

Pixley Community Plan

GPA 92-06

**A COMPONENT OF THE LAND USE AND CIRCULATION
ELEMENTS OF THE TULARE COUNTY GENERAL PLAN**

Prepared by:

**Tulare County Resource Management Agency
Long Range Planning Division**

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Appendix A: Final Environmental Impact Report

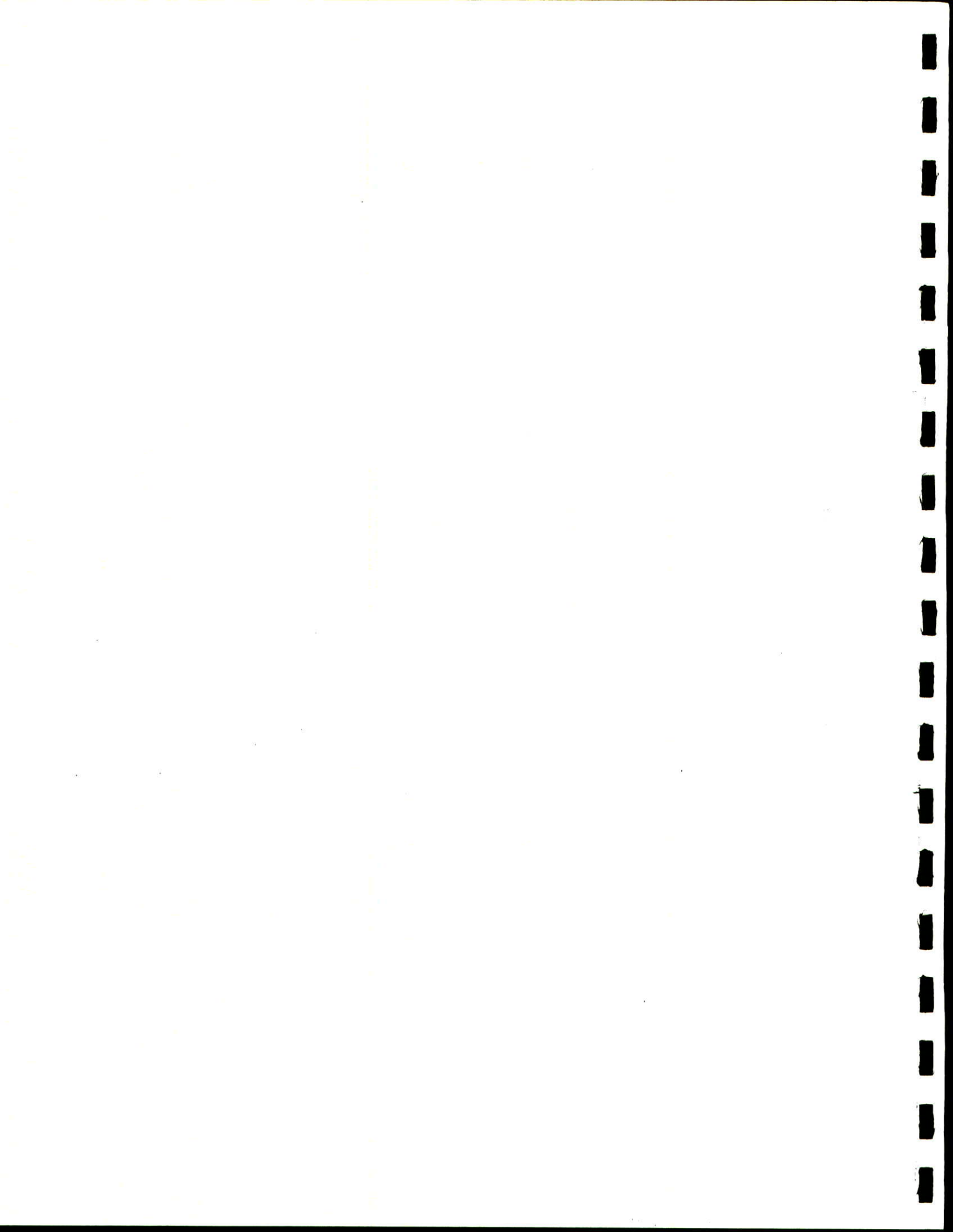
Appendix B: Adopted Land Use Designation Breakdown

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Appendix D: Notice of Determination/Certificate of Fee Exemption

Chapter 1: INTRODUCTION

This chapter explains the purpose of the Pixley Community Plan and how the document is organized.



Introduction

State law, Government Code Section 65300, requires every city and county to adopt a comprehensive, long range general plan to guide its future physical, economic and social development. As the names implies, a general plan is not a detailed parcel-by-parcel statement of land use policy. It is a statement of generalized land use patterns, policies and recommendations which carry out the goals and objectives of the community.

Tulare County has chosen to fulfill this State planning law requirement by preparing a comprehensive general plan for the County, and through the preparation of a series of "community plans" for the larger unincorporated communities. Community plans allow the County to examine planning issues within a defined area and to tailor a planning program to fit the conditions present. These community plans will augment rather than supersede the Tulare County General Plan within these areas.

While State planning law establishes the issues a general plan must address, the responsibility of determining the contents of the community plans rests with the adopting agency, in this case, Tulare County. The Pixley Community Plan examines the most critical issues facing the community. These issues are:

Urban Boundaries - How much land will Pixley need to accommodate its future growth? Where should future growth be located, and, how can growth and the county's policies regarding agricultural land preservation be reconciled?

Land Use - Within the planning area how can land uses be distributed in an efficient and environmentally conscious manner? What can be done to improve the existing developed areas?

Circulation - What improvements are needed to implement the proposed land use pattern and to make the existing circulation system more efficient?

Public Facilities - Are existing public facilities capable of sustaining the amount of growth projected and if not, what improvements are needed to serve future residents?

While complying with State law is in itself sufficient reason to prepare planning documents, there are also other reasons to do so. The goals and policies of the plan establish the ground

rules for land use decisions. As a result, residents will have a better idea about how land use decisions will be made. It also assures that everyone is dealing with the same understanding about the future of the community. Persons interested in investing or building in the community also benefit because it gives them a good idea of what the County will or will not allow. Additionally, since this plan covers territory of interest to several governmental agencies, it can serve as the basis to coordinate decisions.

Finally and most importantly, it provides an opportunity for residents of the community to participate in the land use planning process. Through the plan preparation and adoption process, residents have the opportunity to examine the planning issues of their community and can help determine the policies that will guide future development.

Planning Framework

To be meaningful, a planning document must be more than a land use map and policy statements. The Plan must provide descriptive data about the community, carefully analyze it, and discuss the significance of the findings in order to develop worthwhile goals and policies to guide new development. To meet these requirements, the remaining chapters of this plan are organized as follows:

Community Profile - The community profile chapter documents conditions in the planning area and fulfills the environmental setting requirements for the environmental document.

Urban Development Boundary (UDB) - This section examines Pixley's original Urban Area Boundary in order to determine what modifications are needed to accommodate future growth.

Development Suitability Analysis - This section examines physical constraints to future development in order to determine the best locations for future growth. Issues examined include prime farmland, flooding, agricultural contracts, existing urban patterns and infrastructure constraints.

Goals, Objectives and Policies - This section of the plan examines the problems and opportunities facing the community. Examining these issues helps to determine how land use patterns can take advantage of an opportunity or rectify a problem. These issues are the result of analyzing the data contained in the Existing Conditions section. As each issue is reviewed, a set of policies and implementation measures is recommended.

The Need for a Community Plan

Aside from the Tulare County General Plan's directive to prepare a community plan for Pixley, several recent events and proposed developments combine to necessitate a comprehensive planning effort for the area. These include the following:

- An inadequate amount of parcels suitable for commercial and industrial land uses.
- Seven new subdivisions have been approved in Pixley which will contribute to population growth.
- The Pixley Town Council has expressed an interest in developing a sub-regional commercial/industrial area between Orrland Avenue and Avenue 120.



Chapter 2: COMMUNITY PROFILE

This chapter includes all the necessary data for the preparation of the Pixley Community Plan and also includes information that may be used in preparation of an environmental assessment of the Plan.



PLANNING AREA

Location

Tulare County is located in central California in the heart of the San Joaquin Valley, (See Exhibit 1). The County is composed of eight incorporated cities and numerous unincorporated communities(See Exhibit 2). 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 half 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 has figured importantly in the citrus industry in that the fog serves to protect 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, agriculturally related service center. It not only serves as an area where agriculturally oriented enterprises are located, it also serves as a bedroom community where many of the area's farm workers reside.

The Southern 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 Morrisson 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

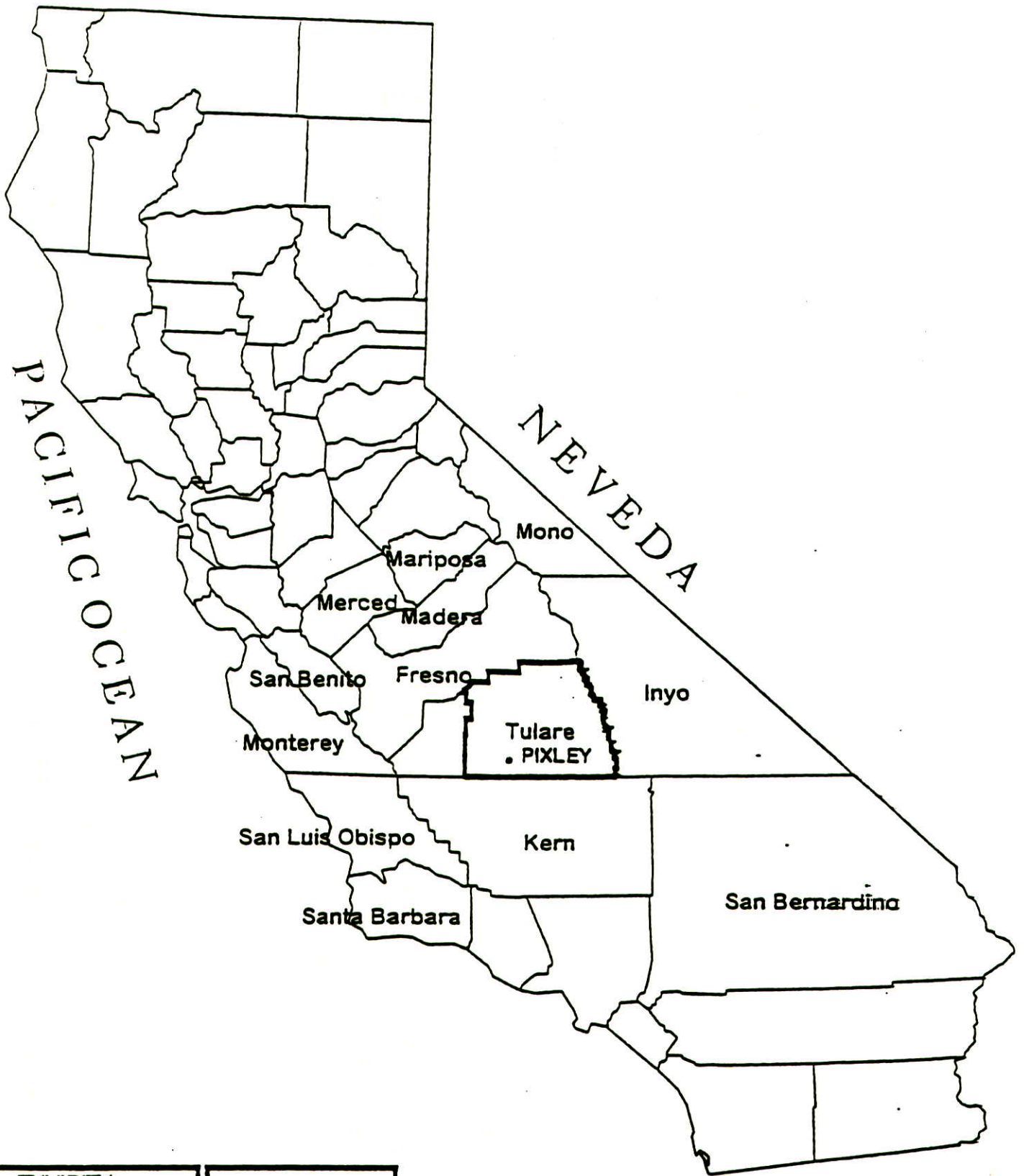




EXHIBIT 1
California

PIXLEY
COMMUNITY PLAN

No Scale

 Tulare County


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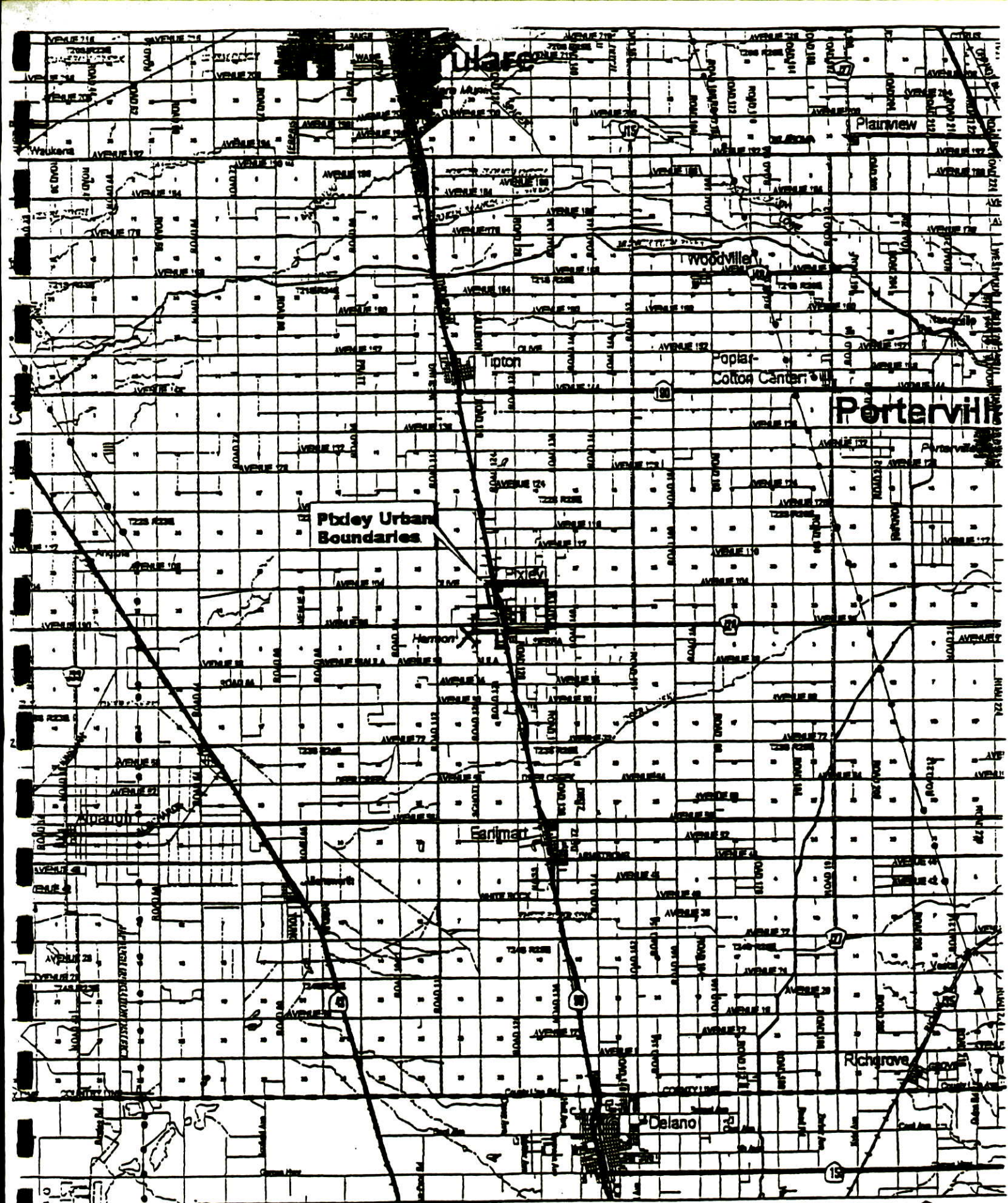


EXHIBIT 2
**PIXLEY URBAN BOUNDARIES
 VICINITY MAP**



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 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.

Land Use Planning

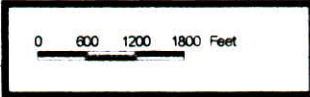
Generally, the community's urban growth has been well planned. Growth has remained compact through infilling and contiguous development. Pixley is surrounded by lands in agricultural production. Crops grown on these lands include cotton, alfalfa, beans, grain and vineyards. The dairy industry is also prevalent. Unlike many valley communities, there is little rural residential development surrounding the denser urbanized area. Pixley's growth has been strongly influenced by State Highway 99 and the Union Pacific Railroad. The highway and railroad parallel each other and traverse Pixley in a north/south fashion and, in effect, have divided the community geographically.

Land Use

The following section details the existing land uses in Pixley, (see Exhibit 3) . The Urban Development Boundary (UDB) encompasses approximately 2,200 acres, an increase of approximately 900 acres from the existing UAB. The UDB extends from Airport Road in

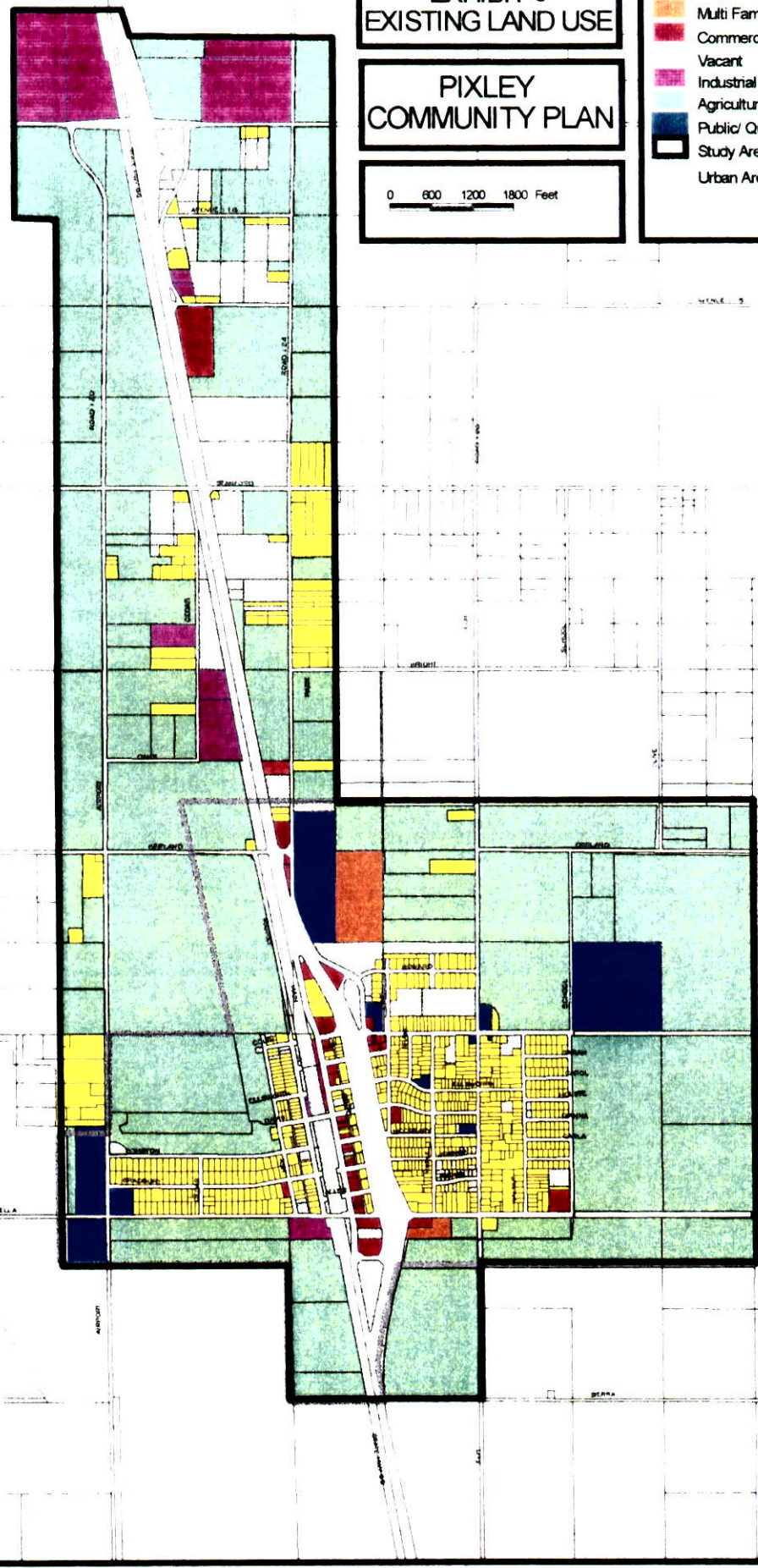
EXHIBIT 3 EXISTING LAND USE

PIXLEY COMMUNITY PLAN



- Single Family Residential
- Multi Family Residential
- Commercial
- Vacant
- Industrial
- Agriculture
- Public/ Quasi Public
- Study Area Boundary
- Urban Area Boundary

N





Pixley Community Plan
Chapter 2: Community Profile

the west to Park Drive in the east, north to Avenue 120 and south to the present UDB along Terra Bella Avenue. The Urban Development Boundary encompasses more acreage than the previous Urban Area Boundary and will encourage growth along Highway 99. This area is better suited to commercial and industrial development than the area within the former Urban Area Boundary, which focused on development of agricultural land concentric to Pixley's urbanized area.

A land use survey was conducted within Pixley's Urban Area Boundary (UAB) in the Summer of 1992, 1996, and 1997. The Pixley Urban Area Boundary (established in 1974 with the adoption of the Urban Boundaries Element) encompassed approximately 1,315 acres of land, of which 475 are considered urbanized. Approximately 195 acres of the urbanized land is devoted to residential uses with more than ninety percent (90%) of that acreage developed with single-family units. Five acres of land are devoted to multi-family attached units and 15 acres developed with travel trailers, mobile homes, or a mixture of units. There are 10 acres of land within the Urban Area Boundary developed as commercial and 7 acres as industrial. Mixed uses, land with residential and commercial or industrial uses on the same parcel, account for 134 acres of Pixley's urbanized area. There are 452 acres of land under Williamson Act contracts (agricultural preserves) within the adopted Urban Development Boundary.

It is anticipated that Pixley's population will grow to 5,150 in the year 2015. With an average household size of 3.01 people, the community will need 1,424 dwelling units, an increase of 608 units from 1990. If overcrowding is taken into account, dwelling units over and above the additional 608 will be required. The average single-family density was 4.2 units per acre in 1990. Using that density figure, the 608 single-family units needed in 2015 to house Pixley's population will encompass approximately 135 acres. Multi-family units (including the Pixley Apartments) have an average density of 14 units per acre. The 1990 U.S. Census does not appear to include the Pixley Apartments and, as a result, the percentage of units that should be multi-family are lower than necessary. With only 3% of the units multi-family, an additional 8 units are projected on less than one acre. A more realistic percentage would be 5%, with 40 units on 3 acres.

There are a number of residential projects approved or in the approval process for Pixley. One of the projects was in the construction phase as of March 1994, three have approved tentative maps, and two are in the planning process. The projects are expected to be completed in phases over a period of time. These projects are significant because together they comprise a minimum of 475 single-family residences. There are approximately 850

units in Pixley at the present time. The proposed units, if developed, will provide housing for an additional 1,400 people.

Following is a listing of the subdivisions in the planning or building process in Pixley:

***Sunflower** (Tentative Map 683) South of Joanne Avenue between Maple and Elm. 18 lot single-family subdivision, was completed in 1995.

***Sunflower** (Tract Map 688) on Joanne Avenue between Maple and Elm. 18 lot single-family subdivision, partially completed as of February 1997.

***Woodside Park** (Tentative Map 697) West side of Elm north of Court Avenue. 32 lot single-family subdivision, Tentative Map approved in June 1992.

***Westbrook Subdivision** (Tract Map 703) North of Compton Avenue. 72 lot single-family subdivision, Tentative Map approved in August of 1992.

***Park Drive Mobilehome Estates** (PSP 93-062) 782 North Park Drive (behind Pixley Park). The special use permit to create a 205 space mobile home park plus 91 recreational vehicle spaces was approved in September, 1994. The mobile home park is to be completed in two phases, and is currently under construction.

***Westbrook (Proposed Subdivision)** 330' North of Compton between Road 120 and Ash. 60 acre parcel annexed into the Urban Area Boundary and rezoning to R-1 in June of 1994.

***Howard Subdivision** (Tract Map 713) 35 acre site north of Court Avenue between Road 128 and 132. 160 lot subdivision was approved in June, 1994.

Table 1 lists the type, acreage, and the percent of land uses in Pixley's Urban Area Boundary.

Table No. 1
Land Use
Pixley Urban Area Boundary

<u>Land Use Category</u>	<u>Acres</u>	<u>percent of area</u>
Single Family Residential	220	17%
Multiple Family Residential	24	2%
Commercial	30	2%
Public/Quasi-public	75	6%
Agriculture	840	66%
Vacant	90	7%
Total	1,279	100%

Source: Tulare County RMA 1997

Existing Zoning

Note: The foregoing analysis of zoning was conducted during Plan preparation and is based on the now superseded Urban Area Boundary, not on the current, adopted Urban Development Boundary.

The Pixley Urban Area Boundary (UAB) was originally adopted as part of the 1974 Tulare County Urban Boundaries Element. On June 14, 1994 Amendment 93-02 superseded the original UAB by adding several hundred acres, thus creating a revised UAB of 1,375 acres. Tulare County has zoned parcels within the UAB consistent with the Tulare County General Plan. Table 2 provides a breakdown of each zone, and the amount of acreage within each zone, the acreage that is vacant within each zone, and the acreage that is in agriculture use. Exhibit 4 is the existing zoning map for Pixley.

The Rural Residential zone occupies 35% of the area within the UAB. All of the R-A parcels zoned within the UAB are in agricultural use. On the southwest corner of Orrland and Elm there is a 10.38 acre parcel that contains R-A-M zoning. The land use for this parcel is both agriculture and single family residential.

The table also shows that there are 91 acres of vacant land within the UAB. The vacant parcels contain multiple types of zoning. There are 62.97 vacant acres that fall within R-1 (Single Family Residential) zoning. The remainder of vacant parcels are within industrial, commercial and residential zones. Existing R-1 zoned properties have a variety of land uses including agriculture, single family residential, and multiple family residential. There are 25.9 acres within the UAB zoned R-1-M (Single Family Residential, Special Mobilehome Zone). The R-1-M zoned parcels are located in and adjacent to the community's residential neighborhood.

There are 103.72 acres of R-2 (Two Family Residential) and R-3 (Multiple Family Residential) zoning throughout the Pixley UAB. The R-2 zone encompasses 89.24 acres and is located throughout the UAB. The R-2 zoned parcels have a mixed land use. Several parcels are currently being utilized for agriculture, but there are also residential, and public/quasi-public land use in the R-2 zones. The R-3 zone contains 14.48 acres within the UAB. Most of the R-3 area is adjacent to Market and Center Street. Single Family Residential occupies the majority of land that is zoned R-3. There are three parcels that are zoned R-3-M (Multiple Family Residential, Special Mobilehome Zone). These parcels are located east of State Highway 99, just north of Terra Bella Avenue. All three parcels are currently utilized as single family residences.

Exhibit 4 shows that there are several commercial and manufacturing zoned properties located throughout the community of Pixley. Commercial zones occupy 36.30 acres inside the Pixley UAB. The majority of commercial land is zoned C-2 (General Commercial). Most of the commercial parcels are located near or adjacent to State Highway 99. Manufacturing zoning (M-1 and M-2 zones) has also been applied along State Highway 99.

The table shows the amount of agricultural land by zone. There are three different types of agricultural zoning within the Pixley UAB. The A-1 zone occupies 60% of agriculturally zoned parcels within the UAB. The A-1 zone has historically been employed by Tulare County as a "holding" zone for lands immediately surrounding urban areas. These lands are those most likely to experience conversion to urban uses.

- A-1 Agriculture
- AE Exclusive Agriculture
- AE-40 Exclusive Agriculture - 40 acre minimum
- C-1 Neighborhood Commercial
- C-2 General Commercial
- C-2-M General Commercial - Special Mobilehome Zone
- C-3-SR Service Commercial- Site Plan Review Combining Zone
- M-1 Light Manufacturing
- M-2 Heavy Manufacturing
- P-1 Automobile Parking
- P-O Professional and Administrative Office
- PD-C-2 Planned Development - General Commercial
- PD-R-3 Planned Development- Multiple Family
- R-1 Single Family Residential
- R-1-M Single Family Residential- Special Mobilehome Zone
- R-2 Two Family Residential
- R-3 Multiple Family Residential
- R-3-M Multiple Family Residential- Special Mobilehome Zone
- R-A Rural Residential
- R-A-M Rural Residential- Special Mobilehome Zone

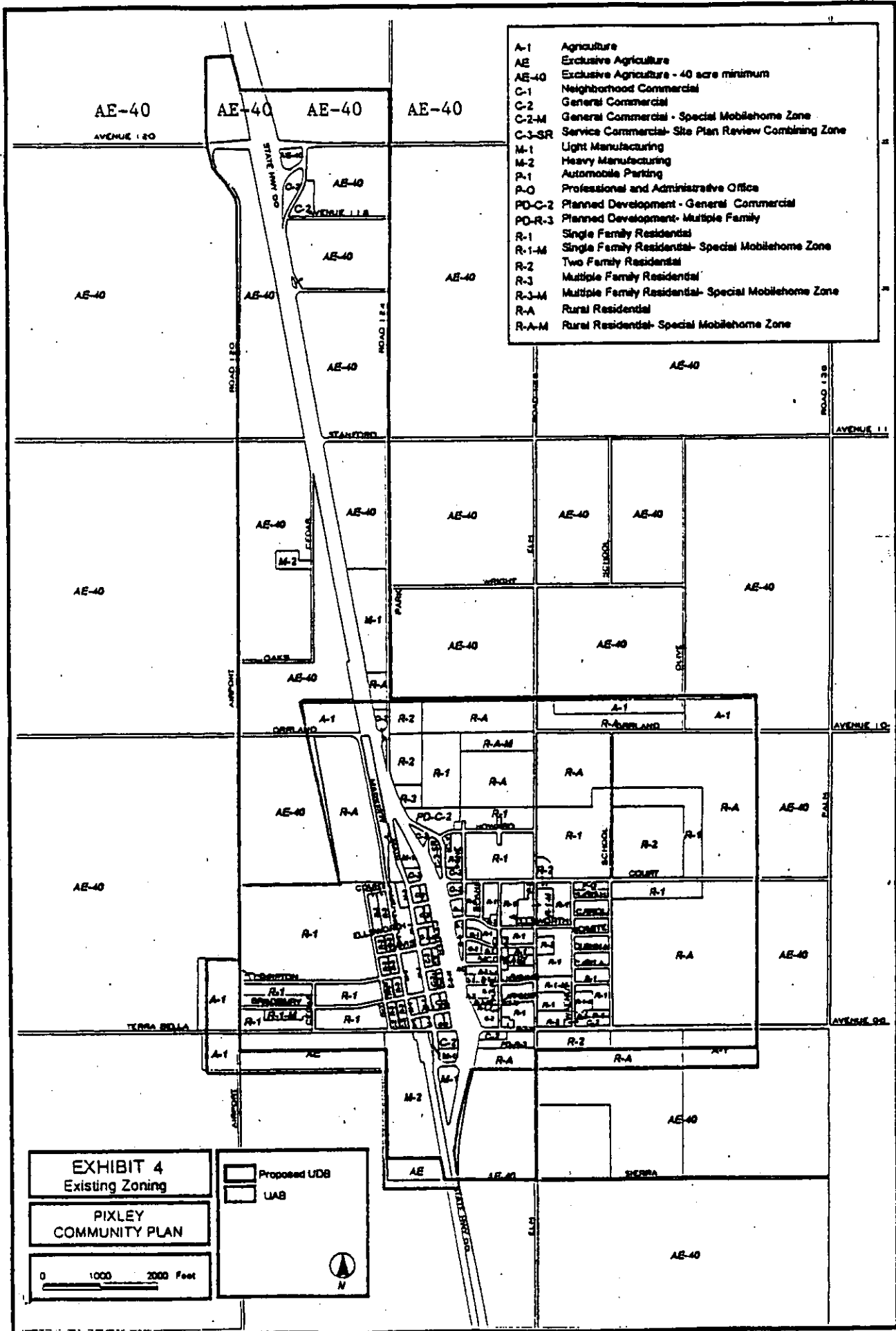


EXHIBIT 4
Existing Zoning

PIXLEY
COMMUNITY PLAN

0 1000 2000 Feet

Proposed UDB
 UAB



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Table No. 2
Existing Zoning
Pixley Study Area

Zone	Acres.	Vacant Acres	Acres In Agriculture
R-A	415	0	415
R-A-M	10	0	8
AE	47	0	47
AE-40	18	0	0
R-1	337	63	125
R-2	89	1	46
R-3	14	1	0
C-1	4	3	0
C-2	30	3	0
C-3	3	3	0
M-1	36	17	0
M-2	43	0	40
A-1	100	0	68
Total	1,146	91	749

Net Acres. Does not include street right-of-way.
Source: Tulare County RMA, 1997

Population

Pixley's population was recorded at 2,457 in the 1990 U.S. Census, a decrease of 7% from 1980. 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. There is some evidence that Pixley's population is once again growing. The increase in Average Daily Attendance (ADA) at the Pixley School was 15 students per year from 1980 through 1991. In the 1992-1993 school year, there was an increase of 60 students. Twenty-five percent of Pixley's population is female and in their childbearing years of 12-44 years of age. This age structure indicates that Pixley may have a fairly high natural population increase in the next twenty years.

Projected Population

Population projections are based on past trends and expected future population trends. The fluctuations in Pixley's growth make it difficult to use a historical growth trend to predict a future population. The average annual population growth of unincorporated Tulare County, 1.12%, was determined to be too low to project a future population for

Pixley. Instead, in determining Pixley's future growth rate, the growth rates for other similar unincorporated communities were considered, along with the residential and commercial growth projected to occur in Pixley.

Using a 3.0% growth rate, the population of Pixley is estimated to be approximately 5,150 people in 2015. It is possible that Pixley will grow at a rate greater than 3.0%. If the growth rate does exceed 3.0%, it may be necessary to review the Pixley Community Plan to determine if there are adequate community facilities and services and if adequate land is zoned for urban land uses.

Age Structure

Population by age category is an important indicator of what impact the population will have on the community's services and infrastructure in the future. For example, if the number of women in the child-bearing years, 15-44, is substantial, it can have a marked impact on natural growth (births). This increase in births will create a demand for services like day-care centers, lower grade elementary classrooms, parks and pediatric health care. Figure 1 depicts the age structure in Pixley, derived from the 1990 Census.

Figure No. 1
Population Age Structure

Age	Total	Male	Female
0-4	211	117	94
5-9	243	134	109
10-14	273	138	135
15-19	239	126	113
20-24	149	70	79
25-34	340	171	169
35-44	322	152	170
45-54	226	110	116
55-64	213	99	114
65-74	160	78	82
75+	81	31	50
Total	2,457	1,226	1,231

(Source: 1990 U.S. Census, STF 1A)

Ethnicity

According to the 1990 Census, about 93% of Pixley's residents are 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.

HOUSING

Type and Tenure

According to the 1990 U.S. Census there were 800 occupied housing units in Pixley. Eighty-two percent, or 694 units, were one family dwellings; 3 percent, or 25 units, were multiple family units; Eight percent, or 66 units, were mobilehomes; 2 percent, or 15 units were classified as "Other". Tenure refers to whether a dwelling is occupied by its owner or is rented by its owner to another party. Table 3 displays housing tenure in the planning area.

Table No. 3
Housing Units by Type and Tenure

Unit Type	Number of Units	Owner-Occupied	Renter Occupied
1 unit	694	433	261
2+ units	25	15	10
Mobilehomes	66	33	33
Other	15	9	6
TOTAL	800	490 (61%)	310 (39%)

Source: U.S. Census Bureau, 1990

The table shows that tenure in Pixley is consistent with Tulare County as a whole where 60 percent of all units are owner-occupied and 40 percent are rented. It is likely that the second and third housing units placed on many of the single family lots are there to provide the owners with rental income in addition to housing extended families.

Housing Conditions

The health or viability of a community can often be measured by the condition of its housing stock. A housing conditions survey was conducted as part of the community plan preparation. Each housing unit was rated on a three point scale as listed below:

Rating	Description
1)	Standard: Structure is in sound condition, minor repairs may be needed.
2)	Deteriorated: Structure needs upgrading or repair of major structural systems.
3)	Dilapidated: A structure in need of more than two major repairs and/or a high number of minor repairs which makes the rehabilitation of the structure economically infeasible.

The survey revealed that a significant number of dwelling units are in substandard condition.

Table No. 4
Housing Conditions

Standard	Deteriorated	Dilapidated	Total
511 (67%)	139 (18%)	108 (14%)	758

(Source: Tulare County 1992 Housing Element)

The Tulare County 1992 Housing Element revealed that 32% of the dwellings in the Pixley Urban Development Boundary are in substandard condition. It should be stressed that the rating system used is subjective and that the figures above are not exact. However, the survey gives a general indication of housing conditions in the community and point towards a problem in the condition of the local housing stock.

Some housing rehabilitation work has been performed in Pixley with the assistance of Self-Help Enterprises, a nonprofit housing corporation. Since 1980, Self-Help has assisted in the rehabilitation of homes in the community. Assistance is rendered through the offering of low interest loans and in technical help with the actual construction work. Unfortunately, given the number of housing units in a deteriorated condition, much more work remains to be done.

Overcrowding

Overcrowding is defined by the State Department of Housing and Community Development as units that have more than one person per room (excluding bathrooms, kitchen, hallways, and closets). The 1990 U.S. Census indicated that 116 housing units were determined to be overcrowded.

It is possible that the actual overcrowding rates are much higher, especially during harvest season when migrant workers may increase the community's population. The Census also revealed that Pixley has 2.94 persons per dwelling unit. This is significantly lower than the Tulare County average of 3.12 persons per unit.

Vacancy

In 1990, Pixley had 40 units which were vacant; an approximate 5 percent vacancy rate. Twelve of these units were "For Rent" and 3 units were "For Sale" with 25 units classified as "All Other Vacant".

Affordability

Spending too much of one's income on housing does not leave enough for life's other requirements. For many years, the standard maximum figure for housing cost as a percent of income has been 25 percent. More recently this figure has surpassed 30 percent. Lower income households that exceed the 25 percent figure find themselves in a difficult position in that less money is available for other necessities, such as food, utilities and transportation.

The median household income in Pixley, determined by the 1990 Census, was \$15,123. This compares with the median for Tulare County of \$24,450. Households with incomes less than 80 percent of the County's median income that pay more than 25 percent of their monthly income towards housing fall into the "low-income overpayment" category as established by the State Department of Housing and Community Development. In 1990, approximately 24% of the community's owner-occupied households were overpaying for housing while 54% of renter occupied households were overpaying.

ECONOMY

Employment

Not surprisingly, employment of the residents of Pixley is dominated by persons working in the agricultural sector. About 27% of the local workforce is employed in this sector. This compares with about 19% for Tulare County as a whole. Retail Trade accounts for 15% while Wholesale Trade accounts for 8%. Manufacturing and transportation each account for 8%. Business and repair account for 6%. Professional and public administration account for 19%. Employment in the finance trades (includes finance, insurance, and real estate) accounts for 1%.

Income

Pixley's 1990 median household income of \$15,123 is one of the lowest for unincorporated communities in Tulare County. In comparison, the figure for Tulare County is \$24,450, and for Visalia, the County seat, is \$29,463. Employment patterns primarily account for the low median household income in Pixley. The work force in the community represents only about thirty percent (30%) of the total residents, while thirty-eight percent (38%) of the population is employed countywide. Many of Pixley's citizens work in agriculture. Agricultural employment is often seasonal and wages for agricultural jobs have remained low, thus incomes in Pixley are lower than in many other areas of the County. As a result, a high percentage of Pixley's population, thirty percent (30%), were classified as below poverty status in 1989. Poverty status is defined by the Department of Finance as a family of four earning less than \$12,674 annually. In contrast, twenty-two percent (22%) of the people live below poverty status countywide.

PUBLIC SERVICES

Police Protection

The Tulare County Sheriff's Department has a Pixley Substation covering 400 square miles and serving a rural population of approximately 30,000 people. In addition to serving Pixley, the Substation serves the communities of Alpaugh, Allensworth, Earlimart, Teviston, and Tipton. The Substation runs a three shift operation which includes 14 deputies, three sergeants and one lieutenant. There are a minimum of two deputies in the field and one sergeant on the desk at all times. The majority of criminal activity in Pixley involves burglaries and domestic disputes. The Pixley Municipal Court

is open on Tuesdays from 8:00 am until noon. Traffic and Small Claims Court are held every other Tuesday.

Fire Protection

Tulare County contracts with the California Division of Forestry (CDF) to provide fire protection services in unincorporated areas of the County. The Substation in Pixley is backed up by stations in Earlimart, Tipton, and Tulare. The Pixley Substation is equipped with one heavy pumper, one light pumper, and one water tender. The station is staffed by one full-time firefighter year-round with a second full-time firefighter during the fire season. Additional staffing is provided by eighteen community volunteers.

Ambulance service is provided by the Tulare District Ambulance Service. An ambulance is located at the Pixley Substation with two Emergency Medical Technicians on duty at all times. The Ambulance District is planning on constructing a building to house the ambulance on property adjacent to the Pixley Fire Substation.

Schools

Pixley Unified School District has one school that serves grades K-8, (see Exhibit 5). The school has a maximum capacity of 700 students. The school is over capacity with an enrollment of 814 students. Students in grades 9-12 are bused to Tulare Union High School in Tulare. Enrollment at Pixley School has increased at a rate of 1.5% a year since 1980 with a much greater percentage in the 1992-1993 school year. The 1997 student enrollment has declined since 1992-93 when enrollment had 860 students.

The Pixley Unified School District is looking for ways to ease the overcrowding situation to better serve existing and future students. The short term solution is to use money set aside in development fees and borrow funds to build three new classrooms at the Pixley School site. There are a number of long term possibilities open to the District. One option is a bond issue raising funds to build a middle school on land owned by the Pixley School District. A second option is to provide portable classrooms on the school grounds. In 1995 the District bought a few portable rooms to supplement the existing school facilities. One of the portable buildings serves as a library.

PIXTON ELEMENTARY

PIXTON VIEW ELEMENTARY

PIXLEY UNION ELEMENTARY

AVENUE 9

STATE HWY 43

ROAD 88

STATE

EXHIBIT 5
School District Boundary

 Pixley Union Elementary

PIXLEY
COMMUNITY PLAN

0 4000 8000 Feet



Library

The Tulare County Library operates a branch in Pixley. In addition to its general collection, the library offers children's programs and a collection of Pixley historical documents and artifacts dating back to the town's founding in 1886.

General Public Services

Telephone service is provided privately by the Pacific Bell Telephone Company, which has a local office. Electricity is provided privately by the Southern California Edison Company, which operates a local substation. The nearest office is located in the City of Delano, approximately 20 miles to the south, in Kern County. Natural gas is provided privately by the Southern California Gas Company, whose San Joaquin Valley Division Headquarters is located in Visalia. Cable television may be obtained privately from Falcon Cable Company, whose nearest office is located in Porterville.

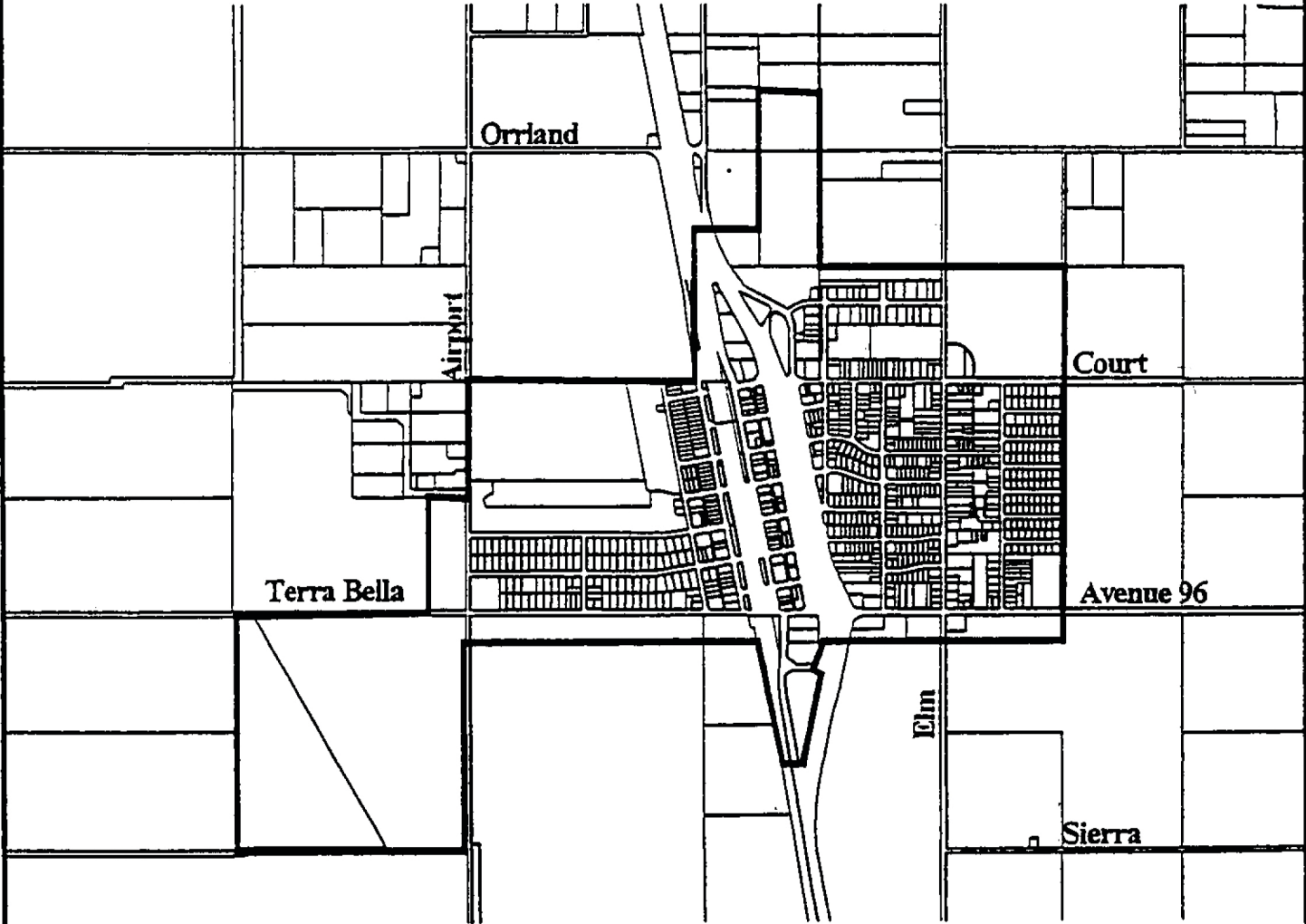
Solid waste disposal is provided privately by the Tule Trash Company. The Board of Supervisors has recently passed an ordinance requiring mandatory refuse collection within the Pixley Urban Development Boundary. Residences and businesses located outside of the UDB have the option of contracting with a licensed refuse hauler or directly hauling their refuse to the landfill. Solid waste collected in Pixley is deposited at the Earlimart landfill. The landfill is a permitted Class III facility owned and operated by the County of Tulare. This landfill is scheduled to close in 1998. A transfer station will be completed on the landfill property prior to the planned 1998 closure. At that time refuse will be transported to the Teapot Dome Landfill which has capacity through the year 2005. Subsequent to that closure refuse will be hauled to the Woodville Landfill.

INFRASTRUCTURE

Sewer

Sewer service is provided by the Pixley Public Utility District, (see Exhibit 6). The sewage treatment plant is located adjacent to Harmon Field and covers 55 acres. The plant was constructed to serve a domestic population of 5,000 people and is currently operating at 50% capacity. The Public Utility District can serve land adjacent to the existing urbanized area without additional improvements. The Utility District can also serve land on the west side of Highway 99. Development of the area north of Orrland

Pixley Public Utility District



Existing District Boundary - July 1, 1994



EXHIBIT 6

Prepared By the Tulare County Planning and Development Department

Avenue will need to be preceded by a study to determine the improvements needed to the sewage treatment plant to enable the plant to accept industrial and/or commercial waste. The study should also include financing mechanisms for the extension of services.

Water

The Pixley Public Utility District provides water service to Pixley residents through three wells (see Exhibit 7). There is one well, located in the center of town under the water tower, which provides all of the water necessary for winter usage. A second well provides additional water in the summer months as necessary. The third well is only used as a backup. Water pressure in Pixley is lower than standard at 37 pounds pressure. This low pressure is the result of all water being pumped through the water tower and then dispersed through gravitational pressure. Existing water lines run north to Orrland Avenue on the east side of Highway 99. The residential development north of Terra Bella Avenue and south of Compton Avenue is the only area on the west side of Pixley served by the Utility District. Pixley's water supply is sufficient to meet the needs of the community for the next twenty years provided outside influences do not deplete or contaminate the water table. The extension of water service north of Orrland Avenue should be preceded by a study to determine the costs and methods of servicing that area.

Harmon Field Airport

Harmon Field (Pixley Airport) is located southwest of Pixley on South Airport Road. The airport is owned by Tulare County and has been used as a base for transient and fixed-base crop dusters since 1952. Harmon Field has one 2,050 x 38 foot asphalt runway. The runway is oriented northwest to southeast with an elevation of 256 feet. In July 1993, the Building Services and Parks Department of Tulare County initiated a change in traffic patterns at the airport to provide for a westerly approach and departure. This change will direct air traffic west of Pixley, and allow the densities of nearby residential land north of Terra Bella Avenue and east of Airport Road to be increased as those lands are incorporated into the Pixley Urban Development Boundary.

The airport was designated a chemical remediation site in 1992 after environmental studies revealed the presence of a number of chemicals of potential concern. This chemical contamination was the result of crop duster maintenance: tank rinsing and dumping of agricultural chemicals. The airport was ordered closed and fenced by the Board of Supervisors as of March 1, 1994, pending chemical remediation of the site. The County is currently putting aside funds to be used for such chemical remediation projects. It is

Pixley Irrigation District

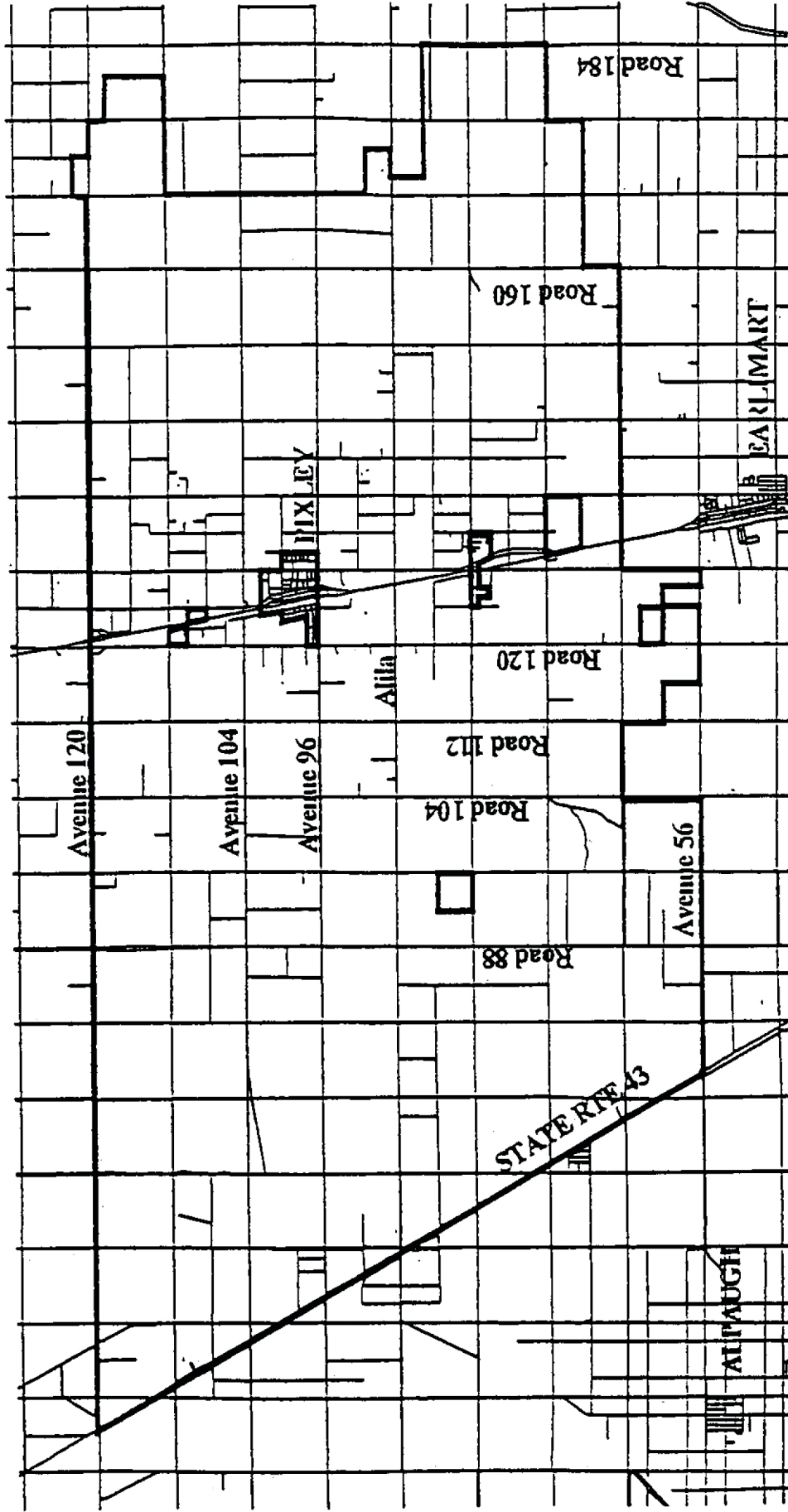


EXHIBIT 7

Existing District Boundary - January 1, 1994

0 2 4 6 Miles

anticipated that the chemical remediation effort will be completed within five or six years. Because the airport is not expected to be operational in the near future, the Board of Supervisors has requested that Caltrans suspend the public use airport permit for Harmon Field.

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.

The Tulare County Airport Land Use Commission (ALUC) has prepared a Comprehensive Airport Land Use Plan (CALUP) which establishes planning boundaries around public use airports in Tulare County including Harmon Field. The planning boundary for Harmon Field is shown on Exhibit 8. The ALUC reviews projects within the planning boundary of Harmon Field to promote compatibility between proposed land use and airport operations.

CIRCULATION

Description

For a land use plan to operate effectively, it is imperative that a comprehensive circulation system be planned. 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 developed within the grid of major county roads in Tulare County. These roads are oriented to the cardinal points of the compass: north and south, east and west. Regional access is afforded by State Route 99. Pixley is fortunate in that three streets, Court Avenue, Franklin Avenue and Terra Bella Avenue, cross Highway 99 at grade and bridge the east side of Pixley with the west side. Two streets parallel State Highway 99, Park Drive on the east and Airport Road on the west (see Exhibit 9 for existing street classifications in the Pixley area).

The Transportation Research Board (1985) has developed a capacity rating system that determines how well a street is functioning. This system refers to a Level of Service (LOS) rating which divides the actual traffic volume into the capacity of the roadway operating at LOS "E". Level of Service "A" is the best operating condition while LOS "E" is the worst. Table 5 below provides LOS descriptions.

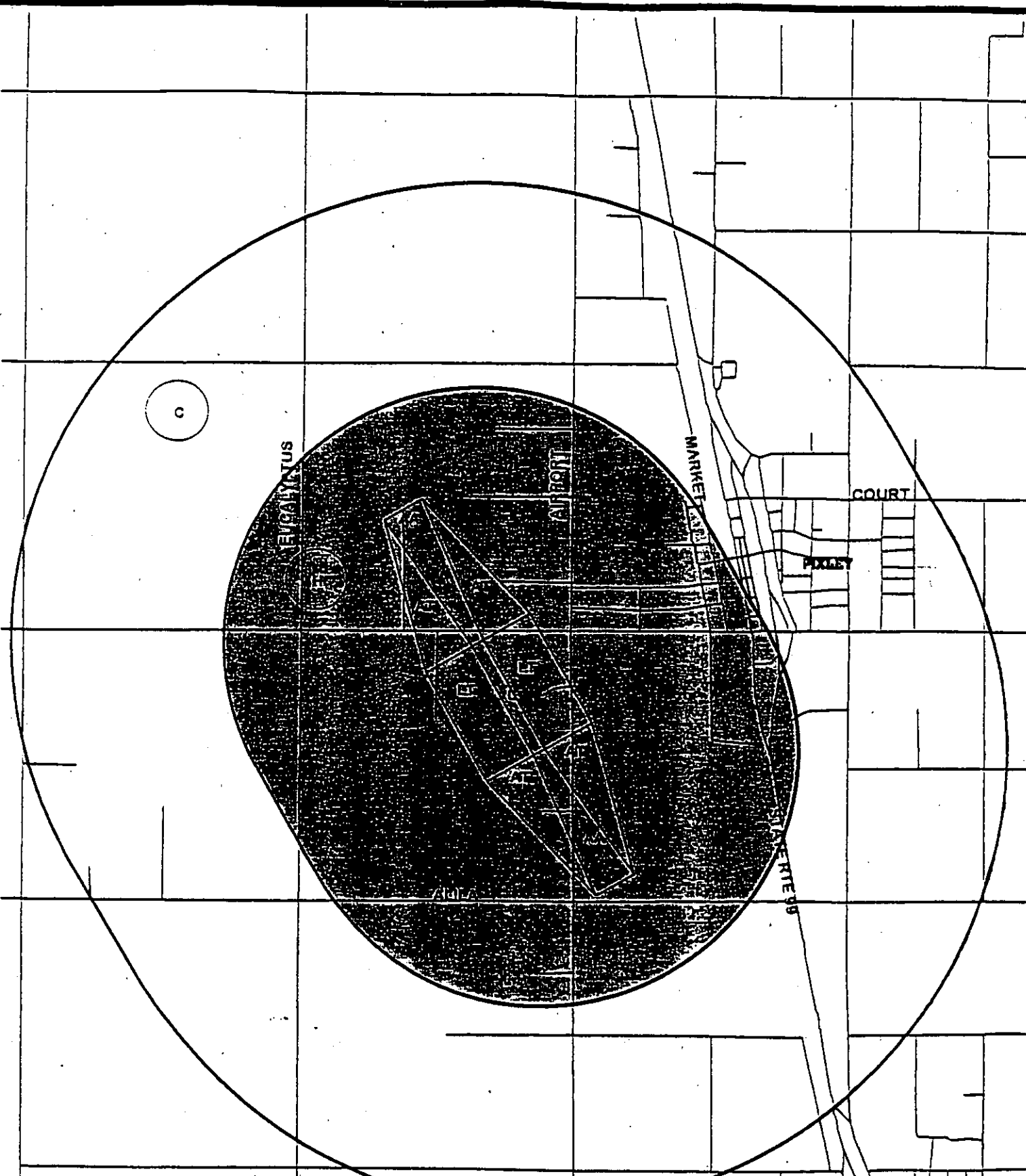


EXHIBIT 8
Harmon Field

PIXLEY
COMMUNITY PLAN

0 1000 2000 Feet

Yuba County Comprehensive
Airport Land Use Plan Safety Zones

- CS Central Zone
- EG Engraved Zone
- AA Approach Zone
- AT Approach Transition Zone
- LT Landing Transition Zone
- LG Landing Zone



Federal Road Classification

EXISTING ROAD CLASSIFICATIONS

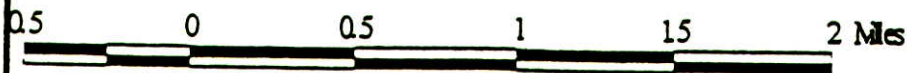
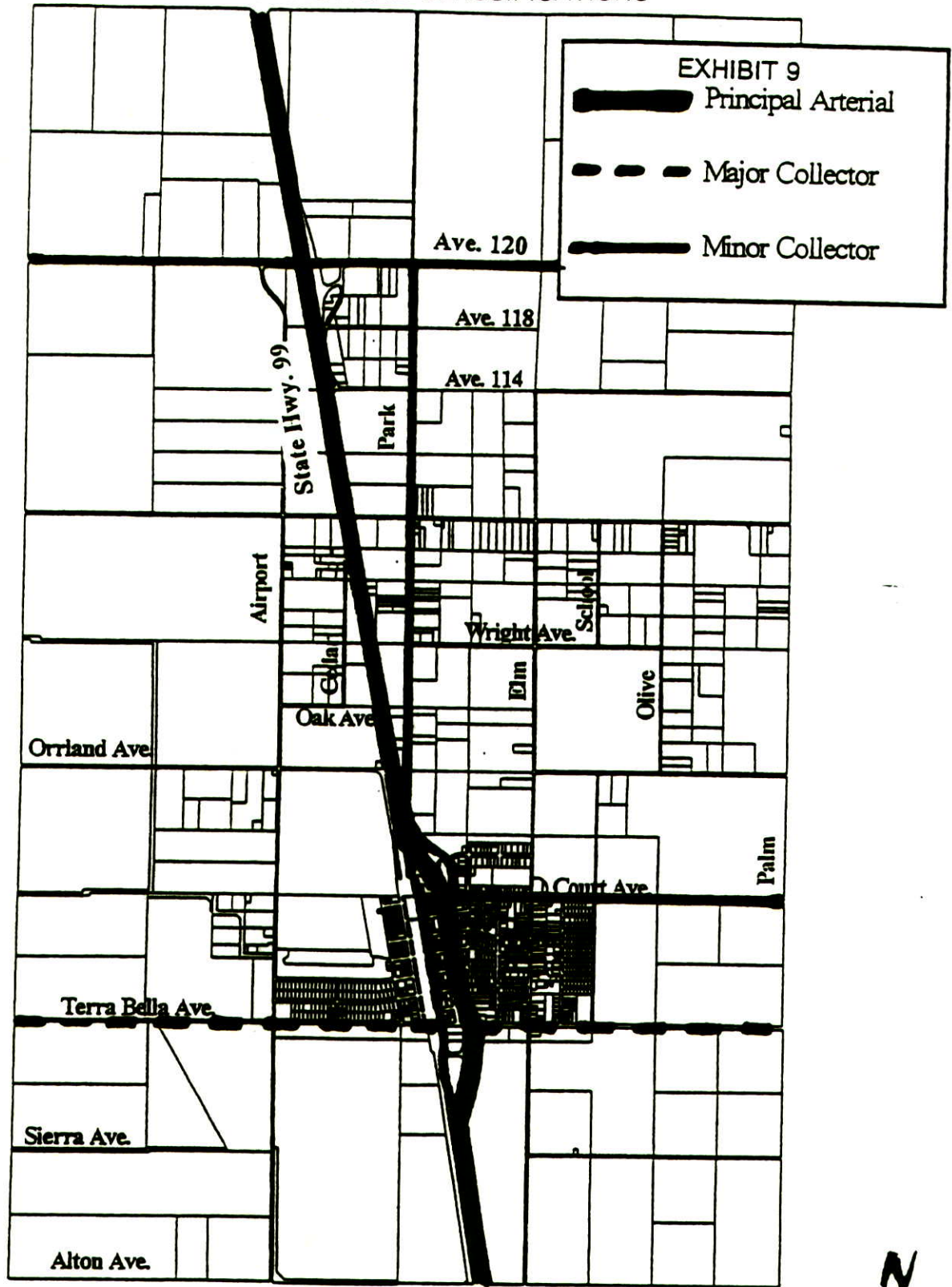


Table No. 5
Two Lane Rural Highway Level of Service Table

		<u>Peak Hour Peak Direction Volume</u>				
LOS:	A	B	C	D	E	
	140	280	460	740	1,190	
		<u>Peak Hour Volume (Both Directions)</u>				
LOS:	A	B	C	D	E	
	250	500	820	1,300	2,090	
		<u>Average Annual Daily Traffic (AADT)</u>				
LOS:	A	B	C	D	E	
	2,500	5,000	8,200	13,000	20,900	

Source: Florida Department of Transportation
 Rural Two-Lane Uninterrupted Highway Level of Service Tables.
 Based on the 1985 Highway Capacity Manual.

Tulare County and Caltrans have collected traffic counts on several roadways within the area. These counts are presented in Table 6. The table also shows the street's current Level of Service based on the Average Annual Daily Traffic capacities.

Table No. 6
Traffic Counts

Location	1996 Traffic Count*	LOS
<u>State Route 99</u>		
SR 190 to Kern Co.	40,280	C
<u>Ave 96 Terra Bella Ave.</u>		
Road 96 to SR 99	1,164	A
SR 99 to Road 192	2,100	A
<u>Ave 100 Court Ave.</u>		
west of Walnut	1,550	A

Source: Tulare County Department of Public Works 1993, 1996
 * - Traffic counts from past years have been adjusted 3% per year to reflect average increases in traffic.

Transportation

The dominant mode of travel in Pixley is the automobile. Public transportation (bus) is provided by Tulare County Transit and consists of one trip to and from Tulare on Tuesdays and Fridays and one trip to and from Delano on Mondays and Thursdays. There is also a dial a ride program available where residents can call a toll free number and request transportation within the Pixley/Earlimart area. The nearest departure point for passenger rail service is the Amtrak stop in Corcoran. The Union Pacific Railroad carries freight and runs parallel to Highway 99 with one public stop in Pixley and three private stops north of the community. The public stop is not currently in use.

NATURAL RESOURCES

Soils

The Pixley area is considered to contain prime farmland consisting of Akers soil and Hanford sandy loam, (see Exhibit 10) 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.

PIXLEY STUDY AREA

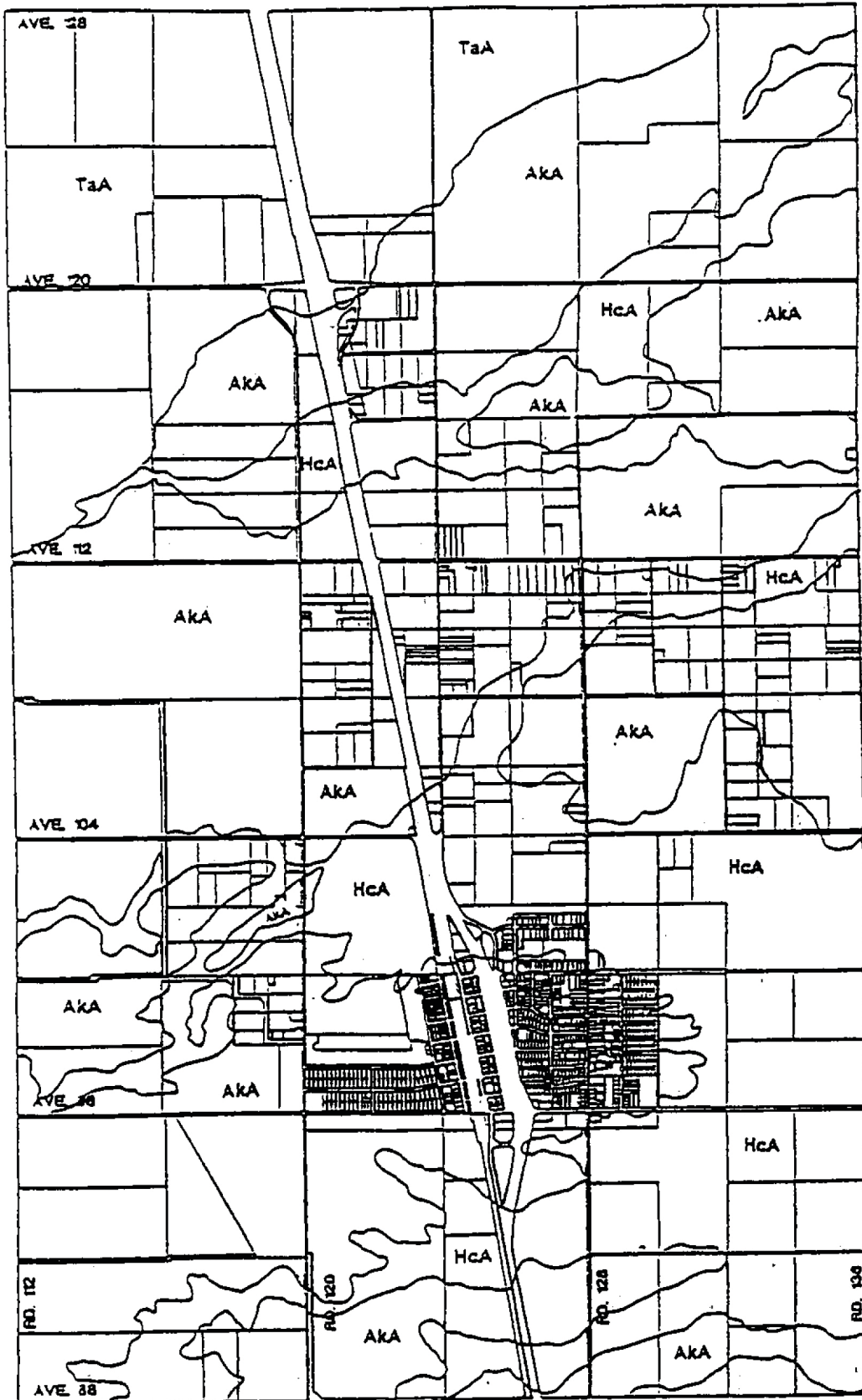


EXHIBIT 10

Pixley Soils Information
 Advance Report:
 Soil Survey Tulare County Western Part California
 U.S.D.A. Soil Conservation Service

- AKA Akers soil
- HcA Hanford sandy loam
- TaA Tagus loam

County of Tulare
 Geographic Information System

Scale: 1" = 2000'
 Date: 8-23-95
 Drawn by: S. Schwendener
 Base map source: Section lines: Teale Data Center
 Parcels: Digitized Assessor maps
 U.S. Census Bureau, Census 2000 IV, N10, 199

Agriculture

Within the planning area there are a number of parcels that have entered into agricultural preserve contracts (Williamson Act contract). Ag 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. They must agree to keep 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. Exhibit 11 shows the location of agricultural preserves in the Pixley area.

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 for two pollutants: ozone and particulates (PM-10). 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.

Ground Water

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. Rainfall in the Pixley area is about 10

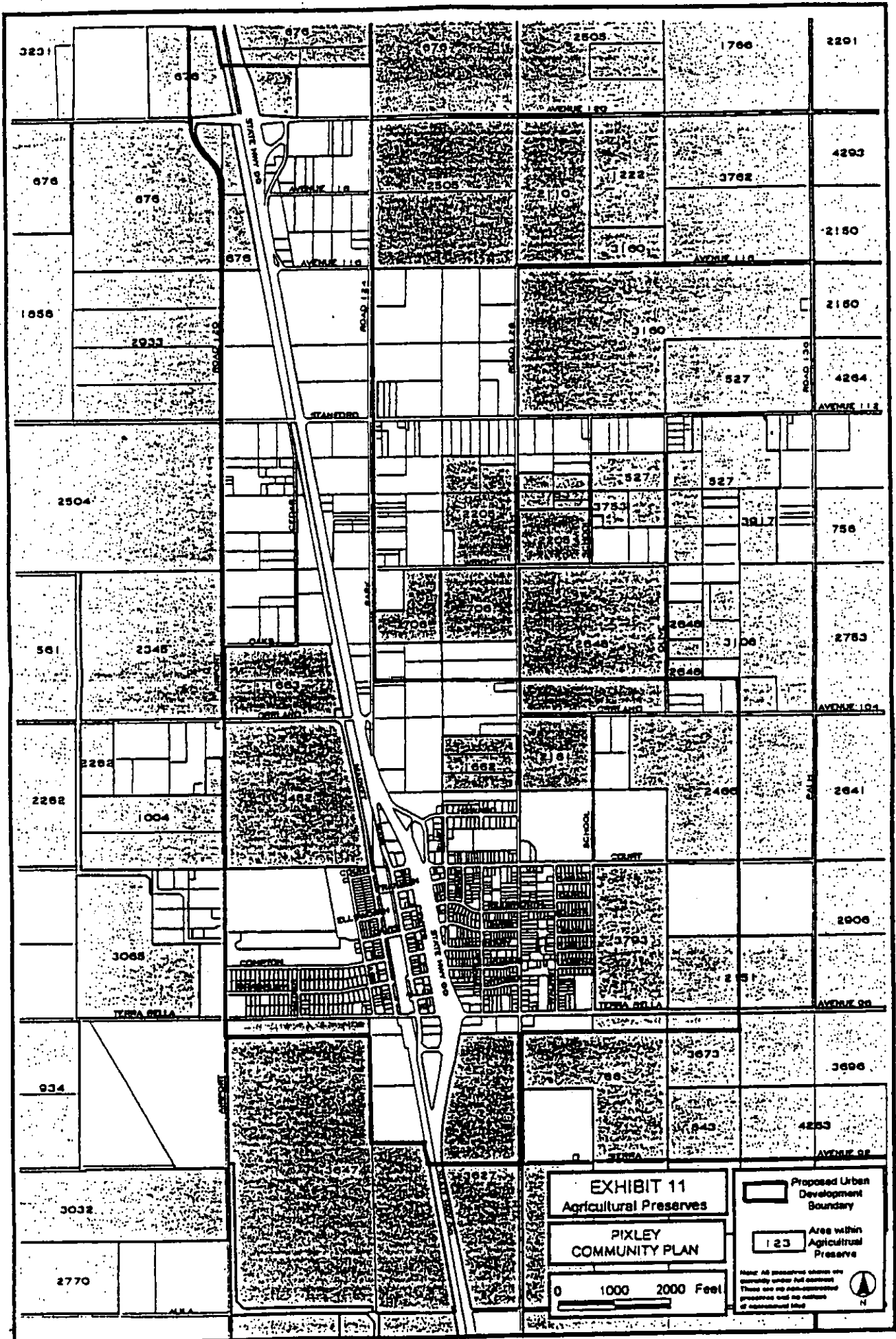


EXHIBIT 11
Agricultural Preserves

PIXLEY
COMMUNITY PLAN

0 1000 2000 Feet

Proposed Urban
Development
Boundary

Area within
Agricultural
Preserve

Note: All parcels shown are
currently under full control.
There are no non-approved
parcels and no other
agricultural land.



inches annually and provides only a minor percentage of total groundwater recharge in the area.

The groundwater table currently lies about 125 feet below the ground's surface. The Environmental Impact Report prepared for construction of the Pixley Wastewater Treatment Plant indicates that all of Pixley PUD's wells are currently meeting state health requirements for domestic water supply.

Flooding

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, (see Exhibit 12). 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.

Drainage

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.

Noise




Tulare County adopted a new noise element in 1988. The element provides noise contours for lands adjacent to freeways, airports, local industries and railroads for the base year (1986) and provides projected contours for the year 2010. The noise contours were prepared in terms of either the community noise equivalent level (CNEL) or day-night average decibel level (Ldn), both of which are descriptive of the total noise exposure at a given location for an annual average day.

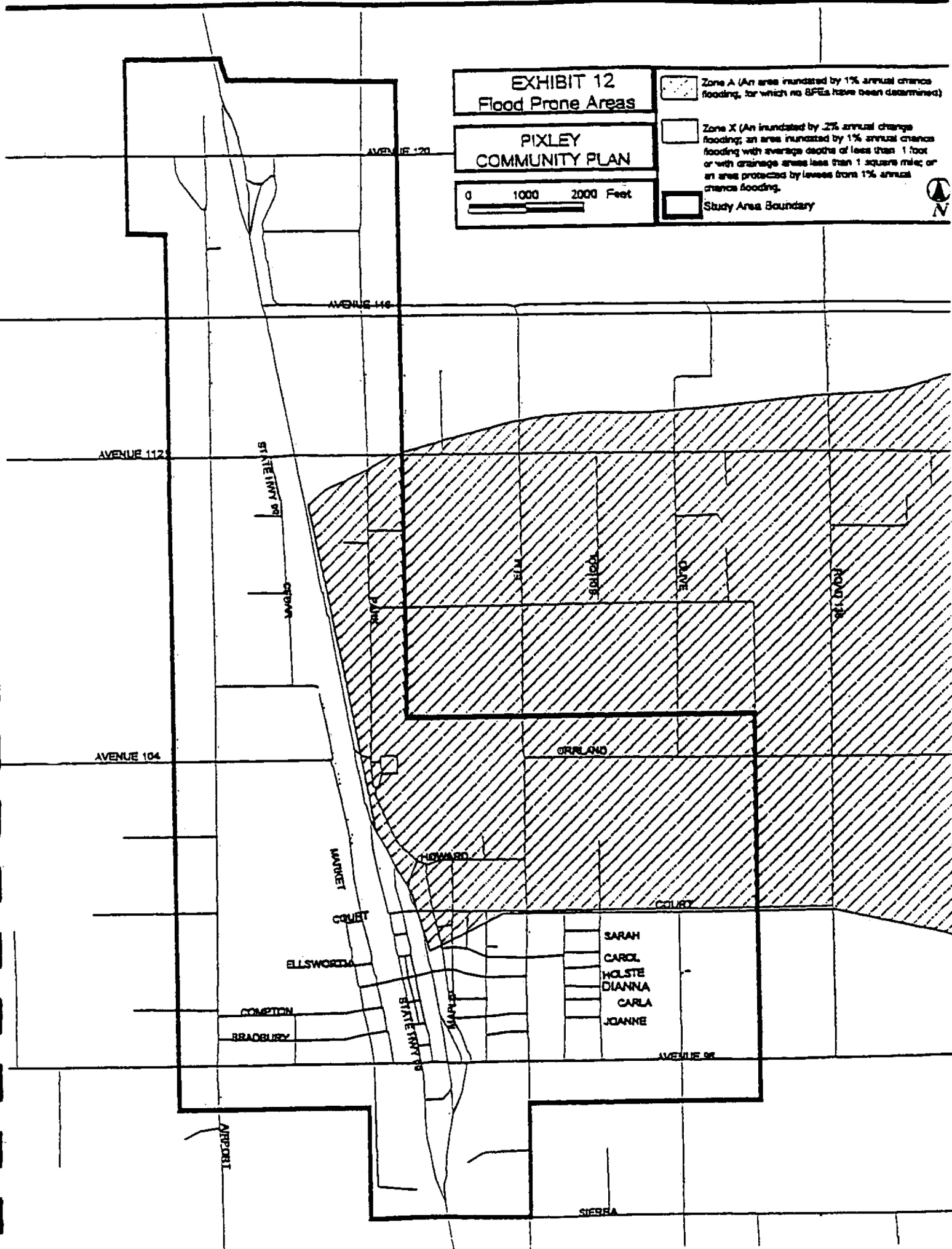
The Noise Element identifies noise-impacted areas throughout Tulare County. These areas include lands which have existing or projected noise levels exceeding 60 decibels (dB) Ldn. This decibel figure is considered to be the maximum normally acceptable noise level for single family residential areas.

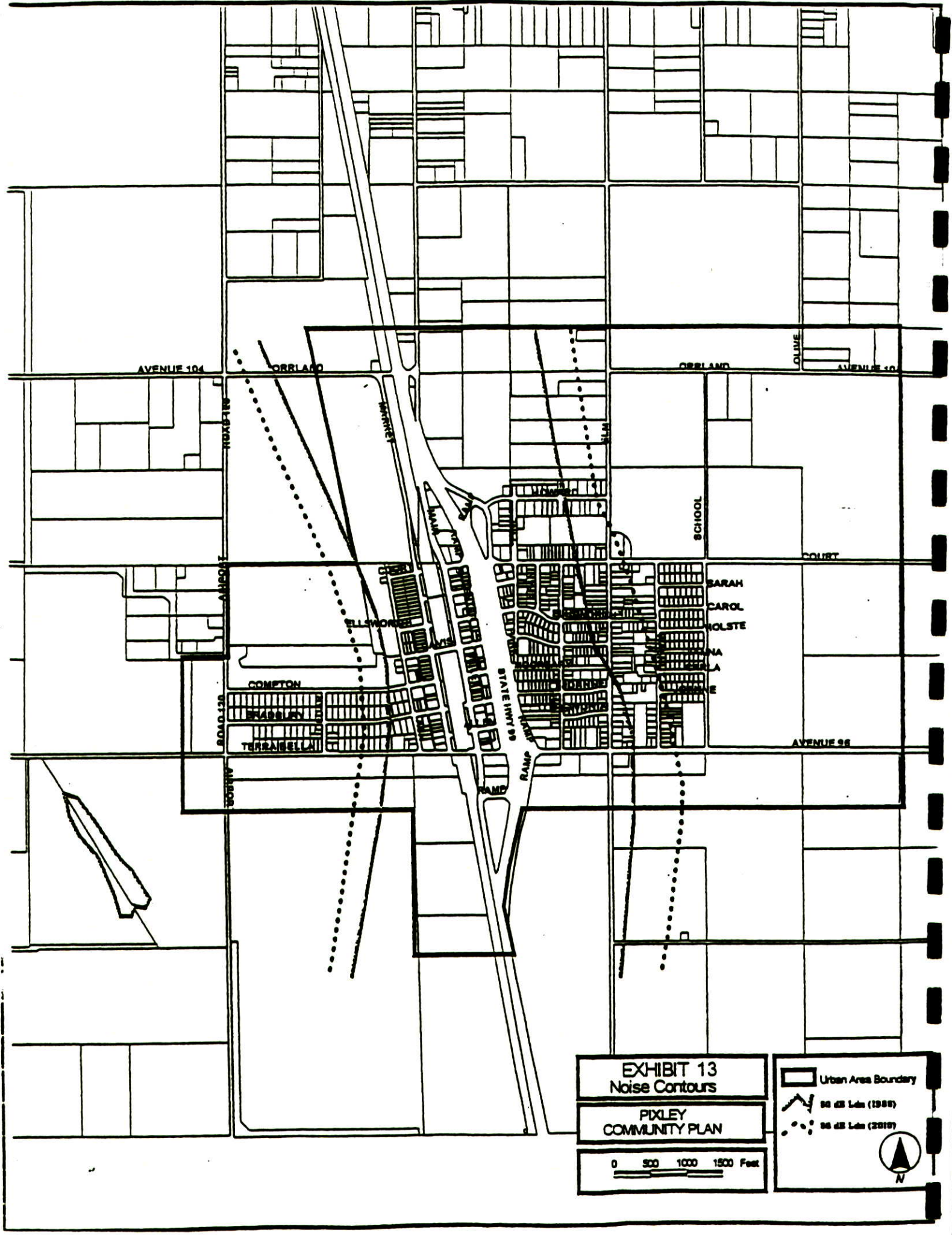
**EXHIBIT 12
Flood Prone Areas**

**PIXLEY
COMMUNITY PLAN**

0 1000 2000 Feet

-  Zone A (An area inundated by 1% annual chance flooding, for which no SFEs have been determined)
-  Zone X (An area inundated by 2% annual chance flooding; an area inundated by 1% annual chance flooding with average depths of less than 1 foot or with drainage areas less than 1 square mile; or an area protected by levees from 1% annual chance flooding.)
-  Study Area Boundary





AVENUE 104

ORRLAND

ORRLAND

AVENUE 100

HEXBY

AMSOBY

ROAD 130

AMBOBY

MARKET

ELLWORTH

COMPTON

BRABBS

TERRAGEL

STATE HWY 99

RAMP

SUM

SCHOOL

COURT

SARAH
CAROL
HOLSTE

NA
LA
E

AVENUE 96

EXHIBIT 13
Noise Contours

PIXLEY
COMMUNITY PLAN

0 500 1000 1500 Feet

Urban Area Boundary

88 dB Ldn (1988)

86 dB Ldn (2010)



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, (See Exhibit 13) . A field observation (noise measurements were not conducted as a part of this community plan) indicated that the highest average annual daily noise levels exist on properties adjacent to Highway 99, where the freeway is not depressed. This grade level condition exists along several segments of the freeway as it passes through Pixley. The 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.

Seismic/Geologic Hazards

The Five County Seismic Safety Element prepared for Tulare County and other Valley counties shows that the Pixley area is located in the V1 zone -described as an area of low seismic risk. This indicates that the risk of ground shaking is minimal and the likelihood of soil liquefaction and subsidence is low. The closest active seismic area is the San Andreas Fault Zone, located about 65 miles to the west.

Biotic Resources

Natural Communities

In 1992 the Tulare County Association of Governments, as part of it's 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, Pixley's Urban Area Boundary.

Vernal Pools

There are no vernal pools located within Pixley's proposed Urban Development Boundary. 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.

Endangered Species

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 nitratooides*), and the California jewelflower (*Caulanthus californicus*). 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. This lack 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 3 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.

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. In addition, groups can adopt an arbor by contributing the cost of maintenance to the County. The adopting group is then granted free use of the facilities for a period of time. The majority of Pixley Park is landscaped with irrigated grass and eucalyptus trees. The park operates on a seasonal schedule and is open to the public five to seven days per week. With two acres of park per thousand people the County standard in community recreation parks, Pixley Park, supplying nine acres per 1000 people, will meet the needs of Pixley's population through 2015.

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.

ADOPTED COUNTY POLICY

The County of Tulare has adopted a Comprehensive Policy Plan which lists all adopted planning and development related policies contained in the County's general plan. Within this document each community and city has a separate section devoted to policies which specifically affect that entity. Policies which refer to Pixley and the corresponding reference number in the Comprehensive Policy Plan, are as follows:

1. Through its continuing planning program, the County should develop plans for small rural communities which will be in scale with current problems and extreme limitations on economic and physical growth. Service centers requiring early attention are Goshen, Cutler-Orosi, Ivanhoe, Pixley, Earlimart and Pixley (424.801).
2. The principal proposals of the sketch plan are (424.802):
 - a. The replacement of dilapidated housing units within the urban pattern prior to encouraging outward physical expansion of the community.
3. Urban Development Boundaries (UDB) are established around certain unincorporated communities in the county to serve as official urban planning areas for these communities (Pixley included) (424.801).

In addition to the above policies, there are other policies which have been adopted by the County which serve to guide development and planning in the County. The most important policy statements are summarized below:

- Retain community identity (211.201)
- Control urban sprawl (211.107)
- New development should be an extension of existing development (211.106)
- Urban development boundaries (20-year planning area) shall be prepared for Pixley (211.109)
- Modification of Pixley's Urban Development Boundary shall place a high priority on preserving prime agricultural land (211.132)

- Pixley's UDB shall identify areas for urban land uses which benefit from urban services (211.137)
- Pixley shall develop a land use plan, specifying densities and land use categories (211.137)
- Community water systems should be extended in a manner which will promote orderly development (211.153)
- Special districts should extend trunk lines in reasonable anticipation of new development (211.154)
- Residential densities less than one dwelling per acre should not benefit from urban services (211.168)
- Flood prone locations shall be avoided when planning urban development unless flood-proofing can be applied (211.175)
- Protect the citizens of Tulare County from the harmful effects of exposure to excessive noise (322.123)
- Protect the economic base of Tulare County by preventing the encroachment of incompatible land uses near known noise-producing industries, railroads, airports and other sources (322.124)
- New development of industrial, commercial or other noise-generating land uses will not be permitted if resulting noise levels will exceed 60 dB Ldn (or CNEL) at the boundary of areas planned and zoned for residential or other noise-sensitive land uses, unless determined to be necessary to promote the public health, safety and welfare of the County (322.314)
- Urban development should be discouraged on class I soils (211.190)
- Urban uses should only be permitted on class I, II or III soils when these uses are within a community's sphere of influence (211.408)
- Promote development of "skipped-over" vacant lands (211.408)

Pixley Community Plan
Chapter 2: Community Profile

- Adopt community plans which designate adequate sites for residential development (211.409)
- Provide housing opportunities for farm-related employment (211.213)
- Develop a strategy to address substandard housing, including code enforcement, housing rehabilitation and public facility improvements (211.437)



Chapter 3: URBAN DEVELOPMENT BOUNDARY

This chapter delineates the planning area, also known as the Urban Development Boundary (UDB), for the Pixley Community Plan. To determine the UDB for the planning area, a suitability analysis was employed to identify lands appropriate for urbanization.

Introduction

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 .

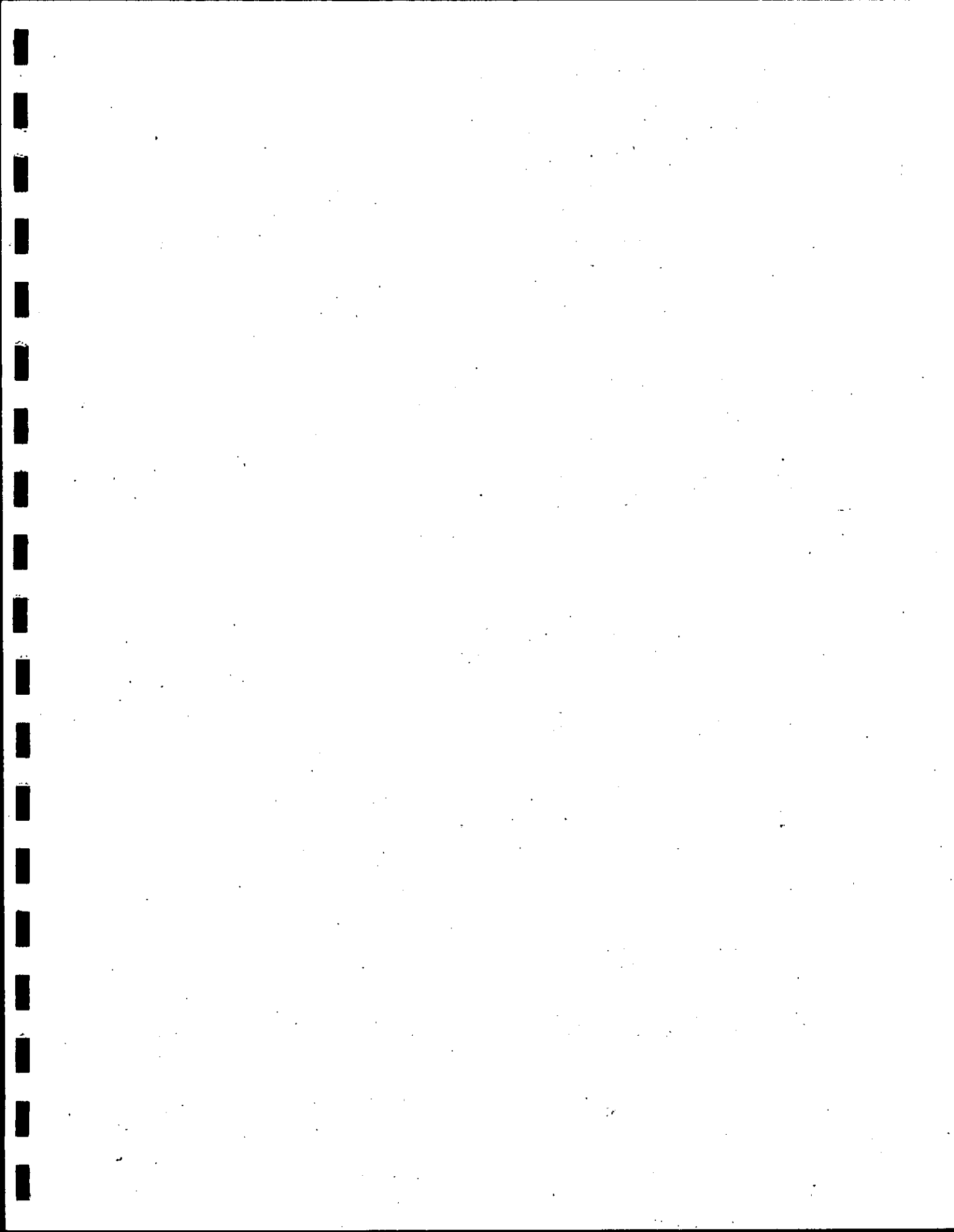
General Plan Amendment 93-02, adopted by the Tulare County Board of Supervisors June 14, 1994, expanded the Pixley Urban Area Boundary by approximately 90 acres, but left the Urban Improvement Area intact. This Pixley Community Plan eliminates both the current UAB and UIA and creates an Urban Development Boundary for the community.

The proposed UDB establishes a 20-year planning boundary for Pixley which defines the area within which growth is expected to occur for the time period 1995-2015. Over the years, services will be extended into this area which will accommodate new growth.

Benefits of Establishing An Urban Boundary

Besides defining the area in which Pixley will eventually grow, designation of a UDB for the community provides local agencies and citizens with other benefits including:

- Encouraging coordination between land use planning and the provision of governmental services.
- Identifying and resolving potential interagency conflicts regarding service area.



- Encouraging efficient, economical and effective delivery of public services.
- Allowing property owners to identify the type and level of service their lands presently receive or may receive in the future.
- Assisting in the County's efforts to preserve open space and productive agricultural land.

Methodology For Establishing Urban Boundary

There are no scientific formulas or computer models that can be used to establish an Urban Development Boundary. Rather, many factors must be individually and cumulatively applied and analyzed. Additionally, UDB's must respect and support local and regional plans, take into account special local situations and result in growth patterns which will be sensitive to the environment. For delineation of a UDB for the Pixley Community Plan the following factors were considered:

• Population Projections

Population projections give an indication of the number of people that must be planned for. They also provide County officials with a basis to estimate the future land needs of a community.

• County Policies

State planning law requires that plans must be internally consistent. Since this Plan is a part of the Tulare County General Plan it must carry out adopted county policies. Therefore, these policies must be considered in establishing the UDB and in planning land use within the community.

• Development Suitability Analysis

By examining the physical features of the planning area, lands best suited for new development can be identified. In addition, constraints to development can be identified, such as flooding, noise and traffic. Furthermore, strategies can be devised which will minimize, remove or avoid constraints.

Population Projections

Population projections provide a basis for making land use decisions. Population projections are based on past and current trends and future expectations

Calculation of the annual rate of growth of Pixley (based on Census Bureau figures) between 1980 (population 2488 persons) and 1990 (2457 persons), yields an average annual growth rate of (-).13% per year . While this negative growth rate may represent Pixley's recent population history, staff is of the opinion that this rate is not reflective of the type of population change the community can expect for the plan period 1995-2015.

The community's position astride State Highway 99, the growth of agriculturally-related commercial activity in the southwest quadrant of the County, the town's location relative to the population and employment centers of Tulare, Porterville, and Delano and proximity to Avenal, Corcoran and Delano state prisons argue for an expectation of community growth at least equivalent to that of other unincorporated communities of similar size. To this end, staff has developed population projections based on an average annual growth rate ranging from 2.5% to 3.0% (see Table 7). This range falls about midway between the rates of the fastest and slowest growing similarly-sized unincorporated communities of Tulare County (see Table 8).

Table No. 7
Projected Population

Year	Population Projection	Percentage Increase	Increase Over 1990
1980	2,488	-	-
1990	2,457	-	-
1995	2,780	2.5	323
	2,850	3.0	393
2000	3,150	2.5	693
	3,300	3.0	843
2005	3,560	2.5	1,103
	3,830	3.0	1,357
2010	4,030	2.5	1,573
	4,440	3.0	1,983
2015	4,560	2.5	2,103
	5,150	3.0	2,693

Source: Tulare County RMA, 1997

Table No. 8
1980-1990 Growth Rates of Selected Unincorporated Communities

Community	1980	1990	Growth 1980-1990	Annual Avg. Growth
Terra Bella	1,807	2,740	(+)52%	4.3%
Poplar-Ctn. Ctr.	1,295	1,901	(+)47%	3.9%
Cutler	3,149	4,450	(+)41%	3.5%
Richgrove	1,398	1,899	(+)36%	3.1 %
Orosi	4,076	5,486	(+)35%	3.0%
London	1,257	1,638	(+)30%	2.7%
Earlimart	4,578	5,881	(+)28%	2.5%
Ivanhoe	2,684	3,293	(+)23%	2.1%
Strathmore	1,955	2,353	(+)20%	1.9%
Tipton	1,185	1,383	(+)17%	1.6%
East Porterville	5,218	5,790	(+)11%	1.1%
Goshen	1,809	2,002	(+)11%	1.0%

Source: U.S. Census Bureau, 1990

The implications of population growth are obvious. More people moving into an area means that more housing must be provided as well as commercial and industrial areas for shopping, services and jobs. This means that ample area must be available for these future land uses. On the other hand, the goal of preserving farmland must be factored, for it is this economic support which sustains this and many other valley communities.

Land Demand Projections

As of 1990, about 474 acres of territory within the Pixley Urban Area Boundary were developed to urban use. Dividing the 1990 population of 2,457 by the urbanized acreage yields a population density of 5.18 persons/urbanized acre. If it is assumed that this density is representative of the population density which will persist over the plan period, the total urbanized area of Pixley is projected to range from 880 to 994 acres. The lesser estimate reflects the lower growth rate of 2.5% per year. The higher estimated urbanized area corresponds to the higher 3.0% per year growth rate. Land demand estimates at five-year increments are provided in Table No. 9 below.

Table No. 9
Land Demand Projections

Year	Growth Rate	Projected Population	Increase over 1990	Existing + Future Land Demand
1995	2.5%	2,780	63 acres	537 acres
	3.0%	2,850	76 acres	550 acres
2000	2.5%	3,150	134	608
	3.0%	3,300	163	637
2005	2.5%	3,560	213	687
	3.0%	3,830	265	739
2010	2.5%	4,030	304	778
	3.0%	4,440	383	857
2015	2.5%	4,560	636	880
	3.0%	5,150	520	994

Source: Tulare County RMA, 1997.

The above figures do not include a Flexibility Factor, the application of which is standard practice in determining the appropriate size of the community's Urban Development Boundary (20-year growth boundary). The Flexibility Factor is a multiplier which serves to include additional lands beyond the actual projected need in order to provide for flexibility in siting and to avoid the constriction of land supply and subsequent interference with market forces influencing the location and timing of urban development.

The Flexibility Factor varies with the size of the affected community. A relatively small flexibility factor (20% - 35%) is typically applied to the largest cities e.g. Visalia, Tulare, Porterville. In the case of smaller cities such as Dinuba, Exeter or Lindsay, it would be normal to use a flexibility factor on the order of 30% - 50%. The small unincorporated towns, of which Pixley is one, warrant a Flexibility Factor of 50% or greater. The rationale behind varying Flexibility Factor lies in the fact that adding 20 % to a large city's projected land demand adds an equivalent or larger amount of acreage to that city's projected need (and to their UDB) as adding 30% or 40% to a smaller community's UDB. To provide

Pixley Community Plan
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roughly equal opportunities for urban expansion to all urban areas, the Flexibility Factor must be inversely proportional to the size of the community.

For purposes of subsequent analysis of Pixley, Flexibility Factors range from 25% to 75%. Land demand projections incorporating this range of Flexibility Factors are as shown on Table 10. It should be kept in mind that the flexibility factor is only applied to the acreage projected to be urbanized over the plan period - not to the preexisting urbanized area of 474 acres.

Table No. 10
Year 2015 Land Demand Projections

Year	Growth Rate	Estimated 2015 Land Demand	With 25% Flex Factor	With 50% Flex Factor	With 75% Flex Factor
2015	2.5%	880 ac	980 ac	1080 ac	1190 ac
	3.0%	994 ac	1120 ac	1250 ac	1390 ac

Source: Tulare County RMA, 1997.

Staff considers a 50% Flexibility Factor appropriate for a community the size of Pixley. As previously discussed, a realistic growth rate for Pixley lies in the range of 2.5% to 3.0% per year. Staff believes that the community can expect a reasonable amount of growth consistent with the experience of other mid-sized unincorporated towns and proposes to utilize a 3.0% annual growth rate for purposes of Plan formulation. This 3.0% rate, combined with the 50% Flexibility Factor, yields a projected total land demand for the year 2015 of approximately 1,250 acres. An appropriate UDB for Pixley would, therefore, contain about 1,250 acres.

County Policies

In establishing an Urban Development Boundary for Pixley, it is important to not only fulfill the requirement of State planning law, but also be consistent with County goals and policies which pertain to urbanization. This will help assure that the UDB will not be at odds with General Plan policies. As specified earlier, there are many County policies that guide development in Pixley. However, those which have a direct influence on the delineation of the Pixley UDB are as follows:

- Control urban sprawl (211.107)
- New development should be an extension of existing development (211.106)
- Modification of Pixley's UDB shall place a high priority on preserving prime agricultural land (211.132)
- Pixley's UDB shall identify areas for urban land uses which benefit from urban services (211.135)
- Community water systems should be extended in a manner which will promote orderly development (211.153)
- Promote the development of "skipped over" vacant lands (211.408)

Development Suitability Analysis

The purpose of a development suitability analysis is to determine the areas best suited to accommodate new growth. It is a means of identifying areas free of development constraints and those areas where improvements must be made before urban type development is allowed. This development suitability analysis has been used not only to determine the location of the Pixley UDB but also to help establish the land use pattern of the community.

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 constraint it will have on new development. Suitability ratings used in this study include:

Very High - These areas are "infill lands" or lands that are surrounded on three sides by existing urban land uses.

High - These areas are lands free of development constraints. They are adjacent to existing development and can be connected to community sewer and water service.

Moderate - These lands are located outside the Pixley PUD boundary but include, or are near existing urban development. These lands also exhibit other qualities that make them suitable for future development.

Low - These lands should be precluded from intensive development until the conditions which constrain the land can be changed or corrected. Examples of such constraints include lands entered into agricultural preserve contracts.

All of the factors have been mapped and from these maps, a composite map of all the factors was prepared. This map was examined to determine what suitability pattern emerged. It is important to remember that a low development suitability rating does not necessarily mean the land must remain undeveloped. Instead, a low development suitability rating serves as a way to identify the areas where only low density development may be appropriate or to pinpoint areas where improvements should be made prior to allowing intensive urban type development.

The factors examined in this study and their suitability ratings are discussed on the following pages. These factors were considered in establishing the UDB and in selecting the land uses within the UDB.

Existing Urbanized Areas

These lands include all of the existing urbanized areas including vacant skipped over lands and lands which could be "recycled" into more intensive uses (see Existing Land Use map - Exhibit 3).

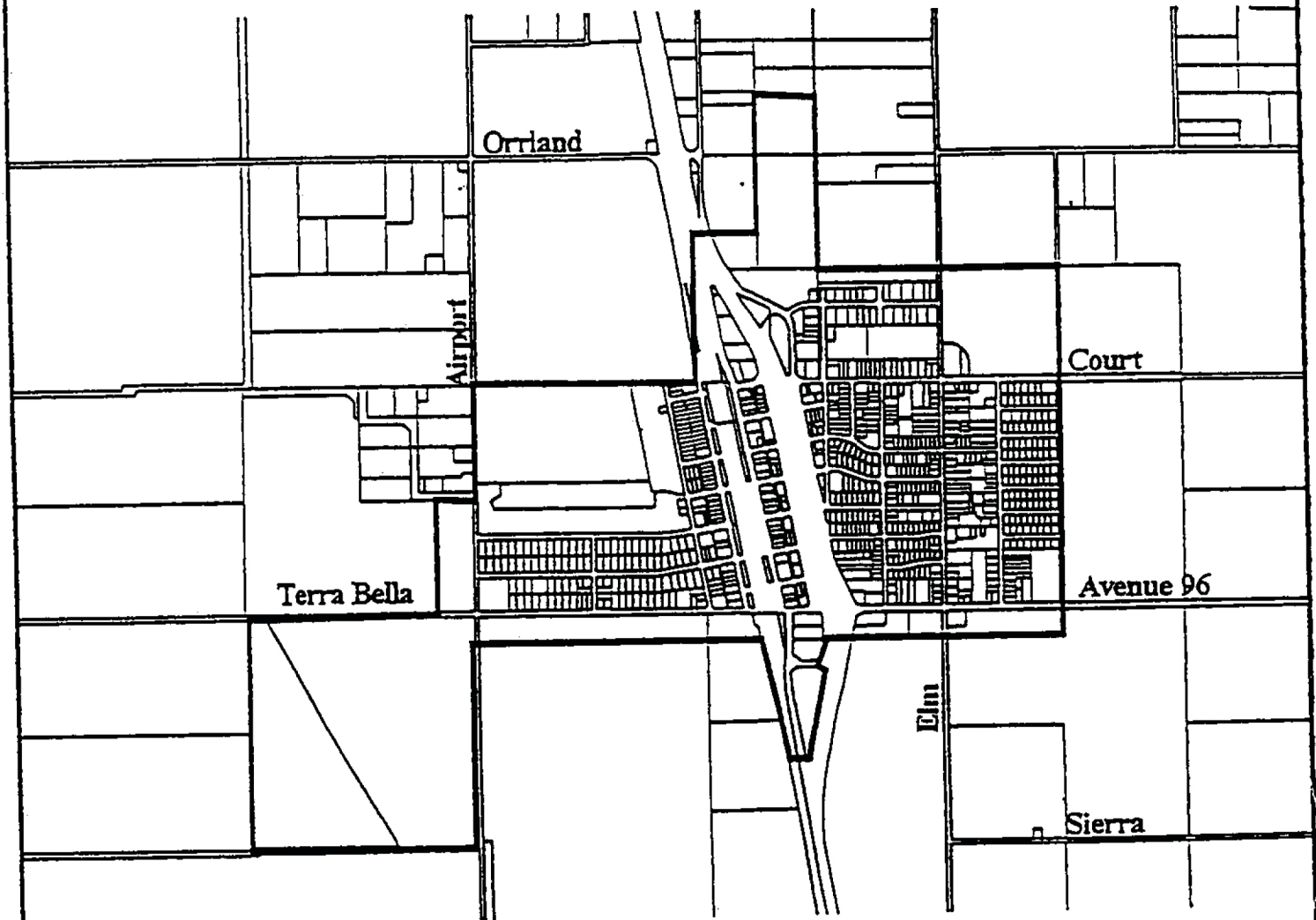
Suitability Rating: Areas within existing urbanized areas - Very High

Areas within Utility Service Areas

Areas served with a community sewer or water system are capable of supporting a wider variety of land uses than those served by individual septic systems and wells. Therefore, these areas are highly suitable for many urban uses. Exhibit 14 shows the boundary of the Pixley Public Utility District. The District provides both sewer and water service for the residents of Pixley.

Suitability Rating: Areas within the Public Utility District boundary - High.

Pixley Public Utility District



Existing District Boundary - July 1, 1994



EXHIBIT 14

Prepared By the Tulare County Planning and Development Department

Land Contiguous to Existing Urbanized Areas

Contiguous lands are those lands within one quarter mile of the existing urbanized area that, because of their proximity to services or existing development, increases their potential for new development. Development of these areas encourages the implementation of the County's general plan policies which call for the extension of existing development and the orderly extension of sewer and water systems (see policies 211.106 and 211.154).

Suitability Rating. Areas within one quarter mile to existing development - High.

Noncontiguous Lands Free of Development Constraints

Within the area examined there are lands that are further than one quarter mile from existing development and outside the boundaries of the Pixley PUD that may be suitable for long range urbanization because they are relatively free of development constraints.

Suitability Rating. Noncontiguous areas free of development constraints - Moderate

Agricultural Preserves

Agricultural land is a resource that must be conserved just like air and water. It is also economically important and provides other benefits such as wildlife habitat, groundwater recharge and open space, a contributing factor to the rural character of the area.

The importance of agricultural land is underscored by the level of attention state planning law has placed on it. Three mandatory elements of the general plan - land use, open space and conservation all require local governments to include a discussion of agricultural lands in their general plans. The County's planning policies also underscore agricultural land importance to the local economy and environment as well.

Within the area there are a number of parcels entered into Agricultural Preserve contracts (see Exhibit 11). A preserve contract is designed to keep productive farmland in use by exchanging lower property tax assessment for a promise, in the form of a contract, that the land will not be converted to an urban type use. Land in a preserve is required to remain in agriculture for a ten year period. Unless a notice of non-renewal is filed, the contract is automatically self-renewing every year for an additional ten year period.

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Since land within a preserve is under a ten-year contract, and the Pixley Community Plan is designed for a twenty-year time frame, this factor is considered to be a short-term development constraint. By State law, land in an agricultural preserve cannot be developed to an urban use. Therefore, a "low" suitability rating is assigned to lands in a preserve, even though after ten years the land could be legally developed.

Suitability Rating Areas in an agricultural preserve- Low

Composite Development Suitability

Exhibit 15 is a composite map of the development suitability factors described previously. The development suitability map shows that the best lands for development are within the existing urbanized area. The land within the utility service boundaries or areas contiguous to existing development should also be considered as land with high development potential.

The Development Suitability Analysis found areas of "High" development suitability adjacent to existing urbanized areas both east and west of the State Highway 99. "Very High" rated land lies within or immediately adjacent to existing urban development.

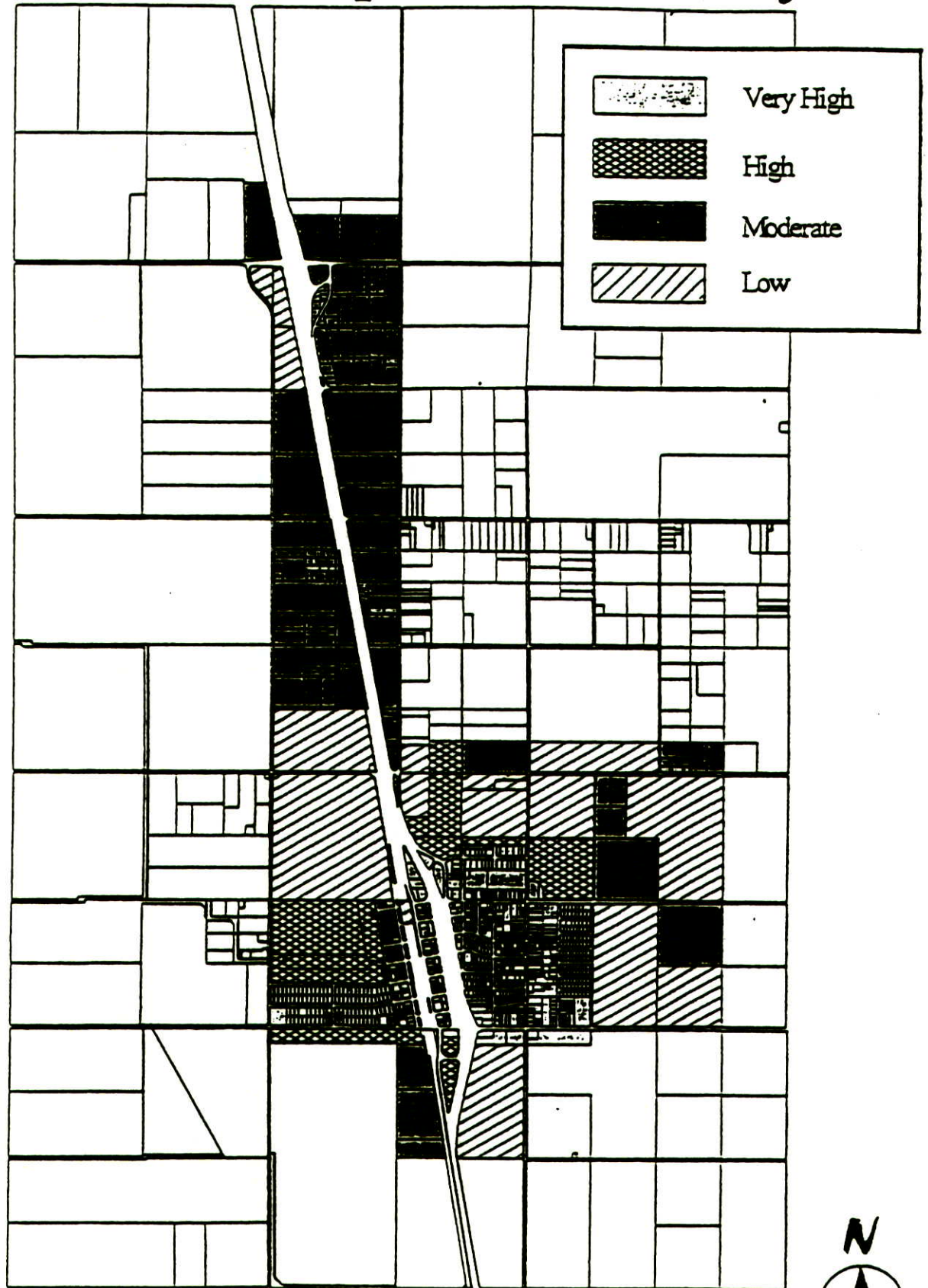
A large block of territory astride State Highway 99, north of the existing urbanized core of Pixley is "moderately" suitable for development because it is adjacent to existing transportation infrastructure, is partially urbanized and is made up mostly of parcels too small to support commercial agriculture. Other areas of "moderate suitability" lie northeast of the existing urbanized area and at the southern extreme of the community.

"Low" suitability lands are found northwest and southeast of the urban area and are the dominant classification for the undeveloped areas east and northeast of the community.

Urban Development Boundary

The adopted Urban Development Boundary (UDB) is shown on Exhibit 16. The UDB is the result of examining a number of factors, including population growth, county policies, development suitability and requests by individual property owners.

Pixley Development Suitability



0.5 0 0.5 1 1.5 Miles

EXHIBIT 15



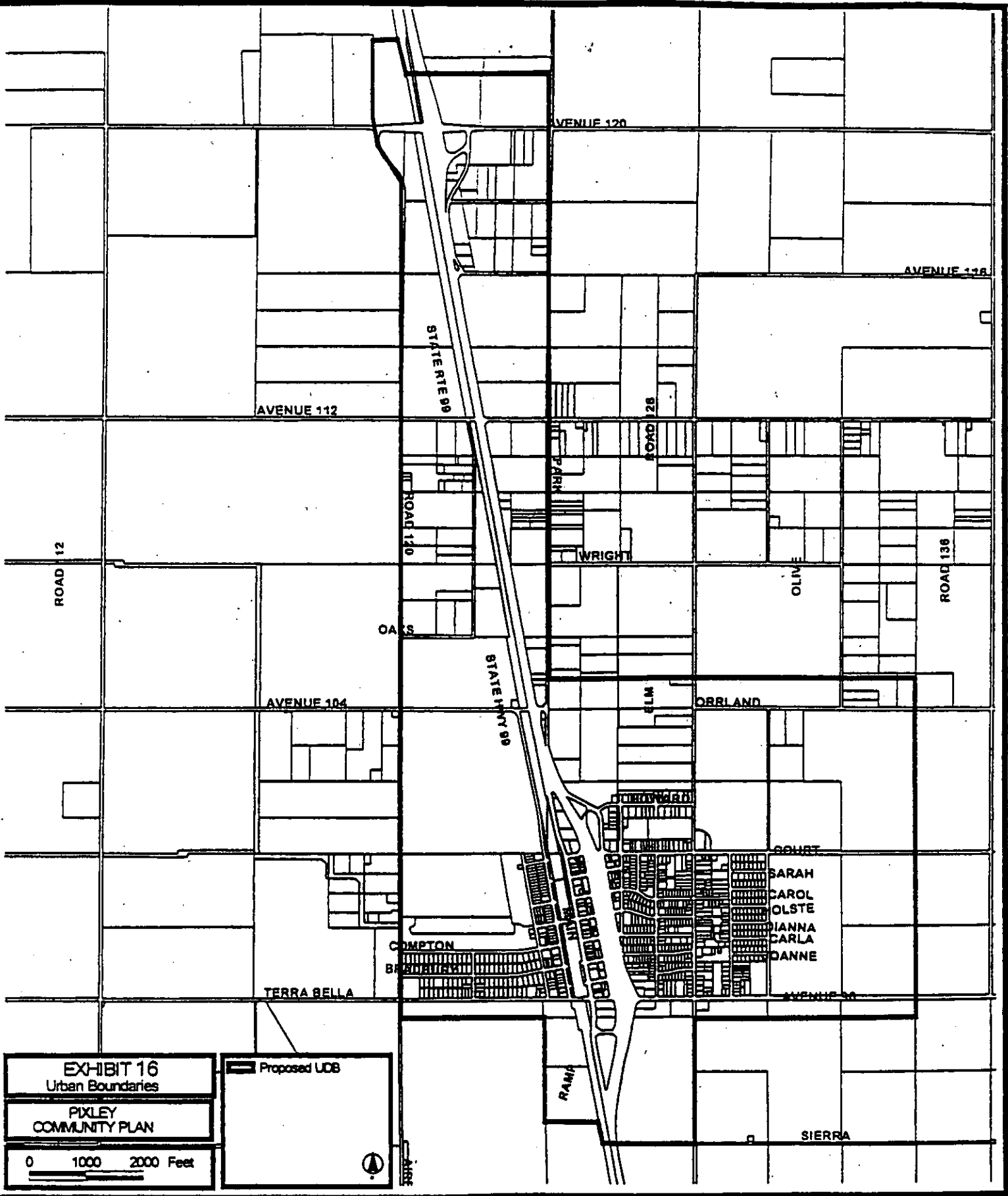


EXHIBIT 16
 Urban Boundaries

PIXLEY
 COMMUNITY PLAN

0 1000 2000 Feet

Proposed UOB



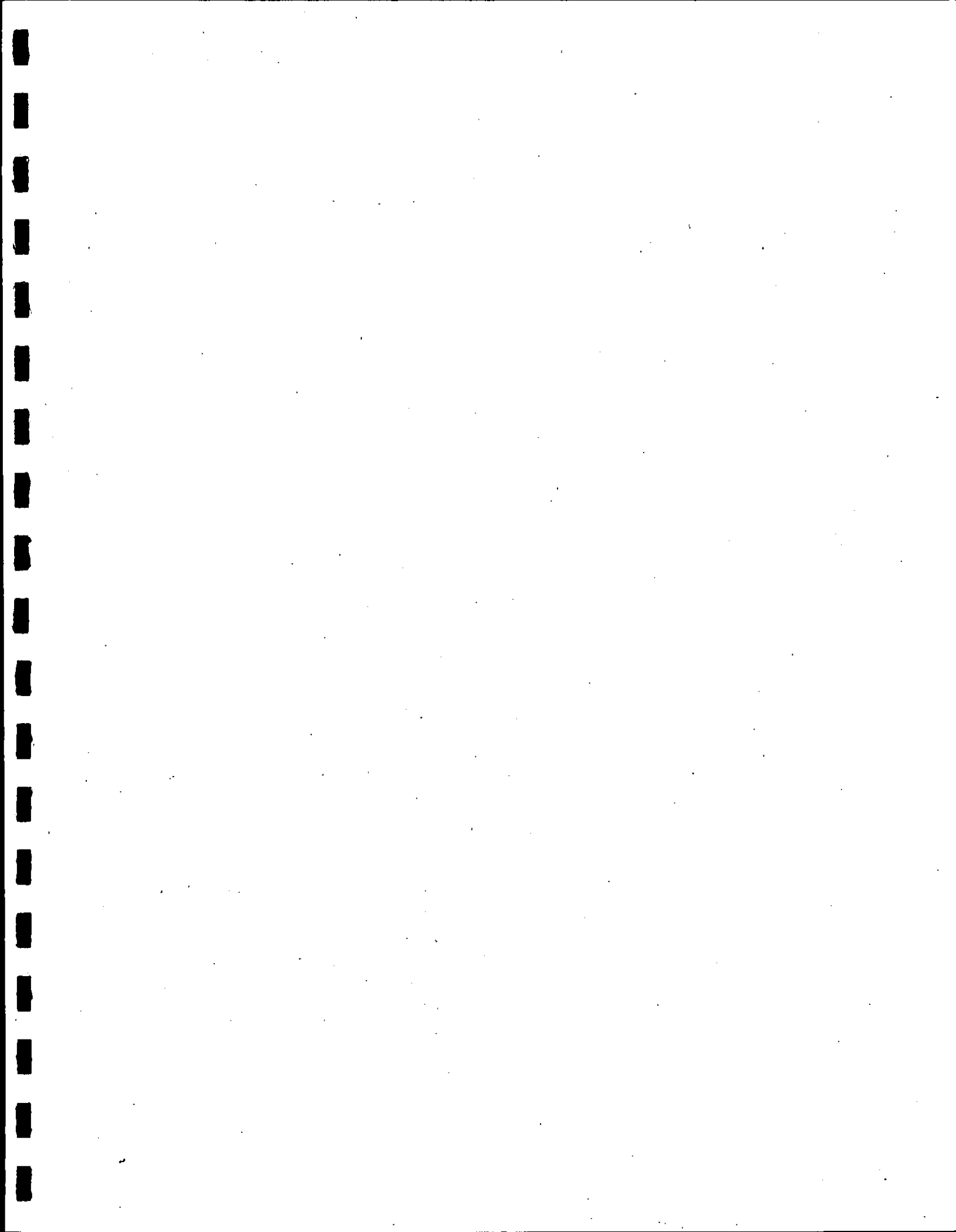
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Based on the aforementioned population projections, land demand and required flexibility factor, an area containing approximately 1,250 acres is needed to accommodate future population growth and to allow for unforeseeable circumstances. This acreage reflects the 3.0% per year growth rate with a 50% flexibility factor (see Table 10).

County policies require contiguous development and an orderly extension of services. The UDB accomplishes this by allowing the community to grow in all directions in a concentric manner and by including those lands that are a relatively short distance from existing water and sewer lines. Unfortunately, the County's policy of preserving prime agricultural land could not always prevail. In some instances, it was necessary to include some lands in an agricultural preserve in order to achieve the compact growth and orderly extension of services that other policies dictated.

The development suitability analysis showed the lands most desirable for development. Those lands with "very high" and "high" development suitability ratings were the lands that were initially included within the UDB. When it was determined that additional land was needed, the lands rated as "moderate" were the next group of lands selected. Lands rated as having "low" development suitability were included last, but only to achieve the amount of land needed to accommodate the future land demands of a growing population. Only a minimum amount of land in this category was included to achieve this purpose.

The 2,200 acre UDB includes territory set aside to encourage the development of a sub-regional industrial commercial corridor to serve the southern San Joaquin Valley Region. The 2,200 acre UDB is based therefore, not only on the growth rate of Pixley, but on a larger regional area.



Chapter 4: POLICY PLAN

This chapter specifies policies and implementation measures which will guide development in Pixley for the next 20 years.

Purpose of the Policy Plan

The Pixley Policy Plan consists of text which describes the communities and specifies the manner in which they will be developed through policy statements and implementation measures. It also consists of maps which illustrate how the policies and implementation measures should be carried out and the location of growth boundaries, land use designations, public facilities and streets. The Policy Plan, although long range in scope, must be used on a day-to-day basis to guide decisions of Tulare County staff, Planning Commission and Board of Supervisors as they consider land use proposals and capital expenditure programs. Further, it will provide the citizens of Pixley with an explanation of how their communities will develop. It will also aid other public entities, such as the school district and the public utility district in their long range planning and capital expenditure programs.

Each planning issue in the Policy Plan includes three sections: issue discussion, policies and implementation. Each policy and its corresponding implementation measure(s) are numbered so that they can be referenced.

Redevelopment

As reported in other sections of this plan, Pixley's housing and commercial areas and circulation system are in need of significant rehabilitation. Over 32 percent of the housing is in need of rehabilitation, and the condition of the commercial areas in town may be adversely affecting the ability of the community to attract new commercial enterprises. The local circulation system, lacking curbs, gutters, sidewalks and other drainage improvements further detracts from the community. Unfortunately, the problem is large enough that governmental assistance is required to provide effective solutions.

This plan recommends the adoption of a redevelopment plan to respond to these conditions. By establishing a redevelopment project area, a portion of the community's property tax revenue would remain in the community to be used to make improvements. When a redevelopment plan is adopted, the Pixley PUD Board should assist the County Board of Supervisors (acting as the Redevelopment Agency) in determining projects the agency should undertake.

Policy

- 1.1 The County should consider the feasibility of establishing a redevelopment project area within the Pixley planning area.
- 1.2 Assuming formation of a project area is feasible, a redevelopment plan for the community should be focused toward the elimination of blight with consideration given to the absence of needed infrastructure such as storm water drainage; the efficiency to be gained with extension of combined sewer and water services throughout the planning area; the need for low and moderate income housing rehabilitation; and, the development of new low and moderate income housing for the general public as well as farm workers.
- 1.3 The Tulare County Resource Management Agency shall examine the feasibility of establishing an amnesty program for all illegal residential units in Pixley. The amnesty program would allow all units, registered by the owners with the County to remain for a fifteen to twenty year time period if they can be brought up to a minimum level of health and safety standards. These standards could be below the existing Uniform Building Code requirements. Such a program could also involve rehabilitation efforts by non-profit organizations.

Implementation

- 1.11 The Tulare County Resource Management Agency should formulate proposals for both a Preliminary Boundary and a final Redevelopment Project Area Boundary for consideration by the Board of Supervisors.
- 1.21 The County should consider formation of a community based citizens advisory committee to assist with both the formulation and implementation of the Redevelopment Plan.
- 1.22 The County should also seek assistance from the Pixley PUD in both formulation and implementation of the Redevelopment Plan in determining projects, funding priorities, funding sources, ownership, and community based operation and maintenance of completed improvements.
- 1.31 Before new conditional use permits are issued, the Tulare County Resource Management Agency shall determine the impacts of the use on surrounding land

uses. If any proposed or existing uses will contribute to creating blight in the community, they shall not be approved.

Housing

Providing this amount of housing will not be an easy task, and therefore the County must take an active role in assisting non-profit and for-profit entities interested in building in Pixley. To make the task even more difficult, a great percentage of the housing must be affordable to low income residents.

One way to provide for the necessary housing is for the County to zone additional sites for multi-family and mobile home parks. Currently there is only one five acre site zoned for multiple family development in the planning area. These two types of uses can provide a significant amount of the necessary housing at rents local residents can afford.

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.

Units in Need of Substantial Rehabilitation

It is estimated that nearly 32% of the community's dwellings are in need of substantial rehabilitation. This housing situation is a direct reflection of the community's poor economic condition. Although Self-Help Enterprises has rehabilitated 10 units since 1980, there remains a significant amount of housing in need of attention. If further steps are not taken to rehabilitate these units, they will become more deteriorated, or worse yet, become dilapidated.

Dilapidation

In addition to the amount of deteriorated housing in Pixley an estimated 14% are dilapidated and in need of replacement. Generally, these units are in such disrepair that rehabilitation is not feasible. Some of these dilapidated units are illegal second or third units but there are also many units that are the only unit on the lot. In replacing these units, great care must be exercised so that the residents of these units will have adequate housing if their existing unit is removed.

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.

Policy

- 2.1 The County will strive to ensure that an adequate number of housing units are constructed to meet the housing needs of Pixley.

- 2.2 The County will strive to ensure that housing is affordable to all economic segments of Pixley.
- 2.3 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.
- 2.4 The County will work diligently towards the rehabilitation of the housing stock in Pixley.
- 2.5 Mobile home parks and subdivisions, trailer parks and multi-family development shall be encouraged in Pixley in order to provide affordable housing opportunities.
- 2.6 The County will attempt to maintain a balance between owner and renter-occupied housing stock in Pixley.
- 2.7 Sites for multi-family development shall be identified which do not overburden any one area of the community or neighborhood. Large developments shall be located on collector or arterial streets.
- 2.8 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.
- 2.9 The Tulare County Resource Management Agency will actively enforce all planning and zoning laws in order to abate illegal, nonconforming, non-residential uses.

Implementation

- 2.11 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.
- 2.21 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.

- 2.31 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.
- 2.41 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 a 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 the part of the community's residents.

Additional commercial development would help stimulate the local economy by providing employment. The new employment would in turn help support other commercial enterprises. Area residents would benefit because of the greater shopping opportunities and may not have to travel to shop. The County would also benefit from the additional sales tax revenues that might be generated.

Previously this Plan recommended the establishment of a redevelopment district. Among the goals of the district would be the revitalization of the commercial areas and the attraction of additional commercial investment. Most of the existing commercial buildings in Pixley are simply not large enough, nor do they have enough parking to attract the types of commercial enterprises the community needs.

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. Location and access are not as important to service commercial uses. By their nature, these uses are often noisy and may

require outside storage, and therefore they are usually incompatible with residential development. For these reasons, 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.

Policy

- 3.1 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.
- 3.2 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.
- 3.3 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

- 3.11 General and service commercial areas have been designated on the proposed land use map contained in this document.
- 3.21 All new commercial development should be processed through the county's site plan review process.

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.

Consideration of a commercial and industrial Specific Plan corridor North of Pixley would provide a coordinated well planned area to stimulate job growth and provide a sub-regional base to service the Southern San Joaquin Valley.

Policy

- 4.1 The County shall encourage industrialization in Pixley, which includes consideration of a commercial and industrial Specific Plan corridor North of Pixley up to the Highway 99/Avenue 120 interchange.
 - A Specific Plan shall be developed in conjunction with a citizens committee for the Planned Industrial/Commercial area north of Pixley as identified in Exhibit 18 (Land Use Map).
- 4.2 Land well suited for industrial development because of access, availability of infrastructure and proximity to similar land uses should be designated for industry and protected from the encroachment of incompatible uses.

- 4.3 When the County reviews permit applications for prospective industries that wish to locate in Pixley, several criteria should be applied which include:
- The water and sewer requirements of new industry shall be considered with respect to the limitations of the Pixley PUD water and sewer systems.
 - Adequate access must be provided so local streets do not operate below a "C" level of service rating.
 - Industry which requires sewage lift stations should work with PPUD to seek ways to finance the installation, maintenance and replacement of these facilities.
 - Industry shall be required to pretreat effluent which is difficult to process prior to disposal at the treatment plant.
 - Development will be permitted within the specific plan area provided the development does not adversely affect the outcome of the specific plan.
 - Development within the specific plan area should be compatible with surrounding agricultural uses.
- 4.4 Industrial development and service commercial uses should be located in Pixley in order to avoid long-term conflicts between residential and industrial uses.

Implementation

- 4.11 Adoption of the land use map implements the policies above.
- 4.12 The County should encourage the Tulare County Economic Development Corporation to seek out industries which require a rural community and market appropriate sites in Pixley.

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.

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

The following criteria shall be used to determine when conversion to urban use is 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) The property is contiguous on at least one side to existing urban development.

- 5.2 Until productive agricultural lands are ready to be developed they shall be retained in parcels of sufficient size to allow agricultural uses.
- 5.3 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.
- 5.4 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.
- 5.5 New agricultural preserves and contracts shall not be approved for properties within the UDB of Pixley.

Implementation

- 5.11 Large lot agricultural zoning such as AE-20 shall be applied as a holding zone to properties which do not meet the criteria set forth in policy 5.1 above.
- 5.51 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 review development permit applications and 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, 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 and Pixley PUD 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.

Implementation

- 7.11 The Land Use Map of the Pixley Community Plan designates the campus of the Pixley Elementary School for future expansion.

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 Protection Services

Tulare County contracts with the California Division of Forestry for fire protection in Pixley and surrounding areas. In addition to responding to fire and medical emergencies in Pixley the station also serves other areas in southwest Tulare County. 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.

Implementation

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

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 problem. A combination of grants, bonding, and redevelopment funds may present a solution. At any rate, 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.
- 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.

Implementation

- 10.31 Within one year after the Pixley Community Plan has been adopted, LAFCO should adopt a new Sphere of Influence for the Pixley PUD.
- 10.41 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.

- 10.51 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.
- 10.61 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.

Circulation

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 planning area, traffic congestion is not now, nor is it projected to be, a problem. 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.

The specific improvements needed to support the policies of the Plan and achieve the recommended land uses are shown in Exhibit 17.

Policy

- 11.1 Within the planning area, the County shall provide a transportation system that provides safe and efficient service for the 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 applicants for new development projects to construct or upgrade the roads which will serve their projects to County standards.
- 11.5 The Tulare County Public Works Department 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 Planning and Development Department 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, and 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.

Implementation

- 11.31 The redevelopment plan for Pixley shall include improvements to the circulation system such as repaving, and construction of curbs, gutters, sidewalks and storm drainage improvements, as a priority goal.
- 11.51 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.

11.61 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.

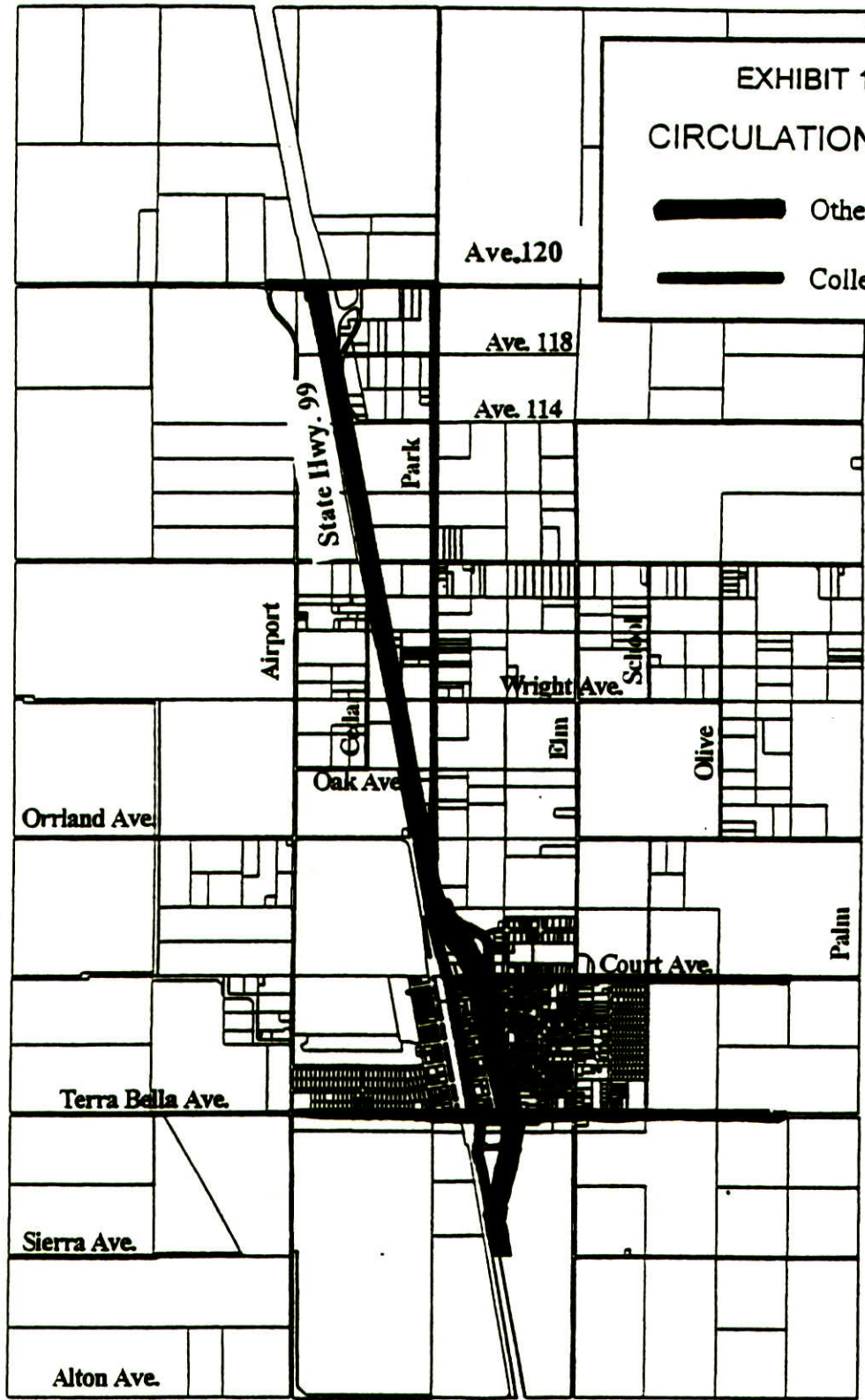
In establishing a land use pattern for the community, noise must be considered. For Pixley, the primary concern is directing future residential development away from major roadways in the planning area. Where residential development is permitted next to these roadways, subdivision design must take into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

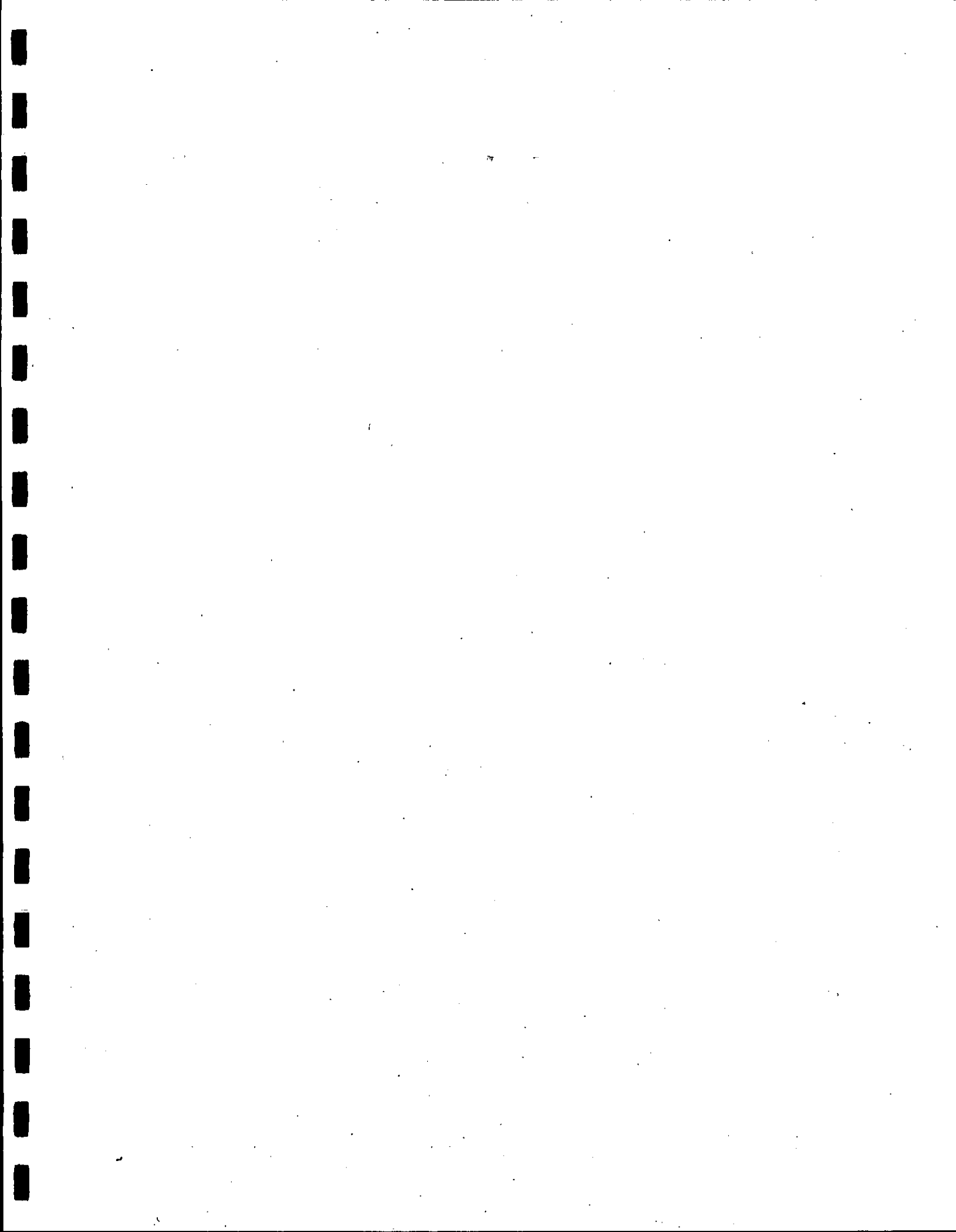
Policy

- 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 Noise Element of the Tulare County General Plan.

EXHIBIT 17
CIRCULATION PLAN

-  Other Freeway
-  Collector







**EXHIBIT 18
LAND USE PLAN**

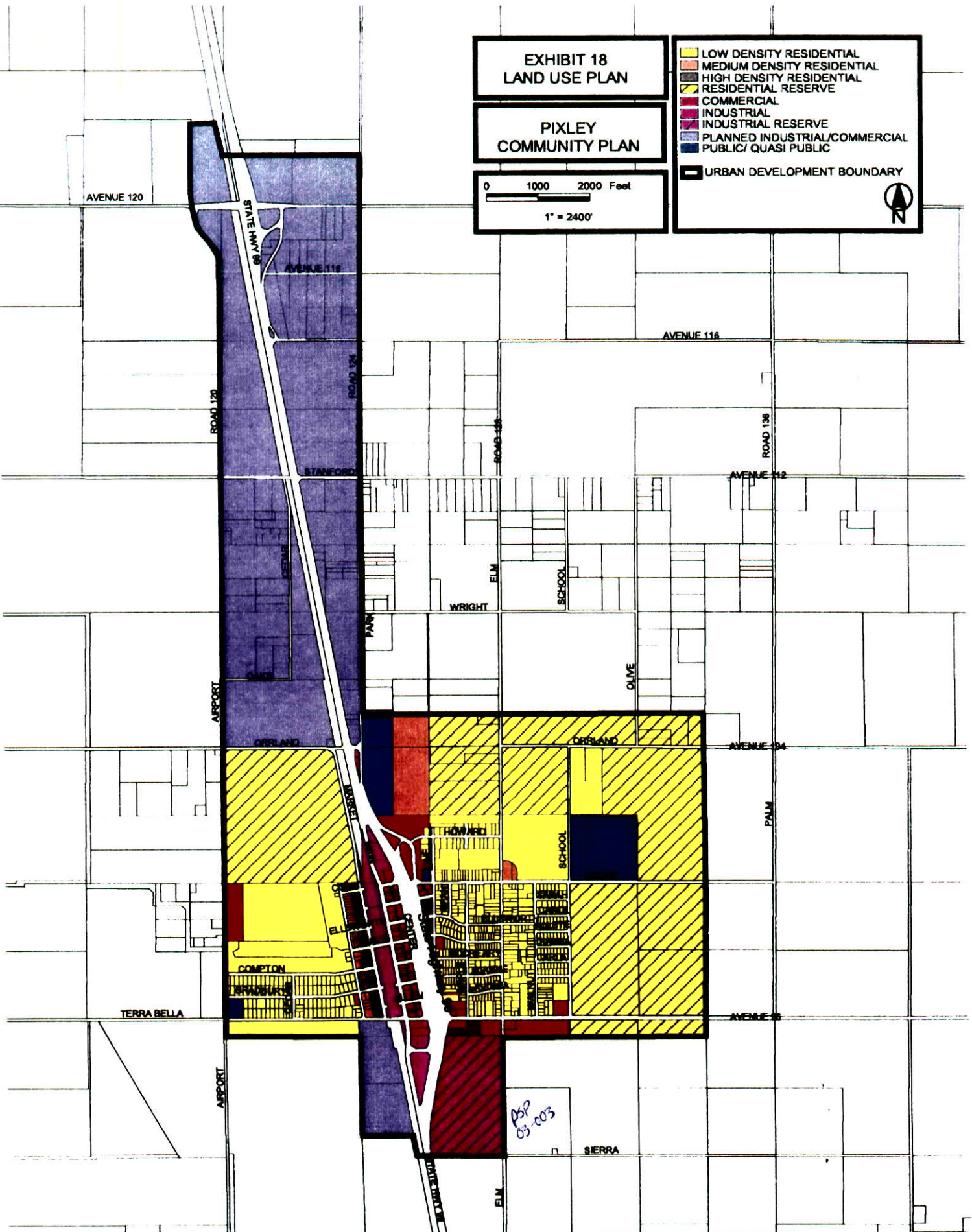
**PIXLEY
COMMUNITY PLAN**

0 1000 2000 Feet

1" = 2400'

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- RESIDENTIAL RESERVE
- COMMERCIAL
- INDUSTRIAL
- INDUSTRIAL RESERVE
- PLANNED INDUSTRIAL/COMMERCIAL
- PUBLIC/QUASI PUBLIC

URBAN DEVELOPMENT BOUNDARY



Approved Tulare County Planning Commission November 5, 1997, Resolution No. 7637
 Approved Tulare County Board of Supervisors December 9, 1997, Resolution 97-1034



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 Noise 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

The purpose of the Pixley Community Plan is to establish land use policies to guide existing and future development to the year 2015. The Circulation and Land Use Plans are displayed as Exhibits 17 and 18. 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 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.

Implementation

- 13.11 Adoption of the Land Use Map (Exhibit 18) 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.

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

Residential

The Residential designation is intended to allow the development of single-family and multi-family residential uses, to be implemented with zoning at locations appropriate for densities ranging from one dwelling unit per acre to not more than twenty-eight dwelling units per acre. The Residential land use designation is subdivided into three categories - Low Density Residential, Medium Density Residential and High Density Residential. In addition, the plan sets aside a certain amount of area as "Residential Reserve". Within the 2,200 acre Plan Area, approximately 973 acres are designated either Residential or Residential Reserve. Each residential land use designation is summarized below:

Low Density Residential

Low Density Residential areas are planned to accommodate single-family homes on individual lots where urban services (i.e. community water and sewer) are provided.

The Low Density Residential designation is provided on approximately 361 acres within the plan area.

Medium Density Residential

Medium Density Residential areas are planned to accommodate single-family homes on individual lots where urban services (i.e. community water and sewer) are provided, at higher densities than the area designated for Low Density Residential Development.

The predominant existing land use within this area is single-family residential dwelling units, including conventional dwellings and mobile homes. The plan includes a total of approximately 41 acres of Medium Density Residential distributed across existing residential development in Pixley.

High Density Residential

The High Density Residential designation provides for residential development with a wide range of densities and housing types.

The High Density Residential designation is applied to about 14 acres of territory within the Plan area.

Residential Reserve

This area is designated for eventual residential use but is to be left in exclusive agricultural zoning, consistent with Policy 5.1. The Plan Area includes approximately 558 acres of territory designated Residential Reserve.

Commercial

The Commercial designation is intended to allow the development of a variety of commercial uses at locations where implementation will be determined by zoning best suited to maintain and/or encourage general, service and highway commercial uses. The Commercial land use designation is applied to 53 acres within the Plan Area.

Industrial

The Industrial designation is intended to allow light manufacturing, assembly and storage-type uses as allowed by the Tulare County Zoning Ordinance. Approximately 32 acres of territory within the Plan Area are designated for industrial use, with 67 acres set aside as "Industrial Reserve".

Public/Quasi-Public

The Public/Quasi-Public designation is applied to those current and proposed uses associated with a governmental function, public institution or other use which accommodates the needs of the general public. Approximately 65 acres are designated Public/Quasi-Public by the community plan.

Planned Industrial Commercial

Approximately 645 acres are designated as Planned Industrial Commercial. This area primarily includes the area on both sides of Highway 99 between Orrland Avenue and Avenue 120.

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.

The following are the definitions of the land use and street classifications shown on the Pixley Community Plan maps. These definitions serve to specify the intent of the Plan with regard to land use and circulation objectives. Further, the definitions are helpful in determining which County zoning districts are consistent with each land use classification (see Zoning Consistency Matrix, Table 11). The definitions are as follows:

Policy

14.1 Land Use Designations

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

Functional Classification of Routes and Streets

Freeway - A freeway is a divided, limited access highway (access is provided at grade separated interchanges and vehicular crossing of these facilities is provided at grade separations). Freeways are designed to carry large volumes of traffic traveling long distances, although localized use of freeways in urban areas is considerable.

Collector Street - The collector street system provides both land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. It differs from the arterial system in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from the arterials through the area to the ultimate destination. Conversely, the collector street also collects traffic from local streets in residential neighborhoods and channels it into the arterial system. In the central business district, and in other areas of like development and traffic density, the collector system may include the street grid which forms a logical entity for traffic circulation.

Local Street - The local street system comprises all facilities not on one of the higher systems. It serves primarily to provide direct access to abutting land and access to the higher order systems. It offers the lowest level of mobility and usually contains no bus routes. Service to through traffic movement usually is deliberately discouraged.

Table No. 11
Zoning Consistency Matrix

	R-1	R-2	R-3	C-1	C-2	C-3	M-1	M-2	AE-20	AE-40	R-A	O
Land Use Designations												
Low Density Residential	X								X	X	X	
Medium Density Residential	X	X							X	X		
High Density Residential			X						X	X		
Residential Reserve	X	X	X						X	X	X	
Commercial				X	X	X			X	X		
Commercial Reserve				X	X	X			X	X		
Industrial							X	X	X	X		
Industrial Reserve							X	X	X	X		
Public/Quasi-Public	X	X	X					X	X	X		X
Planned Industrial/Commercial				X	X	X	X	X	X	X		

NOTE 1: A shaded box denotes consistency between land use designation and zone district; a blank box denotes lack of consistency.

NOTE 2: Agricultural zone (AE-20) may serve as a "holding zone" until demand and changing conditions warrant application of other zoning classifications.

NOTE 3: The SR overlay (Site Plan Review) may be applied to vacant or agricultural land zoned C-1, C-2, C-3, M-1, and M-2.

NOTE 4: A General Plan Amendment is not required to develop land designated under a reserve classification provided that the proposed development is consistent with Policy 5.1.

Source: Tulare County RMA 1997.

APPENDIX A

PIXLEY COMMUNITY PLAN

FINAL ENVIRONMENTAL IMPACT REPORT

SCH# 97052110

DECEMBER, 1997

PIXLEY COMMUNITY PLAN (GPA 92-02)
FINAL ENVIRONMENTAL IMPACT REPORT
PREPARED BY THE TULARE COUNTY RESOURCE MANAGEMENT AGENCY

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California State Department of Transportation	3
California State Clearinghouse	
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Final Statement

According to the Guidelines for the California Environmental Quality Act of 1970, Article 9, Section 15132, the Final EIR shall consist of the Draft EIR, a list of organizations and persons commenting on the Draft EIR, the comments received throughout the consultation process, either verbatim or in summary, and the responses of the lead agency (Tulare County Resource Management Agency) to the significant environmental points raised in the review and consultation process.

The review period for the Draft EIR for the Pixley Community Plan (GPA 92-06) began on Oct. 13, 1997, and ended on Nov. 28, 1997. Copies of all comments received have been included in the Final EIR. The comments received have not been of the nature which would require changes to the information contained in the text of the Draft EIR.

None of the comments raised significant adverse environmental impacts that would require the recirculation of the DEIR per Guidelines sec. 15088.5. Responses address the less than significant issues raised or that will be addressed during later phases of implementation. These responses have been prepared to further understanding and clarify the Community Plan document.

Persons, Organizations, and Public Agencies Commenting on the Draft EIR

The following is a list of agencies and organizations which were asked to review and comment on the Draft EIR. The date of which their comments were received by the Lead Agency is also listed.

<u>Agency</u>	<u>Date Comment Received</u>
Bureau of Land Management	
Caltrans, Region 6	11/26/97
" Div. of Aeronautics	
Cal Historical Resources Info System	11/26/97
County of Kern	
Dept of Fish & Game	
Dept of Food & Agriculture	
" of Conservation	
" of Water Resources	
District Archaeologist	
Education Dept.	
Housing & Community Dev	
Fish & Wildlife Service	
LAFCO	11/25/97
Lower Tule Irrigation Dist	
Native American Heritage Comm	
Pacific Bell	
Pixley Elem School Dist	
" Irrigation Dist	
" Pub Utility Dist	
" Town Council	
P.U.C.	
Reg Water Quality Control Bd	
San Joaquin Valley Unified APCD	
South Tulare Co. Memorial Dist	
So. Cal Edison	
So. Cal Gas	11/3/97
State Clearinghouse	
Tipton-Pixley Public Cemetary Dist	
Tulare County	
Redevelopment Agency	11/20/97
Health - Environmental Health	
Fire Warden/Cal Dept of Forestry	
Sheriff	
Agricultural Commissioner	
Airport Land Use Commission	
Tulare-Pixley Marshal	
Supervisor Richmond	
Park Services	
RMA - subdivision	
Tulare Co Farm Bureau	
Tulare Local Hospital Dist	
Tulare Mosquito Abatement Dist	
Teviston Betterment Assn	
U.C. Cooperative Extension	

Response to Comments Received

The following are written responses to comments received during the noticed comment period. Copies of the comments received concerning the Pixley Community Plan Draft EIR have been included after the responses. Where comments were not numbered by the writer they have been given a number which corresponds to the response.

Response to comment from Jim Hammel, Southern California Gas Co; dated 10/29/97

1. Comment noted. No response necessary.
2. Comment noted. No response necessary.

Response to comment from Colin Forth, Community Development Specialist with the Tulare County Redevelopment Agency; dated 11/20/97

1. Comment noted. No response necessary at this time. Subsequent projects may require additional analysis and comment.
2. Comment noted. No response necessary.
3. Comment noted. No response necessary; pursuant to Guidelines sec. 15131, this comment does not describe any demonstrable physical impacts to the environment and speculates about what may occur at a future point.

Response to comment from Steve Brandt, LAFCO staff analyst; dated 11/25/97

1. Comment noted. No response necessary.

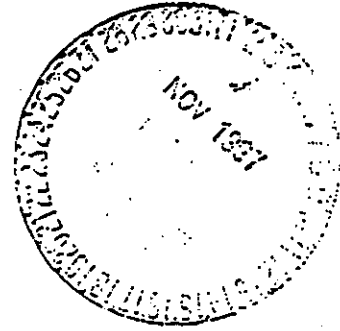
Response to telephoned comment from Adele Baldwin, Asst. Director of AIC; dated 11/26/97

1. Comment noted. No response necessary.

Response to comment from Randy Treece, AICP, Intergovernmental Coordinator for CALTRANS, Region 6

1. Comment noted. This remark is addressed to policies in the Community Plan, not the environmental document.
2. Comment noted. This remark is addressed to policies in the Community Plan, not the environmental document.
3. Comment noted. This remark is addressed to policies in the Community Plan, not the environmental document.

APPENDIX A: COMMENT LETTERS



October 29, 1997

Tim Battin, Project Planner
COUNTY OF TULARE
Resource Management Agency
5961 South Mooney Blvd.
Visalia, CA 93277

Subject: Agency Comment (Negative Declaration) Letter for DEIR for Pixley
Community Plan, GPA 92-06, Tulare County, California.
(Gas Atlas # 131-97, et. al.)

1.
This letter is not to be interpreted as a contractual commitment to serve this proposed project, but only as an information service. Its intent is to notify you that Southern California Gas Company has facilities in the area where this project is proposed. Gas service can be provided without significant impact on the environment from existing medium pressure mains in Pixley.

2.
Service would be in accordance with our policies and extension rules on file with the California Public Utilities Commission at the time contractual arrangements are made. The availability of natural gas service, as set forth in this letter, is based on present conditions of gas supply and regulatory policies. As a public utility, Southern California Gas Company is under the jurisdiction of the California Public Utilities Commission. We can also be affected by actions of federal regulatory agencies. Should these agencies take any action which affects gas supply or the condition under which service is available, gas service will be provided in accordance with the revised conditions.

When your project has final approval by the city or county engineer, please contact our area Construction Services Planner at (209) 739-2247. It may require up to 90 days to process your application for the installation of gas lines in your project.

Sincerely,

Jim Hammel
Technical Services, Northern Region
818-701-3324

c: D. Terry, Visalia District
H. Corralejo, Environmental Compliance
City Correspondence File

Southern Califor
Gas Company

9400 Chatsworth
Chatsworth, CA
91313-2900

Mailing Address:
Box 2300
Chatsworth, CA
91313-2300



RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD.
VISALIA, CA. 93277
PHONE (209) 733-6291
FAX (209) 730-2653

Larry L. Aubrey Engineering
Mary Beare Current Planning
Richard Brogan Transportation
George Finney Long Range Planning

MIKE COFFIELD, DIRECTOR

DOUGLAS WILSON, ASSOCIATE DIRECTOR

November 20, 1997



Mr. Tim Batin, AICP
Long Range Planning Division

Mr. Batin,
The Tulare County Redevelopment Agency some minor comments on the Draft Environmental Impact Report (DEIR) for the Pixley Community Plan (reference GPA 92-06).

In general the DEIR is well written and serves its purpose as an overview of the possible environmental impacts resulting from both the Community Plan and Redevelopment Plan. In most instances, as the Redevelopment Plan utilizes the Community Plan for land use designations, the two plans have identical potential impacts.

The Redevelopment Plan will change the distribution of property tax revenues for the area. This redistribution of property tax revenues, coupled with the proposed projects in the Redevelopment Plan that will be financed by said distribution, have the potential to instigate unique affects that are not yet accounted for in the DEIR.

Therefore please consider the following in relation to Section "E." of the Environmental Impacts Initial Study Checklist and Discussion Form:

Number 12. - Public Services

You state that "as provided in the Redevelopment Plan for the community, many of these needs will be addressed subsequent to these separate efforts." Additional impacts, of a less than significant magnitude, from the Redevelopment Plan to the level of Public Services in the community could result from the redistribution of property tax revenues from the general fund of the County to the Redevelopment Agency.

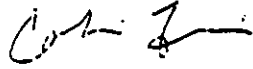
The amount of money that will be diverted away from the existing taxing entities (which support fire protection, police protection, and parks and recreation) will be relatively little; (projections for the first year of the project show that the total money diverted will be just over \$2,000 or less than one one-hundredth of a percent of the total County general fund expenditures for 1997). I believe the cumulative changes to each of the public service categories should still be considered a "less than significant impact."

Number 17. - Socioeconomic

The Redevelopment Plan, through the public improvements and housing programs proposed therein, is anticipated to have two effects on tax revenues. The first is the aforementioned redistribution of a portion of the funds from existing taxing entities to the Redevelopment

4. Agency. The second is the anticipated effect of an increase in property values (and thereby property tax revenues) brought about by improvements supplied by the Redevelopment process. As stated in the previous section, I believe the cumulative changes to each of tax revenue category should still be considered a "less than significant impact."

Thank you for the opportunity to comment.



Colin Forth
Community Development Specialist II
Tulare County Redevelopment Agency

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C
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**TULARE COUNTY
LOCAL AGENCY FORMATION COMMISSION**

5961 S. Mooney Blvd. Visalia, CA 93277 (209)733-6790 FAX (209)730-2653

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Judi Gibbons
Claude Retherford
Mel Richmond
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ALTERNATES:
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Charles Harness
Alex Torres*

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November 25, 1997

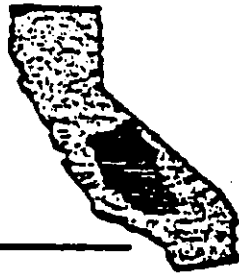
TO: Tim Battin, Tulare Co. RMA, Long Range Planning Div.

FROM: Steve Brandt, ^{jr}LAFCO Staff Analyst

RE: Pixley Community Plan Draft EIR

Thank you for the opportunity to review and comment on the Pixley Community Plan Draft EIR. As you know LAFCO plans to adopt a revised Sphere of Influence for the Pixley Public Utility District after the community plan is adopted. We have no comments in regards to the environmental document.

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Steve Brandt, Project Planner
Tulare County Planning Department
Tulare County Courthouse
Civic Center, Room 111
Visalia, CA 93291-4593

June 11, 1997

RE: Notice of Preparation of a Draft Environmental Impact Report for the Pixley
Community Plan (GPA 92-06) AIC# L-97-85

Dear Steve,

Thank you for the opportunity to comment on the above referenced project. Regarding our concerns about possible impacts to cultural resources in the Pixley Community, we look forward to reviewing the Plan during each planned phase of development. This area of Tulare County is considered archaeologically sensitive although very little systematic investigation has been done.

We appreciate your agency's continued commitment to the CEQA process. If you have any questions or comments, please don't hesitate to contact me at (805) 664-2289.

Very truly yours,

A handwritten signature in cursive script that reads "Adele Baldwin".

Adele Baldwin
Assistant Coordinator

DEPARTMENT OF TRANSPORTATION

1352 West Olive Avenue
Post Office Box 12616
Fresno, California 93778



(209) 488-4153
TDD (209) 488-4066
FAX (209) 488-4088

November 26, 1997

2135-IGR/CEQA
06-TUL 99-12.30
Pixley Community Plan
GPA 92-06
SCH# 97052110

Mr. Tim Barin, AICP
Tulare County Resource Management Agency
5961 South Mooney Boulevard
Visalia, CA 93277

Dear Mr. Barin:

We have reviewed the Pixley Community Plan, prepared by the Tulare County Resource Management Agency, as well as the Circulation Plan for same, which was prepared by Valley Research and Planning Associates. Our comments are primarily focused on the Circulation Element.

1. • Page 3-3 (Existing Capacity Analysis/Levels of Service) and following: According to this section, it is the policy of Tulare County and Pixley to plan for LOS "D" for street segments and intersections. For State highway facilities, however, Caltrans District 6 plans for LOS "C". Under this scenario, there would be more improvements to freeway ramps as indicated on pages 5-2 and 5-3 (Circulation Element Improvements). We recommend that the County address the Caltrans policy of LOS "C" as development impacts the State highway facilities within the Pixley area. In addition, we recommend that the County address the Caltrans policy of 50 peak hour trips as a trigger mechanism for a traffic study as it pertains to State highway facilities. We encourage the County and Caltrans to work together on establishing the parameters for when development impacts the circulation network.

2. • Page 5-1 (Implementation): We recommend that the County include the following suggested language as a policy or an implementation guideline: "County recommends mitigation for improvements to road segments or intersections i.e. channelization, signals, widening or pro-rata shares if traffic analysis for a project warrants the need."

3. • Page 5-2 (Circulation Element Improvements): We agree that mainline freeway improvements i.e. 4F to 6F will be needed in the future due to increased traffic demands. Along with the Tulare County Regional Planning Agency, we intend on addressing this regional concern. For interchange improvements, the ramps may need to be widened but there may be improvements to the ramp intersections i.e. channelization, signals that may preclude the need for the ramp widening. Also interchange modifications may need to be an alternative for improvements in the Pixley Community area. Please address drainage and flooding concerns in any freeway improvements discussion.

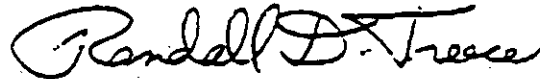
Mr. Tim Barrin
Page 2
November 26, 1997

Thank you for the opportunity to review and comment on the Pixley Community Plan. We recommend that the Pixley Community Plan findings be incorporated into the update of the Tulare County General Plan, which is currently underway. Please feel free to call and discuss any of our comments.

Please provide us with a copy of the action taken by the decision making body on this application when said resolution or decision becomes available. If an appeal is filed, please send a copy of the Board of Supervisors' resolution acting on that appeal.

If there are any questions, please call me at (209) 488-4153.

Sincerely,



RANDALL D. TREECE, AICP
Intergovernmental Coordinator
Office of System Planning

cc: David Bryant, Tulare County RMA



PETE WILSON
GOVERNOR

State of California

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO 95814



LEE GRISSOM
DIRECTOR



DATE: May 28, 1997
TO: Reviewing Agencies
RE: PIXLEY COMMUNITY PLAN
SCH# 97052110

Attached for your comment is the Notice of Preparation for the PIXLEY COMMUNITY PLAN draft Environmental Impact Report (EIR).

Responsible agencies must transmit their concerns and comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of this notice. We encourage commenting agencies to respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

STEVE BRANDT
TULARE COUNTY PLANNING & DEVELOPMENT DEPARTMENT
TULARE CO. COURTHOUSE
CIVIC CENTER ROOM 111
VISALIA, CA 93291

with a copy to the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the review process, call Kristen Derscheid at (916) 445-0613.

Sincerely,

ANTERO A. RIVASPLATA
Chief, State Clearinghouse

Attachments

cc: Lead Agency

APPENDIX B: DRAFT EIR

(Oct., 1997)

APPENDIX A

PIXLEY COMMUNITY PLAN
DRAFT EIR

GPA 92-06

SCH# 97052110

OCTOBER, 1997

APPENDIX A

Pixley Community Plan

GPA 92-06

DRAFT ENVIRONMENTAL IMPACT
REPORT

SCH # 97052110

OCTOBER 1997

PIXLEY COMMUNITY PLAN GPA 92-06
 DRAFT ENVIRONMENTAL IMPACT REPORT
 PREPARED BY TULARE COUNTY RESOURCE MANAGEMENT AGENCY
 State Clearinghouse No. 97052110

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PIXLEY COMMUNITY PLAN
ENVIRONMENTAL IMPACT REPORT

1.0 INTRODUCTION

The California Environmental Quality Act (CEQA) requires the preparation of an environmental impact report (EIR) on any projects which may have a significant effect the environment. While there is no specific definition of "significant" as it is used in the Act, Appendix G of the CEQA Guidelines provides a list of projects which normally will have a significant effect and therefore require an EIR. The list includes projects which will "conflict with adopted environmental plans and goals of the community where it is located." A strict interpretation of this statement results in the preparation of an EIR for this project because the land use pattern shown in the proposed Pixley Community Plan will alter the adopted land use pattern in the Tulare County General Plan.

Appendix G also defines projects which "convert prime agricultural land to non-agricultural use or impair the agricultural productivity of prime agricultural land" as normally having a significant effect. Again, strictly interpreting this statement requires the preparation of an EIR because the entire Planning Area that is undeveloped is considered prime agricultural land due to the great majority of Class I soils (SCS rating.)

Concerning the degree of specificity of this document, the CEQA Guidelines state in Section 15146 that:

The degree of specificity required in an EIR will correspond to the degree of specificity involved in the underlying activity which is described in the EIR.

- a) An EIR on a construction project will necessarily be more detailed in the specific effects of the project than will be an EIR on the adoption of a local general plan or comprehensive zoning ordinance because the effects of the construction can be predicted with greater accuracy.
- b) An EIR on a project such as the adoption or amendment of a comprehensive zoning ordinance of a local general plan should focus on secondary effects that can be expected to follow from the adoption or amendment, but the EIR need not be as detailed as an EIR on the specific construction projects that might follow.

Lastly, the CEQA Guidelines state in Section 15166a that:

The requirements for preparing an EIR on a local general plan, element, or amendment thereof will be satisfied by using the general plan, or element document, as the EIR and no separate EIR will be required if:

- 1) The general plan addresses all points required to be in an EIR by Article 9 of these guidelines, and
- 2) The document contains a special section or a cover sheet identifying where the general plan document addresses each of the points required.

Many of the EIR requirements have already been incorporated in the Pixley Plan. Therefore, this EIR will make references to the Plan document when it sufficiently addresses points that are required by the Guidelines. Any matter required by the Guidelines that is not sufficiently addressed by the Plan will be discussed in this EIR.

2.0 SUMMARY

The Community Plan has been prepared to accommodate the expected population growth in the Pixley Planning Area over the next 20 years. The Plan proposes an Urban Development Boundary, land use designations, a Circulation Plan, and policies to manage the expected development. The Plan has attempted to guide the growth while

alleviating potential problems associated with a growing community. The Plan also includes land use designations to allow development of a planned industrial/commercial corridor on both sides of State Highway 99 roughly between Orrland Avenue and Avenue 120. Because of the configuration of the Urban Development Boundary and the proposed land use designations and policies, most impacts were determined to not be significant in the Initial Study of environmental impacts. The three impacts that are potentially significant are 1) the loss of prime agricultural land, 2) conflicts with land use and planning, and 3) traffic/circulation congestion. Further, this EIR addresses the needs of LAFCO and the Redevelopment Agency with respect to anticipated adoption of the revised sphere of influence for the Pixley Public Utilities District and the redevelopment project area plan (respectively).

2.1 Summary of Significant Effects

2.1.1 Loss of Prime Farmland - Significant Effects

Practically all of the agricultural land in and surrounding Pixley is considered prime farmland. Approximately 475 acres inside the proposed 2,160 acre Urban Development Boundary is already developed with urban uses. Therefore approximately 1,685 acres of prime agricultural land could eventually be lost due to this Plan. This loss is a significant unavoidable impact.

2.1.2 Loss of Prime Farmland - Mitigation

The Plan includes provisions to slow the conversion of agricultural land, such as the use of reserve classifications and policies encouraging growth in a logical and orderly fashion and with an extortion for existing, developed areas. However, since this effect is unavoidable, it cannot be mitigated to a level which is less than significant. Therefore, although these measures will reduce and/or delay the impact, it is still regarded as significant.

2.1.3 Change in Land Use and Planning - Significant Effects

Because the project is an amendment to the Tulare County General Plan it will affect land use and planning issues in the Pixley Community. The current Urban Area Boundary is 1,375 acres while the proposed Urban Development Boundary is 2,160 acres. This constitutes a net increase of 785 acres of land, or a boundary that grows by about 57%. This area will no longer be under the jurisdiction of the County's Rural Valley Lands Plan but will be subject to the policies contained in the Pixley Community Plan. For the most part, these policies are an effective means to control growth and limit the impact(s) to farmland but they do represent a change from the present condition and do contain the potential to impact the environment as discussed herein.

In addition, there is an existing railroad line operated by Union Pacific running north and south parallel with SR 99 and bisecting the plan boundary. This RR line is anticipated to become important to facilitate delivery of goods in the proposed industrial/commercial corridor included in the plan. It has the potential to relieve some of the demand on SR 99 and thereby have a beneficial impact on the potentially significant effect to traffic/circulation identified in this EIR. It is further discussed in 9.1 below.

2.1.4 Change in Land Use and Planning - Mitigation

The Plan has provided mitigation by controlling land development through the application of zoning, subdivision, site plan review and infrastructure improvements via the requirement to maintain consistency with standards established in the plan. This level of impact will be reduced by the inclusion in the plan of provisions to

phase development and monitor and adjust its growth and location. Therefore, mitigation provided in the Plan will reduce the impacts to land use and planning to a less than significant level.

2.1.5 Traffic and Circulation Cumulative Effects

This project has the potential to contribute to the cumulative effects on traffic and circulation in the area surrounding Pixley. The community of Pixley is situated along SR 99 and may contribute to the overall reduction of the movement of traffic to LOS "F". The state highway is anticipated to reach that level of congestion by the year 2020; however, that date is beyond the 20 year horizon of this plan. Measures are incorporated into the plan to lessen the impact to this facility and it is under the jurisdiction of a separate agency, but the Mitigation Monitoring Plan included in this EIR includes a means and schedule to follow traffic/circulation impacts. This cumulative effect is dealt with separately under the transportation discussion and no additional measures are needed under this section.

2.2 Summary of Alternatives to the Proposed Project

2.2.1 "No project" Alternative

By not adopting this Plan, any development proposal in Pixley would have to be considered in light of existing plans which do not lay out future land use and circulation patterns for the communities; as a result the County would have less capability to manage and provide developable land for the expected population growth. The County would also run the risk of violating State law which requires that each city and county adopt and maintain an internally consistent general plan.

2.2.2 Alternative Urban Development Boundary

Only one alternative to the proposed Plan is proposed by this EIR. Reduction of Agricultural land within the UDB is the primary benefit of considering this alternative. See: attached Exhibit 2.

Alternative A reduces the effect upon agricultural land to a less than significant level and, in the final analysis, this alternative is superior to the proposed Plan because of its reduced size, and is the environmentally superior project because it has a lesser impact in terms of agricultural conversion. However, it does not fulfill the objectives of the plan because it does not provide for an economic development component as provided in the commercial/industrial corridor in the north of the UDB.

2.3 Areas of Controversy known to the Lead Agency

The area of known controversy deals mainly with the extent to which growth and development of the Pixley community will affect agricultural resources, either through direct conversion upon development, or indirectly through the introduction of incompatible uses in an agricultural area. Further, this plan will contribute to the impacts on traffic/circulation by generating a greater level of trips throughout the UDB. However, the plan does contain measures to lessen the impact of growth and control and monitor its consequences.

2.4 Issues to be Resolved by the Lead Agency

Tulare County must determine the effectiveness of the Environmentally Superior Alternative, and the feasibility of implementing it instead of the proposed Plan.

3.0 PROJECT DESCRIPTION

3.1 Location

The location of the project area is in the southwest quadrant of Tulare County, 15 miles south of the City of Tulare, arranged on both sides of State Route 99 the major arterial running north/south through the Central Valley. It is described in Chapter 2: COMMUNITY PROFILE, Planning Area of the Plan. Exhibit No. 1 of the Plan shows the regional location of the project area. Exhibit No. 1 of this EIR shows the boundary of the study area evaluated.

3.2 Objectives

The Pixley Community Plan is an amendment to the General Plan of Tulare County. The Plan addresses urban boundaries, land use, circulation, and public facilities within the project area. The purpose of the Plan to accommodate the anticipated growth of the community over the next twenty years by providing a mechanism and structure for build-out to occur and to provide for the economic redevelopment of the community. This planning document provides descriptive data about the community and its environment, and reflects the relevant goals and policies set out in the Community Plan to guide new development in the community.

The urban boundaries portion of the Community Plan defines an Urban Development Boundary around existing developed lands in accordance with the Tulare County Urban Boundaries Element. The Urban Development Boundary (UDB) is intended to define a twenty-year planning area. The proposed UDB is not the same as the CEQA study area. The EIR analysis spanned the area identified in the Study Area Boundary (see: Exhibit 1), which is greater than the area contained in this project.

The Elements of the Tulare County General Plan which will be amended by this Community Plan include Land Use, Circulation, Urban Boundaries, and Environmental Resources Management, (Open Space). Moreover, the Tulare County Redevelopment Agency (TCRA) and LAFCO have participated in developing the Community Plan with respect to their agency interests. For additional information concerning objectives of the proposed Plan, reference should be made to Chapter 1: INTRODUCTION and Chapter 4: POLICY PLAN.

3.3 Technical, Economic, and Environmental Characteristics

Please refer to Chapter 2: COMMUNITY PROFILE in the proposed Plan.

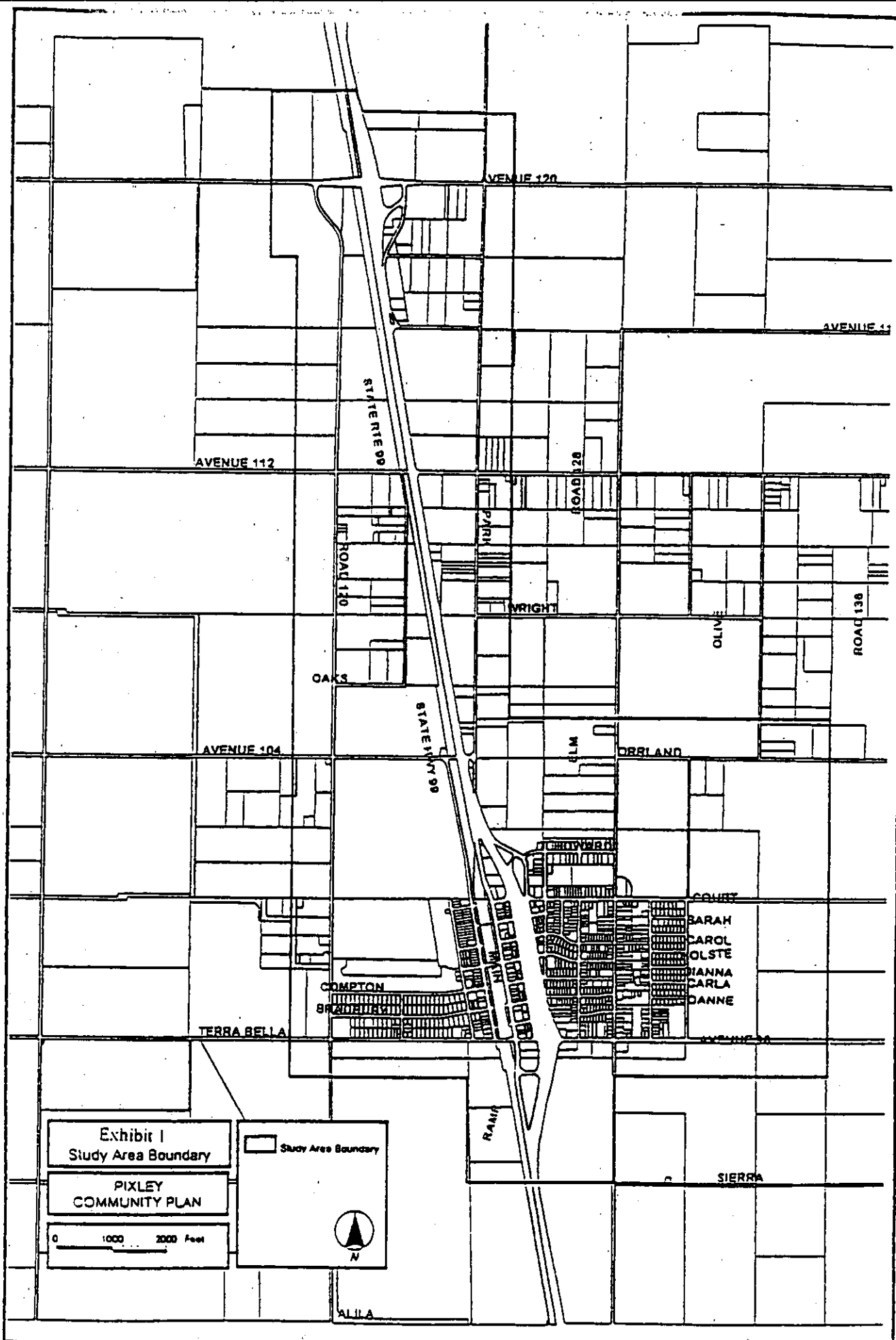
3.4 Uses of this EIR

This EIR will be used to amend the Tulare County Zoning Ordinance to implement the community plan. It will be used by the County to evaluate and impacts of the specific plan for the proposed industrial/commercial corridor on both sides of SH 99 between Orrland Ave. and Avenue 120. This EIR will also be a community plan EIR within the meaning and intent of Section 21083.3 of CEQA and Section 15183 of the CEQA Guidelines.

The Tulare County Local Agency Formation Commission will use this EIR to amend the Pixley Public Utility District Sphere of Influence. The Urban Boundaries Element of the Tulare County General Plan states that if an unincorporated community is served by a special district which provides urban services, the Urban Development Boundary should be consistent with the district's Sphere of Influence. The Tulare County Local Agency Formation Commission has adopted a similar policy.

In addition, the TCRA will be relying on the EIR to support the adoption of a Redevelopment Plan for a project area in the community.

4.0 ENVIRONMENTAL SETTING



4.1 Setting

As stated above, Pixley is located in southern Tulare County and is located on the primary asset of high quality agricultural soils. The Environmental Setting of the project is described in Chapter 2: COMMUNITY PROFILE of the proposed Plan. It is a typical Central Valley community with a small economic base primarily devoted to agriculture related industries.

4.2 Consistency with Adopted Local and Regional Plans

The Pixley Community Plan amends those portions of the Tulare County General Plan that are applicable to the planning area. The proposed Plan identifies areas in which growth should occur and contains additional growth-directing policies not identified in the existing General Plan. These amendments are needed to adequately accommodate the anticipated growth in the area and to achieve a balanced growth pattern that is environmentally sensitive and compatible with the County's existing planning policies.

This Plan is necessary to maintain the legal adequacy of the Tulare County General Plan. State law requires local governments to regularly amend plans in order to properly address each issue prescribed by law.

This Plan is consistent with the Noise, Safety, and Seismic Safety Elements of the Tulare County General Plan. The Plan is also consistent with the San Joaquin Valley Air Pollution Control District Plans, and the Regional Water Quality Control Board Plans.

5.0 ENVIRONMENTAL IMPACT

There are three environmental impacts that have been determined to be potentially significant according to the Environmental Initial Study. (Refer to Appendix A.) These are: Loss of Prime Farmland, Conflicts with Land Use and Planning, and Traffic/Circulation.

5.1 Loss of Prime Farmland

5.1.1 Impacts

Because the land within the Urban Development Boundary that is adopted will be designated for development, the long term productivity of this land for agricultural uses will eventually be eliminated. Very rarely is developed land converted back to an agricultural use.

Based upon the impacts described above, it is clear that any further development of the Pixley community will have an impact upon agricultural resources. This conversion of land is unavoidable if the Pixley is going to grow. In order to achieve the objectives of the Plan, some conversion must be allowed to occur to accommodate the anticipated population growth and corresponding land use needs projected for the Pixley community. The proposed Community Plan will convert 650 acres of agricultural land in Ag Preserve and discusses the natural resource of agricultural soils in the community profile in Chapter 2 of the plan document. The implementation of measures to reduce the loss of this resource are provided there.

5.1.2 Mitigation Measures

In an effort to prevent premature development of urban uses on agricultural land, the Plan includes policies and implementation procedures that encourage the orderly conversion of agricultural land to urban uses by requiring agricultural holding zones on lands that are within the Urban Development Boundary but are not presently adjacent to existing development (see Chapter 4: POLICY PLAN, Agriculture.) Although the Plan includes approximately 650 acres of land that is in a contracted Agricultural Preserve that is not in nonrenewal, all of these lands have been designated with reserve classifications.

In the larger framework of the entire Tulare County Plan, this Plan will protect agricultural land that is outside the Urban Development Boundary from development pressure by providing enough land to meet the needs of the two growing communities.

While this Community Plan and the Tulare County General Plan do promote conservation of agricultural land, some conversion of this resource is necessary to accommodate the projected growth of the two communities. Therefore, the conversion of agricultural land to urban uses is a significant unavoidable impact.

5.2 Land Use and Planning

5.2.1 Impacts

This project will amend portions of the Tulare County General Plan; particularly the portions related to urban boundaries, land use, and circulation and open space. Currently the community of Pixley is surrounded by an Urban Area Boundary (UAB) that was established when the County's Urban Boundaries Element was first adopted in 1974. While the General Plan designates the community as a Rural Service Center, no specific land use designations inside the UAB have been adopted. All surrounding land outside the present UAB is under the jurisdiction of the Rural Valley Lands Plan (RVLP) and is designated for agriculture.

The provisions of the Urban Boundaries Element, as amended in 1984, state that any community plans for unincorporated areas should remove any existing UABs and replace

them with 20 year Urban Development Boundaries (UDBs). The RVLVP states that all land on the Valley floor that is outside of a UDB or UAB is under its jurisdiction. These two policies mean that the UDB adopted as a part of this Plan will replace the current UAB as the boundary which separates land which is allowed to develop from land that is protected for agriculture under the RVLVP.

The land inside the existing UAB consists of about 1,375 acres (475 acres are developed, 840 acres are agricultural.) The proposed UDB consists of about 2,160 acres. This results in a net loss of 1,685 acres of land which is under the jurisdiction of the RVLVP (approximately 11,685 acres will be removed from RVLVP jurisdiction and approximately 75 acres will be placed into RVLVP jurisdiction.)

The County evaluated the land capability for the areas being placed within the RVLVP and similarly the area being removed from it. That analysis consisted of a consideration of the use of the land, surrounding uses, infrastructure provisions and access/circulation questions, and lastly the benefits being proposed under the adoption of the proposed community plan. As a result of that consideration, a finding was reached that, although a significant impact on the environment can be seen, such an impact must be considered in the light of the overall community. Pixley occupies a location in its local region of being able to provide many agricultural support services that would require longer trips to duplicate elsewhere (with corresponding impact on air emissions). Moreover, the value to the people of the community of Pixley of enjoying the upgraded land use and circulation provisions contained in this plan is also a consideration in evaluating the significance of a change in land use. In that view, the potential loss of 1,685 acres of prime agricultural soil may be justified but it is still a significant impact under CEQA.

5.2.2 Mitigation Measures

The proposed Plan has provided some mitigation on its own. By removing agricultural land south of Avenue 96 and west of Road 120 from the proposed UDB, the Plan will effectively place 75 acres of farmland under the jurisdiction of the RVLVP. This partially offsets the 1,685 acres that the Plan proposes to remove from RVLVP jurisdiction.

All of the parcels inside the proposed UDB that are already developed have been given land use designations that are consistent with their existing use.

By implementing the policies proposed in the Plan the impacts to land use and planning are mitigated to a level that is less than significant.

5.3 Traffic and Circulation

An increase in traffic generation is expected as an outcome of the Community Plan. The street pattern and the structural adequacy of the roads is another problem identified in this Initial Study. As the plan is implemented and residential and commercial/industrial activity increases, traffic generation associated with those land uses will similarly increase. However, in the plan study area boundary the street network is dense south of Orrland (Ave. 104) and incomplete in the proposed commercial/industrial corridor in the northern part of the UDB. Of more concern however is the impact of increased traffic generation on those intersections which are anticipated to decline to LOS "D" and "F" (SR 99; Ave. 96 west of SR 99).

Traffic and circulation are consequences of development in a community and their impacts are dealt with locally. Infrastructure improvements in various roadways will reduce or alleviate some of these effects but a decline in the efficiency of traffic flow will occur regardless of the outcome of this plan.

5.3.1 Mitigation Measures

The plan proposes new mitigation measures for in Policy Plan, Chapter 4, Policy 11 to decrease the severity of the impact. However, it does recognize that the growth of traffic/circulation problems will be an unavoidable adverse impact. The Traffic Study prepared for this plan will be utilized to develop additional mitigation measures that will become part of the Final EIR.

In subsequent stages of the plan (specific plan; MMRP) measures will be identified to reduce and lessen these effects.

5.4 Cumulative Impacts

To balance the General Plan's heavy emphasis on agricultural preservation, the Urban Boundaries Element requires that unincorporated communities such as Pixley have land use plans that define an Urban Development Boundary with land use categories or designations. The Pixley Plan meets this requirement. Since similar previously adopted community plans adopted since 1976 have been prepared in accordance with these policies, and since community plans that are adopted in the future will also be prepared in accordance with these policies, there are no significant cumulative impacts associated with this project. The plan has been designed in cooperation with the Pixley Town Council and its implementation will be monitored on a regular basis.

There are no significant cumulative impacts associated with this project. Although Traffic/circulation impacts are potentially significant, they are dealt with separately. To evaluate cumulative impacts of a Community Plan one must consider other adopted Elements of Tulare County's General Plan. The Urban Boundaries Element requires Urban Development Boundaries around incorporated cities and unincorporated county communities. Urban development may take place on the Valley floor only within these Urban Development Boundaries or on land determined by the Rural Valley Lands Plan Point process to be suitable for development. The Rural Valley Lands Plan applies to all Valley floor lands which are not within an Urban Development Boundary and limits these lands to agricultural uses or uses that are accessory to agricultural uses and allowed by a special use permit.

The policies of these two elements of Tulare County's General Plan serve as the backbone of County policies to preserve agricultural land, limit unnecessary urban expansion, and discourage leapfrog growth. An expansive Williamson Act Agricultural Preserve program and a County-wide Right to Farm Ordinance also contribute to the preservation and protection of agriculture in the County.

6.0 ALTERNATIVES TO THE PROPOSED PROJECT

Section 15126d of the CEQA Guidelines require EIRs to "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. The guidelines also require that a "no project" alternative be discussed, and that an environmentally superior alternative be identified. This EIR will discuss two alternatives; a "no project" alternative, and a reduced acreage UDB which is the environmentally superior alternative.

6.1 "No Project" Alternative

State planning law requires each city and county to adopt and maintain a general plan. The Urban Boundaries Element of the Tulare County General Plan requires the adoption of Urban Development Boundaries and urban land use designations for unincorporated communities. If the County chooses not to adopt any community plan for Pixley, it runs the risk of violating State law.

If a community plan for Pixley is not approved then the County would have less capability to manage the expected growth in the area, which could result in greater adverse environmental impacts. Failure to adopt a Community Plan does not mean that impacts to agricultural land will be avoided, and could actually increase without the Plan's policies which help to rein in urban sprawl and leapfrog development. Also, impacts to public services, water, utilities and service systems, and circulation may be increased to a level of significance. Therefore the alternative of not approving any Community Plan for the Pixley community is not viable.

6.2 Alternative A - Reduce the Size of the UDB

This alternative proposes a smaller Urban Development Boundary and assumes that a smaller UDB will result in less agricultural land converted for urban development. The proposed Plan determined the size of the UDB based upon an estimated population growth rate ranging from 2.5% to 3.0% per year, land demand projections based upon the existing population per urbanized acre ratio, and demand for a sub-regional commercial industrial area. The proposed Plan also states that while the 50% flexibility factor was chosen, a flexibility factor of anywhere from 50% to 75% is warranted for this size of a community. In fact, community plans adopted in the last 8 years for Earlimart and Ivanhoe used a 50% flexibility factor in their land use projections and the community plan for Strathmore used a 75% flexibility factor.

Therefore, given the high suitability of the land for agricultural purposes (as proven by the overwhelming acreage with a prime farmland classification), and given that a 50% flexibility factor is not unwarranted (and may even be more appropriate than 75%), this alternative will attempt to reduce environmental effects by shrinking the proposed Urban Development Boundary to levels that would bring its size in line with the land demand projections based upon a 50% flexibility factor without a commercial/industrial area. A 50% flexibility factor is also in keeping with the basic premise that Pixley is primarily a residential community without large areas for commercial or industrial development.

This alternative reduces or lessens one or more environmental effects caused by the proposed project and would be the Environmentally Superior Alternative. Comparisons of the proposed land use by acreage and the acreage in agricultural preserve of the alternative and the proposed Plan are shown in Tables 2 and 3.

7.0 TOPICAL ISSUES

Article 9 of the CEQA guidelines requires the following topical discussions in every EIR.

7.1 Significant Irreversible Environmental Changes

Development of individual parcels in accordance with land use designations will eliminate the possibility of development for other land uses. Loss of agricultural land will be irreversible as development will strip the land's agricultural viability. Land in agricultural use that is converted to a use allowing development will not be able to be returned to productive agricultural use without a great effort and expense of removing all hardscape and any appurtenant structures. The proposed Plan designates 1,685 acres to eventually be converted from agricultural to urban use. In comparison Alternative A designates 840 acres for conversion. The current Urban Area Boundary contains 840 acres of agricultural land.

7.2 Growth-Inducing Impact of the Proposed Action

The Pixley Community Plan is an amendment to the Tulare County General Plan. Its purpose is to accommodate the anticipated population growth of the two communities over the next twenty years. Therefore, positive, long-term growth is expected to occur within the adopted Urban Development Boundary. Conversely, it is expected that the proposed Plan will reduce the potential for growth on land outside the adopted Urban Development Boundary because of policies contained within this Plan and other elements of Tulare County's General Plan that protect land from development and preserve it for agriculture. To discourage adverse growth inducing impacts within the Urban Development Boundary this Plan has incorporated a number of policies and implementation measures designed to promote the orderly conversion of agricultural land and the logical extension of services. (See: Policy 5.1)

8.0 EFFECTS NOT FOUND TO BE SIGNIFICANT

A copy of the Initial Study is attached as Appendix A. The Initial Study describes the effects that were found not to be potentially significant. The Initial Study also makes references to the proposed Plan where applicable.

9.0 ECONOMIC AND SOCIAL EFFECTS

Economic and social information about the study area is described in Chapter 2: HOUSING AND ECONOMY. The Initial Study has not indicated any economic or social changes which will result in a significant effect on the environment, except that by utilizing the railroad facilities for the transport of goods the impact on traffic/circulation may be lessened.

9.1 Union Pacific Railroad

As the commercial/industrial corridor proposed in the community plan begins to develop during the coming years, the need for possible rail head facilities including possible spur lines, grade crossings, and safety features will become of greater importance. A phasing program is anticipated to assist in exploiting this potential and possibly avoiding any potential impacts on the environment. The specific plan which is anticipated to occur following the adoption of this Community Plan will address the issue and investigate feasibility and implementation of the rail line as a means of transport for industrial/commercial uses.

Exhibit 2
Alternative A Land Use

PIXLEY
COMMUNITY PLAN



	LOW DENSITY RESIDENTIAL
	MEDIUM DENSITY RESIDENTIAL
	HIGH DENSITY RESIDENTIAL
	RESIDENTIAL RESERVE
	COMMERCIAL
	INDUSTRIAL
	INDUSTRIAL RESERVE
	PLANNED INDUSTRIAL COMMERCIAL
	PUBLIC QUASI PUBLIC
	PROPOSED UDS

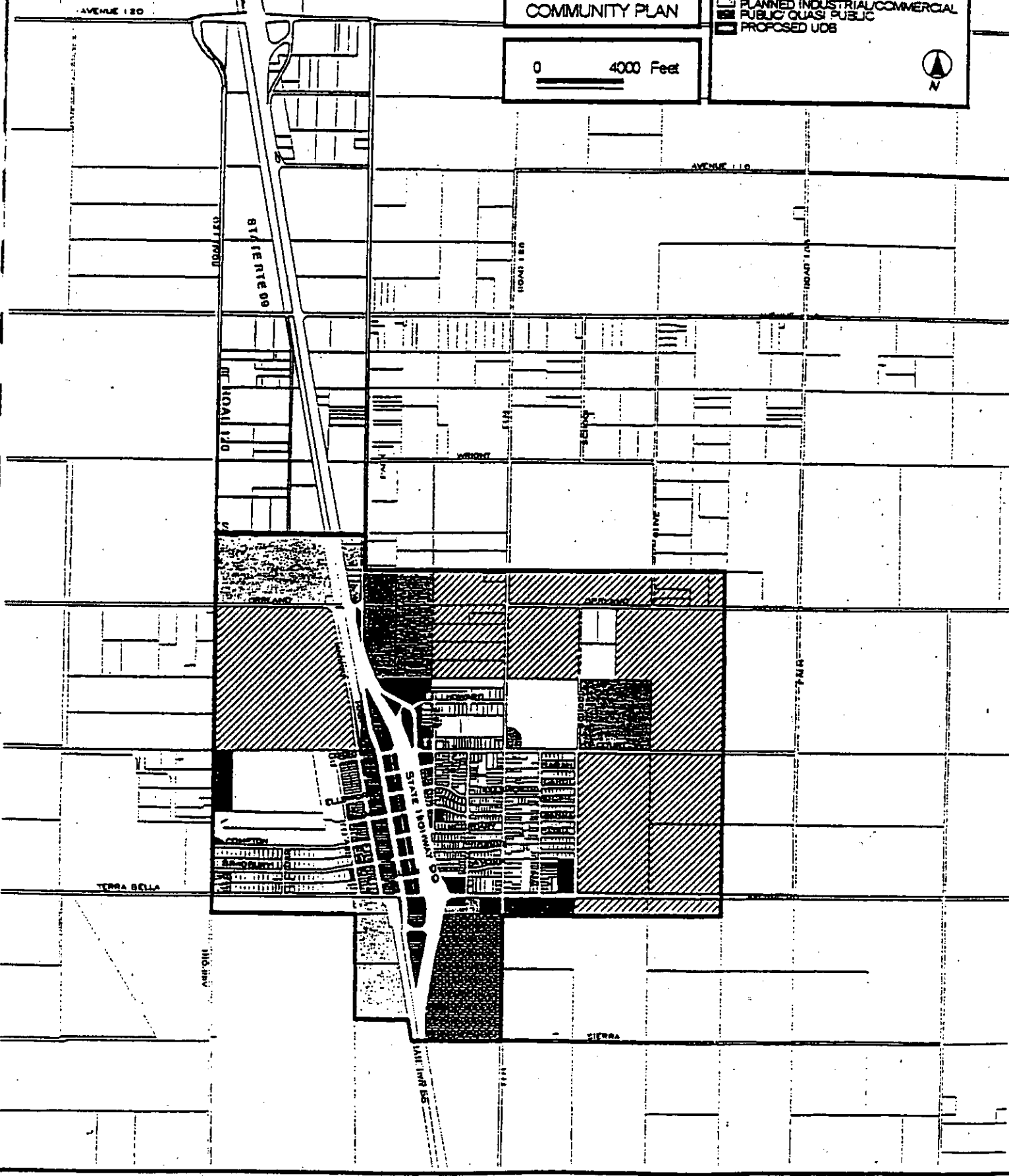


TABLE 1
***LAND USE ACREAGE BREAKDOWN**

	UAB	UDB	ALT A
RESIDENTIAL	244	416	416
COMMERCIAL	30	53	53
INDUSTRIAL	0	32	32
PLAN. IND/COMM.	0	645	78
RESERVE	0	625	625
AGRICULTURE	840	NA	NA
VACANT	90	NA	NA
PUBLIC	75	75	75
* TOTALS	1,279	1,846	1,279

* does not include street right of way

TABLE 2
***LAND IN AGRICULTURAL PRESERVE**

UAB 490 Acres

UDB 650 Acres

Alt A. 600 Acres

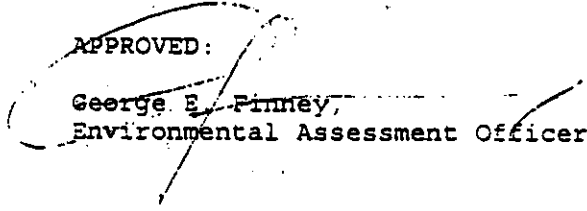
*No Notices of Non Renewal have been filed in the plan area.

10.0 ORGANIZATIONS AND PERSONS CONSULTED FOR THIS EIR

The federal, state, and local agencies, utilities, and other organizations and private individuals who were consulted for the preparation of this EIR are listed in Appendix B of this EIR. This EIR was prepared by the staff of the Tulare County Resource Management Agency.

FINAL APPROVAL:

APPROVED:


George E. Finney,
Environmental Assessment Officer

BY: _____

DATE: October 13, 1997

REVIEW PERIOD: 10/13/97 to 11/28/97

APPENDIX A

ENVIRONMENTAL IMPACTS INITIAL STUDY CHECKLIST AND DISCUSSION FORM
Pixley COMMUNITY PLAN (GPA 92-06)

A. DESCRIPTION, LOCATION, AND ENVIRONMENTAL SETTING

1. Description - The project is described in Chapter 2: COMMUNITY PROFILE, Planning Area, of the proposed Community Plan.
2. Location - The project's location is described in Chapter 2: COMMUNITY PROFILE, Planning Area, of the proposed Community Plan.
3. Environmental Setting - The project's environmental setting is described in Chapter 2: COMMUNITY PROFILE of the proposed Community Plan.

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors marked below may be affected by this project, including at least one effect that is a "Potentially Significant Impact" or "Potentially Significant Impact Unless Mitigated," as indicated by the checklist on the following pages.

- | | |
|--|---|
| <input checked="" type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Hazards |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Geophysical | <input type="checkbox"/> Public Services |
| <input checked="" type="checkbox"/> Agriculture | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Water | <input type="checkbox"/> Aesthetics |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Cultural Resources |
| <input checked="" type="checkbox"/> Transportation/Circulation | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Socioeconomic |
| <input type="checkbox"/> Energy and Natural Resources | <input type="checkbox"/> Mandatory Findings of Significance |

C. DETERMINATION:

ON THE BASIS OF THIS EVALUATION:

- ___ I find that the proposed project COULD NOT have a significant effect on the environment, and that a NEGATIVE DECLARATION will be prepared.
- ___ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the attached mitigation measures have been added to the project. A NEGATIVE DECLARATION will be prepared.
- X I find that the proposed project MAY have a significant effect on the environment, and that an ENVIRONMENTAL IMPACT REPORT is required.

Tim Battin
Tim Battin, AICP
Long Range Planning Division

10.13.97
Date

D. EVALUATION OF ENVIRONMENTAL IMPACTS:

The following checklist contains an extensive listing of the kind of environmental effects which result from development projects. Evaluation of the effects must take account of the whole action involved, including off-site as well as on site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts, in addition to reasonably foreseeable phases or corollary actions. The system used to rate the magnitude of potential effects is described as follows:

- 3 points A "Potentially Significant Impact" (3 points) is appropriate if an effect is significant or potentially significant, or if the lead agency lacks information to make a finding of insignificance. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 2 points A "Potentially Significant Impact Unless Mitigated" (2 points) applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact."
- 1 point A "Less Than Significant Impact" (1 point) means that the environmental effect is present, but is minor in nature and/or not adverse, or is reduced to a level less than significant due to the application and enforcement of mandatory locally adopted standards.
- 0 points "No Impact" (0 points) indicates that the effect does not apply to the proposed project.

Using this point system, evaluate the likelihood that the proposed project will have an effect in each of the environmental areas of concern listed below. At the end of each category, briefly discuss the project-specific factors, locally adopted standards, and/or general plan elements that support your evaluation.

E. ENVIRONMENTAL IMPACTS CHECKLIST:

1. LAND USE AND PLANNING - Would the proposal:

- 2 a. Result in substantial changes from the present or planned land use of the area?
- 0 b. Conflict with water quality management plans?
- 0 c. Conflict with habitat conservation plans?
- 0 d. Conflict with congestion management plans?
- 1 e. Conflict with air quality plans?

Discussion: The impacts on Land Use and Planning are mostly of an administrative nature and are discussed in 5.2 Land Use and Planning of the Draft EIR. By applying the standards and methods called for in the plan text, any impacts to the physical environment will be reduced to a level less than significant.

2. POPULATION AND HOUSING - Would the proposal:

- 0 a. Cumulatively exceed official regional or local population projections?
- 1 b. Either directly or indirectly induce substantial growth in an area?
- 1 c. Alter the location, distribution, or density of the area's population?
- 0 d. Change the demographics of the area?
- 0 e. Displace or result in the deterioration of existing housing, especially affordable housing?
- 0 f. Conflict with adopted housing elements?

Discussion: By using population projections as a basis for the amount of land required to be designated for residential development, the Plan is responding to the expected need of the Community. The need would be present whether or not the Plan was adopted. In fact, without the Plan, residential development would occur in a haphazard and uncoordinated manner. Implementation of the Plan lessens impacts caused by population and housing by directing growth into the appropriate patterns. The project may induce growth by providing a framework for that growth to occur but the purpose and objective of the plan is to control growth that will happen no matter what planning is done. The Plan contains mitigation methods and standards which will reduce the impact of development to a less than significant level.

3. GEOPHYSICAL - Would the proposal result in or expose people to potential impacts involving:

- 0 a. Seismic fault rupture?
- 0 b. Seismic ground shaking or liquefaction?
- 0 c. Seiches (waves along lake and reservoir shorelines)?
- 0 d. Landslides or mudslides:
- 1 e. Erosion (wind or water borne), siltation, changes in topography, or unstable soil conditions from excavations, grading or fill?
- 0 f. Subsidence of the land?

- 0 g. Compaction, overcovering, or expansive soils?
- 0 h. Geologic or physical features which are unique or are of cultural value?
- 0 i. Soil contamination?

Discussion: Some erosion may occur during development of the project area due to construction. Seismic information is described in Chapter 2: COMMUNITY PROFILE, Natural Resources of the proposed Plan. However, because the project site is relatively flat, the need for extensive grading will be minimal. Further, the compliance with standard Building Code and Air Quality measures will hold this effect to a less than significant level.

4. AGRICULTURE - Would the proposal:

- 1 a. Affect agricultural resources or operations?
- 3 b. Result in the loss of unique or prime agricultural land?
- 3 c. Reduce the acreage of agricultural crops?

Discussion: Once the plan is implemented, a severe and unavoidable loss of agricultural soil will occur. The impacts on Agriculture are discussed in 5.1 Loss of Prime Farmland. The MMRP will monitor this impact and a means to channel and direct growth is provided. The loss of agricultural soils will require a statement of overriding consideration.

5. WATER - Would the proposal result in:

- 1 a. Changes in absorption rates, drainage patterns, recharge, or the rate and amount of surface runoff?
- 0 b. Exposure of people or property to water related hazards such as flooding?
- 0 c. Discharge into surface waters or other alteration of surface water quality?
- 0 d. Changes in the amount of surface water in any water body?
- 0 e. Changes in currents, volume, or course of water movements, including flood flows?
- 1 f. Change in the quantity of groundwater, either through direct additions/withdrawals, or through interception of an aquifer by cuts/excavations?
- 0 g. Altered direction or rate of flow of groundwater?
- 1 h. Degrade groundwater quality?

Discussion: Water information is described in Chapter 2: COMMUNITY PROFILE, Natural Resources the proposed Plan.

6. AIR QUALITY - Would the proposal:



- 2 a. Result in the emission of pollutants or generation of dust (either during and/or after construction)?
- 0 b. Expose sensitive receptors to pollutants?
- 0 c. Alter air movement, moisture, or temperature, or cause any change in climate?
- 0 d. Create objectionable odors?

Discussion: AIR QUALITY GUIDELINES FOR GENERAL PLANS (?) Air Quality information is described in Chapter 2: COMMUNITY PROFILE, Natural Resources of the proposed Plan.

7. TRANSPORTATION/CIRCULATION - Would the proposal result in:

- 3 a. Increased vehicle trips or traffic congestion?
- 3 b. Hazards to safety from design features or incompatible uses?
- 1 c. Inadequate emergency access or access to nearby uses?
- 0 d. Insufficient parking capacity on-site or off-site?
- 2 e. Hazards or barriers for pedestrians or bicyclists?
- 0 f. Conflicts with adopted policies supporting alternative transportation?
- 1 g. Rail, waterborne, or air traffic impacts?
- 0 h. Accelerated deterioration of public and/or private roads?

Discussion: Circulation information is described in Chapter 2: COMMUNITY PROFILE, Circulation and in Exhibits 8 and 9 of the proposed Plan. In addition, safe and efficient access to the commercial/industrial corridor will require a re-designed or improved street circulation system that provides for adequate emergency ingress and egress and that issue will be studied in a subsequent Specific Plan.

A Traffic model analysis completed for this project indicates that SR 99, southerly from SR 198 to the Kern County boundary, will reach LOS "F" by 2020. Similarly, Road 96 (Terra Bella) west of SR 99 will reach LOS "D" by the same date. Also, rail and highway crossings adequate to serve the proposed commercial/industrial corridor are non-existent or inadequate and will need to be upgraded during the follow-on specific plan phase. These needed improvements are acknowledged in this plan and will be designed and implemented during the specific plan phase. Mitigation measures have been proposed and will be implemented during the latter stages of this plan. The traffic model has identified increased vehicle activity and the improvements which are necessary as a result of the proposed land use changes contained in the plan.

8. BIOLOGICAL RESOURCES - Would the proposal:

- 0 a. Impact endangered, threatened or rare species or their habitats?
- 0 b. Impact locally designated species or natural communities of special concern or importance?
- 0 c. Affect natural habitat, such as wetlands, riparian areas, etc.?
- 0 d. Interfere with wildlife dispersal or migration corridors?

- 0 e. Introduce new species into an area?

Discussion: none

9. ENERGY AND NATURAL RESOURCES - Would the proposal:

- 0 a. Conflict with adopted energy conservation plans?
0 b. Use non-renewable resources in a wasteful and inefficient manner?
0 c. Conflict with future development or existing use of natural resources?
0 d. Use substantial amounts of fuel or energy?

Discussion:

10. HAZARDS - Would the proposal involve:

- 0 a. A risk of accidental explosion or release of hazardous substances?
0 b. Possible interference with an emergency response plan or emergency evacuation plan?
0 c. The creation of any health hazard or potential health hazard?
0 d. Exposure of people to existing or potential health hazards?
0 e. Increased fire hazard in areas with flammable brush, grass, or trees?

Discussion: none

11. NOISE - Would the proposal result in:

- 0 a. Increases in existing noise levels?
0 b. Exposure of people to severe noise levels?

Discussion: none

12. PUBLIC SERVICES - Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:

- 1 a. Fire protection?
1 b. Police protection?
1 c. Schools?
1 d. Parks or recreational facilities?
1 e. Other government services?

Discussion: The potential for growth contained in this plan could lead to impacts on various public services. However, as provided in the Redevelopment Plan for the community, many of these needs will be addressed subsequent to these separate efforts. Public Services information is described in Chapter 2: COMMUNITY PROFILE, Public Services and in Chapter 4: POLICY PLAN, Parks of the proposed Plan.

13. UTILITIES AND SERVICE SYSTEMS - Would the proposal result in a need for new systems, extended systems with the capacity to serve new development, or require substantial alterations to the following utilities:

- 1 a. Electric power or natural gas?
- 1 b. Communication systems?
- 1 c. Community water treatment or distribution facilities, including hydrants and fire flow?
- 1 d. Community sewer or septic tanks?
- 1 e. Storm water drainage?
- 1 f. Solid waste disposal?
- 1 g. Other utility services? Street lights

Discussion: Each of these impacts should be viewed as being identified and addressed in the overall improvement which will occur as a result of this plan. Utilities and Service Systems information is described in Chapter 2: COMMUNITY PROFILE, Infrastructure and Natural Resources of the proposed Plan.

14. AESTHETICS - Would the proposal:

- 0 a. Affect a scenic vista or scenic highway?
- 1 b. Change a physical aesthetic feature?
- 0 c. Create an aesthetically offensive site open to public view?
- 1 d. Create new sources or intensify existing light or glare?

Discussion: The project area does not contain a designated scenic highway or scenic road according to the Tulare County Scenic Highways Element. Any changes of physically aesthetic features or creation of new sources of light would occur as land use is converted from agricultural use to residential, commercial, or industrial use. These changes would be minimal.

15. CULTURAL RESOURCES - Would the proposal:

- 0 a. Disturb important paleontological, archaeological, or historic resources?
- 1 b. Have the potential to cause a physical change which would affect unique ethnic, cultural, or religious resources?
- 0 c. Disturb unique architectural features or the character of surrounding buildings?

Discussion: The Planning Area does not contain any known archaeological or historical resources, and there is no proposed change for any existing unique resources or structures. The application of standard controls will be applied to any construction projects.

16. RECREATION - Would the proposal:

- 1 a. Increase the demand for neighborhood or regional parks or other recreational facilities?

- 0 b. Affect existing recreational opportunities?

Discussion: Recreation is described in Chapter 4: POLICY PLAN, Parks of the proposed Plan.

17. SOCIOECONOMIC - Would the proposal:

1. Cause temporary or permanent effects upon:

0 a. income distribution?

1 b. employment?

1 c. tax revenues?

2. Cause changes in tax base and assessment for:

1 a. project site?

0 b. surrounding area?

3. Other:

0 a. Disrupt the physical arrangement of an established community?

0 b. Create impacts on social affiliation and neighborhood interaction?

0 c. Create impacts on privacy of surrounding area or residents?

Discussion: As land is converted from agricultural to residential, commercial or industrial use within the project area, the assessed value of the land will increase due to construction of improvements. This growth would, for the most part, occur with or without the adoption of the proposed Plan. The Plan's intention is to guide the growth of Pixley in a logical manner. The potential for a redevelopment project area to be implemented in Pixley leads to the consideration of possible physical impacts on the environment.

F. MANDATORY FINDINGS OF SIGNIFICANCE:

BASED ON THE FOREGOING ANALYSIS:

YES NO

— X Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

— X Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?

— X Does the project have impacts that are individually limited, but cumulatively considerable?

— X Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

APPENDIX B

Case No. GPA 92-06

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CONSULTING AGENCY LIST

County Agencies

- Plan & Dev - Building Division
- Plan & Dev - Redevelopment Agency
- Plan & Dev - Countywide Division
- Plan & Dev - Community Development
- Health - Environmental Health
- Public Works - Subdivision
- Fire Warden (CA Dept of Forestry)
- Sheriff's Department
- Agricultural Commissioner
- Education Department
- Airport Land Use Commission
- Supervisor Maples
- Building Services & Parks
- General Services
- Supervisor Richmond
- Supervisor Sanders

State Agencies

- Dept of Fish & Game Dist 4
- Alcohol Beverage Control
- Housing & Community Dev
- Reclamation Board
- Reg Water Quality Ctl Bd Dist 5
- Caltrans Dist 06
- Dept Water Resources
- Water Resources Control Board
- P.U.C.
- Dept Conservation
- State Clearinghouse
- Office of Historic Preservation
- Dept Food & Agriculture
- _____, DFG Area Biologist
- State Department of Health

Local Agencies

- Lower Tule River Irrigation Dist
- _____ Pub Utility Dist
- Pixley Com Service Dist
- _____ Town Council
- _____ Municipal Ad Cnsl
- Pleasant View Elem School Dist
- Porterville High School Dist
- City of Porterville
- City of Tulare
- County of Kern
- Tulare Lake Basin Water Storage Dist
- SJV Unif. Air Pollution Control Dist
- _____ Advisory Council
- _____ Fire District
- _____ Mosquito Abatement
- Kaweah Delta Water Con. District
- Porterville Irrigation District
- Woodville Elementary School District
- Rockford Elementary School District

Other Agencies

- U.C. Cooperative Extension
- Audubon Society/Condor Research
- Native Amer. Heritage Commission
- District Archaeologist
- TCAG (Tulare Co. Assoc of Govts)
- LAFCo (Local Agency Form Comm)
- Pacific Bell
- Continental Telephone
- P.G. & E.
- So. Cal Edison
- So. Cal Gas
- Tulare County Farm Bureau
- Union Pacific Railroad

Federal Agencies

- Army Corps of Engineers
- Fish & Wildlife
- Bureau of Land Management
- Natural Resources Conservation Dist.
- Forest Service
- National Park Service

APPENDIX C

TABLE OF MITIGATION MEASURES
and
MONITORING PLAN

1. IMPACT

This project proposes various changes in the land use planning for the area and, as such, contains the potential to have a significant impact on the environment.

PROPOSED MITIGATION

2.1.4 - By utilizing various standards contained in the plan to control development and maintain consistency with this plan, the potentially significant impacts to the environment are reduced to a less than significant level.

During each stage of the development of this project, further environmental analysis will be conducted. As a part of this plan, the attached table outlines this sequence and provides for a means of tracking the improvement measures to be applied.

2. IMPACT

Loss of Prime Agricultural Land

PROPOSED MITIGATION

5.1.2 - Growth within the UDB will be controlled and limited by the application of standards and measures residing in the plan. On a case-by-case basis, new development shall be 1) encouraged to locate adjacent to existing development, 2) restricted by type, and 3) prohibit growth outside of the UDB.

The Community Plan contains tables and maps showing agricultural soils and land. As the plan is implemented a tally will be kept so that locations and uses can be analyzed for suitability in light of the entire community's needs. The point evaluation system will allow for a creditable and effective means of controlling growth and protecting agricultural soils within the guidelines contained in this plan.

3. IMPACT

The volume of traffic generated by the land use opportunities contained in this plan will be potentially significant. Also, the existing street network is inadequate to allow for the commercial/industrial corridor envisioned to be fully functional and corollary issues of safety and air quality have the potential to be significant.

PROPOSED MITIGATION

The Traffic Study contains some precise traffic engineering improvements which will be constructed as a result of this plan. LOS figures are derived from field data recorders and are used to target future improvements.

Mitigation Monitoring Table

IMPACT	MITIGATION MEASURE	MILESTONE	RESPONSIBLE AGENCY	NOTE
conflict with land use planning	apply standards in the plan to future development	as permits are issued conflicts will be evaluated; Policy 6.2 requires an overall 5 year review	TC RMA	
loss of farmland	loss will be confined	measures will be applied to development to reduce impacts	TC Assessor TC RMA	Unavoidable adverse impact (no mitigation)
traffic and circulation	implement design improvements based upon traffic studies, as needed	as projects and permits are processed	CALTRANS TC RMA	

**1997 PIXLEY
COMMUNITY PLAN
TRAFFIC STUDY
DRAFT CIRCULATION ELEMENT**

November 19, 1997

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SECTION 1 INTRODUCTION

1.1 INTRODUCTION

California Government Code Section 65300 requires that each local agency, city, or county, prepare and adopt a comprehensive long-range general plan to serve as a guide to its future physical, economical, and social development within its jurisdiction. A general plan is a statement of generalized land use patterns, policies and recommendations which carry out the goals and objectives of the community. This study includes the Circulation Element of the Pixley Community Plan.

The circulation element has been a mandatory component of local general plans since 1955. The content of the Circulation Element is required to address the allocation and extent of existing and planned circulation routes and facilities including goods movement, aviation, bicycle and pedestrian facilities, truck routes, rail facilities, parking, transit services, transportation terminals, ridesharing (including park-and-ride facilities), paratransit plan proposals, transportation systems management issues, and air quality. The circulation element is further required to be correlated with the land use element in a manner that will assure, to the extent possible, that the planned transportation system adequately accommodates future travel demand, so that it will contribute to, rather than inhibit, the attainment of desired land-use patterns.

The provisions of this Circulation Element affect a community's physical, social, and economic environment as follows:

- ◆ **Physical:** The location, design, and constituent modes of the circulation system have impacts on air quality, plant, and animal habitats, environmental noise, community appearance, and other environmental components. While the circulation system may influence the initial settlement pattern, the implication that development follows the circulation system is not always true. Improvements to the circulation system are usually in response to immediate or projected land use needs and consistent with the intent of adopted land use and circulation elements. The cost associated with major circulation improvements is considerable, therefore it can be assumed that such improvements are truly needed to satisfy existing or future travel demand resulting from proposed land use and development.

- ◆ Social: The circulation system also has impacts on activities within the areas it serves, on community cohesion, and on the quality of human life. The circulation system should be accessible to all segments of the population, including the young, poor, elderly, and the handicapped.
- ◆ Economic: Economic activities normally require an adequate circulation system for the movement of materials, products, customers, and employees. The viability of the community's economy therefore, is directly affected by the Circulation Element.

The Circulation Element is an infrastructure plan that addresses the circulation of people, goods, and energy. The State's General Plan Guidelines advise that issues of water and sewage systems, storm drainage, and communications be addressed in the Circulation Element. The Tulare County General Plan Elements address each of these issues. Further, policies and implementation measures related to each of these utilities are referenced in Chapter 2.

The provisions of the Circulation Element support the policies and proposals of the Pixley Community Plan. In turn, the Land Use Element is a reflection of a community's circulation system.

The infrastructure plan, policy, and implementation measures established by this Element comply with the requirement for consistency between general plan elements in the following manner:

1. The Circulation Element utilizes Year 2020 projections of future population and economic activity developed by County staff. These projections are based upon the Land Use Element, as amended.
2. Modeling of future travel demand using MINUTP, a microcomputer-based transportation demand modeling software package, was accomplished using the same spatial distribution of future population and economic activity as is expressed in the Land Use Element.
3. The infrastructure plan and policies included in this Element are designed to contribute to the achievement of planned land use patterns and accomplish land use objectives and policies.

Although work contained in this document is based on Pixley's circulation needs in Year 2020, the Circulation Element is intended to look even further into the future. Mobility needs can be identified regardless of the level of known demand or the availability and applicability of existing technology. However, the type of growth that will occur in the Community over an extended period of time (beyond Year 2020) is unknown; substantial unforeseen changes in technology may occur. Nevertheless, the basic infrastructure plan presented here is intended to accommodate circulation needs through the identification and establishment of major transportation corridors.

1.2 PLANNING HORIZON

The objective of this document is to anticipate circulation needs of the Community and set forth policies and programs to ensure that those needs are met. Identification of future circulation needs is constrained by both the ability to project future land use patterns (which dictate both the structure and type of circulation needs), and the ability to anticipate changes in available technology. Since major roadway infrastructure needs typically require up to ten years to be completed from their conception at the planning level through construction (when they are operational and in service), a twenty year time frame sets the upper limit for the planning horizon. Alternatively, anticipating land use patterns and technology beyond a 20 to 25-year time frame is adventurous, at best. As a result, Year 2020 was identified as the planning horizon for this Element.

1.3 RELATIONSHIPS TO OTHER DOCUMENTS

The County of Tulare is responsible for establishing policy and providing services where it has jurisdiction. These include all unincorporated areas and facilities not under federal or state jurisdiction. Several other agencies, including federal, state and local governments also have jurisdiction and/or responsibilities within the County, therefore the Pixley Circulation Element should coordinate with the County's General Plan and Circulation Element.

1.4 STRUCTURE OF THE DOCUMENT

The Circulation Element addresses roadway and other circulation needs of Pixley. The Element contains five major technical and policy sections. The first of these, Section 2, summarizes policies and implementation measures of the Element. The second, Section 3,

identifies the circulation plan and existing traffic conditions within the study boundary. Section 4 contains the projected future traffic conditions and needs. Section 5 identifies the implementation program to effect and accomplish the transportation policies and objectives of this Element. The last section is the Appendices, which includes the supplementation and technical information referenced throughout this report.

SECTION 2 CIRCULATION POLICIES AND IMPLEMENTATION

2.1 PURPOSE OF THE POLICIES

The circulation section of Pixley's Policy Plan consists of text which describes the communities and specifies the manner in which they will be developed through policy statements and implementation measures. It also consists of maps which illustrate how the policies and implementation measures should be carried out and the location of growth boundaries, land use designations, public facilities, and streets. The Policy Plan, although long-range in scope, must be used on a day-to-day basis to guide decisions of Tulare County staff, Planning Commission, and Board of Supervisors as they consider land use proposals and capital expenditure programs. Further, it will provide the citizens of Pixley with an explanation of how their community will develop. It will also aid other public entities, such as the school districts and public utility district in their long-range planning and capital expenditure programs.

The Circulation Element Policy Plan includes three sections: issue discussion, policies and implementation.

2.2 CIRCULATION

An efficient transportation network is necessary to implement the future land use patterns recommended in this document.

Within the study boundary, traffic congestion is not now, nor is it projected to be, a problem. 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.

2.3 POLICIES

1. Within the planning area, the County shall provide a transportation system that provides safe and efficient service for the travel needs of all persons, the movement of goods and as a means to implement the other policies and implementation measures of this plan.
2. The circulation plan shall identify a functional street classification system consistent with the Tulare County Circulation Element.
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.
4. The County shall require applicants for new development projects to construct or upgrade the roads which will serve their projects to County standards.
5. The Tulare County Public Works Department shall implement engineering design standards for the streets identified in the plan.
6. When a land use development project is proposed, the Tulare County Planning and Development Department 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, and assignment of trips to the background roadway network and the analysis of level-of-service on critical roadway segments and intersections.
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.

2.4 IMPLEMENTATION

31. The redevelopment plan for Pixley shall include improvements to the circulation system such as repaving, and construction of curbs, gutters, sidewalks, and storm drainage improvements, as a priority goal.

51. 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.

61. The County recommends preparation of a traffic report on two criteria:
 - a. If the project generates more than 100 vehicles in the peak hour, or
 - b. If the project contributes to cumulative impacts on the regional or local network that exceed level-of-service standards.

SECTION 3 TRANSPORTATION CIRCULATION SYSTEM AND EXISTING CONDITIONS

3.1 EXISTING STREET AND HIGHWAY SYSTEM

Pixley's existing street and road system consists of a limited number of designated facility types. The existing study boundary area is served primarily by north-south and east-west collectors. Direct north-south access is provided by a Principal Arterial (State Route 99), and two collectors that run along side of the Highway, and with east-west access facilitated primarily by a system of collectors. At present there is only one designated arterial within the community. Downtown areas and services currently run parallel to the freeway and are accessible by way of freeway and collectors.

Street and Road facilities are identified in the Pixley Community Plan and include the following types:

◆ **State Route 99/Principal Arterial**

A highway is a divided, limited access roadway. Access is provided at grade separated interchanges and vehicular crossing of these facilities is provided at grade separations.

Pixley is situated on State Route 99, with existing urban development located along the highway's alignment. State Route 99 serves as the Principal Arterial, providing north- and south-bound access at the extreme ends of the downtown area at Main Street and Park Drive. Although, State Route 99 is the designated principal arterial, circulation within the urban boundaries is served entirely by surface streets. Off-ramps are located along Main Street for south-bound traffic, along Park Drive for north-bound traffic, and at Avenue 120. On-ramps are situated at Terra Bella Avenue and at Avenues 104 and 120.

Overpasses along State Route 99 are located at Terra Bella, Davis and Court Avenues.

◆ **Major Urban Arterials**

Major urban arterials are continuous roadways designed to carry large volumes of traffic relatively long distances within or through an urban area. They also serve local traffic traveling short distances. Direct access to individual parcels along major arterials is discouraged and a priority placed on through-traffic. Major urban arterials should be continuous through the urban community they serve and connect to arterial routes in adjacent communities or rural areas. The standard designated right-of-way for major urban arterials is 110 feet.

At present, the only facility functioning as a Major Urban Arterial is State Route 99. There are no other designated major urban arterials within the Pixley Urban Area.

◆ **Arterials**

Arterials are roadways that carry moderately high volumes of long distance and local traffic. Although access to abutting property is permitted, priority is given to through traffic mobility. The right-of-way width standard for these facilities is 84 feet, with two to three lanes in each direction, left turn lanes at signalized intersections, and median islands. Certain arterials are also developed with bike lanes and on-street parking.

Terra Bella Avenue, is currently designated as an Urban Arterial and provides east-west access, with an overpass located at State Route 99.

◆ **Urban Collectors**

Urban collectors are roadways within Urban Area or Urban Development Boundaries intended to carry local traffic between the local street system and the arterial roadway system. The standard designated right-of-way for urban collectors is 72 feet.

Pixley's urban circulation system is largely comprised of collector facilities, currently classified as major and minor facilities. All intersections are non-signalized, with priority given to north- and south-bound traffic, and with major intersections controlled by two-way stops. Table 3-1 lists the collector streets within the study area.

TABLE 3-1.
COLLECTOR STREETS

North-South	East-West
Airport Road (between Terra Bella Ave. & Ave. 120)	Court Avenue (between Airport Rd. & Road 134)
Market Street (between Orrland Ave. & Terra Bella Ave.)	Orrland Avenue (between Airport Rd. & Road 134)
Park Drive (between Ave. 120 & Terra Bella)	Avenue 120 (between Airport Rd. & Park Dr.)
Elm Street (between Orrland and Terra Bella)	

◆ **Local Streets And Roads**

Local streets and roads provide access to adjacent land uses and to arterial and collector streets. Local streets should not be expected to carry traffic in lieu of arterial or collector streets. The standard designated right-of-way for local roads is 60 feet.

The remainder of the streets within the urban boundary are classified as local roads.

3.2 EXISTING CAPACITY ANALYSIS/LEVELS OF SERVICE

Level of service is a description of the ability of a street segment or intersection to accommodate certain levels of traffic demand. Levels of service (LOS) range from A, which is unrestricted free-flow conditions, to LOS F, which represents highly restricted forced-flow conditions. As established by this Circulation Element, Tulare County and the Community of Pixley's policy is to plan for LOS D for street segments and intersections. A more detailed description of the various levels of service and the ranges for street segment and intersection levels of service are contained within this section.

Assessment of future growth cumulative traffic impacts requires a thorough analysis of existing traffic conditions; both segment and intersection level of service (LOS) analyses are conducted.

Level of Service Methodology

Level of Service (LOS) standards are applied by transportation agencies to quantitatively assess a street and highway system's performance. LOS definitions for uninterrupted and

interrupted streets and highways are provided in Tables 3-2 and 3-3. As noted in the 1995 Highway Capacity Manual (HCM), LOS is categorized by two parameters of traffic: uninterrupted and interrupted flow. Uninterrupted flow facilities do not have fixed elements, such as traffic signals that cause interruptions in traffic flow. Examples of such facilities would be freeways. Interrupted flow facilities have fixed elements that cause an interruption in the flow of traffic, such as stop signs and signalized intersections. Examples of such facilities include Orrland Avenue, Market Street and other collector streets within the urban area. The measured difference between uninterrupted flow and interrupted LOS is defined in Table 3-4.

**TABLE 3-2
UNINTERRUPTED TRAFFIC FLOW FACILITIES
LEVEL OF SERVICE
(1995 HIGHWAY CAPACITY MANUAL)**

Level of Service	Definition	Average Total Delay (sec/veh)
A	Represents free flow. Individual vehicles are virtually unaffected by the presence of others in the traffic stream.	≤ 5.0
B	Is in the range of stable flow, but the presence of other vehicles in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.	> 5.0 and ≤ 10.0
C	Is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual vehicles becomes significantly affected by interactions with other vehicles in the traffic stream.	> 10.0 and ≤ 20.0
D	Is a crowded segment of roadway with a large number of vehicles restricting mobility and a stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.	> 20.0 and ≤ 30.0
E	Represents operating conditions at or near the level capacity. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.	> 30.0 and ≤ 45.0
F	Is used to define forced or breakdown flow (stop-and-go gridlock). This condition exists when the amount of traffic exceeds the amount that can travel to a destination. Operations within the queues are characterized by stop and go waves, and they are extremely unstable.	> 45.0

TABLE 3-3
INTERRUPTED TRAFFIC FLOW FACILITIES
LEVEL OF SERVICE
(1995 HIGHWAY CAPACITY MANUAL)

Level of Service	Definition	Average Total Delay (sec/veh)
A	Describes operations with very low delay. This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delays.	≤ 5.0
B	Describes operations with moderately low delay. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.	> 5.0 and ≤ 15.0
C	Describes operations with average delays. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level, though many still pass through the intersection without stopping.	> 15.0 and ≤ 25.0
D	Describes a crowded operation, with below average delays. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	> 25.0 and ≤ 40.0
E	Describes operations at or near capacity. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	> 40.0 and ≤ 60.0
F	Describes operations with average intersection stopped delay of five seconds or less (how long a driver must wait at a signal before the vehicle can begin moving again).	> 60.0

TABLE 3-4
LEVEL OF SERVICE CRITERIA

LOS	DENSITY (PC/MI/LN) 1	UNINTERRUPTED FLOW			INTERRUPTED FLOW				
		70 mph FREEWAY DESIGN SPEED			URBAN AND SUBURBAN ARTERIAL 2 AND 4 LANES SIGNALIZED				
		SPEED (MPH)	V/C	MSF 2 (PC/H/L) 3	SPEED (MPH)	V/C	DELAY	ARTERIAL ADT 3	
2 LANE	4 LANE								
A	<=12	>=60	0.00 - .35	700	>=35	0.00 - .60	<=5.0 Sec.	5,000	18,000
B	<=20	>=57	.36 - .54	1,100	>=28	.61 - .70	5.1 - 15 Sec.	8,000	21,000
C	<=30	>=54	.56 - .77	1,550	>=22	.71 - .80	15.1 - 25 Sec.	10,000	24,000
D	<=42	>=36	.76 - .93	1,850	>=17	.81 - .90	25.1 - 40 Sec.	12,000	27,000
E	<=67	>=30	.93 - 1.00	2,000	>=13	.91 - 1.00	40.1 - 60 Sec.	13,000	30,000
F	>67	<30	>1.00		<13	>1.00	> 60 Sec.		

Source: 1995 Highway Capacity Manual

1. PC/MI/LN: passenger cars per mile per lane
2. PC/H/L: passenger cars per hour per lane
3. MSF: maximum service flow rate per lane under ideal conditions. [c] (capacity under ideal conditions) * v/c = MSF]
4. ADT: average daily traffic. These figures are affected by an intersection's degree of access control, the type of roadway, grades, design, geometrics, percent truck traffic, etc.

An important goal is to maintain acceptable levels of service along the highway, streets and roads network. To accomplish this, Caltrans and Tulare County adopt minimum levels of service in an attempt to control congestion that may result as new development occurs. According to the 1992 Pixley Community Plan, the minimum acceptable LOS for the Pixley is "D." Under current County policies, "development may be allowed in Pixley until the additional traffic will decrease the level-of-service on State Route 99 on- or off-ramps or on the highway itself to fall below LOS 'D.'" It is the intent of the Circulation Plan to "provide a safe and efficient circulation system." Specific actions intended to ensure implementation of the Plan are further identified as policies and are categorized under the following objectives:

- ◆ Assure that new developments are located, and that adequate improvements are made, to ensure orderly traffic flows within the community;
- ◆ New development shall be responsible for the installation of public improvements associated with the development;

- ◆ The County of Tulare shall plan for a multi-modal transportation system that meets the mobility needs of the community and improves air quality; and
- ◆ Tulare County's roadway system shall be built and maintained consistent with both current design standards and the need and function of each roadway.

When development occurs in an area that could be served by an extension of an existing road, the existing street should be extended to serve the development.

Future streets on the west side of Pixley include the extensions of Franklin, Ellsworth, and Davis streets. Future streets on the east side include the extension of Maple from Court to Howard, extending Orrland from Elm to Park, and a new street connecting Elm and School just north of the Pixley School. This new street shall serve the middle school proposed for the area north of the Pixley School.

In addition to utilizing the existing street network, the streets internal to new development should be designed to allow for circulation to urban collectors as well as to provide for a logical pattern of traffic flow. In developments with cul-de-sacs, motorists should be able to access an urban collector without backtracking through the development. There should be paths or walkways to allow access into or out of the street by bicyclist and pedestrians

To determine the existing LOS for each street segment described below, segment LOS was estimated using the Modified HCM-Based LOS Tables (Florida Tables), which are approved for use in Tulare County. The Tables consider the capacity of individual segments based on numerous roadway variables (facility design speed, signalized intersections per mile, number of lanes, saturation flow, etc.). These variables were identified and applied in the LOS Tables to reflect existing traffic LOS conditions in the Pixley urban boundary area. The variables are also consistent with HCM variables referenced above in Table 3-4. A complete description of the Modified Tables and the variables, applied to calculate segment LOS, is included in Technical Appendix _.

Affected Streets and Highways

Street and highway segments located within the urban boundary were analyzed to determine facility LOS utilizing HCM-based methodologies described previously, and include:

- ◆ Airport Street between Terra Bella Avenue and Avenue 120;
- ◆ Market Street between Orrland Avenue and Terra Bella Avenue;

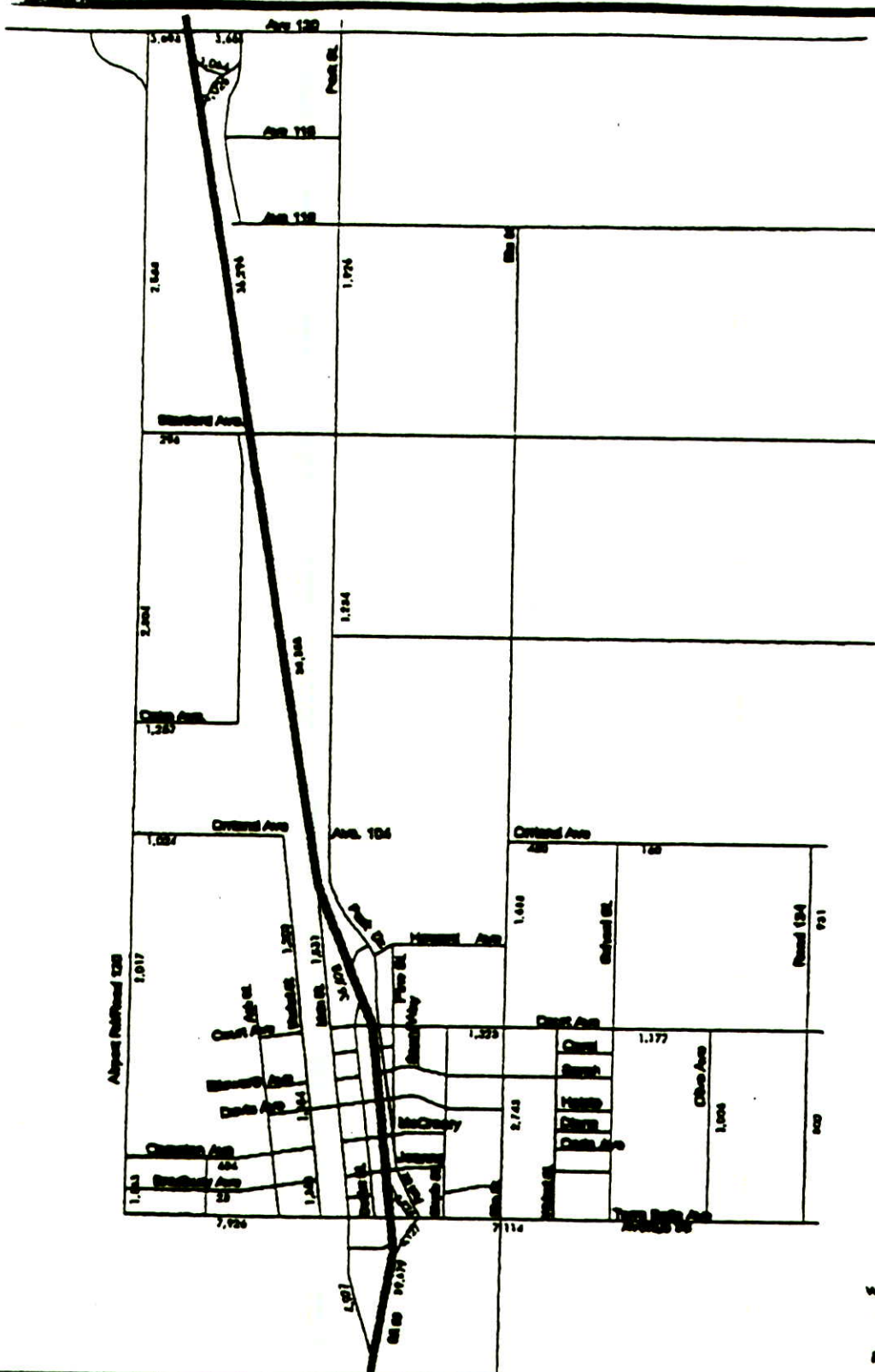
- ◆ Park Drive between Avenue 120 and Orrland Avenue;
- ◆ Elm Street between Orrland Avenue and Terra Bella Avenue;
- ◆ Road 134 between Orrland Avenue and Terra Bella Avenue;
- ◆ Olive Avenue between Court Avenue and Terra Bella Avenue;
- ◆ Avenue 120 between Airport Street and Park Street;
- ◆ Stanford Avenue between Airport Street and SR 99;
- ◆ Oaks Avenue between Airport Street and SR 99;
- ◆ Orrland Avenue between Airport Street and Road 134;
- ◆ Court Avenue between State Route 99 and School Street;
- ◆ Compton Street between Airport Street and Market Street;
- ◆ Bradbury Street between Airport Street and Market Street;
- ◆ Terra Bella Avenue between Airport Street and School Street;
- ◆ SR 99 between Avenue 128 and Avenue 88; and
- ◆ SR 99 on- and off-ramps at Avenue 120, Main Street, and Terra Bella Avenue.

In addition to the segment LOS analysis, it is also necessary to assess LOS conditions at major intersections located within the urban boundary. To identify existing intersection LOS, the following intersections were analyzed:

- ◆ Terra Bella Avenue/Elm Street;
- ◆ Terra Bella Avenue/Park Drive;
- ◆ Terra Bella Avenue/Main Street;
- ◆ Davis Avenue/Main Street;
- ◆ Court Avenue/Center Street;
- ◆ Court Avenue/Park Drive; and
- ◆ Park Drive/Avenue 104.

Existing Traffic Counts

Traffic volumes were obtained from the County of Tulare, based on data obtained from the Tulare County Traffic Model. Additional counts were surveyed and recorded by VRPA staff. Existing average daily traffic (ADT) volumes for each facility are shown in Exhibit 3-1.



Pixley Community Plan Circulation Element

EXISTING VOLUMES (AADT)

Community
of Pixley

Legend:

7,926 Segment Traffic Volume (ADT)



Exhibit
3-1

Existing Conditions - Level of Service

Segment Level of Service Analysis

Tables 3-2 and 3-3 describe traffic characteristics associated with LOS grade levels for roadway segments in the Study area on an average daily traffic basis. A roadway segment is defined as a stretch of roadway generally located between signalized or controlled intersections. The HCM-based LOS analysis is based upon a calculation of traffic volume and other variables previously described, such as the number of lanes and signalized intersections along the segment. Standard twelve foot (12') lanes were applied for purposes of the LOS analysis.

There is one LOS standard applicable to the intersection assessed in this study. The Tulare County Association of Governments has adopted a LOS E as the standard. The freeway and ramps are covered by the Caltrans' Route Concept Report for State Highway 99, which calls for the maintenance of LOS C.

Results of the LOS segment analysis along the existing street and highway system show that all the intersections currently operate at a LOS A standard. The State Route and on/off-ramps operate at a LOS B or better. Results of this analysis are depicted in Appendix A and Exhibit 3-2

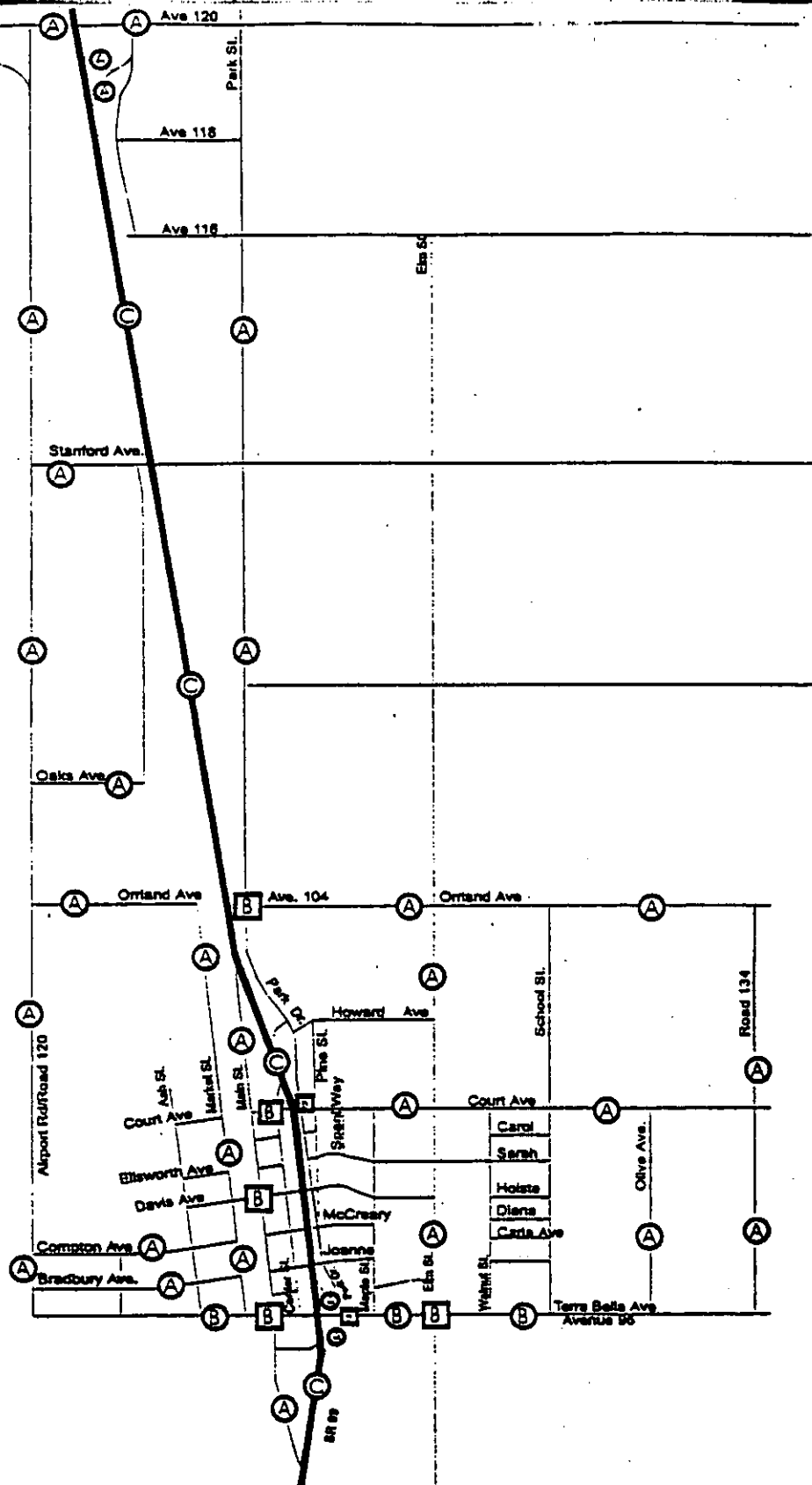
Intersection Level of Service Analysis

Table 3-5 and Exhibit 3-2 identify the existing LOS for the eight study intersections: Terra Bella Avenue/Elm Street; Terra Bella Avenue/Park Drive; Terra Bella Avenue/Main Street; Davis Avenue/Main Street; Court Avenue/Center Street; Court Avenue/Park Drive; Park Drive/SR99 Off-Ramp; Park Drive/Avenue 104.

Trip generation rates for the study area were calculated from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 5th Edition, 1991, and added to existing counts. Future turn counts were estimated using the Tulare Council Association of Governments' (TCAG) year 2020 traffic model. Employment figures were provided to TCAG by Valley Research and Planning Associates (VRPA) in order to estimate socioeconomic characteristics associated with the Community. The socioeconomic data results were then applied by TCAG to project area trips. A comparison was then made between the model's base year volumes and estimated 2020 volume output. The percentage increase was applied to existing, or known turning movement counts to determine impacts related to future year (2020) conditions with the Project.

TABLE 3-5
EXISTING INTERSECTION LOS

Intersection	LOS
Terra Bella Avenue/Elm Street	B
Terra Bella Avenue/Park Drive	B
Terra Bella Avenue/Main Street	B
Davis Avenue/Main Street	B
Court Avenue/Center Street	B
Court Avenue/Park Drive	B
Park Drive/Avenue 104	B



Pixley Community Plan Circulation Element

EXISTING LEVEL OF SERVICE (LOS) ANALYSIS

Community
of Pixley

Legend:

- A Segment Level of Service
- A Intersection Level of Service



Exhibit
3-2

All intersection LOS analyses were estimated using Highway Capacity Software (HCS), Signals - Version 2.1. For reference, HCS LOS worksheets are provided in the Technical Appendix _.

3.3 EXISTING CONDITIONS/IMPACTS

Data Collection

The existing conditions for the Pixley street system were assessed from traffic data obtained from the following sources:

- ◆ segment (band and directional) and turn movement counts were furnished by the Tulare County Traffic Model; and
- ◆ segment (directional) and turning movement counts surveyed by Valley Research and Planning Associates (July 1995).

Segment and Intersection (turn movement) data was collected on July, 25, 26 and 27, 1995, for the weekday p.m. peak hours. Segment counts were conducted for 24-hour periods at 15-minute intervals. Turning movement data was collected during the hours of 4-6 p.m. The existing p.m. peak hour traffic volumes were analyzed using the Highway Capacity Manual Software for "two lane rural highways" and "unsignalized intersections." Table 3-5 shows the results of the analysis. The weekday p.m. peak hour for both segment and intersection was generally found to occur between 4:00 - 6:00 p.m.

Segment Impacts (Existing Conditions)

Pixley's circulation system is operating at or near the optimum level-of-service at the present time with all roads at LOS A or B. Any projects in the planning process at the present time will substantially impact the level-of-service at key intersections and on State Route 99 on/off-ramps. The traffic study for the Howard Subdivision, a 160-unit single family residential development, approved for the northeast corner of Court Avenue and Elm Street, shows LOS A or B for most intersections and C for the northbound State Route 99 off-ramp at Park Drive. Buildout at 2020, which includes a 1.59% population increase (a smaller percentage increase than the 2.5% used in this plan), shows LOS of D at Park Drive and Court Avenue. Two intersections, Park Drive at State Route 99 and the southbound approach to Court Avenue from State Route 99, will operate at an LOS of E. One intersection, the southbound State Route 99 off-ramp at Court and Center will operate at LOS F. Although all of the roads in Pixley are currently operating at acceptable

levels-of-service, future developments are expected to negatively impact intersections as discussed above; however, this does not take into account the impacts of additional residential units or commercial development. Single family residential units are expected to generate an average of 9.55 trips each weekday per dwelling unit, while trip generation for commercial and/or industrial development will vary considerable depending on the type of use associated.

SECTION 4 PROJECTED FUTURE TRANSPORTATION/ CIRCULATION CONDITIONS

4.1 PURPOSE

The purpose of this section is to provide a firm understanding of future transportation/circulation conditions in the Community of Pixley considering each primary mode of transportation. It is important to define the future transportation/circulation system and any deficiencies. Such deficiencies will be addressed during development of the implementation program.

4.2. PROJECTED FUTURE TRAFFIC ROADWAY CONDITIONS

Projected Travel Demand

To project travel demand in Pixley, the Tulare County microcomputer traffic model (MINUTP) was used to estimate average daily highway travel demand. Tulare County's travel forecast model is composed of land use data aggregated to traffic analysis zones (TAZs) within Tulare County and external zones. The model also consists of a detailed street and highway network.

Travel demand, measured in vehicle-trips for each of several trip purposes, has been estimated for Year 2020 using the Tulare County Regional Transportation Model. Travel demand was estimated considering: (1) projected land use in each of the TAZs, (2) the planned transportation network, and (3) household behavior. Projected land use data was based upon projected land use contained in the Land Use Element of the Tulare County General Plan and the Pixley Community Plan. Year 2020 socioeconomic data was developed for each TAZ and is composed of the following information: the number of single family and multiple family households; population; and the number of retail, service, education, government and other employment types. Since most traffic congestion and capacity deficiencies are experienced during peak commute periods, forecasts of home-based work trips (home to work, work to home) are especially important.

Transportation Systems Management

Transportation Systems Management provides for short-range transportation strategies designed to improve both the movement of people and goods and the operational efficiency of the existing transportation system at minimal cost. The types of transportation systems management strategies which should be considered on an on-going basis include traffic signal synchronization, provision of left-turn pockets, parking and access management, and similar traffic engineering treatments that maximize the use of existing streets and roads without major construction.

Projected Traffic Volumes and Conditions

Figure 4-1 depicts projected average daily traffic volumes for the Year 2020 Full Build Analysis (2020 Model Network with 2020 projected socioeconomic data) on principal roadways in Pixley.

To determine future LOS for each segment along the street and highway network, segment LOS was identified from the MINUTP model network. In addition, LOS was also estimated using the Modified HCM-Based LOS Tables (Florida Tables). The Tables consider the capacity of individual street and highway segments based on numerous roadway variables (freeway design speed, signalized intersections per mile, number of lanes, saturation flow, etc.). These variables were identified and applied to reflect existing traffic LOS conditions in Community of Pixley. A complete description of the Modified Tables and the variables applied to calculate segment LOS is included in Appendix B.

Referencing Figure 4-2 and Appendix B, results of the segment analysis for the Year 2020 Full Build Alternative indicate that street and highway segments will be operating at LOS A through F. Two (2) of the segments are projected to be operating at LOS E and six (6) facility segments are projected to be operating at LOS F in the Year 2020. As a result, these street and highway segments will fall short of Tulare County's, Caltrans', and Pixley's minimum LOS standards.

Maximum AADT volumes in Pixley will occur along SR 99, with about 70,000 to 85,000 vehicle trips per day along this segment. Although this is the highest projected volume in Pixley, certain segments of this freeway will be well within the capacity of a freeway facility. The facilities that will be operating at LOS F consist of:

- ◆ SR 99 from Avenue 128 to Avenue 120;
- ◆ SR 99 from Avenue 120 to Stanford Avenue;
- ◆ SR 99 from Stanford Avenue to Orrland Avenue;
- ◆ SR 99 from Orrland Avenue to Terra Bella Avenue;
- ◆ SR 99 from Terra Bella Avenue to Avenue 88; and
- ◆ SR 99 off-ramp at Terra Bella Avenue.

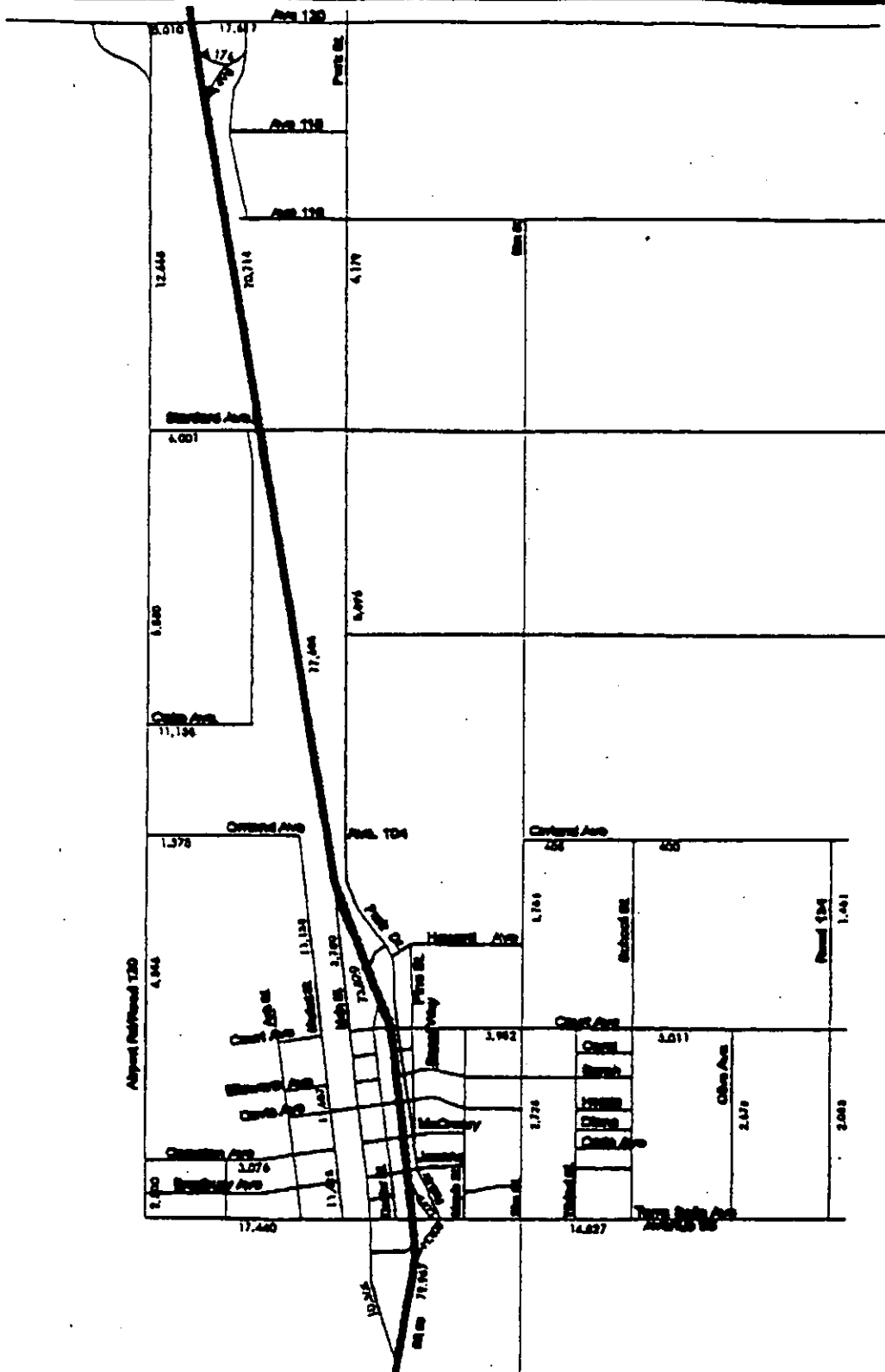
Severe prolonged congestion LOS E will prevail during periods along two segments, as indicated in Figure 4-2. These include:

- ◆ SR 99 on-ramp at Avenue 120; and
- ◆ SR 99 on-ramp at Main Street.

Moderate traffic congestion (LOS D) will be experienced at a few locations. Specifically, four (4) segments are projected to operate at LOS D. These facilities are also illustrated in Figure 4-2. As referenced in Chapters 2 and 3, the minimum level of service (LOS) policy recommended by this Circulation Study is LOS D.

4.3 FUTURE RECREATION-RELATED TRAVEL

State Route 99 in Pixley experiences the highest traffic volumes on weekends, particularly in the summer, as a result of recreational travel. This situation is likely to continue since major recreation facilities are located within Tulare County. Within Tulare County, these generators include: Kings Canyon and Sequoia National Forest, and Lakes Kaweah and Success. A number of vacation homes in the foothill and mountain areas also attract recreational travel. Maximum traffic volumes on summer weekends are projected to exceed average weekday volumes by factors ranging from 10 to 15 percent.



Pixley Community Plan Circulation Element

FUTURE YEAR 2020 VOLUMES (AADT)

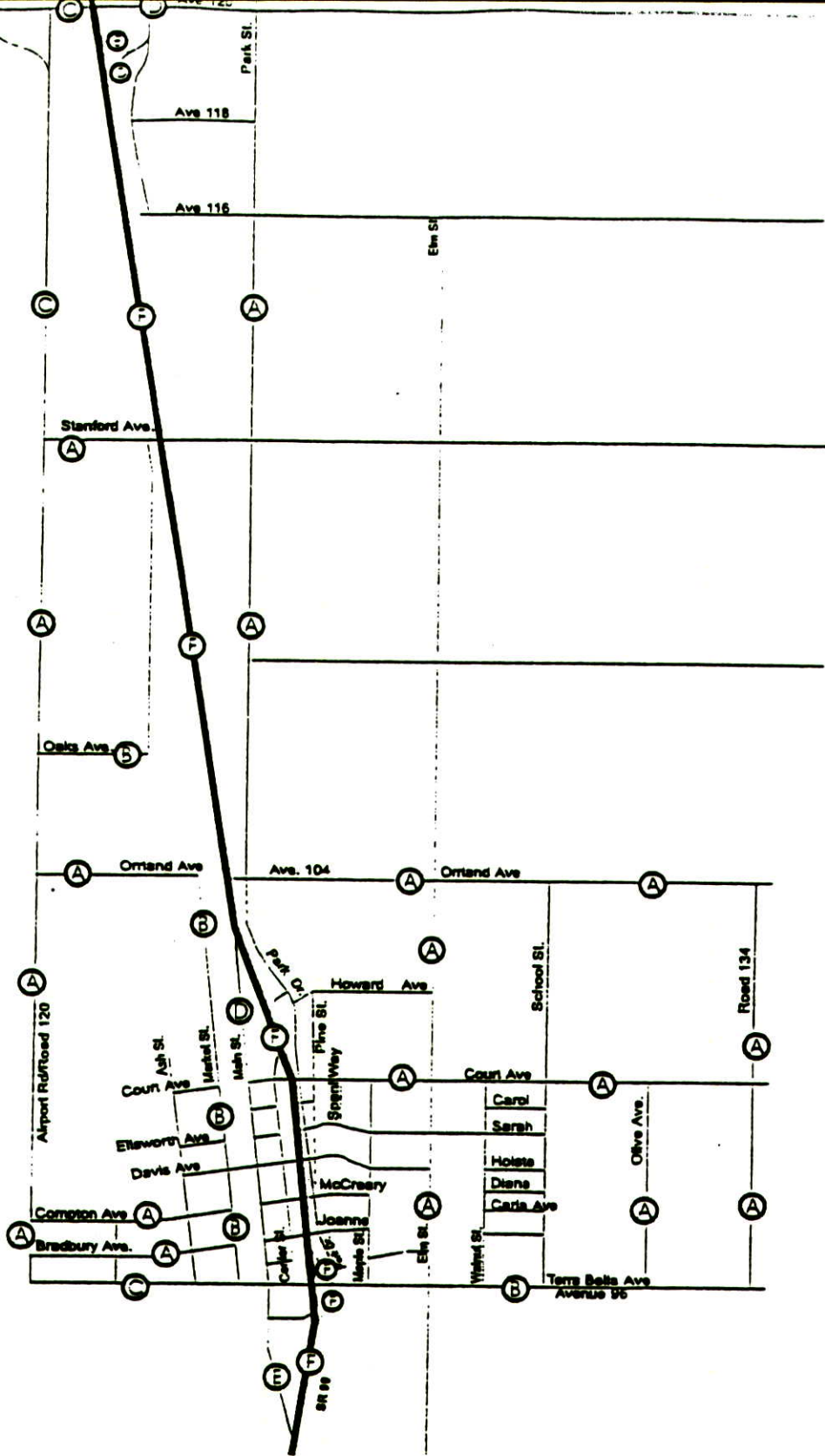
Community
of Pixley

Legend:

7,926 Segment Traffic Volume (ACT)



Exhibit
4-1



Pixley Community Plan Circulation Element
FUTURE LEVEL OF SERVICE (LOS) ANALYSIS

Community of Pixley

Legend:

Ⓐ Segment Level of Service



Exhibit 4-2

4.4 FUTURE TRANSPORT OF GOODS AND MATERIALS

Primary generators of truck traffic in Pixley are agricultural and industrial uses. Since agriculture is a relatively mature industry in Pixley, overall truck traffic generated by agricultural uses should remain stable in the future. However, relocation and replacement of individual agricultural processing plants can significantly alter localized patterns and concentrations of truck traffic within the Community Urban Development Boundary. While industrial growth is expected within Pixley, the scale of industrial-related truck traffic is considered secondary to that generated by agriculture. Protracted truck traffic should not increase dramatically though localized concentrations may change.

4.5 FUTURE MASS TRANSPORTATION

Public transportation in Pixley is limited, yet sufficient, because the dominant mode of travel is the automobile. Public transportation (bus) is provided by Tulare County Transit and consists of one trip to and from Tulare on Tuesdays and Fridays and one trip to and from Delano on Mondays and Thursdays. Also, a dial a ride program is available where residents can call and request transportation within the Pixley/Earlimart area. The nearest departure point for passenger rail service is the Amtrak stop in Corcoran. The Union Pacific Railroad carries freight and runs parallel to State Route 99 with one public stop in Pixley and three private stops north of the community. Currently, the public stop is not in use.

SECTION 5 IMPLEMENTATION

5.1 IMPLEMENTATION/MITIGATION CONSIDERATIONS

As indicated in Sections 1 and 2, an efficient transportation network is necessary to implement the future land use patterns recommended. In order to achieve an efficient transportation network, the policies summarized below (refer to Section 2 of this document) need to be followed and implemented:

1. provide a safe and efficient transportation system for travel needs, movement of goods, and to implement other policies and implementation measures of this plan;
2. identify a functional street classification system consistent with the County's Circulation Element;
3. explore funding possibilities to upgrade existing street network;
4. require new development applicants to construct or upgrade the roads which will serve their projects to County standards;
5. Tulare County Public Works Department shall implement engineering design standards for the streets identified in the plan
6. determine if a proposed land use development project meets local criteria or thresholds and if a traffic impact study is required; and
7. acceptable design standards will be required for each classification of roadway, pavement widths, lane configurations, and to the specific functional classification of the road, medians, encroachment, and/or shoulder widths.

In addition to these policies, certain implementation guidelines need to be followed:

- ◆ The redevelopment plan for Pixley shall include improvements to the circulation system such as repaving, and construction of curbs, gutters, sidewalks, and storm drainage improvements.
- ◆ 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.

- ◆ The County recommends preparation of a traffic report on two criteria:
 - a. If the project generates more than 100 vehicles in the peak hour, or
 - b. If the project contributes to cumulative impacts on the regional or local network that exceed level-of-service standards.

5.2 CIRCULATION ELEMENT IMPROVEMENTS

Based on the assessment of current and future highway needs as discussed in Sections 3 and 4 of this Circulation Element, and Pixley's transportation policies, and issues of concern, described in Sections 1 and 2, a series of responsive transportation improvements have been proposed for incorporation in the Circulation Element.

Freeway Improvements

As indicated in Section 4, State Highway 99 falls short of the minimum LOS policy referenced in this report, or LOS "D." Improvements to this facility are of regional concern, therefore appropriate mitigation/implementation will be addressed during the development of the Tulare County Regional Transportation Plan (RTP) and the County of Tulare Circulation Element currently being updated. It should be noted that a majority of the traffic is through-traffic, travelling not only through Pixley, but also through Tulare County. The regional concern for this facility, therefore goes beyond the boundaries of the Pixley Community and Tulare County. As a result, coordination with Caltrans and other affected counties will be required to resolve any and all deficiencies along SR 99.

Freeway Ramp Improvements

As indicated in Section 4, there are three (3) ramp facilities that have been identified as being deficient. These include the following:

- ◆ SR 99 off-ramp at Terra Bella Avenue;
- ◆ SR 99 on-ramp at Avenue 120; and
- ◆ SR 99 on-ramp at Main Street.

The mitigation required for these facilities will be considered during development of Tulare County Circulation Element currently being updated. Appropriate mitigation of these facilities, as identified in Table 5-1, (addition of one lane at each ramp) would result in LOS of D or better. In some cases, right-of-way widths are sufficient for additional striping to accommodate two (2) lanes. In other cases, additional right-of-way will be required for an

improvement in LOS. As previously indicated, Tulare County is currently updating the Circulation Element and these ramp improvements will be further assessed and identified through the County Circulation Element update process.

TABLE 5-1
RECOMMENDED RAMP IMPROVEMENTS

Ramp Location	Recommended Improvement
SR 99 on-ramp at Avenue 120	Increase to 2 lanes
SR 99 on-ramp at Main Street	Increase to 2 lanes
SR 99 off-ramp at Terra Bella	Increase to 2 lanes

APPENDIX B

**Table Providing the Land Use Breakdown
not available at time of printing**

APPENDIX C

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



IN THE MATTER OF General Plan)
Amendment Case No. GPA 92-06,)
(Pixley Community Plan))

RESOLUTION NO. 97-1034

UPON MOTION OF SUPERVISOR Richmond, SECONDED BY SUPERVISOR Maples, THE FOLLOWING WAS ADOPTED BY THE BOARD OF SUPERVISORS AT AN OFFICIAL MEETING HELD DECEMBER 9, 1997, BY THE FOLLOWING VOTE:

AYES: Supervisors Sanders Richmond, Maze, Harness, and Maples
NOES: None
ABSTAIN: None
ABSENT: None



ATTEST: THOMAS F. CAMPANELLA
ADMINISTRATIVE OFFICER/CLERK
BOARD OF SUPERVISORS

BY: Indie M. Conal
Deputy Clerk

Certified the Board of Supervisors has reviewed and considered the information contained in the Environmental Impact Report prepared for GPA 92-06 prior to taking action on the amendment.

Found that the Community Plan will have a significant effect on the environment that cannot be fully mitigated as described in the EIR and adopted the statement of overriding considerations as recommended by the Planning Commission.

Determined that the environmental document reflects the independent judgment of the County, and is approved.

Adopted GPA 92-06 (Pixley Community Plan) as recommended by the Planning Commission.

Directed the Clerk of the Board to file the Notice of Determination with the County Clerk.

BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF)
GPA 92-06, PIXLEY)
COMMUNITY PLAN)

RESOLUTION NO. 7637

Resolution of the Planning Commission of the County of Tulare approving a Board of Supervisors initiated action to adopt the proposed Pixley Community Plan consisting of amendments to the Land Use, Circulation, Urban Boundaries and Open Space elements of the Tulare County General Plan.

WHEREAS, the Board of Supervisors, by Resolution No. 92-0861, initiated action to amend the Tulare County General Plan, pursuant to Title 7, Chapter 3, Articles 5 and 6 of the Government Code of the State of California; and

WHEREAS, the Planning Commission has given notice of the proposed Amendment to the General Plan as provided in Sections 65353 and 65090 of the Government Code of the State of California; and

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

WHEREAS, a public hearing was held at which public testimony was received at a regular meeting of the Planning Commission on November 5, 1997.

NOW THEREFORE BE IT RESOLVED as follows:

- A. This Planning Commission, after considering all of the evidence presented, hereby determined the following findings to be relevant in evaluating the proposed Pixley Community Plan:
1. It is necessary and appropriate to adopt a comprehensive community plan for Pixley because it is a growing, unincorporated community in Tulare County. The Land Use Element of the Tulare County General Plan currently designates Pixley as a "Rural Service Center." The policies of the Urban Boundaries Element and the Rural Valley Lands Plan call for preparation of comprehensive community plans for several unincorporated communities, including Pixley.

2. In 1981 the Board of Supervisors initiated a comprehensive review of urban boundaries of cities and unincorporated communities, including Pixley. The proposed Urban Development Boundary is consistent with the policies set forth in the Urban Boundaries Element, as amended in 1983.
3. Public meetings have been held in Pixley since 1993 to review and discuss the proposed Community Plan with the public. Local residents were in attendance and presented comments, questions and suggestions.
4. State law requires that the County's General Plan be internally consistent. Adoption of the proposed amendments to the County's Land Use, Circulation, Urban Boundaries and Open Space Elements will assure that these elements are consistent with the Pixley Community Plan.
5. State law requires that the zoning be consistent with the County's General Plan. Following adoption of the Pixley Community Plan by the Board of Supervisors, the Planning Commission will initiate necessary rezoning to achieve consistency with the Plan.
6. The Tulare County Redevelopment Agency plans to propose adoption of a Redevelopment Plan for Pixley in 1997. That plan must be consistent with the adopted General Plan for the communities. On October 22, 1997 the Planning Commission determined that the proposed Redevelopment Plan would be consistent with the proposed Community Plan.

B. The Planning Commission hereby incorporates the following staff recommendations and property owner requests into the proposed Community Plan:

1. Modify Policy 4.1 to recommend that a specific plan shall be developed in conjunction with a citizen's committee for the planned industrial/commercial area north of Pixley as identified in Exhibit 18 (Proposed Land Use).

2. Add a policy to Section 11 recommending that the placement of soundwalls in Pixley be evaluated by Caltrans and the Tulare County Association of Governments' Transportation Planning Agency as part of their system planning process.
 3. Change the land use designation from Low Density Residential to Medium Density Residential on Assessor Parcel Number 299-131-21.
 4. Change the land use designation from Commercial to Low Density Residential on Assessor Parcel Number 298-03-16.
- C. The Planning Commission hereby certifies that it has reviewed and considered the information contained in the Draft Environmental Impact Report for the proposed Community Plan in compliance with the California Environmental Quality Act and the State Guidelines for the Implementation of the California Environmental Quality Act, prior to taking action on the proposed Community Plan.
- D. Although the Draft Environmental Impact Report identifies certain significant effects of the proposed Community Plan, the Planning Commission hereby finds that the amendment should be approved because policies and mitigation measures which mitigate the environmental effects described below to a level which is not significant have been incorporated into the Plan, as identified below:
- Land Use and Planning Impacts will be mitigated to a level that is less than significant by mitigation measures which are already incorporated into the Tulare County General Plan. The Plan also provides mitigation by removing agricultural land astride Avenue 96 and west of Road 120 that is in the current Urban Area Boundary from the new Urban Development Boundary.
- E. Although the Draft Environmental Impact Report identifies certain significant effects of the proposed Community Plan which cannot be mitigated to a level which is less than significant, the Planning Commission hereby finds the environmental effects to be acceptable because the benefits of the Community Plan outweigh its unavoidable adverse effects. The specific reasons for this finding are set forth below:

STATEMENT OF OVERRIDING CONSIDERATIONS

Impacts on agricultural land are unavoidable unless no further conversion of agricultural land to urban use is permitted in the community (a "no growth" or "growth control" plan.) The Community Plan incorporates several mitigation measures which limit or reduce the conversion of agricultural land, including the establishment of an Urban Development Boundary (which defines a 20-year growth boundary for the communities, encourages infilling and contiguous growth, and limits lands outside of it to agricultural use) and criteria for the development of lands designated Residential and Industrial Reserve (which precludes premature conversion of these areas).

- Impacts on traffic and circulation are partially mitigated by the plan policies contain in Section 11 of Chapter 4, however significant and unavoidable reductions in the efficiency of traffic flow will occur as a consequence of development allowed by the Community Plan. Such impacts are unavoidable unless urban development within the community is disallowed. *(This finding may be deleted, depending on the outcome of the traffic study.)*

The "no project" alternative, which is identified and discussed in the Draft Environmental Impact Report, would still allow agricultural land conversion and urban development to occur within the adopted Urban Area Boundary, and would not be consistent with State law regarding the preparation of general plans for the physical development of the community. Precluding the growth and development of the community would also conflict with the goals of the County's Housing Element and the State's housing goals by restricting housing opportunities, and would ignore the necessity to accommodate the projected population growth of the community.

Alternative A" would reduce the size of the Urban Development Boundary by eliminating a substantial portion of the Specific Plan/industrial corridor included in the proposed UDB. Alternative "A" would allow the establishment of a 1500-acre UDB (approximately 700 acres less than that proposed in the Plan). This UDB, while capable of

containing expected increases in population over the plan period, would not be large enough to host the type of large industrial/commercial uses for which the proposed Specific Plan is designed. Without a large, planned, highwyside industrial corridor within which to focus industrial development in the southwest quadrant of the County, such uses are more likely to become geographically dispersed across the unincorporated area, resulting in inefficient provision of services and possible land use conflicts.

AND, BE IT FURTHER RESOLVED as follows:

- A. This Planning Commission hereby recommends that the Tulare County Board of Supervisors certify the adequacy of the Environmental Impact Report prepared for General Plan Amendment 92-06, the Pixley Community Plan, find the Plan will have a significant effect on the environment and adopt the statement of overriding considerations as contained herein.

- B. This Planning Commission hereby recommends that the Tulare County Board of Supervisors amend the Tulare County General Plan and adopt the Pixley Community Plan, as contained in the attached exhibits, consisting of amendments to the Land Use, Circulation, Urban Boundaries and Open Space elements of the General Plan, as follows:
 - 1. Amendment of the Land Use Element to incorporate the land use designations contained in the Pixley Community Plan;
 - 2. Amendment of the Circulation Element to incorporate circulation plan designations contained in the Plan;
 - 3. Amendment of the Urban Boundaries Element to establish an Urban Development Boundary for Pixley and supersede the existing Urban Area Boundary, as set forth in the 1974 Urban Boundaries Element and GPA 93-02 (including supersedure of the text of GPA 93-02); and
 - 4. Amendment of the Open Space Element to modify the "Urban Expansion Area" for the community of Pixley to reflect the new Urban Development Boundary.

The foregoing resolution was adopted upon motion of Commissioner Jensen, seconded by Commissioner Kapheim, at a regular meeting of the Planning Commission on the 5th day of November, 1997, by the following roll call vote:

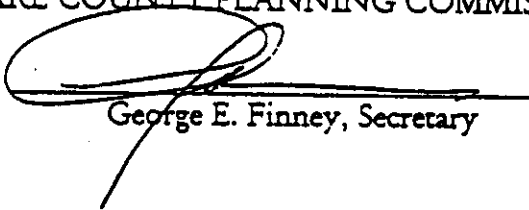
AYES: Espino, Jensen, Kapheim, Kirkpatrick, Millwee, Wheeler

NOES: None

ABSENT: Fernandes

ABSTAIN: None

TULARE COUNTY PLANNING COMMISSION



George E. Finney, Secretary

NOTICE OF DETERMINATION

APPENDIX D

TO: Tulare County Clerk
Room 201, Courthouse
Visalia, CA 93291

FROM: Tulare C
Adminis
Visalia, C.

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resource Code.

Project Title/Case File No. GPA 92-006 Applicant: T.C. Board of Supervisors
Pixley Community Plan Address: 2800 W. Burrel
Visalia, CA 93277

State Clearinghouse No. (if any): 97052110

Lead Agency: Tulare County Resource Management Agency/ Planning and Development Department

Staff Contact Person: Andrew Remus Telephone Number: 733-6291

Project Location: Pixley

Project Description: An amendment to the Tulare County General Plan amending the Land Use Circulation, Open Space and Urban Boundaries Elements in the Pixley area.

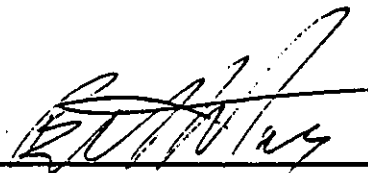
This is to advise that the TULARE COUNTY BOARD OF SUPERVISORS has approved the above described project on December 9, 1997, and has made the following determinations regarding the above described project:

1. The project will have a significant effect on the environment
() will not
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
() A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.

The EIR or Negative Declaration and record of project approval may be examined at:
5961 S. Mooney Blvd., Visalia, California 93291-9394

3. Mitigation measures were, () were not, made a condition of the approval of the project.
4. A Statement of Overriding Considerations was, () was not, adopted for the project.

- COFE Attached
- () D.F.& G. Fees Req'd
- () E.I.R.
- () N.D.

By: 
Chairman, Tulare Co. Board of Supervisors

Filed with the Tulare County Clerk on _____, 19__.

TO: CALIFORNIA DEPARTMENT
OF FISH AND GAME
Environmental Services
1416 Ninth Street, 12th Floor
Sacramento, CA 95814

FROM: TULARE COUNTY PLANNING AND
DEVELOPMENT DEPARTMENT
Tulare County Courthouse
Civic Center, Room 111
Visalia, CA 93291-4593

CERTIFICATE OF FEE EXEMPTION

De Minimis Impact Finding

Responsible Agency Finding

PROJECT LOCATION/CASE FILE NO./APPLICANT:

Between Avenue 120 and Avenue 92 and Road 120 and Road 136, in the southwestern portion of Tulare County, Sections 28, 29, 30, 31, 32, and 33 of Township 22 South, Range 25 East and Sections 4, 5, and 6 of Township 23 South, Range 25 East, M.D.B.&M. Case No. GPA 92-06. Applicant: Tulare County Board of Supervisors.

PROJECT DESCRIPTION AND ZONING:

This project is a Community Plan which amends the Land Use, Circulation, Open Space, and Urban Boundaries Elements of the Tulare County General Plan for the Pixley area.

FINDINGS OF EXEMPTION:

The entire project site contains only developed agricultural, residential, commercial, public and industrial land uses. No sensitive wildlife or plant species have been reported to exist within or near the project site. The project does not have the potential to adversely affect wildlife resources, including habitat.

CERTIFICATION:

I hereby certify that the public agency has made the above findings and that the project will not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

I hereby certify that the action of this project is taken by a public agency acting in a Responsible Agency capacity as defined by Section 21069 of the Public Resources Code, and the filing of a Notice of Determination is exempt from filing fees in accordance with provisions of Section 711.4(g) of the Fish and Game Code.



Signature of Authorized Agency Official

George Finney

Name Printed and Title

11-12-97

Date

N/A

Responsible Agency

TULARE COUNTY PLANNING AND
DEVELOPMENT DEPARTMENT
Lead Agency

Dave Brvant, Project Manager
Contact Person

