

# PIXLEY COMMUNITY PLAN 2015 UPDATE

---

# Pixley 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  
Visalia, CA 93277-9394  
559-624-7000



**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:

  
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.

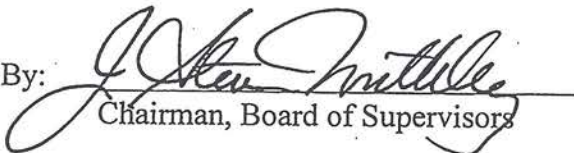
Watch and clock repair shop. Structure < 10,000 sq. ft. CO, C-1, C-2, C-3, M-1.

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

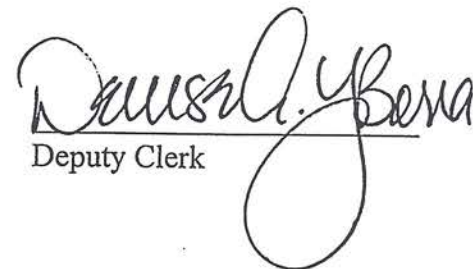
Section 2. This Ordinance shall take effect thirty (30) days from the date of the passage hereof, or if published more than 15 days after the date of passage, then 30 days after publication, whichever is later, and, shall be published once in the Visalia Times-Delta, a newspaper printed and published 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 16<sup>th</sup> 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 26<sup>th</sup> 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 16<sup>th</sup> 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



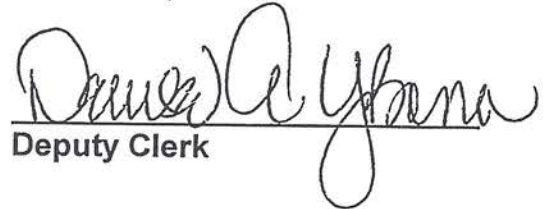
STATE OF CALIFORNIA  
COUNTY OF TULARE

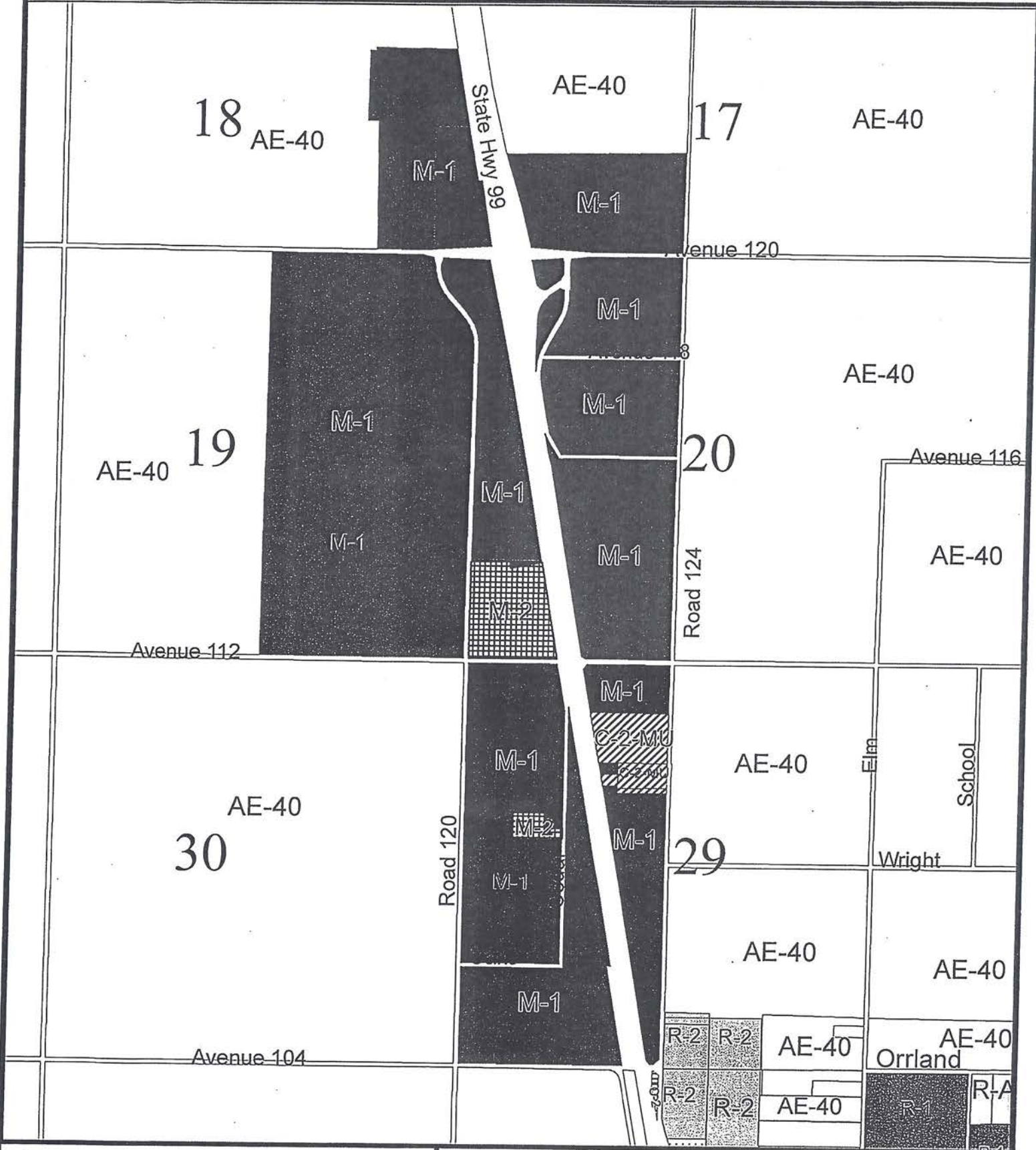
I, JEAN ROUSSEAU, Clerk of the Board of Supervisors of the County of Tulare, do hereby certify that the attached Ordinance No. 3471 to be a full, true, and correct copy entered by said Board on June 16, 2015 as the same appears of record and on file in my office. Witness my hand and seal of said Board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

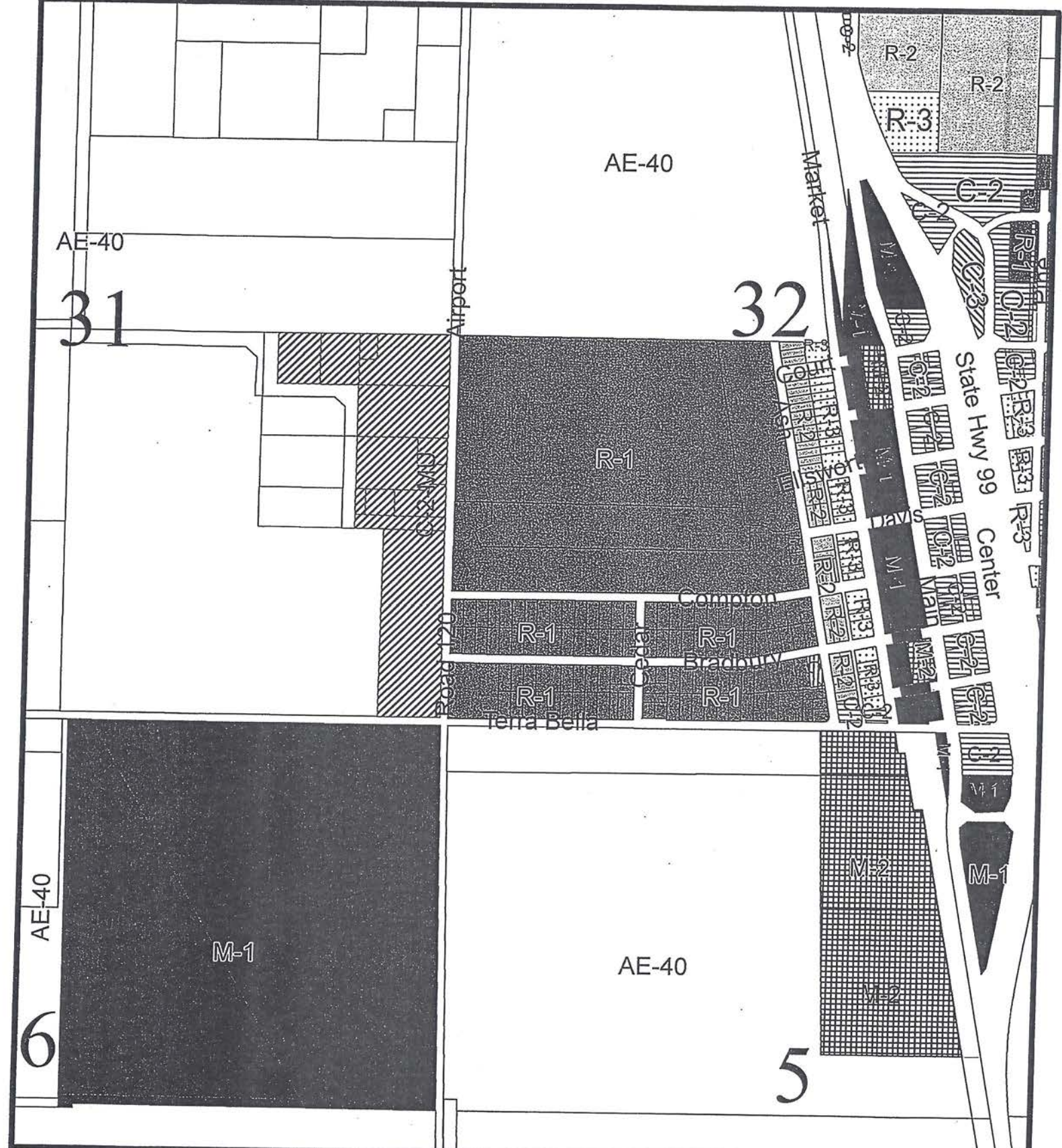


ORDINANCE NO. 3471  
 AMENDING A PORTION OF PARTS 269, & 450  
 ALL OF SEC. 17, 18, 19, 20, 29, & 30 T22S, R25E, M.D.B. & M.  
 OF

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

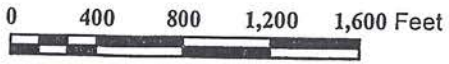
TULARE COUNTY BOARD OF SUPERVISORS  
 ADOPTED: 6/16/15



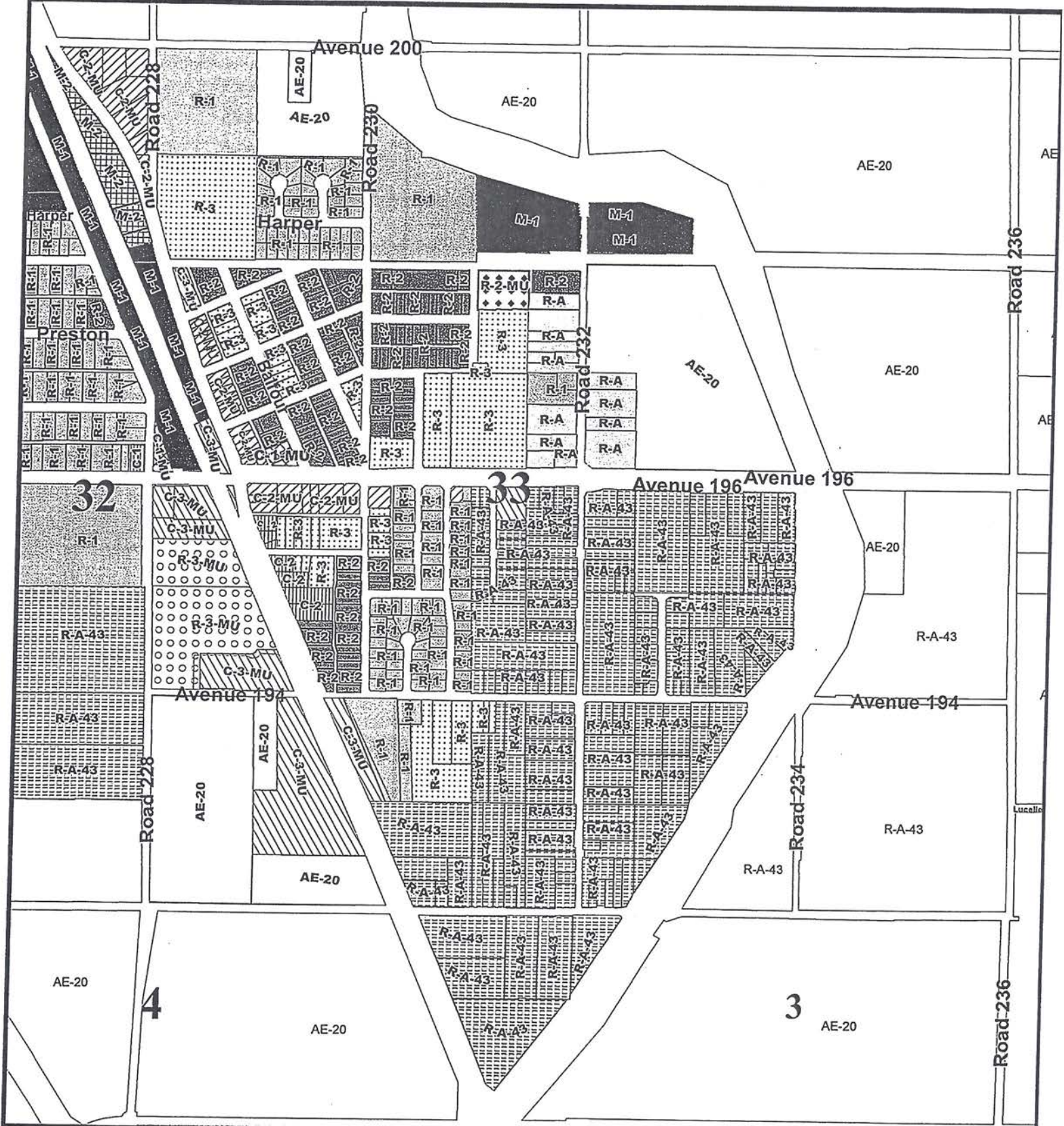


Zone Change for Pixley Community Update (PZ15-010)























Zoning Districts	
AE-40	R-3
R-1	C-1
R-2	C-2
	C-2-MU
	M-1
	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		M-1
	R-2-MU		M-2
			R-A
			R-A-43
			
			
			
			
			
			
			
			
			
			
			
			

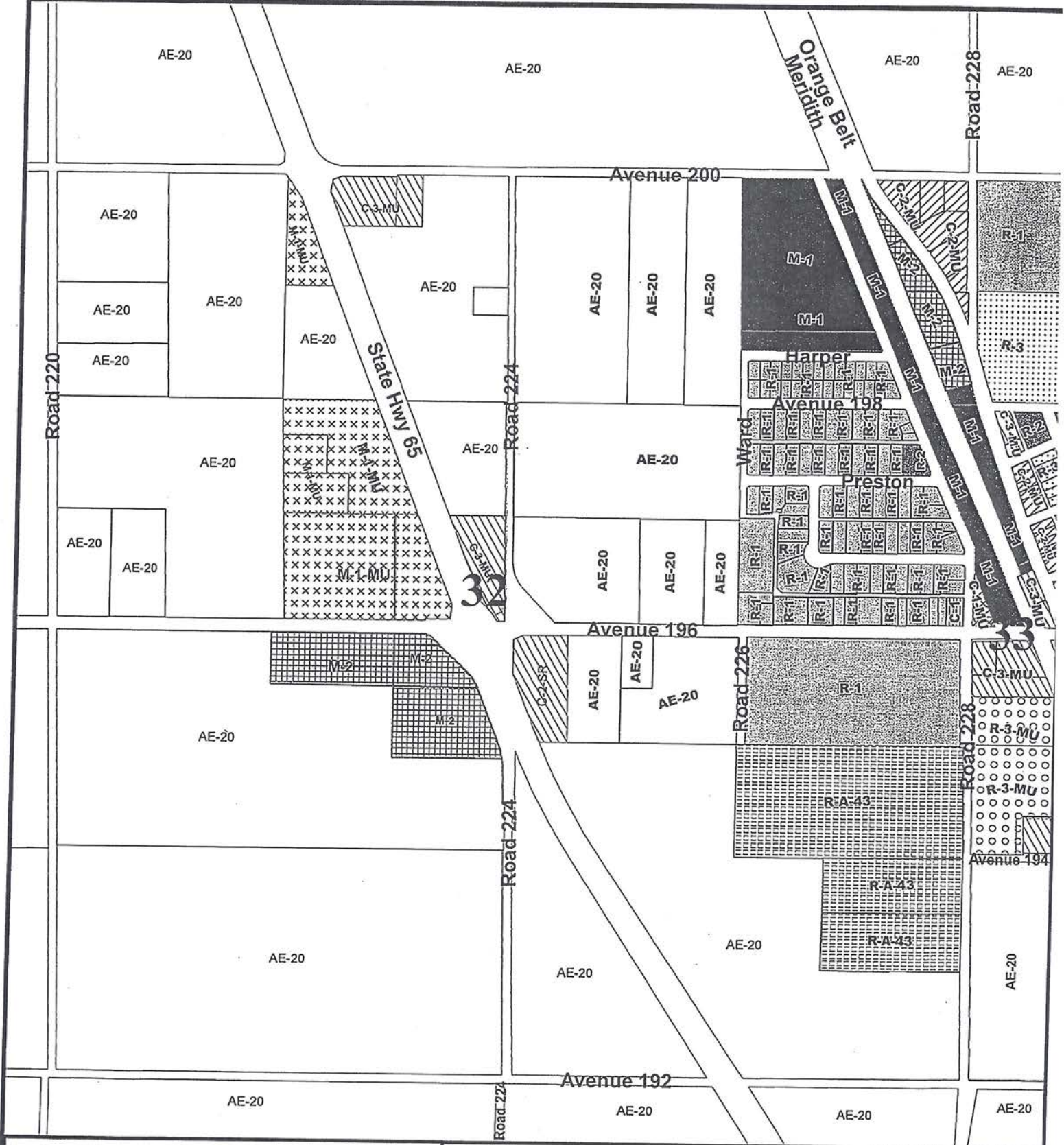
0 400 800 1,200 1,600 Feet



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.  
 OF  
**OFFICIAL ZONING MAP**  
**COUNTY OF TULARE, CA**  
 TULARE COUNTY BOARD OF SUPERVISORS  
 ADOPTED: 6/16/15

25

30

Avenue 152

Ave

AE-40

AE-40

AE-40

R-A

Klindera

R-A

R-A

R-A

Avenue 144

AE-40

AE-40

AE-40

AE-40

**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

0 500 1,000 1,500 2,000 Feet



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

# PIXLEY COMMUNITY PLAN

## TABLE OF CONTENTS

INTRODUCTION .....	3
PLANNING FRAMEWORK.....	5
ENVIRONMENTAL SETTING (EXISTING CONDITIONS).....	7
INFRASTRUCTURE .....	16
CIRCULATION .....	24
PUBLIC SERVICES.....	36
COMMUNITY PROFILE .....	38
DEMOGRAPHICS .....	40
ECONOMIC CONDITIONS .....	43
HOUSING CHARACTERISTICS .....	46
EXISTING LAND USE DESIGNATIONS.....	52
GENERAL PLAN CONSISTENCY .....	53
MARKET ANALYSIS .....	57
DEVELOPMENT HISTORY .....	58
OPPORTUNITIES & CONSTRAINTS.....	60
ECONOMIC DEVELOPMENT STRATEGY .....	66
URBAN DEVELOPMENT BOUNDARY .....	75
LAND USE CHANGES .....	77
COMMUNITY OUTREACH.....	82
GENERAL PLAN POLICIES.....	83
HEALTH SPECIFIC POLICIES .....	97
PIXLEY GOALS AND POLICIES .....	111
IMPLEMENTATION PLAN.....	127
FINANCING PLAN FOR INFRASTRUCTURE IMPROVEMENTS .....	129

# PIXLEY COMMUNITY PLAN

## APPENDICES

A-1 - USE PERMIT REQUIREMENT CHANGES (ZONE CHANGE TEXT).....	130
A-2 - MIXED USE OVERLAY DISTRICT (ZONE CHANGE TEXT).....	137
A-3 - DEVELOPMENT STANDARDS (MIXED USE ZONING DISTRICT).....	139
A-4 - GENERAL PLAN LAND USE AND ZONING CONSISTENCY MATRIX.....	148
A-5 - DESCRIPTION OF FUNDING SOURCES.....	150
A-6 - COMPLETE STREETS.....	153

# PIXLEY COMMUNITY PLAN

## FIGURES

Figure 1 – Pixley Urban Development Boundary.....	7
Figure 2 – Farmland Mapping and Monitoring Program.....	9
Figure 3 – Soils Map.....	10
Figure 4 – 100 Year Flood Map.....	12
Figure 5 – Inventory of Water Services.....	17
Figure 6 – Inventory of Sewer Services.....	20
Figure 7 – Inventory of Roadway Facilities.....	25
Figure 8 – Main Street Sidewalk Design .....	31
Figure 9 – Court Avenue Sidewalk Design .....	32
Figure 10 – Complete Streets.....	34
Figure 11 – Land Use Map .....	53
Figure 12 – Zoning Map .....	54
Figure 13 – Percentage of Zoned Land.....	52
Figure 14 – Percentage of Land Use.....	53
Figure 15 - Number of Businesses & Jobs in Pixley by Year.....	59
Figure 16 – Proposed Land Use.....	78
Figure 17 – Proposed Zoning.....	80
Figure 18 – Traver Bicycle & Pedestrian Plan.....	128

# PIXLEY COMMUNITY PLAN

## TABLES

Table 1 – Noise Contours .....	11
Table 2 – Location of Existing Storm Drain Facilities .....	22
Table 3 – Road Maintenance Strategies.....	26
Table 4 – Intersection Analysis.....	28
Table 5 – Location of Existing Sidewalks .....	29
Table 6 – Location of ADA Ramps .....	33
Table 7 – Library Location & Hours .....	37
Table 8 – Population (2000 & 2010) .....	40
Table 9 – Projected Annual Growth Rates .....	40
Table 10 – Median Age (2000 & 2010).....	41
Table 11 – 2010 Age Percentage .....	41
Table 12 – Race & Ethnicity (2000).....	41
Table 13 – Race & Ethnicity (2010).....	42
Table 14 – Number of Establishments by Employment-Size Class .....	44
Table 15 – 2007-2011 American Community Survey: Unemployment.....	44
Table 16 – 2007-2011 American Community Survey: Income.....	45
Table 17 – 2007-2011 American Community Survey: Poverty .....	45
Table 18 – Housing Units (2000 & 2010) .....	46
Table 19 – 2007-2011 American Community Survey: Unit Types as Percentage .....	46
Table 20 – 2007-2011 American Community Survey: Unit Types .....	46
Table 21 – 2007-2011 American Community Survey: Tenure .....	45
Table 22 – Ownership and Household Size (2000 & 2010) .....	45
Table 23 – 2009 Housing Conditions Survey.....	48
Table 24 – Percentages of Substandard Housing Units .....	48
Table 25 – 2005-2009 American Community Survey: Age of Structures.....	48
Table 26 – Average Household Size (2000 & 2010).....	49
Table 27 – Vacancy Rate (2000 & 2010) .....	49
Table 28 – 2007-2011 American Community Survey: Renter Cost.....	50
Table 29 – 2007-2011 American Community Survey: Owner Cost.....	50

Table 30 – Draft RHNA Allocations by Income Category.....	51
Table 31 – Zoning Summary .....	55
Table 32 – Land Use Summary .....	56
Table 33 – Lot Patterns .....	56
Table 34 – Estimated Current Discretionary Income .....	57
Table 35 – Average Annual Revenues of Business .....	54
Table 36 – Construction in Pixley .....	58
Table 37 – Industrial/Commercial Absorption Rates .....	61
Table 38 – Pixley Housing Development Projections .....	64
Table 39 – Estimated Educational Attainment of Pixley Population (25 Years or Older).....	69
Table 40 – Fire Staffing and Response Time Standards.....	109
Table 41 – Permitted Uses .....	130
Table 42 – Uses/Combination of Uses Review by Planning Commission.....	137

# Pixley Community Plan

---

## **Tulare County Board of Supervisors**

Allen Ishida – District 1  
Pete Vander Poel – District 2  
Phillip Cox – District 3  
Steve Worthley – District 4 (Chairman)  
Mike Ennis – District 5 (Vice Chairman)

## **Tulare County Planning Commission**

John F. Elliott – District 1  
Nancy Pitigliano – District 2 (Vice Chair)  
Bill Whitlatch – District 3  
Melvin K. Gong – District 4 (Chair)  
Wayne O. Millies – District 5  
Ed Dias – At Large  
Vacant – At Large  
Gil Aguilar – District 2 (Alternate)

### **Tulare County Resource Management Agency**

Michael C. Spata, Director  
Michael Washam, Assistant Director of Planning  
Benjamin Ruiz, Jr., Assistant Director of Public Works  
Reed Schenke, Chief Engineer, Special Programs  
Eric Coyne, Economic Development Coordinator  
Aaron R. Bock, Chief Planner, Project Review  
Hector Guerra, Chief Planner, Environmental Planning  
David Bryant, Chief Planner, Special Projects  
Sung H. Kwon, Planner IV (Principal Author)  
Richard Walker, Planner IV  
Jessica Willis, Planner IV  
Chuck Przybylski, Planner III  
Susan Simon, Planner III  
Roberto Lujan, Geographic Information Systems Analyst I  
Tim Hood, Geographic Information Systems Analyst I  
Kyria Martinez, Economic Development Analyst II  
Jose A. Saenz, Planner II

### Introduction

---

The current Pixley Community Plan was adopted in January of 1997, amended by General Plan Amendment 92-06, and provides the goals, objectives, and policies for the physical development of the community. The North Pixley Commercial/Industrial Specific Plan was adopted in 1999 to guide the development of 733 acres of light industrial and commercial uses.

Pixley is an unincorporated community in Tulare County, and is located in the southwest portion of the County between the communities of Tipton and Earlimart along State Route (SR) 99. Pixley is bisected in a north-south direction by SR 99, which runs east of and parallel to the Southern Pacific Railroad (S.P.R.R.) tracks. Local roads that provide access across SR 99 include East Court Avenue, Davis Avenue, and Terra Bella Avenue (interchange). Local railroad crossings are located at Davis Avenue and Terra Bella Avenue.

This Community Plan is focused on providing economic opportunities and growth desirable for the community. The primary objectives of the Community Plan are to specify the community's physical development goals, and to improve the quality of life within the community. The Community Plan will guide public and private decisions that affect the community, and will direct the density, intensity, and types of growth needed to meet the needs of the community.

#### Location

Tulare County is located in the Central Valley of California, in the heart of the San Joaquin Valley. The County is composed of eight incorporated cities and numerous unincorporated communities. Most of the unincorporated communities and all of the cities are located on the Valley floor. The foothills and Sequoia and Kings Canyon National Parks form the eastern edge of the County.

The climate of the area (and of the San Joaquin Valley) is described as Mediterranean, and is characterized by hot, dry summers and mild winters. It is not uncommon for maximum temperatures to exceed 100 degrees during the summer nor for temperatures to drop below freezing in winter. The Mediterranean climate is limited to portions of California and is unique in the United States in that the majority of precipitation is received in the winter months. Approximately 90 percent of the rainfall in the Pixley area occurs between November and April. Average rainfall in the area is about 10.5 inches per year.

A weather phenomenon common in Pixley and the San Joaquin Valley is the formation of tule fog. This low lying ground fog is prevalent throughout the Valley during the months of November through February. Its presence usually prevents the temperature from dropping below freezing levels. This is important for the citrus industry because the fog protects citrus trees from freezing temperatures.

Pixley is a rural unincorporated community of 2,457 persons located in the southwest portion of Tulare County, approximately 25 miles south of the City of Visalia on State Highway 99. The community is predominantly a rural, agriculture related service center. It is an area where agricultural enterprises are located, and is a bedroom community, where many of the area's farm workers reside.

### Historical Perspective

**Frank Pixley**

“The Southern Pacific Railroad placed a rail line through what is Pixley, in 1872. The first homesteads were established in the area in 1882. The Pixley Townsite Company was incorporated in 1886 by three men from San Francisco: Darwin Allen, William Bradbury and Frank Morrison Pixley. Frank Pixley (1825-1895), for whom the community was named, had been Attorney General for the State of California under Governor Leland Stanford.



Pixley was also editor of the San Francisco-based Argonaut newspaper and influential in statewide politics. Originally, Pixley only has a loading platform adjacent to the railroad. Frank Pixley persuaded the railroad to construct a full depot and three-story hotel. Pixley became a mandatory rest stop for the rail line and the Naoma Hotel became a social gathering place for the entire area. The hotel was later renamed the Artesia Hotel in honor of the numerous artesian wells in the area.

Pixley prospered as a major grain shipping point for many years until a series of fires, poor crops, and low prices induced many families to leave. In addition, the water levels declined and groundwater needed to be pumped to the surface.

Present-day growth in Pixley has been largely influenced by its proximity to State Highway 99 and the Union Pacific Railroad, which parallels each other and traverse Pixley in a north-south fashion.”<sup>1</sup>

Generally, the community's urban growth has been well planned. Growth has remained compact through infilling and contiguous development. Pixley is surrounded by land in agricultural production. Crops grown on these lands include cotton, alfalfa, beans, grain and vineyards. The dairy industry is also prevalent. Unlike many valley communities, there is little rural residential development surrounding the denser urbanized area has been strongly influenced by State Highway 99.

This community plan is prepared to update the Pixley Community Plan adopted in 1997. This updated plan provides current demographics, a revised land use plan, a streetscape conceptual design, policies specific to the Pixley community, and measures to implement this plan.

---

<sup>1</sup> Harmon Field Preliminary Industrial Development Plan, December 2013, page 7

### PLANNING FRAMEWORK

---

#### The Need for a Community Plan

The Pixley Community Plan was adopted in 1997. Conditions in Pixley have changed and the policies and implementation strategies have been updated to address the existing conditions. This community plan update will encourage 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, Sustainable Highway 99 Corridor Plan and the Tulare County 2030 General Plan.

#### 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 Fresno Council of Governments, the Kern Council of Governments, the Kings County Association of Governments, the Madera County Transportation Commission, the Merced County Association of Governments, the San Joaquin Council of Governments, the Stanislaus Council of Governments, and the 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 2050 growth scenario diagram that identifies areas of existing development, new development, and future regional transit and highway improvements; a Valleywide average target density of 6.8 units per acre for new residential growth to the year 2050; and a 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.”<sup>2</sup>

#### 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 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.”<sup>3</sup> Key elements of the preferred growth scenario outlined in the Tulare County Regional Blueprint include a 25% increase in overall density and focused growth in urban areas.

#### Sustainable Highway 99 Corridor Plan

The Sustainable Highway 99 Corridor Plan will guide the preparation of new community plans for the unincorporated and economically disadvantaged communities along the corridor. And will provide sustainable planning practices, standards and strategies for the abundant agricultural and natural lands in between the communities. The primary project objectives of this plan are as to: i) Promote Public Health, Promote Equity, ii) Increase Affordable Housing, iii) Revitalize Urban and Community Centers, iv) Protect Natural Resources and Agricultural Lands, v) Reduce Automobile Usage and Fuel Consumption, vi) Improve Infrastructure Systems, vii) Promote Energy Efficiency and Conservation, and viii) Strengthen the Economy.

---

<sup>2</sup> San Joaquin Valley Blueprint Roadmap Guidance Framework, page i

<sup>3</sup> Tulare County Regional Blueprint, page 3

## Pixley Community Plan

---

### North Pixley Commercial/Industrial Specific Plan

The North Pixley Commercial/Industrial Specific Plan was adopted on December 21, 1999 as part of the implementation of the Pixley Community Plan. This specific plan was prepared to guide the development of 733 gross acres of Northern Pixley. The development desired in this area was light industrial and commercial uses to serve as a sub-regional commercial and industrial area.

Most of this area was previously zoned AE-40 and the zoning on most parcels have since changed to PD-M-1 as a result of the rezoning process to facilitate implementation of the Pixley Community Plan and North Pixley Specific Plan, which allows primarily for light industrial and commercial uses.

### Tulare County 2030 General Plan Implementation

This community plan will implement the Tulare County 2030 General Plan. The General Plan Policies relevant to this community plan are outlined in the General Plan Policies Section below. In addition to the General Plan Policies, this community plan outlines policies specific to Pixley. These are the ways in which this community plan will implement the General Plan:

- Update Zoning Map to match the General Plan Land Use Map.
- Addition of Design Standards to replace Special Use Permit standards.
- Update Zoning text to outline allowed uses in this specific plan.
- Introduction of a Mixed Use Overlay Zoning District
- Consideration of reuse of the Harmon Field site
- Provides a Market Analysis of the Pixley Area.
- Provides and updated analysis of the Pixley's population and housing characteristics.
- Defines an economic development strategy.



### Climate

The southern San Joaquin Valley climate is influenced to a great extent by the Coast Ranges to the west which prevent the cool, moisture-laden maritime air from reaching the valley. It is generally characterized as a Mediterranean climate (one of three similar zones in the world). The area in general has a climate that tends to be clear, sunny, warm and dry. The mean temperatures range from a low of 34° F. (1.1° C) in January to a high of 100° F. (37.7° C) in July. Because of the Coast Ranges, the average rainfall for the area is very low, ranging from three to nine inches per year, with 90% of the yearly precipitation between November and April. There are periods in winter when the valley floor is covered with dense, wet ground fogs. Winds are typically light and from the north.

### Biological Resources

In 1992 the Tulare County Association of Governments, as part of its proposal to develop a Habitat Conservation Plan for the Valley Floor portion of Tulare County, completed a biological survey for eight target species focusing on areas outside of existing Urban Area or Development Boundaries. No natural communities were found to be in existence outside, or in the immediate vicinity, of the Pixley's Urban Area Boundary.

The plan area lies within the known historical range of the endangered San Joaquin kit fox (*Vulpes macrotis mutica*), blunt-nosed leopard lizard (*Gambelia silus*), Tipton kangaroo rat (*Diopodomys nitratoides*), and the California jewelflower (*Caulanthus califomicus*). However, the biological survey commissioned by the Tulare County Association of Governments found no evidence of the California jewelflower in the Pixley area. The study also found no natural habitat in the Pixley area that would support the San Joaquin Kit Fox, Blunt-nosed leopard lizard or the Tipton kangaroo rat. The absence of natural habitat does not preclude the possible occurrence of the San Joaquin Kit Fox, which has been reported to occur on developed agricultural lands. The Pixley National Wildlife Refuge, located three miles southwest of Pixley, on Avenue 72 provides natural habitat for the blunt-nosed leopard lizard, the Tipton kangaroo rat, and the San Joaquin Valley kit fox.

Most recently, in 2014, the Earlimart Orache was identified on the Northern edge of the former Pixley Airport. In addition, the Blunt-nose Leopard Lizard was identified to the West of the Planning Study Area. The Subtle Orache was identified to the South of the Planning Study area. The Recurved Larkspur and the Andrenid Bee were identified North of the Planning Area.

## Pixley Community Plan

Figure 2 – Farmland Mapping and Monitoring Program

### Vernal Pools

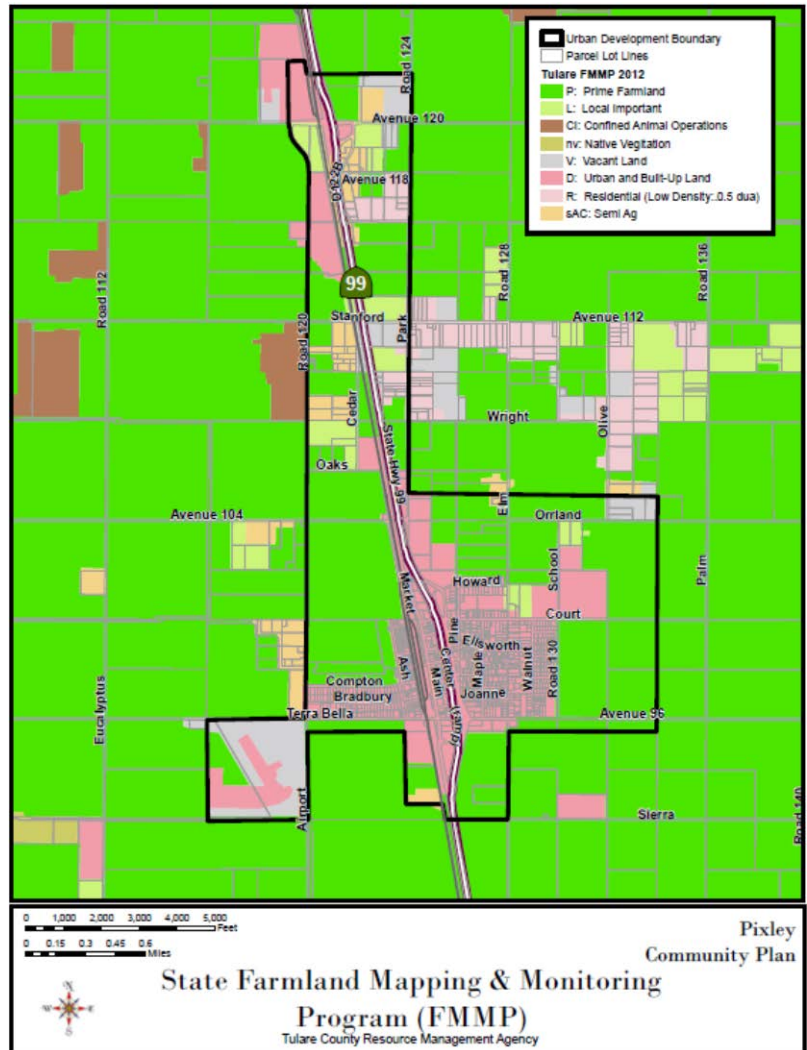
There are no vernal pools located within Pixley's proposed Urban Development Boundary (UDB). The Nature Conservancy owns a 40 acre vernal pool habitat on Road 160 four miles east of Pixley. There are also vernal pools located at the Creighton Ranch ten miles northwest of Pixley.

### Agriculture & Soils

Within the planning area, there are a number of parcels that have entered into agricultural preserve contracts pursuant to the Williamson Act. Agricultural preserve contracts are designed to keep productive farmland in agricultural use, and prevent premature conversion to urban use. When a landowner enters into a contract, they receive a lower property tax rate by keeping their land in agricultural use for a ten year period. Contracts can be canceled before the ten year period ends; however, the property owner must pay a penalty of 12.5% of the unrestricted value of the property.

739 acres of land are classified as agricultural in Pixley. As agriculture continues to be urbanized in the UDB, land currently zoned agriculture will most likely be rezoned residential and industrial, as there are agricultural areas currently designated as residential reserve and industrial reserve. According to the Tulare County General Plan Update, agricultural products are one of the County's most important resources. There is Prime Farmland and Farmland of Local Importance located within and adjacent to the Pixley Plan Area. Conversion of prime farmland in the Pixley UDB allows farmland outside the UDB to be preserved. (See Figure 2).

The Pixley area is considered to contain prime farmland consisting of Akers soil and Hanford sandy loam, (see Figure 3) Akers soil consists of parent material of alluvium derived from granitic rock sources. It is typically 0 to 16 inches of light, brownish gray fine sandy loam and 16 to 60 inches of pale fine sandy loam. The primary use of this soil is irrigated cropland, although it is suitable for both building site development and farmstead dairies. Suggested building management policy considerations are utilization of corrosion resistant material and coatings and cathodic protectors due to the high corrosivity to steel. Another building management consideration is use of a sulfate resistant material to reduce corrosion of concrete. For effective dairy management policy, on site investigation is recommended to determine the underlying material for a dairy waste lagoon. If the underlying soil has moderately rapid, rapid, or very rapid permeability, special measures may be required to seal the lagoon surface.



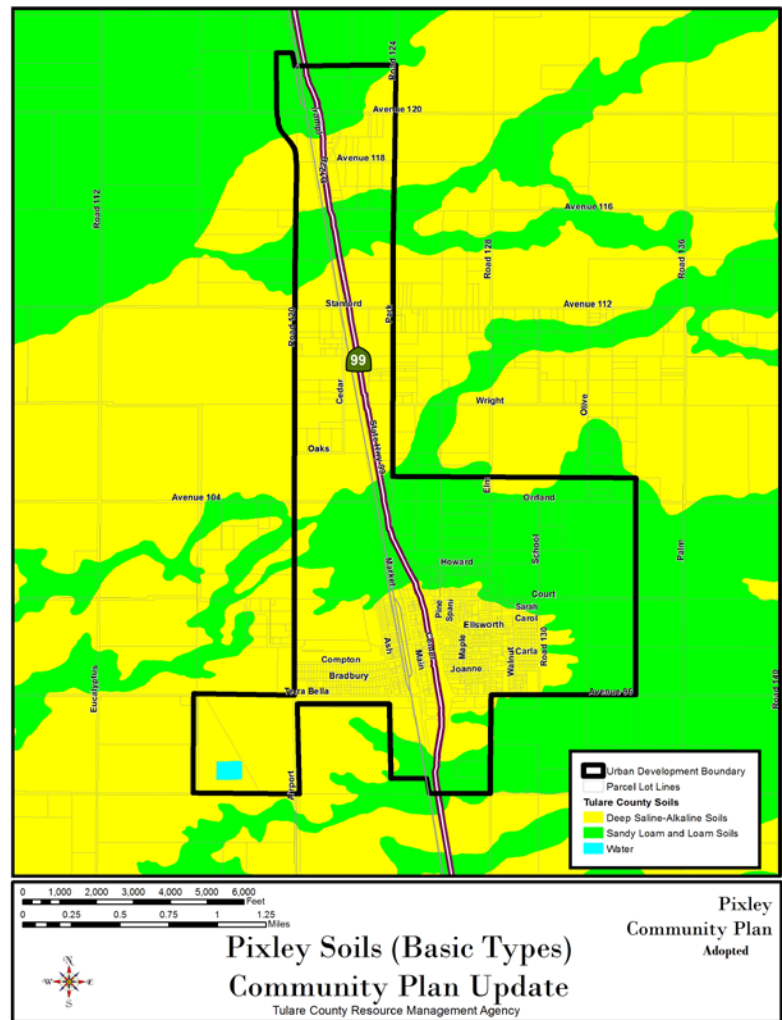
Hanford sandy loam is also considered prime farmland. Like Akers soil, its parent material of alluvium derived mainly from granitic rock sources. It is typically 0 to 6 inches of pale brown sandy loam, 6 to 30 inches pale brown-brown sandy loam and 30 to 60 inches of light yellowish brown sandy loam. Like Akers soil, Hanford sandy loam is considered suitable for use and management as cropland, building site development and farmstead dairies. Unlike Akers soil, Hanford sandy loam does not contain a concentration of elements which cause an unusually high risk of corrosion to common building materials such as concrete and steel. However, for both building and dairy management, on site investigation is necessary to determine whether the underlying material is suitable for septic tank absorption and dairy waste lagoons.

## Geology & Seismic Hazards

The southern San Joaquin Valley is a broad arid plain, essentially level underlain by about 28,000 feet of marine and continental strata with the sediments derived from areas now occupied by mountain ranges. “Seismicity varies greatly between the two major geologic provinces represented in Tulare County. The Central Valley is an area of relatively low tectonic activity bordered by mountain ranges on either side. The Sierra Nevada Mountains, partially located within Tulare County, are the result of movement of tectonic plates which resulted in the creation of the mountain range. The Coast Range on the west side of the Central Valley is also a result of these forces, and the continued uplifting of Pacific and North American tectonic plates continues to elevate these ranges. The remaining seismic hazards in Tulare County generally result from movement along faults associated with the creation of these ranges.”<sup>4</sup>

“Groundshaking is the primary seismic hazard in Tulare County because of the county’s seismic setting and its record of historical activity. Thus, emphasis focuses on the analysis of expected levels of groundshaking, which is directly related to the magnitude of a quake and the distance from a quake’s epicenter. Magnitude is a measure of the amount of energy released in an earthquake, with higher magnitudes causing increased groundshaking over longer periods of time, thereby affecting a larger area. Groundshaking intensity, which is often a more useful measure of earthquake effects than magnitude, is a qualitative measure of the effects felt by population. The valley portion of Tulare County is located on alluvial deposits, which tend to experience greater groundshaking intensities than areas located on hard

Figure 3 - Soils Map



<sup>4</sup> General Plan Background Report, page 8-5

## Pixley Community Plan

rock. Therefore, structures located in the valley will tend to suffer greater damage from groundshaking than those located in the foothill and mountain areas. However, existing alluvium valleys and weathered or decomposed zones are scattered throughout the mountainous portions of the county which could also experience stronger intensities than the surrounding solid rock areas. The geologic characteristics of an area can therefore be a greater hazard than its distance to the epicenter of the quake.”<sup>5</sup>

“There are three faults within the region that have been, and will be, principal sources of potential seismic activity within Tulare County. These faults are described below:

- **San Andreas Fault.** The San Andreas Fault is located approximately 40 miles west of the Tulare County boundary. This fault has a long history of activity, and is thus the primary focus in determining seismic activity within the county. Seismic activity along the fault varies along its span from the Gulf of California to Cape Mendocino. Just west to Tulare County lies the “Central California Active Area,” where many earthquakes have originated.
- **Owens Valley Fault Group.** The Owens Valley Fault Group is a complex system containing both active and potentially active faults, located on the eastern base of the Sierra Nevada Mountains. The Group is located within Tulare and Inyo Counties and has historically been the source of seismic activity within Tulare County.
- **Clovis Fault.** The Clovis Fault is considered to be active within the Quaternary Period (within the past two million years), although there is no historic evidence of its activity, and is therefore classified as “potentially active.” This fault lies approximately six miles south of the Madera County boundary in Fresno County. Activity along this fault could potentially generate more seismic activity in Tulare County than the San Andreas or Owens Valley fault systems. In particular, a strong earthquake on the Fault could affect northern Tulare County. However, because of the lack of historic activity along the Clovis Fault, inadequate evidence exists for assessing maximum earthquake impacts.”<sup>6</sup>

The Tulare County General Plan states there are no known active faults in Tulare County, with the San Andreas Fault being the nearest major fault line. Tulare County rarely feels the effects of earthquakes along this fault line.

### Noise

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

The Noise Element identifies noise-impacted areas throughout Tulare County. These areas include lands which have existing or projected noise levels exceeding 60 decibels (dBA) Ldn. This decibel figure is considered to be the maximum normally acceptable noise level for single family residential areas. The two primary noise sources are State Highway 99 and the Union Pacific Railroad. Together, these noise sources place a portion of the urbanized portion of Pixley within the 60 dB Ldn noise contour. The

Table 1 – Noise Contours					
Location	ADT	Distance (feet) to 70 Ldn Contour	Distance (feet) to 65 Ldn Contour	Distance (feet) to 60 Ldn Contour	Distance (feet) to 55 Ldn Contour
Ave 96 to Ave 100 (Court)	38,500	324	698	1,503	3,239
Ave 100 to Ave 104	42,500	346	745	1,606	3,460
Ave 104 to Ave 120	41,000	338	728	1,568	3,378

<sup>5</sup> General Plan Background Report, page 8-7

<sup>6</sup> General Plan Background Report, pages 8-6 and 8-7

## Pixley Community Plan

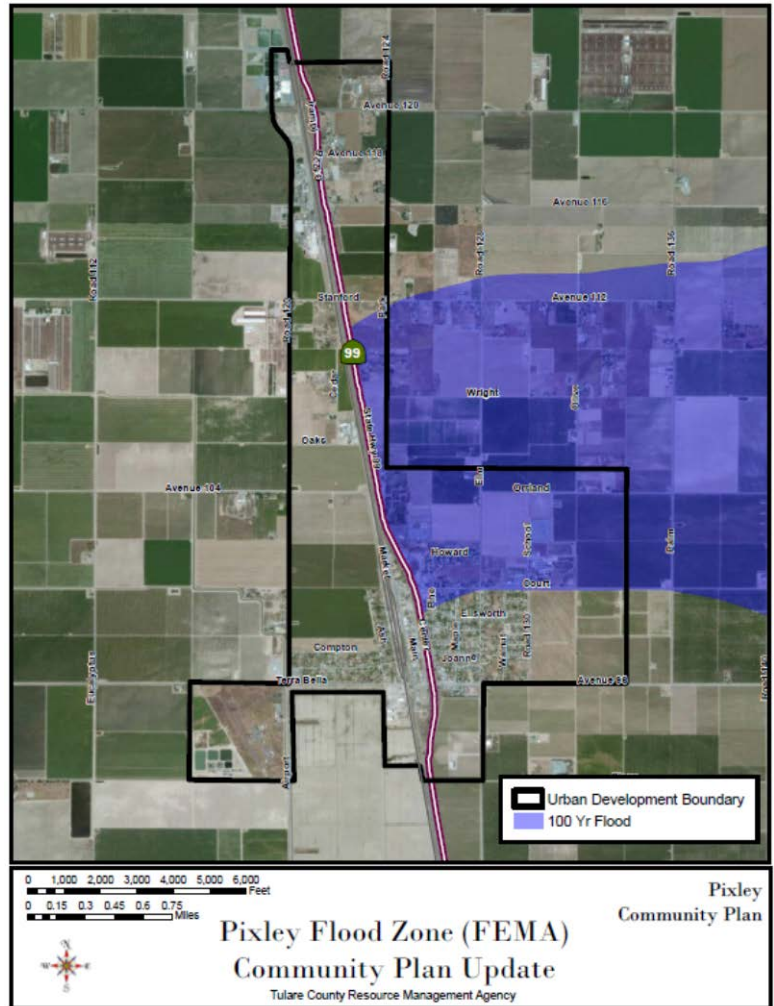
Noise Element includes performance standards for new residential or other noise-sensitive land uses which are to be located near noise-impacted areas. The Element indicates that these uses will not be permitted unless effective design measures can be integrated into the development to mitigate the impact of noise.

### 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 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.”<sup>7</sup> “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.”<sup>8</sup>

“Official floodplain maps are maintained by the Federal Emergency Management Agency (FEMA). “Floodplain” or “flood-prone area” means any land area susceptible to being inundated by water from any source. “Base Flood” is the flood having a one percent chance of being equaled or exceeded in any given year. “One-hundred-year flood” or “100 year flood” has the same meaning as “base flood.” “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



<sup>7</sup> General Plan Background Report, page 8-13

<sup>8</sup> California Water Plan Update 2009, Tulare Lake, page TL-28 to TL-29

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 Pixley 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), a portion of Pixley, east of State Highway 99 is subject to a 100-year flood. The depth of this potential flood could range from one to three feet. This potential flood condition is caused by Deer Creek ponding up against Highway 99 due to conditions, which restrict flow under the highway. 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](http://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

Pixley is located in the San Joaquin Valley Air Basin. This basin comprises the southern portion of the Central Valley which is bounded on the west by the Coastal Range, on the east by the Sierra Nevada Mountains, on the south by the Tehachapi Mountains, and on the north by the Sacramento Valley Air Basin.

The San Joaquin Valley Air Basin has failed to attain National Ambient Air Quality Standards ozone (1-hour and 8-hour) PM10 and PM2.5. As such, the valley has been designated a "non-attainment area". Accumulation of high concentrations of these pollutants has been attributed to the basin-like topography of the Southern San Joaquin Valley and the presence of a low level inversion layer for much of the year.

Significant sources of air pollution include the automobile, local industry, fireplace smoke, and farming activities which generate dust and smoke. On a more local level, persons living adjacent to agricultural fields are the most likely to be exposed to chemical spraying and to smoke from the burning of agricultural waste.

"Tulare County falls within the southern portion of the San Joaquin Valley Air Basin (SJVAB), which is bordered on the east by the Sierra Nevada range, on the west by the Coast Ranges, and on the south by the Tehachapi Mountains. These features restrict air movement through and out of the SJVAB.

## Pixley Community Plan

---

The topography of Tulare County significantly varies in elevation from its eastern to western borders, which results in large climatic variations that ultimately affect air quality. The western portion of the County is within the low-lying areas of the SJVAB. This portion of the County is much dryer in comparison to the eastern portion that is located on the slopes of the Sierra Nevada Mountains. The higher elevation contributes to both increased precipitation and a cooler climate.

Wind direction and velocity in the eastern section varies significantly from the western portion of the County. The western side receives northwesterly winds. The eastern side of the County exhibits more variable wind patterns, but the wind direction is typically up-slope during the day and down-slope in the evening. Generally, the wind direction in the eastern portion of the County is westerly; however terrain differences can create moderate directional changes.

Generally, the temperature of air decreases with height, creating a gradient from warmer air near the ground to cooler air at elevation. This gradient of cooler air over warm air is known as the environmental lapse rate. Inversions occur when warm air sits over cooler air, trapping the cooler air near the ground. These inversions trap pollutants from dispersing vertically and the mountains surrounding the San Joaquin Valley trap the pollutants from dispersing horizontally. Strong temperature inversions occur throughout the Basin in the summer, fall, and winter. Daytime temperature inversions occur at elevations of 2,000 to 2,500 feet above the San Joaquin Valley floor during the summer and at 500 to 1,000 feet during the winter. The result is a relatively high concentration of air pollution in the valley during inversion episodes. These inversions cause haziness, which in addition to moisture may include suspended dust, a variety of chemical aerosols emitted from vehicles, particulates from wood stoves, and other pollutants. In the winter, these conditions can lead to carbon monoxide “hotspots” along heavily traveled roads and at busy intersections. During summer’s longer daylight hours, stagnant air, high temperatures, and plentiful sunshine provide the conditions and energy for the photochemical reaction between reactive organic gases (ROG) and oxides of nitrogen (NOx), which results in the formation of ozone.”<sup>9</sup>

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

The formation of air emissions which impacts air quality is directly related to land use (e.g., land types, densities, and intensities); it is also related to the configuration of land, vegetation, climate, wind direction

---

<sup>9</sup> Tulare County 2030 General Plan RDEIR, page 3.3-9

## Pixley Community Plan

---

and velocity, and production of man-made contributions which change the natural qualities of the air. Pixley is located near the southern end of the Valley with prevailing winds from the northwest, which places it in a location susceptible to the accumulation of adverse air emissions. In addition to temperature inversions, which can hold down surface air along with its pollutants, the high temperatures prevalent during summer months result in production of ozone, an air pollutant harmful to human health.

### Greenhouse Gases

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.

The 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).

### INFRASTRUCTURE

---

“In July 2003, the Tulare County Local Agency Formation Commission (LAFCO) Board adopted a Municipal Service Review (MSR) exemption policy, which 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: agencies subject to a full comprehensive study; agencies subject to a questionnaire study; and agencies exempt from a MSR study. The Pixley Public Utility District (PUD) is subject to a full comprehensive study. The policy further identifies that the services subject to review shall be:

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

Pixley, an unincorporated community in Tulare County, is located in the southwest portion of the County between the communities of Tipton and Earlimart along State Route (SR) 99. The Pixley PUD, formed in December 1946, has a primary function of providing domestic water and sanitary sewer service to residents within the community. Domestic water and sanitary sewer collection, treatment, and disposal are the primary services provided by the Pixley PUD that are subject to a MSR.

Pixley is square in shape and is bisected in a north-south direction by SR 99, which runs east of and parallel to the Southern Pacific Railroad (S.P.R.R.) tracks. Local roads that provide access across SR 99 include East Court Avenue, Davis Avenue, and Terra Bella Avenue (interchange). Local railroad crossings are located at Davis Avenue and Terra Bella Avenue. Pixley is an agriculturally oriented service community surrounded on all sides by lands in agricultural production, scattered rural residential uses, and vacant land. There is also a public airport southwest of the community. Industrial development is present north and south of the community. Most of the commercial development within Pixley is located between the S.P.R.R. tracks and SR 99.”<sup>10</sup>

#### Ground Water Quality

Groundwater serves as the main source of domestic water in the Pixley area. Water moving down gradient from the floodplains of Sierra Nevada streams and rivers, including the Tule River, is the major source of groundwater recharge in the area. Application of imported irrigation water in the surrounding agricultural lands is another source of groundwater recharge, as is percolation from irrigation canals. According to the Tulare Lake 2009 Water Plan, the Tulare Lake basin averages 15.9 inches (1.325 feet) of rain per year.

According to the Pixley Capital Facilities Improvement Plan Update 2012/2013, prepared by the Pixley Public Utility District, three of the four wells require water treatment for Arsenic removal. Future wells will require arsenic treatment. “The District prepared a Preliminary Engineering Report, with funding application for Proposition 84 assistance to address the arsenic issue with the existing wells.”<sup>11</sup>

#### Water Supply

“The Pixley PUD is responsible for providing domestic water service to customers within its District Boundary. Pixley’s water supply is derived from four deep underground wells. According to District staff,

---

<sup>10</sup> Pixley Public Utility District MSR, page 7-6

<sup>11</sup> Adopted Capital Facilities Improvements Plan Update, Fiscal Year 2012/2013, Pixley Public Utility District, page 3

# Pixley Community Plan

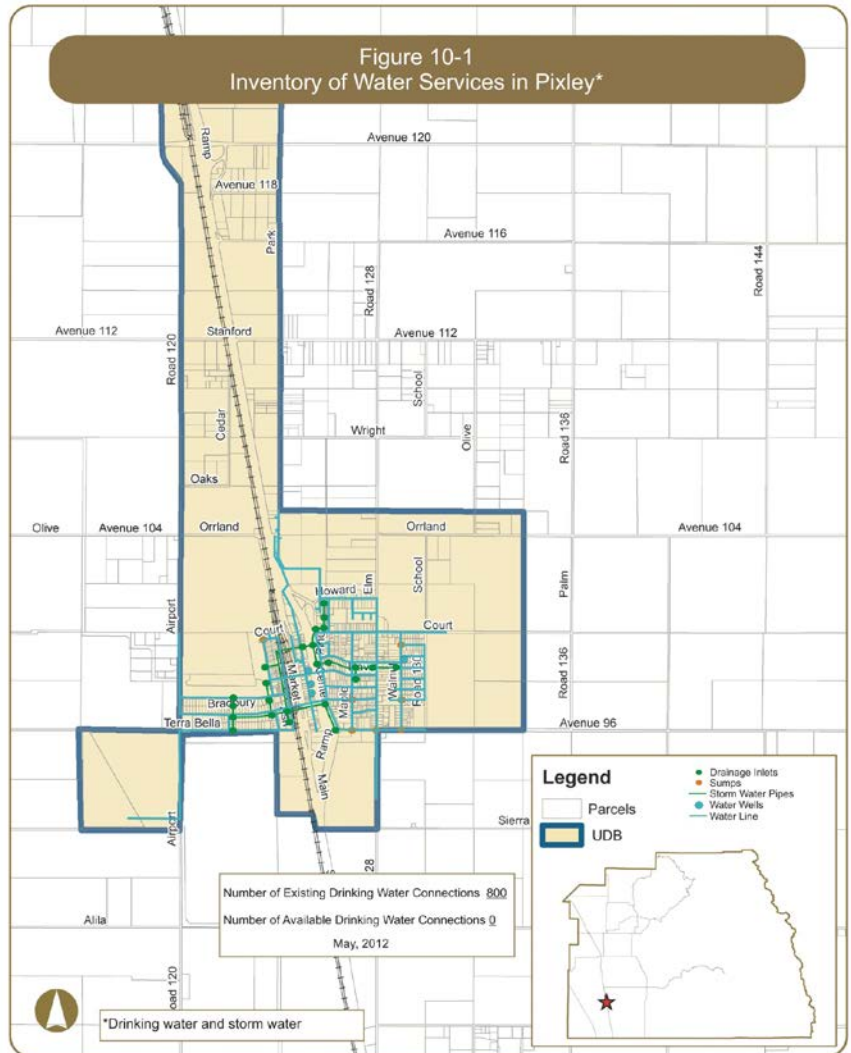
these four wells provide an ample excellent water supply requiring no chlorination or treatment. Based upon discussions with District staff, a well was abandoned some years ago due to a faulty seal and replaced with two other wells near the same area. The four wells in operation have a total maximum production efficiency of approximately 2,700 gallons per minute (GPM), or 3.88 million gallons per day (MGD). The District was unable to provide actual well production (water usage) data. (See Figure 5)

### Figure 5 -Inventory of Water Services

As indicated by the District's Engineer, three of the existing four wells exceed the acceptable arsenic level for drinking water that became effective January 2006, and the water supply system will require treatment or replacement of wells to meet current water quality standards. District staff indicated that there are slightly more than 800 hookups to the water system including 25 commercial connections. Approximately 320 of the residential connections are metered. Metered water rates promote water conservation. It is recommended that the District continue to install water meters as feasible (for instance for all new development and when a transfer of ownership occurs). The District also indicated that they currently provide water service to customers outside the current District Boundary, but within the SOL.

Tulare County Improvement Standards require that the construction of water source facilities shall comply with the requirements of Bulletin No. 74, “Water Well Standards” prepared by the State of California Department of Water Resources. The Tulare County Improvement Standards also establish specific requirements for quantity and quality of water to be delivered to a system. Some of these requirements are summarized below.

- The quantity of water delivered to the distribution system within a subdivision from all source and storage facilities for a period of two hours shall be the maximum domestic demand plus a fire flow quantity of not less than 500 GPM for single family residential, 1,500 GPM for multi-family residential, commercial, and light manufacturing, and 2,500 GPM for heavy manufacturing.
- For systems up to 625 customer units (equivalent dwelling units) the domestic quantity shall not be less than  $Q = 100 + 25 * \sqrt{N}$ , and  $Q = 100 + N$  for more than 625 customer units at sufficient pressure to provide a minimum pressure of 25 PSI to each lot served; where Q equals the rate of flow in GPM delivered from the combined source facilities to the distribution system, and N



## Pixley Community Plan

---

equals the total number of customer units where each customer unit is equivalent to one for a single family dwelling on a normal subdivision lot. Other types of development shall be assigned appropriate customer unit values by the Engineer as experience with the distribution system or locality indicates.

- The minimum source and domestic demand storage design requirements shall be in accordance with Plate No. WS-11 of Section IV of the Tulare County Improvement Standards.
- The quality of water supplied for human consumption shall conform to Sections 3, 4 and 5 of the latest United States Public Health Service Drinking Water Standards. Samples will be taken and tests made by the County Department of Health Services for bacteriological determination of potability.
- Chemical and physical tests for potability shall be performed by a commercial laboratory certified by the State Department of Health Services for performance of chemical and physical analysis and the costs thereof shall be borne by the sub-divider.

Assuming 800 equivalent dwelling units (EDUs), in order to meet Tulare County Improvement Standards, the Pixley PUD water system would need to be capable of delivering a combined flow rate (from all source and storage facilities) of 2,400 GPM (1,500 GPM fire flow, and 900 GPM domestic demand) for a period of two hours while maintaining a minimum pressure of 25 PSI to each lot served. The District's water system is capable of delivering a source flow of 2,700 GPM, and includes pneumatic pressure tanks for storage.

According to the District Engineer, there is only sufficient water supply to meet existing domestic demands, without considering fire flow requirements. The District Engineer indicated that no additional connections could be supported by the water system due to fire flow requirements and the potential for the highest producing well to be out of service. For these reasons, the District Engineer concluded that additional wells will be required in order to increase capacity, and that fire flows requirements could be met with storage tanks.

The District does not currently have a water system master plan. As indicated by the District Engineer, a water master plan that includes a capital facilities plan needs to be developed to address current and future needs. The District Engineer noted that the existing water system includes several 4-inch and 6-inch diameter lines, which may not be suitable for peak and fire flows. Since land within the District's SOI that is zoned for development (by the Tulare County General Plan) will rely on domestic water service from the Pixley PUD, the master planning boundary should be consistent with the District's SOI. A water master plan will increase the District's preparedness when development within its SOI is proposed.”<sup>12</sup>

### LAFCo Pixley PUD 2012 Municipal Service Review Written Determinations

1. “Pixley's water supply is derived from four existing deep underground wells. The four wells have a maximum production efficiency of approximately 2,700 GPM.
2. As indicated by the District's Engineer, three of the existing four wells exceed the acceptable arsenic level for drinking water that became effective January 2006, and the water supply system will require treatment or replacement of wells to meet current water quality standards.
3. District staff indicated that there are slightly more than 800 hookups to the water system including 25 commercial connections. Approximately 320 of the residential connections are metered. Metered water rates promote water conservation. It is recommended that the District continue to install water meters as feasible (i.e. for all new development and when a transfer of ownership occurs).
4. Assuming 800 equivalent dwelling units (EDUs), in order to meet Tulare County Improvement Standards the Pixley PUD water system would need to be capable of delivering a combined flow rate

---

<sup>12</sup> Pixley Public Utility District MSR, page 7-10 to 7-11

## Pixley Community Plan

---

(from all source and storage facilities) of 2,400 GPM (1,500 GPM fire flow, and 900 GPM domestic demand) for a period of two hours while maintaining a minimum pressure of 25 PSI to each lot served. The District's water system is capable of delivering a source flow of 2,700 GPM, and includes pneumatic pressure tanks for storage, indicating that the system currently meets the requirements of the Tulare County Improvement Standards.

5. According to the District Engineer, there is only sufficient capacity in the water system to meet existing domestic demands without considering fire flow requirements. The District Engineer indicated that no additional connections could be supported by the water system when considering fire flows and the possibility of the maximum producing well being out of service.
6. As indicated by the District Engineer, a water master plan that includes a capital facilities plan needs to be developed to address current and future needs. The District Engineer noted that the existing water system includes many 4-inch and 6-inch diameter lines, which may not be suitable for peak and fire flows. Since land within the District's SOI that is zoned for development (by the Tulare County General Plan) will rely on domestic water service from the Pixley PUD, the master planning boundary should be consistent with the District's SOI."<sup>13</sup>

The current residential water service connection fee is \$6,364. Commercial and industrial connection fees are considered on a case by case basis.

According to the Pixley Capital Facilities Improvement Plan Update 2012/2013, the service capacity is less than the current population of approximately 3,310 people. The service level of 1,006 gpm would serve 2,013 people. "A fifth well is expected to be adequate for a total population of 3,579, assuming that the well produces 1,000 gpm."<sup>14</sup>

"A test well has been completed at 632 W. Bradbury Avenue. The results of the investigation indicate the site is viable for a new well and treatment will not be necessary. The District has purchased the property."<sup>15</sup> Pixley's Drinking Water capacity is 800 connections. Pixley is currently using all 800 connections.

### Water Distribution

"The current water distribution system has infrastructure that was built in the late 1940's and early 1950's. The current system has approximately 815 connections, all of which are now metered. The line sizes range from 2 inch steel lines to 12 inch lines. However, most of the lines are 4 inch and 6 inch throughout the system. The District has received complaints in the past about low water pressure in areas west of the Southern Pacific Railroad track, as only two lines cross the tracks and three of the four well are on the east side of the tracks. The small pipelines and several dead ends impose a large pressure loss to the water system. In addition, these small pipelines are not adequate for fire flow deliveries. The old steel lines may also be a source of water leaks throughout the District. The existing water distribution system only has two lines that cross Highway 99; an eight inch (8") line in Bradbury Avenue, and a ten inch (10") line in Davis Avenue. In addition, the only storage tank is a 50,000 gallon elevated tank adjacent to Well No. 1. The District has indicated that the tank has been repaired many times. The elevation of the tank is limiting factor for water system pressure."<sup>16</sup>

"The existing distribution system has wharf hydrants at numerous locations. The District has asked that these be identified for future replacement with standard size fire hydrants. It is noted that water mains must be of sufficient size to serve standard hydrants."<sup>17</sup> "Future water distribution improvements

---

<sup>13</sup> Pixley Public Utility District MSR, page 7-12 to 7-13

<sup>14</sup> Adopted Capital Facilities Improvements Plan Update, Fiscal Year 2012/2013, Pixley Public Utility District, page 3

<sup>15</sup> Adopted Capital Facilities Improvements Plan Update, Fiscal Year 2012/2013, Pixley Public Utility District, page 4

<sup>16</sup> Adopted Capital Facilities Improvements Plan Update, Fiscal Year 2012/2013, Pixley Public Utility District, page 4

<sup>17</sup> Adopted Capital Facilities Improvements Plan Update, Fiscal Year 2012/2013, Pixley Public Utility District, page 4

## Pixley Community Plan

including looping of the water mains and replacement of all 4 inch and smaller water lines at various locations throughout the community... Other improvements include storage capacity, with an additional storage tank and booster pumps in the western section of Pixley to improve water pressure in that area.”<sup>18</sup>

### Sewer

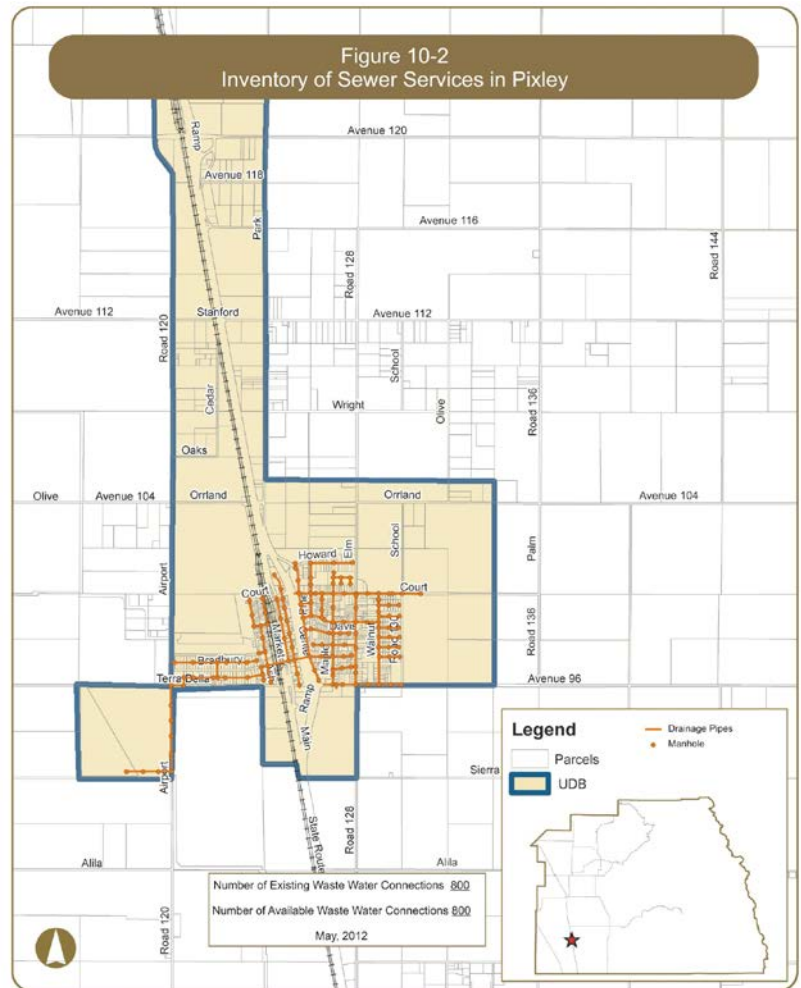
“The Pixley PUD is also responsible for providing sanitary sewer collection, treatment, and disposal services to residents, within its Boundary. District staff indicated that there are approximately 800 connections to the sewer system, which includes 25 commercial connections. Raw sewage is transported to a wastewater treatment facility (WWTF) owned and operated by the District.

The District operates a WWTF located southwest of the community, just west of the Pixley Airport. The WWTF is operated under the provisions of Order No. 5-00-096 issued by the Central Valley Regional Water Quality Control Board (RWQCB). The District’s WWTF provides secondary treatment of wastewater via a digester and two aerated lagoons. Treated wastewater is then stored in evaporation/percolation ponds and/or applied on 43 acres of pastureland that is owned and operated by the District. Non-milking cattle graze on the pastureland. Order No. 5-00-096 prescribes that the monthly average daily discharge shall not exceed 0.29 MGD.

Based upon information contained in the Wastewater User Charge Survey Report FY 2004-05 (CalEPA – State Water Resources Control Board, May 2005), the average dry weather flow (ADWF) at the WWTF is approximately 0.284 MGD. The District indicated that the WWTF is currently operating at or near its capacity, and is operating under a Cease and Desist Order.

The Wastewater Treatment Facility Upgrade and Expansion Project – Project Feasibility Report (Provost & Pritchard, February 2005) outlines a major reconstruction proposal for the District’s WWTF. The improved WWTF would be capable of treating 0.5 MGD. The District has applied for USDA grant and loan funding to implement the improvement plan. A 0.5 MGD WWTF may provide sufficient capacity for a 20-year planning period at the expected average population growth rate, and a small reserve capacity may be available for industrial/commercial growth.”<sup>19</sup>

Figure 6 - Inventory of Sewer Services



<sup>18</sup> Adopted Capital Facilities Improvements Plan Update, Fiscal Year 2012/2013, Pixley Public Utility District, page 5

<sup>19</sup> Pixley Public Utility District MSR, page 7-11 to 7-12

## Pixley Community Plan

---

### Written Determinations:

1. “District staff indicated that there are approximately 800 connections to the sewer system, which includes 25 commercial connections.
2. The District operates a WWTF located southwest of the community, just west of the Pixley airport. The WWTF is operated under the provisions of Order No. 5-00-096 issued by the Central Valley Regional Water Quality Control Board (RWQCB).
3. The District indicated that the WWTF is currently operating at or near its capacity, and is operating under a Cease and Desist Order. The permitted capacity is 0.29 MGD, and the current flow is approximately 0.284 MGD.
4. The Wastewater Treatment Facility Upgrade and Expansion Project – Project Feasibility Report (Provost & Pritchard, February 2005) outlines a major reconstruction proposal for the District’s WWTF. The improved WWTF would be capable of treating 0.5 MGD.
5. A 0.5 MGD WWTF may provide sufficient capacity for a 20-year planning period with reserve capacity for industrial/commercial growth.
6. As indicated by the District Engineer, a sewer master plan that includes a capital facilities plan needs to be developed to address current and future needs. The District Engineer noted that the adequacy of the existing sewer system to accept additional flows is not known. Since land within the District’s SOI that is zoned for development (by the Tulare County General Plan) will rely on sanitary sewer service from the Pixley PUD, the master planning boundary should be consistent with the District’s SOI.”<sup>20</sup>

“The sewer system was constructed in 1949. The current collection system consists of 6 inch sewer lines to 12 inch sere lines throughout the system. There is currently only one private lift station near the system that is as the intersection of Park Street and Howard Avenue. This lift station serves the RV and Mobile Home Park to the north. There is only one lift station in the system that is operated by the District. This lift station is located behind 226 Main Street. This lift station serves approximately 13 residential units and one café. The wastewater system has one line that crosses Highway 99, at the Bradbury Avenue alignment that connects the eastern half of the community of Pixley with the wastewater treatment facility.”<sup>21</sup>

The current residential sewer service connection fee is \$6,685. Commercial and industrial connection fees are considered on a case by case basis.

### Storm Drainage

Table 2 identifies the location of drainage inlets and sumps in Pixley.

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

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

- ✓ Water overflowing the curb and entering adjacent property leading to damage

---

<sup>20</sup> Pixley Public Utility District MSR, page 7-13

<sup>21</sup> Adopted Capital Facilities Improvements Plan Update, Fiscal Year 2012/2013, Pixley Public Utility District, page 5

## Pixley Community Plan

- ✓ Accelerated roadway deterioration and public safety concerns may occur due to excessive water accumulation on roadways
- ✓ Over saturation of the roadway structural section due to immersion will lead to pavement deterioration”<sup>22</sup>

<b>Table 2 – Location of Existing Storm Drainage Facilities</b>			
No.	East-West Roadway	North-South Roadway	Type
1	Allen Avenue	Market Street	Inlet
2	Between Court Avenue and Howard Avenue	Pine Street	Inlet
3	Bradbury Avenue	Cedar Street	Inlet
4	Bradbury Avenue	Ash Street	Inlet
5	Bradbury Avenue	Market Street	Inlet
6	Carol Avenue	Walnut Street	Sump
7	Compton Avenue	Cedar Street	Inlet
8	Compton Avenue	Ash Street	Inlet
9	Court Avenue	Ash Street	Sump
10	Court Avenue	Park Drive	Inlet
11	Court Avenue	Pine Street	Inlet
12	Davis Avenue	Ash Street	Inlet
13	Davis Avenue	Maple Street	Inlet
14	Ellsworth Avenue	Park Drive	Inlet
15	Ellsworth Avenue	Pine Street	Inlet
16	Ellsworth Avenue	Maple Street	Inlet
17	Ellsworth Avenue	Elm Street	Inlet
18	Ellsworth Avenue	Walnut Street	Inlet
19	Ellsworth Street	Ash Street	Inlet
20	Franklin Avenue	Center Street	Inlet
21	Franklin Avenue	Park Drive	Inlet
22	Howard Avenue	Pine Street	Inlet
23	Joanne Avenue	Walnut Street	Sump
24	Joanne Avenue	Maple Street	Sump
25	Joanne Avenue	Park Drive	Inlet
26	South of Compton Avenue	Cedar Street	Inlet
27	Terra Bella Avenue	Park Drive	Inlet
28	Terra Bella Avenue	Maple Street	Sump
29	Terra Bella Avenue	Elm Street	Sump
30	Terra Bella Avenue	Walnut Street	Sump
31	Terra Bella Street	Cedar Street	Inlet

### Wastewater Treatment and Disposal

“The District operates a WWTF located southwest of the community, just west of the Pixley airport. The WWTF is operated under the provisions of Order No R5-2007-0123 issued by the Central Valley Regional Water Quality Control Board (RWQCB). The Districts’ WWTF has been upgraded with a new treatment facility (new life station, headworks, STM aeration, clarifiers, digester, sludge beds, new disposal pond). The facilities achieve effluent nitrogen of less than 10mg/l. Treated wastewater is then stored in evaporated/percolation ponds and/or applied on pastureland that is owned and operated by the District and on adjacent property with a wastewater reclamation permit. Non-milking cattle graze on the

<sup>22</sup> Tulare County Housing Element – Action Program 9, page 10-2 to 10-3

## Pixley Community Plan

---

pastureland. Order No. R5-2007-0123 prescribes that the monthly average daily discharge shall not exceed 0.50 MGD.

The new treatment facilities were completed in November 2009 and a request has been submitted to the RWQCB to lift Cease and Desist Order No. R5-2007-0129. An additional sludge drying bed was constructed in 2012.”<sup>23</sup>

### Solid Waste

Solid waste disposal is provided privately by the Tule Trash Company. Solid waste collected in Pixley is deposited at Teapot Dome Landfill the Woodville Landfill.

---

<sup>23</sup>Adopted Capital Facilities Improvements Plan Update, Fiscal Year 2012/2013, Pixley Public Utility District, page 7

### CIRCULATION

---

#### Functional Classification System of Routes and Streets (Tulare County General Plan)

- **Freeways** provide for the ability to carry large traffic volumes at high speeds for long distances. Access points are fully controlled. Freeways connect points within the County and link the County to other parts of the State.
- **Arterials** provide for mobility within the County and its cities, carrying through traffic on continuous routes and joining major traffic generators, freeways, and other arterials. Access to abutting private property and intersecting local streets shall generally be restricted.
- **Collectors** provide for internal traffic movement within communities, and connect local roads to arterials. Direct access to abutting private property shall generally be permitted.
- **Local Roads** provide direct access to abutting property and connect with other local roads, collectors, and arterials. Local roads are typically developed as two-lane undivided roadways. Access to abutting private property and intersecting streets shall be permitted.

A comprehensive circulation system is required for the land use plan to operate effectively. The existing roadways must have the capacity to expand as traffic demands increase, and new roads must be planned so that one part of the community can be connected to another. Pixley has been developed within the Tulare County major roads grid. These roads are oriented to the cardinal points of the compass: north and south, east and west. Regional access is provided by State Route 99. Avenue 120, Court Avenue, Davis Avenue and Terra Bella Avenue, all cross Highway 99 using grade separated bridges.

#### Pattern of Blocks and Streets

The prominent grid pattern of county roads provides efficient and direct collector routes that facilitate travel from place to place. In Pixley, the county roadway system grid is interrupted by SR 99 and the UP Railroad, both running diagonally in a northwest-southeast direction. Where county and local roads meet these diagonal sections, the result is lack of travel continuity in the industrial and residential areas immediately east of SR 99 and along the east and west sides of the railroad property and also requires vehicles follow a stair-step pattern for north-south movements through some of the residential neighborhoods. In the central portion of Pixley, there are three highway crossings over SR 99 as indicated above and there are two at-grade crossings of the railroad at Davis Street and Terra Bella Avenue. In the North Pixley Specific Plan area located to the north of the central area, there is crossing for both the railroad and SR 99 as indicted above at Avenue 120.

“There are various roadways in Pixley that are in need of repair. Over time, roadway pavement can become damaged or begin to fail due to fatigue, aging, or surface abrasion. The binding agent within road pavement becomes rigid and less flexible as time passes and the surface of the pavement may start losing aggregates. If timely maintenance does not occur, potholes will start to occur within the road.

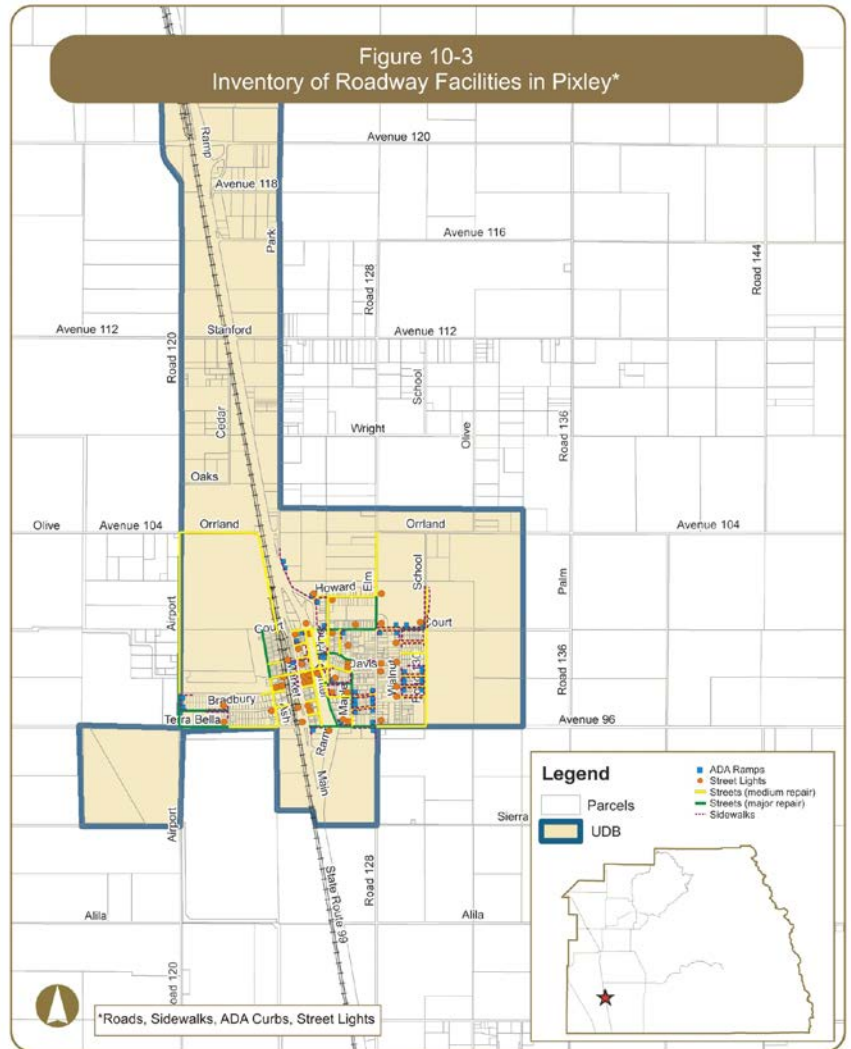
If the road is still structurally sound, a bituminous surface treatment, such as a chip seal or surface dressing can prolong the life of the road at low cost. Such repairs are considered medium if the maintenance strategy consists of:

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

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

- ✓ Grind and remix - process by which construction materials are recycled and reused to add structure to roadways
- ✓ Overlay resurfacing operation - consists of grinding off selected areas of old asphalt, patching any potholes, placing a fabric (in some cases), placing and compacting hot mix asphalt pavement, and adjusting any street hardware
- ✓ Asphalt reconstruction - consists of excavating the entire roadway, placing and compacting rock beneath the roadway, and placing and compacting hot mix asphalt
- ✓ Cold mix reconstruction - similar to asphalt reconstruction except cold mix asphalt is used. It is commonly used as patching material and on lower volume service roads”<sup>24</sup>

Figure 7 - Inventory of Roadway Facilities



<sup>24</sup> Tulare County Housing Element – Action Program 9, page 10-7

## Pixley Community Plan

Table 3 lists the roadways in need of repair, the limits, and type of maintenance strategy proposed.

Table 3 – Road Maintenance Strategies			
No.	Roadway	Limits	Repair Code
1	Airport Street	Terra Bella Street to Compton Avenue	GRX
2	Airport Street	Compton Avenue to Orrland Avenue	CHIP
3	Allen Avenue	Main Street to Center Street	CHIP
4	Ash Street	Terra Bella Street to Davis Avenue	CHIP
5	Ash Street	Davis Avenue to north end	RCST
6	Bradbury Avenue	Ash Street to Market Street	CHIP
7	Bradbury Avenue	Main Street to Center Street	CHIP
8	Bradbury Avenue	Airport Street to Cedar Street	GRX
9	Carla Avenue	Walnut Street to School Street	CHIP
10	Carol Avenue	Walnut Street to School Street	CHIP
11	Center Street	Terra Bella Street to Court Avenue	CHIP
12	Compton Avenue	Bend west of Ash Street to Market Street	CHIP
13	Compton Avenue	Main Street to Center Street	CHIP
14	Court Avenue	SR 99 to Park Drive	CHIP
15	Court Avenue	Park Drive to Elm Street	GRX
16	Court Avenue	Elm Street to Walnut Street	CHIP
17	Court Avenue	Walnut Street to School Street	GRX
18	Court Avenue	Main Street to SR 99	CHIP
19	Davis Street	Ash Street to Maple Street	CHIP
20	Dianna Avenue	Walnut Street to School Street	CHIP
21	Ellsworth Avenue	Park Drive to Maple Street	GRX
22	Ellsworth Street	Ash Street to Market Street	CHIP
23	Ellsworth Street	Main Street to Center Street	CHIP
24	Elm Street	Court Avenue to Howard Avenue	GRX
25	Elm Street	Howard Avenue to Orrland Avenue	CHIP
26	Franklin Avenue	Main Street to Center Street	CHIP
27	Franklin Avenue	Park Drive to Pine Street	CHIP
28	Howard Avenue	Park Drive to Pine Street	CHIP
29	Howard Avenue	Pine Street to Elm Street	CHIP
30	Joanne Avenue	Park Drive to Elm Street	CHIP
31	Joanne Avenue	Walnut Street to School Street	CHIP
32	Lavonia Avenue	Maple Street to Elm Street	CHIP
33	Maple Street	Terra Bella Avenue to Lavonia Avenue	CHIP
34	Maple Street	Lavonia Avenue to Davis Street	GRX
35	Market Street	Court Avenue to Orrland Avenue	CHIP
36	McCreary Avenue	Park Drive to Maple Street	OLAY
37	Orrland Avenue	Airport Street to Market Street	CHIP
38	Park Drive	Terra Bella Avenue to Joanne Avenue	GRX
39	Park Drive	Joanne Avenue to Court Avenue	CHIP
40	Pine Street	McCreary Avenue to Howard Avenue	CHIP
41	Sarah Avenue	Walnut Street to School Street	CHIP
42	School Street	Terra Bella Avenue to north end	CHIP
43	Spani Way	Ellsworth Avenue to Court Avenue	CHIP
44	Terra Bella Avenue	Airport Street to Cedar Street	RCST
45	Terra Bella Avenue	Cedar Street to Ash Street	CHIP
46	Terra Bella Avenue	Main Street to Elm Street	OLAY
47	Terra Bella Avenue	Elm Street to School Street	CHIP

OLAY = overlay resurfacing operation

CHIP = chip seal

GRX = grind and remix

ACST = asphalt reconstruction

RCST = cold mix reconstruction

## Pixley Community Plan

---

Based on the Pavement Management Review 2012 data, the Community of Pixley has 15.43 miles of maintained roads, of which 11.17 miles require immediate maintenance.

### Caltrans Concept Reports

Caltrans has prepared a number concept reports for State Routes, Interstate Routes, and US Routes for each of its California Districts. Tulare County is located in Caltrans District 6. Concept Report for Highway 99, segment 14 applies to Pixley. Concept LOS C is designated for Highway 99; however, concept LOS D is anticipated with improvements in 2035.

### Pixley Traffic Level of Service (LOS)

Operational analyses typically focus on intersections rather than road segments since the capacity of the intersections is usually more critical than the capacity of the roadway. LOS is used to rank traffic operation on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, Level of Service A represents free flow conditions and Level of Service F represents forced flow or breakdown conditions. Tulare County General Plan Policy TC-1.16 establishes county level of service (los) standards which provide that 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.

The current street system functions adequately and barring major unforeseen development in Pixley will continue to do so through the year 2030. Nonetheless, there are some areas of concern, such as the poor pavement condition of many local residential streets, and the lack of sidewalks, curbs and gutters throughout the community. The County is currently addressing these issues through the Pixley Community Complete Streets project within the limits of available resources. Two other issues include: 1. While almost all existing and future roadways need be no more than two travel lanes to accommodate expected traffic to 2030, wider rights-of-way may be needed at certain junctions to safely handle potential increased truck traffic, or to allow restricted turn movements into developed areas or at intersections. 2. Given Pixley’s favorable location and availability of land and facilities for growth in goods movement activities, truck traffic and potential growth in truck traffic should be monitored. Streets and driveway plans should be updated to reflect new growth areas and changes in freight traffic patterns.

In order to project future traffic roadway conditions, a variety of sources were used. Historic population data indicate that the population of Pixley has been 3,310 at the 2010 census, up from 2,175 in 1990. This reflects an annual growth rate of about two percent. TCAG’s current RTP forecast indicates a slower population growth of about 0.4% per year from 2010 to 2032 in the 14 TCAG RTP model traffic analysis zones (TAZs) that cover Pixley and vicinity. TCAG’s jobs forecast show employment in Pixley and vicinity increasing at a somewhat higher annual rate of just over 1% between 2010 and 2032.

Based on these and other data provided by TCAG and County planning staff, an overall rate of traffic growth of 2% per year was determined to be a reasonably conservative forecast assumption. This 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 43% for the period 2014-2032. For consistency with TCAG and Caltrans forecasts, a lower annual traffic growth rate of 1% was applied to SR 99 volumes.

Table 4 summarizes delay and LOS results at all intersections in both the AM and PM peak hours and under both current and 2032 conditions. Examining Table 4, it is evident that all intersections meet or exceed the County LOS D standard under all scenarios. In fact, all intersections will perform at LOS B or better.

## Pixley Community Plan

Table 4- Pixley Intersection Analysis

INTERSECTION	PEAK HOUR	EXISTING (2014)		FUTURE (2032)	
		Delay	LOS	Delay	LOS
SR99 SB Ramps @ Ave 120	AM	9.4	A	10.1	B
	PM	10.2	B	11.5	B
Ave 120 @ Diagonal 122	AM	9.5	A	10.1	B
	PM	10.1	B	11.2	B
SR99 NB Ramps @ Diagonal 122	AM	10.3	B	11.5	B
	PM	11.1	B	13.1	B
SR 99 NB Ramps @ Park (N/O Pixley)	AM	9.2	A	9.5	A
	PM	9.9	B	10.6	B
SR99 NB Off Ramp @ Park	AM	9.6	A	9.9	A
	PM	10.3	B	11.1	B
Main St @ Court	AM	10.5	B	11.7	B
	PM	11.4	B	13.5	B
SR99 SB Off Ramp @ Court	AM	10.1	B	11.1	B
	PM	10.4	B	11.4	B
School @ Court	AM	10.9	B	12.9	B
	PM	9.5	A	10.1	B
Park @ Court	AM	10.3	B	11.3	B
	PM	10.9	B	12.2	B
Main St @ Terra Bella	AM	7.7	A	8.2	A
	PM	8.9	A	10.6	B
Terra Bella @ SR99 NB On Ramp	AM	2.3	A	2.4	A
	PM	1.5	A	1.7	A
Terra Bella @ SR99 NB Off Ramp	AM	9.3	A	9.8	A
	PM	11.7	B	14.9	B
Terra Bella @ Airport	AM	9.3	A	9.6	A
	PM	9.8	A	10.4	B

### Pedestrian Traffic

“Sidewalks are typically separated from a roadway by a curb and accommodate pedestrian travel. They improve mobility for those with disabilities and are also an important part of walking routes to schools.

## Pixley Community Plan

They provide the space for pedestrians to travel within the public right-of-way while being separated from vehicles and bicycles.

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

The County and VRPA Technologies surveyed existing sidewalks within the Community. Table 5 identifies the location of existing sidewalks in Pixley. Figure 7 (10-3) also displays this information graphically. The sidewalks represented in Table 5 and Figure 7 (10-3) do not distinguish between ADA compliant sidewalks and noncompliant sidewalks. The majority of sidewalks represented below were constructed prior to current ADA guidelines and would be considered non ADA compliant facilities. Such noncompliant facilities would require complete reconstruction to be considered ADA compliant.”<sup>25</sup>

Most of the streets in Pixley do not have sidewalks. The existing sidewalks in Pixley are typically constructed in limited segments as identified in Table 4 below. There are, however, several streets in Pixley, such as Court Avenue and Main Street which have long segments of continuous sidewalk coverage as discussed in detail below.

Table 5 – Location of Existing Sidewalks			
No.	Roadway	Limits	Location
1	Airport Street	Bradbury Avenue to Compton Avenue	East side
2	Bradbury Avenue	Cedar Street to 525' west	North side
3	Bradbury Avenue	Cedar Street to 525' west	South side
4	Carla Avenue	Walnut Street to School Street	North side
5	Carla Avenue	Walnut Street to School Street	South side
6	Carol Avenue	Walnut Street to School Street	North side
7	Carol Avenue	Walnut Street to School Street	South side
8	Center Street	Ellsworth Street to Franklin Avenue	West side
9	Court Avenue	Park Drive to Pine Street	North side
10	Court Avenue	Park Drive to Pine Street	South side
11	Court Avenue	Pine Street to School Street	Both Sides
12	Davis Avenue	Ash Street	Inlet
13	Davis Street	Center Street to Park Drive	North side
14	Davis Street	Center Street to Park Drive	South side
15	Dianna Avenue	Walnut Street to School Street	North side
16	Dianna Avenue	Walnut Street to School Street	South side
17	Ellsworth Avenue	Park Drive to Pine Street	North side
18	Ellsworth Avenue	Park Drive to Pine Street	South side
19	Ellsworth Street	Main Street to Center Street	South side
20	Elm Street	Lavonia Avenue to Joanne Avenue	West side
21	Holste Avenue	Walnut Street to School Street	South side
22	Joanne Avenue	Maple Street to Elm Street	North side

<sup>25</sup> Tulare County Housing Element – Action Program 9, page 10-9 to 10-11

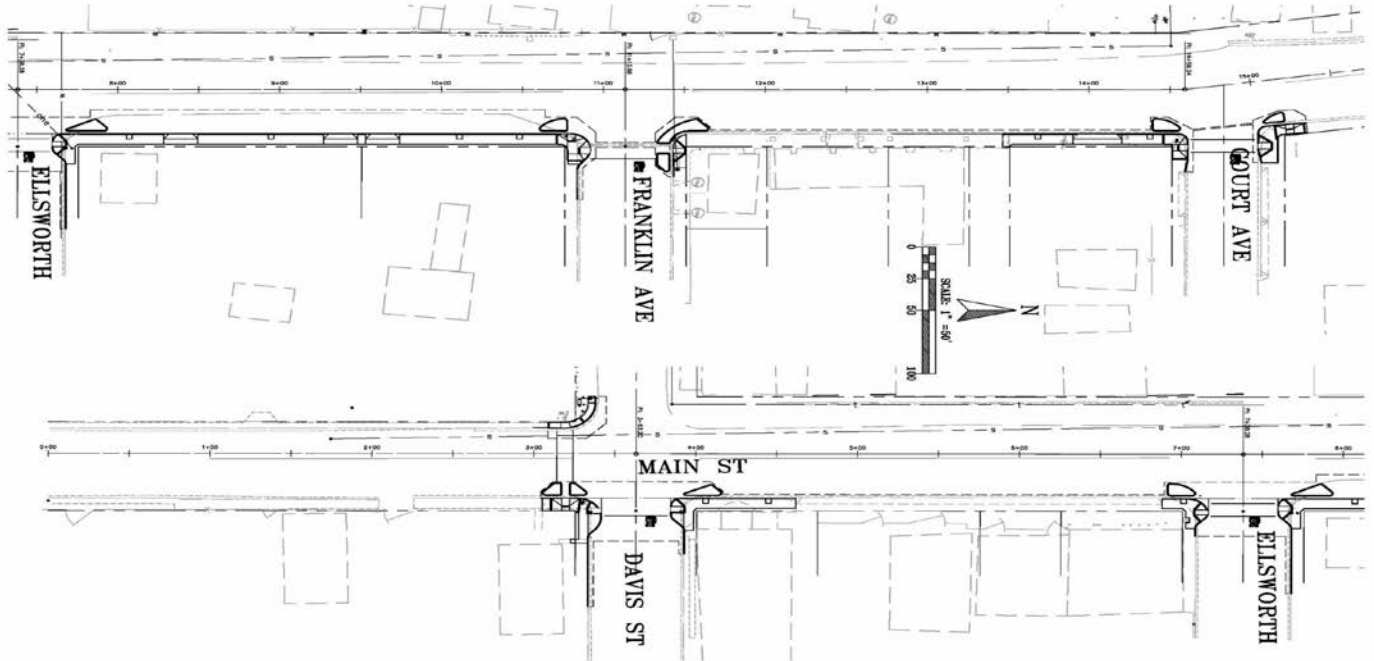
## Pixley Community Plan

<b>Table 5 (cont.) – Location of Existing Sidewalks</b>			
No.	Roadway	Limits	Location
23	Joanne Avenue	Maple Street to Elm Street	South side
24	Joanne Avenue	Walnut Street to School Street	North side
25	Joanne Avenue	Walnut Street to School Street	South side
26	Lavonia Avenue	Maple Street to Elm Street	North side
27	Lavonia Avenue	Maple Street to Elm Street	South side
28	Main Street	Compton Avenue to Ellsworth Street Court Avenue to E. Davis	West side East side
29	Maple Street	Lavonia Avenue to Joanne Avenue	East side
30	Maple Street	McCreary Avenue to Davis Street	West side
31	McCreary Avenue	Pine Street to Maple Street	North side
32	McCreary Avenue	Pine Street to Maple Street	South side
33	Park Drive	Joanne Avenue to McCreary Avenue	East side
34	Park Drive	Court Avenue to north of Pixley Park entrance	East side
35	Pine Street	McCreary Avenue to Davis Street	East side
36	School Street	Joanne Avenue to Holste Avenue	West side
37	School Street	Carol Avenue to north end	West side
38	School Street	Court Avenue to north end	East side
39	Terra Bella Avenue	Park Drive to Maple Street	North side
40	Terra Bella Avenue	Maple Street to Elm Street	South side
41	Terra Bella Street	Main Street to Center Street	South side
42	Walnut Street	Joanne Avenue to Holste Avenue	East side
43	Walnut Street	Carol Avenue to Court Avenue	East side
44	Walnut Street	Carol Avenue to Court Avenue	West side

## Pixley Community Plan

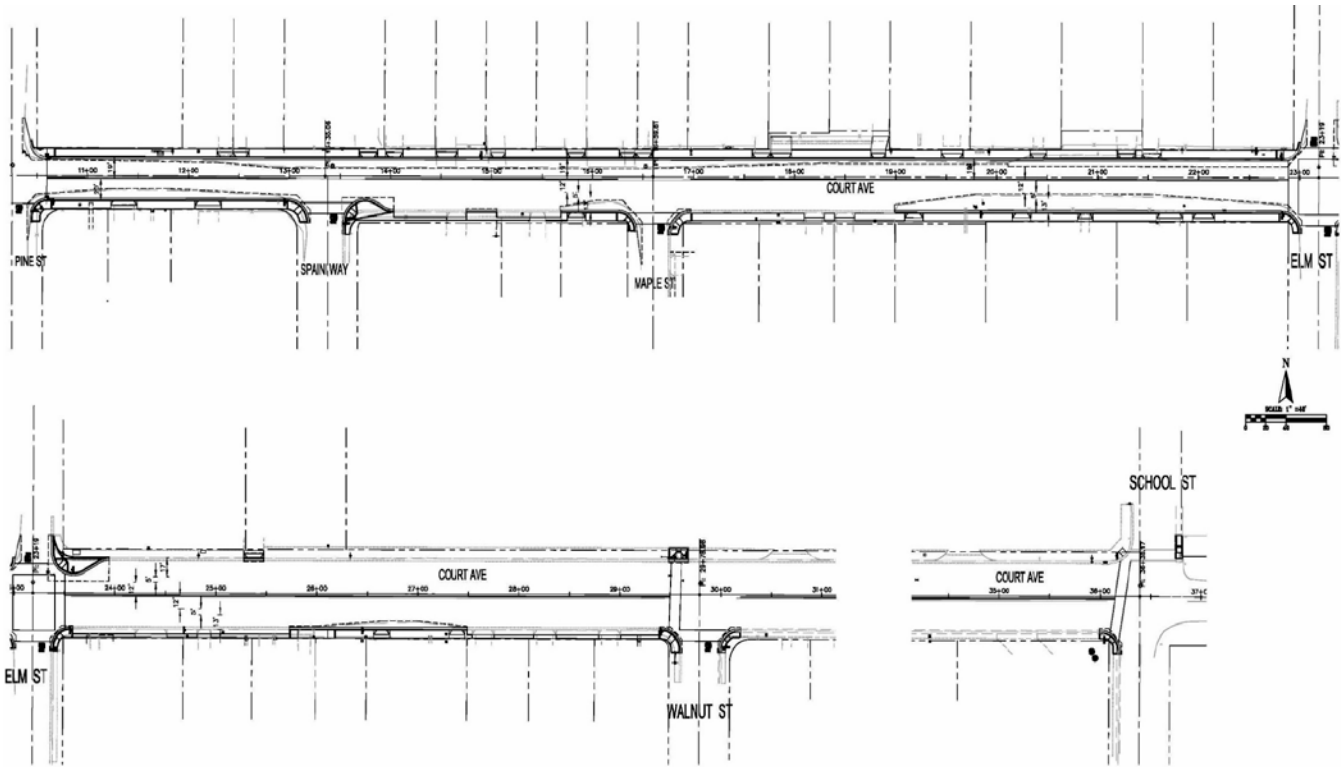
The Tulare County Department of Public Works have designed and constructed new sidewalks for both sides of Court Avenue (from Pine Street to School Street) as part of the Complete Streets Policy plan that was adopted by the Board of Supervisors in 2014. Bike lanes are anticipated to be completed on Court Ave (from Pine Street to School Street) in conjunction with an overlay project scheduled for 2015. In addition, sidewalks along the East side of Main Street from Court Avenue to Davis Street were also constructed as part of the adopted Complete Streets Policy plan adopted by the Board of Supervisors in 2014. See Figure 8 and Figure 9 below.

Figure 8 - Main Street Sidewalk Design



## Pixley Community Plan

Figure 9 - Court Avenue Sidewalk Design



### ADA Curb Ramps

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

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

## Pixley Community Plan

<b>Table 6 – Location of Existing ADA Ramps</b>			
No.	East-West Roadway	North-South Roadway	Location
1	Bradbury Avenue	Airport Street	NE Corner
2	Carla Avenue	Walnut Street	NE Corner
3	Carla Avenue	Walnut Street	SE Corner
4	Carla Avenue	School Street	NW Corner
5	Carla Avenue	School Street	SW Corner
6	Compton Avenue	Airport Street	SE Corner
7	Court Avenue	Center Street	SW Corner
8	Court Avenue	Pine Street	NW Corner
9	Court Avenue	Spani Way	SE Corner
10	Court Avenue	Elm Street	SE Corner
11	Court Avenue	Walnut Street	NE Corner
12	Court Avenue	Walnut Street	NW Corner
13	Court Avenue	Walnut Street	SW Corner
14	Court Avenue	School Street	NW Corner
15	Dianna Avenue	Walnut Street	NE Corner
16	Dianna Avenue	Walnut Street	SE Corner
17	Dianna Avenue	School Street	NW Corner
18	Dianna Avenue	School Street	SW Corner
19	Ellsworth Avenue	Park Drive	SE Corner
20	Ellsworth Avenue	Pine Street	SW Corner
21	Ellsworth Street	Main Street	SE Corner
22	Ellsworth Street	Main Street	SW Corner
23	Entrance at Pixley Park	Park Drive	NE Corner
24	Entrance at Pixley Park	Park Drive	SE Corner
25	Franklin Avenue	Main Street	NE Corner
26	Holste Avenue	School Street	SW Corner
27	Howard Avenue	Park Drive	NE Corner
28	Howard Avenue	Park Drive	SE Corner
29	Joanne Avenue	Maple Street	NE Corner
30	Joanne Avenue	Maple Street	SE Corner
31	Joanne Avenue	Elm Street	NW Corner
32	Joanne Avenue	Elm Street	SW Corner
33	Lavonia Avenue	Maple Street	NE Corner
34	Lavonia Avenue	Maple Street	SE Corner
35	Lavonia Avenue	Elm Street	NW Corner
36	Lavonia Avenue	Elm Street	SW Corner
37	McCreary Avenue	Pine Street	NE Corner
38	Terra Bella Avenue	Park Drive	NE Corner
39	Terra Bella Avenue	Elm Street	NW Corner
40	Terra Bella Avenue	Elm Street	SW Corner
41	Terra Bella Street	Main Street	SE Corner

## Pixley Community Plan

The County of Tulare completed a survey of ADA compliant ramps within the communities in August 2012. According to the survey, there are various ADA compliant curb ramps located within Pixley and are listed in Table 6.

### Transit

The major provider of public transportation within the Pixley Plan Area is Tulare County Area Transit (TCAT). TCAT provides safe, reliable, convenient public transit services between large and small communities throughout the greater Tulare County. Fixed route service is offered Monday through Sunday. Demand-Response Dial-A-Ride service is offered Monday through Friday (a one-day advanced reservation is required for rural Dinuba, Sultana, Monson, Cutler, Oroshi, Pixley, Tipton, Earlimart, Alpaugh, Allensworth, Richgrove, Waukena, East Oroshi, Yettem, Teviston, Seville, and North Patterson Tract). Route 20, which runs from Tulare to Richgrove, has a single stop in Pixley at the Pixley Medical Center.

### Bicycle Traffic

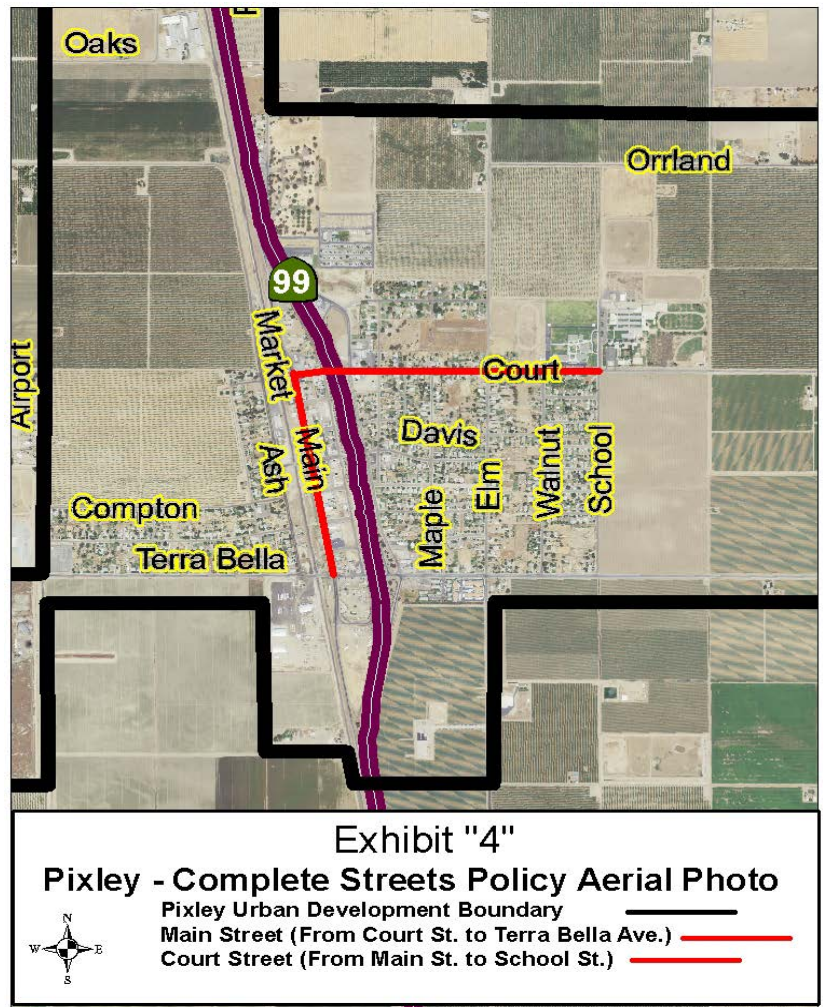
The Tulare County General Plan includes a map of the Regional Bicycle Transportation Plan network. A bicycle transportation network does not currently exist within and throughout the community of Pixley. The General Plan does not indicate new bicycle facilities for the community of Pixley.

### Complete Streets

“Caltrans adopted complete streets policy in 2001 and 2008, and has been working to integrate complete streets throughout Department work ever since.”<sup>26</sup> “In California, Complete Streets Policy Legislation exists at the state level with AB1358 (2008), requiring cities and counties to include complete streets policies as part of their general plans as they are updated.”<sup>27</sup> “A complete street matches the needs of travelers to the uses surrounding a street. It provides safe travel for people using any legal mode of travel, including bicycling, walking, riding transit, and driving.”<sup>28</sup>

### “Benefits of Complete Streets

Figure 10 - Complete Streets



<sup>26</sup> Complete Streets Brochure

<sup>27</sup> [http://saferoutescalifornia.org/state-network/complete\\_streets/](http://saferoutescalifornia.org/state-network/complete_streets/)

<sup>28</sup> Complete Streets Brochure

## Pixley Community Plan

---

- **Increased Transportation Choices:** Streets that provide travel choices can give people the option to avoid traffic congestion, and increase the overall capacity of the transportation network.
- **Economic Revitalization:** Complete streets can reduce transportation costs and travel time while increasing property values and job growth in communities.
- **Improved Return on Infrastructure Investments:** Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project spares the expense of retrofits later.
- **Quality of Place:** Increased bicycling and walking are indicative of vibrant and livable communities.
- **Improved Safety:** Design and accommodation for bicyclists and pedestrians reduces the incidence of crashes.
- **More Walking and Bicycling:** Public health experts are encouraging walking and bicycling as a response to the obesity epidemic. Streets that provide room for bicycling and walking help children get physical activity and gain independence.”<sup>29</sup>

“Economically, complete streets can help revitalize communities, and they can give families the option to lower transportation costs by using transit, walking or bicycling rather than driving to reach their destinations. The Department is actively engaged in implementing its complete streets policy in all planning, programming, design, construction, operations, and maintenance activities and products on the State Highway System.”<sup>30</sup> A Complete Streets Policy plan for Pixley was adopted by the Board of Supervisors in 2014 (See Figure 10).

---

<sup>29</sup> Complete Streets Implementation Action Plan, page 3

<sup>30</sup> [http://www.dot.ca.gov/hq/tpp/offices/ocp/complete\\_streets.html](http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html)

### PUBLIC SERVICES

---

#### Tulare County Sheriff

The Tulare County Sheriff's Department has a Pixley Substation covering 552 square miles and serving a rural population to include the unincorporated communities of Alpaugh, Allensworth, Teviston, Earlimart, Pixley and Tipton which holds approximately 45,000 people. The Substation runs a four shift operation which includes 16 deputies, five sergeants and one lieutenant. There are a minimum of three deputies and one sergeant in the field at all times. The majority of criminal activity in the Pixley area and surrounding communities involve burglaries, thefts, assaults, malicious mischief, domestic disputes, narcotics and gang issues. The substation is open for walk-ins from 8 AM to 5 PM. After hours, there is a phone provided outside the substation that calls directly into our dispatch center.

#### Tulare County Fire Department

Tulare County has historically contracted with the California Division of Forestry (CDF) to provide fire protection services in unincorporated areas of the County. On December 20, 2005, the Tulare County Board of Supervisors decided to terminate their fire protection contract with CDF after 78 years of contractual service. The contract termination date was set for July 1, 2007. At the same time, the Board decided to create a county fire department, staffed by county employees and responsive to the direction set by the board of supervisors.



The result was a county fire department staffed by state employees and whose budget was directly related to salary increases negotiated by the CDF Firefighters, Bargaining Unit 8. In February of 2006, Steve Sunderland was hired as the Fire Chief of the new Tulare County Fire Department. He immediately proceeded to hire his executive team to help him set in place the necessary elements that would allow for a smooth transition from CDF to a County Fire Department by July 1, 2007. He hired three Division Chiefs; Ted Mendoza for Operations, John Crivello for Training and Joe Garcia for Fire Prevention. Steve Sunderland retired August 13, 2011 after 5½ years of service as the Department's first Fire Chief. Chief Joe Garcia was appointed by the Tulare County Board of Supervisors on October 23, 2011 and is the current Fire Chief.

Municipal fire service with fire hydrants is provided in Pixley. Fire Station #27 is located in Pixley and is backed up by stations in Earlimart, Tipton, and Tulare. The Pixley Station is equipped with patrol vehicle, fire engine and water tender. The station is staffed by one full-time firefighter year-round. Additional staffing is provided by 15 on-call extra help employees.

#### Schools

"A total of 48 school districts provide education throughout Tulare County. Of the 48 school districts, seven are unified districts providing educational services for kindergarten through 12<sup>th</sup> grade. The remaining 41 districts consist of 36 elementary school districts and four high school districts. Many

## Pixley Community Plan

districts only have one school.”<sup>31</sup> The community of Pixley has an Elementary School and a Middle school. High School education is provided by the Tulare Joint Union High School District.

### Parks

Pixley Park, a 22 acre community recreation park located at the north end of Pixley, is owned and maintained by Tulare County. It is mainly used as a recreational facility for families and as a rest stop by travelers on nearby Highway 99. The park is equipped with restrooms, picnic tables, covered picnic areas, barbecues, a baseball/softball field, and a playground area. There are also a number of arbors that are available for rental for groups up to 75 people. The majority of Pixley Park is landscaped with irrigated grass and eucalyptus trees.

The Pixley School is also used as a recreational facility by residents of the community. The school provides baseball and open playing fields, playground areas, and outdoor basketball.



Source: Pixley Chamber of Commerce

### 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.”<sup>32</sup> There is a library in Pixley, see Table 7. According to Jeff Scott, County Librarian, there are plans to move the Pixley Library to a larger location on Main Street.

Table 7 – Library Location & Hours		
Branch	Address	Service Hours
Pixley	300 North School Pixley, CA 93256- 1011	Monday: 9:30 am – 6:30 pm Tuesday: 9:30 am – 6:30 pm Wednesday: 9:30 am – 6:30 pm Thursday: 9:30 am – 6:30 pm Friday: 9:30 am -2:30 pm Saturday: 8:00 am -12:45 pm

Library hours current as of January 2014  
Source: General Plan Background Report

<sup>31</sup> General Plan Background Report, pages 7-75 and 7-76

<sup>32</sup> General Plan Background Report, page 7-96

### COMMUNITY PROFILE

---

#### 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."

Pixley's median household income was \$27,532 in 2011. The State of California's median household income in 2011 was \$61,632. Pixley's median household income was 44.67% of the State of California's median household income. Pixley is considered a severely disadvantaged community.

#### Land Use

The community of Pixley is primarily square in shape, with a Northern portion running up along SR99. Pixley is bisected in a northwest-southeasterly direction by State Highway 99 and the Southern Pacific Railroad which divides the community. The larger area of Pixley is located on the East side of SR 99. The central commercial and industrial area is located adjacent to SR99 on the West. There is also a commercial/industrial area in the North part of the Pixley UDB.

#### Urban Boundaries

The existing Urban Development Boundary contains approximately 2,300 acres.

#### Residential

Residential land uses are identified primarily to the East of SR 99 and West of Market Street.

#### Multi-Family Residential

There are two multi-family residential complexes located on the South side of East Terra Bella Avenue.

#### Mobilehomes

There is a mobilehome park on North Park Drive. This mobilehome park is located just South of Pixley Park.

#### Community, Neighborhood, and General Commercial

There are community, neighborhood and general commercial serving commercial uses primarily located along South Main Street. Along this street, there are convenience stores, a meat market, a furniture store, a hair salon, a post office, restaurants, and a couple of auto parts stores. Additional commercial uses are located in selected locations along Center Street, Park Drive, Court Avenue, and Terra Bella Avenue.

#### Highway Commercial

There are two gas stations on West Terra Bella Street, one gas station on East Court Avenue and a gas station at the Southeast corner of SR99 and Avenue 120.

#### Industrial

Two distinct areas are set aside for industrial use in Pixley. Most of Northern portion of the Pixley UDB is zoned industrial. The parcels along the railroad and on the West side to railroad, and South of E Terra Bella Ave is also zoned Industrial.

#### Schools and Parks

The Pixley Elementary and Middle Schools are located on East Court Avenue and School Street. There is

## Pixley Community Plan

---

no High School located in Pixley. The High School students attend the High Schools in the City of Tulare.

Pixley Park, located on North Park Drive is a 22 acre community recreation park that is owned and maintained by Tulare County. It is mainly used as a recreational facility for families, and as a rest stop by travelers on nearby Highway 99. The park is equipped with restrooms, picnic tables, covered picnic areas, barbecues, a baseball/softball field, playground area, and arbors that can be rented to groups up to 75 people. The majority of Pixley Park is landscaped with irrigated grass and eucalyptus trees.

## DEMOGRAPHICS

### Historic Population Growth

Historically, Pixley has had periods of extreme population growth followed by periods of declining or static population. While the town's population decreased in the 1980's, it grew almost 40% in the 1970's. Pixley's population was recorded at 2,457 in the 1990 U.S. Census, a decrease of 7% from 1980.

### Recent Population Growth

Pixley's population increased from 2,586 in 2000 to 3,310 in 2010. Pixley continues to have more men than women. The female population increased from 1,211 in 2000 to 1,597 in 2010. The male population increased from 1,375 in 2000 to 1,713 in 2010.

<b>Table 8 – Population (2000 &amp; 2010)</b>						
Geography	2000			2010		
	Total Population (2000)	Male (2000)	Female (2000)	Total Population (2010)	Male (2010)	Female (2010)
California	33,871,648	16,874,892	16,996,756	37,253,956	18,517,830	18,736,126
Tulare County	368,021	184,010	184,011	442,179	221,442	220,737
Pixley CDP	2,586	1,375	1,211	3,310	1,713	1,597
Pixley % of Total	-	53.17%	46.83%	-	51.75%	48.25%

Source: California Department of Finance

### Projected Population

“The San Joaquin Valley faces major challenges. One concern is 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.”<sup>33</sup>

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 Pixley.

<b>Table 9 – Projected Annual Growth Rates</b>		
	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

<sup>33</sup> Tulare County Regional Blueprint, page 7

## Pixley Community Plan

### Median Age

The median age of Pixley in 2000 was 23.6 which was younger than the State of California (33.3) and Tulare County (29.2). In 2010, the median age of Pixley was 24.7 which still younger than the State of California (35.2) and Tulare County (29.6).

Table 10 – Median Age (2000 & 2010)		
Geography	2000	2010
	Median age (years)	Median age (years)
California	33.3	35.2
Tulare County	29.2	29.6
Pixley CDP	23.6	24.7

Source: California Department of Finance

Pixley has a higher percentage of persons under 18 at 28.9% than Tulare County (22.3%) and the State of California (16.4%). Pixley also has a lower elderly population. Persons 55 years old and over made up 9.8% of Pixley's population. Comparatively, persons 55 years and older in Tulare County was 12.7% and in the State of California was 14.6%.

Table 11 – 2010 Age Percentage						
Geography	Persons Under 5 years	Persons Under 18 years	Persons Age 21+	Persons Age 55+	Persons Age 60+	Persons Age 65+
California	4.5%	16.4%	46.3%	14.6%	10.7%	7.5%
Tulare County	6.4%	22.3%	42.8%	12.7%	9.3%	6.5%
Pixley CDP	7.6%	28.9%	42.0%	9.8%	6.9%	4.7%

Source: California Department of Finance

### Ethnicity & Race

According to the 1990 Census, about 93% of Pixley's residents were classified as White, 5% Black, 2% Asian or Pacific Islander, and 1% other. Approximately 33% of the residents classified as white are of Hispanic origin.

In 2000, about 33% of Pixley's residents were classified as White, 4% Black, 0% Asian, 2% Native American, and 5% two or more races. Approximately 68% of the residents were classified as Hispanic.

Table 12 – Race & Ethnicity (2000)							
Geography	Total Population	White	Hispanic or Latino (of any race)	Black or African American	Asian	American Indian and Alaska Native	Total Population of Two or More Races
California	33,871,648	20,170,059	10,966,556	2,263,882	3,697,513	333,346	1,607,646
Tulare County	368,021	213,751	186,846	5,852	12,018	5,737	16,938
Pixley CDP	2,586	850	1,763	109	5	45	118

Source: California Department of Finance

In 2010, about 45% of Pixley's residents were classified as White, 3% Black, 0% Asian, 1% Native American, and 4% two or more races. Approximately 81% of the residents were classified as Hispanic.

## Pixley Community Plan

From 1990 to 2010, the proportion of the Hispanic population (any race) has increased from 33% to 81%.

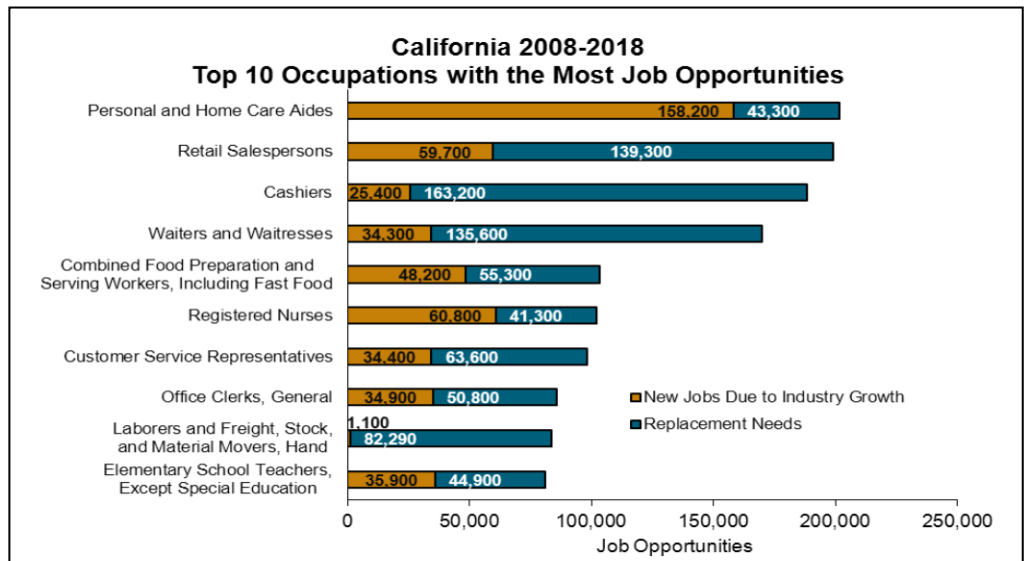
Table 13 – Race & Ethnicity (2010)							
Geography	Total Population	White	Hispanic or Latino (of any race)	Black or African American	Asian	American Indian and Alaska Native	Total Population of Two or More Races
California	37,253,956	21,453,934	14,013,719	2,299,072	4,861,007	362,801	1,815,384
Tulare County	442,179	265,618	268,065	7,196	15,176	6,993	18,424
Pixley CDP	3,310	1,473	2,675	90	16	28	116

Source: California Department of Finance

## ECONOMIC CONDITIONS

### Employment Projections in California

“By the end of the 2008-2018 projection period, [the] 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.



Source: California Employment Development Dept., California Labor and Market and Economic Analysis, 2012

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.

### 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. Tulare is the second most productive agricultural county in a State that itself is by far the most productive in the nation. Overall, agribusinesses produced \$5 billion in commodities in 2008 with the County considered one of 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, Kaweah Delta Healthcare, and Ruiz Food Products, as shown in Table 14. 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

## Pixley Community Plan

feet of distribution space. The county's overall industrial market includes about 23 million square feet of building space."<sup>34</sup>

<b>Table 14 – Number of Establishments by Employment-Size Class</b>						
	Total	1-4 Employees	5-9 Employees	10-19 Employees	20-49 Employees	50-99 Employees
Total for all sectors	38	22	6	7	1	2
Forestry & Agriculture Support	1	0	0	1	0	0
Construction	2	0	1	1	0	0
Manufacturing	5	1	1	1	0	2
Wholesale trade	1	1	0	0	0	0
Retail trade	9	8	0	1	0	0
Transportation and warehousing	12	7	3	1	1	0
Real estate and rental and leasing	1	1	0	0	0	0
Administrative & Support and Waste Management	1	0	0	1	0	0
Health care and social assistance	2	1	0	1	0	0
Accommodation and food services	3	2	1	0	0	0
Other services (except public administration)	1	1	0	0	0	0

Source: 2011 County Business Patterns, US Census

### Employment in Pixley

According to the US Census, Pixley had 38 businesses in 2011. The size of these businesses ranged from 1 to 99 employees.

### Unemployment in Pixley

The unemployment rate is very high in Pixley. Pixley had an unemployment rate of 26.2% while Tulare County's unemployment rate was 13.5%. The State of California's unemployment rate was 10.1%.

<b>Table 15 – 2007-2011 American Community Survey: Unemployment</b>			
Geography	Population	Total Civilian labor force	Unemployment Rate Percent
California	28,796,402	18,472,288	10.1
Tulare County	309,977	193,537	13.5
Pixley CDP	1,904	1,153	26.2

Source: California Department of Finance

<sup>34</sup> Visalia General Plan Update: Existing Conditions Report, page 3-16

## Pixley Community Plan

### Income

Mean and median income in Pixley is very low compared to Tulare County and the State of California. Pixley's median household income was \$27,532, compared to \$43,550 for Tulare County and \$61,632 for the State of California. Pixley's mean family income was \$48,836, compared to \$62,360 for Tulare County and \$94,747 for the State of California. Pixley's per capita income was also low at \$11,976 compared to \$17,986 for Tulare County and \$29,634 for the State of California.

<b>Table 16 – 2007-2011 American Community Survey: Income</b>					
Geography	Median household income (dollars)	Mean household income (dollars)	Median family income (dollars)	Mean family income (dollars)	Per capita income (dollars)
California	\$61,632	\$85,148	\$70,231	\$94,747	\$29,634
Tulare County	\$43,550	\$58,931	\$46,881	\$62,360	\$17,986
Pixley CDP	\$27,532	\$47,340	\$28,750	\$48,836	\$11,976

Source: California Department of Finance

### Poverty

According the California Department of Finance, the 2007-2011 indicated that 34.7% of families in Pixley lives below the poverty line. Approximately 70.6% of female householders with no husband in Pixley lives under the poverty line. Approximately 46.9% of persons under 18 also live under the poverty line.

<b>Table 17 – 2007-2011 American Community Survey: Poverty</b>					
Geography	All families	Married couple families	Families with female householder, no husband present	All people	Persons under 18 years
California	10.80%	6.40%	25.50%	14.40%	19.90%
Tulare County	19.50%	13.30%	39.40%	23.80%	32.80%
Pixley CDP	34.7%	32.2%	70.6%	42.2%	46.9%

Source: California Department of Finance

Pixley has a higher level of poverty overall at 34.7% compared to Tulare County at 19.5% and the State of California at 10.8%. The highest differential is the poverty rate of female householder with no husband. Pixley's poverty rate for female householder with no husband is 70.6% compared to 39.4% for Tulare County and 25.5 % for the State of California. Pixley's poverty rate for all people is 42.2% compared to 23.8% for Tulare County and 14.4% for the State of California.

## HOUSING CHARACTERISTICS

### Housing Units

During the decade between 2000 and 2010, the number of housing units in Pixley increased from 723 to 875, which represents an increase of 21.02%. This increase was higher than the percent increase in Tulare County of 18.4% and the State of California at 12%.

<b>Table 18 – Housing Units (2000 &amp; 2010)</b>			
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%
Pixley CDP	723	875	21.02%

Source: California Department of Finance

### Housing Types

According to the California Department of Finance, the 2007-2011 American Community Survey indicated that 81.7% of the housing units in Pixley were 1 unit detached. 1.4% were 3 or 4 units, 2.7% were 5-9 units, and 14.3% were mobile homes. In Tulare County 75.4% of the housing units were 1-unit detached. In California 58.2% of housing units were 1-unit detached.

<b>Table 19 – 2007-2011 American Community Survey: Unit Types %</b>				
Geography	1-unit, detached	3 or 4 units	5 to 9 units	Mobile home
California	58.2%	5.5%	6.1%	3.9%
Tulare County	75.4%	5.2%	3.1%	7.1%
Pixley CDP	81.7%	1.4%	2.7%	14.3%

Source: California Department of Finance

<b>Table 20 – 2007-2011 American Community Survey: Unit Types</b>					
Geography	Total housing units	1-unit, detached	3 or 4 units	5 to 9 units	Mobile home
California	13,631,129	7,929,196	756,077	832,065	529,502
Tulare County	140,519	105,970	7,254	4,330	9,944
Pixley CDP	791	646	11	21	113

Source: California Department of Finance

## Pixley Community Plan

### Tenure

According to the California Department of Finance, the 2007-2011 American Community Survey indicated that 46.6% of the housing units in Pixley were owner occupied. Similarly, 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.

<b>Table 21 – 2007-2011 American Community Survey: Tenure</b>							
Geography	Occupied Housing Units	Owner-occupied	%	Renter-occupied	%	Average household size of owner-occupied unit	Average household size of renter-occupied unit
California	12,433,172	7,055,642	56.7	5,377,530	43.3	2.97	2.82
Tulare County	128,324	75,640	58.9	52,684	41.1	3.27	3.48
Pixley CDP	717	334	46.6	383	53.4	4.05	4.17

Source: California Department of Finance

During the decade between 2000 and 2010, the home ownership percentage in California went down by approximately 1%. In Tulare County that percentage went down by approximately 3%. In Pixley the homeownership percentage went down by approximately 9%.

The average household size increased in the State of California, Tulare County, and Pixley.

<b>Table 22 – Ownership and Household Size (2000 &amp; 2010)</b>						
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
Pixley CDP	63%	3.84	4.15	54%	3.91	4.44

Source: California Department of Finance

## Pixley Community Plan

### Housing Conditions

According to the 2009 Tulare County Housing Element, approximately 45% of the housing units in Pixley were sound. Approximately 28% were deteriorated and 28% were dilapidated.

Table 23 – 2009 Housing Conditions Survey											
Survey Area	Sound		Deteriorated						Dilapidated		Total Units
			Minor		Moderate		Substantial				
	Units	%	Units	%	Units	%	Units	%	Units	%	
Pixley	115	45%	20	8%	23	9%	28	11%	71	28%	257

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

The percentage of substandard housing in Pixley has increased between 1992 and 2009. The percentage was 33% in 1992, 54% in 2003 and 55% in 2009.

<b>Table 24 – Percentages of Substandard Housing Units Unincorporated Communities in Tulare County 1992-2009</b>					
	1992 Results	Survey	2003 Results	Survey	2009 Results
Pixley	33%		54%		55%

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

### Age of Structures

According to the US Census, the 2005-2009 Community Survey noted that 10.7% of the housing structures were built in 1939 or earlier. Approximately 18.7% of the housing structures were built between 1950 and 1959. Approximately 25.5% of housing structures were built between 1970 and 1979. Approximately 13% of housing structures were built between 1980 and 1989. Approximately 11.6% of housing structures were built between 1990 and 1999.

<b>Table 25 – 2005-2009 American Community Survey: Age of Structures in Pixley</b>		
Age of Structures	Number	Percentage
Built 2005 or later	0	0.0%
Built 2000 to 2004	38	4.8%
Built 1990 to 1999	92	11.6%
Built 1980 to 1989	103	13.0%
Built 1970 to 1979	203	25.5%
Built 1960 to 1969	62	7.8%
Built 1950 to 1959	149	18.7%
Built 1940 to 1949	63	7.9%
Built 1939 or earlier	85	10.7%
Total:	795	-

Source: US Census

## Pixley Community Plan

### Household Size (Overcrowding)

Between 2000 and 2010, the average household size went up from 3.96 to 4.15. During this decade, the average household size went up in Tulare County from 3.28 to 3.36. Also, the average household size in the State of California also went up from 2.87 to 2.90. Pixley's average household size went up and it remained higher than Tulare County's and the State of California's average household size.

<b>Table 26 – Average Household Size (2000 &amp; 2010)</b>		
Geography	2000	2010
	Average Household size	Average Household size
California	2.87	2.90
Tulare County	3.28	3.36
Pixley CDP	3.96	4.15

Source: California Department of Finance

### Vacancy Rate

In 2000, the vacancy rate in Pixley was 10%, which was higher than Tulare County at 7.7% and the State of California at 5.8%. In 2010, the vacancy rate in Pixley was 8.8%, which was a bit higher than Tulare County at 8% and the State of California at 8.1%.

While the State of California's rental vacancy rate increased from 3.7% to 6.3%, the rental vacancy rate in Pixley increased from 6.2% to 9.2% between 2000 and 2010. Tulare County's rental vacancy rate remained at 5.8% during this decade.

<b>Table 27 – Vacancy Rate (2000 &amp; 2010)</b>						
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%
Pixley CDP	10.0%	3.1%	6.2%	8.8%	1.6%	9.2%

Source: California Department of Finance

## Pixley Community Plan

### Renter Affordability

According to the California Department of Finance, the 2007-2011 American Community Survey indicated that median rent in Pixley was \$793. The median rent was \$781 in Tulare County and \$1,185 in the State of California. In Pixley, the percentage of households paying 35% or more of income on housing was 48.9%. The percentage of households paying 35% or more of income on housing was 43.7% Tulare County and 46.3% in the State of California.

<b>Table 28 – 2007-2011 American Community Survey: Renter Cost</b>							
		Gross Rent as a % of Household Income					
Geography	Median Rent	Less than 15.0 %	15.0% to 19.9 %	20.0% to 24.9%	25.0% to 29.9%	30.0% to 34.9%	35.0% or more
California	\$1,185	9.30%	10.9%	12.2%	11.9%	9.4%	46.3%
Tulare County	\$781	11.5%	11.5%	13.4%	10.4%	9.5%	43.7%
Pixley CDP	\$793	15.6%	0%	19.3%	2.3%	13.9%	48.9%

Source: California Department of Finance

### Owner Affordability

According to the California Department of Finance, the 2007-2011 American Community Survey indicated that median owner cost (with mortgage) in Pixley was \$916. The median owner cost was \$1,487 in Tulare County and \$2,377 in the State of California. In Pixley, the percentage of households paying 35% or more of income on housing was 55.6%. The percentage of households paying 35% or more of income on housing was 35.5% Tulare County and 41.6% in the State of California.

<b>Table 29 – 2007-2011 American Community Survey: Owner Cost</b>						
Mortgage as a % of Household Income						
Geography	Median Owner Cost (with mortgage)	Less than 20.0%	20.0% to 24.9%	25.0% to 29.9%	30.0% to 34.9%	35.0% or more
California	\$2,377	22.6%	13.2%	12.3%	10.3%	41.6%
Tulare County	\$1,487	27.4%	13.3%	13.2%	10.6%	35.5%
Pixley CDP	\$916	15.9%	14.8%	2.6%	11.1%	55.6%

Source: California Department of Finance

## Pixley Community Plan

### RHNA Plan

“State housing element law assigns the responsibility for preparing the Regional Housing Needs Assessment (RHNA) for the Tulare County region to the Tulare County Association of Governments (TCAG). TCAG, and other California councils of governments (COGs), undertake the RHNA process prior to each housing element cycle. The current RHNA is for the fifth housing element cycle and covers a 9.75-year projection period (January 1, 2014 – September 30, 2023). The Regional Housing Needs Plan (RHNP) describes the methodology developed to allocate the region’s housing needs in four income categories (very low, low, moderate, and above moderate) among Tulare County’s eight cities and the unincorporated county in accordance with the objectives and factors contained in State law.”<sup>35</sup>

The allocation for the unincorporated portion of the County is provided in the Table 30.

Table 30 – Draft RHNA Allocations by Income Category

Tulare County Region January 1, 2014 to September 30, 2023								
Jurisdiction	1/1/2014 Housing Unit Control Totals	2023 Housing Unit Control Totals	Estimated 9/30/2023 Housing Units		2024 Housing Unit Control Totals	Housing Units 9/30/2023 (Based on Allocation of 26,910 units)		
			Housing Units	Percent of Total		Total Housing Units	Percent of Total	Net New Housing Units 1/1/2014- 9/30/2023
	A	B	C	D	E	F	G	H
Dinuba	6,223	7,106	7,186	4.05%	7,212	7,188	4.05%	965
Exeter	3,803	4,305	4,426	2.50%	4,365	4,428	2.50%	625
Farmersville	2,878	3,253	3,343	1.89%	3,298	3,344	1.89%	466
Lindsay	3,384	3,858	3,972	2.24%	3,914	3,974	2.24%	590
Porterville	17,764	20,331	20,952	11.82%	20,639	20,960	11.82%	3,196
Tulare	20,022	22,908	23,606	13.32%	23,255	23,616	13.32%	3,594
Visalia	47,380	55,411	57,379	32.37%	56,386	57,401	32.37%	10,021
Woodlake	2,187	2,486	2,558	1.44%	2,521	2,559	1.44%	372
Unincorporated County	46,774	52,477	53,834	30.37%	53,151	53,855	30.37%	7,081
<b>Total</b>	<b>150,415</b>	<b>172,134</b>	<b>177,255</b>	<b>100.00%</b>	<b>174,741</b>	<b>177,325</b>	<b>100.00%</b>	<b>26,910</b>

#### Sources

Columns A, B, and E: TCAG 2040 Demographic Forecast (2013)

Column C: Estimated using trendline growth between Columns B and E

Column D: Column C divided by countywide total from Column C (177,225)

Column F: Proportionally scaled up from Column D to 9/30/2023 countywide total (177,325)

Column G: Column F divided by countywide total from Column F (177,325)

Column H: Column A subtracted from Column F

<sup>35</sup> Draft Regional Housing Needs Plan, page i

## Existing Land Use Designations

---

**Residential Reserve** - Land designated for future residential use which should remain in accordance with Policy 5.1. It should be noted that a general plan amendment is not agricultural use until it is determined that conditions warrant conversion to residential use, needed to develop land in a reserve classification.

**Low Density Residential** - Land designated for residential use which lacks off-site sewer or water, or both. Agricultural uses shall be allowed on lands with this designation consistent with the Tulare County Zoning Ordinance. Low Density Residential allows seven units or less per acre.

**Medium Density Residential** - Land designated for single and two family residential development, with a minimum of 3,000 square feet of lot area per dwelling unit. Medium Density Residential allows 4 to 14 units per acre.

**High Density Residential** - Land designated for multifamily residential development, a minimum of 600 square feet of lot area per dwelling unit. High Density Residential allows 15 to 28 units per acre.

**Commercial** - Land designated for commercial uses covering a range of retail, office and service activities.

**Commercial Reserve** - Land within the Plan Area which is recognized as suitable for retail, office or service activities and designated for eventual conversion to commercial use, but which is expected to be left in exclusive agricultural zoning until it is determined that conditions warrant conversion to commercial use, in accordance with Policy 5.1.

**Industrial** - Land designated for industrial uses or agriculturally related industries. Heavy industrial uses shall be processed under a conditional use permit.

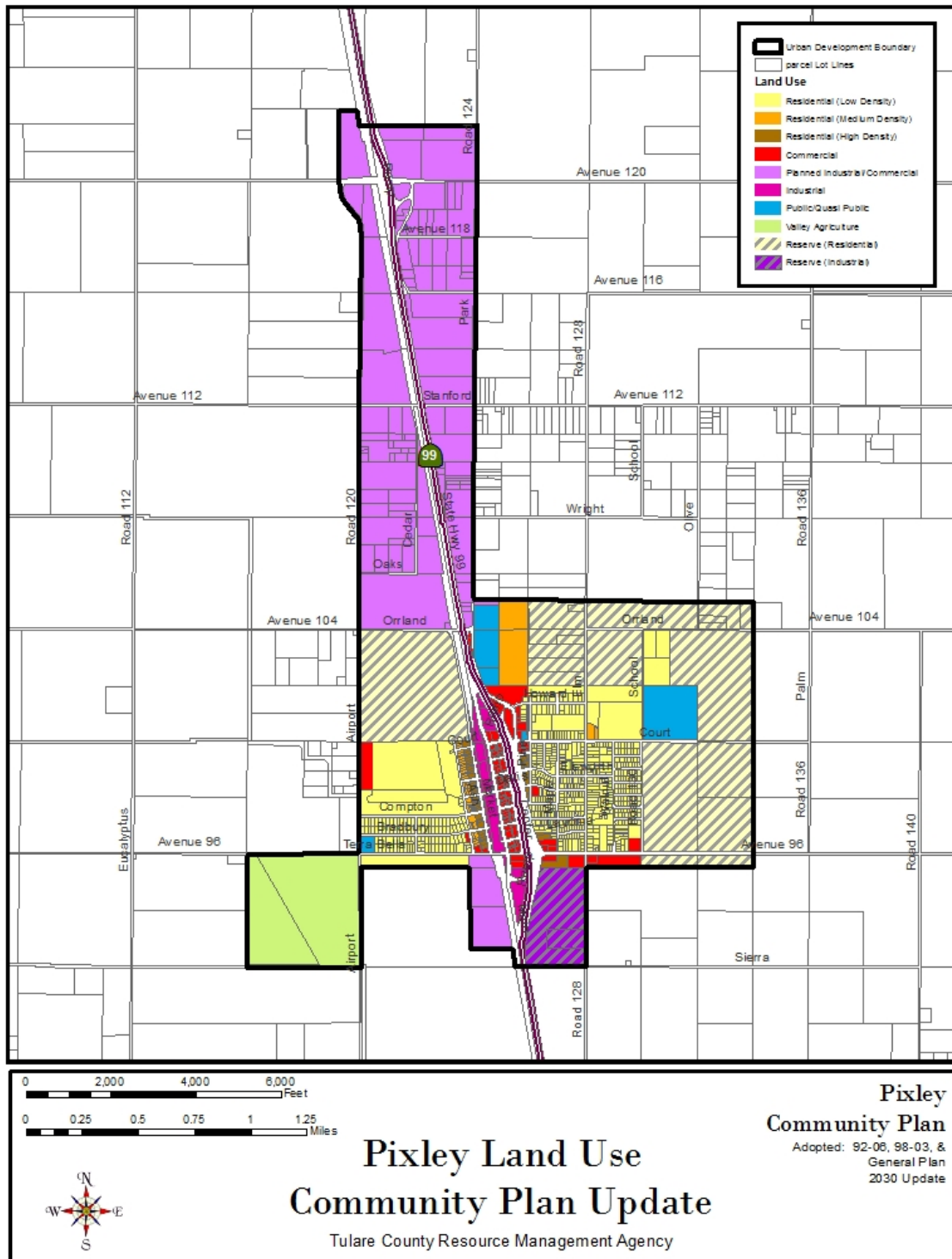
**Industrial Reserve** - Land within the Plan Area which is recognized as suitable for industrial uses or agriculturally-related industries and is designated for eventual conversion to commercial use, but which is expected to be left in exclusive agricultural zoning until it is determined that conditions warrant conversion to industrial use, in accordance with Policy 5.1.

**Planned Industrial Commercial** - Land designated for industrial and commercial uses or agriculturally related industries shall be subject to a Planned Development Agreement consistent with the requirements identified in the Specific Plan.

**Public/Quasi Public** - Land designated for current and proposed uses associated with a governmental function, public institution or other use which accommodates the needs of the general public.

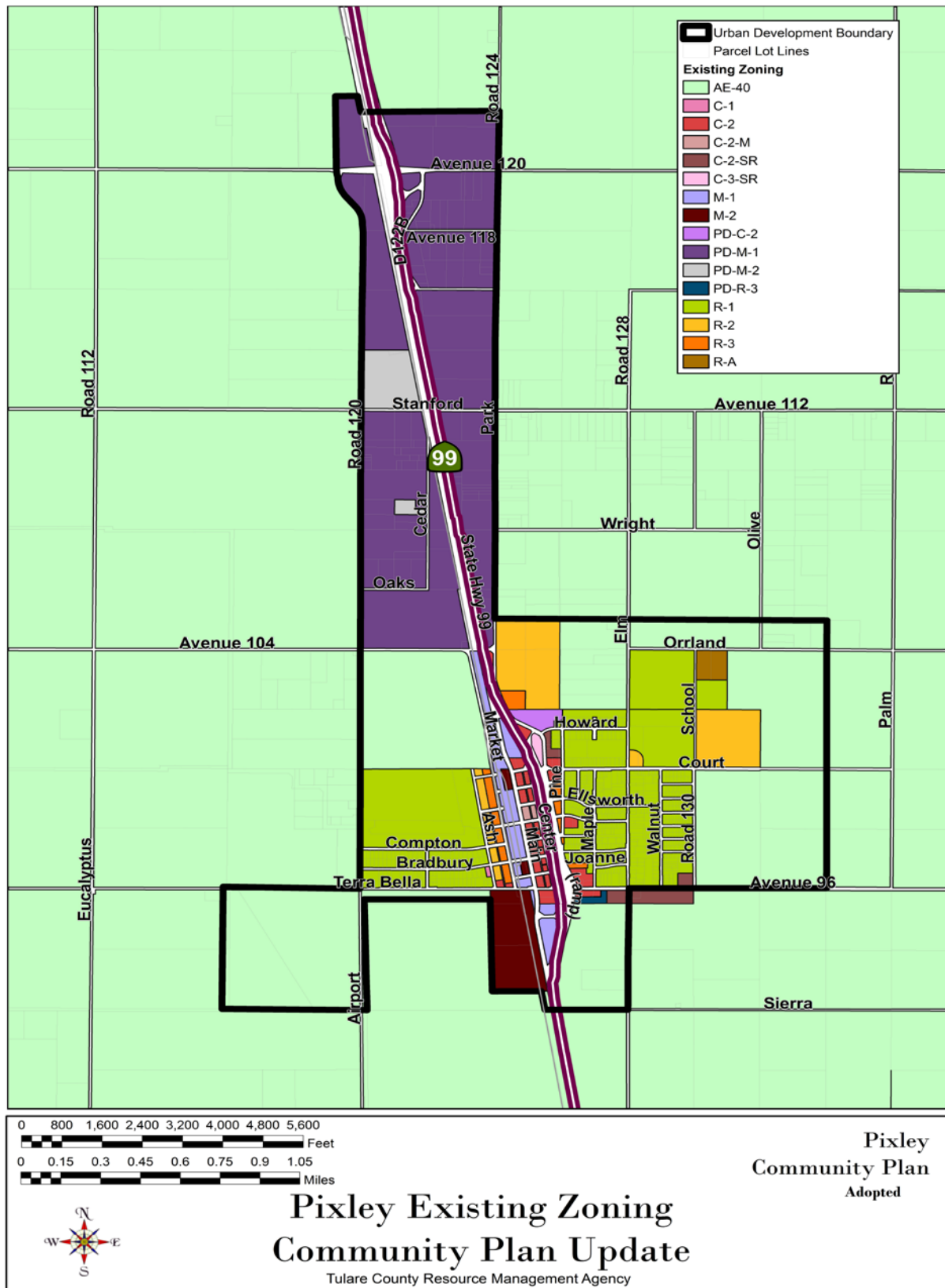
## General Plan Consistency

Figure 11– Pixley Adopted Land Use Map



# Pixley Community Plan

Figure 12 – Pixley Adopted Zoning Map



## Zoning Acreage

The Pixley Community Plan Area is mostly comprised of three major zoning types Agriculture (37%), Industrial (36%), and Residential (25%). Approximately 2% of Pixley is zoned for commercial.

Figure 13 – Percentage of Zoned Land

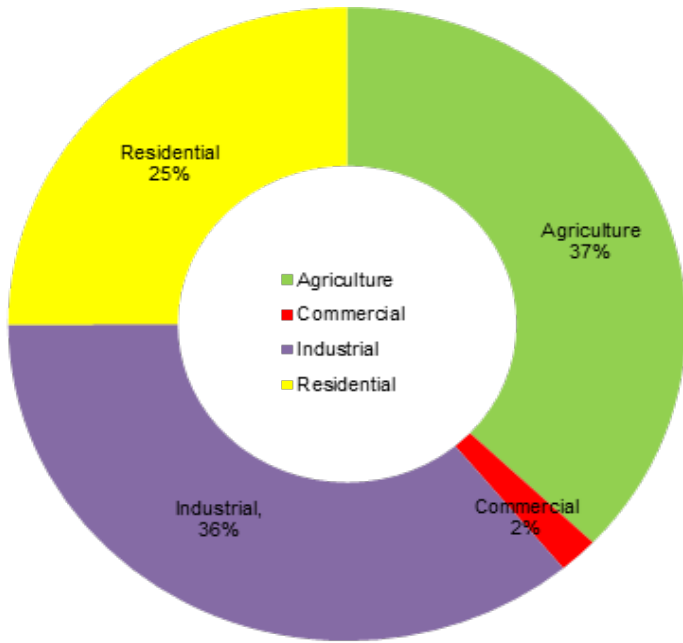


Table 31 – Zoning Summary		
Zone	Acres	%
AE-40	739	37%
C-1	0	0%
C-2	26	1%
C-2-M	2	0%
C-2-SR	7	0%
C-3-SR	2	0%
M-1	36	2%
M-2	51	3%
PD-C-2	8	0%
PD-M-1	588	30%
PD-M-2	34	2%
PD-R-3	3	0%
R-1	372	19%
R-2	99	5%
R-3	16	1%
R-A	9	0%
Total	1992	-

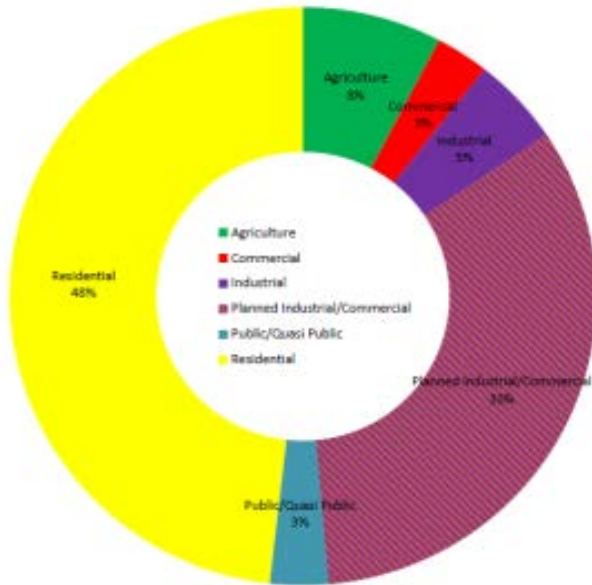
Source: Tulare County GIS

## Pixley Community Plan

### General Plan Land Use Acreage

Within the General Plan, approximately 48% of the land has been designated for Residential or Residential Reserve. Approximately 33% has been designated for Planning Industrial or Commercial.

Figure 14 – Percentage of Land Use



**Table 32 – Land Use Summary**

Land Use	Acres
Agriculture	154.6
Commercial	59.0
Industrial	31.7
Planned Industrial/Commercial	664.4
Public/Quasi Public	64.5
Reserve (Industrial)	67.4
Reserve (Residential)	560.8
Residential (High Density)	15.9
Residential (Low Density)	351.1
Residential (Medium Density)	40.6
Unclassified	53.4

Source: Tulare County GIS

**Table 33 – Lot Pattern**

Size	# of Parcels
< 1 acre	62
1 – 5 acres	45
5 – 10 acres	11
10 – 15 acres	5
> 15 acres	14
Total	137

Source: Harmon Field Preliminary Industrial Development Plan

## Market Analysis

Pixley had 798 households in 2010. As noted in the Market Analysis Section, approximately 5,000 households are typically required to support a grocery store. Even if the number of household quadrupled, there still would not be enough households to support a typical grocery store. With an estimated household spending of \$173 per week, approximately \$7.1M are spend on food by the residents of Pixley. As noted in Table 28, typically \$16M of revenue is required to support a typical grocery store. The estimated amount of money spent on food by the community of Pixley is not enough to support a grocery store like Albertsons.

### Change in the number of jobs and businesses

As shown on Figure 15 below, the Community of Pixley gained businesses and jobs. Between 2004 and 2011 the number of businesses increased from 36 to 38. The number of jobs also increased from 196 to 364. During this time period, there was a high fluctuation in the number of jobs. Although there was a fluctuation in the number of businesses, this variation was mild.

<b>Table 34 – Estimated Current Discretionary Income</b>	
Pixley Mean Income 2011	\$47,340
Households 2010	798
Gross Income	\$37,777,320
Average Tax rate (estimated)	20%
Tax	\$7,555,464
After Tax Income	\$30,221,856
Rental Units	352
Rent (monthly)	793
Rent Expense (Yearly)	\$3,349,632
Units with mortgage	270
Cost with mortgage (monthly)	\$916
Units without mortgage	64
Cost without mortgage (monthly)	\$218
Mortgage Expense (Yearly)	\$3,135,264
Households	798
Food spending per week (HH with kids)	173
Weeks per year	52
Total Food Expense (Yearly)	\$7,178,808
Estimated Bills	20%
Other Bills	\$6,044,371.20
Est. Discretionary Income	\$10,513,781
Source: Census Data 2010, 2011	

## DEVELOPMENT HISTORY

The community of Pixley has had limited development between 1992 and 2012. In this time period, only 145 traditional housing units were built and 190 mobile homes were built.

This community had about 59,394 sq. ft. of commercial development and 196,921 sq. ft. of industrial development during the 1992-2012 time period.

“A commercial and industrial market analysis was prepared to determine several factors that would influence the Specific Plan: the demand for service commercial and industrial uses in the area within the 1999-2020 planning period; the relationship between the project area and other major commercial centers in the market area; and the competitive position of the project area in relation to adjacent commercial/industrial nodes in the market area.

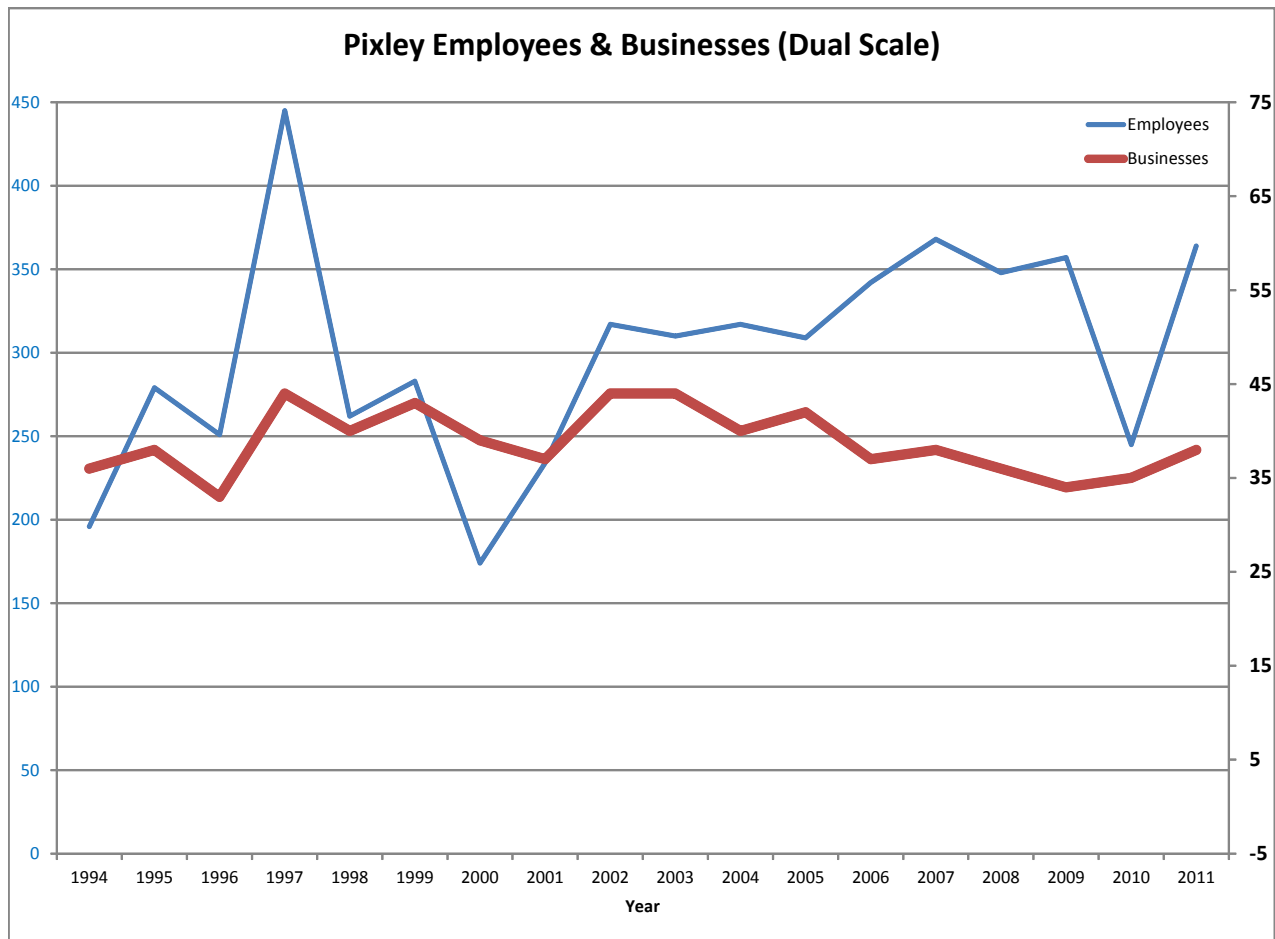
Table 36 – Construction in Pixley					
	Residential (Single Family & Multifamily)	Mobile Homes	Commercial	Industrial	Agriculture
	Units	Units	Sq. Ft.	Sq. Ft.	Sq. Ft.
1992	12	13			1,260
1993	7	11		1200	3,534
1994	2	15	3,750	31830	
1995	13	17	8,700	9,000	5,381
1996	13	14	3,508	29,450	5,888
1997	5	4		7,200	1,392
1998	4	22	4,340	45,420	111,500
1999	3	9		3,000	898,485
2000	10	7	10,596	4,560	1,769,034
2001	4	8	2,400	6,120	997,536
2002	2	8			11,472
2003	7	6			1,210,693
2004	7	7	2,800		376,404
2005	3	6	1,933	18,146	134,400
2006	6	12		6,200	413,482
2007	39	9		8,616	28,448
2008	2	6		20,695	28,260
2009	1	4	8,291		12,216
2010	1	2		4,284	95,319
2011	2	2	12,776		178,876
2012	2	8	300	1,200	14,000
Total	145	190	59,394	196,921	6,297,580

The market analysis estimated the twenty-year demand for commercial growth to be approximately 30 acres of service and general commercial and approximately 125 acres for industrial. Total combined demand over the twenty-year period for commercial and industrial growth was estimated to be 155 acres of the 488 agricultural and vacant acres in the Specific Plan. Indicating that on an annual basis there would be a total annual demand of 7.75 acres each year.”<sup>36</sup>

<sup>36</sup> Harmon Field Preliminary Industrial Development Plan, December 2013, page 16

## Pixley Community Plan

Figure 15 – Number of Businesses & Jobs in Pixley by Year



## Opportunities & Constraints

---

### OPPORTUNITIES

#### Harmon Field (Former Pixley Airport Site)

Harmon Field is a former airport owned by Tulare County. This site is located on South Airport Road in Pixley. “In 1985, Harmon Field was placed on the State Priority Ranking List, a ranking of hazardous materials sites, but the former Department of Health Services, now the Department of Toxic Substance Control (DTSC).”<sup>37</sup> “The airport was closed in 1994.”<sup>38</sup> “In December 2010, the Final Remediation Action Plan for the Harmon Field Site... was approved by the DTSC... The Tulare County Board of Supervisors, on October 29, 2013 awarded the Tulare County-Harmon Field Low Temperature Thermal Desorption (LTD) Soil Remediation Project contract to Pacific States Environmental Contractor, Inc... The estimated completion date of the remediation project is the fall of 2014.”<sup>39</sup>

“This 104 Acre site is situated on flat terrain at an elevation of 260 feet above sea level. A 4.5 acre portion of the site is currently being used by Tulare County Resource Management Agency – Public Works Branch for storage of equipment and material. The site is zoned AE 40 (Exclusive Agriculture – 40 Acre minimum parcel size) and is located within the Pixley Urban Development Boundary. The Pixley Public Utilities District (PUD) Wastewater facility is located adjacent to west of the property and the Southern California Edison Pixley Substation is located nearby on the northeast corner of Terra Bella Avenue and Airport Road.”<sup>40</sup>

The airport is adjacent to the site of the Pixley Sewage Treatment Plant. There are 5-10 acres of wastewater treatment ponds being irrigated at the present time. In addition, the County has a maintenance yard located at the northeast corner of the airport site.

#### Zoning Map Update

The current Zoning Map for Pixley is very similar to the Land Use Map outlined in the General Plan. There are a couple of zoning changes that need to occur to allow the General Plan and Zoning Ordinance to be in conformity with each other.

#### Residential Reserve Areas

There are a number of parcels that have been designated as Residential Reserve in the General Plan Land Use map. Much of the area designated for Residential Reserve is currently zoned as AE-40 and many of these parcels are vacant. With a zoning designation of AE-40, there is limited potential for residential subdivisions on large agricultural parcels. By updating the zoning designation from AE-40 to R-1 or R-2, Tulare County would reduce the entitlement restrictions and allow these areas to be developed with a residential use as outlined by the General Plan. In addition, updating the Zoning Map creates consistency between the Zoning Ordinance and the General Plan. This would also allow for future development to move forward with entitlement applications without the need for a zone change. By eliminating the need for a zone change, entitlements can be issued quicker and at a lower cost.

---

<sup>37</sup> Harmon Field Preliminary Industrial Development Plan, December 2013, page 5

<sup>38</sup> Harmon Field Preliminary Industrial Development Plan, December 2013, page 5

<sup>39</sup> Harmon Field Preliminary Industrial Development Plan, December 2013, page 6

<sup>40</sup> Harmon Field Preliminary Industrial Development Plan, December 2013, page 2

## Pixley Community Plan

---

### Industrial Reserve Areas

There are two parcels that have been designated as Industrial Reserve in the General Plan. These parcels are currently zoned AE-40. Updating the Zoning Map create consistency between the Zoning Ordinance and the General Plan. This would also allow for future development to move forward with entitlement applications without the need for a zone change. By eliminating the need for a zone change, entitlements can be issued quicker and at a lower cost.

### Parcels with M-1 Zoning

Many Industrial Zoned (M-1) parcels along Market Street are vacant. In addition, most of the areas are parcels owned by the Union Pacific Railroad. The parcels with street frontage have a depth of 50 feet. This limits the type of development that can be constructed in this area.

### Enterprise Zones

Tulare County has a number of Enterprise Zones. Enterprise zones involve a series of statewide incentives that have recently been eliminated. Although Enterprise Zone area boundaries remain in existence, there are no long term economic benefits of these zones.

### Affordable Housing

The community of Pixley has a median income of \$27,532 which is considerably less than 60% of the State median income of \$61,632. Approximately 63% of the households in Pixley spend 30% or more of their income on Rent. Approximately 66% of the households in Pixley spend 30% or more of their income on a mortgage. As such, there is a high need for affordable housing.

As 26.8% of the households include singles parents with children and Pixley's average household size is 4.4, it is very likely that many children in Pixley share bedrooms.

There is one bus line along Highway 99 which has a single bus stop in Pixley. As such, public transportation is not a viable alternative for most people living in Pixley. Within this context, reduced parking is not a realistic strategy to reduce development costs of affordable housing. Typically, affordable housing will require more land in Pixley than would typically be required in an area where public transit is available.

There are large vacant parcels surrounding the elementary school. These parcels are ideal for affordable housing as it would make it easier for the children to attend elementary school.

### Mixed Use

"Any combination of retail/commercial, service, office, residential, hotel, or other use in the same building or on the same site typically configured in one (1) of the following ways:

- **Vertical Mixed Use.** A single structure with the above floors used for residential or office use and a portion of the ground floor for retail/commercial or service uses.
- **Horizontal Mixed Use – Attached.** A single structure which provides retail/commercial or service use in the portion fronting the public or private street with attached residential or office uses behind.
- **Horizontal Mixed Use – Detached.** Two (2) or more structures on one (1) site which provide retail/commercial or service uses in the structure(s) fronting the public or private street, and residential or office uses in separate structure(s) behind or to the side."<sup>41</sup>

Mixed Used allows for a variety of development projects. By allowing the community of Pixley to

---

<sup>41</sup> Tulare County 2030 General Plan, page 4-2

respond to market forces, more opportunities are created for economic development and job development.

### CONSTRAINTS

#### 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. 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 Pixley.

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 - and Urban Improvement Areas are to be phased out over time (replaced with UDBs) as each community's boundaries are updated.

General Plan Amendment 93-02, adopted by the Tulare County Board of Supervisors June 14, 1994, expanded the Pixley Urban Area Boundary by approximately 90 acres, but left the Urban Improvement Area intact. This Pixley Community Plan adopted in 1997 eliminated both the UAB and UIA and created an Urban Development Boundary for the community. This UDB established a 20-year planning boundary for Pixley which defined the area within which growth was expected to occur for the time period 1995-2015.

There are many County policies that guide development in Pixley area. However, those which have direct effect on the establishment of the community's urban development boundary include the policies in the Tulare County General Plan Planning Framework Element which indicate that the County shall limit urban development to the area within the designated UDB for each community. *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 [RVLP Policy 1-1].*

#### Development Suitability Analysis

The purpose of a development suitability analysis is to determine the areas of the community and surrounding vicinity which could most appropriately accommodate new growth. It is a means of identifying areas free of development constraints and areas in which improvements must be made before urban only to determine the location of the Pixley Urban Development Boundary, but development can be allowed. This development suitability analysis will be used not also to help establish land use patterns for the community's future growth.

To determine development suitability, factors that either encourage or constrain development were selected and mapped. Each factor was assigned a suitability rating to show the level of influence it will have on potential new development Suitability ratings used in this study include:

*Very High: These areas are "infill lands", or are surrounded on three sides by existing urbanized land and are, or can be easily be, serviced with urban services.*

- High: These areas are lands free of development constraints and which are either adjacent to existing development and are, or can be, served with community sewer and water service. Wastewater service areas but which are near existing urban development.*
- Moderate: These lands are outside existing boundaries of local water and these lands also exhibit other qualities that make them suitable for future development.*
- Low: These lands should be precluded from intensive development until certain constraining conditions can be changed or corrected. Examples of such constraints include flooding and Williamson Act lands.*

From the process of mapping of the various factors potentially influencing the developability of the community and surrounding environs, a composite analysis of the application of these factors to each segment of the planning area is possible. The patterns which emerged from this composite analysis have enabled the overall developed suitability of the planning area to be mapped, in conformance with the ratings described above.

It is recommended, based on the Market Analysis, Opportunities and Constraints analysis as contained above that the existing configuration of the Urban Development Boundary as adopted with the recommended additions to the northwest and south/southwest is generally appropriate and reflective of the development suitability criteria contained above.

Within the existing 2,300 acre UDB, approximately 500 acres are urbanized. By dividing the estimated 2015 population of 3,531 by 500 urbanized acres, a ratio of 7.06 persons per urbanized acres is calculated. The forecasted increase in population from 2015 to 2034 is 982 persons (3,531-4,513=982). Projecting this ratio into the future (982 persons divided by 7.06) suggests that an additional 139 acres will be needed by the year 2034.

The existing Urban Development Boundary contains approximately 2,300 acres (see *Figure 1*). The additional projected need of 139 acres can easily be accommodated within the 1,000 acres that are vacant within the existing UDB. Of the 1,000 vacant acres that are available for new development, approximately 160 acres of those vacant parcels are proposed for Residential uses. Utilizing a conservative figure of 6 residential units per acre, and multiplying those 6 units per acre times 160 acres would yield approximately 960 residential units that could be constructed within the UDB during the planning horizon period. Dividing the forecasted increase in population from 2015 to 2034 of 982 person's times an average 4 persons per household indicates that approximately 246 new residential units are required to meet the forecasted population demand.

Table 38 below projects that approximately 235 new housing units will be constructed based on American Community Survey data, which is substantially consistent with the 246 residential units identified above. The 160 acres of proposed residential land use designations can easily accommodate projected housing demand in Pixley. As County Policies require contiguous development and an orderly extension of services, the recommendation not to amend the location of the existing UDB not only satisfies development suitability requirements, but also provides the requisite area needed to meet forecast land demand in the Pixley Community.

Table 38 -Pixley Housing Development Projections				
Housing Type	% of Total	2007-2011	2020	2030
Single Family Homes	81.7%	646	736	837
Increase from 2007-2011	-	-	90	191
Multi Family Homes	4.1%	32	37	42
Increase from 2007-2011	-	-	5	10
Mobile Homes	14.3%	113	129	147
Increase from 2007-2011	-	-	16	34

*Residential percentages from per 2007-2011 American Community Survey.  
Assume 4.06 persons per occupied unit per 2007-2011 American Community Survey;  
figures are rounded to nearest whole number.*

### Highway 99

Highway 99 is a major route between cities within the Central Valley. Highway 99 is the primary route between the City of Fresno to the North and the City of Bakersfield to the South. Highway 99 traverses Pixley in north/south fashion and in effect, have divided the community geographically. Most of the residential development is located on the East side to the Freeway. Most of the commercial and industrial areas are located in the West side of the Freeway. Access to Highway 99 is accessible from East Terra Bella Avenue. Access to Highway 99 is also accessible from East Court Avenue; however, the Northbound onramp is accessed further North on North Park Street.

The North Pixley Commercial/Industrial Specific Plan area is located on the West Side of Highway 99. There are on and off ramps in both directions accessible from Hesse Avenue (Avenue 120).

### Union Pacific Railroad

The Union Pacific Railroad placed a rail line through what is now Pixley, in 1872. The first homesteads were established in the area in 1882. In 1886, the Pixley Townsite Company was incorporated by three men from San Francisco: Darwin Allen, William Bradbury and Frank Morrison Pixley. Frank Pixley (1825-1895), for whom the community was named, had been Attorney General for the State of California under Governor Leland Stanford. He became a well-known newspaperman as editor of the Argonaut in San Francisco. When the Company was founded, Pixley had an existing loading platform located by the railroad. Frank Pixley persuaded the railroad to construct a depot and a three-story hotel. He was able to arrange for Pixley to be a mandatory rest stop for the rail line, and the Naoma Hotel became a social gathering place for the entire area. The Hotel was later named the Artesia Hotel in honor of the numerous artesian wells in the area.

Pixley prospered as hundreds of tons of grain were shipped from its warehouses. Artesian water was available for irrigation, and the future looked assured, then a series of fires, poor crops, and low prices induced many families to leave. In addition, after the San Francisco earthquake in 1906, Pixley's artesian wells slowly became standing wells.

In 1908, the community received a needed economic boost. Two outside corporations bought

## Pixley Community Plan

---

hundreds of acres and planted groves of eucalyptus trees to be used to make furniture and lumber. Sites for sawmills were located however, the mills were never constructed due to fact that the wrong variety of eucalyptus had been planted. Remnants of the groves are still growing along Highway 99. In 1916, the price of eucalyptus soared and an attempt was made to extract the oil from the tree, however, the oil was too heavy for commercial use, and the idea was abandoned.

Many parcels adjacent to the Railroad located in the middle of Pixley are vacant and underutilized. There may be potential for mixed uses in this area. Allowing a variety of uses could induce additional development.

### Industrial Parcel Access

Most of the industrial zoned properties between Center and Main are owned by the Railroad. Most of the street frontage is adjacent to properties owned by others. The street frontage parcels are approximately 50 feet deep while the railroad parcels are approximately 200 feet deep.

### Water

The community of Pixley is using all 800 drinking water connections. Additional capacity is required. With limited water supply, development potential is limited. There are two options to address this issue. The first option is for the Pixley Utility District to expand their facilities. The second option is for development projects to include a well to provide water for each specific development project.

### Sewer

The sewer system is operating at capacity. Additional sewer capacity is needed to allow for new development to occur.

### Storm Drain

Storm drain facilities are sporadic throughout Pixley. As such new development should be required to construct storm drain facilities. This requirement will increase the cost of development.

## Economic Development Strategy

---

Tulare County's current Economic Development Strategy focuses on the agricultural industry, solar projects and pursuing grants. Tulare County has started using social media in early 2014.

### Agriculture

- Tulare County has a booth at the World Ag Fair every year. This past year, 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.

### Solar Projects

- ImModo Energy Services has invested over \$40 million in its first portfolio of 5 large solar projects in Tulare County. In Feb. ImMODO had their first grand opening in Kingsburg. Through the construction phase of these projects, ImMODO has directly paid \$5.5 million to local contractors and created 143 construction jobs that produced an estimated \$2.1 million payroll. The total five projects will produce 22 megawatts of clean renewable energy to Tulare County. All five projects are approximately twenty acres in size and are located around Tulare County near communities of Kingsburg, Ivanhoe, Exeter, Lindsay and Tulare. ImMODO will be constructing 4 additional projects and is currently looking to develop additional projects.

### 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.
- ATP Active Transportation Program- Statewide competitive \$180 million grant is available for FY 2014-2015- Potentially looking to build crosswalk devices at the elementary schools Terra Bella, Alpaugh, Sequoia Union, and Oak Valley.

### Online Presence

- Tulare County is currently developing and growing the Economic Development Website by offering content that is current, informative and useful for decision- makers in an effort to attract, retain and expand a diverse business community in all regions of the County. We are currently building an online industrial/commercial property inventory. We are reaching out to brokers in order to post their listings on our website.
- The Tulare County Economic Development has a Facebook and a Twitter page up and running. We have also created a Tulare County Film Commission Channel with all the videos of our grand opening events. Content development and management will continue to grow over time.

### Economic Development Enhancements for Pixley

In addition to the Economic Development Department's current strategy, this community plan provides an analysis of the potential for Economic Development in Pixley and outlines potential tasks to further enhance Economic Development.

## Pixley Community Plan

<b>SWOT ANALYSIS</b>	
<b>Strengths</b>	<b>Weaknesses</b>
<ul style="list-style-type: none"> <li>▪ Tulare County has a strong agricultural economy.</li> <li>▪ Major industrial uses include Haskell, CDI, Cal Bean &amp; Grain, and Calgren.</li> <li>▪ There is a park in North Pixley.</li> <li>▪ Pixley has an elementary school. This school also has recreational facilities. Pixley also has a middle school.</li> <li>▪ There are three crossings over Highway 99 which allows Pixley to feel like a cohesive community.</li> <li>▪ There are many on- and off-ramps to and from Highway 99.</li> <li>▪ The cost of living is low in Tulare County.</li> <li>▪ Pixley has a medical clinic on East Davis Street.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Pixley is considered a severely disadvantaged community with a median income of \$27,532.</li> <li>▪ Water connections are not currently available for new development.</li> <li>▪ The Stormdrain system is inadequate.</li> <li>▪ There is no High School in Pixley.</li> <li>▪ The aesthetics of existing commercial buildings are low.</li> <li>▪ Sidewalks are needed.</li> <li>▪ Sewer is currently at capacity.</li> <li>▪ Main Street is not established as a traditional downtown.</li> <li>▪ Industrial parcels on Market Street have a limited depth of 50 feet.</li> <li>▪ Economic growth is heavily dependent on industrial development because the limited population size will not attract large commercial uses.</li> <li>▪ Pixley has limited transportation options. There is one bus line and one bus stop in Pixley.</li> </ul>
<b>Opportunities</b>	<b>Threats</b>
<ul style="list-style-type: none"> <li>▪ Vacant land is available.</li> <li>▪ Rail Line is available.</li> <li>▪ Pixley is located on Highway 99.</li> <li>▪ Pixley Airport will be converted into a Solar Farm.</li> <li>▪ The Pixley Elementary School is surrounded by areas designated as Residential Reserve. There is a potential for Medium/High Density Residential near the Elementary School.</li> <li>▪ A Mixed Use Overlay Zone would allow for additional development.</li> <li>▪ The UDB can be expanded for the formation of the industrial clusters.</li> <li>▪ Solar Farm/Alternative Energy Cluster designation.</li> <li>▪ Food Production Cluster designation</li> <li>▪ There is growth in distribution jobs in California.</li> </ul>	<ul style="list-style-type: none"> <li>▪ There has been instability in the number of jobs in Pixley over the last two decades.</li> <li>▪ Pixley competes with Visalia, Tulare, Dinuba, Porterville, and other parts of the County.</li> <li>▪ Farms are getting larger and relying more on machinery. This can reduce jobs and incomes.</li> <li>▪ Tulare County has a limited budget for road improvements. Budgeting for roadway maintenance could be reduced depending on the financial health of Public Works department.</li> <li>▪ Small businesses are sensitive to changes in tax rates, minimum wage, requirement of health care provisions and other nationally established policies and requirements.</li> <li>▪ National and Statewide economic trends can impact Pixley's economy.</li> </ul>

## Pixley Community Plan

---

### REDUCING BARRIERS TO ECONOMIC DEVELOPMENT

#### California Competes

“The California Competes Tax Credit is an income tax credit available to businesses that want to locate in California or stay and grow in California. Tax credit agreements will be negotiated by GO-Biz and approved by a newly created “California Competes Tax Credit Committee,” consisting of the State Treasurer, the Director of the Department of Finance, the Director of GO-Biz, one appointee from the Senate, and one appointee from the Assembly.”<sup>42</sup>

“The California Competes Tax Credit only applies to state income tax owed to the Franchise Tax Board. The credit is non-refundable, and in the case where the credit allowed exceeds tax owed, the excess may be carried over to reduce the tax in the following year, and the succeeding five years if necessary, until exhausted.”<sup>43</sup>

“The value of the credit will be based on the following factors:

- The number of jobs the business will create or retain in this state.
- The compensation paid or proposed to be paid by the business to its employees, including wages and fringe benefits.
- The amount of investment in this state by the business.
- The extent of unemployment or poverty where the business is located.
- The incentives available to the business in this state, including incentives from the state, local government, and other entities.
- The incentives available to the business in other states.
- The duration of the business’ proposed project and the duration the business commits to remain in this state.
- The overall economic impact in this state of the business.
- The strategic importance of the business to the state, region, or locality.
- The opportunity for future growth and expansion in this state by the business.
- The extent to which the anticipated benefit to the state exceeds the projected benefit to the business from the tax credit.”<sup>44</sup>

“The tentative amount of credits that GO-Biz can allocate is as follows:

- \$30 million in fiscal year 2013/14.
- \$150 million in fiscal year 2014/15.
- \$200 million in each fiscal year 2015/16 through 2017-18.”<sup>45</sup>

“...25 percent of the total credits available each year is expressly reserved for small businesses (gross receipts of less than \$2 million during the previous taxable year).”<sup>46</sup>

#### Tulare County Economic Development Strategy

---

<sup>42</sup> California Competes Tax Credit FAQ

<sup>43</sup> California Competes Tax Credit FAQ

<sup>44</sup> California Competes Tax Credit FAQ

<sup>45</sup> California Competes Tax Credit FAQ

<sup>46</sup> California Competes Tax Credit FAQ

## Pixley Community Plan

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

- **Infrastructure:** This barrier is a crucial issue in Pixley. Both the water and sewer system is at capacity. In order for more development to occur, service levels for water and sewer need to be expanded. Grant funding is needed to increase service levels.
- **Use Permits:** There are a number of uses that currently need 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 development, 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, and San Joaquin Valley College. Workforce Development Partners include Proteus Inc, and CSET.

<b>Table 39 – Estimated Educational Attainment of Pixley Population (25 Years or Older)</b>				
	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%
Pixley CDP	42.2%	18.1%	25.3%	2.1%

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

Based on the census data, the educational barrier begins in grade school. Of the adults age 25 and older, 42% had an educational level of less than 9<sup>th</sup> 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.

There is a small public library located at the Pixley Elementary School. This library has two public internet stations. Students with a library card can access the live homework help program provided by the Tulare County Library System. According to Jeff Scott, County Librarian, there are plans to move the Pixley Library to a larger location on Main Street.

To further increase education attainment rates, the Pixley Town Council and the Tulare County Board of Supervisors may wish to consider the creation of a Community Attendance Support Team. This committee could focus on reducing truancy and helping student complete their education.

- **Home Occupation Regulations:** Encouraging small scale entrepreneurship is one way to foster economic development. Although some home occupations are allowed by right, these home occupations have regulations which limit the type and scope of allowed businesses. By reducing

## Pixley Community Plan

---

some of these regulations, we can eliminate a few barriers to small scale entrepreneurship. The following are proposed changes to the Zoning Ordinance.

### Eliminate:

Section 15.A.7.a.6 - “No one other than residents of the dwelling shall be employed in the conduct of a home occupation.”

Section 15.A.7.b.6 - “No one other than residents of the dwelling shall be employed in the conduct of a home occupation.”

Section 15.A.7.c.5 - “A rural home occupation shall be limited in employment to residents of the property and not more than one (1) additional person.”

### Replace with:

“A rural occupation shall be limited in employment to residents of the property and not more than three (3) additional people.”

### Add:

All home occupations located within the Pixley UDB will not require a use permit.

- **Health Care:** Health care is important for economic development as businesses need healthy employees. The Pixley Medical Clinic is located on East Davis Street in Pixley. This location is zoned C-2. Under this zoning district hospitals require a use permit for an expansion. To allow expansion of this use by right, a mixed-use zoning overlay is recommended for this parcel.

### MARKETING STRATEGY

#### Product

The products to be marketed in Pixley are vacant land and available buildings.

- *Vacant Land:* There are vacant parcels throughout Pixley that are of various sizes and various zoning districts.
- *Available Buildings:* There are not a lot of available buildings for commercial or industrial uses. When individual spaces become available, the property owner will have to work with a real estate agent to lease out each space.

#### Price

New businesses consider price of land and/or rent in their formation of business plan.

- *Cost of Land:* Staff reviewed assessor data and calculated the average assessed value of land per square foot based on zoning district.
- *Industrial Rents:* “The County’s overall industrial market consists of about 23 million square feet of space with vacancy below 5 percent. Monthly rents range between \$0.15 and \$0.30 per square foot on a triple-net basis.”<sup>47</sup>
- *Commercial Rents:* Annual retail rents in the City of Visalia range widely from \$9 per square foot to \$28 per square foot on a triple-net basis. Staff has no information on the retail rents in Pixley; however, staff assumes that retail rents in Pixley are significantly lower to match the smaller market size of the commercial establishments in Pixley.

#### Place

In terms of real estate, location is a major factor in development and expansion of businesses. There are two locational advantages in Pixley, access to Highway 99 and industrial clusters. These locational advantages are discussed below.

- *Access to Highway 99:* There are a number of freeway entry and exits points which provide convenient access to Highway 99. E Terra Bella Avenue and Hess Avenue have on-ramps and off-ramps on both sides of Highway 99. There are two gas stations on the E Terra Bella Avenue Exit which are located adjacent to Highway 99. There is also a gas station on E Court Avenue.
- *Industrial clusters:* One of the goals of this community plan is to strengthen the current businesses located in Pixley. With the establishment of industrial clusters, existing businesses can attract other type of similar businesses.



<sup>47</sup> Visalia General Plan Update: Existing Conditions Report, page 3-33

California Dairies Inc, JD Heiskell, and Pixley Cal Bean and Grain have food production plants in North Pixley. To sustain these businesses and to promote the development of other food businesses, the area around these businesses is designated as a food production cluster. Compatible food uses could include processing, storage, packaging, and other related uses.

In South Pixley, a solar farm is in development at the former Pixley Airport. With the availability of large parcels near this site, additional solar farms can be developed in this area.



- *Quality of Life:* It is possible to increase the desirability of Pixley. With physical improvements, the quality of life can be improved. There are a number of potential projects that can improve the quality of life in Pixley. New recreational facilities and aesthetic improvements have most visible effect on the perceived improvement on the quality of life. Physical improvements could include the following:
  1. Streetscape improvements for S Main Street.
  2. A bike lane to Pixley Park from Downtown Pixley.
  3. Extension of E Court Avenue from S Main Street to Market Street.
  4. Development of a large park on the West side of Pixley.
  5. Creation of a Class I walking/bike path along the Highway 99 side of Center Street and S Park Drive.
  6. Plant Street Trees on Main Street and Court Avenue.
  7. Plant additional trees along Highway 99 to reduce noise impacts.

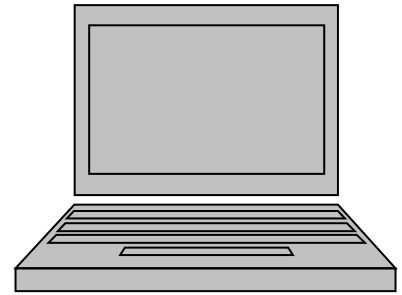
### Promotion

Promotion of Pixley and properties in Pixley is a continual need for economic development. The following tasks can be used promote the community of Pixley.

- *Companies to Target:* As the Community of Pixley is a small community along Highway 99, economic development should be focused on enhancing existing assets. There are a few significant industries in Pixley including CDI and Heiskell. Based on the existing businesses, Tulare County should target the following businesses:
  1. Food production companies already in Tulare County.
  2. Solar companies already in Tulare County.
  3. Food companies in California and the United States.
  4. Solar companies in California and the United States.
  5. Alternative Energy Companies.

6. Cold Storage companies.

- **Brochures:** Brochures provide specific and relevant information. Brochures should be designed for the following.
  1. Specific Site Handouts brochures with the following information: APN, address, size, price, contact information, pictures of site, pictures of the neighborhood, zoning designation, and a location map.
  2. A Food Production Industry Cluster brochure with the following information: a list of available properties, pictures of the area, prices of land, highlights of the Agricultural Industry in Tulare County.
  3. A Solar/Alternative Energy Industry Cluster brochure with the following information: a list of available properties, pictures of the area, prices of land, highlights of the Solar/Alternative Energy Industry in Tulare County.
  4. A brochure that lists the real estate brokers in Tulare County. This brochure should have name, address, phone and email.
- **Online Presence:** Content is one of the most important aspects of an online presence. The amount of content provides relevancy and usefulness. To improve Tulare County's online presence staff could do the following.
  1. Improve the Economic Development website. Additional information about Tulare County could be added to this website. This site could also have links to all the individual chambers of commerce including the Pixley Chamber of Commerce.
  2. Write and submit Articles for trade magazines and bloggers.
  3. Develop a Tulare County Economic Development Blog.
  4. In addition to Facebook and Twitter, Tulare County's Economic Development Department could utilize other Social Media sites such as Instagram, Youtube, Flickr, etc.
- **Advertising:** Tulare County's Economic Development Office and the community of Pixley can be advertised in targeted trade journals. These trade journals could include:
  1. California Leagues of Food Processors
  2. Dairy Foods Magazine
  3. Food Manufacturing Magazine
  4. Food Processing Magazine
  5. Food Business News Magazine
  6. Logistics Business Magazine
- **Events:** Conferences and other events are good for networking. Staff could promote Pixley at the following conferences.
  1. World Ag Expo
  2. Food Shows
- **Listing of properties online:** Providing property listings online allows for potential business learn



## Pixley Community Plan

---

about opportunities in Pixley. There are several online real estate listing sites. There are two that could be considered for property listings.

1. Loopnet
  2. Showcase
- *Videos:* Promotional videos could be available online and displayed on conferences.
    1. Powerpoint presentation video of pictures and statistics.
    2. Videos of movies filmed in Tulare County.

## 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 Pixley Community Plan. The UDB line establishes a twenty year growth boundary for the community of Pixley. 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 Pixley 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.

### Policy Framework

In determining a UDB and planning area for the Pixley Community Plan, it is important to not only fulfill the requirements of State planning law, but to the greatest degree possible, fulfill the local goals and policies that regulate land uses in the area. As discussed earlier, there are many County policies that guide development in Pixley area. However, those which have direct effect on the establishment of the community's urban boundary include the following policies in the Tulare County General Plan Planning Framework Element:

#### **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 as shown on Figures 2.2-2 thru 2.2-22.

#### **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.
  - 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.

## Land Use Changes

---

As part of this community plan for Pixley, there are a number of land use changes. These changes are described below:

### **Revise General Plan Land Use Map**

Proposed land use changes to the Pixley Community Plan (see Figure 16) include the re-designation of Harmon Field to Light Industrial, the removal of the Planned Industrial/Commercial designation in the North Pixley Specific Plan area, adding acreage west of Road 120 in the North UDB area and designating that area Light Industrial. Land east and west of Road 120 in the southern area of the Pixley Community has been added to the UDB and designated mixed use north of Harmon Field and Urban Reserve-Light Industrial. Designation of the Middle School as Public/Quasi Public. Otherwise all other residential reserve areas and existing land uses remain substantially consistent with the existing plan.



### **Zoning Map Update**

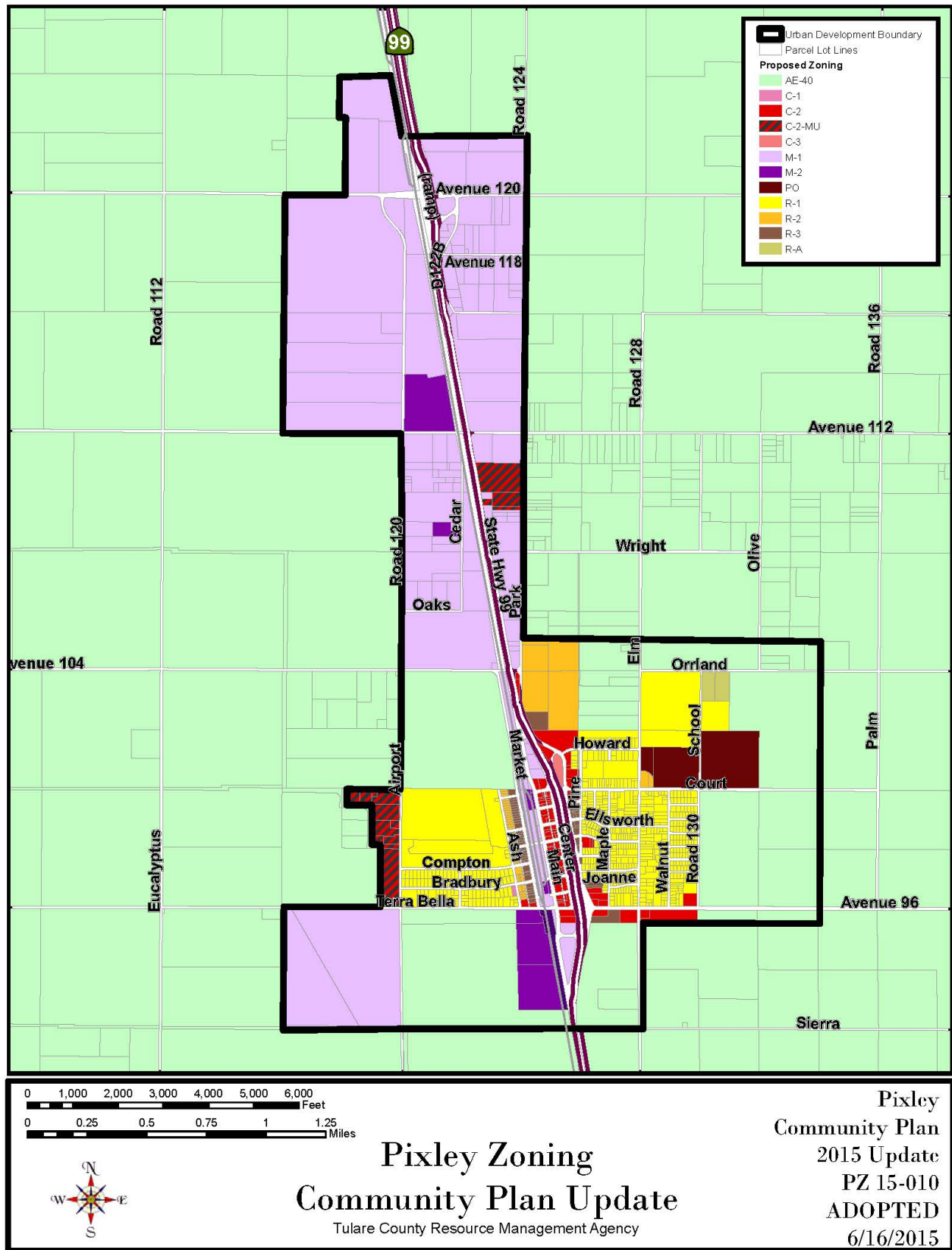
A re-zoning plan is proposed to update existing zoning districts within the Pixley UDB (see Figure 17) to be consistent with the adopted land use designations that were amended as part of the Pixley Community Plan Update process. Many of the existing zoning districts remain unchanged as no changes in land are recommended for those parcels as part of the Pixley Community Plan Update. The Primary areas that are recommended for re-zoning are areas currently designated as AE-40 that are recommended to be rezoned to M-1 in the northwest area west of highway 99 between Avenue 112 and Avenue 120 and to the south and southwest areas generally south of Avenue 96 west of Road 120.

### **Mixed Use Overlay District**

This program involves the application of a Mixed Use Zoning Overlay Designation for the community of Pixley. The areas which are candidates for a mixed use overlay zone change primarily include commercial and industrial areas adjacent to Highway 99. Market Street and South Main Street are additional prime areas that are candidates for Mixed Use Overlay Zoning.

# Pixley Community Plan

Figure 17 - Proposed Zoning



### **Elimination of SR Combining Zone**

The SR combining zone requires site plan

review for most uses in the combining zone. The primary purpose of the SR Combining zone is to ensure that proposed projects are designed to avoid conflicts with the existing right of way, setbacks and easements of public agencies and special districts. This alternative would eliminate the SR combining zone designation in the community of Pixley. The elimination of the SR combining zone would only affect the two commercial zoning districts, C-2 SR and C-3 SR. This zone change would only affect 7 parcels within the community of Pixley and as such, elimination of this combining zone would not have a noticeable effect on Pixley as future projects would subject to the following Mixed Use overlay standard:

Structures and site improvements should be located and designed to avoid conflict with adjacent uses including public right of way, setbacks and easements.

### **Revise Chapter 16 of the Zoning Code to limit the uses that require a Use Permit**

As part the Economic Development Strategy, use permit requirements are reduced 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.

## Community Outreach

---

The following includes a list of public outreach meetings held in the Pixley community.

Community Plan and Complete Streets Meeting February 24, 2014- Pixley, CA (Pixley Town Council)

Community Plan and Complete Streets Meeting March 24, 2014- Pixley, CA (Pixley Town Council)

Community Plan and Complete Streets Meeting March 31, 2014- Pixley, CA (Pixley PUD)

Community Plan and Complete Streets Meeting April 7, 2014- Pixley, CA (Pixley PUD)

Community Plan and Complete Streets Meeting April 28, 2014- Pixley, CA (Pixley Town Council)

Community Plan and Complete Streets Meeting May 13, 2014- Pixley, CA (Pixley School)

Community Plan and Complete Streets Meeting May 27, 2014- Pixley, CA (Pixley School)

Community Plan and Complete Streets Meeting June 23, 2014- Pixley, CA (Pixley Town Council)

Community Plan and Complete Streets Meeting July 7, 2014- Pixley, CA (Pixley PUD)

Community Plan Meeting November 14, 2014 – Pixley, CA (Pixley School)

Community Plan and Complete Streets Meeting January 26, 2015- Pixley, CA (Pixley Town Council)

### GENERAL PLAN POLICIES

---

The following adopted policies from the Tulare County General Plan are applicable to the Pixley Community Plan. Policies throughout the General Plan use the terminology “shall” and “should.” For the purposes of interpreting the policies in the General Plan, the term “shall” indicates a mandatory or required action or a duty to undertake an action unless the context indicates otherwise, in which case the term is synonymous with “should.” The term “should” indicates a directive subject to discretion and requires at least review or consideration and, in that context, substantial compliance with the spirit or purpose of these General Plan policies. The term “may” indicates at the sole discretion of the County.

#### **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-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.

##### **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.

### **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**

### **AQ-3.3 Street Design**

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

### **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.

### **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 in the General Plan), 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 99 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,
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.

### **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-5.4 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.

### **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**

### **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 1.52**

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 POLCIES**

### **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).

### **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 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.

### **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.

### **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-1.8 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-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-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:

The water remaining for the agricultural operation is sufficient to maintain the land as an economically viable agricultural use. 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 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.

### **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:

- Locating and designing new development to minimize visual impacts and obstruction of views of scenic watercourses from public lands and right-of-ways, and
- 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-5.3 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.

#### **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 cannot 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.

### **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.

#### **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-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.

### **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.

## HEALTH SPECIFIC POLICIES

---

### GENERAL PLAN POLICIES THAT RELATE TO HEALTH

#### **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.

#### **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
12. land uses, but are under unified ownership or development control, and
13. Encouraging connectivity between new and existing development.

##### **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- 1.5 Paper Subdivision Consolidation**

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-1.7 Development on Slopes**

The County shall require a preliminary soils report for development projects in areas with shallow or unstable soils or slopes in excess of 15 percent. If the preliminary soil report indicates soil conditions could be unstable, a detailed geologic/hydrologic report by a registered geologist, civil engineer, or engineering geologist shall be required demonstrating the suitability of any proposed or additional 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-1.10 Roadway Access**

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

### **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 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:

## Pixley Community Plan

---

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

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.

### **AIR QUALITY ELEMENT**

#### **AQ-1.3 Cumulative Air Quality Impacts**

The County shall require development to be located, designed, and constructed in a manner that would minimize cumulative air quality impacts. Applicants shall be required to propose alternatives as part of the State CEQA process that reduce air emissions and enhance, rather than harm, the environment.

#### **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,
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**

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

### **AQ-3.3 Street Design**

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

### **AQ-3.4 Landscape**

The County shall encourage the use of ecologically based landscape design principles that can improve local air quality by absorbing CO<sub>2</sub>, 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**

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.

### **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**

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-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**

The County shall review new development proposals to protect soils, air quality, surface water, and groundwater from hazardous materials contamination.

#### **HS-4.5 Increase Public Awareness**

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

#### **HS-4.6 Pesticide Control**

The County shall monitor studies of pesticide use and the effects of pesticide on residents and wildlife and require mitigation of the effects wherever feasible and appropriate.

#### **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**

The County shall ensure that all development within the designated floodway or floodplain zones conforms with FEMA regulations and the Tulare County Flood Damage Prevention Ordinance.

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-5.2 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-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-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.

### **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.

## **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**

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

### **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.

## **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 Funding for Public Facilities**

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 Funding Mechanisms**

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 Coordination with Service Providers**

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 Funding for Service Providers**

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 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., 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 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 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.

<b>Table 40 - Fire Staffing and Responses Time Standards</b>			
	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

### **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 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.

### **PIXLEY HEALTH SPECIFIC POLICIES**

1. The impact on the health of a community, its members, and health equity will be considered.
2. Encourage convenient and safe opportunities for physical activity for all residents.
3. Encourage the development of communities such that residents can regularly walk, bicycle or use public transit for their daily activities.
4. Promote convenient to healthy foods including fresh fruits and vegetables.
5. Encourage neighborhoods that promote mental health, social capture, and civic engagement.
6. Encourage the location of health services throughout the county to assure access for residents.
7. Promote the coordination the public transit routes and schedules with health care services.

## Pixley Goals and Policies

---

### HOUSING

Pixley's existing housing stock suffers from a number of problems which make quick and easy solutions non-existent. Most of the community's housing problems stem from the poor economic conditions of the area. Without sufficient income it is difficult, if not impossible, for area residents to house themselves without private or governmental assistance. Examples of economically related housing problems include:

#### Illegal Units

There are a number of instances in which two or more housing units have been placed or constructed on single family lots in the community. Many of these extra units are believed to be illegal. Many of the units have been constructed or placed on the lots without regard to building or zoning regulations, and therefore may pose health and safety problems. For example, the proximity of the units to one another and to units on adjacent lots may present problems if a structural fire occurs. Additionally, since some units do not meet building codes, they may present a safety threat to the occupants if they do not have adequate electrical or heating systems. This issue is not a simple one to correct. These units, although in many cases in very poor shape, provide shelter to families with low incomes. A program aimed at removing these units would result in displacement of low income persons with few housing options.

#### **Blight**

There is evidence of blight in the Pixley community. This results from poorly maintained housing, mixes of incompatible land uses, and unsightly conditions, such as abandoned or inoperable cars, littered and unpaved alleys, and unkempt streets.

To encourage neighborhood revitalization and rehabilitation, the County must reduce blight. Efforts by non-profit organizations to rehabilitate housing should be encouraged and assisted by the County whenever possible. The County should also actively enforce State or local codes regarding the removal of abandoned or inoperable automobiles, the abandonment of unnecessary alleys, and removal of housing units which pose a public health hazard. The County should determine if there are illegal non-conforming uses and take steps to have them abated.

#### **Housing Policies**

- 1.1 The County will strive to ensure that an adequate number of housing units are constructed to meet the housing needs of Pixley.
- 1.2 The County will strive to ensure that housing is affordable to all economic segments of Pixley.
- 1.3 The County will ensure that there are adequate sites and will work with the Pixley PUD and other agencies to ensure that there are adequate public facilities to support future housing needs in Pixley.
- 1.4 The County will work diligently towards the rehabilitation of the housing stock in Pixley.
- 1.5 Mobile home parks and subdivisions, trailer parks and multi-family development shall be encouraged in Pixley in order to provide affordable housing opportunities.
- 1.6 The County will attempt to maintain a balance between owner and renter-occupied housing stock in Pixley.
- 1.7 Sites for multi-family development shall be identified which do not overburden any area of the

community or neighborhood. Large developments shall be located on collector or arterial streets.

- 1.8 Single family development shall be located in areas free of excessive noise and traffic, adequately buffered from incompatible land uses, and serviceable with sewer and water.
- 1.9 The Tulare County Resource Management Agency will actively enforce all planning and zoning laws in order to abate illegal, nonconforming, non-residential uses.

### **Implementation of Housing Policies**

- 1.11 The County will periodically review zoning in Pixley and will maintain enough residentially zoned land so that the lack of adequately zoned residential sites does not become a constraint to housing production.
- 1.21 The County will work with Self-Help Enterprises, the Tulare County Housing Authority, and other entities interested in constructing or replacing low income housing in Pixley.
- 1.31 The County will investigate or be aware of service needs, police and fire protection, and other services required to support new residential development. In addition it will coordinate with the Pixley PUD and the local school districts when they expand or enlarge their services to support future population growth.
- 1.41 The County will encourage and assist non-profit and for-profit groups who demonstrate the ability and skill to undertake rehabilitation programs, to apply for State and federal funds for rehabilitation programs.

## **COMMERCE**

Pixley has very little general commercial development and many persons must travel to Tulare or Delano for their shopping needs. The previous lack of adequate commercial and industrial parcels has been a significant factor preventing new commercial investment. Another factor may be a perceived lack of spending power on of the community's residents by potential commercial investors.

### **Planning Criteria**

Two types of commercial uses exist in Pixley: general commercial and service commercial. General commercial includes uses such as retail shops, offices, restaurants, and certain kinds of commercial services. Service commercial includes outdoor sales and repair services. The location of future commercial uses must be based on a set of criteria specific to each. General commercial uses should be located in areas in close proximity to the population they serve and which have good access.

### **Commerce Policies**

- 2.1 Tulare County shall designate and zone enough land for commercial uses and encourage revitalization to meet the existing and future needs of the area's population.
- 2.2 All new commercial uses shall be designed in such a manner that will minimize land use compatibility problems with surrounding and planned land uses, will provide landscaping, irrigation, and on-site lighting, and will provide adequate on-site parking.
- 2.3 New service commercial uses should be located away from existing or planned residential areas or mitigation measures should be incorporated into the design of the project that will eliminate any undesirable conditions.

### **Implementation**

- 2.11 General and service commercial areas have been designated on the proposed land use map contained in this document.
- 2.12 The Tulare County RMA, Planning branch, shall work cooperatively with prospective commercial developers in Pixley to identify funding or financing programs including other developer incentives.
- 2.13 The County shall work toward enhancing Pixley's highway commercial potential by improving, to the extent permitted by Caltrans, signage, access, and infrastructure services to existing and prospective sites.

### **INDUSTRY**

#### **Lack of Economic Opportunities**

Pixley's economy is based primarily on the agricultural sector. Most of the people who live in the community are engaged in agricultural labor pursuits and most of the community's industry is agriculturally oriented. Unfortunately, this sector of the labor force is characterized by low incomes, unstable market conditions and seasonal employment. It is for this reason that the median income of Pixley residents is far below the median income for the rest of the County. The lack of economic opportunities can often have significant land use implications. Low incomes are a major reason for the depressed housing conditions in the area and a primary cause for the number of illegal second and third dwelling units in single family residential areas. The lack of economic opportunity is also a reason for the deteriorating conditions of the commercial areas, especially in Pixley.

To improve incomes and to provide greater stability in its economic base, nonagricultural industries, or less seasonal agricultural support industries that provide higher wages and year-round employment are needed.

#### **Locational Factors**

Industry considers a number of factors when seeking a site for a plant. Some of these factors include the cost of labor, land and utilities, properly zoned and available sites; good access, including freeway and rail linkage; adequate infrastructure; and protection from conflicting land uses. With some assistance from the County, appropriate new industry could be persuaded to locate in this area. However, this plan recognizes this will not be an easy task given the competition between communities for new jobs. However, given the economic conditions of the area, the County should make a special effort to target some of its economic development efforts in the Pixley area.

The Pixley will focus on two industrial clusters, food production and alternative energy.

#### **Industrial Development Policies**

- 3.1 The County shall encourage limited additional industrial development in Pixley. Industries which require minimal water and wastewater disposal capacities will be priority industrial recruitment targets for the community.
- 3.2 Industrial development should be located and improved to minimize environmental impacts and land use conflicts.
- 3.3 Industrial development should be located in areas where water and sewer collection services, if

required, can be provided in a cost-effective manner.

3.4 Lands designated for industry shall be buffered from potentially conflicting land uses by the Union Pacific Railroad and streets.

### **Implementation of Industrial Development Policies**

- 3.11 The County should encourage the Tulare County Economic Development Corporation (EDC) to seek out industries which require or can readily operate in a rural community setting with rail and SR 99 access.
- 3.12 Tulare County RMA, Planning branch, should actively seek and develop methods of assisting industries (e.g., through locating in financial assistance) expressing interest in locating in Pixley.
- 3.13 Tulare County RMA, Planning branch, should continue to seek and evaluate methods of upgrading and improving local water supply and wastewater disposal systems.
- 3.14 Industrial development shall comply with all applicable rules and regulations required by the San Joaquin Valley Air District in order to prevent adverse local and regional ambient air quality impacts to Pixley specifically and the County in general.

## **AGRICULTURE**

The importance of agricultural land as a resource is underscored by the level of attention State Planning law and County policies have placed on it. Three State mandated elements - land use, conservation, and open space - require analysis and policies regarding agricultural land. Tulare County has adopted many policies to achieve the preservation of agricultural land (see policy 13.5).

Agricultural land is a resource of limited availability. It is economically important and provides other benefits such as wildlife habitat, groundwater recharge and open space lands. It also contributes to the rural character of the area.

### **Timing of Conversion to Urban Uses**

Some land presently being used for agricultural purposes should be considered for more intensive uses because of its proximity to residential, commercial or industrially designated lands. However, in order to fulfill the County's goals of preserving agricultural land, the land should remain in agricultural use until the supply of developable land is diminished. The County should also consider changing the designation if a specific project is presented which would not work in other locations. In the meantime, this land should be retained in parcels as large as possible to preserve future planning options.

### Policy

- 5.1 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.
- 5.2 The County shall carefully coordinate the extension of public water and sewer services in the planning area with the PUD, to promote logical and orderly development patterns.
- 5.3 New agricultural preserves and contracts shall not be approved for properties within the UDB of Pixley.
- 5.4 Lands inside the Pixley UDB which are designated as residential, commercial or industrial "Urban Reserve" shall be zoned for agricultural use as a holding zone, until such time as it is determined

## Pixley Community Plan

---

that urbanization is appropriate, consistent with the criteria referenced in Policy 13.8.

### **Implementation**

- 5.11 The County should consider filing a notice of nonrenewal on lands in an agricultural preserve which are designated for an urban use under the Pixley Community Plan.

## **COMMUNITY INVOLVEMENT**

This plan contains a number of policies that over the years will affect the Pixley planning area. However, the adoption of this Plan does not end the planning process in the area. The County must continue to amend and update the Plan to reflect changing conditions. While the County Board of Supervisors is the governing body for land use decisions in the area, local opinions and recommendations must be sought whenever significant issues could affect the community. Therefore, this plan includes the following policies and implementation measures to provide a means for citizens, special districts and other public entities that have an interest in the community to participate in the future development of Pixley.

### **Policy**

- 6.1 The County of Tulare will solicit recommendations from the Pixley Town Council, Pixley PUD, Pixley School District, and other interested public agencies on matters regarding the Pixley Community Plan.
- 6.2 The Pixley Community Plan will be reviewed every five years to determine if amendments are appropriate.

### **Implementation**

- 6.11 When considering any land use proposal, capital expenditure or other matters of community importance, the County of Tulare will request input from the Pixley Town Council Pixley PUD, Pixley School District and other affected agencies.

## **SCHOOLS**

Schools are an especially important component of a community. Not only do they provide educational services to our children, but the physical facilities of the schools also serve the community at large. The quality of residential development is often measured by whether schools exist in close proximity to the neighborhood. As a result, schools are often a gravitational factor in attracting residential development to certain areas of a community.

### **Policy**

- 7.1 The County shall cooperate with all affected school districts to provide the highest quality educational services and school facilities possible.
- 7.2 The County shall work with Pixley School District in facilitating the location and establishment of new school sites.
- 7.3 Development and growth in Pixley shall not be permitted to exceed the capacity of local public service delivery systems, including school capacity.

### **Implementation**

- 7.11 The Land Use Map of the Pixley Community Plan designates the campus of the Pixley Elementary and Middle School sites for future expansion.
- 7.12 Tulare County RMA, Planning branch, shall evaluate the potential impacts on public services attributable to any development proposal in Pixley and shall recommend appropriate mitigation measures or denial of project applications, as appropriate, if public service delivery system capacities would be exceeded by a project.

### **PARKS**

Pixley has an established park in the community. Developing additional parks should be evaluated as the community grows. Additional park lands will provide the space necessary to conduct a meaningful recreation program in the area and improve the overall quality of life.

### **Policy**

- 8.1 The County, Pixley PUD, and Pixley Elementary School District, shall investigate the possibility future park and recreation sites.

### **Implementation**

- 8.11 The County, Pixley PUD, and Pixley Elementary School District should meet to determine how each agency could cooperate to meet the recreational needs of the community.

### **FIRE AND PUBLIC SAFETY PROTECTION SERVICES**

The county fire department is staffed by county employees and is responsive to the direction set by the board of supervisors. Fire Station #27 is located in Pixley and is backed up by stations in Earlimart, Tipton, and Tulare. The Pixley Station is equipped with patrol vehicle, fire engine and water tender. The station is staffed by one full-time firefighter year-round. Additional staffing is provided by 15 on-call extra help employees. . The Tulare County Sheriff's Department has a Pixley Substation covering 552 square miles and serving a rural population to include the unincorporated communities of Alpaugh, Allensworth, Teviston, Earlimart, Pixley and Tipton which holds approximately 45,000 people. The Substation runs a four shift operation which includes 16 deputies, five sergeants and one lieutenant. There are a minimum of three deputies and one sergeant in the field at all times. As Pixley grows, additional staffing and equipment will be necessary. In addition, water lines should be extended to provide fire hydrants in areas of the community that are currently not served.

### **Policy**

- 9.1 Tulare County shall, within its authority, protect the public from danger to life and property caused by fire and crime.
- 9.2 Development and growth in Pixley shall not be permitted to exceed the capacity of local public service delivery systems, including Sheriff's protection and fire protection.

### **Implementation**

- 9.11 Pixley Public Utility District shall investigate extending water service to enhance firefighting capabilities. Tulare County Fire Department should assist the District in this effort.

## Pixley Community Plan

---

- 9.12 Tulare County RMA, Planning branch, shall evaluate the potential impacts on public services attributable to any development proposal in Pixley and shall recommend appropriate mitigation measures or denial of project applications, as appropriate, if public service delivery system capacities would be exceeded by a project.

### **SEWER, WATER AND STORM DRAINAGE FACILITIES**

Pixley PUD, along with Tulare County should explore ways to improve drainage in the planning area. Consideration should be given to sizing the basin to accommodate drainage from the existing developed areas as well as new development. This will, of course require construction of drainage improvements in the existing neighborhoods. Funding for such a project presents a difficult challenge. Providing a community-wide drainage system should be a high priority for Pixley PUD and Tulare County.

#### **Policy**

- 10.1 The extension of water and sewer facilities into the planning area shall implement the policies of this Plan and the goals and policies of the Tulare County General Plan.
- 10.2 The Pixley PUD shall explore extending their boundaries to provide service to areas in Pixley UDB.
- 10.3 The Tulare County Local Agency Formation Commission should amend the Sphere of Influence of the Pixley PUD so that the new boundaries are consistent with the intent of this Plan and local LAFCO policies.
- 10.4 The County shall encourage industry to locate in Pixley, which is clean and does not generate effluent which is difficult and expensive for the sewer plant to treat.
- 10.5 Pixley PUD and Tulare County should explore options for implementing a community-wide drainage system.
- 10.6 As required to promote the public health, safety and welfare of the Community, and the County-at-large, the County will exercise reasonable powers of eminent domain to acquire easements and/or ownership of property necessary to accommodate community water and wastewater facilities.

#### **Implementation**

- 10.11 After the Pixley Community Plan has been adopted, LAFCO should adopt a new Sphere of Influence for the Pixley PUD consistent with the County adopted UDB and consistent with MSR requirements.
- 10.12 The discharge and collection requirements of all new development in Pixley shall be reviewed by Tulare County and Pixley PUD. Recommendations and comments on new development shall be forwarded to the County by Pixley PUD prior to final project approval.
- 10.13 Tulare County Public Works Department, in cooperation with Pixley PUD, should consider options for constructing a community-wide drainage system. Emphasis should be placed on drainage improvements for the existing developed urban area.
- 10.14 The Pixley PUD should be encouraged to amend the boundaries of the District to reflect changes of urban boundary and land use made by this plan.

- 10.15 The County shall continue to actively seek available funding assistance for the improvement of community infrastructure.

### **CIRCULATION AND COMPLETE STREETS**

The circulation element is an especially important component of this plan because an efficient transportation network is necessary to implement the future land use patterns it recommends.

Within the UDB area, traffic congestion is not now, nor is it projected to be, a problem based on the traffic study prepared for the Pixley Community Plan; The circulation needs of Pixley consist of upgrading the existing streets through repaving and constructing curbs, gutters and sidewalks. Another important goal is the addition of future streets in order to connect existing roadways and thereby open up areas for additional development and to make the existing system more efficient.

#### **Policy**

- 11.1 Within the UDB area, the County shall provide a balanced complete streets transportation system that provides safe and efficient service for the multi-modal travel needs of all persons, the movement of goods and as a means to implement the other policies and implementation measures of this Plan.
- 11.2 The circulation plan shall identify a functional street classification system consistent with the Tulare County Circulation Element.
- 11.3 The County shall explore funding possibilities to upgrade the existing street network within the planning area, including repaving, and the construction of curbs, gutters, and sidewalks.
- 11.4 The County shall require to the extent feasible that applicants for new development projects to construct or upgrade the roads which will serve their projects to County Improvement Standards.
- 11.5 The Tulare County RMA shall implement engineering design standards for the streets identified in the plan.
- 11.6 When a land use development project is proposed, the Tulare County RMA will determine if the project meets local criteria or thresholds and if a traffic impact study is required. If the project warrants a traffic impact study, the developer is responsible for objectively assessing the impacts of the development on the roadway network. The analysis will follow standard guidelines for site impact analysis; including generation, distribution assignment of trips to the background roadway network and the analysis of level-of- service on critical roadway segments and intersections.
- 11.7 For each classification of roadway, pavement widths, lane configurations, and, where applicable to the specific functional classification of the road, medians, encroachment, and/or shoulder widths, shall be based on acceptable design standards of the agency having jurisdiction over the facility.
- 11.8 The placement of sound walls in Pixley shall be evaluated by Caltrans and the Tulare County Association of Governments, Transportation Planning Agency as part of their system planning process.
- 11.9 Improvement standards for collector streets shall include perpendicular curbs and gutters, and shall also include sidewalks when the collector street serves as a major pedestrian route for school children.
- 11.10 Improvement standards for local and minor streets shall include perpendicular curbs, gutters, and street lights.
- 11.11 Access to arterials by driveways, local and minor streets, and alleys shall, to the extent practicable,

be controlled in order to ensure efficient traffic flow and safety along these roadways.

- 11.12 Left hand turn pockets shall, to the extent practicable, be provided on arterial streets when they intersect with collectors and other arterials.
- 11.13 Where possible, local and minor streets, alleys and driveways which intersect arterials should be concentrated into fewer access points.
- 11.14 Local streets should be designed to discourage high traffic volumes and through traffic.
- 11.15 Local streets shall, to the extent practicable, be constructed to improve access and open up land designated for commercial and industrial uses.

### **Implementation**

Tulare County RMA, Public Works branch shall establish engineering design standards for the streets identified in the Plan.

- 11.11 Tulare County RMA, Planning branch, shall coordinate and collaborate with the Public Works branch in seeking funds for the upgrading and improvement of the existing local street network. In addition to the bike and pedestrian plan projects identified in Figure 18, the following streets should be considered as future complete streets projects, these include Walnut Street, School Street, and Terra Bella Avenue.
- 11.12 Improvement standards for collector streets shall include perpendicular curbs, gutters and street lights. Street lights shall be installed at the developer's expense while the County will assume energy costs provided certain criteria are met.
- 11.13 The County recommends preparation of a traffic report on two criteria:
  - 1) If the project generates more than 100 vehicles in the peak hour, or
  - 2) If the project contributes to cumulative impacts on the regional or local network that exceed level-of-service standards.

### **NOISE**

The purpose of including a discussion of community noise is to establish a land use pattern that results in noise compatible uses. A noise compatible use pattern is one in which noise sensitive uses are not adversely affected by surrounding uses and in turn, noise generating land uses are located in areas tolerant of their noise impacts. The Tulare County Noise Element identifies areas along major thoroughfares in Pixley as being impacted by noise from street traffic. The element indicates that noise along these streets will increase over time as truck and automobile traffic increases.

The element states that as noise levels begin to exceed 55 dB Ldn, noise. Compatibility problems involving single family residential development begin to occur. Presently, there are a number of single family dwellings fronting on State Route 99 experiencing this problem. When noise levels approach 60 dB Ldn these problems begin to affect high density housing, schools and other public facilities. Industrial and commercial uses, on the other hand, are typically far less sensitive to noise.

In establishing a land use pattern for the community, noise must be considered. For Pixley, the primary concern is directing future residential development away from major roadways in the planning area. Where residential development is permitted next to these roadways, subdivision design must take into

consideration noise reducing measures, such as the construction of sound walls.

### **Policy**

- 12.1 The County shall protect noise sensitive land uses from existing or future noise generators by locating them within compatible noise environments or by requiring noise mitigation measures (such as sound walls) as provided in the Health and Safety Element of the Tulare County General Plan.
- 12.2 New noise generators, or new developments locating near noise generators, shall incorporate operational design or construction features required by the Tulare County Noise Element or the State Noise Insulation Standards.
- 12.3 Land designated for residential development along State Route 99, and/or the Union Pacific Railroad, shall incorporate design features which meet the noise standards set forth in the Tulare County Noise Element.

### **Implementation**

- 12.11 Through the project review process, the County will insure that new development is located and designed in a manner consistent with the Tulare County Health and Safety Element.
- 12.21 Adoption of the Land Use Map will help to achieve noise goals of the community plan in that most future residential development is directed away from major roadways.

## **LAND USE POLICIES**

The purpose of the Pixley Community Plan is to establish land use policies to guide existing and future development to the year 2035. The Circulation and Land Use Plans are displayed as Exhibits 15 and 16. The general intent of these policies is to protect the health, safety and welfare of persons living in Pixley. In more specific terms, the policies serve to identify the most appropriate locations and arrangement of different types of land uses based upon environmental, circulation, infrastructure/services, and planning concerns.

The County of Tulare, through existing policies, has encouraged both incorporated and unincorporated communities to establish urban development patterns which are compact and contiguous. This strategy has reduced "leap frog" development, preserved agricultural lands and minimized land use conflicts between urban and agricultural operations. Chapter Three (Urban Development Boundary) analyzed and delineated an Urban Development Boundary (UDB) for Pixley. The location of this 20-year growth line implements the strategy of encouraging urbanization which is compact and contiguous.

Another issue regarding urban patterns is the ability of the local utility district to extend their service facilities to accommodate new growth and to serve existing developed areas. Representatives of the Pixley Public Utility District have indicated that growth in some directions (particularly the northeast portion of the planning area) may require the costly installation of lift stations in the sewer system.

Physical features, natural and man-made, can also influence future urban patterns. Two irrigation canals traversing the planning area will require bridging. (or may require piping) as growth occurs around them. This expensive prospect may delay development in some areas.

The delineation of the Pixley Urban Development Boundary along with the following policies also

## Pixley Community Plan

---

defines the urban pattern for Pixley over the next 20 years.

### Policy

- 13.1 Urbanization in the Pixley planning area should be contiguous and compact.
- 13.2 In order to provide adequate separation (buffer distance) between future urban and agricultural uses, the UDB line should be drawn along roads, property lines and watercourses, if possible.
- 13.3 To accurately determine and fairly mitigate the local and regional air quality impacts of projects proposed within the Plan Area, the County of Tulare shall determine, where-applicable, air quality impacts associated with specific development projects using analysis methods and significance thresholds recommended by the San Joaquin Valley Air Pollution Control District.
- 13.4 Any use, building or parcel previously and legally established that may not be expressly permitted by this plan in any given land use designation or the implementing zoning shall be allowed to continue in accordance with the County Zoning Ordinance.
- 13.5 Residential development in the Pixley planning area, except for infilling existing vacant lots, should be limited to such time that the Pixley wastewater collection and treatment system can be upgraded to accommodate (that is, provide service to) new areas.
- 13.6 Land uses permitted and maintained in Pixley shall reflect the long-term function of the Community as a highway-oriented commercial, agriculturally-oriented, industrial, and rural residential center.
- 13.7 Development densities and intensities for Pixley shall be consistent with those prescribed by the Land Use and Circulation Plan diagram accompanying the text of this Community Plan.

Residential development in the Pixley planning area, except for infilling existing vacant lots, should be limited to such time that the Pixley wastewater collection and treatment system can be upgraded to accommodate (that is, provide service to) new areas.

- 13.8 The utilization of "Urban Reserve" designations, in addition to specific land use designations, will identify portions of the planning area to be retained in agricultural use until such time as urban development becomes appropriate. The following three criteria shall be applied to determine when the "Urban Reserve" designation may be removed from any parcel and conversion to urban use deemed to be appropriate:
  - 1. The property is not subject to an agricultural preserve contract;
  - 2. Full urban services, schools, and infrastructure sufficient to serve urban development either are available or can be made available; and
  - 3. At least 30 percent of the property boundaries are contiguous to existing urban development.
- 13.9 New development shall conform to construction standards and guidelines necessary to protect it from flood hazards.

### Implementation

- 13.11 Adoption of the Land Use Map (Exhibit 17) implements the land use goals. The Land Use Map allocates land use designations to territory within the Planning Area consistent with the goals and policies of the Pixley Plan described in this document .

The plan provides for both "active" and "reserve" land use classifications, wherein "active" classifications are applied to areas which are either already developed to an urban land use or are

expected to be developed in the near term to accommodate anticipated growth. "Reserve" designations are applied to areas which are not expected to be subject to development in the near future, but which are recognized as suitable for urbanization sometime during the plan period. It should be noted that within the Plan Area, approximately 1,475 acres of land are assigned "active" land use designations and 625 acres are allocated as "reserve". This reflects the plan's provision that active land use designations be applied to that area serviceable by the treatment plant - with the addition of a flexibility factor beyond the projected wastewater treatment plan capacity. The remaining area within the Urban Development Boundary is given reserve classifications.

### **GENERAL PLAN LAND USE DESIGNATIONS**

The following subsections describe the function and distribution of each type of general plan land use designation that may be used by this plan.

#### **Resource Land Use Designations**

##### **Valley Agriculture (VA)**

This designation establishes areas for intensive agricultural activities on prime valley agricultural soils and other productive or potentially productive valley lands where commercial agricultural uses can exist without conflicting with other uses, or where conflicts can be mitigated. Uses typically allowed include irrigated crop production, orchards and vineyards; livestock; resource extraction activities and facilities that directly support agricultural operations, such as processing; and other necessary public utility and safety facilities. Allowable residential development includes one principal and one secondary dwelling unit per parcel for relative, caretaker/employee, or farm worker housing. This designation is located primarily outside UDBs on the valley floor. The RVLP generally applies to the central valley below the 600-foot elevation contour line outside the County's UDBs and HDBs (*see RVLP Part II page 1-1*). The following standards apply to all parcels designated as valley agriculture except those parcels deemed non-viable in accordance with the procedures set forth in Part II-Chapter 1 (RVLP). Maximum density, intensity, and parcel size for non-viable parcels is determined in accordance with the procedures set forth in Part II-Chapter 1 (RVLP).

Minimum Parcel Size: 10-80 Acres

Maximum Density: 1 dwelling unit per 10 acres (One additional unit may be allowed for every 20 additional acres over the minimum parcel size)

Maximum Intensity: 0.02 FAR

##### **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

#### **Residential Land Use Designations**

##### **Rural Residential (RR)**

## Pixley Community Plan

---

This designation establishes areas for single family dwellings and farm worker housing located away from cities and communities in agricultural or rural areas where dispersed residential development on 1-5 acre parcels is set forth in community or sub-area plans. Typical allowed uses include: detached single-family dwellings and secondary dwellings; agricultural uses such as crop production, orchards and vineyards, grazing, and animal raising; and necessary public utility and safety facilities. This designation is primarily located at the edges of UDBs in the lower foothill and valley regions.

Maximum Density:

- 1 Dwelling Unit/1 Acres if average slope is less than 30 percent.
- 1 Dwelling Unit/10 Acres if average slope is 30 percent or greater.

### **Low Density Residential (LDR)**

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

Maximum Density: 1-4 Dwelling Units/Acre

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

### **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

### **Medium-High Density Residential (MHDR)**

This designation establishes areas for compact single family and multi-family dwellings in urbanized areas. Uses typically allowed include a wide range of living accommodations, including single-family dwellings, duplexes, townhouses, and low-rise apartments. 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 for Medium-High Density Residential designated lands.

Maximum Density: 10-20 Dwelling Units/Acre

### **High Density Residential (HDR)**

## Pixley Community Plan

---

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

Maximum Density: 14-30 Dwelling Units/Acre

### **Commercial Land Use Designations**

#### **Neighborhood Commercial (NC)**

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

Maximum Intensity: 0.5 FAR

#### **General Commercial (GC)**

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

Maximum Intensity: 0.5 FAR

#### **Community Commercial (CC)**

This designation establishes areas for a full range of retail commercial establishments serving multiple neighborhoods or an entire community and surrounding area. Uses typically allowed include: big box retail, eating and drinking establishments; food and beverage sales; hardware stores; gasoline service stations; public buildings; general merchandise stores; and professional and financial offices. Such facilities are typically arranged as a cluster of uses such as a shopping center. This designation is found primarily within UDBs.

Maximum Intensity: 0.5 FAR

#### **Highway Commercial (HC)**

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

Maximum Intensity: 0.5 FAR

#### **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

### **Office Commercial (OC)**

This designation establishes areas in communities that provide employment opportunities for medical and professional services and limited support retail sales. Uses typically allowed include: offices and office parks; and secondary support uses such as printing, supply stores; and eating establishments. This designation is found primarily within UDBs.

Maximum Intensity: 0.5 FAR

### **Commercial Recreation (CR)**

This designation establishes areas for a mix of commercial uses oriented toward tourists and other visitors. Uses typically allowed include: recreation activities (e.g., golf courses, archery ranges, theme parks); dining; entertainment services; destination-resort hotels; motels; dude ranches; wineries; spas; and on-site employee residential uses. Residential uses would only be allowed in conjunction with resort uses as onsite caretaker or employee housing. This designation is found primarily within the foothill and mountain regions.

Maximum Intensity: 0.5 FAR

### **Mixed Use Land Use Designations**

#### **Mixed Use (MU)**

This designation establishes areas appropriate for the planned integration of some combination of retail; office; single and multi-family residential; hotel; recreation; limited industrial; public facilities or other compatible use.

Mixed Use areas allow for higher density and intensity development, redevelopment, or a broad spectrum of compatible land uses ranging from a single use on one parcel to a cluster of uses. These areas are intended to provide flexibility in design and use for contiguous parcels having multiple owners, to protect and enhance the character of the area. The consideration of development proposals in Mixed Use areas should focus on compatibility between land uses, and the development potential of a given area compared to the existing and proposed mix of land uses and their development impacts. Density bonuses for residential units of 25 % to 35% may be granted, according to the Density Bonus Ordinance or State law, to Mixed Use areas to encourage the development of affordable housing units, compact development in the implementation of development strategies that support the use of mass transit, reduction of air impacts, and implementation of measures that contribute to the reduction of global warming. Specific plans may be required to assist in the consideration of Mixed Use development proposals. This designation is found within UDBs, HDBs, PCAs, and MSCs and pursuant to regional growth corridor plans and policies.

Maximum Density: 1-30.0 Dwelling Units/Acre

Maximum Intensity: 0.5 FAR

### **Industrial Land Use Designations**

#### **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 and fabrication shops; manufacturing and processing; and business support

## Pixley Community Plan

---

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 Facilities Land Use Designations**

#### **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.

Density/Intensity: None Specified

#### **Public Recreation (PR)**

This designation establishes areas for public recreational/tourist activities. Uses typically allowed include: large community/regional parks; historic sites; boat ramps/marinas; and other recreation related public utility and safety facilities operated by a County, State, or federal agency.

Density/Intensity: None Specified

### **General Plan Consistency and Amendments**

The text and map of the County Zoning Ordinance and the text of the Subdivision Ordinance must be consistent with the policies, implementation measures, and direction of the Pixley Community Plan. These two ordinances are the primary land use planning tools available to the County for implementing its land use policies. The Zoning Ordinance establishes the rules and regulations necessary to govern the use and development of land within the County, while the Subdivision Ordinance regulates the design and improvement of all land proposed to be divided. State law recognizes the important relationship between zoning, subdivisions and the General Plan by requiring the Zoning Ordinance and the design and improvements of all subdivisions to be consistent with the Plan. Further, the land use definitions as indicated above are helpful in determining which County zoning districts are consistent with each land use classification (see Zoning Consistency Matrix, Table 11).

### Implementation Plan

---

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

1. Zoning Code Changes
2. Complete Streets
3. Infrastructure

#### Zoning District Changes

As part of this Implementation Program for the Community Plan for Pixley, 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 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 Pixley. 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 Pixley and as such, elimination of this combining zone would not have a noticeable effect on Pixley.

#### ***Mixed Use Overlay District***

This alternative involves the creation of a Mixed Use Zoning Designation for the Community of Pixley at the area around Stanford Ave and north of Harmon Field.

#### ***Zoning Map Update***

The current Zoning Map for Pixley 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 17 Pixley Proposed Zoning).

### Complete Streets

#### ***Bicycle Facilities***

In Pixley, Class 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 II facilities on Court, Davis Elm and Main, and Class III facilities on Davis and Bradbury, as shown on Figure 18, Proposed Bicycle Facilities.

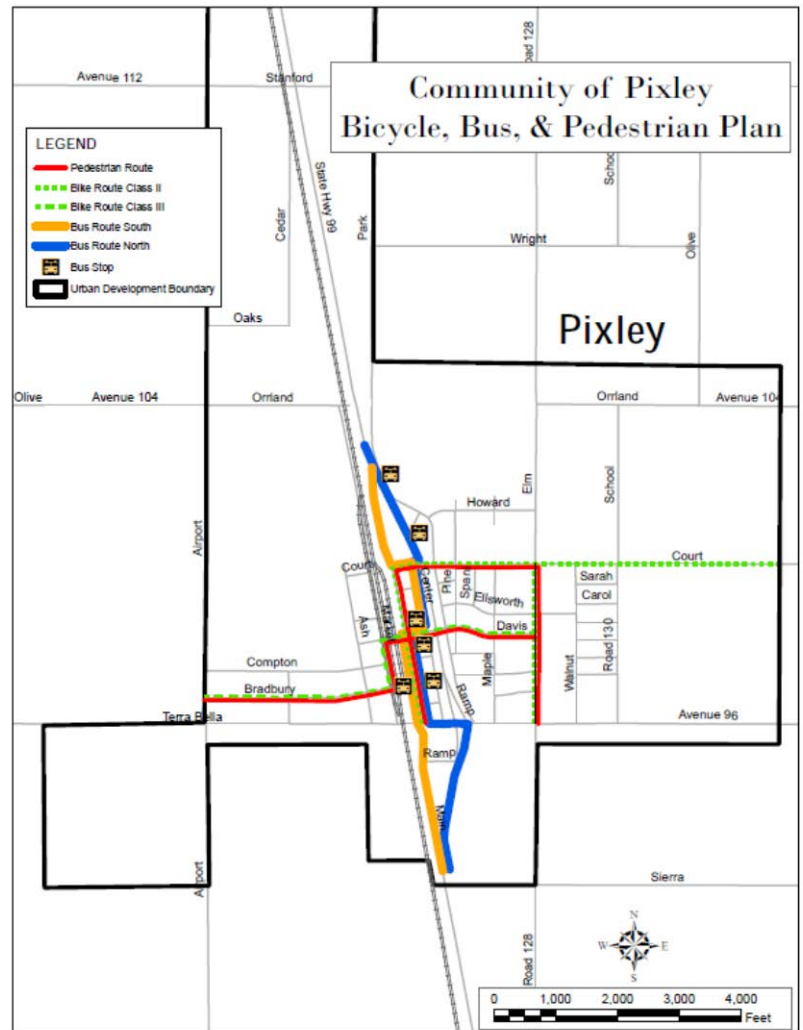
#### ***Multiuse Trails***

Multiuse trails are facilities that can be used by bicycles, pedestrians, equestrians, and other recreational users. There are currently no multiuse trails in the Pixley Community. Future multiuse trails could be implemented and addressed along undeveloped areas of the community.

#### ***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. Sidewalks have recently been improved along Main Street and Court Street 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 (such as to and around the schools). Future complete streets projects should include the addition of Walnut Street, School Street, and Terra Bella Avenue.

Figure 18 - Pixley Bicycle & Pedestrian Plan



## Pixley Community Plan

# Financing Plan for Infrastructure Improvements

Project Name	Project Description	Type of Project Designation	Estimated Cost	Purpose and Need	Potential Funding Sources
Pixley Complete Streets - Main Street Improvements	Main Street between Court & Terra Bella (approx. 2610 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramps, drainage facilities, two-way turn-lane, Class II bike lanes, bus stop improvements, and paveout of the roadway.	Complete Streets	\$ 1,600,000	Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles	Safe Routes to School (state), Safe Routes to School (federal), Highway Safety Improvement Program, Transportation Enhancement, Bicycle Transportation, Active Transportation Programs (ATP), Measure R
Pixley Complete Streets - Court Street Improvements	Court Street between Main & School (approx. 3630 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramps, class II bike lanes, drainage facilities, bus stop improvements and paveout of the roadway.	Complete Streets	\$ 1,500,000	Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles	Safe Routes to School (state), Safe Routes to School (federal), Highway Safety Improvement Program, Transportation Enhancement, Bicycle Transportation, Active Transportation Programs (ATP), Measure R
Pixley Complete Streets - Center Street Improvements	Center Street between Court & Terra Bella (approx. 2700 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramps, drainage facilities and paveout of the roadway.	Complete Streets	\$ 1,200,000	Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles	Safe Routes to School (state), Safe Routes to School (federal), Highway Safety Improvement Program, Transportation Enhancement, Bicycle Transportation, Active Transportation Programs (ATP), Measure R
Pixley Complete Streets - Elm Street Improvements	Elm Street between Court & Terra Bella (approx. 2600 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramp, drainage facilities and paveout of the roadway.	Complete Streets	\$ 1,200,000	Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles	Safe Routes to School (state), Safe Routes to School (federal), Highway Safety Improvement Program, Transportation Enhancement, Bicycle Transportation, Active Transportation Programs (ATP), Measure R
Pixley Complete Streets - Davis Street Improvements	Davis Avenue between Ashe & Em I (approx. 2900 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramps, class III bike lanes, drainage facilities and paveout of the roadway.	Complete Streets	\$ 2,100,000	Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles	Safe Routes to School (state), Safe Routes to School (federal), Highway Safety Improvement Program, Transportation Enhancement, Bicycle Transportation, Active Transportation Programs (ATP), Measure R

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

## Pixley Community Plan

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

## Pixley Community Plan

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
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

## Pixley Community Plan

Ice storage house of not more than 5-ton storage capacity.	CO, C-1,C-2, C-3, M-1, AP	
Incidental manufacturing, processing and treatment of products. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-2, C-3, M-1
Interior decorating store. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Jail or correctional (public facilities only).	C-2, C-3, M-1, M-2	
Jewelry store, including clock and watch repair. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Laundries. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Laundry, coin operated machines only. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Leather goods and luggage stores. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Linen supply services. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Liquor store. Structure < 10,000 sq. ft. Not within 300' of residential/School Site.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Locksmiths. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Massage or physiotherapy establishment Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Meat market or delicatessen store. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, 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

## Pixley Community Plan

Pet shops. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Photo processing pick-up and delivery outlets. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Photographic and blueprint processing and printing. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-3, M-1
Photographic developing and printing. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-3, M-1
Photographic supply stores. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Picture framing shops. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Plumbing fixtures for retail sales. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Plumbing shops. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Police station.	O,CO, C-1,C-2, C-3, M-1, M-2	
Post Office.	CO, C-1,C-2, C-3, M-1, R-1, R-2, R-3, PO	O, C-1,C-2, C-3, 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	

## Pixley Community Plan

Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Restaurant. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	
Restaurant, tea room or cafe. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1, R-1, R-2, R-3, R-A	C-1,C-2, C-3, M-1
Retail office equipment sales. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Retail sales of sporting goods, boats, boat motors, boat trailers, trailer coaches and their repair, rental and storage. Structure < 10,000 sq. ft.	O, CO, C-1,C-2, C-3, M-1	
Retail stores and offices incidental to and located on the site of a hotel, motel, resort, restaurant or guest ranch. Structure < 10,000 sq. ft.	O, CO, C-1,C-2, C-3, M-1	
Rug and carpet cleaning and dyeing. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-3, M-1
Satellite antenna sales. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Satellite television antennas.	CO, C-1,C-2, C-3, M-1	
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

## Pixley Community Plan

Tire sales (no retreading or recapping). Structure < 10,000 sq. ft.	C-2, C-3	C-2, C-3, M-1
Tobacco and cigar stores. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Tourist Court. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	
Toy store. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, 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 (Zone Change Text)

The following regulations shall apply in the community of Pixley, 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 Pixley.

**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 this overlay zone are outlined in the community plan for Pixley.

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

All conditional uses allowed in these zoning districts shall also be allowed by right with exception of the combination of uses outlined in Table 42.

Table 42 - 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

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.

## Pixley Community Plan

---

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 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 Pixley and Traver. 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.

## A-3 DEVELOPMENT STANDARDS (MIXED USE ZONING DISTRICT)

---

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

### **ARCHITECTURE**

- A-1 Entries to buildings should be individualized and clearly identifiable.
- A-2 Retail spaces should be accessed directly from the sidewalk, rather than through lobbies or other internal spaces.
- A-3 Entrances to upper story uses should not be as prominent as the primary entrances to first story uses.
- A-4 The height of first floor commercial should have a minimum ceiling height of 12 feet.
- A-5 Architecturally distinguish the ground floor from the upper façade, to form a visual base for the building. Create an intimate scale for the pedestrian environment.
- A-6 Each building should have a defined base, body, and cap segment
- A-7 Blank walls on ground floor facades adjacent to public sidewalks, public right-of-ways, and public spaces are prohibited.
- A-8 Ground floor window openings should range between fifty (50) to eighty (80) percent of the ground floor façade adjacent to sidewalks and private and public plazas, patios, and courtyards. These window openings should consist of transparent “storefront” windows. Second story windows should not exceed fifty (50) percent of the total exterior wall surface.
- A-9 Three-dimensional cornice lines, parapet walls, and/or overhanging eaves should be used to enhance the architectural character of the building.
- A-10 Wall surfaces should not exceed 250 square feet without including some form of articulation. Acceptable forms of articulation include use of windows, varied reveal patterns, change in material, texture, color, or detail; and a change in wall plane location or direction.
- A-11 Openings in the façade should be accentuated with paint, tile, shutters, awnings, planters, and/or other appropriate architectural features in order to create varied shadows and a rich visual texture.
- A-12 Articulation and detailing of the exterior walls at the ground level, should be integrated with landscape features (trees, plants, walls, trellises, and unique land forms) to ensure an appropriate transition from ground to wall plane.
- A-13 An equal level of architectural detail and landscaping should be incorporated into all sides of freestanding buildings, because they are generally visible from all sides.
- A-14 Architectural details should be fully integrated into the design of the building to avoid the

appearance of afterthought elements or elements that are “tacked on” to a building.

- A-15 Finish materials that give a feeling of permanence and quality should be used at ground level facades.
- A-16 A consistent use of window style, size, trims, and accents should be used to ensure a consistent character along the building façade.
- A-17 Exposed structural elements (beams, trusses, frames, rafters, etc.) are acceptable when appropriately designed to complement the over design of the façade.
- A-18 Tilt-up buildings should incorporate decorative trim, recessed/projecting panels, recessed windows/doors, accent materials, and varied roof height to increase visual interest.
- A-19 New buildings located at the corner of the block may be more massive in scale than adjacent buildings to better define the street intersection.
- A-20 Corner buildings should have a strong relationship to the corner of the intersection by incorporating a unique architectural element or detail at the corner; such as a tower or primary building entrance.
- A-21 Corner buildings should present equally important facades of similar appearance on both streets.
- A-22 Articulate side and rear facades in a manner compatible with the design of the front façade. Avoid large blank wall surfaces on side and rear facades which are visible from public areas. In these locations, display windows, store entrances, and upper windows are encouraged. When this is not feasible, consider the use of ornament, murals, or landscaping along large blank walls.
- A-23 Remove alterations whose design and/or materials are not consistent with the overall character of the building.
- A-24 Where off-street parking or an alley is provided behind a building, a secondary entrance to both first floor and upper floor uses should be provided at the rear of the building.
- A-25 Locate and design required vents and access doors to minimize their visibility from public spaces.
- A-26 Use high quality detailing for new buildings and replacement elements. For example, new or replacement windows should have sash and frame thicknesses and window depths which are similar to those of original or historic windows. Such level of detailing provides an interplay between light and shadow which adds interest and visual depth to the façade.
- A-27 Loading docks, storage areas, and service facilities should be located at the rear of the building and screened from the street as necessary.
- A-28 Conceal all electrical boxes and conduits from view, and position light sources to prevent glare for pedestrians and vehicles.

### **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.

## Pixley Community Plan

---

- RA-5 Awnings and canopies should not hang below the top of the first floor storefront window. In addition, awnings and canopies should be at least ten (10) feet above the sidewalk.
- RA-6 Canopies and awnings should not project more than seven (7) feet from the surface of the building.
- RA-7 Awnings and canopies that project into the public right-of-way should not impede pedestrian or vehicular movement.
- RA-8 Roof forms, lines, masses, and materials should be continuous and consistent with the overall style, character, scale, and balance of the building.
- RA-9 Roof overhangs and exposed structural elements should be designed to be consistent with the overall style and character of the building.
- RA-10 Roof mounted HVAC equipment, ducts, vents, and other equipment should be screened from public view.
- RA-11 Mansard roofs are prohibited.
- RA-12 All flat roofs should have 90% of the roof area covered by solar panels. All sloped roofs should have 50% of the roof area covered by solar panels. Roofs should be painted or colored with a bright white (or similar color) with a reflective glossy finish.

### **SITE PLANNING**

- SP-1 Place entrances to storefronts and other ground floor uses so that they are accessible directly from the public sidewalk, not internal lobbies.
- SP-2 On corner sites, a prominent streetscape presence should be established and visual interest should be created by either locating buildings near the intersection to enliven the streetscape or using landscaping to frame the intersection. Parking areas immediately adjacent to intersections are discouraged.
- SP-3 Structures and site improvements should be located and designed to avoid conflict with adjacent uses including public right of way, setbacks and easements.
- SP-4 Gates to parking areas should be designed with materials and color that are compatible with the site.
- SP-5 Multi-story buildings that overlook private or common area open space of adjacent residences should be designed to protect privacy of these spaces.
- SP-6 Gates to parking areas should be located to prevent vehicle stacking or queuing on the street.
- SP-7 Primary site and building entry points are strongly encouraged to generate visual interest with special design features such as decorative or textured paving, flowering accents, special lighting, monuments, walls, shrubs, water features, and the use of sizeable specimen trees.
- SP-8 To the extent feasible and practicable, parcels should share access driveways to minimize curb cuts and traffic congestion.
- SP-9 Cul-de-sacs are inappropriate except when a freeway, railroad, or canal prevents connectivity.
- SP-10 Block lengths should be short, averaging 200 to 300 feet. Maximum block length is be 500 feet.

### **LANDSCAPING**

- LA-1 Projects should provide, and maintain, landscaped buffers between commercial uses and low-density residential uses, between industrial and residential uses, and between commercial and

industrial uses. Plant material will be placed in a manner to suggest natural growth as opposed to a rigid barrier.

- LA-2 A predominance of deciduous tree species is encouraged to shade western, southern, and southwestern exposures.
- LA-3 The parking lot should not be the dominant visual element of the site as viewed from the street. Locate or place parking lots at the side and rear of buildings or use parking lot screening to soften their appearance. Screen parking lots: Utilize a hedge (recommended height of 36 inches) with a rolling berm to screen parking at the street periphery (Minimum shrub container size should be 5 gallons.)
- LA-4 Project sites should be designed so that areas used for outdoor storage, and other potentially unsightly areas are screened from public view. All service yards and outdoor storage areas should be enclosed or screened from view.
- LA-5 Loading areas, access and circulation driveways, trash, and storage areas, and rooftop equipment should be adequately screened from the street and adjacent properties, as deemed necessary. To the fullest extent possible, loading areas and vehicle access doors should not be visible from public streets.
- LA-6 Loading driveways should not back onto streets or encroach into landscaped setback areas.
- LA-7 Loading doors should be integrated into building elevations and given the same architectural treatment where feasible.
- LA-8 Utility equipment such as electric and gas meters, electrical panels, and junction boxes should be screened from view or incorporated into the architecture of the building.
- LA-9 Utility devices, such as transformers and backflow preventers, should not dominate the front landscape area.
- LA-10 All utility lines from the service drop to the site should be located underground.
- LA-11 When security fencing is required, it should be a combination of solid walls with pillars and offsets, or short solid wall segments and segments with metal fencing. Chain-link fencing is strongly discouraged when facing public view and should only be used as interior fencing.
- 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.

## Pixley Community Plan

---

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

### **LIGHTING**

- LI-1 Provide lighting at building entrances and for security at ground level.
- LI-2 Lights should be shielded and point down toward the ground.
- LI-3 Parking lot should have uniformly spaced night lighting.
- LI-4 Well-lit sidewalks and/or pedestrian walkways should be located to provide safe access from the parking lot to the street sidewalk.
- LI-5 Exterior architectural lighting should fully compliment a building's design and character. Light fixtures should work in conjunction (size, scale, and color) with the building's wall, roof.
- LI-6 Street lighting features should be "pedestrian scale" at twelve (12) to eighteen (18) feet in height above the curb.

### **WALLS AND FENCES**

- WF-1 Wall/ fence design should complement the project's architecture. Landscaping should be used to soften the appearance of wall surfaces.
- WF-2 Walls and fences within front and exterior side yards of commercial sites should be avoided.
- WF-3 Unless walls are required for screening or security purposes they should be avoided.
- WF-4 Security fencing should incorporate solid pilasters, or short solid wall segments and view fencing.
- 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.

## Pixley Community Plan

---

- ST-4 A planting strip, or tree lawn, 3 to 5 feet wide should be located between the sidewalk and the curb of the street. Existing tree lawns should be preserved.
- ST-5 New street trees should be planted on the curb edge of the sidewalk in front of all new development projects.

### **SIGNAGE**

- SI-1 Sign letter and materials should be professionally designed and fabricated.
- SI-2 Each storefront with a ground floor entrance should be allowed two signs that should be attached to the building.
- SI-3 All electrical conduits should be concealed from public view.
- SI-4 For commercial uses, the primary wall sign should be in the space above a storefront and visibly oriented towards the street.
- SI-5 For commercial uses, a secondary sign should be smaller than the primary sign and be oriented towards passing pedestrians. It should extend out perpendicular to the building façade and be mounted or hung from the wall beneath an awning or above a first floor window. The bottom of the wall-mounted sign should be located at least eight (8) feet above the sidewalk. The outer face of the sign should not extend more than four (4) feet from the edge of the building surface, and the maximum area of the sign should have no more than six (6) square feet.
- SI-6 Signs should be designed to be compatible with building design in terms of relative scale, overall size, materials, and colors. No sign should dominate the façade. Signage elements should incorporate materials colors, and shapes that appropriately reflect and compliment the building's architecture.
- 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.

## Pixley Community Plan

---

- SI-15 Awning signs and face-mounted signs are permitted provided that the sign should have no more than one line of text and that maximum text height is twelve (12) inches.
- SI-16 No signs should be erected in any manner in which the sign, in whole or in part, would create a hazardous condition to pedestrian or automobile traffic alike.
- SI-17 Additional business signs should be permitted on windows and on the vertical face of awning valances provided that the signs are permanent in nature and of high quality.
- SI-18 The following signs are strictly prohibited:
- Roof signs, signs located above the roof or parapet lines.
  - Permanent banner signs.
  - Posters.
  - Painted window advertisements.
  - Billboards
  - Large auto-oriented pole-mounted or “lollipop signs.”
  - Moving signs and flashing signs.
- SI-19 Signs advertising an activity, business product, or service no longer conducted on the premises, and/or signs frames, structural members, or supporting poles remaining unused for a period of six (6) months should be removed from the site or building by the property owner.
- SI-20 Address markers should be easily identifiable and readable from the street.
- SI-21 Freestanding, ground-mounted and monument signs should be not less than one (1) foot behind a property line or designated right-of-way for vehicular and pedestrian traffic, but in no case should be more than ten (10) feet behind a sidewalk and ten (10) feet from any vehicular entrance or driveway. These signs should not interfere with the safety of vehicular traffic entering or exiting the premises.
- SI-22 The maximum height of monument signs should be five (5) feet above the top of concrete curb.
- SI-23 One freestanding or monument sign with a maximum of thirty-two (32) square feet of display area should be allowed on each street frontage of more than fifty (50) feet. Where two (2) or more freestanding or monument signs are allowed on a single street frontage, one freestanding or monument sign with a maximum of fifty (50) square feet of display area may be used in lieu of several signs on the same frontage.
- SI-24 All gateway signs should have a consistent character and style.
- SI-25 A hierarchy of gateways 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.

## Pixley Community Plan

---

- 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**

- 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.

## Pixley Community Plan

---

- 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.

## A-4 GENERAL PLAN LAND USE & ZONING CONSISTENCY MATRIX

**TABLE 23 - 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														

## Pixley Community Plan

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.

## 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 Pixley 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 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

## Pixley Community Plan

---

(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***

***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 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).

## A-6 Complete Streets

---

Pixley Complete Streets Policy Document and Complete Streets Planning Meeting Summary is Incorporated by Reference but held As Separate Document.