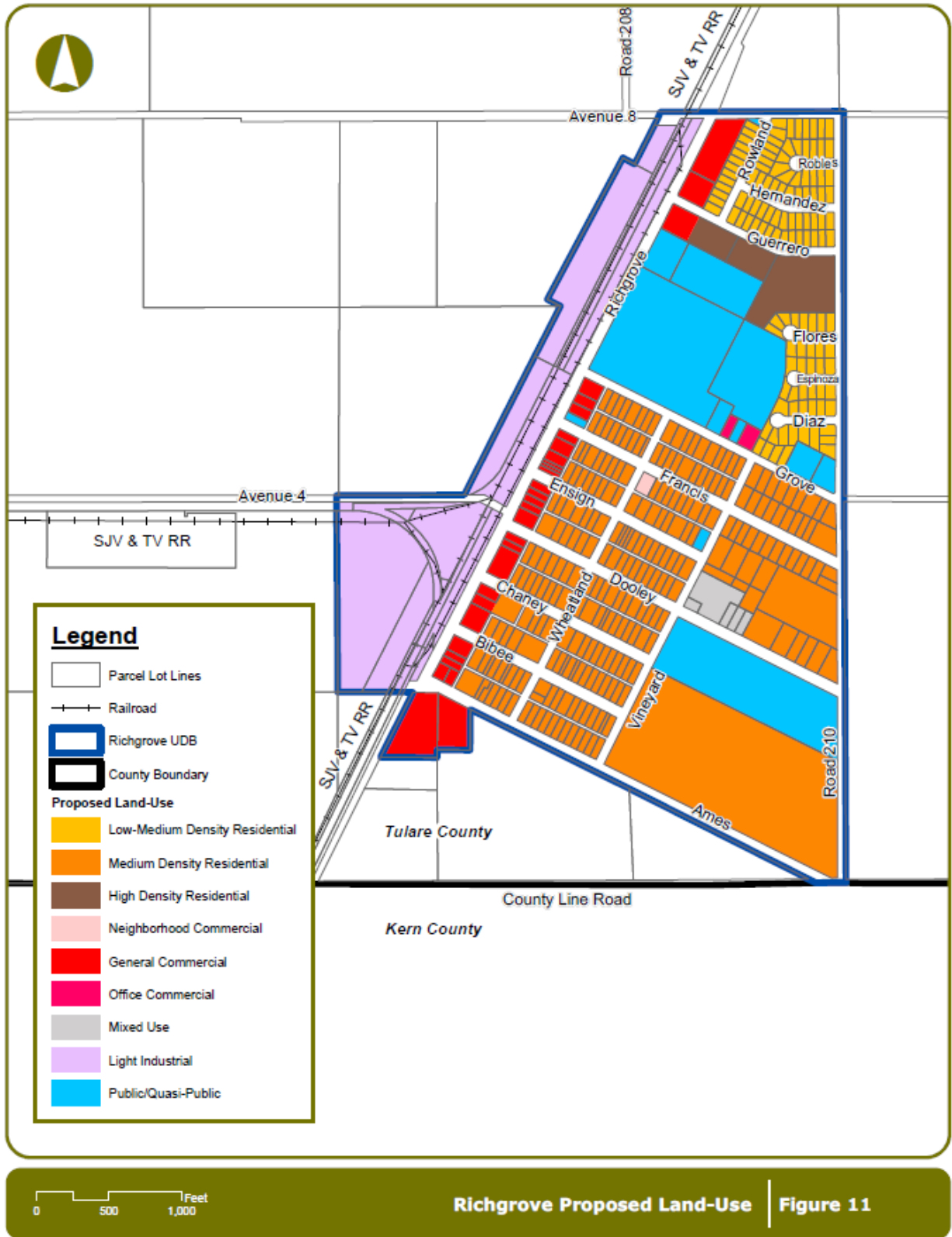
RICHGROVE COMMUNITY PLAN

Zoning Map Update

The current Zoning Map for Richgrove (**see Figure 12**) will be amended to be compatible with the Land Use Map (**see Figure 11**) outlined in the General Plan. There are a couple of zoning district changes (**see Figure 13**) that are proposed to allow the General Plan and Zoning Ordinance to be in conformity with each other (**see Figure 14**) Richgrove proposed Zoning Districts. Several parcels west of SR 65 are designated as mixed use to promote highway commercial opportunities. The wastewater treatment plant is designated as heavy industrial. The M overlay is also proposed to be eliminated due to the urban nature of the community.

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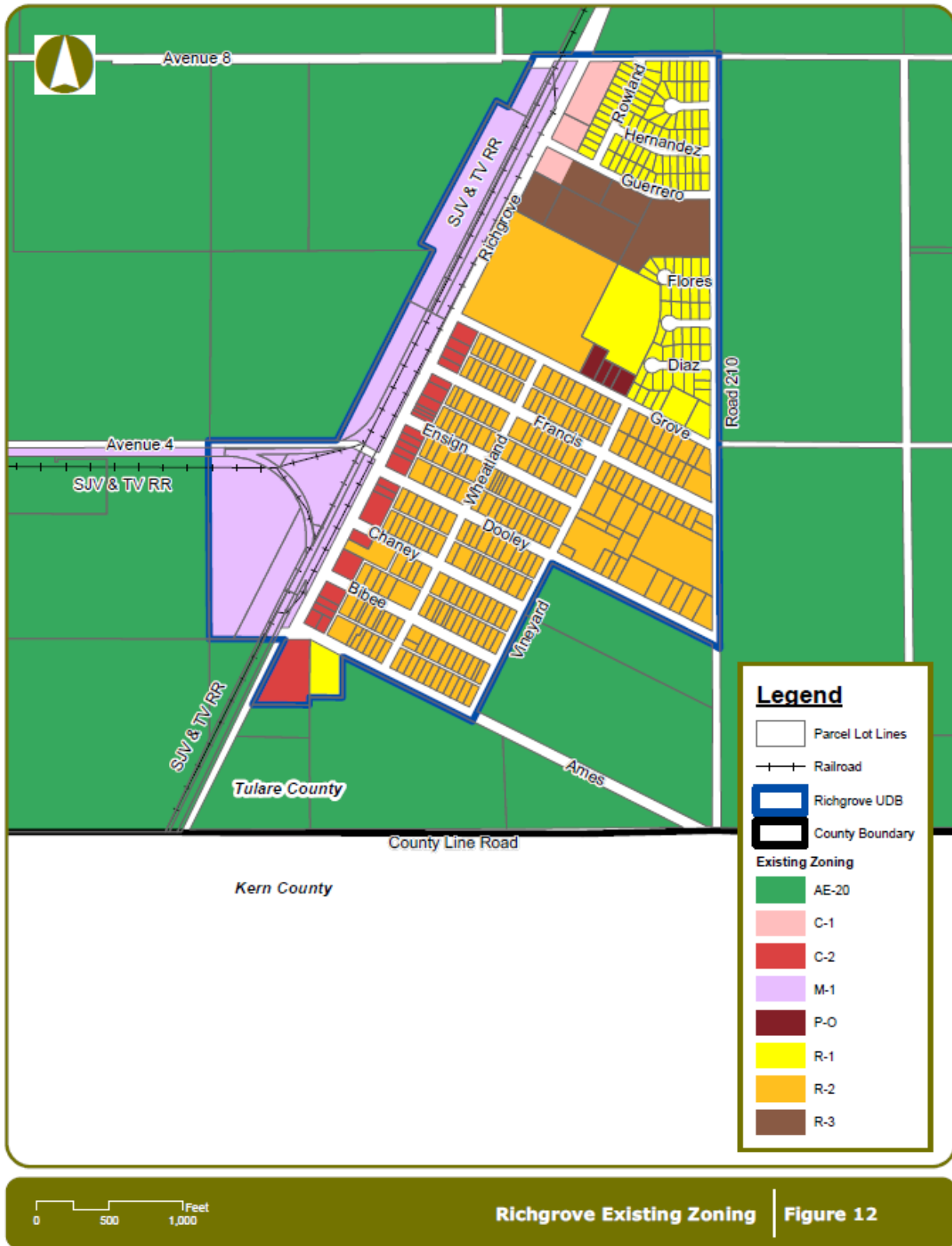
Figure 11 - Proposed Land Use Plan



Richgrove Proposed Land-Use | Figure 11

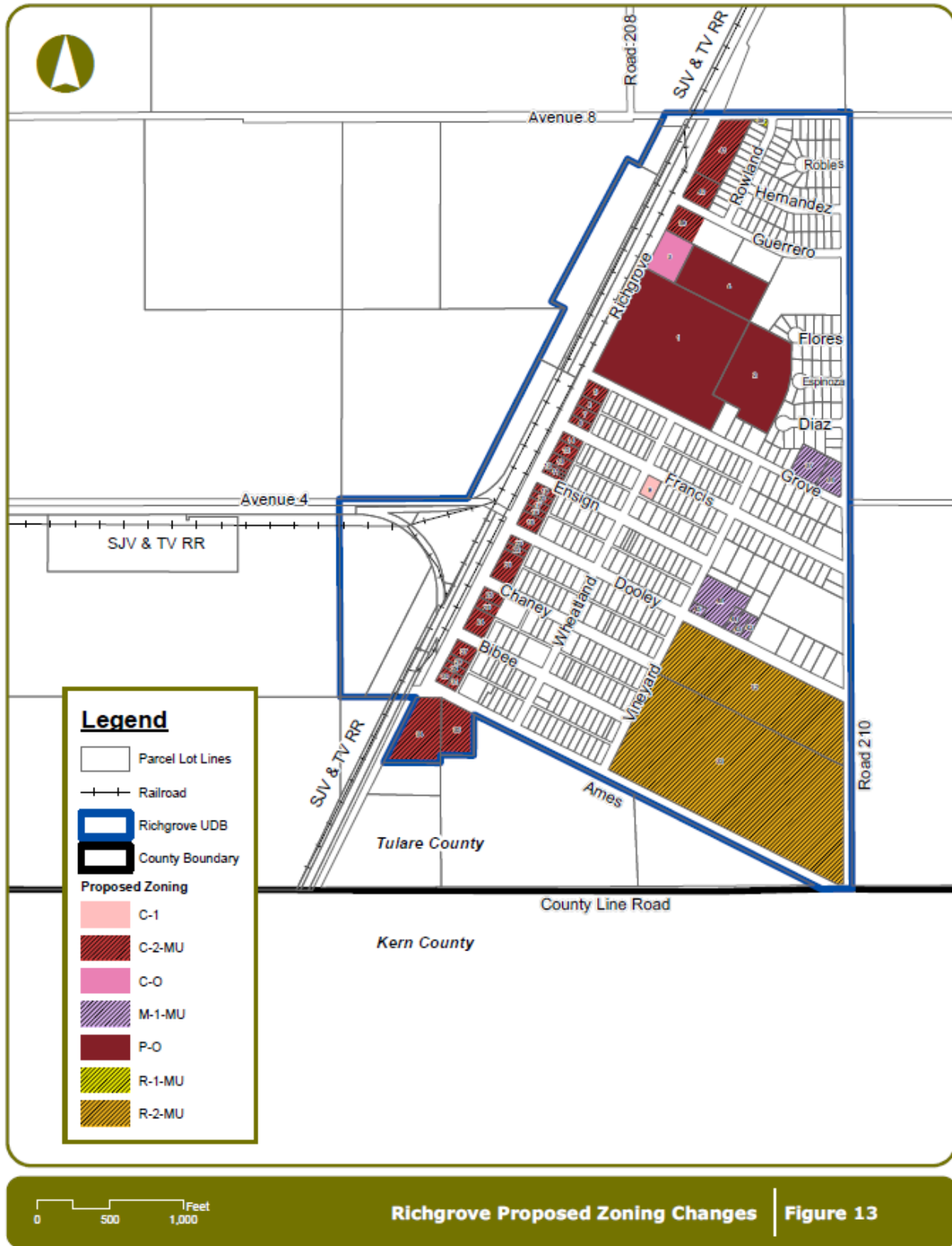
RICHGROVE COMMUNITY PLAN

Figure 12 - Existing Zoning Districts



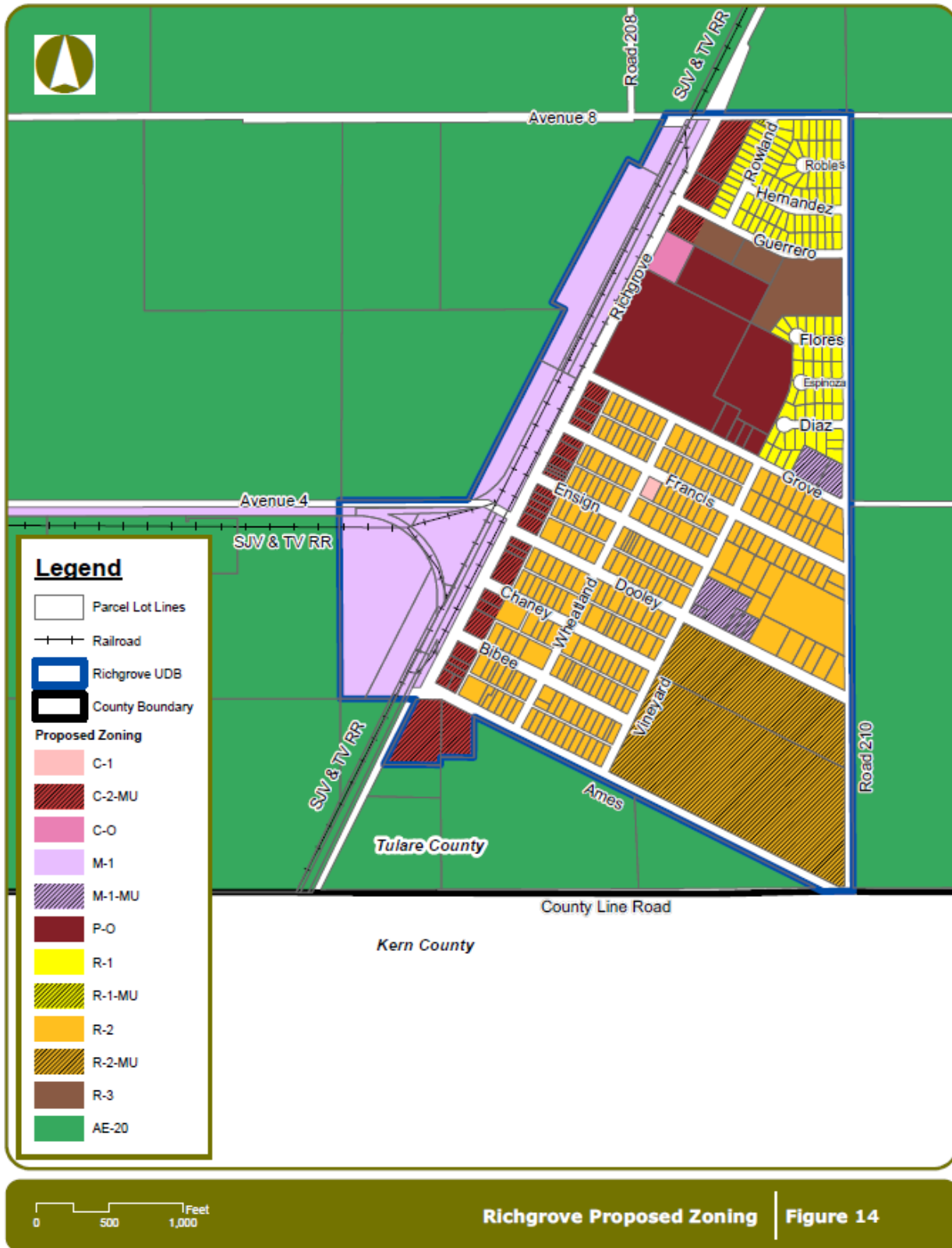
RICHGROVE COMMUNITY PLAN

Figure 13 - Proposed Zoning Changes



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Figure 14 - Proposed Zoning District



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ATTACHMENTS

A-1 – Use Permit Requirement Changes (Zone Change Text)

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

A-3 – Development Standards (Mixed Use Zoning Districts)

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A-1 Use Permit Requirement Changes (Zone Change Text)

H. Permitted Uses

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

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

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

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Assembly of electric appliances such as lighting fixtures, irons, fans, toasters and electric toys, refrigerators, washing machines, dryers, dishwashers and similar home appliances. Structure < 10,000 sq. ft.	C-2, C-3, M-1, M-2	M-1
Assembly of small electrical equipment such as home and television receivers. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1, R-3	M-1
Assembly of typewriters, business machines, computers, and similar mechanical equipment. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1, M-2, R-3	M-1
Automated car wash (coin operated only). Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1, M-2, R-3, AP	C-2, C-3, M-1
Automobile parking lots, public parking areas or storage garages. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1, M-2, R-3, AP	
Automobile supply stores.	O, CO, C-1, C-2, C-3, M-1, R-3	C-2, C-3, M-1
Automobile washing, including the use of mechanical conveyors, blowers and steam cleaning.	C-2, C-3, M-1, M-2	C-3, M-1
Bakery [employing not more than five (5) persons on premises].	O, CO, C-1, C-2, C-3, M-1, R-3	C-1, C-2, C-3, M-1
Bakery goods store.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Banks and financial institutions.	C-1, C-2, C-3, M-1, R-3	C-1, C-2, C-3, M-1
Barber shop or beauty parlor.	C-1, C-2, C-3, M-1, R-3	C-1, C-2, C-3, M-1
Bed and Breakfast Home with three or more guests rooms (Up to 5). Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-3, R-2	R-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Bicycle shops. Structure.	CO, C-1, C-2, C-3, M-1, R-3	C-2, C-3, M-1
Billiard or Pool hall Structure	C-2, C-3, M-1	C-2, C-3, M-1
Bird store or pet shop.	O, CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Blueprinting and Photostatting shop.	CO, C-1, C-2, C-3, M-1, AP	C-2, C-3, M-1
Boat sales and service. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1	C-3, M-1
Book binding. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1, R-3	C-3, M-1
Book or stationary store. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1, R-3	C-1, C-2, C-3, M-1
Business and professional schools and colleges. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Business, professional and trade schools and colleges. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1

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Catering Shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Ceramic shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Christmas tree sales lots as a temporary use.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Church. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Clothes cleaning and pressing establishment. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Clothing and costume rental. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Confectionery store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Conservatory of Music. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Contractor's Storage Yards.	CO, C-1, C-2, C-3, M-1, AP	
Dairy products store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Department store Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Digesters	M-1	
Drug store or pharmacy. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Dry goods or notions store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Electric appliance stores and repairs Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Expansion, Alteration or Replacement of non-conforming buildings and uses. Structure < 10,000 sq. ft.	CO, C-1, C-2, M-1, R-1, R-2, R-3, R-A	
Family Day Care Home, Large (Up to CA State maximum).	CO, C-1, C-2, R-1, R-2, R-3, RA	
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Family Day Care Home, small.	CO, C-1, C-2, R-1, R-2, R-3, RA	R-1, R-2 R-3, C-1, C-2, C-3, M-1
Feed and seed stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, AP	C-3, M-1
Fire Station.	CO, C-1, C-2, C-3, M-1, AP	
Firewood sales yard.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Florist shop. Structure < 10,000 sq. ft.	CO, C-1, C-2, M-1, R-1, R-2, R-3, RA	C-1, C-2, C-3, M-1

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Furniture store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Furniture warehouses for storing personal household goods, provided ground floor front is devoted to stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Gasoline filling station. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Gift, novelty or souvenir. Structure < 10,000 sq. ft.	CO, C-1, C-2, M-1, R-2, R-3, RA	C-2, C-3, M-1
Glass shop, retail, excluding major service activities. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-2, C-3, M-1
Grocery store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Grocery store, fruit store or supermarket. Structure < 10,000 sq. ft.	C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Gunsmith shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Hobby and art supply store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Hospital, sanitarium and nursing home. Structure < 10,000 sq. ft.	C-1, C-2, C-3, M-1, PO	
Household and office equipment and machinery repair shops. Structure < 10,000 sq. ft.	C-2, C-3, M-1, PO	C-3, M-1
Household appliance stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Ice storage house of not more than 5-ton storage capacity.	CO, C-1, C-2, C-3, M-1, AP	
Incidental manufacturing, processing and treatment of products. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-2, C-3, M-1
Interior decorating store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Jail or correctional (public facilities only).	C-2, C-3, M-1, M-2	
Jewelry store, including clock and watch repair. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Laundries. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Laundry, coin operated machines only. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Leather goods and luggage stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Linen supply services. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Liquor store. Structure < 10,000 sq. ft. Not within 300' of residential/School Site.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Locksmiths. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Massage or physiotherapy establishment Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Meat market or delicatessen store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3,

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		M-1
Medical and orthopedic appliance stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, PO	C-2, C-3, M-1
Medical laboratory. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, PO	C-2, C-3, M-1
Memorial building, theatre, auditorium. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-3	
Micro-brewery. Structure < 10,000 sq. ft. *Allowed in C-1 and C-2 in conjunction with a restaurant.	M-1, M-2, C-3,*C-2,*C-1	M-2
Mini-warehouses. Structure < 10,000 sq. ft.	C-2, C-3, M-1, AP	C-3, M-1
Mobilehome for use by caretaker or night watchman.	CO, C-1, C-2, C-3, M-1	O, C-2, C-3, M-1
Motorcycle sales and service. Structure < 10,000 sq. ft.	C-2, C-3	C-3, M-1
Musical instrument repair shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Name plates. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-3	R-3, C-1,C-2, C-3, M-1
Nursery school. Structure < 10,000 sq. ft.	CO, C-1, C-2, M-1, R-1, R-2, RA, R-3, R-A	
Office, business or professional. Structure < 10,000 sq. ft.	CO, C-1, C-2, M-1, R-1, R-2, R-3, PO	C-1, C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Opticians and optometrists shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, PO	C-2, C-3, M-1
Paint and wallpaper stores. Structure < 10,000 sq. ft.	C-1, C-2, C-3, M-1	C-2, C-3, M-1
Pet shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Photo processing pick-up and delivery outlets. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Photographic and blueprint processing and printing. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Photographic developing and printing. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Photographic supply stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Picture framing shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Plumbing fixtures for retail sales. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Plumbing shops. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Police station.	O, CO, C-1, C-2, C-3, M-1, M-2	
Post Office.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, PO	O, C-1, C-2, C-3,

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		M-1
Pressing establishments. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Printing, lithography, engraving. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Private club, fraternity, sorority and lodge. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Private greenhouses and horticultural collections. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A	R-1, R-2 R-3, C-1, C-2, C-3, M-1
Public library.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A	R-3, C-1, C-2, C-3, M-1
Public Park or playground.	O, MR, CO, C-1, C-2, C-3, M-1, M-2 R-1, R-2, R-3, R-A, AP	
Public utility structure.	CO, C-1, C-2, C-3, M-1, MR, RO, R-1, R-2, R-3, R-A, PO, O, AP	
Radio and television broadcasting studios. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Radio and television repair shops. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Radio, microwave and television towers (Over 75 feet or within 2 miles of an airport).	C-2, C-3, M-1, M-2	
Real Estate Offices. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A	
Recreation center. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Repairing and altering of wearing apparel. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Resort Structure. < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Restaurant. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Restaurant, tea room or cafe. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A	C-1, C-2, C-3, M-1
Retail office equipment sales. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Retail sales of sporting goods, boats, boat motors, boat trailers, trailer coaches and their repair, rental and storage. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1	
Retail stores and offices incidental to and located on the site of a hotel, motel, resort, restaurant or guest ranch. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1	
Rug and carpet cleaning and dyeing. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Satellite antenna sales. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Satellite television antennas.	CO, C-1, C-2, C-3, M-1	

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School, private.	CO, C-1, C-2, C-3, M-1, PO	
School, public.	CO, C-1, C-2, C-3, M-1, PO	
Scientific instrument stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Secondhand stores, pawn shops and thrift shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Shoe repair shop. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Shoe store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Sign painting shops. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Small appliance sales and service. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Soda fountains. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Sporting goods store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Stamp and coin stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Storage of petroleum products for use on the premises.	CO, C-1, C-2, C-3, M-1	
Studios (except motion picture). Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Tinsmith Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-2, C-3, M-1
Tire sales (no retreading or recapping). Structure < 10,000 sq. ft.	C-2, C-3	C-2, C-3, M-1
Tobacco and cigar stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Tourist Court. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Toy store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Trailer and recreation vehicle sales, service and rentals. Structure < 10,000 sq. ft.	C-2, C-3, M-1, M-2, AP	C-3, M-1
Travel agencies. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Variety store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Video machine and tape sales/rental. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Warehouses except for the storage of fuel or flammable liquids and explosives. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Watch and clock repair shop. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Wedding chapel. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1

RICHGROVE COMMUNITY PLAN

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

The following regulations shall apply in the Community of Richgrove, unless otherwise provided in this Ordinance.

- PURPOSE** **A.** The purpose of this zone is to allow for mixed uses. Allowing a mix of uses promotes flexibility in the types of entitlements that can be issued. Economic Development can be pursued with a wide variety of development potential. In addition, mixed use can allow for decreased vehicles miles traveled if residential uses are mixed with uses for employment.
- APPLICATION** **B.** This overlay zone only applies to the community of Richgrove.
- USE** **C.** No building or land shall be used and no building shall be hereafter erected or structurally altered, except for one or more of the following uses allowed in this this overlay zone are outlined in the community plan for Richgrove.

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

All conditional uses allowed in these zoning districts shall also be allowed by right with exception of the following combination of uses:

All uses shall not be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood, or to the general welfare of the county. All uses shall limit impacts related to smoke, fumes, dust,

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

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gas, noise, odor, vibrations and other hazards to be considered an allowed use without the need for a special use permit. All allowed uses are subject to the determination of appropriateness by the Director of Planning.

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

DEVELOPMENT

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

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zoning regulations and which were existing in a commercial or manufacturing zone on the effective date of this paragraph, until such time as a permit or other grant of approval for expansion, alteration or development of property is approved by Tulare County.

All other Development Standards are outlined in the Community Plan for Richgrove. Conformance to development standards is required for all development; however, the Planning Director, Planning Commission, or Board of Supervisors may provide exemptions to particular development standards when deemed appropriate.

RICHGROVE COMMUNITY PLAN

A-3 Development Standards (Mixed Use Zoning District)

To promote Economic Development within the Richgrove Urban Development Boundary, a Mixed Use Overlay zoning district is being established to allow for flexibility in the allowed uses within Richgrove. In addition, the use permit restriction is updated to allow for ministerial approval [by the Planning Director]. Development standards are established to ensure high quality development within this mixed use overlay district. To promote Economic Development within the Richgrove Urban Development Boundary, a Mixed Use Overlay zoning district is being established to allow for flexibility in the allowed uses within Richgrove. In addition, the use permit restriction is updated to allow for ministerial approval [by the Planning Director]. Development standards are established to ensure high quality development within this mixed use overlay district.

ARCHITECTURE

A-1 Entries to buildings should be individualized and clearly identifiable.

A-2 Retail spaces should be accessed directly from the sidewalk, rather than through lobbies or other internal spaces.

A-3 Entrances to upper story uses should not be as prominent as the primary entrances to first story uses.

A-4 The height of first floor commercial should have a minimum ceiling height of 12 feet.

A-5 Architecturally distinguish the ground floor from the upper façade, to form a visual base for the building. Create an intimate scale for the pedestrian environment.

A-6 Each building should have a defined base, body, and cap segment

A-7 Blank walls on ground floor facades adjacent to public sidewalks, public right-of-ways, and public spaces are prohibited.

A-8 Ground floor window openings should range between fifty (50) to eighty (80) percent of the ground floor façade adjacent to sidewalks and private and public plazas, patios, and courtyards. These window openings should consist of transparent “storefront” windows. Second story windows should not exceed fifty (50) percent of the total exterior wall surface.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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ROOFS AND AWNINGS

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

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

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

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

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

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

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

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

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

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

RA-11 Mansard roofs are prohibited.

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

SITE PLANNING

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

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

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

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

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

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

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

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

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

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

LANDSCAPING

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

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

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

(Minimum shrub container size should be 5 gallons.)

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

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

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

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

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

LA-9 Utility devices, such as transformers and backflow preventers, should not dominate the front landscape area.

LA-10 All utility lines from the service drop to the site should be located underground.

LA-11 When security fencing is required, it should be a combination of solid walls with pillars and offsets, or short solid wall segments and segments with metal fencing. Chain-link fencing is strongly discouraged when facing public view and should only be used as interior fencing.

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LA-12 Retaining walls at retention basins should utilize a stepped or terraced motif as a visual tool to maintain appropriate human scale.

LA-13 Retention basins visible to public view and common open spaces should be contoured and landscaped in a creative manner to minimize a harsh utilitarian appearance. When feasible, it is recommended to beneficially use the run-off storm water as supplemental watering for the landscape plants.

LA-14 Parking lot run-off should be routed through turf or other landscaping.

LA-15 Parking lots located adjacent to the sidewalks or right-of-ways should be screened to a height of thirty six (36) inches above the grade with landscaping and/or low high quality fencing.

REFUSE AND STORAGE AREAS

R-1 Trash storage must be enclosed within or adjacent to the main structure or located within separate freestanding enclosures.

R-2 Trash enclosures should be unobtrusive and conveniently accessible for trash collection but should not impede circulation during loading operations.

R-3 Trash enclosures should be located away from residential uses to minimize nuisance to adjacent properties.

R-4 Trash and storage enclosures should be architecturally compatible with the project design. Landscaping should be incorporated into the design of trash enclosures to screen them and deter graffiti.

LIGHTING

LI-1 Provide lighting at building entrances and for security at ground level.

LI-2 Lights should be shielded and point down toward the ground.

LI-3 Parking lot should have uniformly spaced night lighting.

LI-4 Well-lit sidewalks and/or pedestrian walkways should be located to provide safe access from the parking lot to the street sidewalk.

LI-5 Exterior architectural lighting should fully compliment a building's design and character. Light fixtures should work in conjunction (size, scale, and color) with the building's wall, roof.

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

WALLS AND FENCES

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

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

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

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

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

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

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

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

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

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

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

STREETSCAPE

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

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

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

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

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

SIGNAGE

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

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

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

SI-4 For commercial uses, the primary wall sign should be in the space above a storefront and visibly oriented towards the street.

SI-5 For commercial uses, a secondary sign should be smaller than the primary sign and be oriented towards passing pedestrians. It should extend out perpendicular to the building façade and be mounted or hung from the wall beneath an awning or above a first floor window. The bottom of the wall-mounted sign should be located at least eight (8) feet above the sidewalk. The outer face of the sign should not extend more than four (4) feet from the edge of the building surface, and the maximum area of the sign should have no more than six (6) square feet.

SI-6 Signs should be designed to be compatible with building design in terms of relative scale, overall size, materials, and colors. No sign should dominate the façade. Signage elements should incorporate materials colors, and shapes that appropriately reflect and compliment the building's architecture.

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SI-7 Large signs that dominate a building façade or the streetscape should not be permitted.

SI-8 Signage should be constructed of high quality, low maintenance, and long lasting materials. Except for banners, flags, temporary signs, and window signs, all signs should be constructed of permanent materials and should be permanently attached to the ground, a building or another structure by direct attachment to a rigid wall, frame, or structure.

SI-9 No more than twenty (20) percent of window area should be obstructed by signs, posters, advertisements, painted signs, and/or merchandise, and the top one half of the window should be permanently clear and free of obstructions. Awning signage should be of a replaceable-type to accommodate tenant turnover.

SI-10 Wall, canopy, under-canopy, and marquee signs should not exceed three-fourths (3/4) square foot of aggregated display area per lineal foot of frontage.

SI-11 Awning sign should be mounted on the hanging border of the awning and should not protrude beyond the awning surface.

SI-12 Wall signs or advertisements should not project more than twelve (12) inches from the wall face to which they are mounted, should not project beyond building eaves, and should be mounted flat throughout their length and height.

SI-13 Signs for individual tenants within a multiple-tenant, such as offices located above the ground floor, should be grouped together and appropriately scaled to a pedestrian-oriented retail environment.

SI-14 Fin signs or under marquee sign are permitted provided that they are installed with a minimum of eight (8) feet clearance from the lowest point on the sign and support to the top of the walking surface below it.

SI-15 Awning signs and face-mounted signs are permitted provided that the sign should have no more than one line of text and that maximum text height is twelve (12) inches.

SI-16 No signs should be erected in any manner in which the sign, in whole or in part, would create a hazardous condition to pedestrian or automobile traffic alike.

SI-17 Additional business signs should be permitted on windows and on the vertical face of awning valances provided that the signs are permanent in nature and of high quality.

SI-18 The following signs are strictly prohibited:

- Roof signs, signs located above the roof or parapet lines.
- Permanent banner signs.
- Posters.
- Painted window advertisements.
- Billboards
- Large auto-oriented pole-mounted or “lollipop signs.”
- Moving signs and flashing signs.

SI-19 Signs advertising an activity, business product, or service no longer conducted on the premises, and/or signs frames, structural members, or supporting poles remaining unused for a period of six (6) months should be removed from the site or building by the property owner.

SI-20 Address markers should be easily identifiable and readable from the street.

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SI-21 Freestanding, ground-mounted and monument signs should be not less than one (1) foot behind a property line or designated right-of-way for vehicular and pedestrian traffic, but in no case should be more than ten (10) feet behind a sidewalk and ten (10) feet from any vehicular entrance or driveway. These signs should not interfere with the safety of vehicular traffic entering or exiting the premises.

SI-22 The maximum height of monument signs should be five (5) feet above the top of concrete curb.

SI-23 One freestanding or monument sign with a maximum of thirty-two (32) square feet of display area should be allowed on each street frontage of more than fifty (50) feet. Where two (2) or more freestanding or monument signs are allowed on a single street frontage, one freestanding or monument sign with a maximum of fifty (50) square feet of display area may be used in lieu of several signs on the same frontage.

SI-24 All gateway signs should have a consistent character and style.

SI-25 A hierarchy of gateway signs should be established to differentiate between major and minor gateway entrances.

SI-26 Major gateway signs should be designed as visually prominent towers, monuments, or street spanning arches.

SI-27 Minor gateway signs should be visible to automobile traffic, but also be low enough to be visible to pedestrian traffic.

SERVICE STATIONS AND CAR WASHES

SS-1 Service and carwash bays should not face residential properties or the public street. The visibility of service bays and carwash opening should be minimized.

SS-2 Gas pump canopies should be ancillary to the main building structure. The retail market/office building segment of the facility should be oriented along the street frontage, whenever possible.

SS-3 All structures on the site (including kiosks, carwash buildings, gas pump columns, etc.) should be architecturally consistent and related to an overall architectural theme.

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

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

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

AUTO REPAIR SERVICES

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

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

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

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CONTRACTOR, BUILDING SUPPLY, OR LANDSCAPING YARDS

BS-1 The main office or building should be located along the street frontage to screen outdoor sales and minimize the visibility of storage of materials and vehicles.

BS-2 Customer parking should be provided close to the building and not interspersed in the yard.

BS-3 All outdoor contractor vehicle storage areas should be enclosed with a screen of sufficient height and constructed with durable and high-quality materials that are compatible with the building and site.

CONSUMER STORAGE FACILITIES

SF-1 The administrative office should be located in a building or building element that is human scale and located in proximity to the street.

SF-2 Parking for visitors should be located near the administrative office, outside of any gated portion of the facility.

SF-3 A storage facility should be consistent with its surrounding area in scale and appearance, through the use of building size transitions, architecture, and landscaping.

SF-4 Loading doors for individual storage units should not face outward toward streets.

SF-5 In order to break up the mass of larger buildings which containing storage units, provide horizontal and vertical articulation through the use of building offsets, windows, and variations in colors and materials.

SF-6 Any area intended for the storage of automobiles and recreational vehicles should be located towards the rear of the site or screened with an enclosure of adequate height

SPECIAL CONDITIONS

SC-1 The project should emit no smoke or should reduce the amount of smoke from an existing use.

SC-2 The project should emit no fumes or should reduce the amount of fumes from an existing use.

SC-3 The project should implement dust control measures sufficient to minimize or prevent dust emissions. Measures should be consistent with, or more effective than, those required by the Valley Air District.

SC-4 The project should emit no odors or should reduce the amount of odors from an existing use.

SC-5 The project should not create noticeable vibrations.

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APPENDICES

Appendix A: Planning Commission Resolutions

Appendix B: Board of Supervisors Resolution

Appendix A – Planning Commission Resolutions

Addendum Environmental Impact Report and MMRP-Resolution No. 9371

General Plan Amendment GPA 17-035-Resolution No. 9372

Section 18.9 “Mixed Use” Combining Zone-Resolution No. 9373

Section 16 “By Right Uses”-Resolution No. 9374

Zoning Districts Map-Resolution No. 9375

Sustainable Community Plans-Resolution No. 9376

BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF THE ADDENDUM EIR)
AND MITIGATION MONITORING AND REPORTING)
PROGRAM FOR THE COMMUNITY PLANS 2017) RESOLUTION NO. 9371
UPDATE AND PROPOSED CHANGES TO THE)
LAND USE MAPS AND ZONING CHANGES)
THAT ARE NECESSARY FOR CONSISTENCY WITH)
THE GENERAL PLAN PARTS I, AND PART III)
AMENDMENTS (GPA 17-035))

Resolution of the Tulare County Planning Commission recommending to the Board of Supervisors adoption of the Addendum to the (2012) Tulare County 2030 General Plan Final Environmental Impact Report for the Community Plans 2017 Update set forth in attached Exhibit "A" and Mitigation Monitoring and Reporting Program (MMRP) set forth in Exhibit "B" for the entire Community Plans 2017 Update which consists of General Plan Amendment No. GPA 17-035 amendment to Part I General Plan Amendment to the Planning Framework, Land Use, Environmental Resources Management (Open Space), and Transportation and Circulation, and Part III amending the Tulare County General Plan to adopt Community Plans and Urban Development Boundaries, (Alpaugh General Plan Amendment No. GPA 17-004, East Orosi General Plan Amendment No. GPA 17-034, London General Plan Amendment No. GPA 17-008, Richgrove General Plan Amendment No. GPA 17-012, and Sultana General Plan Amendment No. GPA 17-012, Change of Zones (PZC 17-004 Alpaugh Zoning District Map, PZC 17-005 East Orosi Zoning District Map, PZC 17-008 London Zoning District Map, PZC 17-011 Richgrove Zoning District Map, PZC 17-012 Sultana Zoning District Map , for an amendment PZC 17-042 to Section 16 of Ordinance No. 352, to allow additional by-right uses within the Alpaugh, East Orosi, London, Richgrove, and Sultana Urban Development Boundary, and Zone Ordinance Amendment No. PZC 17-041 establishing a Mixed Use Combining Zone in Alpaugh, East Orosi, London, Richgrove, and Sultana (incorporated by reference herein). The unincorporated Communities are located within the Mount Diablo Base & Meridian as follows: Alpaugh, Sections, 27, 28, 33 & 34, Township 23S, Range 23E, East Orosi, Sections 9, & 16, Township 16S, Range 25E, London, Sections 1, 2, 11 & 12, Township 20S, Range 25E, Richgrove, Section 36, Township 24S, Range 26E, and Section 31, Township 24S, Range 27E, and Sultana, Sections 10, 11, 14 & 15, Township 16S, Range 24E; and,

WHEREAS, the Tulare County Board of Supervisors, on April 4, 2017, approved General Plan Initiation (GPI 17-001) which initiated the action to amend the Tulare County General Plan pursuant to Title 7, Chapter 3, Articles 5 and 6 of the Government Code of the State of California; and,

WHEREAS, the General Plan Amendment will accomplish the following: (1) update the Planning Framework Element, Land Use Element, Environmental Resources Management Element (Open Space), and Transportation & Circulation Element; (2) add Alpaugh, East Orosi, London, Richgrove, and Sultana to the Mixed-Use Combining Zone; (3) allow additional by-right uses

within the aforementioned Communities; and (4) rezoning of properties consistent with the Land Use Element, as amended; and,

WHEREAS, The County prepared a Final EIR for the 2010 draft Tulare County General Plan 2030 Update (SCH #2006041162) and released the Final EIR for public review on or about August 30, 2011. The FEIR for the General Plan 2030 Update was prepared in compliance with the CEQA (Public Resources Code Section 21000 et seq. and the CEQA Guidelines (California Code of Regulations, Title 14). The Final EIR was distributed on CD to the State Clearinghouse, and all agencies who commented on the RDEIR. Individual notices of the FEIR availability were sent to agencies, organizations, and individuals who commented on the RDEIR. The Final EIR was available in all Tulare County Libraries, at the Tulare County Resource Management Agency and the following website, <http://generalplan.co.tulare.ca.us>; and,

WHEREAS, The Board of Supervisors has given notice of the proposed amendment to the General Plan as provided in Sections 65355, 65090, and 65091 of the Government Code of the State of California. A public notice was printed in the Dinuba Sentinel on August 23, 2012 the Visalia Times Delta, Porterville Recorder, and the Tulare Advance Register on August 17, 2012 at least ten days prior to the public hearing before the Board of Supervisors on August 28, 2012.; and,

WHEREAS, this Addendum EIR and MMRP is for the Community Plans 2017 Update inclusive of: General Plan Amendment No. GPA 17-035 an amendment to the Planning Framework Element, Land Use Element, Environmental Resources Management (Open Space) and the Transportation and Circulation Element; Change of Zone No. PZC 17-042 an amendment to Section 18.9 the "MU" Mixed-Use Combining Zone; A Change of Zone for PZC 17-004 Alpaugh Zoning District Map, PZC 17-005 East Orosi Zoning District Map, PZC 17-008 London Zoning District Map, PZC 17-011 Richgrove Zoning District Map, PZC 17-012 Sultana Zoning District Map within the respective Urban Development Boundaries in conformance with the updated Land Use Element; Change of Zone No. PZC 17-041 an amendment to Section 16 to allow additional by-right uses in the Alpaugh, East Orosi, London, Richgrove, and Sultana Communities; and

WHEREAS, through a good faith and substantial analysis of environmental impacts from this Project in the Addendum EIR, staff found, and the Planning Commission agrees that a summary of impacts and potential mitigation measures is included in Table ES-4 of the RDEIR and contains: (1) environmental impacts; (2) mitigation measures; (3) significance before mitigation; and (4) significance after mitigation, and required additional mitigating policies and implementation measures are recommended for the following: (1) Land Use and Aesthetics; (2) Traffic and Circulation; (3) Energy and Global Climate Change; (4) Noise; (5) Geology, Soils, Seismicity, and Mineral Resources; (6) Hazardous Materials and Public Safety; (7) Public Services, Recreation Resource and Utilities; (8) Agricultural Resources; (9) Biological Resources; and (10) Cultural Resources; and; therefore, the Addendum EIR and MMRP were the appropriate level of environmental review under CEQA for this Project;

WHEREAS, the proposed Community Plans 2017 Update is consistent with the Tulare County General Plan and includes the following primary goals and objectives:

1. Land Use and Environmental Planning - Promote Economic Development within planning areas in order to implement the following General Plan goals:
 - a. Ensure that the text and mapping of the Community Plan Designations and Zoning Reclassifications address various development matters such as encouraging Agricultural Adaptive Reuse activities, recognizing Non-Conforming Use activities, and facilitating Ministerial Permit approvals through an amendment of the Land Use Element to incorporate use designations contained in the proposed Community Plans;
 - b. Encourage infill development within Urban Development Boundaries, thereby discouraging leapfrog development within Tulare County;
 - c. Reduce development pressure on agriculturally-designated lands within the Valley Floor, thereby encouraging agricultural production to flourish;
 - d. Reduce vehicle miles travelled throughout the County, thereby reducing greenhouse gas emissions and positively affecting air quality;
 - e. Amend the Transportation and Circulation Element and incorporate circulation plan designations in the Community Plans. This will improve the community's circulation, transit and pedestrian transportation system by enabling the construction of key projects including Safe Routes to Schools, Complete Streets, and Bike Lanes/Pedestrian Paths; and
 - f. Promote Economic Development by reducing entitlement requirements and providing flexible land uses in a mixed use overlay zone, which will enable the County to adapt to current market conditions.

2. Improvements for a "disadvantaged community" - The Community planning areas will be improved because of the following:
 - a. Faster project processing resulting in increased employment opportunities by the private sector, as proposed projects can be reviewed and approved expeditiously;
 - b. Increased housing grant awards that are consistent with the policies of the recently adopted General Plan Update and Housing Element; and
 - c. Enhanced infrastructure grant awards providing access to funding to upgrade road, water, wastewater, and storm water facilities.

3. Strengthening Relationship with TCAG - An important benefit of this expedited community plan process is the opportunity for RMA to strengthen the County's relationship with the Tulare County Association of Governments (TCAG), as this Community Plan will help to facilitate the funding and implementation of several key transportation programs such as Safe Routes to Schools, Complete Streets, and Bike/Pedestrian Projects. By pursuing these transportation programs through a collaborative process, there is greater probability of getting projects in the ground faster, thereby making the community safer and healthier by providing a more efficient transportation network.

WHEREAS, on October 26, 2017 a Notice of Public Hearing by the Tulare County Planning Commission was duly published in the Visalia Times-Delta, a newspaper of general circulation in Tulare County, to consider the Community Plans 2017 Update, and

WHEREAS, a Public Hearing was held and an opportunity for public testimony was provided at a regular meeting of the Planning Commission on November 8, 2017 and

WHEREAS, at the Tulare County Planning Commission meeting, a public hearing was held and public testimony was presented by a representative from Leadership Council, who supported the project was received and recorded at a regular meeting of the Planning Commission on November 8, 2017, and

WHEREAS, the Planning Commission is the advisory body to the Board of Supervisors with respect to the Addendum EIR, MMRP and the Community Plans 2017 Update; and

NOW, THEREFORE, BE IT RESOLVED as follows:

1. This Planning Commission hereby recommends adoption based on the substantial evidence in the record that the analysis presented in the Addendum EIR and Mitigation Monitoring Reporting Program (MMRP) for the Community Plans 2017 Update General Plan Amendment 17-035; inclusive of Alpaugh General Plan Amendment No. GPA 17-004; Change of Zone No. PZC 17-004 (Zoning District Map); East Orosi General Plan Amendment No. GPA 17-034; Change of Zone No. PZC 17-005 (Zoning District Map); London General Plan Amendment No. GPA 17-008; Change of Zone No. PZC 17-008 (Zoning District Map); Richgrove General Plan Amendment No. GPA 17-011; Change of Zone No. PZC 17-011 (Zoning District Map); Sultana General Plan Amendment No. GPA 17-012; Change of Zone No. PZC 17-012 (Zoning District Map; Change of Zone No. PZC 17-042 (Mixed-Use Combining Zone--Section 18.9); Change of Zone No. PZC 17-041 (By-Right Uses--Section 16); and Amendments to General Plan Elements Part I Planning Framework, Environmental Resources Management (Open Space), Transportation & Circulation, and Part III (Community Plans) has been completed in compliance with the California Environmental Quality Act and the State Guidelines for the Implementation of the California Environmental Quality Act of 1970; and,
2. The Commission further finds that The County prepared a Final EIR for the 2010 draft Tulare County General Plan 2030 Update (SCH #2006041162) and released the Final EIR for public review on or about August 30, 2011. The FEIR for the General Plan 2030 Update was prepared in compliance with the CEQA (Public Resources Code Section 21000 et seq. and the CEQA Guidelines (California Code of Regulations, Title 14). The Final EIR was distributed on CD to the State Clearinghouse, and all agencies who commented on the RDEIR. Individual notices of the FEIR availability were sent to agencies, organizations, and individuals who commented on the RDEIR. The Final EIR was available in all Tulare County Libraries, at the Tulare County Resource Management Agency and the following website, <http://generalplan.co.tulare.ca.us>; and,
3. The findings made in regards to this Addendum EIR and Mitigation Monitoring and Reporting Program for the Project are recommended by the Planning Commission as the Lead Agency; and,

4. Consistent with Public Resource Code Section 21081 and Guidelines Sections 15091 through 15093 (including Public Resources Code section 21061.1 and Guidelines Section 15364 relating to the definition of "feasibility"), the Commission hereby makes various findings relating to the less than significant effects identified in the Project Addendum. Based on substantial evidence in the IS/MND and Pursuant to the discussion in each section of the Addendum EIR, and the Public Record of Proceedings, the Commission finds and declares that mitigation measures are required and that the Project will not cause a significant impact to the environment with adoption of these mitigation measures.

AND, BE IT FURTHER RESOLVED as follows:

A. The Planning Commission finds that Tulare County is required to undertake Mitigation Measures set forth in attached Exhibit "B" that are restrictive and applied only to the Community Plans 2017 Update. Therefore, the public will benefit from the Community Plans as it will implement the General Plan and advance socially desirable community improvements that are environmentally and economically sound.

B. This Planning Commission hereby recommends that the Tulare County Board of Supervisors adopt the Addendum EIR and Mitigation Monitoring Reporting Program (SCH #2006041162).

The foregoing was adopted upon motion of Commissioner Dias, seconded by Commissioner Whitlatch, at a regular meeting of the Planning Commission on November 8, 2017, by the following roll call vote:

AYES: Dias, Aguilar, Whitlatch, Millies, Gong, Pitigliano, Elliot
NOES: None
ABSTAIN: None
ABSENT: None

TULARE COUNTY PLANNING COMMISSION


Michael Washam, Secretary

Exhibits:

A – Addendum EIR

B – Mitigation Monitoring and Reporting Plan (MMRP)

BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF AMENDMENTS TO THE PART I)
PLANNING FRAMEWORK ELEMENT, ENVIRONMENTAL)
RESOURCES MANAGEMENT ELEMENT, LAND USE)
ELEMENT, TRANSPORTATION & CIRCULATION)
ELEMENT, PART III COMMUNITY PLANS, OF THE) RESOLUTION NO.9372
TULARE COUNTY GENERAL PLAN FOR THE)
COMMUNITY PLANS 2017 UPDATE GPA 17-035)
INCLUSIVE OF GPA's GPA 17-004, GPA 17-034,)
GPA 17-008, GPA 17-011, GPA 17-012,)

Resolution of the Tulare County Planning Commission recommending the adoption of the proposed amendments to Part I Framework Element; Land Use Elements, , Environmental Resources Management (Open Space) Transportation & Circulation and Part III Community Plan of the Tulare County General Plan as set forth in Exhibits "A to E" for the Community Plans 2017 Update General Plan Amendment No. GPA 17-035; inclusive of Alpaugh General Plan Amendment No. GPA 17-004, East Orosi General Plan Amendment No. GPA 17-034, London General Plan Amendment No. GPA 17-008, Richgrove General Plan Amendment No. GPA 17-012, Sultana General Plan Amendment No. GPA 17-012 by the Board of Supervisors.

WHEREAS, the Tulare County Board of Supervisors, on April 4, 2017, approved General Plan Initiation (GPI 17-001) which initiated the action to amend the Tulare County General Plan pursuant to Title 7, Chapter 3, Articles 5 and 6 of the Government Code of the State of California, and

WHEREAS, the Planning Commission has given notice of the proposed amendment to the General Plan as provided in Section 65854 of the Government Code of the State of California, and

WHEREAS, staff has made such investigation of fact bearing upon the proposed amendments to assure the action is consistent with the procedures and purposes set forth in the California Government Code, the State General Plan Guidelines, and other elements of the Tulare County General Plan, and

WHEREAS, staff has conducted multiple public outreach meetings in the communities as part of the Community Plans 2017 Update to receive public participation in shaping the Update, and

WHEREAS, on October 26, 2017 a notice of Public Hearing by the Tulare County Planning Commission was duly published in the Visalia Times-Delta, a newspaper of general circulation in Tulare County, to consider the Community Plans 2017 Update, and

WHEREAS, a Public Hearing was held and an opportunity for public testimony was provided at a regular meeting of the Planning Commission on November 8, 2017 and

WHEREAS, at the Tulare County Planning Commission meeting, a public hearing was held and public testimony was presented by a representative from Leadership Council, who supported the project was received and recorded at a regular meeting of the Planning Commission on November 8, 2017.

NOW, THEREFORE, BE IT RESOLVED as follows:

A. This Planning Commission hereby certifies that it has reviewed and considered the information contained in the Addendum EIR and Mitigation Monitoring and Reporting Program (MMRP) for compliance with the California Environmental Quality Act (CEQA), and the State Guidelines for the implementation of CEQA, prior to taking action on the proposed amendments to the Part I Planning Framework, Land Use, Environmental Resources Management (Open Space), Transportation & Circulation and Part III Community Plans of the Tulare County General Plan for the Community Plans 2017 Update.

B. This Planning Commission, after considering all of the evidence presented, including all comments received during the public review process, hereby determines the following findings to be relevant in evaluating the proposed General Plan Amendment:

1. The amendment of the Land Use Element to incorporate the land use designations contained in the Community Plans 2017 Update is consistent with the Land Use Element of the Tulare County General Plan;
2. The amendment of the Transportation & Circulation Element to incorporate circulation plan designations contained in the Community Plans 2017 Update is consistent with the Transportation & Circulation Element of the Tulare County General Plan;
3. The Amendment of the Planning Framework Element to adopt Urban Development Boundaries as set forth in the Tulare County General Plan, Planning Framework Element, adopted by the Tulare County Board of Supervisors in August 2012;
4. The Amendment to the Environmental Resources Management Element to modify the urban expansion area in the open space element reflective of the adoption of urban development boundaries consistent with the Planning Framework Element of the Tulare County General Plan;

5. The Amendment to Part I Planning Framework, Land Use, Environmental Resources Management (Open Space), Transportation and Circulation is necessary to maintain consistency and uniformity regarding the application of policies and procedures relative to Communities, Hamlets, and Legacy Communities.
6. Amendments to the Zoning Ordinance to implement the Community Plans 2017 Update will reflect and remain consistent with the Land Use Plan for the community;
7. The proposed amendments are internally consistent with the Tulare County General Plan. Specifically, Part I Planning Framework, Land Use, Environmental Resources Management, Transportation & Circulation and Public Facilities & Services Elements, and Part III Community Plans of the Tulare County General Plan;
8. The Environmental Assessment Officer approved the Addendum EIR and Mitigation Monitoring and Reporting Program (MMRP) prepared for the project;
9. Based on substantial evidence, the analysis presented in the Addendum EIR and Mitigation Monitoring and Reporting Program (MMRP) for GPA 17-035 have been completed in compliance with the California Environmental Quality Act and the State Guidelines for the implementation of the California Environmental Quality Act of 1970.

AND, BE IT FURTHER RESOLVED as follows:


C. This Planning Commission hereby recommends that the Tulare County Board of Supervisors adopt the Addendum EIR and Mitigation Monitoring Reporting Program (SCH #2006041162).

D. This Planning Commission hereby recommends that the Tulare County Board of Supervisors adopt General Plan Amendment No. GPA 17-035 the Community Plans 2017 Update set forth in attached Exhibits "A-K" which is incorporated by reference herein.

The foregoing was adopted upon motion of Commissioner Aguilar, seconded by Commissioner Pitigliano, at a regular meeting of the Planning Commission on November 8, 2017, by the following roll call vote:

AYES: Dias, Aguilar, Whitlatch, Millies, Gong, Pitigliano, Elliot
NOES: None
ABSTAIN: None
ABSENT: None

TULARE COUNTY PLANNING COMMISSION



Michael Washam, Secretary

Exhibits:

- Exhibit "A" – 2017 Alpaugh Community Plan (Part III)
- Exhibit "B" – 2017 East Orosi Community Plan (Part III)
- Exhibit "C" – 2017 London Community Plan (Part III)
- Exhibit "D" – 2017 Richgrove Community Plan (Part III)
- Exhibit "E" – 2017 Sultana Community Plan (Part III)

BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF AN AMENDMENT TO)
SECTION 18.9 "MU" MIXED USE COMBINING)
ZONE OF ORDINANCE NO. 352 CONSISTENT) RESOLUTION NO. 9373
WITH THE ADOPTED COMMUNITY PLANS 2017)
UPDATE, AS PROPOSED IN CHANGE OF ZONE)
NO. PZC 17-041)

Resolution of the Tulare County Planning Commission recommending that the Board of Supervisors amend Section 18.9 "MU" Combining Zone of Ordinance No. 352, the Zoning Ordinance set forth in attached Exhibit "A," to include the Communities of Alpaugh, East Oroshi, London, Richgrove, and Sultana , consistent with the adopted Community Plans 2017 Update.

WHEREAS, a petition has been filed pursuant to the regulations contained in Section 17 of the Tulare County Zoning Ordinance No. 352, and

WHEREAS, the Planning Commission has given notice of the Ordinance amendment as provided in Section 18 of Ordinance No. 352 and Section 65854 of the Government Code of the State of California, and

WHEREAS, staff has performed necessary investigations, prepared a written report made a part hereof, and recommended approval of this Ordinance amendment, and

WHEREAS, on October 26, 2017, a Notice of Public Hearing by the Tulare County Planning Commission was duly published in the Visalia Times-Delta, a newspaper of general circulation in Tulare County, and

WHEREAS, a public hearing was held and an opportunity for public testimony was provided at a regular meeting of the Planning Commission on November 8, 2017, and

WHEREAS, at Tulare County Planning Commission meeting, public testimony was received and recorded, and

NOW, THEREFORE, BE IT RESOLVED as follows:

A. This Planning Commission hereby certifies that prior to taking action on the proposed amendment to Ordinance No. 352, it has reviewed and considered the information contained in the Addendum EIR and Mitigation Monitoring and Reporting Program (MMRP) for compliance with the California Environmental Quality Act (CEQA), and the State Guidelines for the implementation of CEQA that were prepared for the Community Plans 2017 Update and is applicable for the proposed amendment to Section 18.9 "MU" Mixed Use Combining Zone of Ordinance No. 352.

applicable for the proposed amendment to Section 18.9 “MU” Mixed Use Combining Zone of Ordinance No. 352.

B. This Planning Commission, after considering all of the evidence presented, including all comments received during the public review process, hereby determines the following findings were relevant in evaluating the proposed Change of Zone:

1. The Tulare County Board of Supervisors, on April 4, 2017, approved General Plan Initiation (GPI 17-001) to prepare a General Plan Amendment for Unincorporated Community Plans, Hamlet Plans and Legacy Plans pursuant to Title 7, Chapter 3, Articles 5 and 6 of the Government Code of the State of California;
2. The purpose of this proposal is to obtain the appropriate zoning consistent with the adopted Community Plans 2017 Update and to promote sustainability through mixed land uses while promoting economic development and prosperity in the Communities of Alpaugh, East Orosi, London, Richgrove, and Sultana ;
3. The purpose of this Mixed Use Combining Zoning District is to provide design flexibility, streamline the approval process, promote economic development, and reduce vehicle miles traveled by locating residential uses within proximity of employment areas;
4. This Mixed Use Combining Zone update currently only applies to the communities of Traver, Strathmore, Pixley, Tipton, Terra Bella, Ducor, Earlimart, El Monte Mobile Village, Hypericum, Jovista, Matheny Tract and Tooleville, the Communities of Alpaugh, East Orosi, London, Richgrove, and Sultana will be added;
5. Within the Mixed Use Combining Zone, all uses outlined in the M-1 (Light Manufacturing), C-3 (Service Commercial), C-2 (General Commercial), C-1 (Neighborhood Commercial), R-1 (Single Family Residential), R-2 (Two-Family Residential), and R-3 (Multiple Family Residential) uses are allowed. Uses and activities that are found by the Planning Director to be similar to, and compatible with, those specific zoning districts are also allowed. Uses and activities determined to be compatible by the Planning Commission and the Board of Supervisors with the above mentioned zoning districts are also allowed;
6. All conditional uses allowed in the M-1, C-3, C-2, C-1, R-1, R-2, and R-3 zoning districts shall also be allowed by right with the exception of the following uses and combination of uses: Auto Wrecking and Residential, Battery Manufacture and Residential or Commercial, Biomass Fuel Production and Residential, Flammable Liquids over 10,000 gallons, Hazardous Waste Facility, Planing Mills and

Residential or Commercial, Sand blasting, Slaughterhouse and Residential, Solid Waste Recycling and Residential, Super service stations and Residential, Airport, and Heliport;

7. All uses shall be non-detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the community, or to the general welfare of the County. All uses shall limit impacts related to smoke, fumes, dust, gas, noise, odor, vibrations and other hazards. All allowed uses are subject to the determination of appropriateness by the Director of Planning; and
8. The Planning Director has the option of deferring any land use application allowed in this district to the Planning Commission for review and decision.

C. This Planning Commission, after considering all of the evidence presented, hereby finds the proposed Ordinance amendment to be consistent with the purpose of Ordinance No. 352 and further finds the petition is in conformance with the adopted General Plan for the County of Tulare.

AND, BE IT FURTHER RESOLVED as follows:

D. This Planning Commission hereby recommends that the Board of Supervisors find there is no substantial evidence that the amendment to Section 18.9 "MU" Mixed Use Combining Zone of Ordinance No. 352 will have a significant effect on the environment. And that the Addendum EIR and Mitigation Monitoring and Reporting Program (MMRP) that were prepared for the Community Plans 2017 Update is applicable for the proposed amendment to Ordinance 352 and reflects the independent judgment of the County.

E. This Planning Commission hereby recommends that the Tulare County Board of Supervisors adopt the Addendum EIR and Mitigation Monitoring Reporting Program (SCH # State Clearinghouse No. 2006041162).

F. This Planning Commission hereby recommends that the Tulare County Board of Supervisors approve Change of Zone No. PZ 17-032, an amendment to Ordinance 352, Section 18.9 "MU" Mixed Use Combining Zone to include the Communities of Alpaugh, East Orosi, London, Richgrove, and Sultana, consistent with the adopted Community Plans 2017 Update.

The foregoing was adopted upon motion of Commissioner Pitigliano, seconded by Commissioner Whitlatch, at a regular meeting of the Planning Commission on November 8, 2017, by the following roll call vote:

AYES: Dias, Aguilar, Whitlatch, Millies, Gong, Pitigliano, Elliot
NOES: None
ABSTAIN: None
ABSENT: None

TULARE COUNTY PLANNING COMMISSION


Michael Washam, Secretary

Exhibits:

A – Section 18.9 Mixed-Use Combining Zone

BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF AN AMENDMENT)	
TO SECTION 16.H OF ORDINANCE NO. 352)	
TO ALLOW ADDITIONAL BY-RIGHT USES)	RESOLUTION NO. 9374
CONSISTENT WITH THE ADOPTED)	
COMMUNITY PLANS, AS PROPOSED IN)	
CHANGE OF ZONE NO. PZC 17-042)	

Resolution of the Tulare County Planning Commission recommending that the Board of Supervisors amend Section 16.H of Ordinance No. 352, the Zoning Ordinance, to allow additional by-right uses set forth in attached Exhibit "A," to include the Communities of Alpaugh, East Orosi, London, Richgrove, and Sultana, consistent with the adopted Hamlet Plans 2017 Update.

WHEREAS, a petition has been filed pursuant to the regulations contained in Section 17 of the Ordinance No. 352, and

WHEREAS, the Planning Commission has given notice of the Zoning Ordinance Amendment as provided in Section 18 of Ordinance No. 352 and Section 65854 and of the Government Code of the State of California, and

WHEREAS, staff has performed necessary investigations, prepared a written report, made a part hereof, and recommended approval of the Ordinance amendment, and

WHEREAS, on October 26, 2017, a Notice of Public Hearing by the Tulare County Planning Commission was duly published in the Visalia Times Delta, a newspaper of general circulation in Tulare County, and

WHEREAS, a public hearing was held and an opportunity for public testimony was provided at a regular meeting of the Planning Commission on November 8, 2017, and

WHEREAS, at the Tulare County Planning Commission meeting, a public hearing was held and public testimony was presented by a representative from Leadership Council, who supported the project was received and recorded at a regular meeting of the Planning Commission on November 8, 2017, and

NOW, THEREFORE, BE IT RESOLVED as follows:

A. This Planning Commission hereby certifies that prior to taking action on the proposed amendment to Section 16.H of Ordinance No. 352, it has reviewed and considered the information contained in the Addendum EIR and Mitigation Monitoring and Reporting Program (MMRP) for compliance with the California Environmental Quality Act (CEQA), and the State Guidelines for the implementation of CEQA that were prepared for the Hamlet Plans 2017 Update and is applicable for the proposed Change of Zone.

B. This Planning Commission, after considering all of the evidence presented, including all comments received during the public review process, hereby determines the following findings were relevant in evaluating the proposed Change of Zone:

1. The Tulare County Board of Supervisors, on April 4, 2017, approved General Plan Initiation (GPI 17-001) to prepare a General Plan Amendment for Unincorporated Community Plans, Hamlet Plans and Hamlet Plans pursuant to Title 7, Chapter 3, Articles 5 and 6 of the Government Code of the State of California;
2. The purpose of this proposal is to obtain the appropriate zoning consistent with the adopted Community Plans 2017 Update and to promote sustainability through the allowance of Additional By-Right Uses while promoting economic development and prosperity in the Communities of Alpaugh, East Orosi, London, Richgrove, and Sultana;
3. The purpose of adding Additional By-Right Uses is to provide design flexibility, streamline the approval process, promote economic development, and reduce vehicles miles traveled by locating residential uses within proximity of employment areas; and
4. The allowance of Additional By-Right Uses currently only applies to the communities of Traver, Strathmore, Pixley, Tipton, Terra Bella, Earlimart, Ducor Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, and Yettem Hypericum, Jovista, Matheny Tract and Tooleville. The Communities of Alpaugh, East Orosi, London, Richgrove, and Sultana will be added.

C. This Planning Commission, after considering all of the evidence presented, hereby finds the proposed Ordinance amendment to be consistent with the purpose of Ordinance No. 352 and further finds the petition is in conformance with the adopted General Plan for the County of Tulare.

AND, BE IT FURTHER RESOLVED as follows:

D. This Planning Commission hereby recommends that the Board of Supervisors find there is no substantial evidence that the amendment to Section 16.H of Ordinance No. 352 to allow Additional By-Right Uses will have a significant effect on the environment. And that the Addendum EIR and Mitigation Monitoring and Reporting Program (MMRP) that were prepared for the Hamlet Plans 2017 Update are applicable for the proposed amendment to Ordinance 352 and reflects the independent judgment of the County.

E. This Planning Commission hereby recommends that the Tulare County Board of Supervisors adopt the Addendum EIR and Mitigation Monitoring Reporting Program (SCH # State Clearinghouse No. 2006041162).

F. This Planning Commission hereby recommends that the Tulare County Board of Supervisors approve Change of Zone No. PZC 17-032 an amendment to Ordinance No. 352, Section 16.H to allow Additional By-Right Uses to include the Communities of Alpaugh, East Orosi, London, Richgrove, and Sultana , consistent with the adopted Hamlet Plans 2017 Update, consistent with the Hamlet Communities 2017.

The foregoing was adopted upon motion of Commissioner Aguilar, seconded by Commissioner Dias, at a regular meeting of the Planning Commission on November 8, 2017, by the following roll call vote:

AYES: Dias, Aguilar, Whitlatch, Millies, Gong, Pitigliano, Elliot
NOES: None
ABSTAIN: None
ABSENT: None

TULARE COUNTY PLANNING COMMISSION



Michael Washam, Secretary

Exhibits:

A – Section 16.H Additional By-Right Uses

BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF AN AMENDMENT TO)
 ORDINANCE NO. 352, ZONING ORDINANCE)
 DISTRICT MAPS TO REZONE PROPERTIES)
 IN THE URBAN DEVELOPMENT BOUNDARIES)
 OF ALPAUGH, EAST OROSI, LONDON,)
 RICHGROVE, AND SULTANA) RESOLUTION NO. 9375
 CONSISTENT WITH THE ADOPTED)
 COMMUNITY PLANS 2017 UPDATE (GPA 17-035),)
 AS PROPOSED IN CHANGE OF ZONE NO. PZC's)
 PZC 17-004, PZC 17-005, PZC 17-008, PZC 17-011,)
 AND PZC 17-012,)

Resolution of the Tulare County Planning Commission recommending that the Board of Supervisors amend Ordinance No. 352, the Zoning Ordinance as set forth in attached Exhibit "B" Alpaugh Rezoning Plan (PZC 17-004), to include the Community of Alpaugh, consistent with the adopted Alpaugh Community Plan 2017 Update, Exhibit "E" East Orosi Rezoning Plan (PCZ 17-004), to include the Community of East Orosi, consistent with the adopted East Orosi Community Plan 2017 Update, Exhibit "H" London Rezoning Plan (PCZ 17-016), to include the Community of London, consistent with the adopted London Community Plan 2017 Update, Exhibit "K" Richgrove Rezoning Plan (PCZ 17-017), to include the Community of Richgrove, consistent with the adopted Richgrove Community Plan 2017 Update, Exhibit "N" Sultana Rezoning Plan (PCZ 17-018), to include the Community of Sultana, consistent with the adopted Sultana Community Plan 2017 Update, and

WHEREAS, a petition has been filed pursuant to the regulations contained in Section 17 of the Tulare County Zoning Ordinance No. 352, and

WHEREAS, the Planning Commission has given notice of the Ordinance amendment as provided in Section 18 of Ordinance No. 352 and Section 65854 of the Government Code of the State of California, and

WHEREAS, staff has performed necessary investigations, prepared a written report made a part hereof, and recommended approval of this Ordinance amendment, and

WHEREAS, on October 26, 2017, a Notice of Public Hearing by the Tulare County Planning Commission was duly published in the Visalia Times-Delta, a newspaper of general circulation in Tulare County, and

WHEREAS, a public hearing was held and an opportunity for public testimony was provided at a regular meeting of the Planning Commission on November 8, 2017, and

WHEREAS, at the Tulare County Planning Commission meeting, a public hearing was held and public testimony was presented by a representative from Leadership Council, who supported the project was received and recorded at a regular meeting of the Planning Commission on November 8, 2017, and

NOW, THEREFORE, BE IT RESOLVED as follows:

A. This Planning Commission hereby certifies that prior to taking action on the proposed Change of Zone, it reviewed and considered the information contained in the Addendum EIR and Mitigation Monitoring and Reporting Program (MMRP) for compliance with the with the California Environmental Quality Act (CEQA), and the State Guidelines for the implementation of CEQA that were prepared for the Community Plans 2017 Update and is applicable for the proposed amendment to Ordinance No. 352.

B. This Planning Commission, after considering all of the evidence presented, including all comments received during the public review process, hereby determines the following findings were relevant in evaluating the proposed Change of Zone:

1. The Tulare County Board of Supervisors, on April 4, 2017, approved General Plan Initiation (GPI 17-001) to prepare a General Plan Amendment for Unincorporated Community Plans, Hamlet Plans and Legacy Plans pursuant to Title 7, Chapter 3, Articles 5 and 6 of the Government Code of the State of California;
2. The purpose of this proposal is to obtain the appropriate zoning consistent with the adopted Community Plans 2017 Update (GPA 17-035) and to promote sustainability through mixed land uses while promoting economic development and prosperity in the Alpaugh, East Orosi, London, Richgrove, and Sultana Communities;
3. The proposed changes in zone district designations identified in the Alpaugh, East Orosi, London, Richgrove, and Sultana Rezoning Plans are consistent with Tulare County General Plan policy.

C. This Planning Commission, after considering all of the evidence presented, hereby finds the proposed Ordinance amendment to be consistent with the purpose of Ordinance No. 352 and further finds the petition is in conformance with the adopted General Plan for the County of Tulare.

AND, BE IT FURTHER RESOLVED as follows:

D. This Planning Commission hereby recommends that the Board of Supervisors find there is no substantial evidence that the Alpaugh, East Oroshi, London, Richgrove, and Sultana Rezoning Plans will have a significant effect on the environment. And that the Addendum EIR and Mitigation Monitoring and Reporting Program (MMRP) that were prepared for the Alpaugh, East Oroshi, London, Richgrove, and Sultana Community Plans 2017 Update are applicable for the proposed amendment to Ordinance No. 352 and reflects the independent judgment of the County.

E. This Planning Commission hereby recommends that the Tulare County Board of Supervisors adopt the Addendum EIR and Mitigation Monitoring Reporting Program (SCH # No. 2006041162).

F. This Planning Commission hereby recommends that the Tulare County Board of Supervisors approve the Alpaugh Change of Zone No. PZC 17-004, East Oroshi Change of Zone No. PZC 17-005, London Change of Zone No. PZC 17-008, Richgrove Change of Zone No. PZC 17-011, Sultana Change of Zone No. PZC 17-012, an amendment to Ordinance No. 352, the Zoning Ordinance set forth in attached Exhibits "B" "E" "H" "K" "N" Rezoning Plans consistent with the adopted Alpaugh, East Oroshi, London, Richgrove, and Sultana Community Plans 2017 Update (GPA 17-035).

The foregoing was adopted upon motion of Commissioner Gong, seconded by Commissioner Pitigliano, at a regular meeting of the Planning Commission on November 8, 2017, by the following roll call vote:

AYES: Dias, Aguilar, Whitlatch, Millies, Gong, Pitigliano, Elliot
NOES: None
ABSTAIN: None
ABSENT: None

TULARE COUNTY PLANNING COMMISSION



Michael Washam, Secretary

Exhibits:

Attachment 1

Alpaugh Change of Zone No. PZC 17-004

Exhibit "A" – Zoning District Ordinance Map

Exhibit "B" – Zoning Map

Exhibit "C" – List of Affected Properties/Map

East Orosi Change of Zone No. PZC 17-005

Exhibit "D" – Zoning District Ordinance Map

Exhibit "E" – Zoning Map

Exhibit "F" – List of Affected Properties/Map

London Change of Zone No. PZC 17-008

Exhibit "G" – Zoning District Ordinance Map

Exhibit "H" – Zoning Map

Exhibit "I" – List of Affected Properties/Map

Richgrove Change of Zone No. PZC 17-011

Exhibit "J" – Zoning District Ordinance Map

Exhibit "K" – Zoning Map

Exhibit "L" – List of Affected Properties/Map

Sultana Change of Zone No. PZC 17-012

Exhibit "M" – Zoning District Ordinance Map

Exhibit "N" – Zoning Map

Exhibit "O" – List of Affected Properties/Map

Attachment 2

Community Plan Rezoning Full Ordinance

Exhibit A - Community Plan Rezoning Full Ordinance

BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF SUSTAINABLE)
COMMUNITY PLANS) RESOLUTION NO. 9376

Resolution of the Planning Commission of the County of Tulare recommending the Board of Supervisors adopt and accept the Sustainable Community Plans. A major component of the Community planning process included a thorough examination and cataloguing of existing land uses which suggested a strong need for infrastructure improvements, land use changes and zoning changes, where feasible, in order to fulfill the goals of the General Plan and Senate Bill 244. The Unincorporated Community Infrastructure Maps provided the measurement tools needed to identify infrastructure solutions, appropriate improvement projects, and planning policy analysis. The resulting objective of the proposed Community Plans is aimed at reducing greenhouse gas emissions, promoting equity, providing economic stability; and thus, enhancing sustainability, as well as protecting the environment, and promoting healthy and safe communities. The Plans necessitated and ensured methods of public participation with a wide variety of stakeholders.

WHEREAS, The Budget Act of 2010/11 authorized the Department of Conservation (Department) to implement and administer \$63.15M in project funds (Proposition 84, the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006) to provide Planning Grants and Incentives awarded by the Strategic Growth Council (Council). The primary goal of this grant program is to develop and implement plans consistent with Chapter 13, Division 43, Public Resources Code, Sections 75127 and 75128; and

WHEREAS, The County received a grant from the Strategic Growth Council in 2014, Grant No. 2014-631, to study the feasibility of integrating infrastructure and land use, with the needs of rural unincorporated communities based on the Communities within Tulare County that received a top 10% ranking utilizing the *CalEnviroScreen* methodology and in fulfillment of the General Plan's Housing Element and SB 244 Plan (2014); and

WHEREAS, "*The work upon which this publication is based was funded in whole or in part through a grant awarded by the Council.*" Preparation and processing of the Sustainable Community Plans took an estimated 36 months; and

WHEREAS, The County prepared a Final EIR for the 2010 draft Tulare County General Plan 2030 Update (SCH #2006041162) and released the Final EIR for public review on or about August 30, 2011. The FEIR for the General Plan 2030 Update was prepared in compliance with the CEQA (Public Resources Code Section 21000 et seq. and the CEQA Guidelines (California Code of Regulations, Title 14). The Final EIR was distributed on CD to the State Clearinghouse, and all agencies who commented on the RDEIR. Individual notices of the FEIR availability were sent to agencies, organizations, and individuals who commented on the RDEIR. The Final EIR was available in all Tulare County Libraries, at the Tulare County

Resource Management Agency and the following website, <http://generalplan.co.tulare.ca.us>; and

WHEREAS, the Sustainable Community Plans included all tasks and deliverables specified in the work plan including project development and meetings, data gathering, public workshops, plan development, public hearings, and grant reporting and administration; and

WHEREAS, the Sustainable Community Plans include strategies that reduce energy consumption, conserve water, improve air and water quality, and provide other community benefits; and

WHEREAS, staff has performed necessary investigations, prepared a written report, and recommended modifications and approval of these proposed Plans; and

WHEREAS, staff has produced the Final Report document attached as "Exhibit A" pending further review by the Planning Commission and the public, and will make all necessary administrative changes subject to this review and prior to the final submittal to the Board of Supervisors; and

WHEREAS, on October 26, 2017, a Notice of Public Hearing by the Tulare County Planning Commission was duly published in the Visalia Times-Delta, a newspaper of general circulation in Tulare County, and

WHEREAS, a public hearing was held and an opportunity for public testimony was provided at a regular meeting of the Planning Commission on November 8, 2017, and

WHEREAS, at the Tulare County Planning Commission meeting, a public hearing was held and public testimony was presented by a representative from Leadership Council, who supported the project was received and recorded at a regular meeting of the Planning Commission on November 8, 2017; and

NOW, THEREFORE, BE IT RESOLVED as follows:

1. Recommend that the Board of Supervisors find that the said Sustainable Community Plans meet the Goals and Objectives of the Council in fulfillment of the Grant requirements as specified in the work plan.

The foregoing resolution was adopted upon motion of Commissioner Gong, seconded by Commissioner Aguilar, at a regular meeting of the Planning Commission on the 8th day of November, 2017, by the following roll call vote:

AYES: Dias, Aguilar, Whitlatch, Millies, Gong, Pitigliano, Elliot
NOES: None
ABSTAIN: None
ABSENT: None

TULARE COUNTY PLANNING COMMISSION



Michael Washam, Secretary

Exhibits:

A- Strategic Growth Council Final Report

Appendix B – Board of Supervisors

Resolution No. 2017-0976

BEFORE THE BOARD OF SUPERVISORS COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF HAMLET AND COMMUNITY PLANS 2017 UPDATE (GENERAL PLAN AMENDMENT 17-035) AND AMENDMENTS TO THE TULARE ZONING ORDINANCE NO. 352)))))	Resolution No. <u>2017-0976</u> Ordinance No. <u>3515, 3516, 3517,</u> <u>3518, 3519, and 3520</u>
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UPON MOTION OF SUPERVISOR WORTHLEY, SECONDED BY SUPERVISOR ENNIS, THE FOLLOWING WAS ADOPTED BY THE BOARD OF SUPERVISORS, AT AN OFFICIAL MEETING HELD DECEMBER 5, 2017, BY THE FOLLOWING VOTE:

AYES: SUPERVISORS CROCKER, VANDER POEL, SHUKLIAN, WORTHLEY,
 AND ENNIS
 NOES: NONE
 ABSTAIN: NONE
 ABSENT: NONE



ATTEST: MICHAEL C. SPATA
 COUNTY ADMINISTRATIVE OFFICER/
 CLERK, BOARD OF SUPERVISORS

BY: *Debra Ravello*
 Deputy Clerk

* * * * *

That the Board of Supervisors:

1. Held Public Hearing at 9:30 A.M. or shortly thereafter; and
2. Certified that the Board of Supervisors has reviewed and considered the information contained in the Addendum to the (2012) Tulare County 2030 General Plan Final Environmental Impact Report for the Hamlet and Community Plans 2017 Update is applicable to the General Plan Amendment and associated Zoning Ordinance Amendments for the Hamlet and Community Plans 2017 Update as being in compliance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, including CEQA findings, and the Mitigation Monitoring Reporting Program for the Hamlet and Community Plans 2017 Update (GPA 17-035); and

3. Adopted one General Plan Amendment No. GPA 17-035, for the Hamlet and Community Plans 2017 Update inclusive of the Allensworth Hamlet Plan (GPA 17-014), Delft Colony Hamlet Plan (GPA 17-015), East Tulare Villa Hamlet Plan (GPA 17-016), Lindcove Hamlet Plan (GPA 17-017), Monson Hamlet Plan (GPA 17-018), Seville Hamlet Plan (GPA 17-019), Teviston Hamlet Plan (GPA 17-020), Tonyville Hamlet Plan (GPA 17-021), Waukena Hamlet Plan (GPA 17-022), West Goshen Hamlet Plan (GPA 17-023), Yettem Hamlet Plan (GPA 17-024), Alpaugh Community Plan (GPA 17-004), East Orosi Community Plan (GPA 17-034), London Community Plan (GPA 17-008), Richgrove Community Plan (GPA 17-011), Sultana Community Plan (GPA 17-012), and Amendments to Part III of the Tulare County General Plan to adopt Hamlet and Community Plans, and to Part I General Plan Amendment to the Planning Framework, Land Use, Environmental Resources Management (Open Space), Transportation and Circulation Elements, consistent with the Hamlet Plans 2017 Update; and
4. Waived the final reading and adopt Amendments to Section 18.9 and Section 16 of Tulare County Ordinance 352, the Zoning Ordinance, and Map Amendments to rezone properties consistent with the Hamlet and Community Plans as follows:
 - A. Zone Ordinance Amendment (PZC 17-038) to Section 18.9 to adopt a Mixed-Use Combining Zone within the Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, and Yettem Hamlet Development Boundaries.
 - B. Zone Ordinance Amendment (PZC 17-039) to Section 16 to allow additional by-right uses within the Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, and Yettem Hamlet Development Boundaries.
 - C. Zone Ordinance Amendments as set forth in the Zoning District Ordinance Maps for Allensworth (PZC 17-037), Delft Colony (PZC 17-015), East Tulare Villa (PZC 17-016) Lindcove (PZC 17-017), Monson (PZC 17-018), Seville (PZC 17-019), Teviston (PZC 17-020), Tonyville (PZC 17-021), Waukena (PZC 17-022), West Goshen (PZC 17-023), Yettem (PZC 17-024), consistent with the Hamlet Plans 2017 Update.
 - D. Zone Ordinance Amendment (PZC 17-041) to Section 18.9 to adopt a Mixed-Use Combining Zone within the Alpaugh, East Orosi, London, Richgrove, and Sultana Urban Development Boundaries.
 - E. Zone Ordinance Amendment (PZC 17-042) to Section 16 to allow additional by-right uses within the Alpaugh, East Orosi, London, Richgrove, and Sultana Urban Development Boundaries.
 - F. Zone Ordinance Amendments as set forth in the Zoning District Ordinance Maps for Alpaugh (PZC 17-004), East Orosi (No. PZC 17-005), London (PZC 17-008), Richgrove (PZC 17-011), Sultana (PZC 17-012), consistent with the Community Plans 2017 Update; and
5. Adopted the findings of approval set forth for Hamlets in Planning Commission Resolution No. 9366 (Addendum to EIR), Planning Commission Resolution No.

9367 (Hamlet Plans 2017 Update), Planning Commission Resolution No. 9368 (Section 18.9 Mixed Use), Planning Commission Resolution No. 9369 (Section 16 By-Right Uses), and Planning Commission Resolution No. 9370 (Zoning District Ordinance Maps), and Communities in Planning Commission Resolution No. 9371 (Addendum to EIR), Planning Commission Resolution No. 9372 (Community Plans 2017 Update), Planning Commission Resolution No. 9373 (Section 18.9 Mixed Use), Planning Commission Resolution No. 9374 (Section 16 By-Right Uses), and Planning Commission Resolution No. 9375 (Zoning District Ordinance Maps); and

6. Authorized the Chairman to sign any and all necessary zoning changes under Ordinance 352, and specifically changes to Sections 18.9 and Section 16 to add Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, Yettem, Alpaugh, East Orosi, London, Richgrove, and Sultana to include the Mixed Use Combining Zone and additional by-right uses; and
7. Directed the Clerk of the Board to publish once in the Visalia Times-Delta newspaper the summary of the ordinance amendments and amended zoning map with the names of the Board of Supervisors voting for and against the amendment and to post a certified copy of the full ordinance amending the Tulare County Zoning Ordinance with the names of the Board of Supervisors voting for and against the amendment, within fifteen (15) days as required by Section 25124 et. Seq; and
8. Directed the Environmental Assessment Officer, or designee, of the Tulare Resource Management Agency to file a Notice of Determination with the Tulare County Clerk; and
9. Authorized the Director of the Resource Management Agency, or designee, to make appropriate technical revisions to the General Plan Amendment, Hamlet and Community Plans, and associated project documents; and
10. Adopted the findings of approval set forth in Planning Commission Resolution 9376 and approved the Strategic Growth Council Final Report; and
11. Approved more detailed findings contained in Exhibit "A" incorporated by reference herein.

RMA

HAR
12/05/2017