

STRATHMORE
COMMUNITY PLAN
2015 UPDATE

Strathmore Community Plan 2015 Update

Adopted Tulare County Board of Supervisors
June 16, 2015 Resolution No. 2015-0419



County of Tulare
Resource Management Agency
5961 S Mooney Boulevard
Strathmore, CA 93277-9394
559-624-7000

Tulare County Board of Supervisors

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Hector Guerra, Chief Planner, Environmental Planning
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Tim Hood, Geographic Information Systems Analyst I
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BOARD OF SUPERVISORS RESOLUTION No. 2015-0419

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

IN THE MATTER OF AN AMENDMENT TO)
THE TULARE COUNTY GENERAL PLAN) Resolution No. 2015-0419
AND AMENDMENTS TO TULARE COUNTY) Ordinance No. 3470, 3471, 3472
ORDINANCE NO. 352)

UPON MOTION OF SUPERVISOR COX, SECONDED BY SUPERVISOR
ISHIDA, THE FOLLOWING WAS ADOPTED BY THE BOARD OF SUPERVISORS, AT
AN OFFICIAL MEETING HELD JUNE 16, 2015, BY THE FOLLOWING VOTE:

AYES: SUPERVISORS ISHIDA, VANDER POEL, COX, WORTHLEY AND ENNIS
NOES: NONE
ABSTAIN: NONE
ABSENT: NONE



ATTEST: JEAN M. ROUSSEAU
COUNTY ADMINISTRATIVE OFFICER/
CLERK, BOARD OF SUPERVISORS

BY: *Diana A. Barra*
Deputy Clerk

1. Held Public Hearing at 9:30 A.M. or shortly thereafter.
2. Certified the Environmental Impact Reports, as being in compliance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, including CEQA findings, and adopted the Mitigation Monitoring Reporting Program for the following projects:
 - A. Strathmore Community Plan Update – GPA 15-007
 - i. Strathmore Zone Code Redistricting/Mixed Use Overlay – PZ 15-004
 - ii. Strathmore By-Right Zoning – PZ 15-005
 - iii. Strathmore Complete Streets Program
 - B. Tipton Community Plan – GPA 15-006
 - i. Tipton Zone Code Redistricting/Mixed Use Overlay – PZ 15-006
 - ii. Tipton By-Right Zoning – PZ 15-007
 - iii. Tipton Complete Streets Program
 - C. Pixley Community Plan Update – GPA 14-002
 - i. Pixley Zone Code Redistricting/Mixed Use Overlay – PZ 15-010
 - ii. Pixley By-Right Zoning – PZ 15-011
 - D. Derrel's Mini-Storage – GPA 14-007
 - i. Change of Zone No. PZ 14-001

3. Adopted one General Plan Amendment, consisting of the following projects:
 - E. Strathmore Community Plan Update – GPA 15-007
 - F. Tipton Community Plan – GPA 15-006
 - G. Pixley Community Plan Update – GPA 14-002
 - H. Derrel's Mini-Storage – GPA 14-007
4. Adopted the findings of approval set forth in Planning Commission Resolution No(s). 9081, 9082, 9083 and 9084 (CEQA), No. 9085 (Derrel's Mini-Storage), No(s). 9086 and 9087 (Zoning Ordinance), No. 9088 (Community Plans) and No. 9089 (Complete Streets Program – Strathmore & Tipton).
5. Adopted the entirety of all the above findings and actions as one General Plan Amendment No. 2015-B; the second General Plan Amendment of 2015.
6. Waived the final reading and adopt an amendment to the Tulare County Zoning Ordinance 352 pertaining to the Mixed-Use Overlay Combining Zone, Zoning District Map Changes and an amendment to Zoning Ordinance Section 16 for the following projects:
 - E. Strathmore Community Plan Update – PZ 15-004, PZ15-005
 - F. Tipton Community Plan – PZ 15-006, PZ 15-007
 - G. Pixley Community Plan Update – PZ 15-010, PZ 15-011
 - H. Derrel's Mini-Storage – PZ14-001
7. 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 the communities of Strathmore, Tipton and Pixley to include Mixed Use Overlays and By Right Zoning
8. 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.
9. Directed the Environmental Assessment Officer, or designee, of the Tulare Resource Management Agency to file a Notices of Determination with the Tulare County Clerk.
10. Authorized the Director of the Resource Management Agency to make appropriate technical revisions to the General Plan Amendment, Community Plans, and associated documents.
11. Approved more detailed findings contained in Exhibit "A" incorporated by reference herein.

RMA

6/19/15
DAY

EXHIBIT "A"

A. Strathmore Community Plan

WHEREAS, on May 27, 2015, the Planning Commission held a public hearing on the Strathmore Community Plan update, which included an application for General Plan Amendment No. GPA 15-006, Change of Zone No. PZ 15-004 and PZ 15-005 and the Complete Streets Program, collectively referred to as the Strathmore Community Plan; and

WHEREAS, upon conclusion of the public hearing, the Planning Commission recommended the Board of Supervisors certify the Environmental Impact Report, as being in compliance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, including CEQA findings, adopt the Mitigation Monitoring Reporting Program and approve the Strathmore Community Plan; and

WHEREAS, the Board of Supervisors held a public hearing on June 16, 2015 to consider the proposed Strathmore Community Plan; and

WHEREAS, the Board of Supervisors finds the public hearing for the Strathmore Community Plan was properly noticed in accordance with state law and the Tulare County Ordinance Code.

WHEREAS, the Board of Supervisors finds the Strathmore Community Plan is compatible, integrated and internally consistent with the existing policies of and with the Tulare County General Plan.

WHEREAS, the Board of Supervisors accepts and incorporates by reference herein, the findings of facts and recommendations adopted by the Planning Commission as follows:

1. Planning Commission Resolution No. 9082, in the matter of the Final Program Environmental Impact Report, Findings of Fact, and Mitigation Monitoring and Reporting Program for the Strathmore Community Plan.
2. Planning Commission Resolution No. 9088, in the matter of an Amendment to the Land Use and Circulation Elements of the Tulare County General Plan for the Strathmore Community Plan Update GPA 15-006.
3. Planning Commission Resolution No. 9086, in the matter of an Amendment to the Zoning Regulations for the Mixed-Use Overlay Zone and Strathmore Community Plan Update Rezoning No. PZ 15-004.
4. Planning Commission Resolution No. 9087, in the matter of an Amendment to the Zoning Regulations – Section 16 to allow additional “By-Right” uses in the Strathmore Urban Development Boundary No. PZ 15-005.
5. Planning Commission Resolution No. 9089, in the matter of the Complete Streets Program for the Strathmore Community Plan Update.

B. Tipton Community Plan

WHEREAS, on May 27, 2015, the Planning Commission held a public hearing on the Tipton Community Plan update which included an application for General Plan Amendment No. GPA 15-007, Change of Zone No. PZ 15-006 and PZ 15-007 and the Complete Streets Program, collectively referred to as the Tipton Community Plan; and

WHEREAS, upon conclusion of the public hearing, the Planning Commission recommended the Board of Supervisors certify the Environmental Impact Report, as being in compliance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, including CEQA findings, adopt the Mitigation Monitoring Reporting Program and approve the Tipton Community Plan; and

WHEREAS, the Board of Supervisors held a public hearing on June 16, 2015 to consider the proposed Tipton Community Plan; and

WHEREAS, the Board of Supervisors finds the public hearing for the Tipton Community Plan was properly noticed in accordance with state law and the Tulare County Ordinance Code.

WHEREAS, the Board of Supervisors finds the Tipton Community Plan is compatible, integrated and internally consistent with the existing policies of and with the Tulare County General Plan.

WHEREAS, the Board of Supervisors accepts and incorporates by reference herein, the findings of facts and recommendations adopted by the Planning Commission as follows:

1. Planning Commission Resolution No. 9083, in the matter of the Final Program Environmental Impact Report, Findings of Fact, and Mitigation Monitoring and Reporting Program for the Tipton Community Plan.
2. Planning Commission Resolution No. 9088, in the matter of an Amendment to the Land Use and Circulation Elements of the Tulare County General Plan for the Tipton Community Plan Update GPA 15-007.
3. Planning Commission Resolution No. 9086, in the matter of an Amendment to the Zoning Regulations for the Mixed-Use Overlay Zone and Tipton Community Plan Update Rezoning No. PZ 15-006.
4. Planning Commission Resolution No. 9087, in the matter of an Amendment to the Zoning Regulations – Section 16 to allow additional “By-Right” uses in the Tipton Urban Development Boundary No. PZ 15-007.
5. Planning Commission Resolution No. 9089, in the matter of the Complete Streets Program for the Tipton Community Plan Update.

C. Pixley Community Plan

WHEREAS, on May 27, 2015, the Planning Commission held a public hearing on the Pixley Community Plan update which included an application for General Plan Amendment No. GPA 14-002, Change of Zone No. PZ 15-010 and PZ 15-011 and the Complete Streets Program, collectively referred to as the Pixley Community Plan; and

WHEREAS, upon conclusion of the public hearing, the Planning Commission recommended the Board of Supervisors certify the Environmental Impact Report, as being in compliance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, including CEQA findings, adopt the Mitigation Monitoring Reporting Program and approve the Pixley Community Plan; and

WHEREAS, the Board of Supervisors held a public hearing on June 16, 2015 to consider the proposed Pixley Community Plan; and

WHEREAS, the Board of Supervisors finds the public hearing for the Pixley Community Plan was properly noticed in accordance with state law and the Tulare County Ordinance Code.

WHEREAS, the Board of Supervisors finds the Pixley Community Plan is compatible, integrated and internally consistent with the existing policies of and with the Tulare County General Plan.

WHEREAS, the Board of Supervisors accepts and incorporates by reference herein, the findings of facts and recommendations adopted by the Planning Commission as follows:

1. Planning Commission Resolution No. 9081, in the matter of the Final Program Environmental Impact Report, Findings of Fact, and Mitigation Monitoring and Reporting Program for the Pixley Community Plan.
2. Planning Commission Resolution No. 9088, in the matter of an Amendment to the Land Use and Circulation Elements of the Tulare County General Plan for the Pixley Community Plan Update GPA 14-002.
3. Planning Commission Resolution No. 9086, in the matter of an Amendment to the Zoning Regulations for the Mixed-Use Overlay Zone and Pixley Community Plan Update Rezoning No. PZ 15-010.
4. Planning Commission Resolution No. 9087, in the matter of an Amendment to the Zoning Regulations – Section 16 to allow additional “By-Right” uses in the Pixley Urban Development Boundary No. PZ 15-011.

D. Derrel's Mini-Storage

WHEREAS, on May 27, 2015, the Planning Commission held a public hearing on the Derrel's Mini-Storage Project update, which included and Environmental Impact Report for an application for General Plan Amendment No. GPA 14-007, and Change of Zone No. PZ 14-001, and

WHEREAS, the mini-storage yard is a 19.33 acre project requested by Equity Bak, L. P. 3265 W. Ashland, Fresno, CA 93722, located near the City of Visalia, at the northwest corner of Avenue 280 (Caldwell Avenue) and Roeben Road. Section 3, Township 19 South, Range 24 East, MDB&M; Assessor Parcel Number (APN): 119-230-007, and

WHEREAS, by Resolution 9084 the Planning Commission recommended that the Board of Supervisors Certify and adopt the Final Environmental Impact Report as being adequate and in compliance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines; adopt the CEQA Findings; and adopt the Mitigation Monitoring and Reporting Program for General Plan Amendment No. GPA 14-007 and Zone Change Amendment No. PZ 14-001, and

WHEREAS, by Resolution 9085, the Planning Commission recommended adoption to the Board of Supervisors of General Plan Amendment No. GPA 14-007 and Change of Zone No. PZ 14-001, and

WHEREAS, the General Plan Amendment is from the Agriculture to Service Commercial designation, and

WHEREAS, the Zone Amendment is from AE-40 (Exclusive Agricultural 40-acre minimum) to C-3 (Service Commercial) zone, and

WHEREAS, the Board of Supervisors held a public hearing on June 16, 2015 to consider the proposed Derrel's Mini-Storage; and

WHEREAS, the Board of Supervisors finds the public hearing for the Derrel's Mini-Storage was properly noticed in accordance with state law and the Tulare County Ordinance Code, and

WHEREAS, the Board of Supervisors finds the Derrel's Mini-Storage is compatible, integrated and internally consistent with the existing policies of and with the Tulare County General Plan, and

WHEREAS, the Board of Supervisors accepts and incorporates by reference herein, the findings of facts and recommendations adopted by the Planning Commission as follows:

1. Planning Commission Resolution No. 9084, in the matter of the Final Program Environmental Impact Report, Findings of Fact, and Mitigation Monitoring and Reporting Program for the Pixley Community Plan.

2. Planning Commission Resolution No. 9085, in the matter of the General Plan Amendment from the Agriculture to Service Commercial designation, and for the Change of Zone PZ-14-001 from AE-40 (Exclusive Agricultural 40-acre minimum) zone to C-3 (Service Commercial) zone.
3. Planning Commission Recommended Conditions of Approval items 1-27 are hereby incorporated by reference.
4. Planning Commission Recommended Mitigation and Monitoring Report Program Mitigation Measures are incorporated as conditions of approval.

NOW, THEREFORE, BE IT RESOLVED as follows:

A. The Board of Supervisors hereby certifies all the Environmental Impact Reports, as being in compliance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, including CEQA findings, and adopts the Mitigation Monitoring Reporting Program.

NOW BE IT FURTHER RESOLVED as follows:

B. The Board of Supervisors Adopts the entirety of all of the above findings and actions as one General Plan Amendment No. 2015-B; the second General Plan Amendment of 2015.

C. The Board of Supervisors hereby waives the final reading of Change of Ordinance 352 and adopts amendments to the Tulare County Zoning Ordinance 352 pertaining to the Mixed-Use Overlay Combining Zone, Zoning District Map Changes and an amendment to Zoning Ordinance Section 16.

D. The Board of Supervisors authorizes 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 the communities of Strathmore, Tipton and Pixley to include Mixed Use Overlays and By Right Zoning.

E. The Board of Supervisors directs 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.

F. The Board of Supervisors directs the Environmental Assessment Officer, or designee, of the Tulare Resource Management Agency to file a Notices of Determination with the Tulare County Clerk.

G. The Board of Supervisors authorizes the Director of the Resource Management Agency, or designee, to make appropriate technical revisions to the General Plan Amendment, Community Plans, and associated project documents.

H. In connection with GPA No. 14-007 and Zone Change No. PZ 14-001, the following shall apply to this Project and Developer Agreement:

(a) The use of the subject property shall be limited to commercial mini-storage in accordance with the Site Plan approved for this Project, and the more intensive land uses allowed in the C-3 Zone (Service Commercial) are not applicable to the subject property.

(b) All Mitigation Measures adopted in the Final Environmental Impact Report and the Mitigation Monitoring and Reporting Program for this Project are incorporated by reference herein and shall be implemented by the Applicant and its successors and assigns.

I. In connection with GPA No. 14-007 and Zone Change No. PZ 14-00, the Irrevocable Offer of Dedication (IOD) for Roeben Street is 43' from the east property line. Road improvements to Roeben Street will be deferred to a time certain as determined in the Short Term Improvement Agreement between the Applicant and the Tulare County Public Works Branch. Such improvements are curb, gutter, sidewalk and one-half of the street to be constructed along the length of the IOD. If the ROW for Roeben Street is not required by the City or County by the year 2040, the area required for the IOD will expire.

ORDINANCE NO. 3470

AN ORDINANCE AMENDING ORDINANCE NO. 352, THE ZONING ORDINANCE OF TULARE COUNTY, PERTAINING TO SECTION 16 TO ALLOW ADDITIONAL "BY-RIGHT USES" IN THE PIXLEY, STRATHMORE, AND TIPTON UDB(S) PZ 15-011, PZ 15-005 AND PZ 15-007.

THE BOARD OF SUPERVISORS OF THE COUNTY OF TULARE DO ORDAIN AS FOLLOWS:

Section 1. Section 16 is hereby amended to Tulare County Ordinance No. 352, as amended from time to time, to read as follows:

The following regulations shall apply in the community of Pixley, Strathmore, and Tipton, unless otherwise provided in this Ordinance.

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:

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.

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.

Apartment Hotel Structure < 10,000 sq. ft. O, CO, C-1, C-2, C-3, M-1, R-3.

Apparel stores. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1, R-3.

Arcades, including video. Structure < 10,000 sq. ft. O, CO, C-1, C-2, C-3, M-1, R-3.

Assemblage of people for educational or entertainment purposes. Structure < 10,000 sq. ft. O, CO, C-1, C-2, C-3, M-1, M-2.

Assembly of electric appliances such as lighting fixtures, irons, fans, toasters and electric toys, refrigerators, washing machines, dryers, dishwashers and similar home appliances. Structure < 10,000 sq. ft. C-2, C-3, M-1, M-2.

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.

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.

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.

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.

Automobile washing, including the use of mechanical conveyors, blowers and steam cleaning. C-2, C-3, M-1, M-2.

Bakery [employing not more than five (5) persons on premises]. O, CO, C-1, C-2, C-3, M-1, R-3.

Bakery goods store. CO, C-1, C-2, C-3, M-1.

Banks and financial institutions. C-1, C-2, C-3, M-1, R-3.

Barber shop or beauty parlor. C-1, C-2, C-3, M-1, R-3.

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).

Bicycle shops. Structure. CO, C-1, C-2, C-3, M-1, R-3.

Billiard or Pool hall Structure. C-2, C-3, M-1.

Bird store or pet shop. O, CO, C-1, C-2, C-3, M-1.

Blueprinting and Photostatting shop. CO, C-1, C-2, C-3, M-1, AP.

Boat sales and service. Structure < 10,000 sq. ft. O, CO, C-1, C-2, C-3, M-1.

Book binding. Structure < 10,000 sq. ft. O, CO, C-1, C-2, C-3, M-1, R-3.

Book or stationary store. Structure < 10,000 sq. ft. O, CO, C-1, C-2, C-3, M-1, R-3.

Business and professional schools and colleges. Structure < 10,000 sq. ft. CO, C-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.

Catering Shops. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Ceramic shops. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Christmas tree sales lots as a temporary use. CO, C-1, C-2, C-3, M-1.

Church. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Clothes cleaning and pressing establishment. Structure < 10,000 sq. ft. CO, 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.

Confectionery store. Structure < 10,000 sq. ft. CO, 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.

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.

Digesters. M-1

Department store Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Drug store or pharmacy. Structure < 10,000 sq. ft. CO, 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.

Electric appliance stores and repairs Structure < 10,000 sq. ft. CO, C-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.

Family Day Care Home, small. CO, C-1, C-2, R-1, R-2, R-3, RA.

Feed and seed stores. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1, AP.

Fire Station. CO, C-1, C-2, C-3, M-1, AP.

Firewood sales yard. CO, C-1, C-2, 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.

Furniture store. Structure < 10,000 sq. ft. CO, C-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.

Gasoline filling station. Structure < 10,000 sq. ft. CO, 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.

Glass shop, retail, excluding major service activities. Structure < 10,000 sq. ft. 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.

Gunsmith shops. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Hobby and art supply store. Structure < 10,000 sq. ft. CO, C-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.

Household appliance stores. Structure < 10,000 sq. ft. CO, C-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.

Interior decorating store. Structure < 10,000 sq. ft. CO, C-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.

Laundries. Structure < 10,000 sq. ft. C-2, C-3, M-1.

Laundry, coin operated machines only. Structure < 10,000 sq. ft. CO, 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.

Linen supply services. Structure < 10,000 sq. ft. C-2, 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.

Locksmiths. Structure < 10,000 sq. ft. CO, C-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.

Meat market or delicatessen store. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Medical and orthopedic appliance stores. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1, PO.

Medical laboratory. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1, PO.

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

Mini-warehouses. Structure < 10,000 sq. ft. C-2, C-3, M-1, AP.

Mobile home for use by caretaker or night watchman. CO, C-1, C-2, C-3, M-1.

Motorcycle sales and service. Structure < 10,000 sq. ft. C-2, C-3.

Musical instrument repair shops. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Name plates. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1, R-3.

Nursery school. Structure < 10,000 sq. ft. CO, C-1, C-2, M-1, R-1, R-2, RA, R3, 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.

Opticians and optometrists shops. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1, PO.

Paint and wallpaper stores. Structure < 10,000 sq. ft. C-1, C-2, C-3, M-1.

Pet shops. Structure < 10,000 sq. ft. CO, C-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.

Photographic and blueprint processing and printing. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Photographic developing and printing. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Photographic supply stores. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Picture framing shops. Structure < 10,000 sq. ft. CO, C-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.

Plumbing shops. Structure < 10,000 sq. ft. C-2, 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.

Pressing establishments. Structure < 10,000 sq. ft. C-2, C-3, M-1.

Printing, lithography, engraving. Structure < 10,000 sq. ft. CO, C-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.

Public library. CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A.

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.

Radio and television repair shops. Structure < 10,000 sq. ft. C-2, 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.

Resort Structure. < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

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.

Retail office equipment sales. Structure < 10,000 sq. ft. CO, C-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.

Satellite antenna sales. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Satellite television antennas. CO, C-1, C-2, C-3, M-1.

School, private. CO, C-1, C-2, C-3, M-1, PO.

School, public. CO, C-1, C-2, C-3, M-1, PO.

Scientific instrument stores. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Secondhand stores, pawn shops and thrift shops. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Shoe repair shop. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Shoe store. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Sign painting shops. Structure < 10,000 sq. ft. C-2, C-3, M-1.

Small appliance sales and service. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Soda fountains. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Sporting goods store. Structure < 10,000 sq. ft. CO, 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.

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.

Tinsmith Structure < 10,000 sq. ft. C-2, C-3, M-1.

Tire sales (no retreading or recapping). Structure < 10,000 sq. ft. C-2, C-3.

Tobacco and cigar stores. Structure < 10,000 sq. ft. CO, C-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.

Trailer and recreation vehicle sales, service and rentals. Structure < 10,000 sq. ft. C-2, C-3, M-1, M-2, AP.

Travel agencies. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Variety store. Structure < 10,000 sq. ft. CO, C-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.

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.

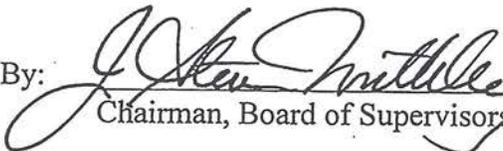
Watch and clock repair shop. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

Wedding chapel. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

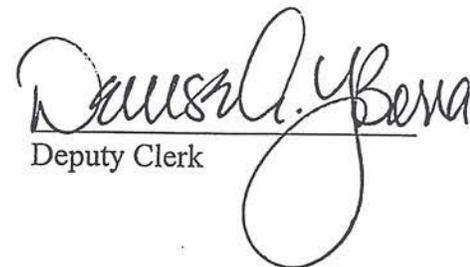
Section 2. This Ordinance shall take effect thirty (30) days from the date of the passage hereof, or if published more than 15 days after the date of passage, then 30 days after publication, whichever is later, and, shall be published once in the Visalia Times-Delta, a newspaper printed and published in the County of Tulare, State of California, together with the names of the members of the Board of Supervisors voting for and against the same.

THE FOREGOING ORDINANCE was passed and adopted by the Board of Supervisors of the County of Tulare, State of California, on the 16th day of June, 2015, at a regular meeting of said Board, duly and regularly convened on said day, by the following roll call vote:

COUNTY OF TULARE

By: 
Chairman, Board of Supervisors

ATTEST: JEAN M. ROUSSEAU
County Administrative Officer/
Clerk, Board of Supervisors

By: 
Deputy Clerk



STATE OF CALIFORNIA
COUNTY OF TULARE

I, JEAN ROUSSEAU, Clerk of the Board of Supervisors of the County of Tulare, do hereby certify that the attached Ordinance No. 3470 to be a full, true, and correct copy entered by said Board on June 16, 2015 as the same appears of record and on file in my office. Witness my hand and seal of said Board of Supervisors this 26th day of June 2015.



ATTEST: JEAN ROUSSEAU
County Administrative Officer/
Clerk, Board of Supervisors

BY:


Deputy Clerk

ORDINANCE NO. 3471

AN ORDINANCE AMENDING ORDINANCE NO. 352, THE ZONING ORDINANCE OF TULARE COUNTY, PERTAINING TO ESTABLISH SECTION 18.9 OF ORDINANCE NO. 352, THE ZONING ORDINANCE, A MIXED-USE OVERLAY COMBINING ZONE, AND PARAGRAPH B OF SECTION 3 STRATHMORE, PIXLEY, AND TIPTON COMMUNITY PLAN REZONING.

THE BOARD OF SUPERVISORS OF THE COUNTY OF TULARE DO ORDAIN AS FOLLOWS:

Section 1. SECTION 1. Section 18.9 is hereby added to Tulare County Ordinance No. 352, as amended from time to time, to read as follows:

The following regulations shall apply in the communities of Traver, (as previously adopted) Pixley, Strathmore, and Tipton, 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 communities of Traver, (as previously adopted) Pixley, Strathmore and Tipton.

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 Traver, Pixley, Strathmore, and Tipton.

Within the Mixed Use Zoning District, all uses outlined in the M-1, C-3, C-2, C-1 and R-1, R-2, 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:

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 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.

E. All other Development Standards are outlined in the Community Plan(s) for Traver Pixley, Strathmore, and Tipton. 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

Uses/Combination of Uses reviewed by Planning Commission
Autowrecking 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
Heliport

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, 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 STANDARDS D. 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.

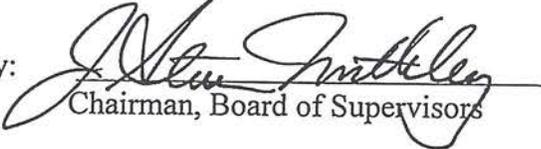
2. Front Yard: 0 Feet

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

Section 2. This Ordinance shall take effect thirty (30) days from the date of the passage hereof, or if published more than 15 days after the date of passage, then 30 days after publication, whichever is later, and, shall be published once in the Visalia Times Delta, a newspaper printed and published in the County of Tulare, State of California, together with the names of the members of the Board of Supervisors voting for and against the same.

THE FOREGOING ORDINANCE was passed and adopted by the Board of Supervisors of the County of Tulare, State of California, on the 16th day of June, 2015, at a regular meeting of said Board, duly and regularly convened on said day, by the following roll call vote:

COUNTY OF TULARE

By: 
Chairman, Board of Supervisors

ATTEST: JEAN M. ROUSSEAU
County Administrative Officer/
Clerk, Board of Supervisors

By: 
Deputy Clerk



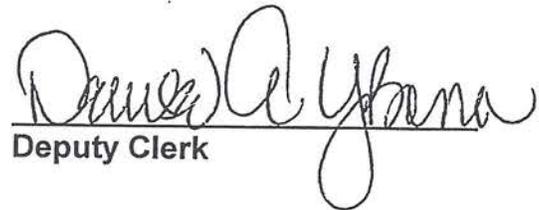
STATE OF CALIFORNIA
COUNTY OF TULARE

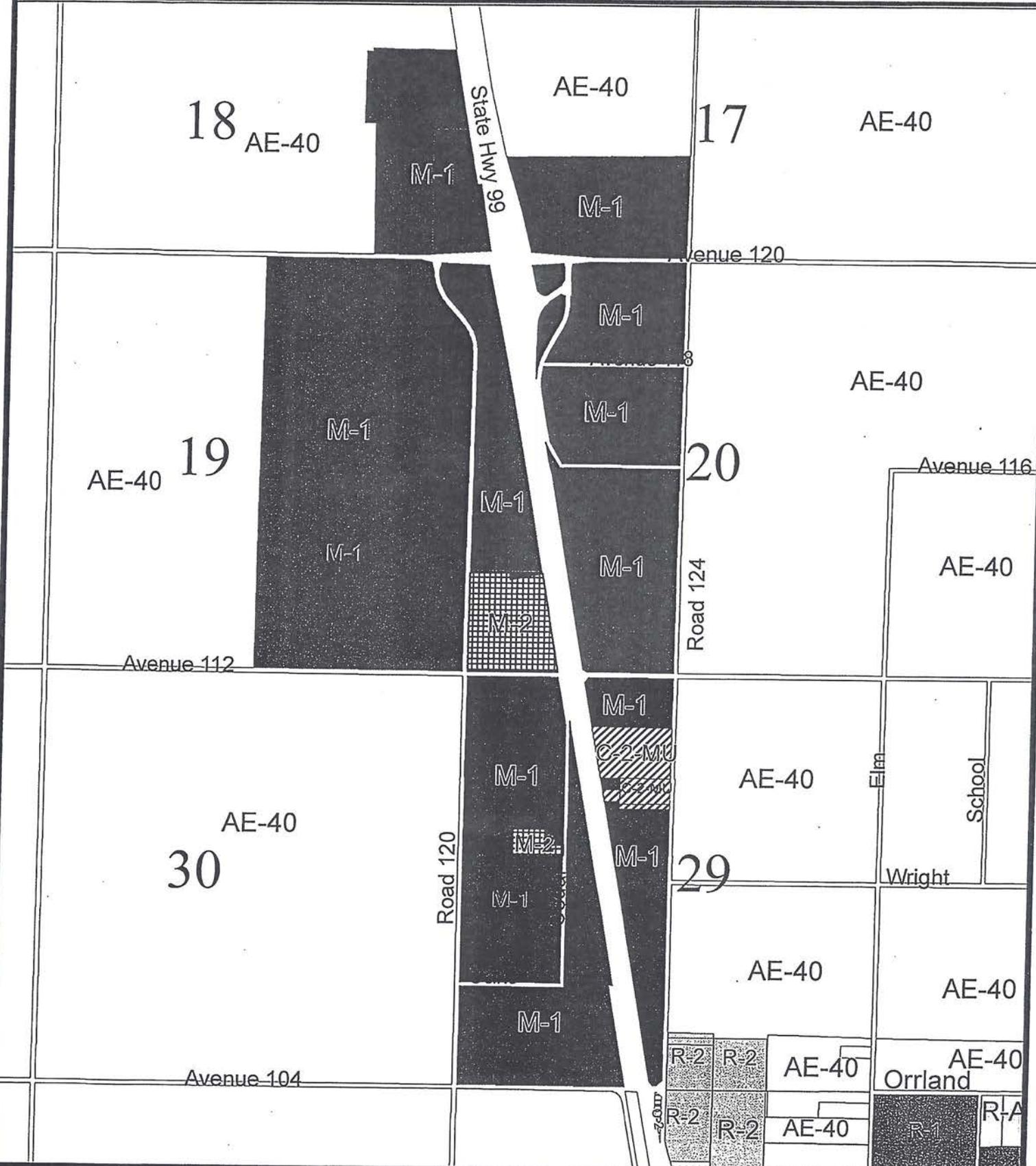
I, JEAN ROUSSEAU, Clerk of the Board of Supervisors of the County of Tulare, do hereby certify that the attached Ordinance No. 3471 to be a full, true, and correct copy entered by said Board on June 16, 2015 as the same appears of record and on file in my office. Witness my hand and seal of said Board of Supervisors this 26th day of June 2015.



ATTEST: JEAN ROUSSEAU
County Administrative Officer/
Clerk, Board of Supervisors

BY:


Deputy Clerk



Zone Change for Pixley Community Update (PZ15-010)

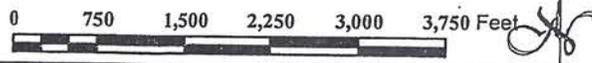
Zoning Districts		
AE-40	R-3	M-1
R-1	C-2	M-2
R-2	C-2-MU	R-A

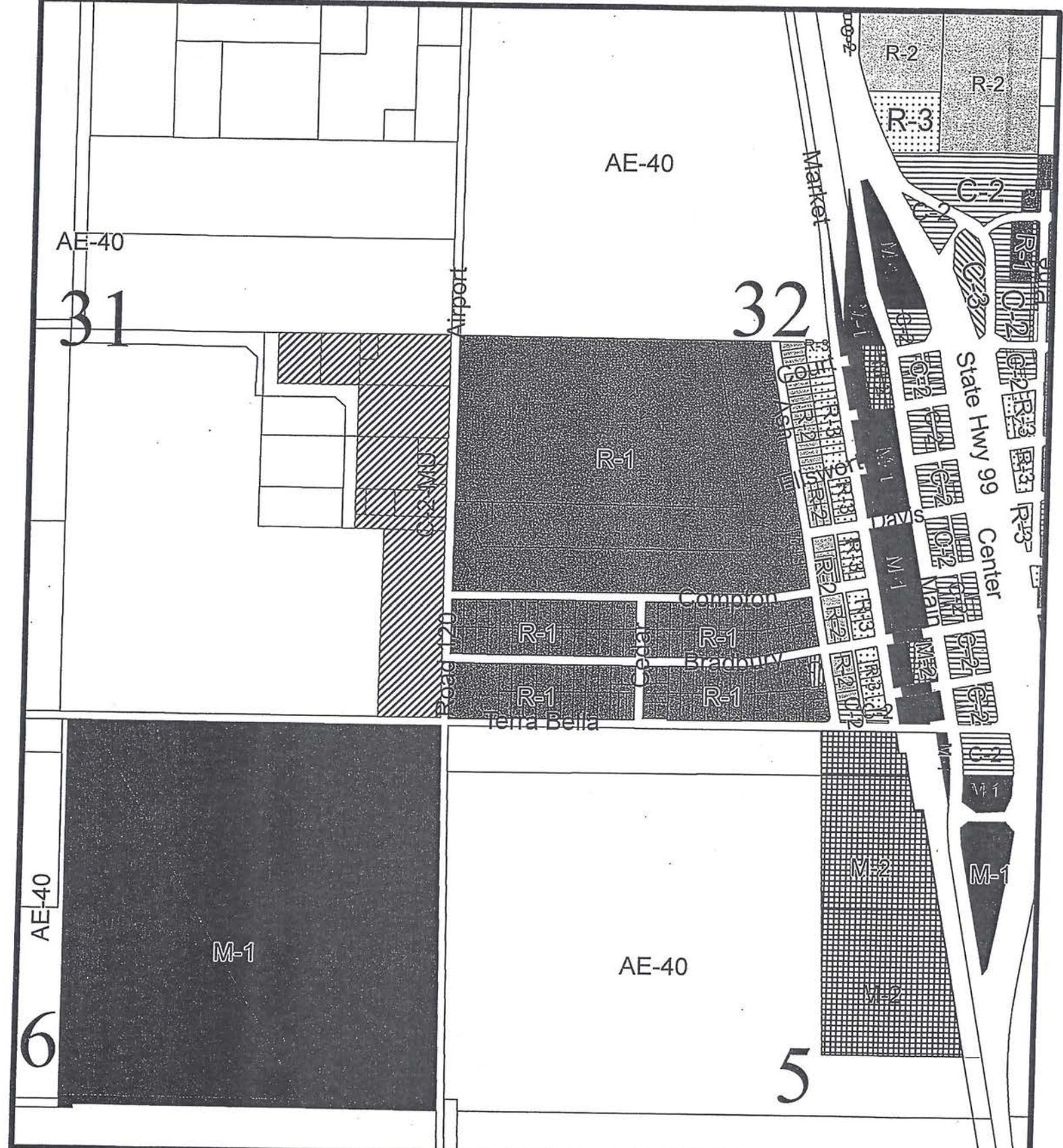


ORDINANCE NO. 3471
 AMENDING A PORTION OF PARTS 269, & 450
 ALL OF SEC. 17, 18, 19, 20, 29, & 30 T22S, R25E, M.D.B. & M.
 OF

OFFICIAL ZONING MAP
COUNTY OF TULARE, CA.

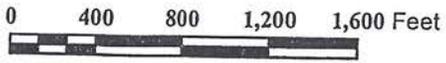
TULARE COUNTY BOARD OF SUPERVISORS
 ADOPTED: 6/16/15



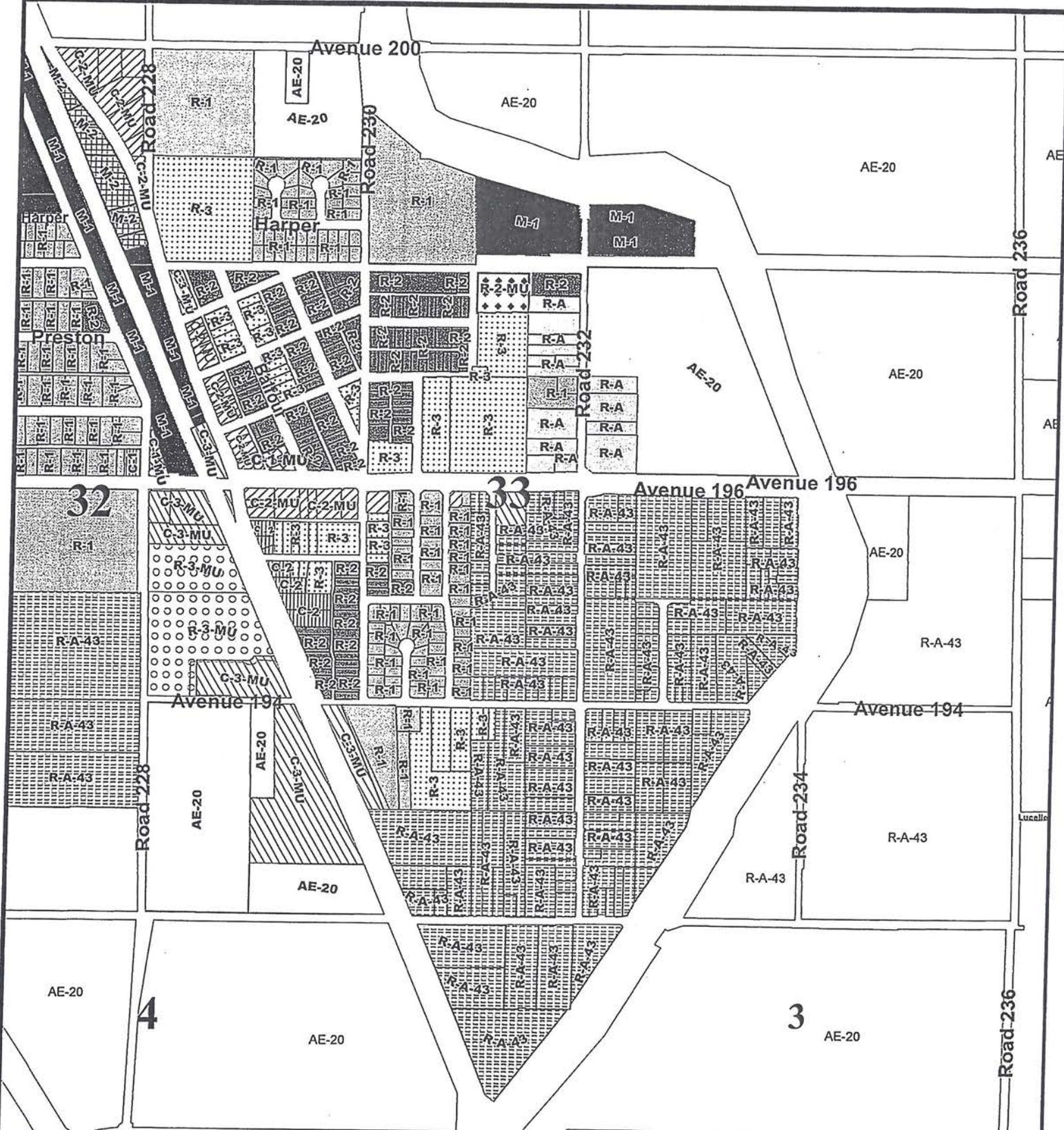


Zone Change for Pixley Community Update (PZ15-010)

Zoning Districts	
	R-3
	C-3
	AE-40
	C-1
	M-1
	C-2
	R-2
	C-2-MU
	M-2



ORDINANCE NO. 3471
 AMENDING A PORTION OF PARTS 269, & 458
 N 1/2 OF SEC. 5, & NE 1/4 OF SEC. 6 T23S, R25E, & SE 1/4
 OF SEC. 31, & ALL OF SEC. 32 T22S, R25E, M.D.B.& M.
 OF
OFFICIAL ZONING MAP
COUNTY OF TULARE, CA.
 TULARE COUNTY BOARD OF SUPERVISORS
 ADOPTED: 6/16/15



Zone Change for Strathmore Community Update (PZ15-004)

Zoning Districts	
AE-20	R-3-MU
R-1	C-3-MU
R-2	C-1
R-2-MU	C-1-MU
R-3	C-2
	C-2-MU
	R-A
	R-A-43
	M-1
	M-2

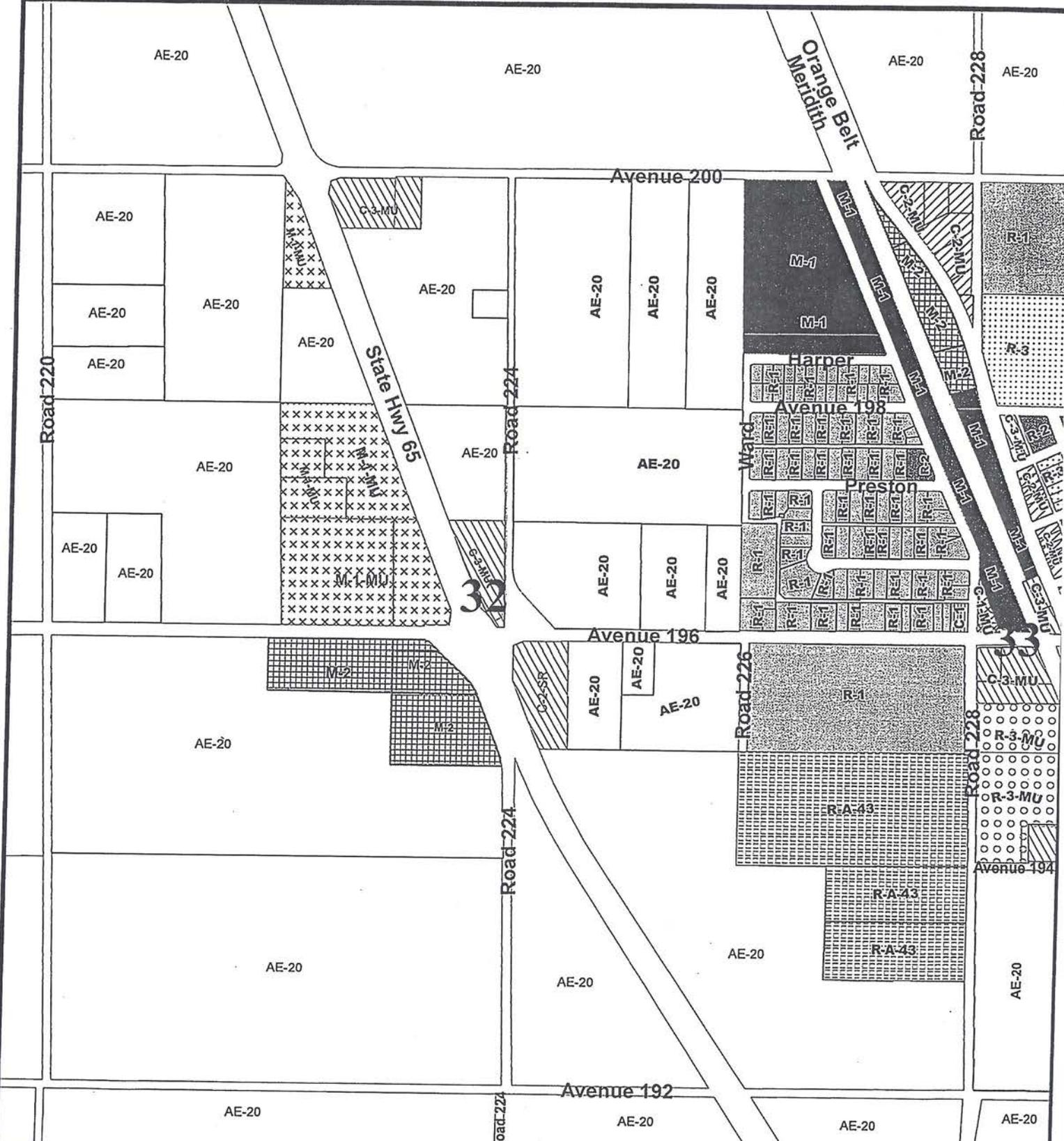
0 400 800 1,200 1,600 Feet



ORDINANCE NO. 3471
 AMENDING A PORTION OF PARTS 274, 332, & 359
 NW 1/4 OF SEC. 3, & NE 1/4 OF SEC. 4 T21S, R27E, & E 1/2
 OF SEC. 32, & ALL OF SEC. 33 T20S, R27E, M.D.B. & M.

**OFFICIAL ZONING MAP
 COUNTY OF TULARE, CA**

TULARE COUNTY BOARD OF SUPERVISORS
 ADOPTED: 6/16/15



Zone Change for Strathmore Community Update (PZ15-004)

Zoning Districts		
AE-20	R-3-MU	M-1
R-1	C-1	M-1-MU
R-2	C-1-MU	M-2
R-3	C-2-MU	R-A-43
	C-3-MU	



ORDINANCE NO. 3471
 AMENDING A PORTION OF PARTS 274, & 359
 ALL OF SEC. 32, & E 1/4 OF SEC. 33,
 T22S, R25E, M.D.B. & M.

**OFFICIAL ZONING MAP
 COUNTY OF TULARE, CA**

TULARE COUNTY BOARD OF SUPERVISORS
 ADOPTED: 6/16/15



25

30

31

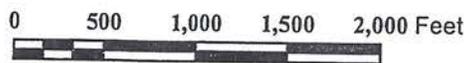
Avenue 152

Avenue 174

State Hwy 190

Zone Change for Tipton Community Update (PZ15-006)

	AE-40		C-2-MU		M-2
	AE		C-3		P-O
	R-2		C-3-MU		R-2-MU
	R-3		M-1		R-3-MU
	C-1		M-1-MU		R-A



ORDINANCE NO. 3471
 AMENDING A PORTION OF PARTS 334, 450, & 442
 N 1/2 OF SEC. 6, & SW 1/4 OF SEC. 25, & S 1/2 OF SEC. 30,
 & ALL OF SEC. 36 T21S, R24E, & N 1/2 OF SEC. 6,
 T22S, R24E, M.D.B. & M.

OFFICIAL ZONING MAP
 COUNTY OF TULARE, CA

TULARE COUNTY BOARD OF SUPERVISORS
 ADOPTED: 6/16/15

ORDINANCE NO. 3472

AN ORDINANCE AMENDING ORDINANCE NO. 352, THE ZONING ORDINANCE OF TULARE COUNTY, BEING AN ORDINANCE ESTABLISHING AND REGULATING LAND USES WITHIN CERTAIN ZONES IN THE COUNTY OF TULARE.

THE BOARD OF SUPERVISORS OF THE COUNTY OF TULARE DO ORDAIN AS FOLLOWS:

Section 1. Paragraph B of Section 3 of Ordinance No. 352 of the County of Tulare is hereby amended by the adoption of an amended map to the South ½ of Section 3, Township 19 South, Range 24 East, Mount Diablo Base and Meridian, being a subdivision of Part 429 of the Official Zoning Maps. A map showing the C-3 (General Commercial) zoning approved for 19.33 acres of the property is attached hereto and incorporated herein by reference.

Section 2. The property affected by the zoning reclassification from AE-20 to C-3, filed as Change of Zone Case No. PZ 14-001 is briefly described as follows:
Being approximately 19.33 acres located on the northwest corner of Avenue 280 (Caldwell Avenue and Roeben Street near Visalia, CA. (APN 119-230-007).

Section 3. This Ordinance shall take effect thirty (30) days from the date of the passage hereof, or if published more than 15 days after the date of passage, then 30 days after publication, whichever is later, and, shall be published once in the Visalia Times Delta a newspaper printed and published in the County of Tulare, State of California, together with the names of the members of the Board of Supervisors voting for and against the same.

THE FOREGOING ORDINANCE was passed and adopted by the Board of Supervisors of the County of Tulare, State of California, on the 16th day of June, 2015, at a regular meeting of said Board, duly and regularly convened on said day, by the following roll call vote:

COUNTY OF TULARE

By: 
Chairman, Board of Supervisors

ATTEST: JEAN M. ROUSSEAU
County Administrative Officer/
Clerk, Board of Supervisors

By: 
Deputy Clerk



STATE OF CALIFORNIA
COUNTY OF TULARE

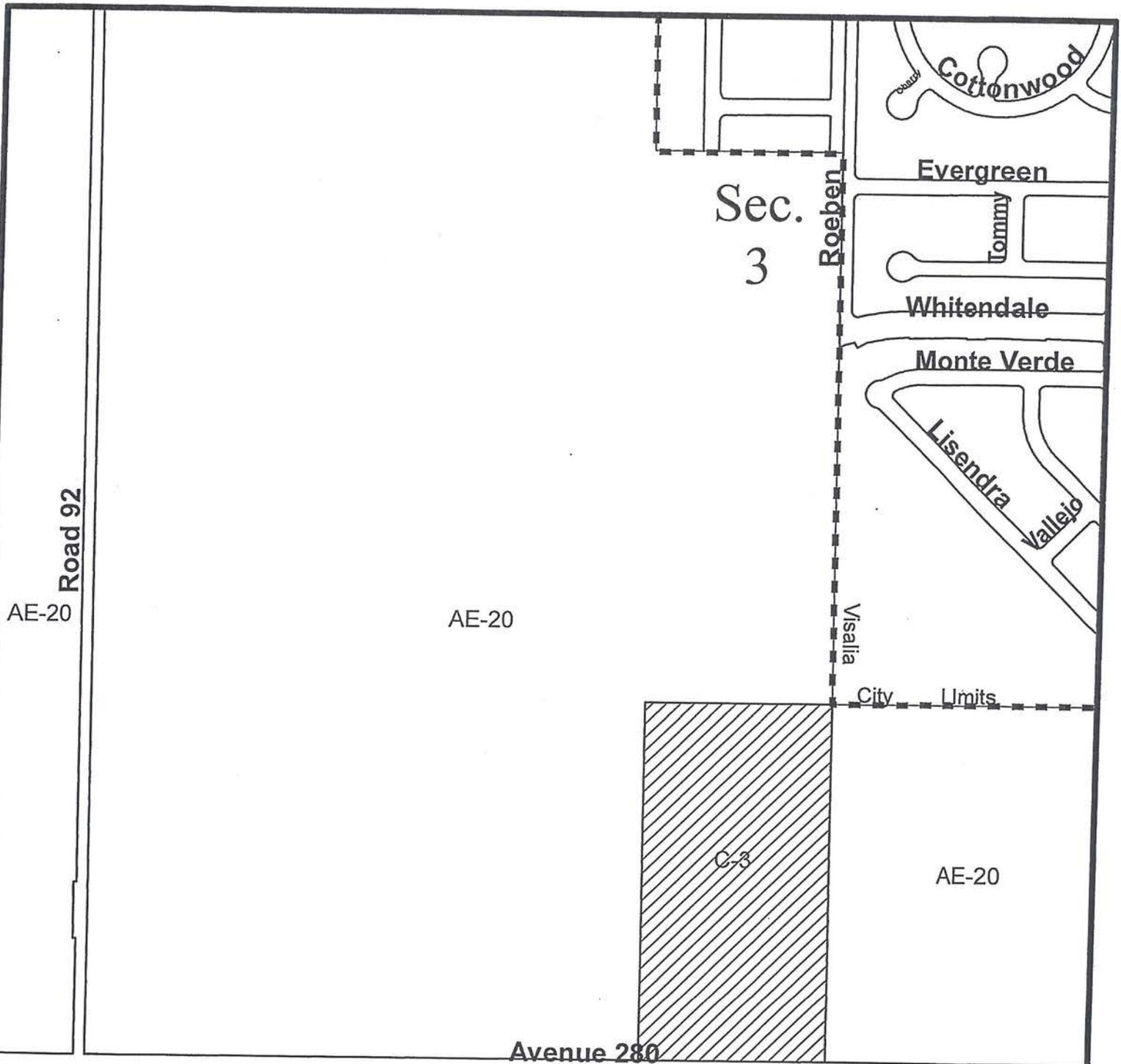
I, JEAN ROUSSEAU, Clerk of the Board of Supervisors of the County of Tulare, do hereby certify that the attached Ordinance No. 3472 to be a full, true, and correct copy entered by said Board on June 16, 2015 as the same appears of record and on file in my office. Witness my hand and seal of said Board of Supervisors this 26th day of June 2015.



ATTEST: JEAN ROUSSEAU
County Administrative Officer/
Clerk, Board of Supervisors

BY:


Deputy Clerk



 APN: 119-230-007
 Zone Change from AE-20 to C-3
 (GPA 14-007/PZ 14-001)



ORDINANCE NO. 3472
 AMENDING A PORTION OF PART 429
 S 1/2 OF SEC. 3, T19S, R24E, M.D.B. & M.
 OF
OFFICIAL ZONING MAP
COUNTY OF TULARE, CA.

TULARE COUNTY BOARD OF SUPERVISORS
 ADOPTED: 6/16/15

STRATHMORE COMMUNITY PLAN

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STRATHMORE COMMUNITY PLAN

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STRATHMORE COMMUNITY PLAN

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STRATHMORE COMMUNITY PLAN

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STRATHMORE COMMUNITY PLAN

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STRATHMORE COMMUNITY PLAN

INTRODUCTION

Strathmore's current community plan was adopted in January of 1989 and amended by General Plan Amendments (GPA) 90-006, 93-003, and 96-001 is over 26 years old. The 1989 Strathmore Community Plan is a collection of goals, objectives, and policies for the physical development of the community. The primary purpose of the plan was to outline community goals regarding physical development and to promote the general welfare of the community. The plan (GPA 15-004) serves, as a general guide for both public and private decisions affecting the community, and provides for the overall direction, density, and type of growth consistent with the needs of the community.

The objective in the preparation of a Community Plan for Strathmore is to develop a plan which can accurately reflect the needs and priorities of the unincorporated community of Strathmore. In addition, the County has prepared a Program Environmental Impact Report. The Program Environmental Impact Report (PEIR) is to assist in fostering future economic development, grants, and economic development opportunities, which can tie off the General Plan and Community Plan EIR's.

Strathmore is currently designated an Unincorporated Community in the 2030 Tulare County General Plan (2012). It has become apparent that a more precise plan is needed to increase the availability of infrastructure funding and economic development within the community.

As with any community plan, the contents of this document are not intended to be absolute. Planning is a continuous process and, to be effective, requires periodic re-evaluation and revision to reflect changing needs and priorities. This Plan, therefore, should be reviewed on a periodic basis with the assistance and participation of local citizens, groups, and agencies. By doing so, it is envisioned that the Strathmore Community Plan will continue to provide meaningful and necessary guidance toward the development of the community in the foreseeable future.

California Government Code Section 65300 et seq. requires that each local agency, city or county, prepare and adopt comprehensive long-term general plans for the physical development of lands within its jurisdiction. A general plan must function as "a statement of development policies" and must include a diagram and text setting forth goals, policies, standards, and plan proposals. The plan must 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.

In Tulare County, the General Plan has historically been developed on a county-wide basis or by large geographic sub-areas (rural valley, foothill and mountain), with development policies emphasizing county-wide and area-wide issues and concerns. In establishing land use planning policies on an area-wide basis, it has been acknowledged that several unincorporated communities, including Strathmore, have localized land use needs and issues that should be addressed in a more specific manner. Therefore, the Strathmore Community Plan 2015 Update has been prepared with an emphasis on land use and circulation planning.

STRATHMORE COMMUNITY PLAN

THE NEED FOR A COMMUNITY PLAN

Purpose

As stated, the Strathmore Community Plan was adopted in 1989. Conditions in Strathmore have changed over the last 26 years, and policies and implementation strategies should be updated to address existing conditions. This community plan update will be used to foster economic development by identifying opportunities for development. This community plan is also a part of the implementation of the San Joaquin Valley Regional Blueprint, Tulare County Regional Blueprint, and the Tulare County 2030 General Plan, discussed in the Policy Framework Section below.

Relationship to the General Plan

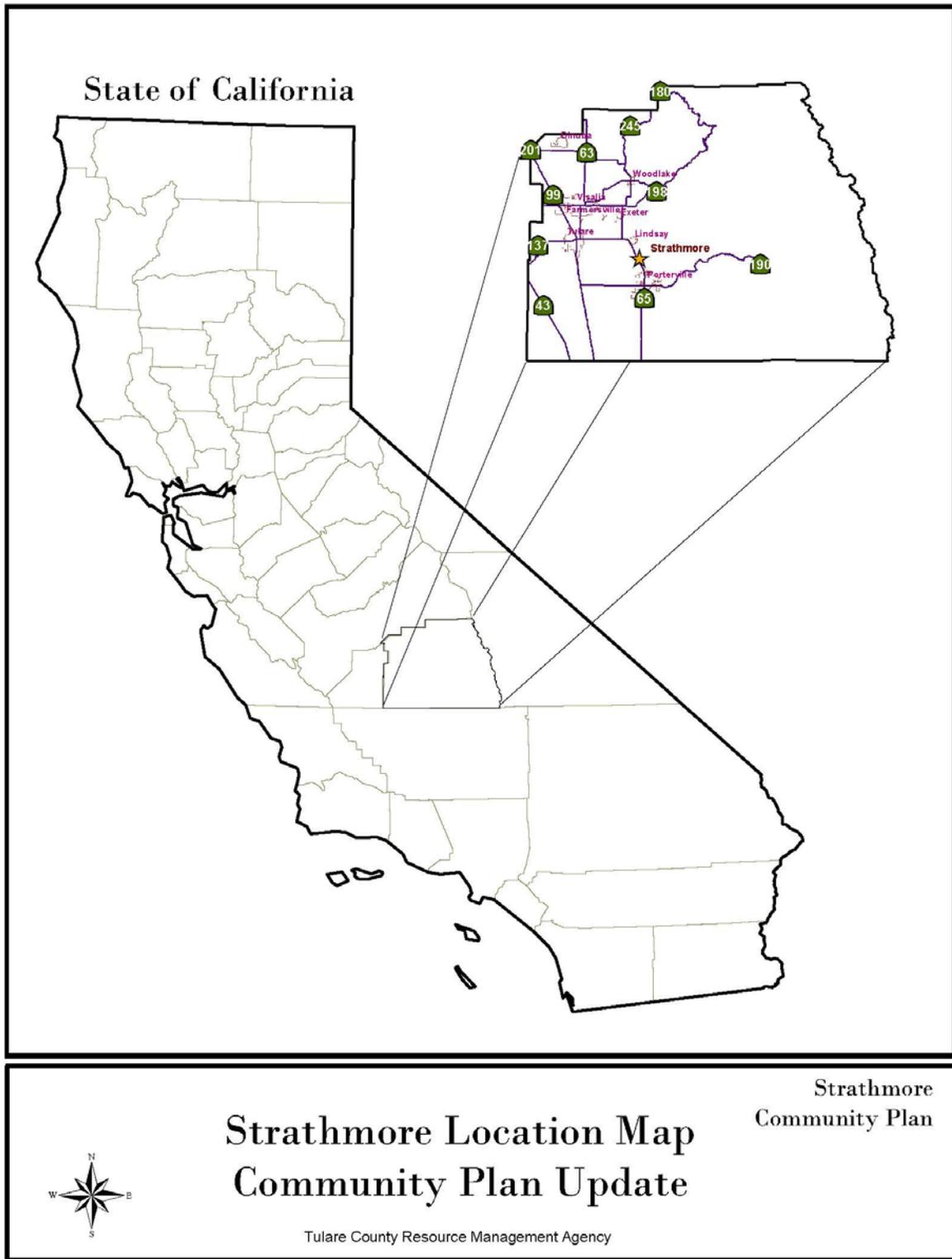
The 2012 Tulare County's General Plan (2030) provides a comprehensive statement of the objectives, themes and policies, which the community is seeking to achieve in the areas of land use, growth management, community design, transportation, open space, parks and public facilities, environmental conservation, health and safety, noise, and housing. The Strathmore Community Plan, as an instrument which promulgates and is an extension of the General Plan, incorporates, by definition, the stated general objectives, themes and policies and, where more specific objectives and policies are stated, makes reference to such objectives and policies and provides further elaboration on the ways in which the Community Plan is responsive to this guidance. Relevant General Plan goals, policies, and programs that provide direction and input to this Community Plan are provided in this document. In addition, this plan has specific policies for the Community of Strathmore.

LOCATION

The community of Strathmore is located on the east side of the San Joaquin Valley near the base of the Sierra Nevada Mountains in the southeastern area of Tulare County. The community is situated approximately 60 miles north of Bakersfield and 70 miles southeast of Fresno. State Route 65 is located within the westerly portion of the community, and State Route 99 is located approximately 17 miles to the west of State Route 65. Both of these highways serve as primary regional access routes to the area. (See Figure 1- Vicinity Map).

STRATHMORE COMMUNITY PLAN

Figure 1 – Vicinity Map



STRATHMORE COMMUNITY PLAN

HISTORICAL PERSPECTIVE

Like neighboring communities, the recorded history of Strathmore dates back more than two centuries to when Spanish missionaries and explorers were looking for areas to settle. The native Yokut Indians had established trails in the area that were utilized by the scout Kit Carson and the soldier-explorer John C. Fremont. These trails were evolved into roads as population in the Valley grew. In 1858, the Butterfield Stage was established using many of these same routes. During the early 1870s, cattle ranchers and grain farmers moved into the region. Strathmore also experienced a succession of no less than four other names, each tied to the community's history, before the site was officially named.

Sometime between 1875 and 1878, John and Peter Roth came to the area, and in a few years they owned several thousand acres planted to grain and to oranges, including six sections of grain land which encompassed the present site of Strathmore. When development of the eastside Southern Pacific Railroad stimulated grain and citrus planting along the line in 1888, the siding and post office became an activity hub commonly referred to as "Roth's Spur", in preference to the name "Santos" which was already in use on railroad time- tables to identify the siding.

In 1890, the Roth brothers sold their grain land and orchards to a subsidiary of Balfour-Guthrie, a company from England, and for a time the community was known as "Balfour" after the British land holding corporation. The Balfour-Guthrie Company platted a townsite and in 1906, Mrs. Hector Burness, wife of a resident company agent, named it "Strathmore." Named for her home in the Highlands of Scotland, the name means "a broad or great valley." Later on, the railroad company changed the name of their siding from Santos to "Fila" but strong protests from the community persuaded the railroad to use the name Strathmore.

With the townsite established, and with the increasing production, availability and delivery of irrigation water within its environs, an almost unprecedented planting of citrus and deciduous fruit occurred, followed by olives at an equally impressive rate. To this day, the economy of Strathmore relies heavily on intensive agricultural development and on the agricultural support industries in and around the community.

EXISTING CONDITIONS

Planning Area

The Strathmore Urban Development Boundary (UDB) area consists of approximately 790 acres. Strathmore is a small, unincorporated agricultural community (see Figure 2). All existing Land Uses within the Planning Area (the area coterminous with the Urban Development Boundary) have been identified and are described as follows. Agricultural activities, such as orchards and pasture, currently constitute fifty-four percent (54%) of the Planning Area's 790.0 acres. This character is contrasted with urban development consisting of forty percent (40%) of the Planning Area, occurring primarily in urbanized uses such as residential, commercial, public and quasi-public facilities, and industrial development. The remaining six percent (6%) is vacant lands.

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two miles. Elevations range from 385 – 415 feet above sea level.

Vegetation and Wildlife

The vegetation, where undisturbed, is valley grassland, which is characterized primarily by deep-rooted perennial bunch-grass. Cultivated fields produce cotton and other field crops, or grass for range land.

The Strathmore area is in the historic range of certain endangered animals including the Blunt-Nosed Leopard Lizard, San Joaquin Kit Fox, and Giant Garter Snake. However, few if any of these species are found in Strathmore today due to extensive building within the community and cultivation of the surrounding lands.

Geology & Seismic Hazards

Soil groupings are based upon major physical and chemical characteristics of the soil. Information contained in the Tulare county ERME II, Soils, categorized Strathmore within the Group 3 soils consisting of well drained soils with hardpans or indurated layers situated in its profile (the vertical section make-up extending from the surface into the parent material). The permeability of the soil is limited by the hardpan layer, and is thus considered inappropriate for septic tank absorption fields.

Strathmore area soils, as identified in the ERME II, Soils, are generally classified as having slow filtration rates. The soils are fine textured soils or shallow soils (over nearly impervious materials resulting in slow rates of water transmission) and very high run-off potentials. According to the United States Department of Agricultural, soil conservation service, the erosion hazard in the Strathmore Area is none-to-slight. Gentle slopes, soil texture and structure, parent material, vegetative cover, and run-off potential contribute to the low soil erosion.

Soil quality within the Strathmore area and throughout Tulare County is well suited for long-term agricultural production. Strathmore soils are predominantly Class III, which is considered one of the most important agricultural soils in the County.

The 1974 Five County Seismic Safety Element, adopted by the County of Tulare, places the Strathmore Planning Area within Seismic Zone VI. Seismic Zone VI includes the most of the eastern San Joaquin Valley, and is characterized by a relatively thin section of sedimentary rock overlying a granitic basement. Amplification of shaking that would affect low to medium-rise structure is relatively high, but the distance to either the San Andreas or Owens Valley faults (the expected sources of shaking) is sufficiently great that the effects should be minimal. Adherence to the requirements of the Uniform Building Code applicable to the Planning Area should be adequate to protect new structures from earthquake damage.

Flooding

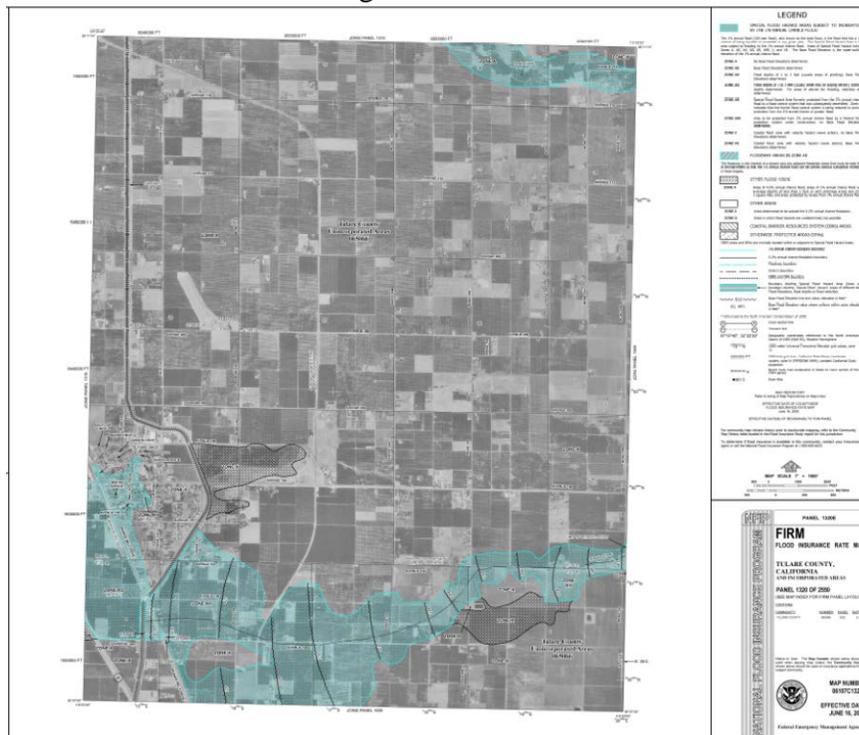
“Flooding is a natural occurrence in the Central Valley because it is a natural drainage basin for thousands of watershed acres of Sierra Nevada and Coast Range foothills and mountains. Two kinds of flooding can occur in the Central Valley: general rainfall floods occurring in the late fall and winter in the foothills and on the valley floor; and snowmelt floods occurring in the late spring and

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early summer. Most floods are produced by extended periods of precipitation during the winter months. Floods can also occur when large amounts of water (due to snowmelt) enter storage reservoirs, causing an increase in the amount of water that is released.”¹ “Flood events in the Tulare Lake region are caused by rainfall, snowmelt, and the resultant rising of normally dry lakes. Although significant progress has been made to contain floodwaters in the region, improvements to the flood control system are still needed to lessen the flood risk to life and property.”²

“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 (see Figure 3). The boundaries of the 100-year floodplain are delineated by FEMA on the basis of hydrology, topography, and modeling of flow during predicted rainstorms.”³ Although some areas of Tulare County have experienced major flooding along its major rivers, the Strathmore Plan Area has not. There are portions of Strathmore, however, that are within and adjacent to the FEMA 500 and 100 year flood zones. According to the Tulare County General Plan Update, substantial flooding could occur in Tulare County if the two (2) major dams were to experience failure. The Tulare County Flood Plain Management Study identified Frazier Creek and local ponding as the primary sources of flood water within and near the Strathmore community. The inundation area below the Success Dam does extend to portions of Strathmore.

Figure 3 – FEMA FIRM



¹ General Plan Background Report, page 8-13

² California Water Plan Update 2009, Tulare Lake, page TL-28 to TL-29

³ General Plan Background Report, page 8-14

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"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 Strathmore, 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 stormwater drainage capacity. According to the Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency (FEMA), as mentioned above areas in Strathmore, area subject to a 100-year flood. The depth of this potential flood could range from one to three feet. 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), which means the County of Tulare agreed to manage flood hazard areas 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. Information regarding flood control in Tulare County is available at the County of Tulare Resource Management Agency at the following website:<http://www.tularecounty.ca.gov/rma/index.cfm/public-works/engineering/flood-control/>. 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>.

Air Quality

The Strathmore 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 NO_x emissions are typically generated by motor vehicles (mobile sources). The ROG emissions are generated by mobile sources and agriculture. Although emissions have been shown to be decreasing in recent years, the SJVAB continues to exceed state and federal air quality emission standards.

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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

Air quality is directly related to land use; it is also related to the configuration of land, vegetation, climate, wind direction and velocity, and production of man-made impurities which change the natural qualities of the air. Because Strathmore is located near the southern end of the Valley with prevailing winds from the northwest, it is in a vulnerable position for the accumulation of adversely modified air, particularly when a temperature inversion occurs which holds down surface air along with its pollutants.

Local air pollution sources within the general vicinity of Strathmore and within the community itself include State Highway 65, approaching and departing jet air-craft from the Porterville Municipal Airport, and industrial firms emitting dust and odors, and agricultural activities. Dust and odors are continuous concerns of residents within the area, particularly from nearby feed lot operations.

Cultural Resources

The recorded history of Strathmore dates back more than two centuries to when Spanish missionaries and explorers were looking for areas to settle. The native Yokut Indians had established trails in the area that were utilized by the scout Kit Carson and the soldier-explorer John C. Fremont. These trails were evolved into roads as population in the Valley grew.

STRATHMORE COMMUNITY PLAN

Tulare County's known and recorded cultural resources were identified through historical records, such as those found in the National Register of Historic Places, the Historic American Building Survey/Historic American Engineering Record (HABS/HAER), the California Register of Historic Resources, California Historical Landmarks, and the Tulare County Historical Society list of historic resources.

Due to the sensitivity of many prehistoric, ethnohistoric, and historic archaeological sites, locations of these resources are not available to the general public. The Information Center at California State University Bakersfield houses records associated with reported cultural resources surveys, including the records pertinent to sensitive sites, such as burial grounds, important village sites, and other buried historical resources protected under state and federal laws.

According to a search completed by the California Historical Resources Information System (CHRIS) on October 30, 2008, there is one recorded cultural resource within the project areas. The resource is an elevated steel water tower and tank, with associated modern equipment, owned and operated by the Strathmore Public Utility District. The water tower and tank were built in 1930 for municipal water storage. CHRIS conducted another cultural resources records search at the request of RMA Planning Branch staff (dated April 7, 2015).

The Strathmore tower and tank do not appear to be eligible for the National Register of Historic Places under either Criterion A or C. While the tower and tank does not appear to be eligible for the National Register, the property remains a visual icon in the community and is used as a navigation tool for pilots flying over the area.

Native American Consultation

The Native American Heritage Commission (NAHC) was notified on February 13, 2015, regarding a Notice of Preparation of a Draft Environmental Impact Report for General Plan Amendment No. 15-006 to update the Strathmore Community Plan. The Native American Heritage Commission maintains a contact list of Native American Tribes as having traditional lands located within the County's jurisdiction. Tulare County RMA staff contacted six (6) Native American Tribes (see Attachment C of the Draft Environmental Impact Report) by letter on March 31, 2015, regarding the Update of the Strathmore Community Plan.

STRATHMORE COMMUNITY PLAN

DEMOGRAPHICS

Population

The population increased by 9% to 2,819 by 2010 (3,633 within Census Designated Places).

Projected Population

“The San Joaquin Valley faces major challenges. One concerns how to handle future growth. Population in the Valley is expected to nearly triple by 2050, from 3.6 million to 9.4 million people, the equivalent of adding 11 new towns the size of Fresno to the area. Tulare County is expected to grow to over 1,000,000 residents by 2050, well over doubling its current population.”⁴

Growth Rate

As noted in the 2010 General Plan Background Report, the unincorporated areas of Tulare County have a 1.3% projected annual growth rate from 2007 to 2030. This 1.3% annual growth rate can be applied to Strathmore, (see Table 1).

	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

Median Age

Strathmore’s median age of 29.9 is lower than the median age of Tulare County and of the State of California (see Table 2).

Geography	2013
	Median age (years)
California	35.4
Tulare County	29.9
Strathmore CDP	25.9

Source: California Department of Finance

⁴ Tulare County Regional Blueprint, page 7

STRATHMORE COMMUNITY PLAN

ETHNICITY AND RACE

In 2013, 39% of Strathmore’s population was white, 2.5% was African American, 3% was Native American, 0.4% was Asian, and 4.8% was two races or more (see Table 3). Approximately 83% was Hispanic (of any race).

Geography	2010						
	Total Population	White	Hispanic or Latino (of any race)	Black or African American	American Indian and Alaska Native	Asian	Total Population of Two or More Races
California	37,253,956	14,937,880	14,270,345	2,153,341	146,496	4,938,488	994,974
Tulare County	446,644	142,669	273,553	5,765	3,048	14,264	18,424
Strathmore CDP	3,633	507	3,126	0	0	0	0

Source: California Department of Finance

ECONOMIC CONDITIONS

Employment Projections California

“By the end of the 2008-2018 projection periods, total nonfarm employment in California is projected to grow to nearly 16.5 million jobs. This exceeds peak job level of just over 15.2 million jobs reached before the Great Recession by over 1.2 million jobs. From June 2007 to June 2009, 1.1 million jobs were lost (not seasonally adjusted). Over the 2008-to-2018 projections period, nonfarm employment is expected to rebound by 1,511,100 jobs as the economy recovers from these recessionary job losses. More than 50 percent of all projected nonfarm job growth is in education services (private), health care, and social assistance, and professional and business services. The largest number of new jobs is expected in education services, health care, and social assistance, with a gain of more than 421,000 jobs.

Factors fueling the economic recovery in California include the state’s population growth and a rise in foreign imports and exports. The state’s population increased by more than 3.3 million from 2000 to 2010 and the California Department of Finance projects the population will increase by another 4.3 million from 2010 to 2020. A steady increase in foreign imports and exports has strengthened the wholesale, retail, and transportation industry sectors.”⁵

Tulare County’s Local Economy

“Similar to the broader Central Valley area, Tulare County’s economy has been largely based on agriculture, food processing, and manufacturing, while professional services jobs have been limited.

⁵ California Labor and Market and Economic Analysis, 2012, page 27

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Tulare is the most productive agricultural county in a State that itself is by far the most productive in the nation. Overall, agribusinesses produced billion of dollars in commodities, with the County considered, as the largest milk producers in the United States.

Tulare County is also a major distribution hub because of its central location in the State, 200 miles north of Los Angeles and 225 miles south of San Francisco. The County’s employment base has been significantly impacted by the recent downturn with unemployment increasing to 18.3 percent in January 2010, significantly above the historic range of between 8.5 and 18.2 since 1990. In 2008, the median household income was approximately \$44,000.

The county’s major employers are Tulare County government, Porterville Development Center, 2 Kaweah Delta Healthcare, and Ruiz Food Products. The top 20 employers combine for about 19,300 jobs, or 11 percent of the overall county employment. The major distributors include Jo-Ann Fabrics, VF Distribution, Wal-Mart, and Best Buy Electronics that combine for nearly 3.5 million square feet of distribution space. The county’s overall industrial market includes about 23 million square feet of building space.”⁶

Employment in Strathmore

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. Nearly 20% of the employment in Strathmore is agriculture related, according to the Tulare County Housing Element. Despite this, the Tulare County unemployment rate has remained consistently higher than the State average, which can be largely attributed to the seasonal nature of agricultural production.

According to the California Department of Finance, the 2007-2011 American Community Survey indicated that he unemployment rate in Strathmore had an unemployment rate of 27.7% while Tulare County’s unemployment rate was 13.5% (see Table 4). The State of California’s unemployment rate was 10.1%. By March 2013, the unemployment rate for the Strathmore Plan Area was almost 16% which is consistent with the rate for Tulare County, but significantly higher than the unemployment rates for the State of California approximately 9%), and the entire country (approximately 7%). According to the American Community Survey the unemployment rate is 19.4%. The projected annual employment growth rate is 5%.

Table 4 – 2009-2013 American Community Survey: Unemployment			
Geography	Population	Total Civilian labor force	Unemployment Rate Percent
California	29,516,595	18,804,519	11.5
Tulare County	318,548	168,845	14.5
Strathmore CDP	1,719	1,385	19.4

Source: California Department of Finance

⁶ Visalia General Plan Update: Existing Conditions Report, page 3-16

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Income

Mean and Median income in Strathmore is very low compared to Tulare County and the State of California. Strathmore's median household income was \$26,047, compared to \$42,708 for Tulare County and \$61,632 for the State of California.

Geography	Median household income (dollars)	Median family income (dollars)	Per capita income (dollars)
California	\$61,094	\$69,661	\$29,527
Tulare County	\$42,708	\$45,500	\$17,894
Strathmore CDP	\$26,047	\$25,236	\$9,561

Source: California Department of Finance

Poverty

According to the California Department of Finance, the 2009-2013 American Community Survey indicated that 37% of families in Strathmore lived below the poverty line (see Table 6). This percentage was higher for married couples, single moms, and persons under 18. Strathmore had a higher level of poverty overall at 37.3% compared to Tulare County at 21.5% and the State of California at 12%. The highest differential was the poverty rate of married couples. Strathmore's poverty rate for married couples was 30.8% compared to 14.4% for Tulare County and 7.2 % for the State of California.

Geography	All families	Married couple families	Families with female householder, no husband present	All people	Persons under 18 years
California	12%	7.2%	27.4%	15.9%	22.1%
Tulare County	21.50%	14.4%	42.0%	26.2%	35.8%
Strathmore CDP	37.3%	30.8%	41.4%	36.9%	40.9%

Source: California Department of Finance

Severely Disadvantaged Community

Public Resources Code 75005(g) states that a "[d]isadvantaged community" means a community with a median household income less than 80% of the statewide average. "Severely disadvantaged community" means a community with a median household income less than 60% of the statewide average." As stated above, Strathmore's median household income was \$26,047 in 2013. The State of California's median household income in 2013 was \$61,094. Strathmore's median household income was 42% (less than 58%) of the State of California's median household income. Strathmore is considered a severely disadvantaged community.

STRATHMORE COMMUNITY PLAN

HOUSING CHARACTERISTICS

Housing Units

During the decade between 2000 and 2010, the number of housing units in Strathmore increased from 667 to 840, which represents an increase of 25.94% (see Table 7). This increase was higher than the percent increase in Tulare County of 18.4% and the State of California at 12%.

Geography	2000	2010	Percent Increase
	Total housing units	Total housing units	
California	12,214,549	13,680,081	12.00%
Tulare County	119,639	141,696	18.44%
Strathmore CDP	667	840	25.94%

Source: California Department of Finance

Housing Types

According to the California Department of Finance, the 2007-2011 American Community Survey indicated that 93.8% of the housing units in Strathmore were single-detached. 2.8% were single-attached, 3.4% was two units, and there were no other housing types. In Tulare County 75.4% of the housing units were single-detached. In California 58.2% of housing units were single-detached.

Tenure

According to the California Department of Finance, the 2007-2011 American Community Survey indicated that 57.8% of the housing units in Strathmore were owner occupied (see Table 8). Similarity, 58.9% of housing units were owner occupied in Tulare County and 56.7% of housing units were owner occupied in the State of California.

During the decade between 2000 and 2010, the home ownership percentage in California decreased by approximately 1%. In Tulare County that percentage decreased by approximately 3%. In Strathmore the homeownership percentage decreased by approximately 8%. While the average household size increased in the State of California and Tulare County, the average household size decreased in Strathmore.

Geography	2000			2010		
	Percent Ownership	Average household size of owner-occupied units	Average household size of renter-occupied units	Percent Ownership	Average household size of owner-occupied units	Average household size of renter-occupied units
California	57%	2.93	2.79	56%	2.95	2.83
Tulare County	62%	3.18	3.43	59%	3.24	3.52
Strathmore CDP	60%	3.91	4.08	52%	3.78	4.01

Source: California Department of Finance

STRATHMORE COMMUNITY PLAN

Housing Conditions

According to the 1978 Strathmore Community Housing Condition Survey, approximately 14.3% of Strathmore's housing units in 1978 were deteriorated and 5.3% were dilapidated, see Table 9).

Survey Area	Sound		Deteriorated						Dilapidated		Total Units
			Minor		Moderate		Substantial				
	Units	%	Units	%	Units	%	Units	%	Units	%	
Strathmore	116	46%	11	4%	70	28%	21	8%	32	13%	250

Source: Tulare County 2009 Housing Condition Survey, Tulare County 2009 Housing Element

According to the 2009 Tulare County Housing Element, approximately 46% of the housing units were sound. Approximately 40% were deteriorated and 13% were dilapidated, (see Table 10)

	1992 Survey Results	2003 Survey Results	2009 Survey Results
Strathmore	14%	24%	54%

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

The percentage of substandard housing in Strathmore has increased between 1992 and 2009. The percentage was 14% in 1992, 24% in 2003 and 54% in 2009.

Age of Structures

According to the US Census, the 2005-2009 Community Survey noted that 27.1% of the housing structures were built between 1950 and 1959, (see Table 11). Approximately 22.7% of housing structures were built between 1970 and 1979. Approximately 14.5% of housing structures were built between 1980 and 1989.

Age of Structures	Number	Percentage
Built 2005 or later	0	0.0%
Built 2000 to 2004	61	8.8%
Built 1990 to 1999	69	9.9%
Built 1980 to 1989	101	14.5%
Built 1970 to 1979	158	22.7%
Built 1960 to 1969	44	6.3%
Built 1950 to 1959	189	27.1%
Built 1940 to 1949	0	0.0%
Built 1939 or earlier	75	10.8%
Total:	697	-

Source: US Census

Household Size (Overcrowding)

Between 2000 and 2010, the average household size decreased from 3.98 to 3.89. During this decade, the average household size increased in Tulare County from 3.28 to 3.36. Also, the average household size in the State of California also increased from 2.87 to 2.90, (see Table 12). Although Strathmore's average household size decreased, it was still higher than Tulare County's and the State of

Geography	2000	2010
	Average Household size	Average Household size
California	2.87	2.90
Tulare County	3.28	3.36
Strathmore CDP	3.98	3.89

Source: California Department of Finance

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California’s average household size.

Vacancy Rate

In 2000, the vacancy rate in Strathmore was 11.1%, which was higher than Tulare County at 7.7% and the State of California at 5.8%. In 2010, the vacancy rate in Strathmore was 8%, which is in line with Tulare County at 8% and the State of California at 8.1%, (see Table 13).

While the State of California’s rental vacancy rate increased from 3.7% to 6.3%, the rental vacancy rate in Strathmore remained around 10% between 2000 and 2010. Tulare County’s rental vacancy rate remained at 5.8% during this decade.

Geography	2000			2010		
	Vacancy rate	Homeowner vacancy rate (1)	Rental vacancy rate (1)	Vacancy rate	Homeowner vacancy rate (1)	Rental vacancy rate (1)
California	5.8%	1.4%	3.7%	8.1%	2.1%	6.3%
Tulare County	7.7%	1.8%	5.8%	8.0%	2.4%	5.8%
Strathmore CDP	11.1%	0.8%	10.1%	8.0%	2.4%	10.0%

Source: California Department of Finance

According to the California Department of Finance, the 2007-2011 American Community Survey indicated that median owner cost (with mortgage) in Strathmore was \$1,019. The median owner cost was \$1,487 in Tulare County and \$2,377 in the State of California. In Strathmore, the percentage of households paying 35% or more of income on housing was 44.5%. The percentage of households paying 35% or more of income on housing was 35.5% in Tulare County and 41.6% in the State of California.

COMMUNITY LAND USE AND INFRASTRUCTURE

Land Use and Circulation

The continuing spread of urban development within the Planning Area will significantly affect the area's environmental character, most noticeably as urban development replaces existing agricultural lands and rural open spaces. Urbanization may also adversely impact other aspects of the local environment such as ambient noise levels, air quality, indigenous wildlife and flora, surface water drainage patterns, and the underground water reservoir. The Land Use and Circulation portions of this Plan provide the mechanism to mitigate the adverse impacts of urban growth. An orderly, harmonious land use pattern and appropriate implementation measures are designed to reduce potential conflict between neighboring uses. The land use pattern concentrates commercial uses generally along both sides of Orange Belt Drive between Avenues 195 and 200; and on the Frazier Highway Avenue 196 between Taylor Street and Orange Belt Drive.

One other commercial use area is located at the northeast intersection of State Route 65 and Avenue 196. Industrial uses are concentrated along both sides of the SPRR tracks between Avenue

STRATHMORE COMMUNITY PLAN

200 and Avenue 196; the northeast, northwest, and southwest intersection of Avenue 200 and Road 232 and; the southwest corners of State Route 65 and Avenues 200 and 196. Residential and agricultural uses dominate the remainder of the UDB. The Community Plan evolves from, and is founded upon, community goals and objectives. As such, the Plan defines the best and most productive long-term use of all properties within the UDB based on the interest and welfare of the general public. Table 14 shows the existing land use in the Community Plan Area (within the UDB).

Land Use	Acres
Residential	200
Commercial	16
Industrial	49
Agricultural	428
Vacant	49
Public/Institutional	6
Rights-of-way	50 (approx.)
Total	748 (790 with Right of Way)

Urban Boundaries

The existing Urban Development Boundary contains approximately 790 acres (including Right of Way). The Urban Development Boundary will be expanded to include the Strathmore Community Services District Sphere of Influence for (including the sewer treatment facility) in order to provide for service area consistency. (See Figure 2 – Existing Strathmore UDB)

Residential

There are currently approximately 200 acres developed with residential uses within the community of Strathmore (See Table 15). Generally, the distribution of the four major and one minor residential areas within the Planning Area are as follows: i) north of Avenue 196 west of Meredith Drive; ii) north of Avenue 196 east of Orange Belt Drive; iii) south of Avenue 196 east of Orange Belt Drive; and iv) south of Avenue 196 west of Orange Belt Drive. Residential development has been dominated by single family dwelling unit sites with scattered multiple family and/or mobile homes on single family lots. Although there is only one mobile home park within the community, the "M" Overlay Zone District (Special Mobile Home Overlay Zone) is attached to numerous properties, and mobile homes are integrated within each neighborhood. The current distribution of housing types is as follows:

Type	Number	Percent
Single Family	676	79
Multiple Family	99	11
Mobile Home	78	10
ALL Units	853	100

Source: Department of Finance, Housing Survey, 2009-2013.

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Commercial

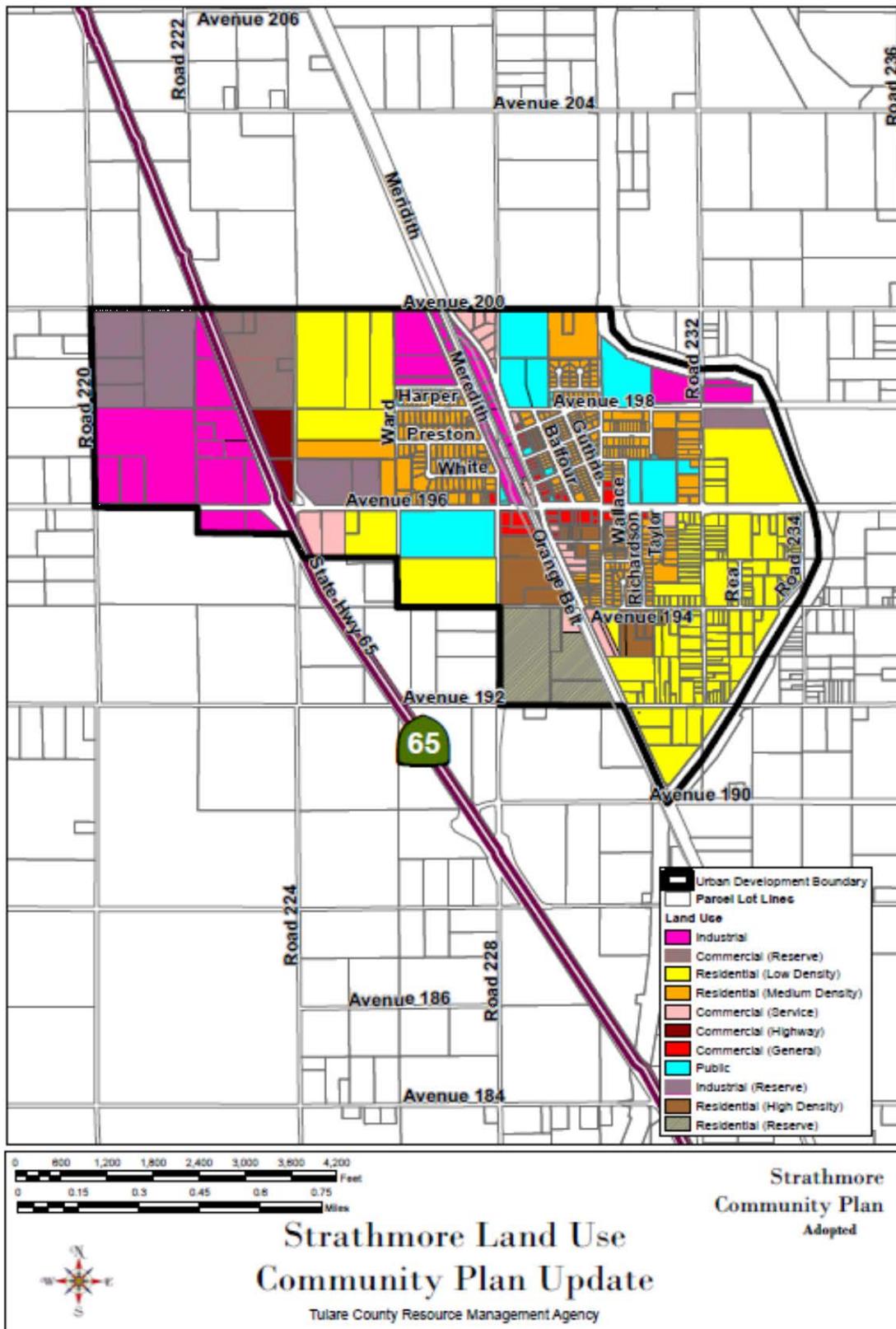
Approximately 16.0 acres of existing development can be categorized as commercial. Commercial development within the Strathmore community is generally located along Orange Belt Drive and the south side of Avenue 196. Existing commercial uses include automobile repair, hair cutting and styling shops, cafes, convenience/grocery stores, video rental, gas stations and other service commercial uses.

Industrial

Presently, approximately 49 acres are developed or partially developed with industrial uses. Industrial development is currently located in four areas: i) at the southwest intersection of State Route 65 and Avenue 200 (construction yard and office); ii) State Route 65 and Avenue 196 (food processing and packing, machine shops, propane service, and truck repair); iii) generally, along both sides of Orange Belt Drive between, Avenues 200 and 196, including the southwest corner of Orange Belt Drive and Avenue 200 (citrus storage warehouse, irrigation service, agrichemical application service, mirror supplier, and a packing house); and iv) at the intersection of Avenue 232 and Road 198 (auction yard, hay bale storage, two packing houses and a truck loading co-op). Industrial developed areas in Strathmore accommodate agricultural related industries. While any new industrial development is also expected to primarily be agriculturally related, some diversification is anticipated in view of recent trends which have found that certain industries, such as carpet manufacturing, precision machine parts, vitamin manufacturing, and clothing industries are attracted to urbanizing areas in Tulare County.

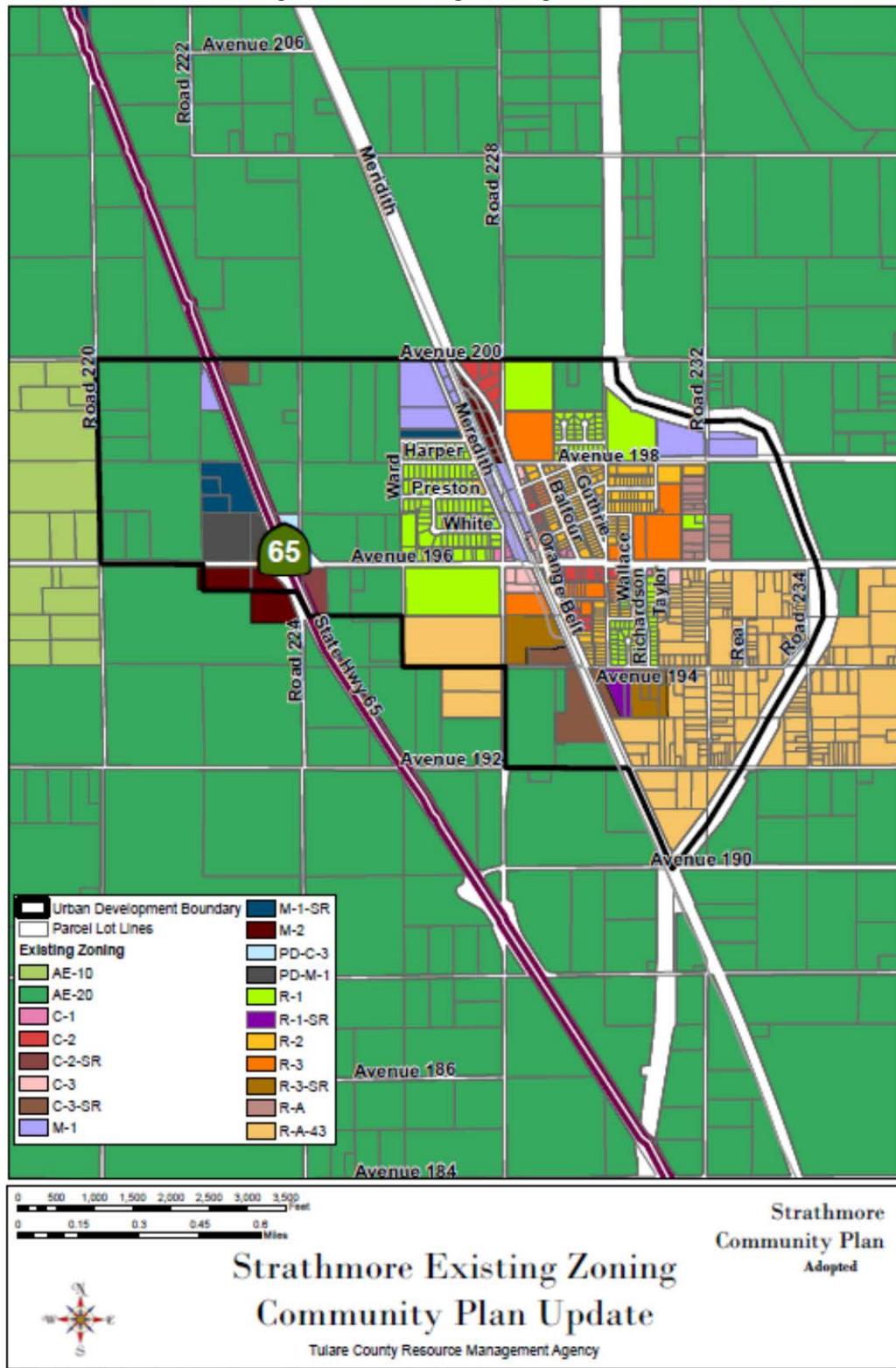
STRATHMORE COMMUNITY PLAN

Figure 4 – Existing Land Use Plan



STRATHMORE COMMUNITY PLAN

Figure 5 – Existing Zoning Districts



STRATHMORE COMMUNITY PLAN

Schools and Parks

Education within the Strathmore community has three jurisdictions that represent primary, secondary, and junior college levels. Currently, the Strathmore Union Elementary School district provides and maintains an elementary school on a 9.3 acre campus at the northeast corner of Avenue 198 and Road 230. The Strathmore Union High School District operates a high school on a 20 acre campus located at the southwest corner of Avenue 196, and a 1.03 acre continuation high school campus located between Avenue 196 and Avenue 198 on the west side of Road 232.

Strathmore Middle School was originally constructed in 1999 and is currently comprised of 12 classrooms, one staff lounge, one cafeteria/multipurpose room, one gym, a library, one computer lab, and one playground. In 2007 a new building was added to the campus including a band room, classrooms, library and computer lab, and science labs. Strathmore Middle School facilities are specifically designed and maintained to support an atmosphere that promotes excellence in teaching and learning.

Public and quasi-public facilities within the project area encompass approximately 42 acres. The largest public facilities consist of Strathmore Elementary School (10.86 acres), Strathmore High School (20 acres), Frazier High School (1.03 acres), and the Lindsay-Strathmore Memorial District Facilities (8.86 acres).

Strathmore High School was founded in 1919 and had its first graduating class in the spring of 1921. In years past, there have been as many as seven feeder schools, hence the name of the SUHS yearbook, Pleiades. Today the remaining feeder schools are Sunnyside Elementary and Strathmore Middle School. Approximately seven years ago, Strathmore High School unified with the Porterville Unified School District. Currently, we house approximately 350 students on the SHS campus.

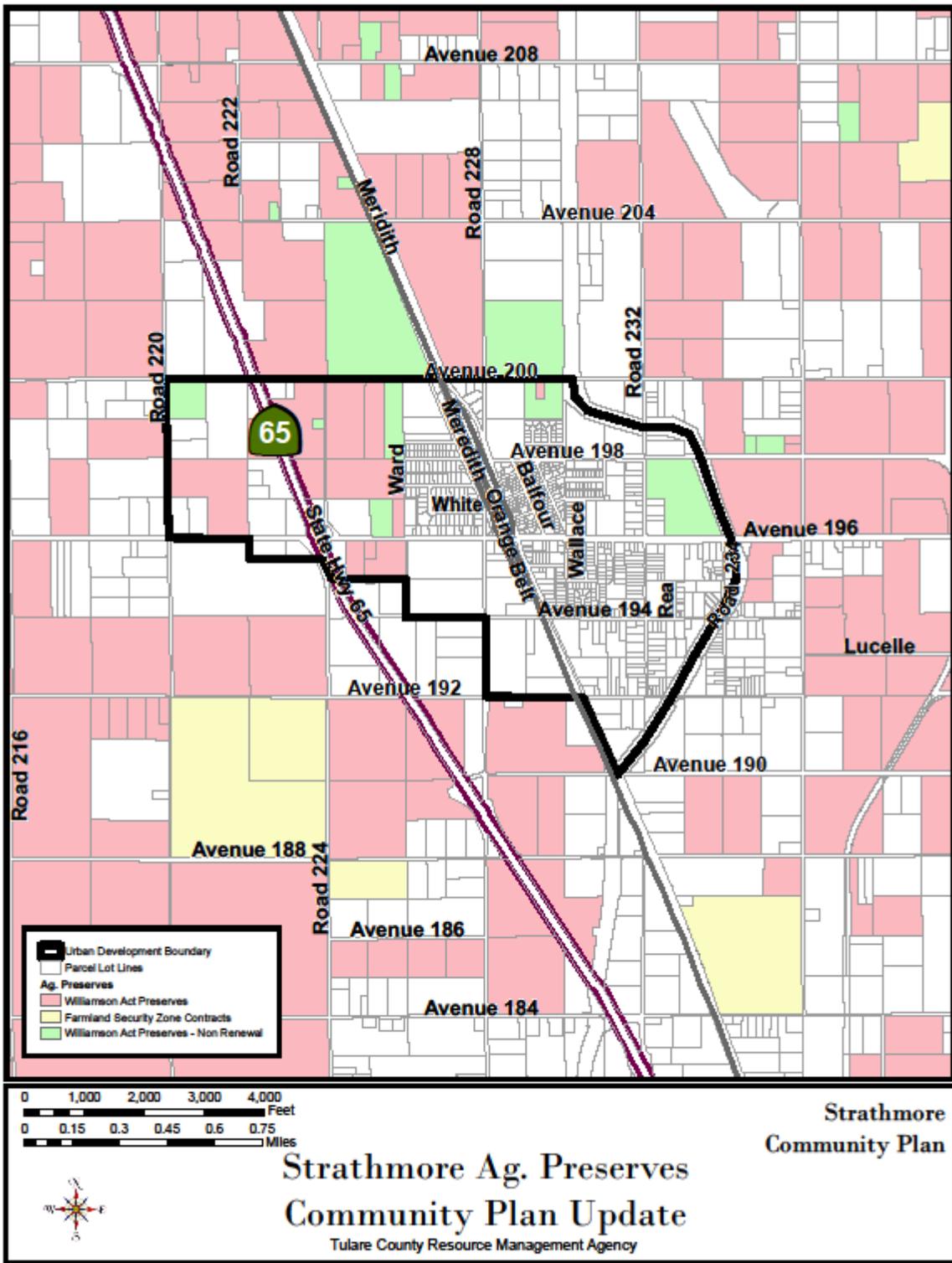
Strathmore Union Elementary School District is comprised of four schools: one preschool, one elementary school, one middle school, and one community day school. During the 2011-2012 school years, Strathmore Elementary Schools had 826 students enrolled in grades kindergarten through eight.

Agriculture

Approximately 428 acres within the Project Area are in agricultural production. The parcels on the north side of the community area are zoned Agricultural. The 2010 Tulare County Important Farmland Map designates the 428 agricultural acres as “Unique Farmland,” while the balance of the agricultural land in the Project Area is designated as “Urban”. With the exception of the vacant land in the river bottom (designated as Farmland of Local Importance), all other vacant land in the Project Area is designated as Urban. 6 Parcels within the Project Area are subject to a Williamson Act Contract.

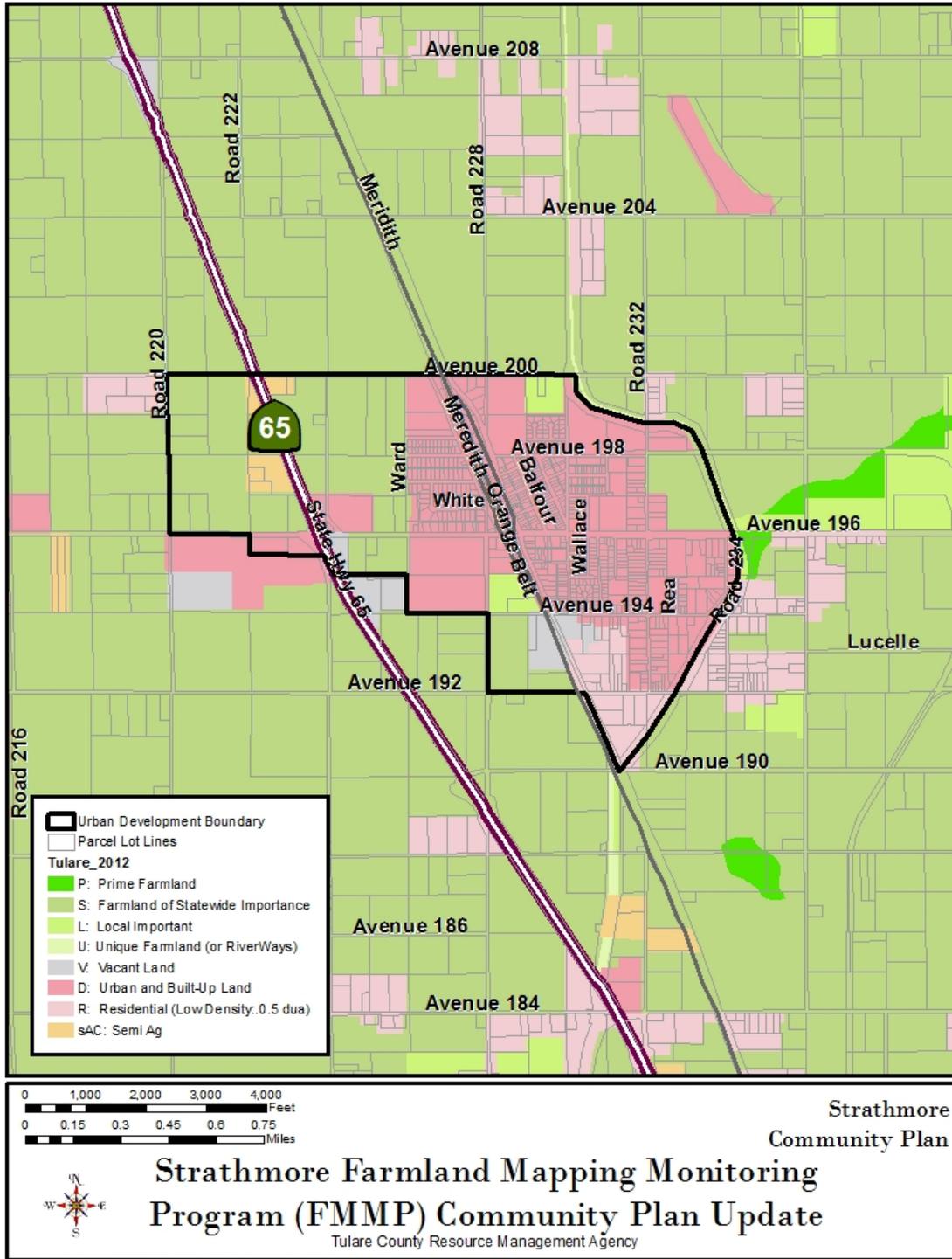
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Figure 6 – Williamson Act Map



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Figure 7 – FMMP Map



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INFRASTRUCTURE

“In July 2003 Tulare County LAFCO adopted a Municipal Services Review (MSR) exemption policy that identifies the agencies that would be subject to a review and the extent of that review. The agencies in Tulare County were divided into three (3) categories: i) agencies subject to a full comprehensive study; ii) agencies subject to a questionnaire study; and iii) agencies exempt from a MSR study. The Strathmore Community Services District (CSD) is subject to a full comprehensive study. The policy further identifies that the services subject to review shall be:

- Police protection
- Fire protection
- Water and wastewater
- Solid waste collection and disposal
- Streets and traffic circulation
- Power generation and distribution
- Health Care”⁷

Water Supply

Tulare County, including the Strathmore Community Plan Area is located within the Tulare Lake Basin. The County also has four river watersheds providing water to the county. Strathmore lies within the Kaweah Watershed and receives its local water supply primarily from the Kaweah River and operations of Terminus Reservoir/Lake Kaweah. The Tulare County General Plan states the groundwater quality is generally satisfactory for crop irrigation and urban uses.

The Strathmore Public Utility District (SPUD) operates a water supply and distribution system under the jurisdiction of the California Department of Health Services Division (CDHSD) of Drinking Water and Environmental Management, which is responsible for the administration and enforcement of the Safe Drinking Water Act involving all systems in California, with more than 200 connections.

The Strathmore water supply is derived from a sub-contract through Tulare County for water made available from the Cross Valley Canal through an exchange with the Arvin Edison Water District. A water filtration plant was constructed in Strathmore as a joint venture between the SPUD and the Lindsay-Strathmore Irrigation District. The LSID has a 22.8% ownership of the plant, and the SPUD has the remaining ownership. The SPUD also has underground water well that is used to supplement the District’s surface water supply, and provides a back-up water supply. During the peak month, the District’s metered water deliveries total about 0.62 million gallons per day (MGD), or 430 gallons per minute (GPM). The District’s water system supports approximately 455 connections, all of which are metered. Assuming 475 equivalent dwelling units (EDUs), in order to meet the Tulare County Improvement Standards, the SPUD water system would need to be capable of delivering a combined flow (from all source and storage facilities) of 1,150 GPM (500 GPM fire flow, and 650 GPM domestic demand) for a period of two hours while maintaining a minimum pressure of 25 PSI to each lot served. The SPUD has surface water rights of 400 acre-feet per year. In conclusion, Strathmore will need to expand the existing water service when new development

⁷ Strathmore Community Service District MSR, page 4-6

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occurs.

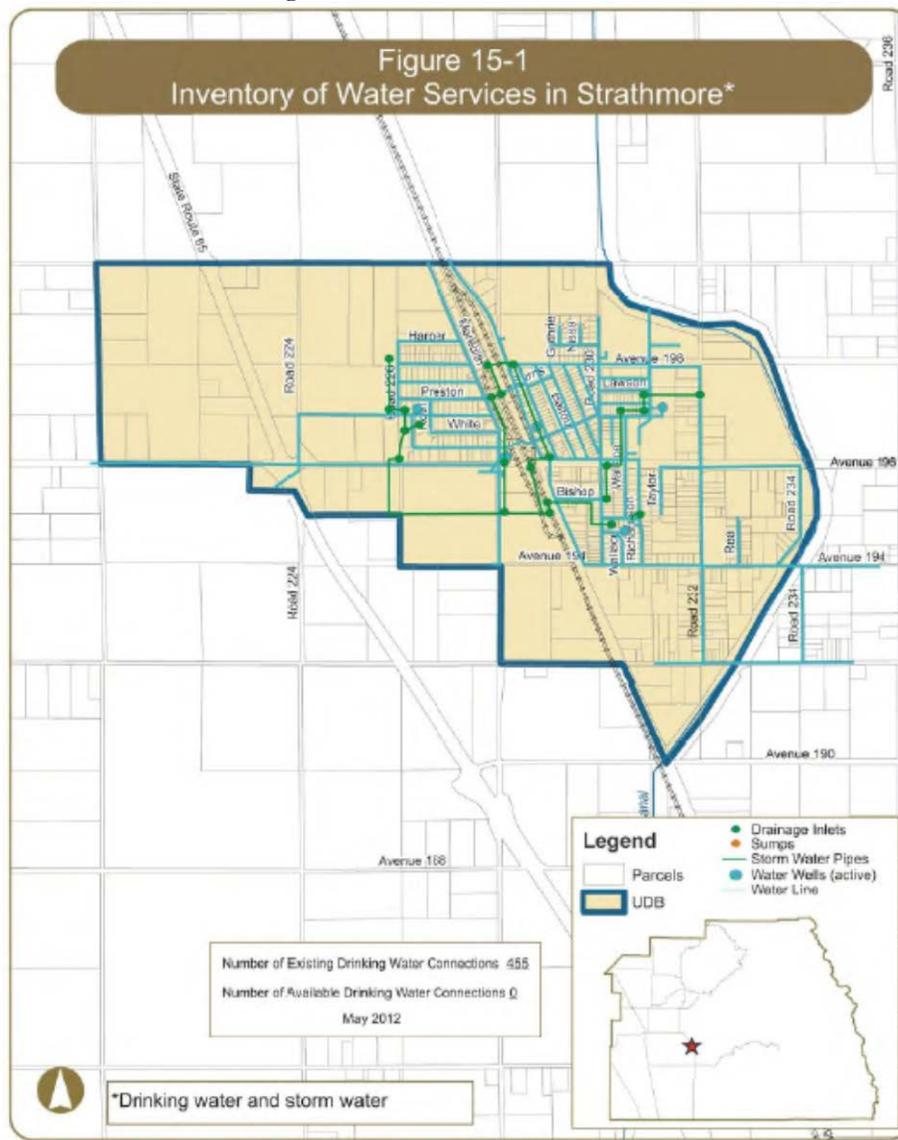
Table 16
Existing Water & Wastewater Connections in Strathmore

Description of Existing Infrastructure					
Drinking Water*			Waste Water *		
No. of Existing Connections	Capacity	Available	No. of Existing Connections	Capacity	Available
455	--	0 ¹	480	1,200	720

* Data current as of May 2012

1 Additional study is needed to determine capacity. Pending developments are likely to max out water supply (Source: MSR)

Figure 8 – Water Services



Source: Tulare County Action Program 9 – Housing Element Implementation

STRATHMORE COMMUNITY PLAN

Groundwater Quality

Groundwater within the Strathmore Area is confined to aquifers that are associated with river alluvium or cracks, fissures and pockets in the bedrock. Groundwater systems are annually recharged by runoff from snowmelt or rainfall that fall directly on the ground. The domestic water supply requires filtration in order to reduce high nitrate levels prevalent in the area.

The State Department of Water Resources has documented a 30 foot rise in the groundwater level in the Strathmore area from 1965 to 1980. And current preliminary information indicates that the rise continued into at least 1985. Direct rainfall, storm water runoff, snow runoff, Frazier Creek Watershed, irrigation water, possible seepage from the Friant-Kern Canal and Schara Lake (Tulare County operated stormwater retention basin) all contribute to the rising groundwater level in the Strathmore area. These contributors have cumulative impacts on the capabilities of the SPUD wastewater treatment plant.

Drainage

As indicated by the Federal Environmental Management Agency (FEMA), Flood Insurance Rate map (FIRM) for the Strathmore community, a substantial portion of the area lies within the 100-year flood boundary and may be exposed to inundation hazard during 100-year flood conditions, thereby subject to floodwater depths ranging from 1 to 3 feet. The Tulare County Flood Plain Management Study identified Frazier Creek and local ponding as the primary sources of flood water within and near the Strathmore community. (See Figure 2 – FEMA FIRM)

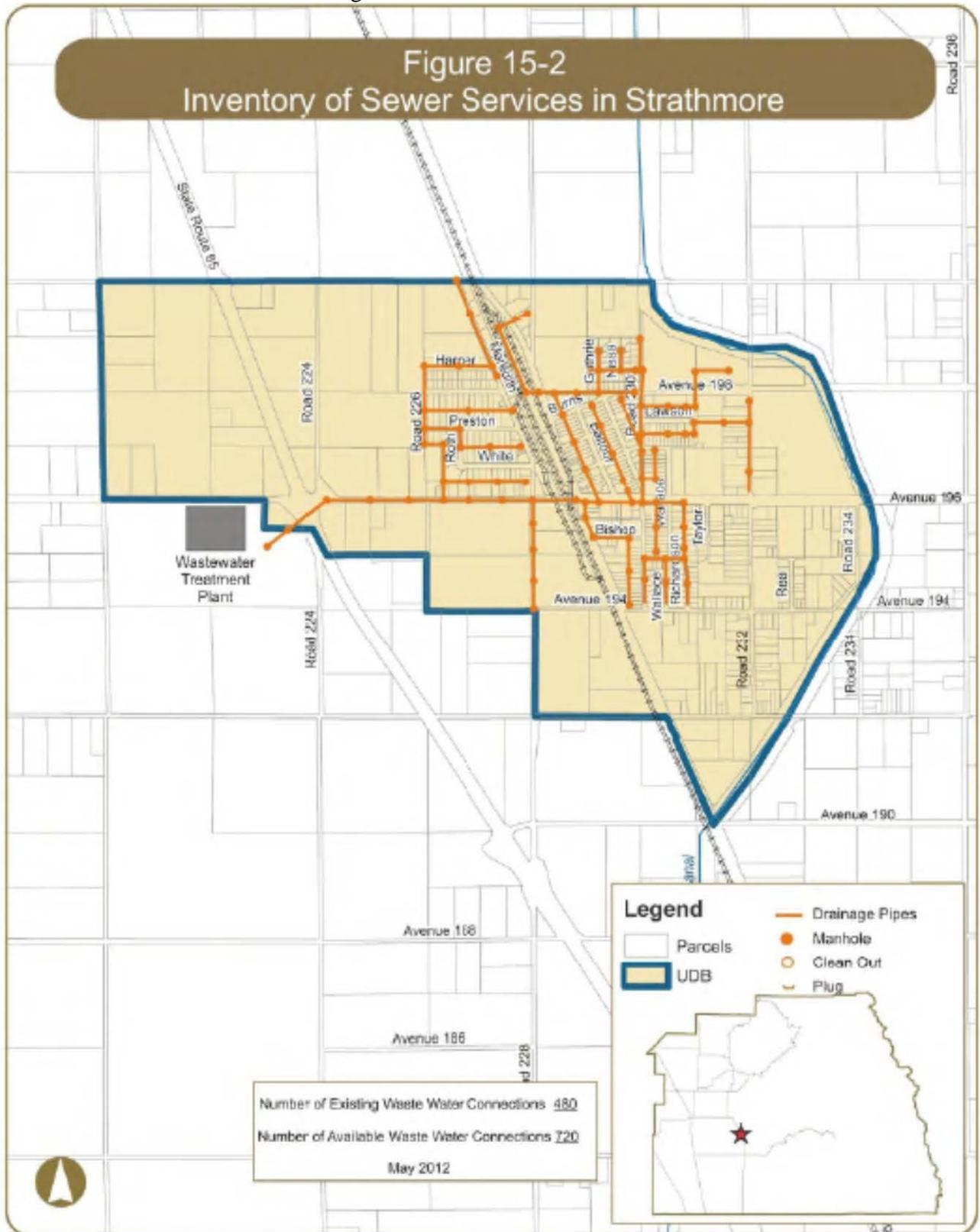
A State General Construction Permit is required for all clearing, grading, and disturbances to the ground that result in soil disturbances of at least five acres (or less than five acres is part of a larger common development plan) must secure a storm water discharge permit in compliance with EPA's national Pollutant Discharge Elimination System (NPDES) regulations.

Sewer

The Strathmore Public Utility District (SPUD) provides sanitary sewer collection, treatment, and disposal services to residents within its boundary. Based upon information provided by SPUD staff, the SPUD's sewer system supports approximately 480 connections. The SPUD owns and operates a Waste Water Treatment Facility (WWTF) located southwest of the community near the southwest quadrant of State Route 65/Avenue 196 intersection, which provides primary treatment of wastewater. The WWTF is operated under the provisions of Order No. 85-024 issued by the California Regional Water Quality Control Board (CRWQCB), which prescribes that the monthly average daily discharge shall not to exceed 0.40 Million Gallons per Day (MGD). According to the 2006 Wastewater User Charge Report (CAL EPA-State Water Resources Control Board, May 2006) the average dry weather flow at the WWTF is 0.15 MGD, indicating that the WWTF is operating at approximately 40% of its permitted capacity. WWTF capacity is available to serve an additional 720 dwelling units. This indicates that there is sufficient treatment capacity to accommodate projected growth through 2025.

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Figure 9 - Strathmore Sewer



Source: Tulare County Action Program 9 – Housing Element Implementation

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Energy

Southern California Edison (SCE) is the main provider of electrical power and natural gas in Tulare County, which maintains an extensive network of high-voltage and low-voltage electrical lines, substations, natural gas mains, and related facilities. In addition to power produced by its plants, SCE purchases power from other producers for use within its service area.

On a region wide basis, electrical demand has increased while the available power supply has remained fairly constant. As a result, during peak demand periods, the reserve capacity of the overall system has dropped at times to under 3%. In response, SCE has planned for more stringent measures as reserve capacity diminishes. These measures include voluntary cutbacks, cutbacks for major users with whom PG&E has arrangements, and rolling blackouts.

Solid Waste

Strathmore use the Teapot Dome Landfill, located on Avenue 128 east of Road 208, five miles southwest of the City of Porterville. The landfill opened in 1950 and the estimated closure date was anticipated in 2012. The design capacity is 6.5 million cubic yards.

The other landfill located in Tulare County is the City of Visalia. Development as proposed in the Community Plan, including development in of the Project Area, will increase the amount of waste requiring disposal at landfills. To meet the required 50% diversion rate, each community will need to implement further programs, such as composting or establishing a location for the further separation and recovery of recyclable and other materials from the waste stream.

CIRCULATION

Figure 10 shows the Strathmore Community Plan major street and highway network of existing and proposed major streets. The Community Plan circulation element includes a map specifying the type and location of major streets and highways together with goals and policies determined appropriate for establishing and maintaining this circulation system (Figure 10). This circulation system is intended to meet the travel demands generated by growth through the year 2025.

Circulation is provided by a general grid pattern of north-south and east-west streets. Street rights-of-way are generally adequate to meet current vehicle demands within residential, commercial and industrial areas.

Strathmore is a small agricultural community and the most heavily traveled streets are State route 65, between the cities of Lindsay and Porterville, Avenue 196 between road 220 and the Friant-Kern Canal.

The two designated arterial streets within the Urban Development Boundary are Avenue 196, and Orange Belt Drive. The following streets within the UDB are classified as “Collector”:

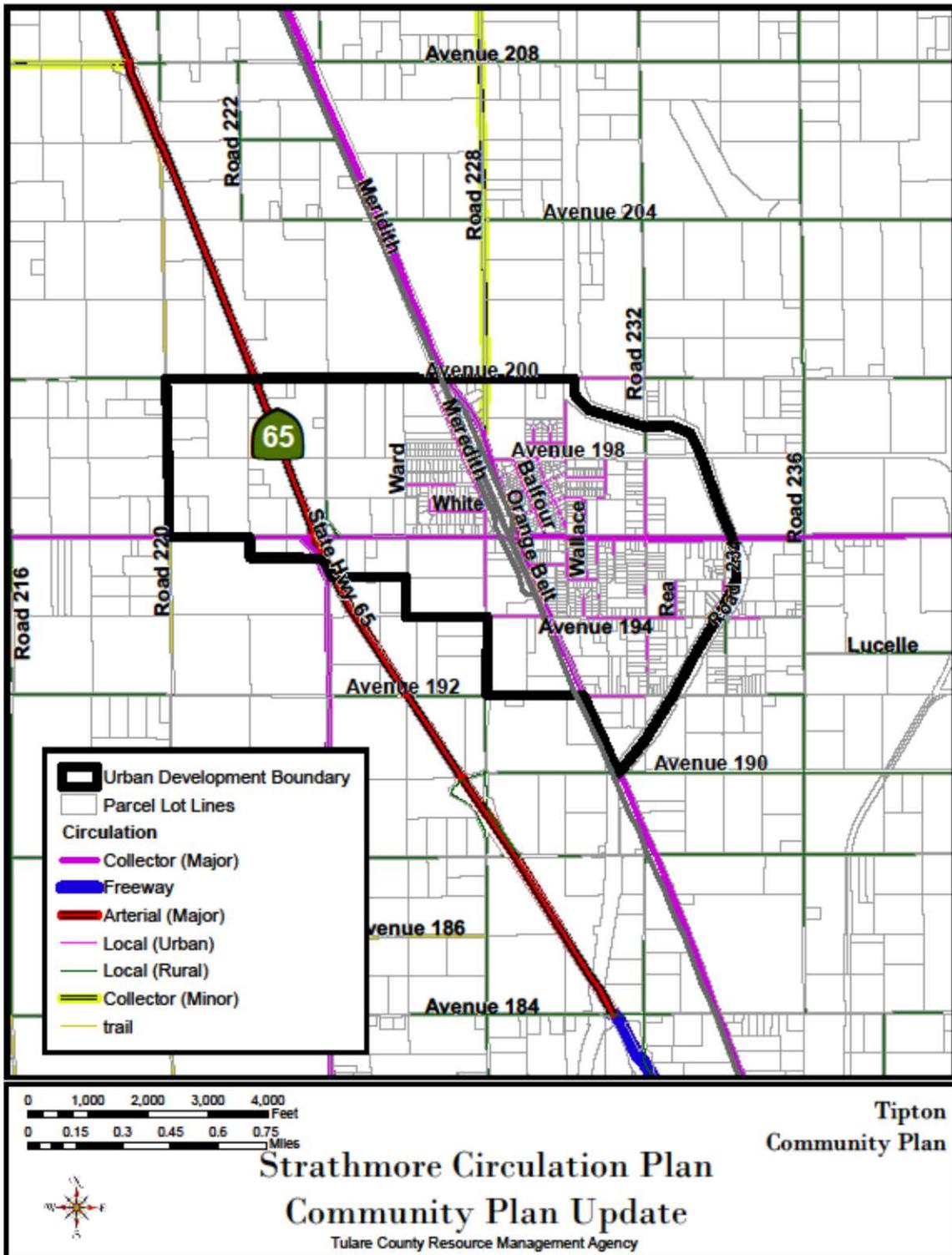
- Road 224 – east of State Route 65, from Avenue 196, north to Avenue 200;
- Road 224 – West of State Route 65, from Avenue 196, south to the UDB;
- Road 228 – between State route 65 and Meredith Avenue;

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- Road 228 – between Orange Belt Drive and Meredith Avenue;
- Meredith Avenue – between Road 228 and Avenue 200;
- Road 230 – between Avenue 196 and Avenue 200;
- Road 232 – between Avenue 192 and Avenue 200;
- Avenue 200 – between Road 224 and Road 232;
- Avenue 198 – between Orange Belt Drive and Road 232; and
- Avenue 192 – from Road 228 east to the UDB

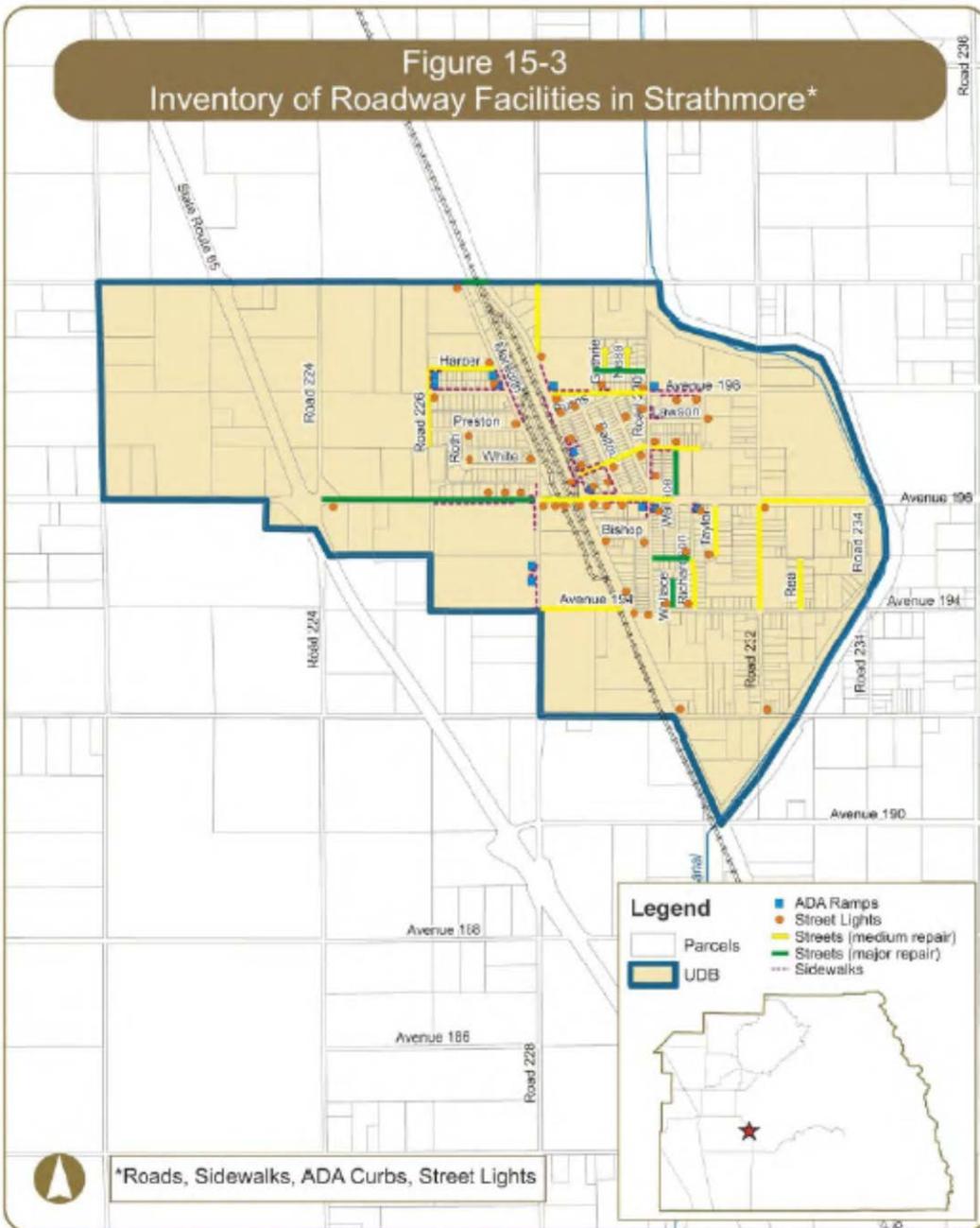
STRATHMORE COMMUNITY PLAN

Figure 10 - Strathmore Major Street and Highway Network



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Figure 11 – Inventory of Roadway Facilities



Source: Tulare County Action Program 9 – Housing Element Implementation

Pedestrian and Bicycle Facilities

The 1984 and the 1988 Regional Transportation Plan (adopted October, 1988) prepared by the Tulare County Association of Governments (TCAG) provides for a regional bicycle network intended to provide a safe alternative mode of travel. In Tulare County, bicycle travel is not yet considered a major mode of transportation and bicycles are rarely seen outside of cities and towns. The current bicycle plan provides for connections between the major urban areas and recreation facilities in the County and is expected to be satisfactory for the foreseeable future. The only bike

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route within or near the community is State Route 65. Additional sidewalks ADA curbs and street lighting is further described in Figure 11.

Rail Transportation

The Strathmore area previously received freight rail service through the Southern Pacific Railroad Company (SPRR) and an Atchison-Topeka and Santa Fe Railroad company (AT&SF) spur line. The line was abandoned as per STB Docket No. AB-398 (Sub-No 8X). The SPRR line was located west of and parallel to Orange Belt Drive. The AT&SF branch line was an extension of the main line east of the UDB and terminated at the Road 231 alignment north of Avenue 198. There is currently one at-grade crossing of the AT&SF tracks (Road 232 north of Avenue 198). Four SPRR at-grade crossings are located within the UDB at Avenue 192, 194, 200 and Avenue 196.

Transit

Recognizing the need to provide transportation services to those who are disadvantaged, the County of Tulare provides public transportation services to the elderly, handicapped, low-income, and residents without access to transportation. Within the Plan Area, public transit is available seven days per week on a fixed route bus service. The County provides round-trip transportation for Lindsay/Strathmore/Porterville residents to Visalia via the “40 – Southeast County Route”.

Aviation

The nearest airport providing commercial air transportation services for residents of the Strathmore community is Visalia Municipal Airport. Visalia Municipal Airport does not have the service demand to economically accommodate large passenger and cargo aircraft and is thus limited to extensive commuter air service. Visalia provides commuter air service to larger airports such as Los Angeles and San Francisco International Airports and Fresno Air Terminal. Porterville Municipal Airport (PMA) is located approximately 10.5 miles southeast of Strathmore. PMA provides local charter service, flight schools, agricultural application services, fixed- and rotary-winged parts, maintenance, and repair services, and a U.S. Forest Service fire suppression operation.

Eckert Field is a privately owned and operated airport located approximately one mile northeast of Strathmore (north of Avenue 204, between Roads 232 and 236). It is located completely within the unincorporated area of the County.

The Tulare County Comprehensive Airport Land Use Plan shows the facility's designation as a public use airport. Although privately owned, Eckert Field is open for public use and primarily serves the central foothill region and the community of Strathmore. Annual aircraft operations number approximately 10,000, as established by the Tulare County Airport Land Use Commission (ALUC). Because of the proximity of Eckert Field to Strathmore, the ALUC has adopted noise, land use and height restriction policies to provide compatible land uses within the airport environs. The goal of the ALUC is to promote the health, safety and general welfare of the public in accordance with Article 3.5 of the California Public Utilities Code.

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PUBLIC SERVICES

Sheriff

Police protection services are provided by the Tulare County Sheriff's Department sub-station, located at 379 North 3rd Street, in Porterville.

Fire

Fire protection is provided by the Tulare County Station #16 through the Strathmore Fire Protection District (SFPD) and the California Division Forestry (CDF) in Strathmore, (located near the northeast corner of Avenue 196 and Orange Belt Drive). The fire station is jointly (undivided interest) owned by the SFPD and the CDF on SFPD owned land. The SFPD and CDF each operate one Class "A" pumper that are housed at this facility. Staffing consists of one full-time operator at all time (total of 3 full-time employees) and a 12-person volunteer firefighter backup.

Schools

Schools within the Strathmore community are under three jurisdictional divisions, representing primary, secondary and junior college levels. Currently, the Strathmore Union Elementary School district provides and maintains an elementary school on 9.3 acre campus at the northeast corner of Avenue 198 and Road 230, and the Strathmore Union High School District operates a high school on a 20 acre campus located at the southwest corner of Avenue 196 and 1.03 acre continuation high school campus located between Avenue 196 and Avenue 198 on the west side of Road 232.

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."⁸

Branch	Address	Public Hours (2015)
Strathmore	19646 Road 230, Strathmore, CA 93267-0595	Tuesday: 9 am – 1 pm, 2 pm – 6 pm Wednesday: 9 am – 1 pm, 2 pm – 6 pm

Source: Tulare County website.

⁸ General Plan Background Report, page 7-96

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PLANNING FRAMEWORK

San Joaquin Valley Regional Blueprint

“The San Joaquin Valley Blueprint is the result of an unprecedented effort of the eight Valley Regional Planning Agencies (RPA), that include the i) Fresno Council of Governments, ii) Kern Council of Governments, iii) Kings County Association of Governments, iv) Madera County Transportation Commission, v) Merced County Association of Governments, vi) San Joaquin Council of Governments, vii) Stanislaus Council of Governments, and viii) Tulare County Association of Governments, to develop a long-term regional growth strategy for the future of the San Joaquin Valley. Following three years of visioning and outreach by the eight Valley RPAs, the Regional Policy Council (RPC), the decision-making body for the Valleywide process, adopted the Valley Blueprint in April 2009.

The Blueprint is a long range vision for a more efficient, sustainable, and livable future for the Valley. The Valleywide Blueprint is made up three elements: a i) 2050 growth scenario diagram that identifies areas of existing development, new development, and future regional transit and highway improvements; ii) Valleywide average target density of 6.8 units per acre for new residential growth to the year 2050; and a iii) set of 12 Smart Growth Principles. Importantly, the Blueprint recognizes and incorporates by reference the visioning and outreach efforts undertaken by the eight Valley Regional Planning Agencies.”⁹

Tulare County Regional Blueprint

“TCAG and its member agencies felt that it was important to prepare a Tulare County Regional Blueprint that clarified Tulare County’s role in the Blueprint process. The Tulare County Regional Blueprint is a stand - alone policy document that is consistent with the San Joaquin Valley Regional Blueprint. This document represents Tulare County’s local vision and goals as a participant in the San Joaquin Valley Regional Blueprint process.”¹⁰ Key elements of the preferred growth scenario outlined in the Tulare County Regional Blueprint include 25% increase in overall density and focused growth in urban areas.

Tulare County 2030 General Plan Implementation

This Community Plan is intended to implement the Tulare County 2030 General Plan. The General Plan Policies relevant to this Community Plan are outlined in General Plan Policies Section below. In addition to the General Plan Policies, this Community Plan outlines policies specific to Strathmore. Following are the ways in which this Community Plan implements the General Plan:

- Update Zoning Map to match the Community Plan Land Use Map.
- Addition of Design Standards to replace use permit standards.
- Update Zoning text to outline allowed uses in this Community Plan.
- Introduction of a Mixed Use Overlay Zoning District
- Provides a Market Analysis of the Strathmore Area.

⁹ San Joaquin Valley Blueprint Roadmap Guidance Framework, page i

¹⁰ Tulare County Regional Blueprint, page 3

STRATHMORE COMMUNITY PLAN

- Provides an updated analysis of Strathmore’s population and housing characteristics.
- Defines an economic development strategy.

SUSTAINABILITY

Tulare County Climate Action Plan

Tulare County adopted a Climate Action Plan (CAP) on August 28, 2012. The CAP is an implementation measure of the 2030 General Plan Update. The policies, regulations, and programs considered in the CAP include those by federal, state, and local governments.

“The Tulare County Climate Action Plan (CAP) serves as a guiding document for County of Tulare (“County”) actions to reduce greenhouse gas emissions and adapt to the potential effects of climate change. The CAP is an implementation measure of the 2030 General Plan Update. The General Plan provides the supporting framework for development in the County to produce fewer greenhouse gas emissions during Plan buildout. The CAP builds on the General Plan’s framework with more specific actions that will be applied to achieve emission reduction targets consistent with California legislation.”¹¹

Tulare County General Plan Policies (Sustainability)

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

PF-3.4 Mixed Use Opportunities

Unless or until a traditional plan approach is requested by the hamlet and such a plan is adopted, land use designations within the HDB shall be the mixed use land use designations as provided in Chapter 4-Land Use that promotes the integration of a compatible mix of residential types and densities, commercial uses, public facilities and services, and employment opportunities.

LU-1.1 Smart Growth and Healthy Communities

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

1. Creating walkable neighborhoods,
2. Providing a mix of residential densities,
3. Creating a strong sense of place,
4. Mixing land uses,
5. Directing growth toward existing communities,
6. Building compactly,
7. Discouraging sprawl,
8. Encouraging infill,
9. Preserving open space,
10. Creating a range of housing opportunities and choices,

¹¹ Tulare County Climate Action Plan, page 1

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11. Utilizing planned community zoning to provide for the orderly pre-planning and long term development of large tracks of land which may contain a variety of land uses, but are under unified ownership or development control, and
12. Encouraging connectivity between new and existing development.

LU-1.8 Encourage Infill Development

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

LU-7.15 Energy Conservation

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

LU-7.16 Water Conservation

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

LU-7.17 Shared Parking Facilities

The County shall encourage, where feasible, the use of shared parking facilities. Such areas could include developments with different day/night uses.

AQ-3.3 Street Design

The County shall promote street design that provides an environment which encourages transit use, biking, and pedestrian movements.

AQ-3.5 Alternative Energy Design

The County shall encourage all new development, including rehabilitation, renovation, and redevelopment, to incorporate energy conservation and green building practices to maximum extent feasible. Such practices include, but are not limited to: building orientation and shading, landscaping, and the use of active and passive solar heating and water systems.

AQ-3.6 Mixed Land Uses

The County shall encourage the clustering of land uses that generate high trip volumes, especially when such uses can be mixed with support services and where they can be served by public transportation.

TCAG Sustainable Communities Strategy (2014 Regional Transportation Plan)

AB 32 set emission targets for the State of California. SB375 requires the California Air Resources Board to set greenhouse gas emission targets for different regions in California. Under SB 375 Metropolitan Planning Organizations like TCAG are required to create a Sustainable Communities Strategy. TCAG included this strategy in the 2014 Regional Transportation Plan. A highlight of the implementation strategies include:

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- Encourage jurisdictions in Tulare County to consider bicycle lanes, public transit, transit-oriented and mixed-use development, pedestrian networks, rain and other complete streets development during updates of general plan or other local plans.
- Implement a Complete Streets Program whereby agencies will prepare plans to accommodate all transportation users, including pedestrians, bicyclists, transit riders, and motor vehicle operators and riders, and implement those plans as aggressively as feasible.
- Provide for continued coordination and evaluation of the planned circulation system among cities and the county.
- Fund the development of capital improvement programs for complete streets and active transportation-type plans, as funds are available.
- Evaluate intersections, bridges, interchanges, and rail grade crossings for needed safety improvements.
- Develop funding strategies for safety projects in cooperation with Caltrans and member agencies.
- Examine alternative funding sources for streets, roads, state highways, rail systems, transit, bicycle, pedestrian, and other transportation mode improvements.
- Utilize Cap and Trade funds available for transit, if available, for projects in Tulare County.
- Encourage local agencies to support implementation of bicycle support facilities such as bike racks, showers, and other facilities during the project review process.
- Utilize Cap and Trade funds available for bicycle and pedestrian projects, if available, for projects in Tulare County.
- Encourage mixed-use developments in urbanized areas.
- Encourage provision of an adequate supply of housing for the region's workforce and adequate sites to accommodate business expansion to minimize interregional trips and long-distance commuting.
- Support and participate in efforts and coalitions promoting use of Cap and Trade funding for projects that help reduce greenhouse gas emissions in Tulare County.
- Support investment in bicycle and pedestrian systems, giving attention to projects and networks that will allow residents to walk and bicycle to frequented destinations, including schools, parks, healthcare institutions and transit stops.
- Provide environmental justice communities opportunities for input into transportation plans, programs, and projects in a manner consistent with Title VI of the 1964 Civil Rights Act and Executive Order 12898 on Environmental Justice, including the prohibition of intentional discrimination and adverse disparate impact with regard to race, ethnicity or national origin.

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

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URBAN DEVELOPMENT BOUNDARY

The purpose of this chapter is to review the adequacy of the adopted Urban Development Boundary (UDB) and determine through analysis contained in this chapter whether modifications may be required. The proposed UDB will also function as the planning area boundary of the Strathmore Community Plan. The UDB line establishes a twenty year growth boundary for the community of Strathmore. Over the years, services will be extended into this area which will allow new growth to occur. Since the UDB line defines the area where growth will occur, it is logical that it also serve as the planning area boundary for this plan.

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

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

UDB Policy Determinations

In determining a UDB and planning area for the Strathmore Community Plan, it is important to fulfill both the requirements of State planning law, and the local goals and policies that regulate land uses in the area (see Figure 12). As discussed earlier, there are many County policies that guide development in Strathmore area. However, the following policies found in the Tulare County General Plan Planning Framework Element, have a direct effect on the establishment of the community's UDB.

PF-2.1 Urban Development Boundaries – Communities

The County shall limit urban development to the area within the designated UDB for each community. Each community's UDB is defined in the General Plan.

PF-2.2 Modification of Community UDB

1. The County may consider modification to a community UDB under any of, but not limited to the following circumstances:
 - a. The location of the UDB shall be evaluated during preparation or update of a community plan.
 - b. All community UDBs should be reviewed on a five-year cycle to reflect changes in growth and development patterns.
 - c. A request for expansion of the UDB boundary can be applied for as part of a General Plan Amendment to the Land Use Diagram.
 - d. At the request of a special district or the community.

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- e. A UDB should be considered for expansion at such time as land for infill becomes limited. This condition is considered satisfied when 80 percent of the non-Williamson Act land within the UDB is developed for urban uses.
- f. UDBs should not be expanded onto Prime Farmland if Farmland of Statewide Importance or of lesser quality is available and suitable for expansion.
2. Prior to approval of a UDB boundary expansion, the County shall ensure that infrastructure can be provided to serve the new areas added to the UDB and that sufficient water supplies are also available. This may require preparation of an infrastructure master plan that includes methods of financing of improvements and maintenance, as well as representation/documentation of availability and sufficiency of long-term water supplies.
3. Preservation of productive agricultural lands shall be the highest priority when considering modifications. Expansion of a UDB to include additional agricultural land shall only be allowed when other non-agricultural lands are not reasonably available to the community or are not suitable for expansion.

PF-2.3 UDB and Other Boundaries

The County shall provide notice and opportunity for special districts, school districts, and other service providers to comment when evaluating the expansion of a Community's UDB.

PF-2.8 Inappropriate Land Use

Areas within UDBs are hereby set aside for those types of urban land uses which benefit from urban services. Permanent uses which do not benefit from such urban services shall be discouraged within the UDBs. This is not intended to apply to agricultural or agricultural supported uses, including the cultivation of land or other uses accessory to the cultivation of land, provided that such accessory uses are time-limited through special use permit procedures.

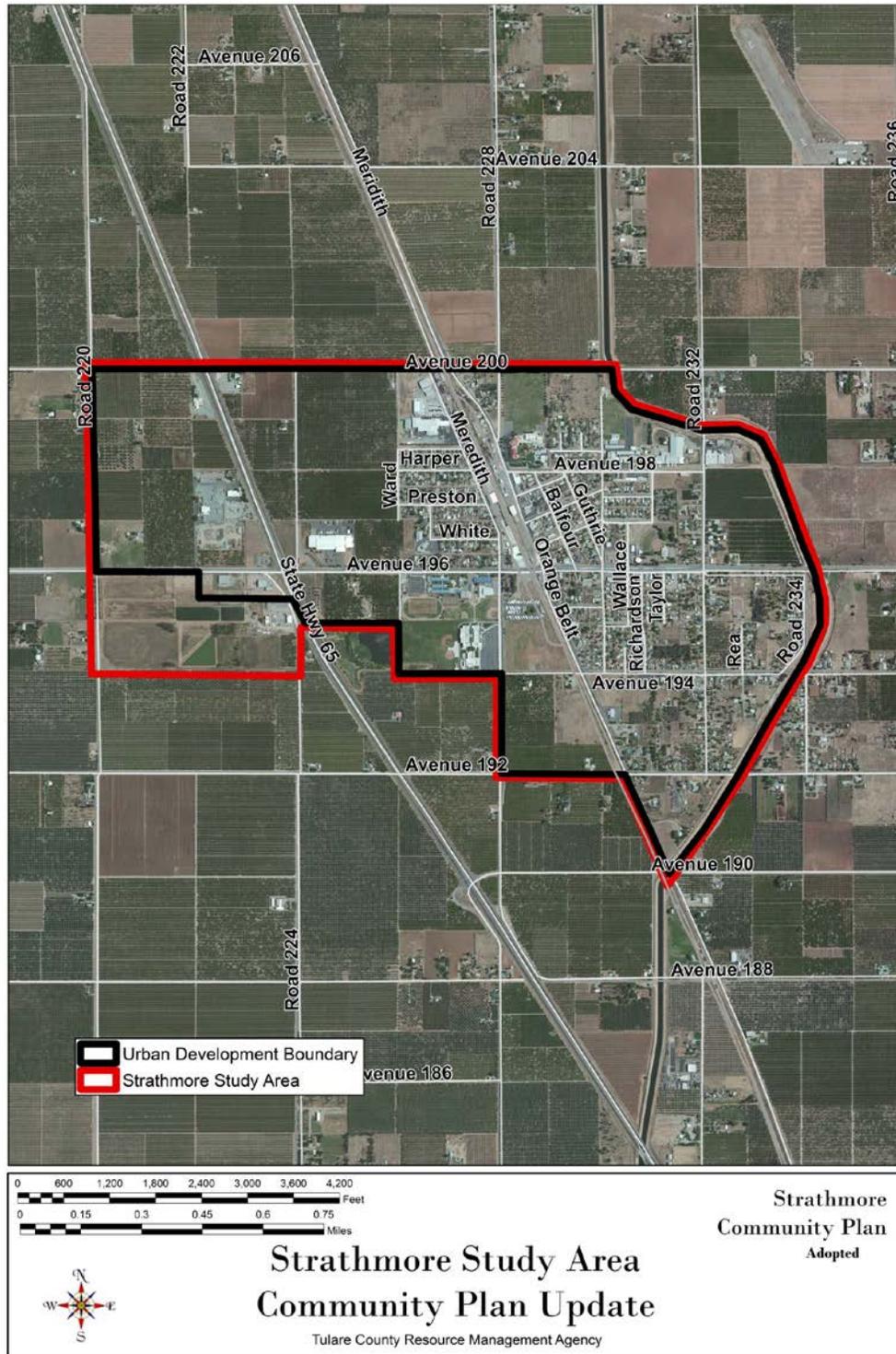
Based on these policies, this community plan update will change the UDB to incorporate the SPUD Waste Water Treatment Facility as an appropriate and consistent with the SPUD's boundaries.

Proposed Planning Area

A minor revision to the Urban Development Boundary (UDB) is proposed to enable additional economic development opportunities and respond to market forces. The area southwest of the current UDB is proposed for incorporation into the UDB. Hence, it is proposed that the UDB will be expanded on the southwest side of Strathmore. The new Strathmore UDB area consists of approximately 830 acres.

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Figure 12 – Proposed Project Area



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POLICY PLAN

This chapter of the Strathmore Community Plan prescribes the 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 plan, although long range in scope, is to be used on a day to day basis to guide the decisions of County staff, the Planning Commission, and the Board of Supervisors, as they affect community development. Further, it will provide residents and property owners in the community with direction and guidelines regarding the evolution and growth of their town and its resources. And importantly, this plan will aid other public agencies and entities, such as the school district and the water company, in their own long-range planning and capital expenditure programming. Each subsequent section of this chapter addresses a topical aspect of the community planning environment. For each aspect, background discussion of relevant issues is included, policies are stated, and implementation programs and activities are outlined.

Policy Relationship to the General Plan

The Strathmore Community Plan is a component in Part III of the Tulare County General Plan, and as such, has the same force and effect as any other adopted element of the general plan. Structurally, the Strathmore Community Plan is part of the Land Use and Circulation Element of the overall general plan. The principal emphasis of the community plan is on establishing local land use and circulation system patterns and prescribing associated standards and policies. In addition to the specific prescriptions of the community plan, the broader policies and standards of the overall Land Use and Circulation Element apply to Strathmore.

Also applicable to Strathmore, and governing all future development in the community, are the other General Plan elements including Planning Framework, Environmental Resources Management, Air Quality, Health and Safety, Transportation and Circulation. In instances where the policies and/or standards of the Strathmore Community Plan are more specific or more restrictive than those in other elements of the general plan, the community plan shall take precedence and prevail.

Land Use Plan

One of the most important purposes of the Strathmore Community Plan is to establish land use patterns and development policies and standards for the community through the year 2030. The general intent of the land use plan for Strathmore is to identify the most appropriate types and distribution of land uses for the community, based on environmental, circulation, infrastructure, services, opportunities and constraints, urban development boundary suitability analysis and other economic capacities and concerns discussed in the previous chapters of the plan.

The County of Tulare, through existing policies, has encouraged both incorporated and unincorporated communities to establish urban development and land use patterns which are compact and contiguous. This policy position has reduced so-called “leap frog” development County-wide, has helped preserve agricultural lands, and has minimized land use conflicts between urban and agricultural areas. In Chapter Three of this plan document, analysis supporting the establishment of an Urban Development Boundary (UDB) for Strathmore is described, and the UDB is delineated. This boundary is sensitive to and consistent with the County-wide policy of encouraging compact and contiguous urban growth, and at the same time enables the community to

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accommodate any foreseen demand for economic and population expansion. Figure 4 – Land Use Map, depicts and prescribes the proposed land use pattern development recommended for Strathmore.

As illustrated in this proposed land use diagram, future urban development of the community will be concentrated on the east side of Highway 65. The land use plan for the community provides for substantial expansion of other highway commercial development along Highway 65; allows for additional industrial development, with good highway and rail access; provides for the development of additional commercial uses potentially serving community-oriented demand; and enables the development of additional residential uses to meet demand generated by forecasted population growth.

Land Use Designations

The following land use designations and descriptions, with densities and intensities are recommended for Strathmore to address land demand needs through the 2030 planning horizon year.

Urban Reserve (UR)

This designation establishes a holding zone whereby properties shall remain zoned for agriculture or open space use until such a time as conversion to urban uses is deemed appropriate. The UR designation shall be appended by the intended future land use designation, for example, Urban Reserve – Heavy Industrial (UR-HI). When a rezoning occurs without a General Plan amendment, the UR designation shall be removed from the parcel. This designation applies primarily within UDBs.

Minimum Parcel Size: 1 Dwelling Unit per 10 Acres

Maximum Intensity: 0.02 FAR

Low-Medium Density Residential (LMDR)

This designation establishes areas suitable for single-family neighborhoods at relatively low densities on lots ranging from generally 5,000 to 12,500 square feet in urbanized areas. Uses typically allowed include detached single-family homes; secondary dwellings; and residential support uses such as churches, schools, parks, medical facilities, and other necessary public utility and safety facilities. This designation is used only within UDBs.

Maximum Density: 1-8 Dwelling Units/Acre

Medium Density Residential (MDR)

This land designation establishes areas for single-family and low-density multi-family dwellings. Uses typically allowed include single-family dwellings, second units, townhomes, duplexes, triplexes, and mobile home parks. This designation is used only within UDBs.

Maximum Density: 4-14 Dwelling Units/Acre

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.

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Maximum Density: 14-30 Dwelling Units/Acre

Service Commercial (SC)

This designation establishes areas for service commercial uses in urbanizing areas. Uses typically allowed include: automotive-related or heavy equipment sales and services; building maintenance services; construction sales and services; and warehousing. 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

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

Heavy Industrial (HI)

This designation establishes areas for the full range of industrial uses, which may cause noise or odor impacts on surrounding urban uses. Uses typically allowed include: manufacturing; processing; fabrication; ethanol plants; warehouses; asphalt batch plants; mills; wood processing yards; and support uses such as retail or eating establishments that support adjacent heavy industrial uses and employees. This designation is found both primarily within UDBs and pursuant to regional growth corridor plans and policies.

Maximum Intensity: 0.5 FAR

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.

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GENERAL PLAN POLICIES

Land Use Policies

PF-1.3 Land Uses in UDBs/HDBs

The County shall encourage those types of urban land uses that benefit from urban services to develop within UDBs and HDBs. Permanent uses which do not benefit from urban services shall be discouraged within these areas. This shall not apply to agricultural or agricultural support uses, including the cultivation of land or other uses accessory to the cultivation of land provided that such accessory uses are time-limited through Special Use Permit procedures.

PF-2.6 Land Use Consistency

The County shall require all community plans, when updated, to use the same land use designations as used in this Countywide General Plan (See Chapter 4-Land Use). All community plans shall also utilize a similar format and content. The content may change due to the new requirements such as Global Climate Change and Livable Community Concepts, as described on the table provided (Table 2.1: Community Plan Content). Changes to this format may be considered for unique and special circumstances as determined appropriate by the County. Until such time as a Community Plan is adopted for those communities without existing Community Plans, the land use designation shall be Mixed Use, which promotes the integration of a compatible mix of residential types and densities, commercial uses, public facilities, and services and employment opportunities.

PF-2.8 Inappropriate Land Use

Areas within UDBs are hereby set aside for those types of urban land uses which benefit from urban services. Permanent uses which do not benefit from such urban services shall

be discouraged within the UDBs. This is not intended to apply to agricultural or agricultural supported uses, including the cultivation of land or other uses accessory to the cultivation of land, provided that such accessory uses are time-limited through special use permit procedures.

PF-4.7 Avoiding Isolating Unincorporated Areas

The County may oppose any annexation proposal that creates an island, peninsula, corridor, or irregular boundary. The County will also encourage the inclusion of unincorporated islands or peninsulas adjacent to proposed annexations.

LU-1.2 Innovative Development

The County shall promote flexibility and innovation through the use of planned unit developments, development agreements, specific plans, Mixed Use projects, and other innovative development and planning techniques.

LU-1.3 Prevent Incompatible Uses

The County shall discourage the intrusion into existing urban areas of new incompatible land uses that produce significant noise, odors, or fumes.

LU-1.4 Compact Development

The County shall actively support the development of compact mixed use projects that reduce travel distances.

LU-3.1 Residential Developments

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

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LU-3.2 Cluster Development

The County shall encourage proposed residential development to be clustered onto portions of the site that are more suitable to accommodating the development, and shall require access either directly onto a public road or via a privately-maintained road designed to meet County road standards.

LU-3.3 High-Density Residential Locations

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

LU-3.4 Mountain, Rural, and Low-Density Residential

The Mountain, Rural, and Low-Density Residential development located outside of a UDB shall be subject to the following requirements:

1. Able to meet the Rural Valley Lands Plan policies, Foothill Growth Management Plan policies, or Mountain Framework Plan policies and requirements,
2. Areas which qualify for minimum densities greater than 1 unit per 10 acres must meet the following characteristics (unless clustering is used):
 - a. Average slopes must be below a 30 percent grade,
 - b. Not identified as a moderate-to-high landslide hazard area, and
 - c. Access to new development is provided via an existing publicly-maintained road or via a new road improved consistent with adopted County standards.

LU-1.8 Encourage Infill Development

The County shall encourage and provide incentives for infill development to occur in communities and hamlets within or adjacent

to existing development in order to maximize the use of land within existing urban areas, minimize the conversion of existing agricultural land, and minimize environmental concerns associated with new development.

ED-2.11 Industrial Parks

As part of new or updated community plans, the County shall designate sites for industrial development to meet projected demand.

Housing Policy 3.24

When locating agricultural industry in rural areas, a determination should be made that there are transit opportunities and an adequate employment base living within a reasonable distance to the site.

AQ-3.2 Infill near Employment

The County shall identify opportunities for infill development projects near employment areas within all unincorporated communities and hamlets to reduce vehicle trips.

AQ-3.6 Mixed Land Uses

The County shall encourage the clustering of land uses that generate high trip volumes, especially when such uses can be mixed with support services and where they can be served by public transportation.

PFS-8.4 Library Facilities and Services

The County shall encourage expansion of library facilities and services as necessary to meet the needs (e.g., internet access, meeting rooms, etc.) of future population growth.

Circulation Policies

Q-3.3 Street Design

The County shall promote street design that provides an environment which encourages transit use, biking, and pedestrian movements.

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LU-7.3 Friendly Streets

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

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

LU-7.4 Streetscape Continuity

The County shall ensure that streetscape elements (e.g., street signs, trees, and furniture) maintain visual continuity and follow a common image for each community.

LU-1.10 Roadway Access

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

SL-2.1 Designated Scenic Routes and Highways

The County shall protect views of natural and working landscapes along the County's highways and roads by maintaining a designated system of County scenic routes and State scenic highways by:

1. Requiring development within existing eligible State scenic highway corridors to adhere to land use and design standards and guidelines required by the State Scenic Highway Program,
2. Supporting and encouraging citizen initiatives working for formal designation of eligible segments of State Highway 198

and State Highway 190 as State scenic highways,

3. Formalizing a system of County scenic routes throughout the County (see Figure 7-1), and
4. Requiring development located within County scenic route corridors to adhere to local design guidelines and standards.

SL-4.1 Design of Highways

The County shall work with Caltrans and Tulare County Association of Governments (TCAG) to ensure that the design of State Highway 65 and other State Highways protects scenic resources and provides access to vistas of working and natural landscapes by:

1. Limiting the construction of sound walls that block views of the County's landscapes (incorporate setbacks to sensitive land uses to avoid noise impacts whenever feasible),
2. Using regionally-appropriate trees and landscaping and incorporating existing landmark trees,
3. Preserving historic and cultural places and vistas,
4. Avoiding excessive cut and fill for roadways along State scenic highways and County scenic routes, and along areas exposed to a large viewing area, and
5. Promote highway safety by identifying appropriate areas for traffic pull-outs and rest areas.

SL-4.2 Design of County Roads

The County's reinvestment in rural County roads outside urban areas should, in addition to meeting functional needs and safety needs, preserve the experience of traveling on the County's "country roads" by:

1. Maintaining narrow as possible rights-of-ways,
2. Limiting the amount of curbs, paved shoulders, and other "urban" edge improvements,

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3. Preserving historic bridges and signage, and
4. Promote County road safety by identifying appropriate areas for traffic pull-out.

SL-4.3 Railroads and Rail Transit

The County shall encourage rail infrastructure for freight and passenger service to be planned and designed to limit visual impacts on scenic landscapes by:

1. Concentrating infrastructure in existing railroad rights-of-ways,
2. Avoiding additional grade separated crossings in viewshed locations, and
3. Using new transit stations supporting rail transit as design features in existing and future core community areas.

TC-1.1 Provision of an Adequate Public Road Network

The County shall establish and maintain a public road network comprised of the major facilities illustrated on the Tulare County Road Systems to accommodate projected growth in traffic volume.

TC-1.2 County Improvement Standards

The County's public roadway system shall be built and maintained consistent with adopted County Improvement Standards, and the need and function of each roadway, within constraints of funding capacity.

TC-1.6 Intermodal Connectivity

The County shall ensure that, whenever possible, roadway, highway, and public transit systems will interconnect with other modes of transportation. Specifically, the County shall encourage the interaction of truck, rail, and air-freight/passenger movements.

TC-1.7 Intermodal Freight Villages

The County shall consider the appropriate placement of intermodal freight villages in

locations within the Regional Growth Corridors.

TC-1.8 Promoting Operational Efficiency

The County shall give consideration to transportation programs that improve the operational efficiency of goods movement, especially those that enhance farm-to-market connectivity

TC-1.9 Highway Completion

The County shall support State and Federal capacity improvement programs for critical segments of the State Highway System. Priority shall be given to improvements to State Highways 65, 99, and 198, including widening and interchange projects in the County.

TC-1.10 Urban Interchanges

The County shall work with TCAG to upgrade State highway interchanges from rural to urban standards within UDBs.

TC-1.11 Regionally Significant Intersections

To enhance safety and efficiency, the County shall work to limit the frequency of intersections along regionally-significant corridors.

TC-1.12 Scenic Highways and Roads

The County shall work with appropriate agencies to support the designation of scenic highways and roads in the County.

TC-1.16 County Level Of Service (LOS) Standards

The County shall strive to develop and manage its roadway system (both segments and intersections) to meet a LOS of "D" or better in accordance with the LOS definitions established by the Highway Capacity Manual.

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TC-1.18 Balanced System

The County shall strive to meet transportation needs and maintain LOS standards through a balanced Multimodal Transportation Network that provides alternatives to the automobile.

TC-2.1 Rail Service

The County shall support improvements to freight and expanding passenger rail service throughout the County.

TC-2.2 Rail Improvements

The County shall work with cities to support improvement, development, and expansion of passenger rail service in Tulare County.

TC-2.3 Amtrak Service

The County shall encourage Amtrak to add passenger service to the Union Pacific corridor in the County.

TC-2.5 Railroad Corridor Preservation

The County shall work with other agencies to plan railroad corridors to facilitate the preservation of important railroad rights-of-way for future rail expansion or other appropriate transportation facilities.

TC-2.7 Rail Facilities and Existing Development

The County will work with the California Public Utilities Commission (CPUC) to ensure that new railroads rights-of-ways, yards, or stations adjacent to existing residential or commercial areas are screened or buffered to reduce noise, air, and visual impacts. Similarly, the County should coordinate with the CPUC and railroad service providers to address railroad safety issues as part of all future new development that affects local rail lines. Specific measures to be considered and incorporated into the design of future projects affecting rail lines include, but are not limited to, the installation of grade separations, warning signage, traffic signaling improvements, vehicle parking prohibitions, installation of pedestrian-specific

warning devices, and the construction of pull out lanes for buses and vehicles.

TC-4.7 Transit Ready Development

The County shall promote the reservation of transit stops in conjunction with development projects in likely or potential locations for future transit facilities.

TC-5.1 Bicycle/Pedestrian Trail System

The County shall coordinate with TCAG and other agencies to develop a Countywide integrated multi-purpose trail system that provides a linked network with access to recreational, cultural, and employment facilities, as well as offering a recreational experience apart from that available at neighborhood and community parks.

TC-5.2 Consider Non-Motorized Modes in Planning and Development

The County shall consider incorporating facilities for non-motorized users, such as bike routes, sidewalks, and trails when constructing or improving transportation facilities and when reviewing new development proposals. For developments with 50 or more dwelling units or non-residential projects with an equivalent travel demand, the feasibility of such facilities shall be evaluated.

TC-5.3 Provisions for Bicycle Use

The County shall work with TCAG to encourage local government agencies and businesses to consider including bicycle access and provide safe bicycle parking facilities at office buildings, schools, shopping centers, and parks.

TC-5.4 Design Standards for Bicycle Routes

The County shall utilize the design standards adopted by Caltrans and as required by the Streets and Highway Code for the development, maintenance, and improvement of bicycle routes.

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TC-5.5 Facilities

The County shall require the inclusion of bicycle support facilities, such as bike racks, for new major commercial or employment locations.

TC-5.7 Designated Bike Paths

The County shall support the creation and development of designated bike paths adjacent to or separate from commute corridors.

TC-5.8 Multi-Use Trails

The County shall encourage the development of multi-use corridors (such as hiking, equestrian, and mountain biking) in open space areas, along power line transmission corridors, utility easements, rivers, creeks, abandoned railways, and irrigation canals.

TC-5.9 Existing Facilities

The County shall support the maintenance of existing bicycle and pedestrian facilities.

Housing Policies

LU-3.5 Rural Residential Designations

The County shall not re-zone any new areas for residential development in the RVLP area, unless it can be shown that other objectives, such as buffers and the relationship of the development to surrounding uses, can be achieved.

Housing Guiding Principle 1.1

Endeavor to improve opportunities for affordable housing in a wide range of housing types in the communities throughout the unincorporated area of the County.

Housing Policy 1.11

Encourage the development of a broad range of housing types to provide an opportunity of choice in the local housing market.

Housing Policy 1.13

Encourage the utilization of modular units, prefabricated units, and manufactured homes.

Housing Policy 1.14

Pursue an equitable distribution of future regional housing needs allocations, thereby providing a greater likelihood of assuring a balance between housing development and the location of employment opportunities.

Housing Policy 1.15

Encourage housing counseling programs for low income homebuyers and homeowners.

Housing Policy 1.16

Review community plans and zoning to ensure they provide for adequate affordable residential development.

Housing Guiding Principle 1.2

Promote equal housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, family status, disability, or any other arbitrary basis.

Housing Guiding Principle 1.3

Strive to meet the housing needs of migrant and non-migrant farmworkers and their families with a suitable, affordable and satisfactory living environment.

Housing Policy 1.31

Encourage the provision of farmworker housing opportunities in conformance with the Employee Housing Act.

Housing Guiding Principle 1.4

Enhance and support emergency shelters and transitional and supportive housing programs that assist the homeless and others in need.

Housing Policy 1.51

Encourage the construction of new housing units for “special needs” groups, including senior citizens, large families, single heads of

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households, households of persons with physical and/or mental disabilities, minorities, farmworkers, and the homeless in close proximity to transit, services, and jobs.

Housing Policy 1.52

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

Housing Policy 1.55

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

Housing Guiding Principle 1.6

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

Housing Policy 2.14

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

Housing Guiding Principle 2.2

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

Housing Policy 2.21

Require all proposed housing within the development boundaries of unincorporated communities is either (1) served by community water and sewer, or (2) that physical conditions permit safe treatment of

liquid waste by septic tank systems and the use of private wells.

Housing Guiding Principle 3.1

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

Housing Policy 3.11

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

Housing Policy 3.23

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

Conservation Policies

AG-1.1 Primary Land Use

The County shall maintain agriculture as the primary land use in the valley region of the County, not only in recognition of the economic importance of agriculture, but also in terms of agriculture's real contribution to the conservation of open space and natural resources.

AG-1.4 Williamson Act in UDBs and HDBs

The County shall support non-renewal or cancellation processes that meet State law for lands within UDBs and HDBs.

AG-1.5 Substandard Williamson Act Parcels

The County may work to remove parcels that are less than 10 acres in Prime Farmland and less than 40 Acres in Non-Prime Farmland from Williamson Act Contracts (Williamson Act key term for Prime/Non-Prime).

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AG-1.6 Conservation Easements

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

AG-1.7 Preservation of Agricultural Lands

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

AG-1.8 Agriculture within Urban Boundaries

The County shall not approve applications for preserves or regular Williamson Act contracts on lands located within a UDB and/or HDB unless it is demonstrated that the restriction of such land will not detrimentally affect the growth of the community involved for the succeeding 10 years, that the property in question has special public values for open

space, conservation, other comparable uses, or that the contract is consistent with the publicly desirable future use and control of the land in question. If proposed within a UDB of an incorporated city, the County shall give written notice to the affected city pursuant to Government Code §51233.

AG-1.10 Extension of Infrastructure into Agricultural Areas

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

AG-1.11 Agricultural Buffers

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

AG-1.13 Agricultural Related Uses

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

1. The use shall provide a needed service to the surrounding agricultural area which cannot be provided more efficiently within urban areas or which requires location in a

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

AG-1.16 Schools in Agricultural Zones

The County shall discourage the location of new schools in areas designated for agriculture, unless the School District agrees to the construction and maintenance of all necessary infrastructure impacted by the project.

AG-2.6 Biotechnology and Biofuels

The County shall encourage the location of industrial and research oriented businesses specializing in biotechnologies and biofuels that can enhance agricultural productivity, enhance food processing activities in the County, provide for new agriculturally-related products and markets, or otherwise enhance the agricultural sector in the County.

LU-7.12 Historic Buildings and Areas

The County shall encourage preservation of buildings and areas with special and recognized historic, architectural, or aesthetic value. New development should respect architecturally and historically significant buildings and areas. Landscaping, original

roadways, sidewalks, and other public realm features of historic buildings or neighborhoods shall be restored or repaired where ever feasible.

LU-7.13 Preservation of Historical Buildings

The County shall encourage and support efforts by local preservation groups to identify and rehabilitate historically significant buildings.

LU-7.14 Contextual and Compatible Design

The County shall ensure that new development respects Tulare County’s heritage by requiring that development respond to its context, be compatible with the traditions and character of each community, and develop in an orderly fashion which is compatible with the scale of surrounding structures.

LU-7.15 Energy Conservation

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

LU-7.16 Water Conservation

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

Housing Guiding Principle 4.1

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

Housing Policy 4.13

Promote energy efficiency and water conservation.

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Housing Policy 4.21

Promote energy conservation opportunities in new residential development.

Housing Policy 5.24

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

ERM-1.1 Protection of Rare and Endangered Species

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

ERM-1.2 Development in Environmentally Sensitive Areas

The County shall limit or modify proposed development within areas that contain sensitive habitat for special status species and direct development into less significant habitat areas. Development in natural habitats shall be controlled so as to minimize erosion and maximize beneficial vegetative growth.

ERM-1.3 Encourage Cluster Development

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

ERM-1.4 Protect Riparian Areas

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

ERM-1.5 Riparian Management Plans and Mining Reclamation Plans

The County shall require mining reclamation plans and other management plans to include

measures that protect, maintain, and restore riparian resources and habitats.

ERM-1.6 Management of Wetlands

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

ERM-1.8 Open Space Buffers

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

ERM-1.12 Management of Oak Woodland Communities

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

ERM-2.1 Conserve Mineral Deposits

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

ERM-2.2 Recognize Mineral Deposits

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

ERM-3.2 Limited Mining in Urban Areas

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

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ERM-3.3 Small-Scale Oil and Gas Extraction

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

ERM-3.4 Oil and Gas Extraction

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

ERM-4.1 Energy Conservation and Efficiency Measures

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

ERM-4.2 Streetscape and Parking Area Improvements for Energy Conservation

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

ERM-5.20 Allowable Uses on Timber Production Lands

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

1. They are compatible with forestry uses,
2. Will not interfere with forest practices,
3. Consider forest site productivity and minimize the loss of productive forest lands,

4. Will meet standards relating to the availability of fire protection, water supply, and waste disposal, and
5. Will not degrade the watershed and/or water quality due to increased erosion.

ERM-7.1 Soil Conservation

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

WR-1.4 Conversion of Agricultural Water Resources

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

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

WR-1.5 Expand Use of Reclaimed Wastewater

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

WR-1.6 Expand Use of Reclaimed Water

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

WR-3.3 Adequate Water Availability

The County shall review new development proposals to ensure the intensity and timing of growth will be consistent with the

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availability of adequate water supplies. Projects must submit a Will-Serve letter as part of the application process, and provide evidence of adequate and sustainable water availability prior to approval of the tentative map or other urban development entitlement.

HS-9.2 Walkable Communities

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

PF-1.4 Available Infrastructure

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

Open-Space Policies

LU-2.3 Open Space Character

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

SL-1.3 Watercourses

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

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

ERM-5.1 Parks as Community Focal Points

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

ERM-5.2 Park Amenities

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

ERM-5.3 Park Dedication Requirements

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

ERM-5.5 Collocated Facilities

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

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ERM-5.6 Location and Size Criteria for Parks

Park types used in Tulare County are defined as follows:

- **Neighborhood Play Lots (Pocket Parks).** The smallest park type, these are typically included as part of a new development to serve the neighborhood in which they are contained. Typical size is one acre or less. If a park of this type is not accessible to the general public, it can not be counted towards the park dedication requirements of the County. Pocket Parks can be found in communities, hamlets, and other unincorporated areas.
- **Neighborhood Parks.** Neighborhood parks typically contain a tot lot and playground for 2-5 year olds and 5-12 year olds, respectively, one basketball court or two half-courts, baseball field(s), an open grassy area for informal sports activities (for example, soccer), and meandering concrete paths that contain low-level lighting for walking or jogging. In addition, neighborhood parks typically have picnic tables and a small group picnic shelter. These park types are typically in the range of 2 to 15 acres and serve an area within a ½ mile radius. Neighborhood parks can be found in communities, hamlets, and other unincorporated areas.
- **Community Parks.** Community parks are designed to serve the needs of the community as a whole. These facilities can contain the same facilities as the neighborhood park. In addition, these parks can contain sports facilities with night lighting, community centers, swimming pools, and facilities of special interest to the community. These parks are typically 15 to 40 acres in size and serve an area within a 2 mile radius. Community parks can be found in communities, planned community areas, and large hamlets.

- **Regional Parks.** Regional parks are facilities designed to address the needs of the County as a whole. These facilities may have an active recreation component (play area, group picnic area, etc.), but the majority of their area is maintained for passive recreation (such as hiking or horseback riding), and natural resource enjoyment. Regional parks are typically over 200 acres in size, but smaller facilities may be appropriate for specific sites of regional interest.

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

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

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ERM-5.12 Meet Changing Recreational Needs

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

ERM-5.13 Funding for Recreational Areas and Facilities

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

ERM-5.15 Open Space Preservation

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

HS-9.1 Healthy Communities

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

Noise Policies

HS-8.7 Inside Noise

The County shall ensure that in instances where the windows and doors must remain closed to achieve the required inside acoustical isolation, mechanical ventilation or air conditioning is provided.

HS-8.8 Adjacent Uses

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

HS-8.9 County Equipment

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

HS-8.10 Automobile Noise Enforcement

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

HS-8.11 Peak Noise Generators

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

HS-8.14 Sound Attenuation Features

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

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HS-8.15 Noise Buffering

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

Safety Policies

HS-1.1 Maintain Emergency Public Services

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

HS-1.9 Emergency Access

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

HS-1.10 Emergency Services Near Assisted Living Housing

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

HS-5.2 Development in Floodplain Zones

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

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

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

HS-5.8 Road Location

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

HS-5.9 Floodplain Development Restrictions

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

HS-5.10 Flood Control Design

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

HS-5.11 Natural Design

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

HS-7.4 Upgrading for Streets and Highways

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

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PFS-7.1 Fire Protection

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

PFS-7.6 Provision of Station Facilities and Equipment

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

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

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

PFS-7.12 Design Features for Crime Prevention and Reduction

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

PFS-8.3 Location of School Sites

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

Other

PF-2.7 Improvement Standards in Communities

The County shall require development within the designated UDBs to meet an urban standard for improvements. Typical improvements shall include curbs, gutters,

sidewalks, and community sewer and water systems.

ERM-6.3 Alteration of Sites with Identified Cultural Resources

When planning any development or alteration of a site with identified cultural or archaeological resources, consideration should be given to ways of protecting the resources. Development should be permitted in these areas only after a site specific investigation has been conducted pursuant to CEQA to define the extent and value of resource, and mitigation measures proposed for any impacts the development may have on the resource.

HS-8.5 State Noise Standards

The County shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code (UBC). Title 24 requires that interior noise levels not exceed 45 dB Ldn (or CNEL) with the windows and doors closed within new developments of multi-family dwellings, condominiums, hotels, or motels. Where it is not possible to reduce exterior noise levels within an acceptable range the County shall require the application of noise reduction technology to reduce interior noise levels to an acceptable level.

HS-8.6 Noise Level Criteria

The County shall ensure noise level criteria applied to land uses other than residential or other noise-sensitive uses are consistent with the recommendations of the California Office of Noise Control (CONC).

WR-3.9 Establish Critical Water Supply Areas

The County shall designate Critical Water Supply Areas to include the specific areas used by a municipality or community for its water supply system, areas critical to groundwater recharge, and other areas possessing a vital

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role in the management of the water resources in the County.

PFS-6.1 Telecommunications Services

The County shall work with telecommunication providers to ensure that all residents and businesses have access to telecommunications services, including broadband internet service. To maximize access to inexpensive telecommunications services, the County shall encourage marketplace competition from multiple service providers.

PFS-8.4 Library Facilities and Services

The County shall encourage expansion of library facilities and services as necessary to meet the needs (e.g., internet access, meeting rooms, etc.) of future population growth.

PFS-8.5 Government Facilities in Community Centers

The County shall actively support development and expansion of federal, State, County, districts, and other governmental offices and facilities where infrastructure exists within community core areas.

PFS-9.1 Expansion of Gas and Electricity Facilities

The County shall coordinate with gas and electricity service providers to plan the expansion of gas and electrical facilities to meet the future needs of County residents.

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HEALTH RELATED GENERAL PLAN POLICIES

PF-2.7 Improvement Standards in Communities (See Previous Section)

Land Use Element

LU-1.1 Smart Growth and Healthy Communities

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

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

LU-1.2 Innovative Development (See Previous Section)

LU-1.3 Prevent Incompatible Uses (See Previous Section)

LU-1.4 Compact Development (See Previous Section)

LU- 1.5 Paper Subdivision Consolidations

The County shall encourage consolidation of paper parcels/subdivisions, especially those lots that are designated Valley Agriculture (VA), Foothill Agriculture (FA), or Resource Conservation (RC), are irregular in shape, inadequate in size for proper use, or lack infrastructure.

LU-1.6 Permitting Procedures and Regulations

The County shall continue to ensure that its permitting procedures and regulations are consistent and efficient.

LU-1.8 Encourage Infill Development (See Previous Section)

LU-1.10 Roadway Access (See Previous Section)

LU-3.1 Residential Developments

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

LU-3.3 High-Density Residential Locations

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

LU-3.6 Project Design

The County shall require residential project design to consider natural features, noise exposure of residents, visibility of structures, circulation, access, and the relationship of the project to surrounding uses. Residential densities and lot patterns will be determined

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by these and other factors. As a result, the maximum density specified by General Plan designations or zoning for a given parcel of land may not be attained.

LU-7.3 Friendly Streets

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

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

LU-7.5 Crime Prevention through Design

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

LU-7.15 Energy Conservation

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

LU-7.16 Water Conservation

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

Housing Element

Housing Policy 1.51 (See Previous Section)

Housing Policy 3.12

Support locally initiated programs to provide neighborhood parks and recreational facilities for residential areas within unincorporated communities.

Housing Policy 3.13

Encourage subdivision and housing unit design, which provides for a reasonable level of safety and security.

Housing Policy 3.16

Actively seek federal, state, and private foundation grant funds for park and recreation facilities in unincorporated areas, including dual-use storm drainage ponding basins/recreation parks.

Housing Policy 4.21

Promote energy conservation opportunities in new residential development.

Housing Policy 4.22

Enforce provisions of the Subdivision Map Act regulating energy-efficient subdivision design.

Housing Policy 5.21

Administer and enforce the relevant portions of the Health and Safety Code.

Housing Policy 5.26

Prohibit concentrations of dwelling units near potentially incompatible agricultural uses as defined in the Animal Confinement Facilities Plan.

Environmental Resources Element

ERM-5.2 Park Amenities (See Previous Section)

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Air Quality Element

AQ-1.3 Cumulative Air Quality Impacts (See Previous Section)

AQ-1.4 Air Quality Land Use Compatibility

The County shall evaluate the compatibility of industrial or other developments which are likely to cause undesirable air pollution with regard to proximity to sensitive land uses, and wind direction and circulation in an effort to alleviate effects upon sensitive receptors.

AQ-1.7 Support Statewide Climate Change Solutions

The County shall monitor and support the efforts of Cal/EPA, CARB, and the SJVAPCD, under AB 32 (Health and Safety Code §38501 et seq.), to develop a recommended list of emission reduction strategies. As appropriate, the County will evaluate each new project under the updated General Plan to determine its consistency with the emission reduction strategies.

AQ-1.8 Greenhouse Gas Emissions Reduction Plan/Climate Action Plan

The County will develop a Greenhouse Gas Emissions Reduction Plan (Plan) that identifies greenhouse gas emissions within the County as well as ways to reduce those emissions. The Plan will incorporate the requirements adopted by the California Air Resources Board specific to this issue. In addition, the County will work with the Tulare County Association of Governments and other applicable agencies to include the following key items in the regional planning efforts.

1. Inventory all known, or reasonably discoverable, sources of greenhouse gases in the County,

2. Inventory the greenhouse gas emissions in the most current year available, and those projected for year 2020, and
3. Set a target for the reduction of emissions attributable to the County's discretionary land use decisions and its own internal government operations.

AQ-2.2 Indirect Source Review

The County shall require major development projects, as defined by the SJVAPCD, to reasonably mitigate air quality impacts associated with the project. The County shall notify developers of SJVAPCD Rule 9510 – Indirect Source Review requirements and work with SJVAPCD to determine mitigations, as feasible, that may include, but are not limited to the following:

1. Providing bicycle access and parking facilities,
2. Increasing density,
3. Encouraging mixed use developments,
4. Providing walkable and pedestrian-oriented neighborhoods,
5. Providing increased access to public transportation,
6. Providing preferential parking for high-occupancy vehicles, car pools, or alternative fuels vehicles, and
7. Establishing telecommuting programs or satellite work centers.

AQ-2.3 Transportation and Air Quality

When developing the regional transportation system, the County shall work with TCAG to comprehensively study methods of transportation which may contribute to a reduction in air pollution in Tulare County. Some possible alternatives that should be studied are:

1. Commuter trains (Light Rail, Amtrak, or High Speed Rail) connecting with Sacramento, Los Angeles, and San Francisco, with attractive services scheduled up and down the Valley,

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2. Public transportation such as buses and light rail, to serve between communities of the Valley, publicly subsidized if feasible,
3. Intermodal public transit such as buses provided with bicycle racks, bicycle parking at bus stations, bus service to train stations and airports, and park and ride facilities, and
4. Community transportation systems supportive of alternative transportation modes, such as cycling or walking trails, with particular attention to high-density areas.

AQ-3.2 Infill near Employment (See Previous Section)

AQ-3.3 Street Design (See Previous Section)

AQ-3.4 Landscape

The County shall encourage the use of ecologically based landscape design principles that can improve local air quality by absorbing CO₂, producing oxygen, providing shade that reduces energy required for cooling, and filtering particulates. These principles include, but are not limited to, the incorporation of parks, landscaped medians, and landscaping within development.

AQ-3.5 Alternative Energy Design (See Previous Section)

AQ-3.6 Mixed Land Uses (See Previous Section)

Health and Safety Element

HS-1.4 Building and Codes

Except as otherwise allowed by State law, the County shall ensure that all new buildings intended for human habitation are designed in compliance with the latest edition of the California Building Code, California Fire Code, and other adopted standards based on

risk (e.g., seismic hazards, flooding), type of occupancy, and location (e.g., floodplain, fault).

HS-1.5 Hazard Awareness and Public Education

The County shall continue to promote awareness and education among residents regarding possible natural hazards, including soil conditions, earthquakes, flooding, fire hazards, and emergency procedures.

HS-1.6 Public Safety Programs

The County shall promote public safety programs, including neighborhood watch programs, child identification and fingerprinting, public awareness and prevention of fire hazards, and other public education efforts.

HS-1.7 Safe Housing and Structures

The County shall continue to seek grant funding for the rehabilitation of deteriorated and dilapidated structures and provide available information regarding housing programs and other public *services*.

HS-1.9 Emergency Access (See Previous Section)

HS-1.10 Emergency Services near Assisted Living Housing (See Previous Section)

HS-4.3 Incompatible Land Uses

The County shall prevent incompatible land uses near properties that produce or store hazardous waste.

HS-4.4 Contamination Prevention (See Previous Section)

HS-4.5 Increase Public Awareness

The County shall work to educate the public about household hazardous waste and the proper method of disposal.

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HS-4.6 Pesticide Control (See Previous Section)

HS-4.8 Hazardous Materials Studies

The County shall ensure that the proponents of new development projects address hazardous materials concerns through the preparation of Phase I or Phase II hazardous materials studies for each identified site as part of the design phase for each project. Recommendations required to satisfy federal or State cleanup standards outlined in the studies will be implemented as part of the construction phase for each project.

HS-5.1 Development Compliance with Federal, State, and Local Regulations (See Previous Section)

HS-5.2 Development in Floodplain Zones (See Previous Section)

HS-8.5 State Noise Standards (See Previous Section)

HS-9.1 Healthy Communities (See Previous Section)

HS-9.2 Walkable Communities (See Previous Section)

Water Resource Element

WR-2.1 Protect Water Quality

All major land use and development plans shall be evaluated as to their potential to create surface and groundwater contamination hazards from point and non-point sources. The County shall confer with other appropriate agencies, as necessary, to assure adequate water quality review to prevent soil erosion; direct discharge of potentially harmful substances; ground leaching from storage of raw materials, petroleum products, or wastes; floating debris; and runoff from the site.

WR-2.2 National Pollutant Discharge Elimination System (NPDES) Enforcement

The County shall continue to support the State in monitoring and enforcing provisions to control non-point source water pollution contained in the U.S. EPA NPDES program as implemented by the Water Quality Control Board.

WR-2.3 Best Management Practices (BMPs)

The County shall continue to require the use of feasible BMPs and other mitigation measures designed to protect surface water and groundwater from the adverse effects of construction activities, agricultural operations requiring a County Permit and urban runoff in coordination with the Water Quality Control Board.

Transportation and Circulation Element

5.8.2 COMPREHENSIVE AIRPORT LAND USE PLAN

5.8.2.1 Safety Compatibility Zones

The safety compatibility zones are based on the existing 2,000-foot long runway and illustrated on Figure ECK-2. The safety compatibility zone dimensions are based on those for a short general aviation runway length of less than 4,000 feet shown on Figure 3A of the 2011 Caltrans *Handbook*.

5.8.2.2 Noise Compatibility

Aircraft operations at the Airport are estimated to total 3,850 annual aircraft operations. Almost all of these operations are by small single-engine aircraft. Therefore, it is not expected that the 60 and 65 dB CNEL aircraft noise exposure contours would extend beyond the airport property.

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5.8.2.3 Airspace Protection Surfaces

The FAR Part 77 imaginary surfaces at Eckert Field are illustrated on Figure ECK-3. The approach surfaces to both ends of the runway are 20 to 1 visual approach surfaces. Therefore the FAR Part 77 conical surface, which the Tulare County Airport Land Use Commission (ALUC) uses to define the Airport Influence Area continues to extend out 9,000 feet from the primary surface. The horizontal surface continues to extend out 5,000 feet from the primary surface.

5.8.3 AIRPORT SPECIFIC ALUC POLICIES

The ALUC is proposing no special policies for Eckert Field.

5.8.4 LAND USE AND AVAILABLE LAND USE CONTROLS

Land use within the Eckert Field Airport Influence Area is primarily agricultural, although the unincorporated community of Strathmore is located southwest of the Airport. Land use controls within the Eckert Field Airport Influence Area are provided by the Tulare County General Plan and Zoning Ordinance. Current zoning is primarily AE-20, except in the Strathmore vicinity. As noted previously, the County of Tulare Zoning Ordinance includes Section 14.1, “Airport Impact Zone” (or “AP” zone) which implements land use policies for airport impact areas identified within the County General Plan. The ordinance provides a listing of permitted and specifically restricted land uses. Residential land uses are specifically restricted from the Airport Impact Zone. Separately in the Ordinance Code of Tulare County, Part VII, Chapter 13, “Airport Zoning Regulations” implements the California Airport Approaches Zoning Law. The County’s Airport Zoning Map is established through this ordinance; however

Eckert Field is not specifically included in this ordinance.

TC-1.18 Balanced System (See Previous Section)

TC-1.19 Balanced Funding

The County shall promote a balanced approach to the allocation of transportation funds to optimize the overall County transportation system.

TC-4.1 Transportation Programs

The County shall support the continued coordination of transportation programs provided by social service agencies, particularly those serving elderly and/or handicapped.

TC-4.2 Determine Transit Needs

The County will continue to work with TCAG, cities, and communities in the County to evaluate and respond to public transportation needs.

TC-4.3 Support Tulare County Area Transit

The County shall request the support of TCAG for development of transit services outlined in the County’s Transit Development Plan (TDP). Efforts to expand Tulare County Area Transit should be directed towards:

1. Encouraging new and improving existing transportation services for the elderly and disabled, and
2. Providing intercommunity services between unincorporated communities and cities.

TC-4.4 Nodal Land Use Patterns that Support Public Transit

The County shall encourage land uses that generate higher ridership including; high density residential, employment centers, schools, personal services, administrative and

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professional offices, and social/recreational centers, to be clustered within a convenient walking distance of one another.

TC-5.1 Bicycle/Pedestrian Trail System (See Previous Section)

TC-5.2 Consider Non-Motorized Modes in Planning and Development (See Previous Section)

TC-5.3 Provisions for Bicycle Use (See Previous Section)

Public Facilities and Services Element

PFS-1.1 Existing Development

The County shall generally give priority for the maintenance and upgrading of County-owned and operated facilities and services to existing development in order to prevent the deterioration of existing levels-of-service.

PFS-1.3 Impact Mitigation

The County shall review development proposals for their impacts on infrastructure (for example, sewer, water, fire stations, libraries, streets, etc). New development shall be required to pay its proportionate share of the costs of infrastructure improvements required to serve the project to the extent permitted by State law. The lack of available public or private services or adequate infrastructure to serve a project, which cannot be satisfactorily mitigated by the project, may be grounds for denial of a project or cause for the modification of size, density, and/or intensity of the project.

PFS-1.4 Standards of Approval

The County should not approve any development unless the following conditions are met:

1. The applicant can demonstrate all necessary infrastructure will be installed and adequately financed,

2. Infrastructure improvements are consistent with adopted County infrastructure plans and standards, and
3. Funding mechanisms are provided to maintain, operate, and upgrade the facilities throughout the life of the project.

PFS-1.5

The County shall implement programs and/or procedures to ensure that funding mechanisms necessary to adequately cover the costs related to planning, capital improvements, maintenance, and operations of necessary public facilities and services are in place, whether provided by the County or another entity.

PFS-1.6

The County shall use a wide range of funding mechanisms, such as the following, to adequately fund capital improvements, maintenance, and on-going operations for publicly-owned and/or operated facilities:

1. Establishing appropriate development impact fees,
2. Establishing assessment districts, and
3. Pursuing grant funding.

PFS-1.7

The County shall work with special districts, community service districts, public utility districts, mutual water companies, private water purveyors, sanitary districts, and sewer maintenance districts to provide adequate public facilities and to plan/coordinate, as appropriate, future utility corridors in an effort to minimize future land use conflicts.

PFS-1.8

The County shall encourage special districts, including community service districts and public utility districts to:

1. Institute impact fees and assessment districts to finance improvements,
2. Take on additional responsibilities for services and facilities within their

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jurisdictional boundaries up to the full extent allowed under State law, and

3. Investigate feasibility of consolidating services with other districts and annexing systems in proximity to promote economies of scale, such as annexation to city systems and regional wastewater treatment systems.

PFS-1.9 New Special Districts

When feasible, the County shall support the establishment of new special districts, including community service districts and public utility districts, to assume responsibility for public facilities and services.

PFS-1.10 Homeowner Associations

The County shall support the creation of homeowner associations, condominium associations, or other equivalent organizations to assume responsibility for specific public facilities and services.

PFS-1.11 Facility Sizing

The County shall ensure that publicly-owned and operated facilities are designed to meet the projected capacity needed in their service area to avoid the need for future replacement to achieve upsizing. For facilities subject to incremental sizing, the initial design shall include adequate land area and any other elements to easily expand in the future.

PFS-1.12 Security

The County shall seek to minimize vulnerability of public facilities to natural and man-made hazards and threats.

PFS-2.1 Water Supply

The County shall work with agencies providing water service to ensure that there is an adequate quantity and quality of water for all uses, including water for fire protection, by, at a minimum, requiring a demonstration by the agency providing water service of sufficient and reliable water supplies and

water management measures for proposed urban development.

PFS-2.2 Adequate Systems

The County shall review new development proposals to ensure that the intensity and timing of growth will be consistent with the availability of adequate production and delivery systems. Projects must provide evidence of adequate system capacity prior to approval.

PFS-2.3 Well Testing

The County shall require new development that includes the use of water wells to be accompanied by evidence that the site can produce the required volume of water without impacting the ability of existing wells to meet their needs.

PFS-2.4 Water Connections

The County shall require all new development in UDBs, UABs, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, Area Plans, existing water district service areas, or zones of benefit, to connect to the community water system, where such system exists. The County may grant exceptions in extraordinary circumstances, but in these cases, the new development shall be required to connect to the water system when service becomes readily available.

PFS-2.5 New Systems or Individual Wells

Where connection to a community water system is not feasible per PFS-2.4: Water Connections, service by individual wells or new community systems may be allowed if the water source meets standards for quality and quantity.

PFS-3.1 Private Sewage Disposal Standards

The County shall maintain adequate standards for private sewage disposal systems (e.g.,

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septic tanks) to protect water quality and public health.

PFS-3.2 Adequate Capacity

The County shall require development proposals to ensure the intensity and timing of growth is consistent with the availability of adequate wastewater treatment and disposal capacity.

PFS-3.3 New Development Requirements

The County shall require all new development, within UDBs, UABs, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, Area Plans, existing wastewater district service areas, or zones of benefit, to connect to the wastewater system, where such systems exist. The County may grant exceptions in extraordinary circumstances, but in these cases, the new development shall be required to connect to the wastewater system when service becomes readily available.

PFS-3.4 Alternative Rural Wastewater Systems

The County shall consider alternative rural wastewater systems for areas outside of community UDBs and HDBs that do not have current systems or system capacity. For individual users, such systems include elevated leach fields, sand filtration systems, evapotranspiration beds, osmosis units, and holding tanks. For larger generators or groups of users, alternative systems, including communal septic tank/leach field systems, package treatment plants, lagoon systems, and land treatment, can be considered.

PFS-3.7 Financing

The County shall cooperate with special districts when applying for State and federal funding for major wastewater related expansions/upgrades when such plans promote the efficient solution to wastewater treatment needs for the area and County.

PFS-4.2 Site Improvements

The County shall ensure that new development in UDBs, UABs, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, and Area Plans includes adequate stormwater drainage systems. This includes adequate capture, transport, and detention/retention of stormwater.

PFS-4.3 Development Requirements

The County shall encourage project designs that minimize drainage concentrations and impervious coverage, avoid floodplain areas, and where feasible, provide a natural watercourse appearance.

PFS-4.4 Stormwater Retention Facilities

The County shall require on-site detention/retention facilities and velocity reducers when necessary to maintain existing (pre-development) storm flows and velocities in natural drainage systems. The County shall encourage the multi-purpose design of these facilities to aid in active groundwater recharge.

PFS-4.5 Detention/Retention Basins Design

The County shall require that stormwater detention/retention basins be visually unobtrusive and provide a secondary use, such as recreation, when feasible.

PFS-4.6 Agency Coordination

The County shall work with the Army Corps of Engineers and other appropriate agencies to develop stormwater detention/retention facilities and recharge facilities that enhance flood protection and improve groundwater recharge.

PFS-4.7 NPDES Enforcement

The County shall continue to monitor and enforce provisions to control non-point source water pollution contained in the U.S. Environmental Protection Agency National

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Pollution Discharge Elimination System (NPDES) program.

PFS-5.1 Land Use Compatibility with Solid Waste Facilities

The County shall ensure that solid waste facility sites (for example, landfills) are protected from the encroachment by sensitive

Table 18 - Fire Staffing and Reponses Time Standards			
	Demographics	Staffing/ Response Time	% of Calls
Urban	>1,000 people/sq. mi.	15 FF/9 min.	90
Suburban	500-100 people/sq. mi.	10 FF/10 min.	80
Rural	<500 people/sq. mi.	6 FF/14 min.	80
Remote*	Travel Dist.>8 min.	4 FF/no specific response time	90

*Upon assembling the necessary resources at the emergency scene, the fire department should have the capacity to safely commence an initial attach within 2 minutes, 90% of the time.
FF: fire fighters

and/or incompatible land uses.

PFS-5.8 Hazardous Waste Disposal Capabilities

The County shall require the proper disposal and recycling of hazardous materials in accordance with the County’s Hazardous Waste Management Plan.

PFS-7.2 Fire Protection Standards

The County shall require all new development to be adequately served by water supplies, storage, and conveyance facilities supplying adequate volume, pressure, and capacity for fire protection.

PFS-7.5 Fire Staffing and Response Time Standards

The County shall strive to maintain fire department staffing and response time goals consistent with National Fire Protection Association (NFPA) standards.

PFS-7.12 Design Features for Crime Prevention and Reduction

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

PFS-8.2 Joint Use Facilities and Programs

The County shall encourage the development of joint school facilities, recreation facilities, and educational and service programs between school districts and other public agencies.

PFS-8.3 Location of School Sites

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

PFS-9.1 Expansion of Gas and Electricity Facilities

The County shall coordinate with gas and electricity service providers to plan the expansion of gas and electrical facilities to meet the future needs of County residents.

PFS-9.2 Appropriate Siting of Natural Gas and Electric Systems

The County shall coordinate with natural gas and electricity service providers to locate and design gas and electric systems that minimize impacts to existing and future residents.

PFS-9.3 Transmission Corridors

The County shall work with the Public Utilities Commission and power utilities so

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that transmission corridors meet the following minimum requirements:

1. Transmission corridors shall be located to avoid health impacts on residential lands and sensitive receptors, and
2. Transmission corridors shall not impact the economic use of adjacent properties.

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GOALS, OBJECTIVES AND POLICIES SPECIFIC TO STRATHMORE

Goals, objectives and policies are the fundamental building blocks of the planning process. Goals describe the desirable results to which the plan is committed while objectives describe the intermediate steps or achievements which must be taken to reach the goals. Policies describe more specific actions or processes which must be undertaken in order to achieve objectives.

Taken as a whole, goals, objectives and policies provide the guidelines as to how the community is to grow in terms of type, quantity and quality of development. The goals, objectives and policies are an integral part of the plan itself and the final land use map and plan description must reflect the goals, objectives and policies of the community. The plan map then is a graphic portrayal of what goals, objectives and policies are intended to accomplish.

The goals, objectives and policies of this community plan are based on those contained in the Tulare County 2030 General Plan, 1989 Strathmore Community Plan, and input received from Strathmore 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.
2. The County shall carefully coordinate the extension of water and sewer services in the Plan Area with the SPUD to promote orderly and efficient development patterns.

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

Objective: Promote concentrations of similar or compatible uses.

Policies:

1. 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. Locate high density residential uses in close proximity to planned shopping areas.
4. Require public, quasi-public and high density residential uses to locate where direct access to major streets is available.
5. The County shall ensure that solid waste facility sites (for example, landfills) are protected from the encroachment by sensitive and/or incompatible land uses.
6. The County shall cooperate with all affected school districts to provide the highest quality educational services and school facilities possible.
7. The County shall work with the Strathmore School District in facilitating the location and establishment of new

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school sites, or expansion of existing sites, as needed.

8. The County shall work with the Strathmore school district to provide safe routes to school.
9. The County of Tulare will solicit recommendations from all interested public agencies on matters regarding the Strathmore Community Plan.
10. The Strathmore Community Plan should be reviewed every five years to determine if amendments are appropriate.
11. 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.

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.

Objective: Encourage land uses adjacent to State Highway 65 and Orange Belt Drive which are consistent with noise impacts.

Policies:

1. Encourage commercial and/or industrial development to locate adjacent to Highway 65 where access is appropriate for such development.
2. Require installation of walls, berms or heavy planting along Highway 65 in conjunction with any new residential development.
3. Discourage new residential development on vacant lots within areas proposed for

commercial and industrial development.

4. Encourage the eventual conversion of existing residential uses within areas proposed for commercial and industrial development to nonresidential uses; excepting living quarters used in conjunction with a business.
5. Phase-out existing non-conforming commercial and industrial uses within planned residential areas by zoning such areas residential, and by enforcement of local zoning regulations pertaining to illegal buildings and uses.
6. Tulare County shall designate and zone sufficient amounts of land to accommodate existing and projected industrial, commercial, residential, and public (e.g., parks and recreational) needs of the community.
7. Provide for appropriate buffers between areas set aside for commercial activities and single family residential uses.
8. All new development proposals within the established airport influence area and safety zones for Eckert Field shall be reviewed prior to the issuance of land use permits by the County of Tulare to ensure consistency with the Comprehensive Airport Land Use Plan.

GOAL III: Achieve development densities consistent with levels of available service.

Objective: Encourage merger of existing vacant substandard lots within the townsite of Strathmore.

Policies:

1. Conduct a study of the Strathmore townsite area to determine the impact of a comprehensive vacant lot merger action and undertake such a merger, if feasible.

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GOAL IV: Coordinate Community Development Decisions with the Springville Public Utility District.

Objective: Ensure that all development can be served by the Strathmore Public Utility District (SPUD) during the planning period.

Policies:

1. Coordinate zoning with availability of utilities and community services.
2. Promote commercial and industrial development with wastewater discharge characteristics which can be accommodated by the SPUD.
3. Encourage industries with excessive effluent to pre-treat wastewater prior to disposal to the SPUD wastewater system.
4. Encourage coordination between developers and the SPUD throughout the application and development process to prevent time delays and to assure that the SPUD can accommodate the needs of any proposed development.
5. Before the issuance of any land use permit, the Tulare County Resource Management Agency must receive confirmation from the SPUD that water and sewer service requirements can be accommodated.
6. Assist the SPUD in applications for grant funds to carry out their capital improvement program for providing, maintaining and improving their sewer and water systems to serve new and existing developments which implement the goals and objectives of this Plan and of the Tulare County General Plan.
7. Prohibit to the extent allowed by law all development from holding, diverting and/or disposing of storm water run-off at locations, or in such a manner, as to cause groundwater recharge contributable to raising the groundwater to an unsafe level in the vicinity of the SPUD wastewater treatment facilities.
8. Investigate the necessity of preparing a

drainage plan, within five years of adoption of the Community Plan, for diverting and disposing of storm water runoff and excess irrigation water at a location, or locations, where the retention or disposition of such water will not contribute to raising the groundwater level in the vicinity of the SPUD wastewater treatment facilities.

9. Before the issuance of any land use permit, the Tulare County Planning and Development Department will require all project applications for new development or redevelopment to include storm water disposal plans in accordance with the recommendations of the Tulare County Public Works Department and Caltrans to prevent runoff flows into the State highway right-of-way.

Housing

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

Objective: Reduce deficiencies in existing housing stock.

Policies:

1. 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.

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

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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 Strathmore.
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.

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.

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

Objective: Provide the 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.

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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 Strathmore 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.
3. Assist in the development of a community park in conjunction with the future site of the Strathmore School.

Objective: Protect Agricultural Lands:

1. Land within the respective Urban Development Boundary of Strathmore, which is designated as residential reserve,

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

2. The following criteria shall be used to determine when conversion to urban use is appropriate:
 - a. The property is not subject to an agricultural preserve contract;
 - b. Full urban services, schools, and infrastructure sufficient to serve urban development either are available or can be made available; and
 - c. At least 30 % the property boundaries are contiguous on at least one side to existing urban development.
3. Until productive agricultural lands are ready to be developed they shall be retained in parcels of sufficient size to allow agricultural uses.
4. Agricultural uses outside the UDB shall be protected from conflicting urban uses by aligning the UDB along streets, canals or other man-made or natural features in order to buffer the two uses to the extent possible.
5. The County (and developers) shall carefully coordinate the extension of public water and sewer services in the planning area with Strathmore Community Service District, to promote logical and orderly development patterns.
6. New agricultural preserves and contracts shall not be approved for properties within Strathmore's UDB.
7. Commercial and residential uses will be required to connect to public services provided by the Strathmore Public Utility District.
8. Large lot agricultural zoning such as AE-20 shall be applied as a holding zone to properties which do not meet the criteria

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set forth in policy Agriculture Policy 2 above.

- Promote growth along Highway 65 for industrial and commercial uses to preserve adjacent agricultural lands consistent with the Corridor Framework Policies in the Tulare County General Plan.

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

Policies:

- Prohibit to the extent allowed by law

residential development in excess of seven families per acre, until a sewage collection system is constructed.

- 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.
- Prohibit to the extent allowed by law new intensive animal raising operations within the "windshed" area of Strathmore.
- Carefully evaluate proposed heavy industrial uses to be located east of State Highway 65 to assure that such uses will not have an adverse impact on the community.

ASSESSMENT OF LAND NEEDS

Within the existing 790-acre Strathmore Urban Development Boundary, agricultural activities, such as orchards and pasture, currently constitute fifty-four percent (54%) of the Planning Area.

The ratio of urbanized acres per person is calculated by dividing the year 2013 population of 2,192 by 452 urbanized acres, which equals 4.9 persons per urbanized acre (see Table 19 and 20).

Projecting this ratio into the future suggests an additional 245 acres of land will be required for development by the year 2030.

Population Growth Forecast

Growth Rate	2014	2020	2030
0.013	2819	3007	3422

Year	Population	Growth (%)
2015	2819	0.013
2016	2856	0.013
2017	2893	0.013

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2018	2930	0.013
2019	2968	0.013
2020	3007	0.013
2021	3046	0.013
2022	3086	0.013
2023	3126	0.013
2024	3167	0.013
2025	3208	0.013
2026	3249	0.013
2027	3292	0.013
2028	3334	0.013
2029	3378	0.013
2030	3422	0.013
2031	3466	0.013
2032	3511	0.013
2033	3557	0.013
2034	3603	0.013

Land Need

The term highway commercial is used in various ways. A highway commercial zone or district can include many types of uses. In general, the purpose of such a district is to provide appropriate sites for the needs of recreation and business travelers. This district is intended to be applied to sites fronting on State Highways or along arterial roads that provide access to major recreation destinations. Highway Commercial areas should be designed so that all or most of the needs of the traveling public can be accommodated at one stop. This district is not intended to be applied to strip commercial development along highways or arterials. The Strathmore Community Plan includes a proposed Mixed Use Overlay Zone that is recommended at three of the four quadrants of the SR 65 and Avenue 196 intersection. 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.

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Land need for lodging is based on anticipated need for a hotel to serve the highway traffic and the anticipated enhanced attractiveness of the area with new well-planned development. In addition, allowance is made for food service and convenience retail to service the visitor traffic on SR 65. This demand and land need would be in addition to the projected land need to meet the demand of the local residents. While no detailed visitor market analysis was available, the estimates are based on assumptions about the additional demand that might be generated by visitors, estimated as a percent of the local/regional demand.

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OPPORTUNITIES

Complete Streets

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

Affordable Housing

The community of Strathmore has a median income of \$33,750 which is considerably less than 60% of the State median income of \$61,632. Approximately 55% of the households in Strathmore spend 30% or more of their income on housing. As such, there is a high need for affordable housing.

Moreover, 59.2% of renters spent 35% or more of their income on rent. As 43% of the households include singles parents with children and Strathmore's average household size of 4.2 for renters and 4.41 for owner-occupied units, it is very likely that many children in Strathmore share bedrooms.

As there are no bus lines in Strathmore, reduced parking is not a realistic strategy to reduce development costs. Affordable housing will require more land in Strathmore than would typically be required in an area where public transit is available. In terms of siting, medium to high density housing should be located along collector streets and/or arterials.

Urban Development Boundary

Although State planning law does not define specific requirements for establishing planning area boundaries, it is generally agreed that the planning boundaries should include the territory within a community's probable ultimate physical boundaries and service area. Urban Development Boundaries provide a planning framework that promotes the viability of communities, hamlets, and cities while protecting the agricultural, open space, scenic, cultural, historic, and natural resource heritage of the County. In the past, the County used three key planning tools to guide urban development in all unincorporated areas of the County. The first was the Urban Boundaries Element; the second are the Area Plans; the third are the General Plans for identified incorporated cities and Community Plans for unincorporated communities. In 1974, Tulare County added an Urban Boundaries Element to its General Plan. The element required the designation of an urban boundary for every "viable" unincorporated community in the county. The Urban Boundaries Element also established Urban Improvement Areas (20-year planning boundaries) for certain communities. The 1974 Urban Boundaries Element designated both an Urban Area Boundary and an Urban Improvement Area for Strathmore.

In 1983, the Urban Boundaries Element was amended to create Urban Development Boundaries (UDBs, which are also to function as 20-year planning boundaries) and to Change the function of the Urban Area Boundary to simply a "comment line" around incorporated cities. Under the 1983 amendment, Urban Area Boundaries are no longer established around unincorporated communities

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and Urban Improvement Areas have been phased out and are replaced with UDBs resulting from GPA 88-01 and the General Plan 2030 Update Planning Framework Element.

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

Recommended Boundary

The County is suggesting no changes to the Urban Development Boundary, except to include the Waste Water Treatment plan and surrounding areas consistent with the Sphere of Influence for the Strathmore Public Utility District (SPUD).

Commercial Potential

There is limited need for an expansion of commercial zoning, it is anticipated, as much as four acres of demand (1 acre per 150 persons). As there is limited discretionary income available from the community (based on the median incomes and proportions going towards housing), new commercial uses will mostly rely on the regional and highway market for revenue potential. As such, there is limited potential for large local community serving commercial uses. New commercial uses will likely be highway oriented, and fit under the new zoning district boundaries or under the new mixed use overlay boundary.

CONSTRAINTS

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

Friant-Kern Canal

The Friant-Kern Canal is an obstruction equivalent to a river and is a formidable constraint to the easterly growth the community. The banks of the Friant-Kern Canal serve as levees during high volume flows in the canal which further contributes to its considerable size. Although elevations are generally higher east of the canal, topographic and flood-zone maps indicate that areas adjacent to the canal are somewhat depressed and subject to periodic flooding. This topographic feature contributes to ponding of stormwater and subsequent flooding east of the canal. Also, the Porterville Urban Area Boundary Biotic Survey has identified the banks of Friant-Kern Canal as a migratory route of the San Joaquin Kit Fox which should be protected from urban encroachment. Therefore, the combined natural and physical characteristics near and east of the Friant-Kern Canal

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will act as constraints to development during the planning period.

Noise

As described in the General Plan Policies section of this Plan, noise exposure policies will restrict the type of land uses which can be developed within identified noise-impacted areas. Mitigation measures identified in the Tulare County 2030 General Plan's Noise Element will allow the development of some land uses provided certain standards are met which reduce the impact of noise within the noise-impacted areas. Properties adjacent to Avenue 196 and State Route 65 are areas designated as noise-impacted in the community.

Infrastructure Needs

Additional sources of water and roadway maintenance and complete streets will be an important part of future growth within Strathmore. The Strathmore Public Utility District (SPUD) serves only those residential/urban uses within the District's boundary. Not all areas within the Urban Development Boundary (UDB) are within the SPUD's existing boundary, which constrains the immediate or near future development of urban uses. Therefore, those areas planned for future urban development outside of the SPUD's boundary will require annexation to the district boundaries and connection to the SPUD facilities.

Designated Flood Zones

As illustrated in Figure-2, approximately 26% of the Plan Area is within the 100- and 500- Year Flood Zone areas. The probability of flooding in these areas may present a constraint to development of vacant, open, and underdeveloped lands south of Avenue 196. However, a sufficient amount of land will be available in other parts of the community and current Tulare County policies applicable to flood-zones will allow for the future development of the zones to accommodate future growth needs.

Agricultural Lands

The presence of approximately 240 acres of Williamson Act Lands (Agricultural Preserves) and 400 acres along the west side of the Plan Area may deter the natural "grow out" pattern of urban related uses. Although a constraint, Agricultural Preserves prevent premature urban development of agricultural lands and encourage in-filling of existing vacant parcels within the immediate core of the Plan Area. Also, as the need arises for developable land, (and if justifiable), Agricultural Preserves can be canceled by a landowner with the approval of the Tulare County Board of Supervisors. Another option available to landowners is nonrenewal of their ten-year contracts. This option allows their land to revert to "regular" agricultural lands over a ten-year period and, subsequently allowing the landowner an opportunity to develop his land through the regular permitting process.

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ECONOMIC DEVELOPMENT

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

Agriculture

Tulare County has a booth at the World Agricultural Exposition (Ag Expo) every year. In 2014, the Economic Development Department partnered with the Purchasing Department and shared our tourism catalogs with their surplus store flyers. We also had our Tulare County Video play at our booth.

Grants

Tulare County is seeking \$14,074,518 from the US Department of Transportation to improve the rural route of the San Joaquin Valley Railroad in Tulare County. The funds are requested to improve the short line railroad route that runs from Exeter to Fresno. The improvements include replacing the aging infrastructure and rail by installing 17 miles of new 115lb welded rail, 31 miles of replacement, 50 miles of surfacing, 60 crossing and 45 bridges which will provide safer and more efficient operations that will boost the economic liveliness of the region.

Tulare County Strategy

In rural areas, elimination of all barriers to economic development is the foundation for growth. This Plan addresses the following four potential barriers to Economic Development.

- **Infrastructure:** The water system is at capacity and the wastewater system is near limiting capacity. In order for more development to occur, service levels for water and wastewater need to be expanded. Grant funding is needed to increase service levels.”
- **Use Permits:** There are a number of uses that currently require Planning Commission approval. In many cases, these uses are beneficial for the community and do not necessarily need discretionary review. In order to reduce the cost of and length of time to obtain entitlements, use permit requirements are being reduced.
- **Education:** Tulare County has five satellite campuses for four year universities: California State University-Fresno, University of California- Davis, Fresno Pacific University, Brandman University, and the University of Phoenix. Community Colleges in Tulare County include the College of the Sequoias, Porterville College,

Table 21 – Estimated Educational Attainment of Strathmore Population (25 Years or Older)

	Percent Less than 9th grade	Percent 9th to 12th grade, no diploma	Percent High School graduate (includes equivalency)	Percent bachelor's degree or higher
California	10.4%	8.8%	21.1%	30.2%
Tulare County	20.3%	11.9%	24.2%	12.9%
Strathmore CDP	26%	21.5%	27.8%	1.5%

Source: 2007-2011 American Community Survey, 5-year

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and San Joaquin Valley College. Workforce Development Partners include Proteus Inc., and CSET.

Based on the 2009-2013 American Community Survey, the educational barrier in Strathmore begins in grade school. Of the adults age 25 and older, 26% had an educational level of less than 9th grade. This limits the types of jobs that these adults are qualified for. Improving educational attainment needs to begin in elementary school. As part of the safe routes to schools, Tulare County will provide pedestrian facilities for children to walk or bike to school. This should make it easier for children to get to school.

- **Health Care:** Health care is important for economic development as businesses need healthy employees. The other nearest medical offices are in Porterville.

Place

In terms of real estate, location is a major factor in development and expansion of businesses. There are two locational advantages in Strathmore, access to State Route 65 and existing developed but underutilized areas. These locational advantages are discussed below.

- **Access to Highway 65:** There is one primary freeway entry and exit points which provides convenient access and/or egress to SR 65.
- Physical improvements could include the following:
 - Streetscape improvements for Orange Belt Drive. Streetscape improvements could include sidewalks, curbs, gutters, and landscaping.
 - Attractive, yet functional and practical, crosswalks at the Schools throughout Strathmore.

Demand Forecast

Based on the data and analysis contained above, the following table (Table 22) includes the year 2030 acreage demand forecast for the Strathmore planning area. Tulare County recognizes that land use and other policies must continue to maintain and encourage a diverse and entrepreneurial economy to ensure that the community thrives.

	Existing	2030	Increase
Population	2,819	3,422	603
Residential Acres	200	237	37
Commercial Acres	16	20	4
Industrial Acres	49	49	0
Agricultural Acres	428	387	-41
Vacant Acres	49	9	-41

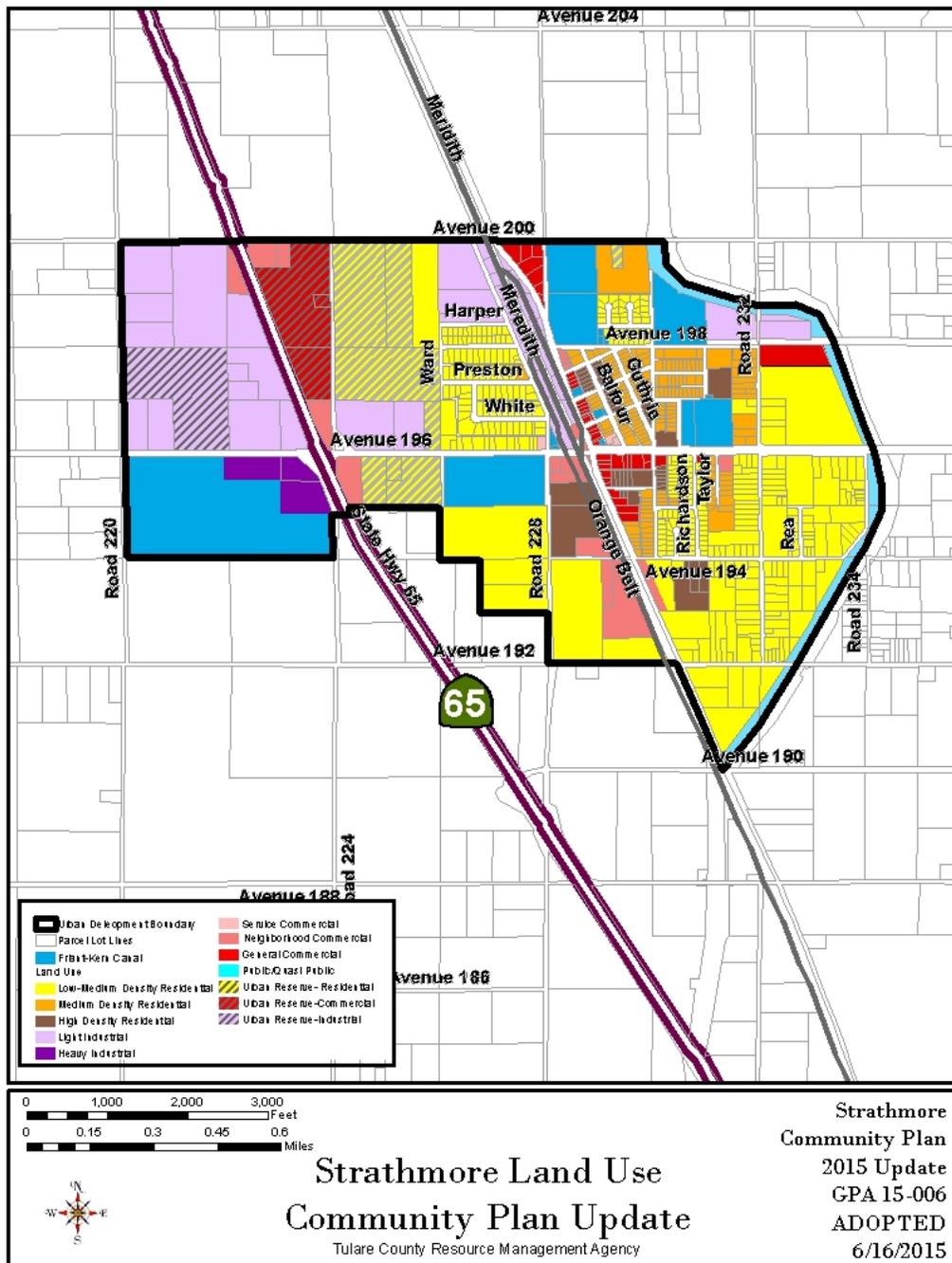
It is recommended, based on the Market Analysis and Opportunities and Constraints Analysis that the existing configuration of the Urban Development Boundary, as adopted is appropriate and reflective of the development suitability criteria contained above, except to include the Waste Water Treatment plan and surrounding areas consistent with the Sphere of Influence for the SPUD.

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LAND USE AND ZONING DISTRICT UPDATE

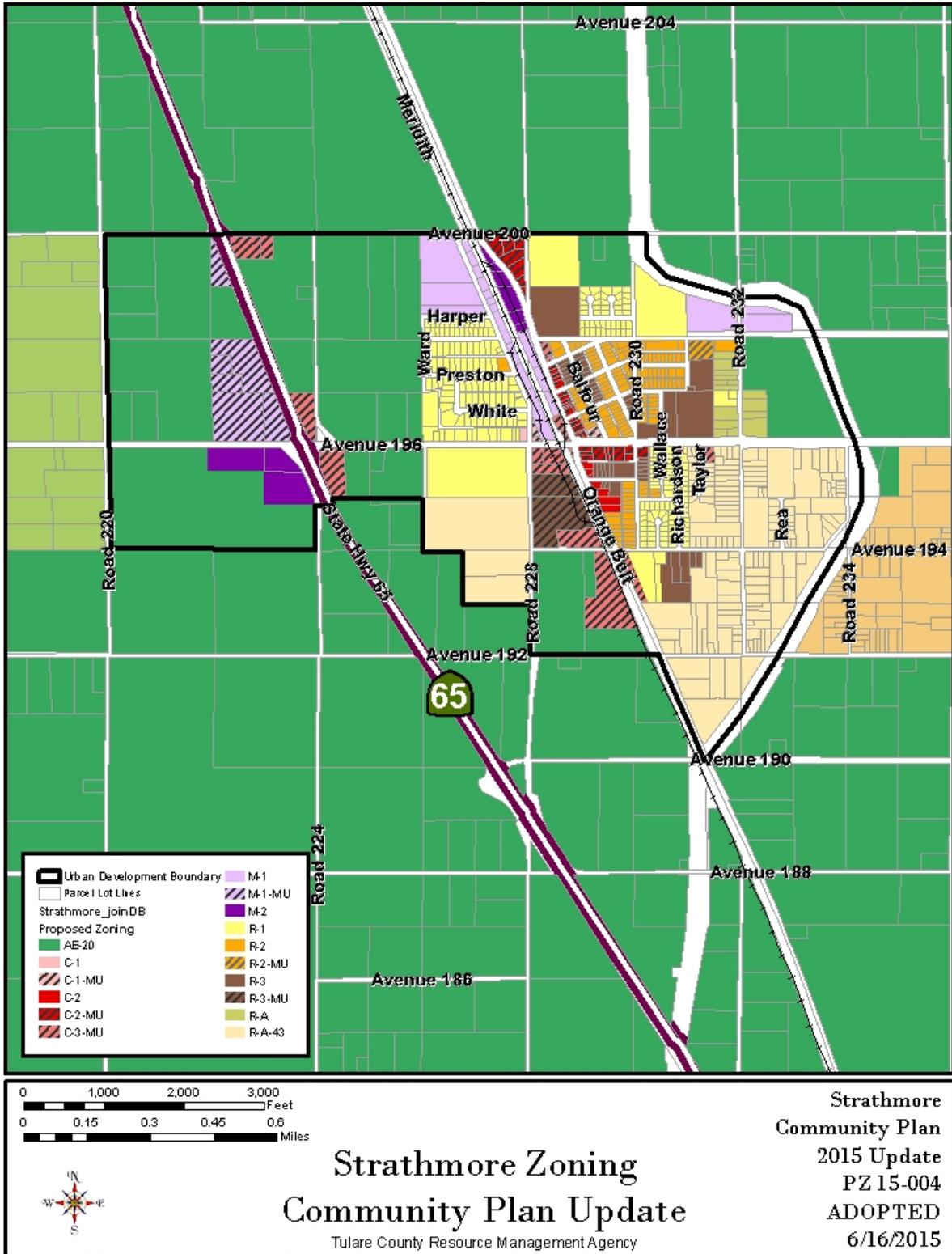
As suggested above and based on the forecasted growth and the recommended Urban Development Boundary, on the Economic Development/Market Analysis and Opportunities and Constraints Analysis, the below land use plan and zoning district has been updated. (See Figures 13 and Figure 14).

Figure 13 – Proposed Land Use Plan



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Figure 14 – Proposed Zoning Plan



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CIRCULATION ELEMENT

The purpose of this Circulation Element Update for the community of Strathmore is to provide for a safe, convenient and efficient transportation system. The Circulation Element has been designed to accommodate anticipated transportation needs based on the land use element. In compliance with state law, all city and county general plans must contain a circulation element that designates future road improvements and extensions, addresses non-motorized transportation alternatives, and identifies funding options. The intent of this Circulation Element is to:

- Identify transportation needs and issues within Strathmore, as well as regional relationships that affect the transportation system;
- Consider alternatives to the single-occupant vehicle as a means of providing services and access to facilities; and
- Establish policies that coordinate the Strathmore transportation and circulation system with the General Plan and area plan land use maps, and provide direction for future decision-making.

No changes are suggested to the Circulation Plan (see Figure 15). However, the below changes to the circulation policies are being adopted as part of the Complete Streets Program for Strathmore.

Tulare County Association of Governments (TCAG) Regional Transportation Plan

The Regional Transportation Plan (RTP) is a multi-modal, long-range planning document prepared by the Tulare County Association of Governments (TCAG). The RTP includes programs and policies for congestion management, transit, bicycles and pedestrians, roadways, freight, and finances for Tulare County. The RTP is prepared every four years and contains a listing of projects considered to be financially feasible within a 25-year planning time frame. All federally funded transportation projects must be consistent with the RTP.

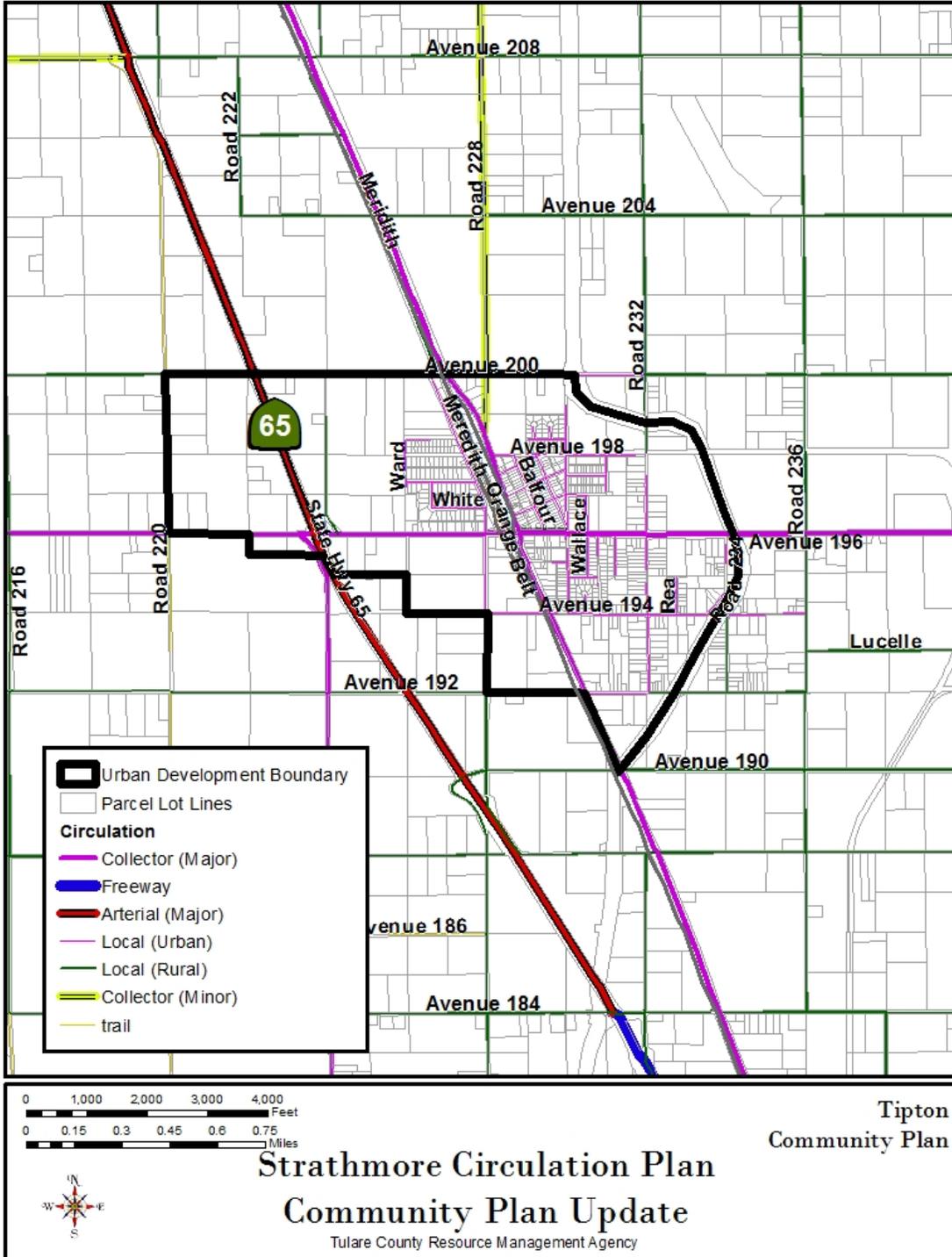
The RTP for Tulare has just been updated and was adopted in July 2014. The new RTP is the first to respond to the state legislation (SB 375) that requires the RTP to show reductions in greenhouse gas emissions from passenger vehicles. Thus, there is a new emphasis in the RTP on promoting ridesharing (transit, van and carpools) and active transportation (walking and bicycling). To this end, the RTP now includes a Sustainable Communities Strategy (SCS), a blueprint for land use patterns and transportation facilities and services that will facilitate fewer vehicle trips and vehicle miles traveled.

San Joaquin Valley Air Quality Management Plan

The San Joaquin Valley Air Pollution Control District (SJVAPCD) has prepared the Air Quality Management Plan (AQMP) and various other regulations to reduce air emissions. Both the plan and several regulations aim to reduce emissions from mobile sources – automobiles and trucks, as well as other modes of transportation.

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Figure 15 – Strathmore Circulation Plan



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Measure R ½ Percent Sales Tax for Transportation

Measure R is the half-percent sales tax measure for transportation improvements passed by the voters of Tulare County in 2006 and managed by the Tulare County Transportation Authority (TCTA). The Measure provides funding for transportation projects (highway, transit, and ridesharing) over the 20-year duration of the Measure. Measure R funds are used by the County in Strathmore to repair streets, and to improve the existing and planned transportation system.

Public Transit and Active Transport Systems

While the private automobile is the dominant mode of travel within Strathmore, as it is throughout Tulare County, other modes of transportation are important. The Census bureau does not collect data on non-work trips, which represent a greater share of travel than work trips, but tend to be less concentrated in peak traffic periods. Off-peak trips also tend to have a greater proportion of shared ride and active (walk and bike) trips. While congestion is not a major issue in Strathmore, overreliance on automobiles creates other costs for both society and households, and means that many in the community who cannot drive (the young, the old, the disabled, the poor) must rely on those who can drive for their mobility. For this reason, it is important to encourage public transit systems and increased use of active modes of transportation, including bicycles and walking. The public transit system alternatives for Strathmore include fixed route public transit systems, common bus carriers, and other local agency transit and paratransit services.

Paratransit services are transportation services such as carpooling, vanpooling, taxi service, and dial-a-ride programs. The County supports reliable and efficient paratransit service by encouraging development of service systems that satisfy the transit needs of the elderly and physically handicapped. In addition the Dial-A-Ride provides same day service to the general public (i.e., non-ADA-certified) passengers based on space availability. Services are operated on weekdays from 6:00 am - 9:30 pm and on weekends from 8:00 am 6:30 pm. Orange Belt Stages also serves this location with one daily service eastbound to Las Vegas, and one westbound service to Hanford where connections can be made to San Luis Obispo.

Goods Movement

The ability of Tulare County to compete domestically and internationally on an economic basis requires an efficient and cost-effective method for distributing and receiving products. Strathmore is a part of this system with its proximity to SR 65 and SR 198, SR 99, SR 137, and SR 190. Trucking is likely to be the predominant mode for freight movements within the County and Valley for the foreseeable future: Statewide, over three-quarters of all freight is shipped by truck. It is anticipated that the region's truck volumes will grow faster than auto traffic through 2040.

Designated truck routes are intended to be used for long-distance truck movement. Truck movements for local deliveries within a community may use the most direct route to the particular delivery location, including local streets.

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Transportation Demand Management

Transportation demand management (TDM) strategies reduce dependence on the single-occupant vehicle, increase the ability of the existing transportation system to carry more people, and enhance mobility. Examples of TDM strategies include telecommuting, flexible work hours, and electronic commerce that enable people to work and shop from home. According to CalVans, the major vanpool broker in the Valley, vanpools are becoming more prevalent for short-to-medium range commute trips, as well as for traditional long-distance usage: Key vanpool users include agricultural workers, and employees at large firms and government agencies. Park-n-ride facilities and carpooling will also continue to be a significant link between highway and transit modes. For the remainder of the study area, an overall rate of traffic growth of one percent per year was determined to be a reasonable forecast assumption. This 1.3% rate of growth was applied to existing traffic count data to create future year (2032) traffic levels. This annual rate results in an overall growth in peak hour traffic of approximately 20% for the period 2014-2040.

Goals, Policies, and Standards

The intent of the Strathmore Community Circulation Element is to establish a comprehensive multi-modal transportation system that is efficient, environmentally and financially sound, and coordinated with the Land Use Element.

Goal 1: Design and implement a multi-modal transportation system that will serve projected future travel demand, minimize congestion, and address future growth in Strathmore.

Policies and Standards:

1. Utilize existing infrastructure and utilities to the maximum extent practical and provide for the logical, timely, and economically efficient extension of infrastructure and services.
2. Designate streets according to the following functional classifications:
 - a. Freeways and Expressways carry regional traffic through the community with access only at interchanges with major streets.
 - b. Arterials serve as the principal network for cross-town traffic flow. They connect areas of major traffic generation within the urban area and connect with important county roads and state highways. They also provide for the distribution and collection of through traffic to and from collector and local streets.
 - c. Collectors provide for traffic movement between arterial and local streets, traffic movement within and between neighborhoods and major activity centers, and limited direct access to abutting properties.
 - d. Local streets provide for direct access to abutting properties and for very localized traffic movements within residential, commercial and industrial areas.
 - e. All facility-types above (except freeways) should be capable of accommodating transit and paratransit vehicles. Furthermore, all facility-types except freeway should include provisions for active modes of transportation (walking and cycling).
3. Develop and apply consistent standards for new streets (and existing streets where feasible without substantial ROW takes) based on the roadway classification.

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4. Require applicants for new development projects to dedicate needed ROW and construct and/or upgrade to County standards the streets and roads that will serve their projects.
5. Plan new arterial and collector streets as needed to improve access and enhance the develop potential of land designated for commercial and industrial uses.
6. Improvement standards for local and minor streets shall include perpendicular curbs, gutters and adequate street lighting at intersections.
7. Access to arterials by driveways, local and minor streets, and alleys should be controlled as needed in order to ensure efficient traffic flow and safety along these streets.
8. Local streets should be designed to discourage high traffic volumes and through traffic.
9. Develop a Circulation Map showing the public street system. Designated streets and recommended rights-of-way should be indicated on this map.
10. Allow standards for new street development to be altered or refined where it can be demonstrated that projected traffic flows can be accommodated.
11. Plan for peak-hour Level of Service (LOS) "D" or better throughout the circulation network.
12. Make intersection improvements to the existing major street system selectively, favoring traffic engineering solutions rather than major structural improvements. This could include signalization, intersection channelization, use of directional signs, and diversion of traffic onto underutilized streets.
13. Use complete streets concepts in the design of new local streets where such techniques will improve safety and manage traffic flow.
14. Ensure the street network provides efficient routes for emergency vehicles, meeting necessary street widths, turn around radius, and other factors as determined by the County in consultation with fire and other emergency service providers.
15. Cooperate with local, regional, State and federal agencies to plan for, establish and maintain good connectivity to an efficient multimodal regional transportation system.

Goal 2: Provide designated routes and loading standards that reduce the noise and safety concerns associated with truck traffic.

Policies and Standards:

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

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

Policies and Standards:

1. Provide a safe walking environment for pedestrians.

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- a. New development should include safe and pleasant designs which promote pedestrian access to arterials and collectors and consider the location of community services, such as schools, parks and neighborhood shopping activity centers in the accessibility of their design for all persons.
- b. Require the installation of sidewalks as an integral part of all street construction where appropriate.
- c. Require street lighting within the rights-of-way of all public streets.
- d. Include pedestrian signal indicators as an integral part of the installation of traffic signals.
2. Maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Special emphasis should be placed on the needs of disabled persons considering ADA regulations.
3. Plan for pedestrian access consistent with road design standards while designing street and road projects. Provisions for pedestrian paths or sidewalks and timing of traffic signals to allow safe pedestrian street crossing shall be included.
4. Collaborate with the Strathmore School and the School District to ensure that school children have adequate transportation routes available, such as a local pedestrian or bike paths, or local bus service.
5. Encourage safe pedestrian walkways within commercial, office, industrial, residential, and recreational developments that comply with the Americans with Disabilities Act (ADA) requirements.
6. Coordinate with TCaT and private bus operators to ensure that pedestrian facilities are provided along and/or near transit routes, whenever feasible. New land developments may be required to provide pedestrian facilities due to existing or future planned transit routes even if demand for a pedestrian facility is not otherwise warranted.
7. Review all existing roadways without pedestrian facilities when they are considered for improvements (whether maintenance or upgrade) to determine if new pedestrian facilities are warranted. New roadways should also be assessed for pedestrian facilities.

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

Policies and Standards:

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

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

Policies and Standards:

1. Coordinate local transportation planning with the TCAG Congestion Management Plan to ensure eligibility for state and federal funding.

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2. Incorporate the Regional Transportation Plan, and the Tulare County Short- and Long-Range Transit Plans into the Community Plan Circulation Element, and encourage the active participation of Caltrans in the design of highway capital improvement projects.

Goal 6: Encourage the use of public transit services to reduce reliance on the automobile.

Policies and Standards:

1. Encourage transit alternatives to meet the basic transportation needs of the young, the elderly, the handicapped, and people without access to an automobile.
 - a. Consider development of an integrated transit center within Strathmore where all transit services can connect with each other as well as with private ridesharing.
 - b. Encourage and provide for ridesharing, park and ride, and other programs that can reduce emissions, save energy, and reduce monetary costs for firms and workers.
2. Planning and development of arterial and collector streets shall include design features which can be used a future public transit stops.
3. Support the expansion and improvement of transit systems and ride sharing programs to reduce the production of automobile emissions.
4. Support the use of alternate fuel vehicles and fueling stations for public transit vehicles, and County public agency vehicles.
5. Support TCaT and other transit operators' programs to foster transit usage.
6. Support all operator efforts to maximize revenue sources for short and long range transit needs that utilize all funding mechanisms available including federal grants, state enabling legislation, and farebox revenue. This can be accomplished through TCAG and the Tulare County Transit Agency (TCaT) through the development of the Short and Long Range Transit Plans.
7. Support programs developed by transit agencies/operators to provide paratransit service.
8. Incorporate the potential for public transit service in the design of developments identified as major trip attractions (i.e. community centers and employment centers).
9. Explore potential development of a park-n-ride lot in Strathmore.
10. Support continued improvements to AMTRAK rail passenger service within Tulare County and throughout the San Joaquin Valley.

Goal 7: Provide efficient goods movement

Policies and Standards:

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

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

Policies and Standards:

1. Consider developing a Bikeway plan for Strathmore based on the following facility designations:
 - a. Bike Path (Class I). A special pathway for the exclusive use of bicycles, which is separated from motor vehicle facilities by space or a physical barrier. It is identified by guide signing and pavement markings.
 - b. Bike Lane (Class II). A lane on the paved area of a road for preferential use by bicycles. It is usually located along the right edge of the paved area or between the parking lane and the first motor vehicle lane. It is identified by a "Bike Lane" guide sign, special lane lines, and other pavement markings.
 - c. Bike Route (Class III). A recommended route for bicycle travel along an existing right-of-way, which is signed but not striped.
 - d. Bikeway. All facilities that explicitly provide for bicycle travel. The bikeway can be anything from a separate facility to a simple signed street.
 - e. Give priority to bikeways that will serve the highest concentration of cyclists and destination areas of highest demand, especially Strathmore Elementary School.
2. Provide bikeways in proximity to major traffic generators such as commercial centers, schools, recreational areas, and major public facilities.
3. Develop a visually clear, simple, and consistent bicycle system with standard signs and markings, as designated by the State of California Traffic Control Devices Committee and the State Bikeway Committee.
4. Support the installation of bike parking racks at public and private places of assembly such as parks, schools, employment sites, churches, and retail commercial developments.
5. Provide non-motorized alternatives for commuter travel as well as recreational opportunities.
6. Provide separate rights-of-way for non-motorized facilities whenever economically and physically feasible.
7. Develop bikeways in compliance with the standards established in the Caltrans Highway Design Manual or other appropriate standards.

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

Policies and Standards:

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

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4. Encourage the use of non-polluting vehicles for both public and private uses.
5. Include noise mitigation measures in the design of roadway projects in Strathmore.

Goal 10: Support the use of Transportation Demand Management (TDM) strategies to reduce dependence on the single-occupant vehicle, increase the ability of the existing transportation system to carry more people, and enhance mobility along congested corridors.

Policies and Standards:

1. New development shall consider Transportation System Management and Transportation Demand Management as strategies for the mitigation of traffic and parking congestion. Public transit, traffic management, ride sharing and parking management are to be used to the greatest extent practical to implement transportation management strategies.
2. Coordinate with Caltrans, TCAG, transit agencies and other responsible agencies to identify the need for additional park-n-ride facilities along major commuter travel corridors.

Goal 11: Utilize Intelligent Transportation Systems (ITS) to improve the safety and performance of the surface transportation system using new technology in detection, communication, computing, and traffic control.

Policies and Standards:

1. Encourage the integration of Intelligent Transportation Systems (ITS) consistent with the principles and recommendations referenced in the TCAG Regional Transportation Plan

COMPLETE STREETS

The Complete Streets Programs Policies, Objectives, and Standards are hereby incorporated by reference. Included in the plan are policies and implementation measures as provided. The physical plan includes a bicycle network and connected pedestrian travel system incorporating complete safe routes to school network (see Figure 15).

Complete Streets Pedestrian Facilities

- 1) Avenue 198 from Orange Belt Drive to Road 230
 - a. Sidewalk
 - b. Curb and Gutter
 - c. Drainage
 - d. Lighting
 - e. To be place on Measure R Complete Streets
- 2) Orange Belt Drive from Avenue 196 to Avenue 198 to include:

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- a. Sidewalk
 - b. Curb and Gutter
 - c. Drainage
 - d. Lighting
 - e. To be placed on Measure R Complete Streets
- 3) Avenue 196 from Orange Belt Drive to Road 230 to include:
- a. Sidewalk
 - b. Curb and Gutter
 - c. Drainage
 - d. Lighting
 - e. Bike Route (Class III facility)
 - f. To be placed on Measure R Complete Streets
- 4) Road 230 from Avenue 196 to Avenue 198 to include:
- a. Sidewalk
 - b. Curb and Gutter
 - c. Drainage
 - d. Lighting
 - e. To be placed on Measure R Complete Streets
- 5) Meredith from Harper Ave. to Avenue 194 to include:
- a. Sidewalk
 - b. Curb and Gutter
 - c. Drainage
 - d. Lighting
 - e. To be placed on Measure R Complete Streets

Bicycle Facilities

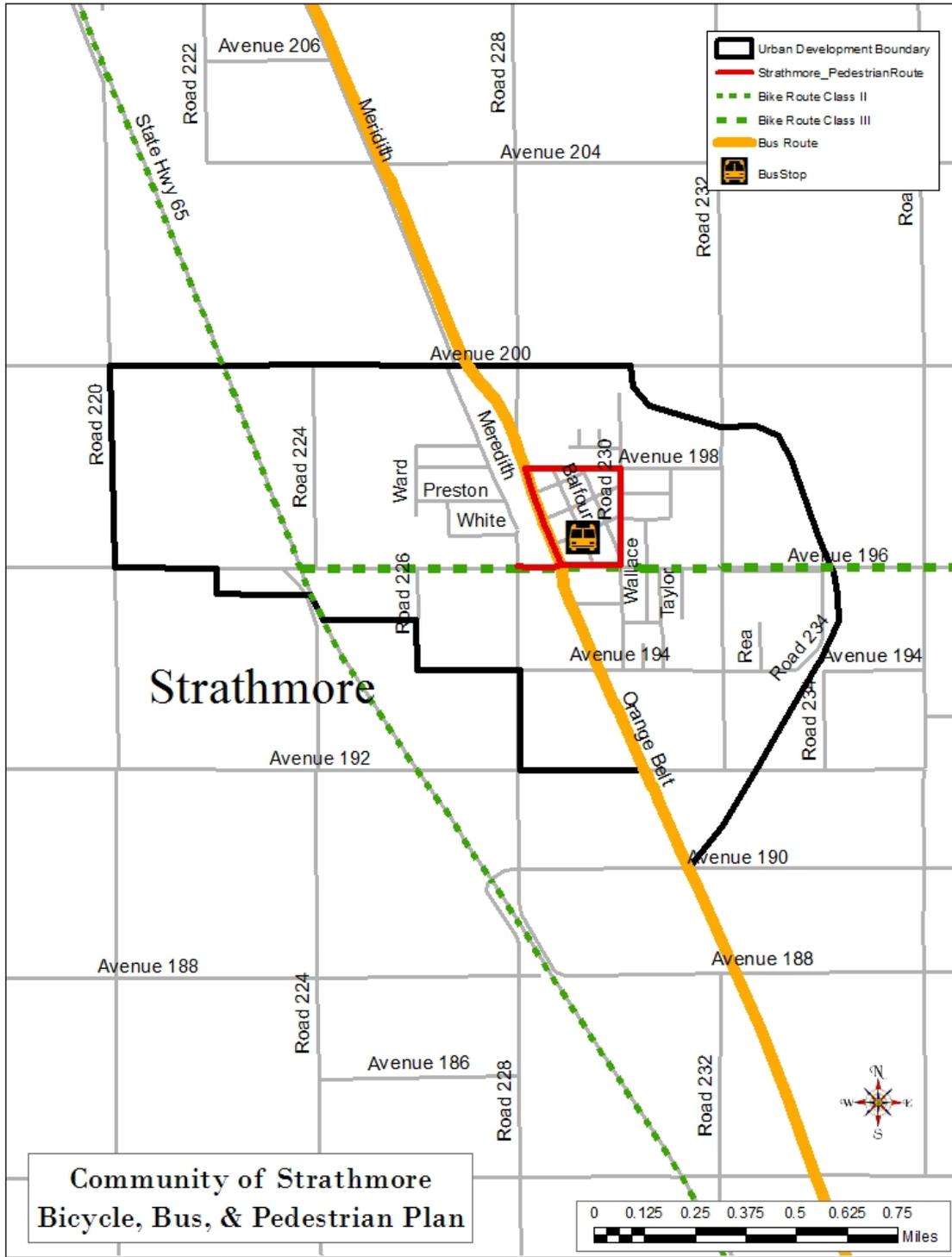
In Strathmore, Class I/II/III facilities are envisioned to be implemented along the major circulation segments of roadway that connect the overall County roadway network. This includes Class III along parts of Avenue 196. Class II facilities are envisioned along parts of SR 65.

Pedestrian Paths and Sidewalks

Pedestrian paths are primarily developed as part of the roadway and trail systems of a community and reflect the interconnected nature of circulation and transportation systems as a whole. Constructing wide streets increases the distance a pedestrian must travel to cross a street, thereby making it inconvenient for public use and inhibiting pedestrian circulation in the Community. Currently, limited continuous sidewalks are provided along major routes in the Community. Only one sidewalk currently exists. In addition to connecting available pedestrian resources, the Community has prioritized the completion of sidewalks along safe routes to school. Enhanced pedestrian crossings and sidewalks should also be considered in areas where high pedestrian demand occurs.

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Figure 16 – Strathmore Bicycle & Pedestrian Plan



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Implementation Strategy

The purpose of this chapter is to prescribe a proposed approach to implement the general plan recommendations contained in the Strathmore Community Plan. There are several components that comprise the Strathmore Community Plan implementation strategy:

1. Zoning Code Changes
2. Complete Streets

Zoning District Changes

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

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

Elimination of SR Combining Zone: The SR combining zone requires site plan review for most uses in the combining zone. This alternative would eliminate the SR combining zone designation in the community of Strathmore. The elimination of the SR combining zone would only affect one commercial zoning district, C-2 SR. This zone change would only affect 4 parcels within Strathmore and as such, elimination of this combining zone would not have a noticeable effect on Strathmore.

Mixed Use Overlay District: This alternative involves the creation of a Mixed Use Zoning Designation for the Community of Strathmore along Ave. 196, SR 65 and Avenue 196 intersection, and Orangebelt Drive.

Zoning Map Update: The current Zoning Map for Strathmore will be amended to be compatible with the Land Use Map outlined in the General Plan. There are a couple of zoning district changes that are proposed to allow the General Plan and Zoning Ordinance to be in conformity with each other (See Figure 14 Strathmore Proposed Zoning).

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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:

Table 41 – Permitted Uses			
Zoning District Uses	New Entitled Zone	Prior Zone	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 Zone	Entitled Zone

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Assemblage of people for educational or entertainment purposes. Structure < 10,000 sq. ft.	O, CO, C-1,C-2, C-3, M-1, M-2	
Assembly of electric appliances such as lighting fixtures, irons, fans, toasters and electric toys, refrigerators, washing machines, dryers, dishwashers and similar home appliances. Structure < 10,000 sq. ft.	C-2, C-3, M-1, M-2	M-1
Assembly of small electrical equipment such as home and television receivers. Structure < 10,000 sq. ft.	O, CO, C-1,C-2, C-3, M-1, R-3	M-1
Assembly of typewriters, business machines, computers, and similar mechanical equipment. Structure < 10,000 sq. ft..	O, CO, C-1,C-2, C-3, M-1, M-2, R-3	M-1
Automated car wash (coin operated only). Structure < 10,000 sq. ft.	O, CO, C-1,C-2, C-3, M-1,M-2, R-3, AP	C-2,C-3, M-1
Automobile parking lots, public parking areas or storage garages. Structure < 10,000 sq. ft.	O, CO, C-1,C-2, C-3, M-1, M-2, R-3, AP	
Automobile supply stores.	O, CO, C-1,C-2, C-3, M-1, R-3	C-2, C-3, M-1
Automobile washing, including the use of mechanical conveyors, blowers and steam cleaning.	C-2, C-3, M-1, M-2	C-3, M-1
Bakery [employing not more than five (5) persons on premises].	O, CO, C-1,C-2, C-3, M-1, R-3	C-1,C-2, C-3, M-1
Bakery goods store.	CO, C-1,C-2, C-3, M-1	C-2,C-3, M-1
Banks and financial institutions.	C-1,C-2, C-3, M-1, R-3	C-1,C-2, C-3, M-1
Barber shop or beauty parlor.	C-1,C-2, C-3, M-1, R-3	C-1,C-2, C-3, M-1
Bed and Breakfast Home with three or more guests rooms (Up to 5). Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1, R-3, R-2	R-1
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

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Business, professional and trade schools and colleges. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-3, M-1
Catering Shops. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Ceramic shops. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Christmas tree sales lots as a temporary use.	CO, C-1,C-2, C-3, M-1	C-1, C-2, C-3, M-1
Church. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Clothes cleaning and pressing establishment. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Clothing and costume rental. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Confectionery store. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
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

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Meat market or delicatessen store. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Medical and orthopedic appliance stores. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1, PO	C-2, C-3, M-1
Medical laboratory. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1, PO	C-2, C-3, M-1
Memorial building, theatre, auditorium. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1, R-3	
Micro-brewery. Structure < 10,000 sq. ft. *Allowed in C-1 and C-2 in conjunction with a restaurant.	M-1, M-2, C-3,*C-2, *C-1	M-2
Mini-warehouses. Structure < 10,000 sq. ft.	C-2, C-3, M-1, AP	C-3, M-1
Mobilehome for use by caretaker or night watchman.	CO, C-1,C-2, C-3, M-1	O, C-2, C-3, M-1
Motorcycle sales and service. Structure < 10,000 sq. ft.	C-2, C-3	C-3, M-1
Musical instrument repair shops. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-3, M-1
Name plates. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1, R-3	R-3, C-1,C-2, C-3, M-1
Nursery school. Structure < 10,000 sq. ft.	CO, C-1,C-2, M-1, R-1, R-2, RA, R3, 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,	O, C-1,C-2, C-3,

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	R-1, R-2, R-3, PO	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

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Retail sales of sporting goods, boats, boat motors, boat trailers, trailer coaches and their repair, rental and storage. Structure < 10,000 sq. ft.	O, CO, C-1,C-2, C-3, M-1	
Retail stores and offices incidental to and located on the site of a hotel, motel, resort, restaurant or guest ranch. Structure < 10,000 sq. ft.	O, CO, C-1,C-2, C-3, M-1	
Rug and carpet cleaning and dyeing. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-3, M-1
Satellite antenna sales. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Satellite television antennas.	CO, C-1,C-2, C-3, M-1	
School, private.	CO, C-1,C-2, C-3, M-1, PO	
School, public.	CO, C-1,C-2, C-3, M-1, PO	
Scientific instrument stores. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Secondhand stores, pawn shops and thrift shops. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Shoe repair shop. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Shoe store. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Sign painting shops. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
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	

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Toy store. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M1	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

A-2 Mixed Use Overlay District

The following regulations shall apply in the community of Strathmore, unless otherwise provided in this Ordinance.

PURPOSE: 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: This overlay zone only applies to the community of Strathmore.

USE: 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 overlay zone are outlined in the community plan for Strathmore.

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.

Autowrecking 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
Heliport

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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, 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.

A-3 Development Standards

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 zoning regulations and which were existing in a commercial or manufacturing zone on the effective date of this

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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 Strathmore. 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.

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

extent allowed by law.

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

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architectural features in order to create varied shadows and a rich visual texture.

A-12 Articulation and detailing of the exterior walls at the ground level, should be 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 interplay between light and shadow which adds interest and visual depth to the façade.

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

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

ROOFS AND AWNINGS

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

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

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

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

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

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

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

RA-8 Roof forms, lines, masses, and materials should be continuous and consistent

with the overall style, character, scale, and balance of the building.

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

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

RA-11 Mansard roofs are prohibited, to the extent allowed by law.

RA-12 All flat roofs should have 90% of the roof area covered by solar panels to the extent feasible. All sloped roofs should have 50% of the roof area covered by solar panels to the extent feasible. 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.

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

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

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

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

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

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

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

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

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

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

LA-15 Parking lots located adjacent to the sidewalks or 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

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and view fencing.

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

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

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

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

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

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

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

STREETSCAPE

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

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

ST-3 Curb and gutters should be

constructed with all new development.

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

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

SIGNAGE

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

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

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

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

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and compliment the building's architecture.

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

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

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

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

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

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

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

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

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

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

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, to the extent allowed by law:

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

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

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

SI-21 Freestanding, ground-mounted and

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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.

CONTRACTOR, BUILDING SUPPLY, OR LANDSCAPING YARDS

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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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A-4 TABLE 25 - GENERAL PLAN LAND USE AND ZONING CONSISTENCY MATRIX

Tulare County Zoning Districts	R-A	R-1	R-2	R-3	C-1	C-2	C-3	M-1	M-2	AE-20	AE-40	O	CO	PO
General Plan Land Use Designations														
Urban Reserve Residential														
Low Density Residential														
Low-Medium Density Residential														
Medium Density Residential														
Medium-High Density Residential														
High Density Residential														
Neighborhood Commercial														
General Commercial														
Community Commercial														
Highway Commercial														
Town Center														
Service Commercial														

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Tulare County Zoning Districts	R-A	R-1	R-2	R-3	C-1	C-2	C-3	M-1	M-2	AE-20	AE-40	O	CO	PO
Office Commercial														
Commercial Recreation														
Urban Reserve Commercial														
Mixed Use														
Planned Community Area														
Light Industrial														
Heavy Industrial														
Urban Reserve Industrial														
Public/Quasi-Public														
Public Recreation														

Note 1: A shaded box denotes consistency between land use designations and zone; a blank box denotes a lack of consistency.

Note 2: A General Plan Amendment is not required to develop land designated under a reserve classification provided that the proposed development is consistent with policy Land Use 1.6.

Note 3: AE-20 and AE-40 may be used as a holding zone in certain areas pending availability of services.

Note 4: The Mixed Use Zoning Overlay may be applied to the following zoning districts, R-1, R-2, R-3, C-1, C-2, M-1 and vacant or agricultural land zoned AE-20 or AE-40.

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A-5 Complete Streets

Strathmore Complete Streets Policy Document (As Separate Document Incorporated by Reference as Appendix A-3)

Planning Meeting Summary

RMA Staff attended regular School Board Meetings from January to May and updated the community on its process through the Complete Streets and Community Plan Process. The School Board gave its official endorsement in May of 2015 to proceed to the Planning Commission and the Board of Supervisors. The School Board

Description of Funding Sources

CalTrans Active Transportation Program (ATP):

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation ([Senate Bill 99, Chapter 359](#) and [Assembly Bill 101, Chapter 354](#)). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The projects associated with the Completes Streets Program for the Community of Strathmore will be suggested at the next available round of ATP funding.

Tulare County Measure R

On November 7, 2006, the voters of Tulare County approved Measure R, imposing a 1/2 cent sales tax for transportation within the incorporated and unincorporated area of Tulare County for the next 30 years. The transportation measure will generate slightly more than \$652 million over 30 years to Tulare County's transportation needs.

Local Projects (35% of Measure R Funding)

The Measure R [Expenditure Plan](#) allocated 35% of revenues to local programs. Each city and the county will receive funding based on a formula using population, maintained miles, and vehicles miles traveled. The funding will help cities and the county to meet scheduled maintenance needs and to rehabilitate their aging transportation systems.

Regional Projects (50% of Measure R Funding)

The Regional Projects Program comprises 50% of Measure R and includes specific funding for: interchange improvements, regional bridges, regional railroad crossings, regional signals, regional widening projects, and signal synchronization projects. These projects provide for the movement of goods, services, and people throughout Tulare County. Major highlights of this program include the funding of regional projects throughout the county.

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

The Goals of Measure R include air quality improvement efforts that will be addressed in the Measure R Expenditure Plan through the Transit/Bike/Environmental Program, which includes

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funding for transit, bike, and pedestrian environmental projects. The goal of this program is to expand or enhance public transit programs that address the transit dependent population, improve mobility through the construction of bike lanes, and have a demonstrated ability to get people out of their cars and improve air quality and the environment.

San Joaquin Valley Air Pollution Control District (SJAPCD) Bike Path Grants

The District has a grants program for the construction of bicycle infrastructure projects, including Class I (Bicycle Path Construction) or Class II (Bicycle Lane Striping) projects. These grants provide funding to assist with the development or expansion of a comprehensive bicycle-transportation network.

Strategic Growth Council Grants (SGC)

Affordable Housing - Sustainable Communities

The SGC will allocate 50% of its Cap and Trade funding toward disadvantaged communities and 50% for affordable housing. Projects will include: affordable housing that supports infill and compact development, transit capital and programs that support transit ridership, active transportation projects (infrastructure, and non-infrastructure), TOD projects, capital projects that implement complete streets, projects that reduce CHG emissions by reducing auto trips and VMT, acquisition of easements or other approaches to protect agricultural lands under threat of development, planning to support SCS (sustainable communities scope) implementation, including local plans, must be in draft or adopted SCS, subject to SGC guidelines.

CMAQ (TCAG Funds)

Congestion Mitigation Air Quality (CMAQ) funds are allocated through the Tulare County Association of Governments (TCAG). The CMAQ program funds transportation projects or programs that will contribute to improved air quality standards. Projects include: transportation activities, transportation control measures, public-private partnerships, alternative fuel programs, traffic flow improvements, transit, bicycle/pedestrian projects, rideshare activities, telecommuting, planning, experimental pilot projects, intermodal freight, and public outreach.

DOT: TIGER

TIGER is a multimodal, merit-based discretionary grant program that funds surface transportation capital projects, including transit and rail. Open to state, tribal, local agencies, and subdivisions.

CDBG (Business Assistance)

The CDBG Economic Development grant provides assistance to local businesses and low-income microenterprise owners to create or preserve jobs for low-income workers in rural communities. Funding includes planning and evaluation studies related to any activity eligible for these allocations, business lending, and public infrastructure.

Choice Neighborhoods Planning Grants support the development of comprehensive neighborhood revitalization plans which focused on directing resources to address three core goals: Housing, People and Neighborhoods. To achieve these core goals, communities must develop and implement a comprehensive neighborhood revitalization strategy, or Transformation Plan. The Transformation Plan will become the guiding document for the revitalization of the public and/or assisted housing units while simultaneously directing the transformation of the surrounding

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neighborhood and positive outcomes for families. ***Choice Neighborhoods Implementation Grants*** support those communities that have undergone a comprehensive local planning process and are ready to implement their “Transformation Plan” to redevelop the neighborhood.

California Department of Water Resources Prop 50 (Contaminant Removal)

Funds are available to disadvantage communities for developing UV or Ozone systems to disinfect drinking water or to set up pilot/demonstration sites.

Drought Response Funding (SWRCB)

The Governor and Legislature have directed DWR to expedite the solicitation and award of \$200 million (of the \$472.5 million) in IRWM funding to support projects and programs that provide immediate regional drought preparedness, increase local water supply reliability and the delivery of safe drinking water, assist water suppliers and regions to implement conservation programs and measures that are not locally cost-effective, and/or reduce water quality conflicts or ecosystem conflicts created by the drought.

DWR: Water-Energy Grant Program

The 2014 Water-Energy grant supports the implementation of residential, commercial, and institutional water efficiency programs or projects that reduce Green House Gas emissions and also reduce water and energy use. Funding will go toward urban water management, groundwater management, and surface water diversion.

CDPH Clean Water SRF

The Safe Drinking Water State Revolving Fund (SDWSRF) provides funding to correct public water system deficiencies based upon a prioritized funding approach that addresses the systems' problems that pose public health risks, systems with needs for funding to comply with requirements of the Safe Drinking Water Act, and systems most in need on a per household affordability basis.

iBank (Infrastructure State Revolving Fund Program and Economic Development Bank)

iBank provides low cost, long term financing for local governments to fund a variety of public infrastructure projects. (Although this is not a grant, loan rates are largely determined by level of distress within a disadvantaged community).