

PLAINVIEW COMMUNITY PLAN 2019



Tulare County Resource Management Agency
Economic Development and Planning Branch



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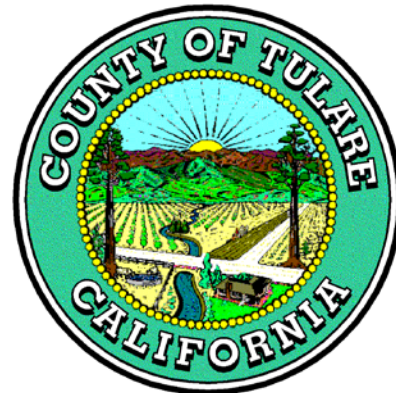
Plainview Community Plan 2019

Adopted: July 9, 2019

Tulare County Board of Supervisors
General Plan Amendment GPA 19-003
Resolution No. 2019-0581

Tulare County Planning Commission
Recommendations:
Resolution No. 9632, 9633, 9634, 9635, and 9636

Plainview Community Plan: GPA 17-009
Section 18.9 Zoning Ordinance (Mixed Use): PZC 19-007
Section 16 Zoning Ordinance (By Right) PZC 19-008
Zoning District Map: PZC 19-009



Tulare County Resource Management Agency
Economic Development and Planning Branch
5961 S Mooney Boulevard
Visalia, CA 93277-9394
(559) 624-7000

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County Administrative Office

Jason T. Britt, CAO

Tulare County Resource Management Agency

Reed Schenke, Director
Michael Washam, Associate Director
Aaron Bock, Assistant Director
Dave Bryant, Chief Planner, Special Projects
Chuck Przybylski, Planner IV
Susan Simon, Planner III
Jose Saenz, Planner II
Johnson Vang, Engineer I
Juan Carmona, Property Specialist I
Doreen Alvez, Administrative Aide

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Executive Summary

Introduction

Plainview is primarily a bedroom community with the majority of its land uses consisting of single-family detached residential units. Plainview has paved roads, which provide adequate circulation access to all areas of the community. Plainview's vehicular traffic is controlled via 4-way or 3-way stop signs at key intersections. As an unincorporated community, Plainview contains a mixture of residential, neighborhood commercial, religious establishments, and limited industrial areas similar to the type of land uses found in incorporated places within Tulare County. Farm and Agricultural land uses bound Plainview on the north, east, south, and western portions of Plainview's urbanized area.

Under the 2030 Tulare County General Plan (2012) update, the Urban Development Boundary (UDB) for each community is established under Policy PF-2.1: Urban Development Boundaries-Communities. Until such a time as a Community Plan is adopted, the land use designation shall be Mixed Use as per policy PF 2.6: Land Use Consistency.

The objective in the preparation of the Plainview Community Plan is to develop a plan, which can accurately reflect the needs and priorities of the unincorporated community of Plainview. In addition, the County has prepared an Initial Study/Mitigated Negative Declaration (MND), which addresses the potential environmental effects of the proposed plan, assists in fostering future economic development opportunities and grants; and which can tier off the General Plan EIR and the Community Plan MND.

Plainview is currently designated an unincorporated community in the 2030 Tulare County General Plan (2012). It has become apparent based on the October 2015 Disadvantaged Unincorporated Communities Assessment that a more precise plan is needed to increase the availability of infrastructure funding (such as drinking water system improvements: wells, water distribution piping and storage tanks, and curbs, gutters, sidewalks, etc.) and to stimulate economic development within the community.

As with any community plan, the contents of this document are not intended to be absolute. Planning is a continuous process and, to be effective, requires periodic re-evaluation and revision to reflect changing needs and priorities. This Plan, therefore, should be reviewed on a periodic basis with the assistance and participation of local citizens, groups, and agencies. By doing so, it is envisioned that the Plainview Community Plan 2019 will continue to provide meaningful and necessary guidance toward the development of the community in the foreseeable future.

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

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conservation, noise, safety, and open space. State law also provides that a local agency may include one or more several optional elements depending on the needs and characteristics of the jurisdiction.

In Tulare County, the General Plan has historically been developed on a countywide basis or by large geographic sub-areas (such as rural valley, foothill, and mountain), with development policies emphasizing county-wide and area-wide issues and concerns. In establishing land use planning policies on an area-wide basis, it has been recognized that several unincorporated communities, including Plainview, have localized land use needs and issues that should be addressed in a more specific manner particular to its community, geographic features, location of major roadways (such as Road 196 and Avenue 196), population characteristics, availability of water, and other issues unique to the community's area. Therefore, the Plainview Community Plan 2019 has been prepared with an emphasis on land use, circulation, and infrastructure planning.

The Plainview Community Plan 2019 describes the manner in which the planning area will develop and grow through the planning period. Its policies will form guidelines regarding future request for building permits, zone changes, divisions of land, and other development review processes. In addition, as the plan establishes development densities and prescribes land uses, it will undoubtedly influence private decisions pertaining to land purchases and development proposals within the community. The Plan contains standards for the development of property, and identifies implementation programs through which consistency with stated goals and objectives can be achieved in accordance with applicable State laws and County Ordinances. It, therefore, provides the authority for requiring necessary physical improvement in conjunction with private development projects, thereby enhancing the physical, social, and economic environment of the community and protecting the health, safety, and welfare of its residences.

Location

Plainview is a census-designated place located in the southwest portion of Tulare County (**see Figure 1**), and situated approximately four (4) miles west of Strathmore and approximately six (6) miles southwest of Lindsay. Plainview is located within the Lindmore Irrigation District. The Lindmore Irrigation District serves agricultural water to properties in the vicinity of the community of Plainview. It is generally bounded by Avenue 196 on the north; Road 198 on the east; Avenue 194 on the south; it includes both sides of Road 196 on the north; Road 196 down to the intersection of Avenue 192; and it included areas near the Road 195 alignment to the west side of Plainview. Plainview encompasses 0.2 square miles of land.

Plainview is located in Sections 34 and 35, Township 20 South, Range 26 East, MDB&M; and Section 02, Township 21 South, Range 26 East, MDB&M. Plainview is located within the Cairns Corner Quadrangle, United States Geological Survey 7.5 minute topographic quadrangle. Plainview is located at an elevation of 354 feet above sea level. The coordinates of Plainview are Latitude 36° 08' 32" N and Longitude 119° 8' 15" W.

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Plainview Community Concerns (see Discussion and Recommendations Page 81):

The consensus with the community is to improve the health and safety of the community of Plainview with the assistance of the County of Tulare. The community expressed the following concerns:

- Plainview Neighborhood Park improved to accommodate children with special needs, swings, and a bathroom.
- Overspray from pesticides along:
 1. Avenue 196/Avenue
 2. Road 196/Avenue 194
- Four-way stop and pedestrian crosswalks on Road 196/Avenue 196.
- Drainage issues from the Family Market to Avenue 196.
- Increase the bus shelters for the children while they wait for the bus.
- Fix Pot Holes on the corner of Avenue 195/Alder Road.
- Improve lighting in the Plainview Community.
- Install deaf children signs along Vista Avenue.
- Installation of curb, gutters, sidewalks, drainage, and sewer systems.

Housing Policy 3.16

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

AQ-1.4 Air Quality Land Use Compatibility

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

Tulare County RMA Traffic Operations Division

The intersection of Road 196 and Avenue 196 is currently a Two-Way Stop controlled intersection, with Stops on Avenue 196, which runs east and west, and uncontrolled on Road 196 running north and south. Both roadways have a posted speed limit of 35-miles per hour.

A new gasoline service station and market is located on the northwest corner of this intersection resulting in an increase of pedestrian traffic. In response to safety concerns by the community regarding pedestrian traffic at this intersection, Tulare County Resource Management Agency (RMA) conducted an investigation and concluded that this intersection would meet the warrant for an All-Way STOP control.

The Board of Supervisors, on June 18, 2019, by Resolution No. 2019-0532 approved an All-Way STOP Control at the Intersection of Road 196 and Avenue 196 in Plainview, to enhance vehicular circulation and pedestrian safety. The project will result in the installation of Stop signs on Road 196; thereby resulting in an All-way STOP controlled intersection.

2019/2020 County Transportation Improvement Program 19/20 CTIP

Tulare County receives funding for transportation projects from a variety of sources. These sources can be divided into three categories: Local, State, and Federal. Local sources consist primarily of

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Measure R (1/2 cent sales tax specifically for transportation and some Maintenance Assessment district revenues). State sources include Local Transportation Funds (from sales tax), and SB1 and Highway User Tax Account (Gas taxes). Federal sources include a variety of competitive grant funds as well as allocations from transportation spending legislation, which can vary from year to year. A road fund balance does exist for transportation projects, emergencies, and other necessary reserves. No property taxes or County general funds are applied to road maintenance and construction within Tulare County.

RMA staff recently completed an exhaustive survey of school transportation facilities and prepared the Tulare County-wide Safe Routes to School (SRTS) Plan – Phases 1 and 2. Additionally, the Complete Streets Policies that result from the community plan update process as well as the SRTS plan identify locations where the improvements to the transportation network can have substantial safety and efficiency impacts for the communities and schools.

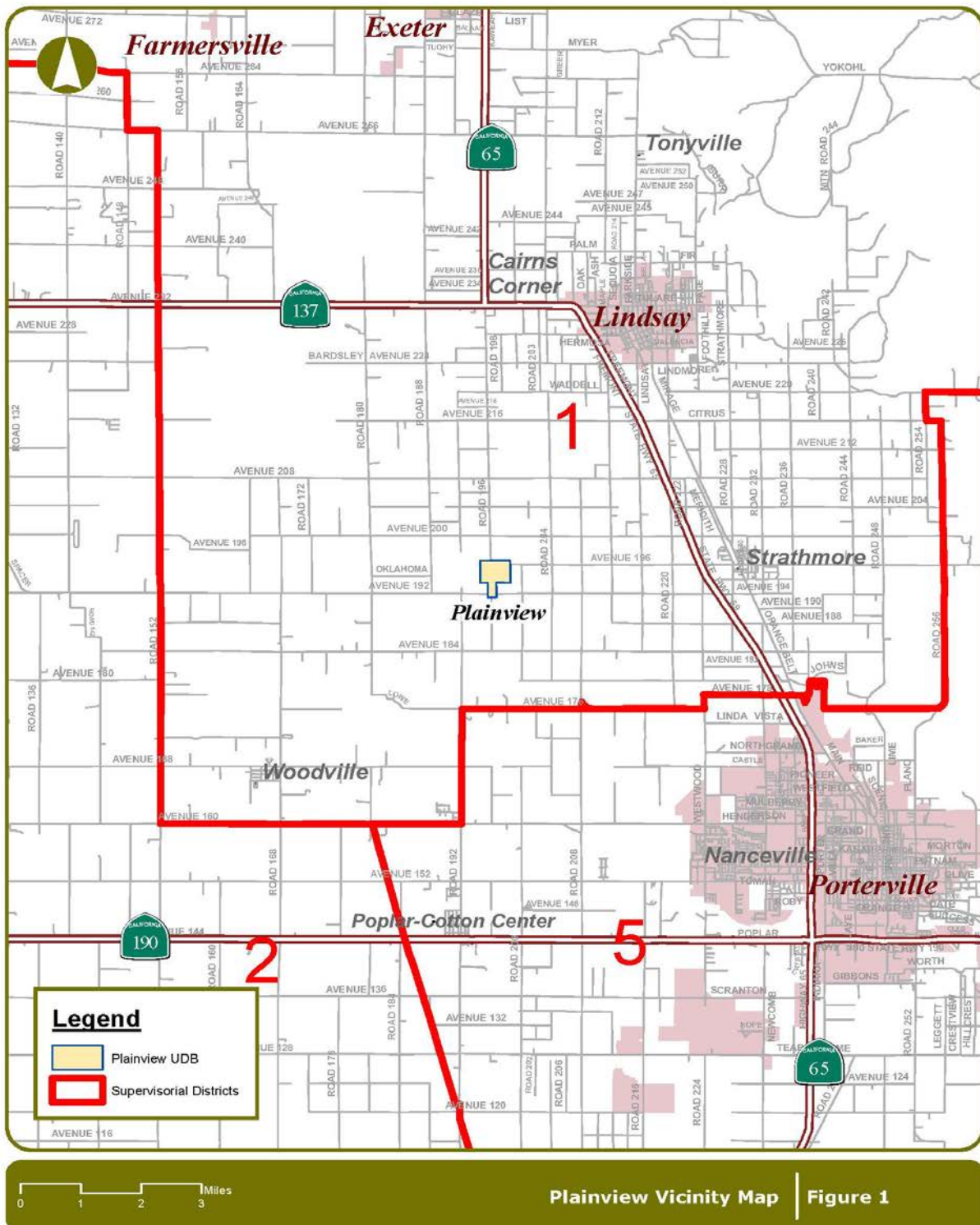
These priority project, in addition to County's bridge replacement/rehabilitation projects and road maintenance projects make up the 2019/2020 County Transportation Improvement Program.

The CTIP includes all new projects that will be started in the FY 2019/2020. Two projects for the community of Plainview, were approved by the Tulare County Board of Supervisors on June 18, 2019, by Resolution No. 2019-0542.

- ADA improvements and blade patching (various locations)
- Safety improvement Road 196 and Avenue 196 (flashing beacons)

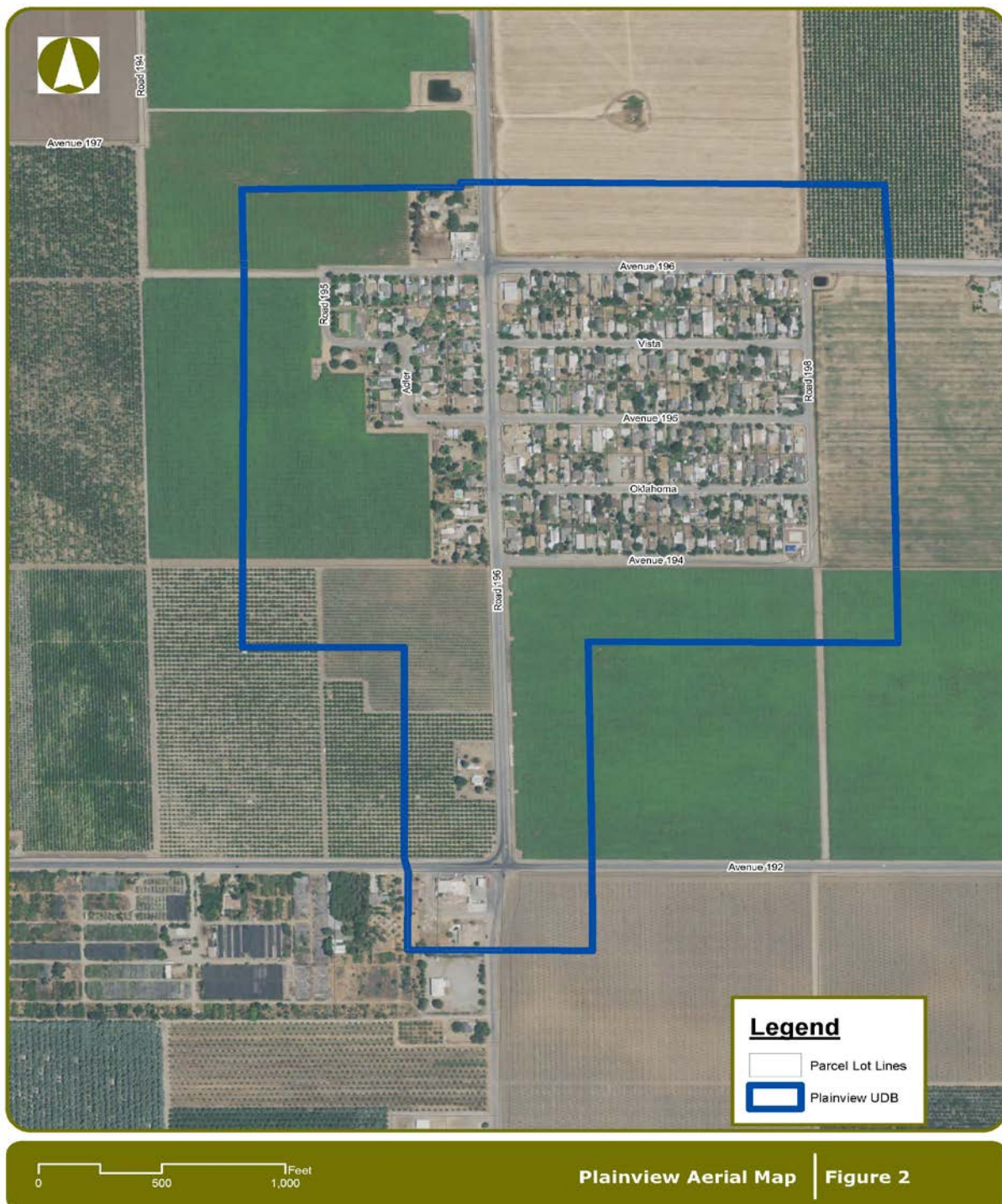
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Figure 1 - Vicinity Map



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Figure 2 - Aerial Map



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Historical Perspective

“Plainview was originally laid out as two Tracts (125 and 150) in the late 1940s on two 20 acre pieces of ground **(see Figure 2)** on what is now the southeast corner of the intersection of Avenue 196 (Frazier Highway) and Road 196. The Tracts consisted of lots, most of which were residential with a few commercial establishments located on Road 196. At one time, there was a lumberyard and a post office in the community. Many dust bowl refugees located in the area, purchasing a parcel or two and built their homes, some of which were originally tents. Plainview includes nine roadways: Avenue 196, Vista Avenue, Avenue 195, Oklahoma Avenue, Avenue 194, Road 198, Alder Road, Road 196, and Road 195.

The original developers of the subdivision organized the Plainview Mutual Water Company (PMWC) to provide water to Plainview residents. In the late 1940, two wells were drilled and a water distribution system was installed. A large part of the system was built using recycled oil field piping. The MWC is located east of Road 196 and provides water to approximately 184 residential connections and 3 commercial connections. The Central Water System, purchased by the MWC in 2012, provides water to the western portion of the community (west of Road 196) with 42 residential service connections”¹.

¹ California Department of Public Health, “2014 Sanitary Sewer – Plainview Mutual Water Company” & “Plainview MWC – Central Water Company compliance order 03-12-14R-001,” 2014.

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Plainview Background Report

Community Profile

Planning Area

The Plainview Urban Development Boundary (UDB) area spans a geographic area of approximately 145.8-acres. Plainview consists mainly of existing single-family homes fronting on paved County road rights-of-way with dirt shoulders (without curb and gutter). The Urban Development Boundary includes areas in the Plainview Mutual Water Company.

Severely Disadvantaged Community

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

In 2017, Plainview's median household income was \$21,691, whereas the State of California's median household income was \$67,169. Plainview's median household income was 32.3% of the State of California's median household income, and therefore is considered a disadvantaged community.

Climate

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

Topography

The topography of Plainview comprises a relatively flat, level surface with no major slopes, mountain hillsides, or bodies of water. Plainview sits at an approximate elevation of 354 feet above mean sea level.

Existing Urban Development Boundary

The existing Urban Development Boundary (UDB) (**see Figure 3**) contains approximately 145.8-acres (including rights-of-way). The UDB includes areas within the Plainview Mutual Water Company, while the community's wastewater is managed by individual property owner septic systems.

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Figure 3 - Plainview Urban Development Boundary



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Plainview Land Use

The existing Land Use for the community of Plainview is designated Mixed-Use (MU). At this time, the community of Plainview does not have a community plan; therefore, the Tulare County General Plan Update 2030 provides the framework for development. The Goals and Policies Report reinforce, amend and expand policies with respect to development in the unincorporated area. The General Plan 2030 Update provides guidance to development within the community:

Planning Framework Policy PF 2.6 Land Use Consistency: Until such time as a Community Plan is adopted for those communities without existing Community Plans, the land use designation shall be Mixed Use, which promotes the integration of a compatible mix of residential types and densities, commercial uses, public facilities, and services with employment opportunities.

Mixed Use Land Use Designation: The Mixed Use designation established areas appropriate for the planning integration of some combination of retail office, single family and multi-family residential, hotel, recreation, limited industrial, public facilities or other compatible use.

One of the most important purposes of the Plainview Community Plan 2019 is to establish land use patterns and development policies and standards for the community for the planning period, through the year 2030. The general intent of the land use plan for Plainview is to identify the most appropriate types and distribution of land uses for the community, based on environmental, circulation, infrastructure, services, opportunities and constraints, urban development boundary suitability analysis and other economic capacities and concerns discussed in the chapters of this Plan.

The County of Tulare, through existing policies, has encouraged both incorporated and unincorporated communities to establish urban development and land use patterns, which are compact and contiguous. This policy position has reduced so-called “leap frog” development throughout the County, helping preserve agricultural lands, and minimize land use conflicts between urban and agricultural areas.

Existing Land Use Plan Acreage

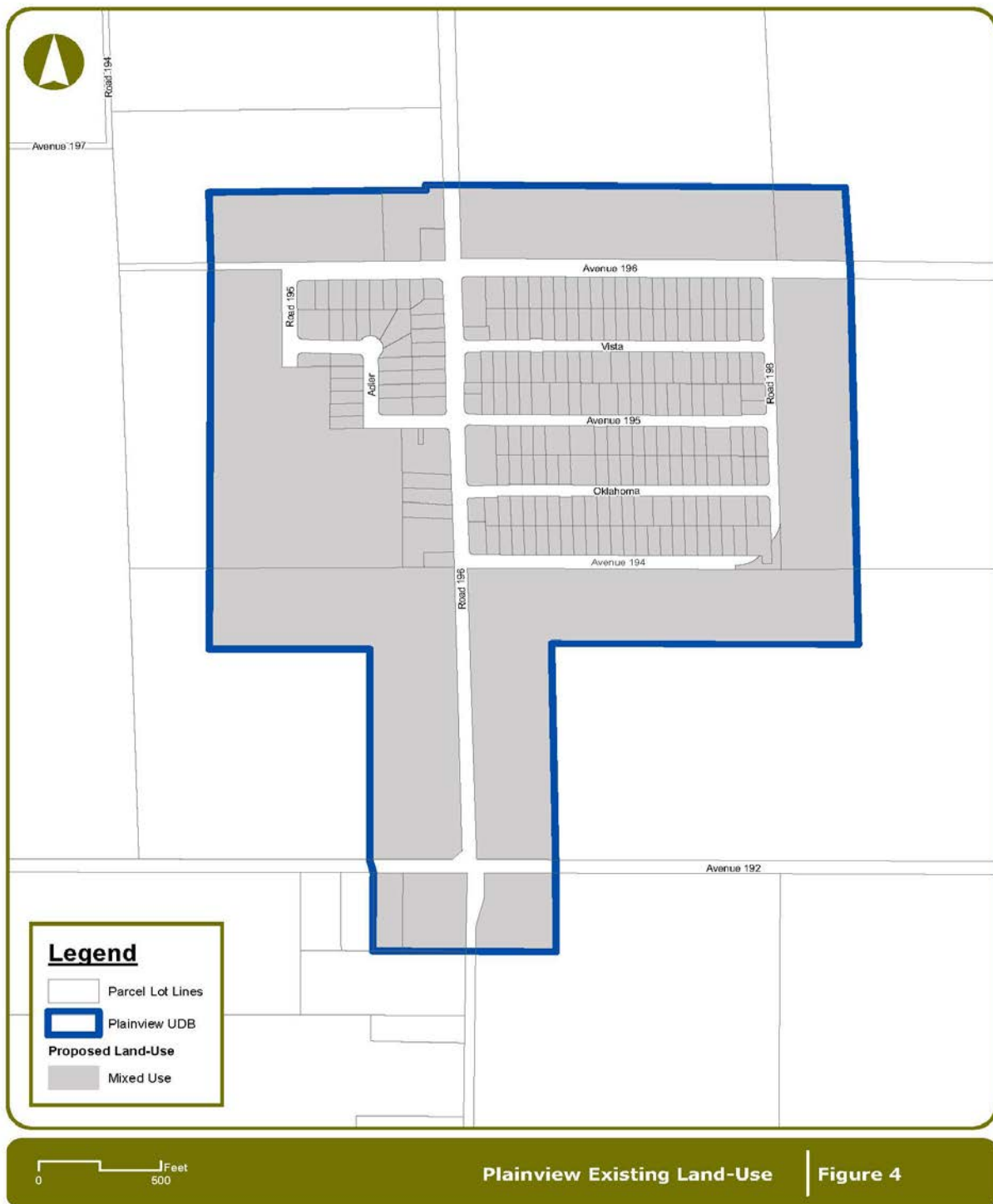
Table 1 shows that a majority of the land in the Plainview Community Plan 2019 area is designated Mixed Use (125.8-acres). Approximately 19.0 acres (**see Figure 4**) acres within the Planning Area is dedicated to unclassified rights-of-way.

Table 1: Existing Land Use Plan Plainview	
Designation	Total Acres
Mixed Use	126.8
Unclassified (Rights-of-Way)	19.0
Total	145.8

Source: Tulare County GIS

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Figure 4: Plainview Land Use



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Existing Zoning Districts Acreage

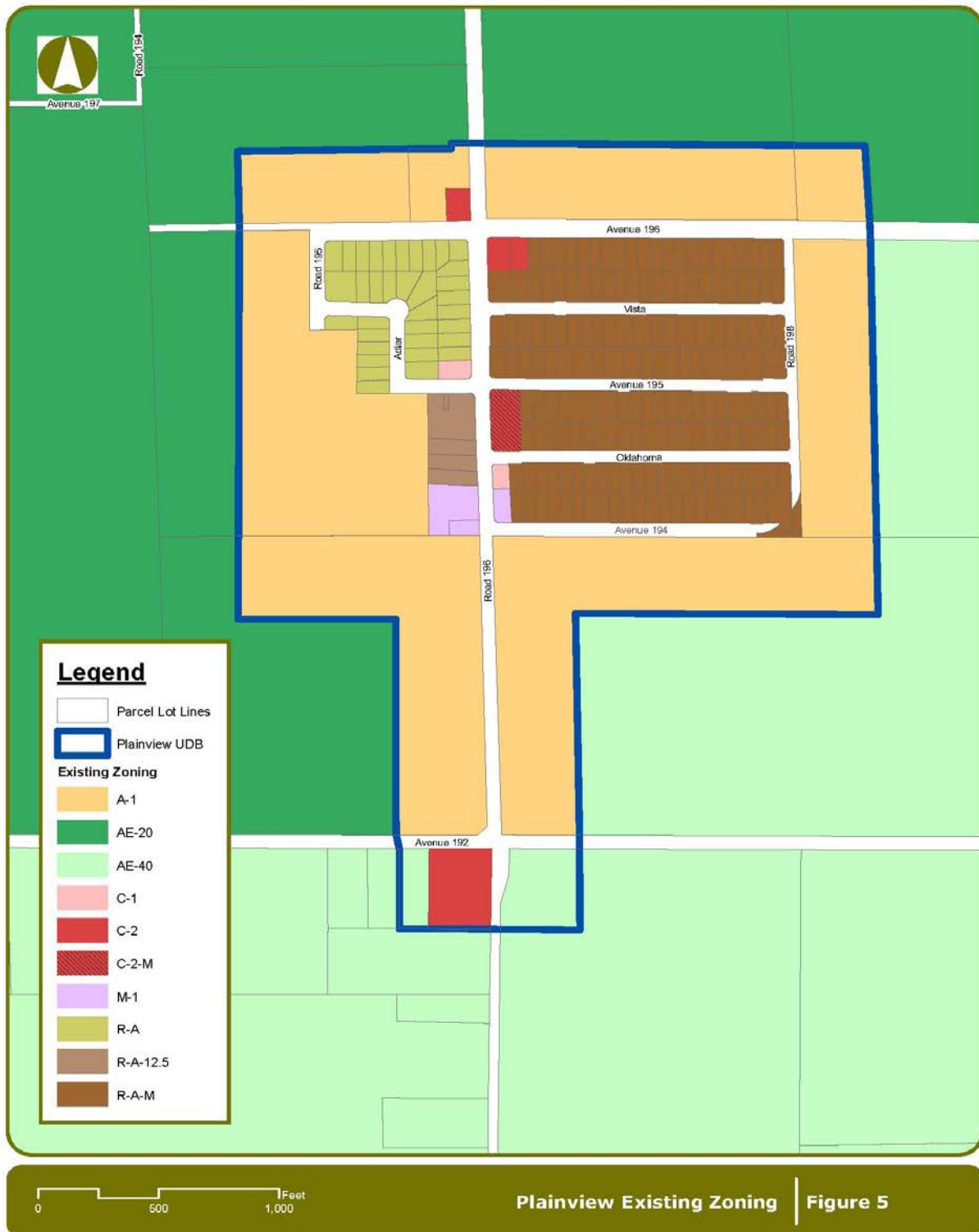
Figure 5 shows the existing zoning designations in the Plainview Community as demonstrated in **Table 2**. Agricultural zones comprise 57.33%, residential zones comprise 25.84%, commercial zones comprise 2.86%, industrial zones comprise 0.89%, and rights-of-way 13.03% in the existing Plainview Urban Development Boundary.

Table 2: Existing Zoning Districts		
	Acres	Percent
A-1	80.3	55.0
AE-40	3.4	2.33
C-1	0.4	0.27
C-2	3.0	2.05
C-2-M	0.8	0.54
M-1	1.3	0.89
R-A	6.7	4.59
R-A-12.5	1.8	1.23
R-A-M	29.2	20.02
Unclassified (Rights-of-Way)	19	13.03
Total	145.8	100

Source: Tulare County GIS

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Figure 5 Plainview Zoning Districts Map



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Demographics

Introduction

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

Population Growth

In 2010, Plainview's population was 945. The population increased to 1,016 by 2017. The male population decreased from 483 in 2010 to 481 in 2017. The female population increased from 462 in 2010 to 535 in 2017. In the period between 2010 and 2017, more females were added to the population than males (see Table 3).

Table 3- Population (2010 & 2017)						
Geography	2010			2017		
	Total Population (2010)	Male (2010)	Female (2010)	Total Population (2017)	Male (2017)	Female (2017)
California	37,253,956	18,517,830	18,736,126	39,982,847	19,366,579	19,616,268
Tulare County	442,179	221,442	220,737	458,809	229,488	229,321
Plainview CDP	945	483	462	1,016	481	535
Source: California Department of Finance						

Projected Population

"The San Joaquin Valley faces major challenges. One concerns how to handle future growth. Population in the Valley is expected to nearly triple by 2050, from 3.6 million to 9.4 million people, the equivalent of adding 11 new towns the size of Fresno to the area. Tulare County is expected to grow to over 1,000,000 residents by 2050, well over doubling its current population."²

Table 4 - Projected Annual Growth Rates		
	Historic Growth Rates 1990-2007	Projected Growth Rates 2007-2030
County Total	1.9%	2.4%
Incorporated	2.8%	2.9%
Unincorporated	0.46%	1.3%

² Tulare County Regional Blueprint, page 7

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Growth Rate

As noted in the 2010 General Plan Background Report, the unincorporated areas of Tulare County have a 1.3% projected annual growth rate from 2007 to 2030. This 1.3% annual growth rate can be applied to Plainview (see Table 4).

Median Age

The median age in Plainview went up from 23.6 in 2010 to 26.8 in 2017. Plainview's median age is lower than the median age of Tulare County and of the State of California (see Table 5).

Table 5 - Median Age (2010 & 2017)		
Geography	2010	2017
	Median age (years)	Median age (years)
California	35.2	36.1
Tulare County	29.6	30.6
Plainview CDP	23.6	26.8

Source: California Department of Finance

Plainview has a higher percentage of persons under 18 at 33.1% than Tulare County (31.4%) and the State of California (23.4%). Plainview also has a lower elderly population. Persons 21 years old and over made up 66.9% of Plainview's population, comparatively, persons 21 years and older in Tulare County was 63.9% and in the State of California was 72.4% (see Table 6).

Table 6: Age Percentage 2013-2017 American Survey

Geography	Persons Under 5 years	Persons Under 18 years	Persons Age 21+	Persons Age 62+	Persons Age 65+
California	6.4%	23.4%	72.4%	16.4%	13.2%
Tulare County	8.6%	31.4%	63.9%	13.2%	10.7%
Plainview CDP	8.3%	33.1%	66.9%	9.1%	8.4%

Ethnicity and Race

In 2010 (see Table 7), 6.6% of the Plainview's population was white, 0.0% was African American, 1.1% was Native American, 0.2% was Asian, and 0.6% was two races or more. Approximately 91.5% was Hispanic (of any race).

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Table 7 - Race & Ethnicity (2010)							
	Total Population	White	Hispanic or Latino (of any race)	Black or African American	American Indian and Alaska Native	Asian	Total Population of Two or More Races
California	37,253,956	21,453,934	14,013,719	2,299,072	362,801	4,861,007	1,815,384
Tulare County	442,179	265,618	268,065	7,196	6,993	15,176	18,424
Plainview CDP	945	62	865	0	10	2	6

Source: California Department of Finance

In 2017 (see Table 8), 8.1% of the Plainview's population was white, 0.0% was African American, 0.0% was Native American, 0.0% was Asian, and 0.0% was two races or more. Approximately 91.9% was Hispanic (of any race). In the decade between 2010 and 2017, the proportion of the White population increased from 6.6 to 8.1%. The African American population percentage stayed the same 0.0%. The Asian population percentage decreased from 0.2% to 0.0%. The two or more race demographic decreased from 0.6% to 0.0%. The Hispanic (of any race) stayed about the same from 91.5% to 91.9%.

Table 8 - Race & Ethnicity (2017)							
	Total Population	White	Hispanic or Latino (of any race)	Black or African American	American Indian and Alaska Native	Asian	Total Population of Two or More Races
California	38,982,847	14,777,594	15,105,860	2,161,459	117,813	5,427,928	1,140,164
Tulare County	458,809	135,372	291,867	5,973	3,029	14,622	6,709
Plainview CDP	1,016	82	934	0	0	0	0

Source: California Department of Finance

Economic Conditions

Tulare County's Local Economy

“Similar to the broader Central Valley area, Tulare County's economy has been largely based on agriculture, food processing, and manufacturing, while professional services jobs have been limited. Tulare is the most productive agricultural county in a State that itself is by far the most productive in the nation. Overall, agribusinesses produced billions of dollars in commodities, with the County considered, as the largest milk producers in the United States.”³

³ 2016 Tulare County Annual Crop and Livestock Report

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“Tulare County is also a major distribution hub because of its central location in the State, 200 miles north of Los Angeles and 225 miles south of San Francisco.

“The county’s major employers are Tulare County government, Porterville Development Center, both Kaweah Delta Healthcare, and Ruiz Food Products. The top 20 employers combine for about 19,300 jobs, or 11 percent of the overall county employment. The major distributors include Jo-Ann Fabrics, VF Distribution, Wal-Mart, and Best Buy Electronics that combine for nearly 3.5 million square feet of distribution space. The county’s overall industrial market includes about 23 million square feet of building space.”⁴

Employment in Plainview

According to the 2030 Update of the Tulare County General Plan, Tulare County’s economy has historically been driven by agriculture and has had one of the largest agricultural outputs of any county in the US. Nearly 20% of the employment in Plainview is agriculturally related according to the Tulare County Housing Element. Despite this, the Tulare County unemployment rate has remained consistently higher than the State average, which can be largely attributed to the seasonal nature of agricultural production.

Unemployment in Tulare County

According to the California Department of Finance, the 2013-2017 American Community Survey (**see Table 9**) indicated that the unemployment rate in Plainview had an unemployment rate of 31.0% while Tulare County’s unemployment rate was 10.0%. The State of California’s unemployment rate was 7.7%. *

Table 9 - 2013-2017 American Community Survey: Unemployment			
Geography	Population	Total Civilian Labor Force	Unemployment
California	38,982,847	19,485,061	7.7%
Tulare County	458,809	193,225	10.0%
Plainview CDP	1,016	339	31.0%

Source: California Department of Finance

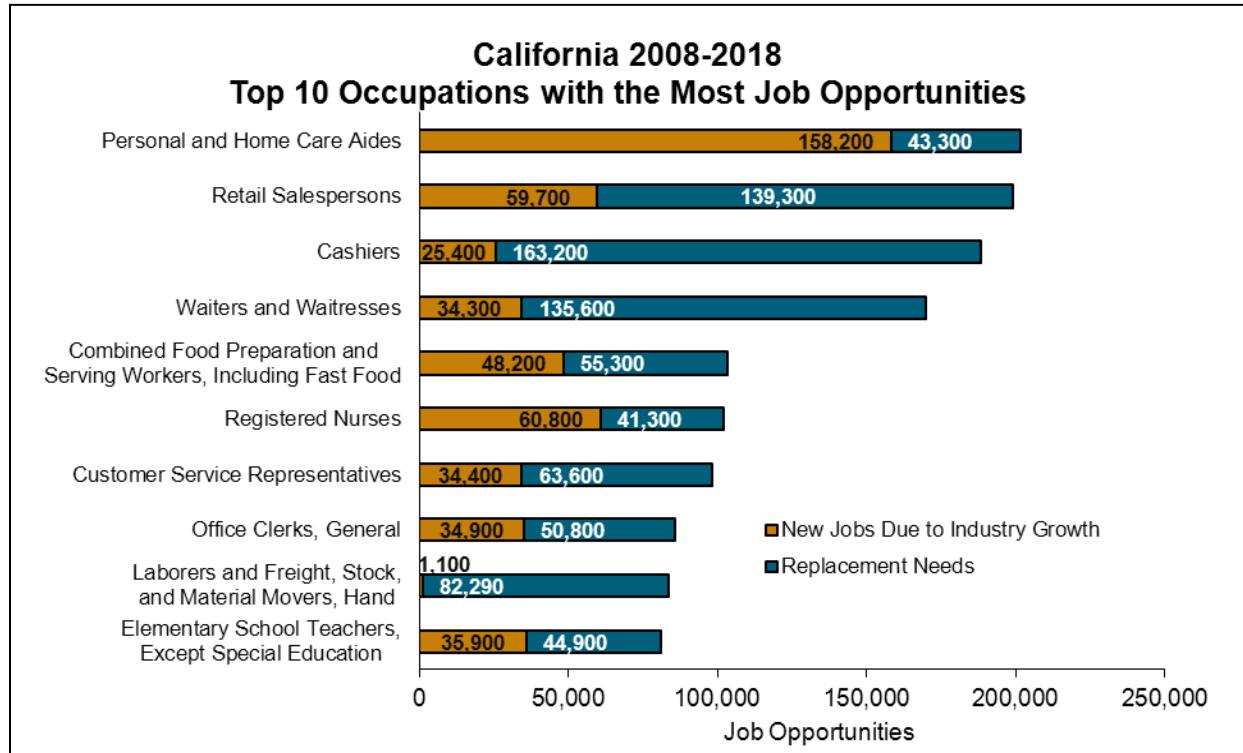
Employment Projections California

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

⁴ Visalia General Plan Update: Existing Conditions Report, page 3-16

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



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

Income

Mean and Median (see **Table 10**) income in Plainview is very low compared to Tulare County and the State of California. Plainview's median household income was \$21,691, compared to \$44,871 for Tulare County and \$67,169 for the State of California. Plainview's median family income was \$27,083, compared to \$47,280 for Tulare County and \$76,975 for the State

Table 10 - 2013-2017 American Community Survey: Income					
Geography	Median household income (dollars)	Mean household income (dollars)	Median family income (dollars)	Mean family income (dollars)	Per capita income (dollars)
California	\$67,169	\$96,104	\$76,975	\$106,970	\$33,128
Tulare County	\$44,871	\$62,325	\$47,280	\$65,927	\$18,962
Plainview CDP	\$21,691	\$26,148	\$27,083	\$27,573	\$7,246

Source: California Department of Finance

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

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of California. Plainview's per capita income was also low at \$7,246 compared to \$18,962 for Tulare County and \$33,128 for the State of California.

Poverty

According to the California Department of American Community Survey (see **Table 11**) indicated that 56.7% of families in Plainview lived below the poverty line. This percentage was higher for single moms, and persons under 18. Plainview had a higher level of poverty overall for families with female householder, no husband present at 69.3% compared to Tulare County at 42.2% and the State of California at 26.0%. The highest differential was the poverty rate of persons under 18 years. Plainview's poverty rate for persons under 18 years was 64.9% compared to 36.2% for Tulare County and 20.8% for the State of California.

Table 11 - 2013-2017 American Community Survey: Poverty					
Geography	All families	Married couple families	Families with female householder, no husband present	All people	Persons under 18 years
California	11.1%	6.6%	26.0%	15.1%	20.8%
Tulare County	23.0%	15.4%	42.2%	27.1%	36.2%
Plainview CDP	56.7%	48.4%	69.3%	61.0%	64.9%

Source: California Department of Finance

Housing Characteristics

Plainview serves as an agriculturally-oriented service center for the rural area west of Strathmore. Many residents are employed in agriculturally-related industries. Plainview is also a "bedroom community," as a number of residents who live in Plainview have jobs away from the town and/or travel to shop outside of Plainview, as there are limited employment, medical care, and shopping opportunities within the community. Housing characteristics account for things such as the number of living quarters (called "housing units" as they can be homes or apartments), housing types (which can be single-family homes, mobile homes, and/or apartments), tenure (ownership or renting of places where one lives), housing conditions and age (which sometimes go hand-in-hand because the age of a unit can affect its condition), household size (that is, the number of persons living in a housing unit) and vacancy rate (which is important because it typically indicates the number of places to live that are available or unavailable). As the community grows, it will be important to provide new housing opportunities, allow expansion of the size of existing housing (such as increase a unit by an additional bedroom), and allow various housing types (such as mobile homes).

Housing Units

During the decade between 2010 and 2017 (see **Table 12**), the number of housing units in Plainview increased from 224 to 298, which represents an increase of 33.03%. This increase was higher than the percent increase in Tulare County of 3.5% and the State of California at 2.3%.

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Table 12 - Housing Units (2010 & 2017)

Geography	2010	2017	Percent Increase
	Total housing units	Total housing units	
California	13,680,081	13,996,299	2.3%
Tulare County	141,696	146,712	3.5%
Plainview CDP	224	298	33.03%

Source: California Department of Finance

Housing Types

According to the California Department of Finance, the 2013-2017 American Community Survey (see **Table 13**) indicated that 82.9% of the housing units in Plainview were 1-unit detached, 1.0% were 1-unit attached, and 16.1% were mobilehomes. In Tulare County 76.0% of the housing units were 1-unit detached. In California 58.1% of housing units were 1-unit detached.

Table 13 - 2013-2017 American Community Survey: Unit Types

Geography	Total housing units	1-unit, detached	%	1-unit, attached	%	2 units	%	3 or 4 units	%	5 to 9 units	%	Mobile homes	%
California	13,996,299	8,131,716	58.1	978,110	7.0	343,548	2.5	775,541	5.5	857,711	6.1	518,818	3.7
Tulare County	145,661	110,770	76.0	3,515	2.4	3,878	2.7	8,026	5.5	4,077	2.8	9,978	6.9
Plainview CDP	298	247	82.9	3	1.0	0	0	0	0	0	0	48	16.1

Source: California Department of Finance

Housing Conditions

According to the 2015 Plainview Community Housing Condition Survey, approximately 27% of Plainview's housing units in 2015 were dilapidated. According to the 2015 Tulare County Housing Element (see **Table 14**), approximately 15% of the housing units were sound, 58% were deteriorated and 27% were dilapidated.

Table 14 - Housing Conditions Survey

Table 14 - Housing Conditions Survey											
Survey Area	Sound		Deteriorated						Dilapidated		Total Units
			Minor		Moderate		Substantial				
	Units	%	Units	%	Units	%	Units	%	Units	%	
Plainview	8	15%	7	13%	19	37%	4	8%	14	27%	52

Source: Tulare County 2015 Housing Condition Survey, Tulare County 2015 Housing Element

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The percentage of substandard housing in Plainview decreased between 1992 and in 2015. The percentage was 64% in 1992, 80% in 2003, and 87% in 2009, and 58% in 2015 (see Table 15).

Table 15 - Percentages of Substandard Housing Units in Tulare County Unincorporated Community 1992-2015				
	1992 Survey Results	2003 Survey Results	2009 Survey Results	2015 Survey Results
Plainview	64%	80%	87%	58%

Source: 1992, 2003, 2009, 2015 Tulare County Housing Survey of Unincorporated Communities, 2015
Housing Element

Age of Structures

According to the US Census, the 2013-2017 Community Survey (see Table 16) noted that a higher percent (33.6%) of the housing structures were built between 1960 and 1969. Approximately 23.8% of the housing structures were built between 1950 and 1959. Approximately 0.0% of the housing structures were constructed in the years 2000 through 2014 and later.

Table 16 - 2013-2017 American Community Survey: Age of Structures in Plainview		
Age of Structures	Number	Percentage
Built 2014 or later	0	0.0
Built 2010 to 2013	0	0.0
Built 2000 to 2009	0	0.0
Built 1990 to 1999	35	11.7
Built 1980 to 1989	25	8.4
Built 1970 to 1979	30	10.1
Built 1960 to 1969	100	33.6
Built 1950 to 1959	71	23.8
Built 1940 to 1949	6	2.0
Built 1939 or earlier	31	10.4
Total:	298	-

Source: US Census

Tenure Owner or Renter Living in a Housing Unit

According to the California Department of Finance, the 2013 and 2017 American Community Survey data (see Table 17), indicated that 38.7% of the housing units in Plainview were owner-occupied, which is approximately 56.2% less than Tulare County, and 54.5% less than the State of California. The average household size in Plainview is larger for owner-occupied units (4.80 person per unit) than for renter-occupied units (3.3 persons per unit), and the household sizes in Plainview for owner-occupied units is less than Tulare County (3.46) and larger than the State of California (2.91).

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Table 17 – 2013-2017 American Community Survey: Tenure

	Total Occupied Housing Units	Owner-Occupied Housing Units	%	Average household size of owner occupied units	Renter occupied Housing Units	%	Average household size of renter-occupied units
California	12,888,128	7,024,315	54.5	3.00	5,863,813	45.5	2.91
Tulare County	135,144	75,975	56.2	3.27	59,169	43.8	3.46
Plainview CDP	269	104	38.7	4.80	165	61.3	3.3

By definition, the most common measure of overcrowding is persons per room in a dwelling unit.⁶ More than one person for each room of a dwelling unit is considered overcrowding. It is important to note that the measure is based on all rooms of a dwelling unit, not just the number of bedrooms. It is not uncommon for persons to share a bedroom, for example siblings or adults.

Household Size (Overcrowding)

According to the US Census Bureau, the 2010-2017 American Community Survey data indicated that in 2010 approximately 68.0% of the occupied units in Plainview are not overcrowded (having 1.00 or fewer occupants per room) and approximately 24.0% of the occupied units in Plainview are overcrowded (having more than 1.0 occupants per room). Approximately 8.0% of the occupied housing units are overcrowded (having 1.51 or more occupants per room). These percentages are higher than those for Tulare County and the State of California. The 2013-2017 American Community Survey data indicated that in 2017 approximately 84.0% of the occupied units in Plainview are not overcrowded (having 1.00 or fewer occupants per room), approximately 11.5% of the occupied housing units are overcrowded (having 1.01 to 1.50 occupants per room) and 4.5% of the units are severely overcrowded (having 1.51 or more occupants per room) (see Table 18).

Table 18: Overcrowding: Percentage of Occupied Housing Units

	2010			2017		
	1.00 or less occupants per room	1.01 to 1.50 occupants per room	1.51 or more occupants per room	1.00 or less occupants per room	1.01 to 1.50 occupants per room	1.51 or more occupants per room
California	92.0%	5.3%	2.7%	91.8%	5.4%	2.8%
Tulare County	88.8%	8.4%	2.8%	90.0%	7.5%	2.4%
Plainview CDP	68.0%	24.0%	8.0%	84.0%	11.5%	4.5%

Source: California Department of Finance

⁶ U.S. Department of Housing and Urban Development, "Measuring Overcrowding in Housing" 2007. Page 2 See: http://www.huduser.org/publications/pdf/Measuring_Overcrowding_in_Hsg.pdf

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Vacancy Rate

According to the US Census Bureau, the 2010 American Community Survey data indicated the vacancy rate (**see Table 19**) in Plainview was 6.7%, which was lower than Tulare County at 8.0% and the State of California at 8.1%. In 2017, the vacancy rate in Plainview was 9.7%, which was higher than Tulare County at 7.9% and the State of California at 7.9%.

The number of vacant housing units in Plainview increased from 6.7% to 9.7%. The number of vacancies in Tulare County decreased from 8.0% to 7.9% and in the State of California decreased from 8.1% to 7.9%.

Table 19 - Vacancy Rate (2010 & 2017)						
Geography	2010			2017		
	Vacancy rate	Homeowner vacancy rate (1)	Rental vacancy rate (1)	Vacancy rate	Homeowner vacancy rate (1)	Rental vacancy rate (1)
California	8.1%	2.1%	6.3%	7.9%	1.2%	3.6%
Tulare County	8.0%	2.4%	5.8%	7.9%	1.5%	3.4%
Plainview CDP	6.7%	2.7%	3.7%	9.7%	0.0%	5.2%

Source: California Department of Finance

The 2013-2017 American Community Survey data indicated that the number of homeowner vacancy rate decreased in the seven (7) year period between 2010 and 2017, for the State of California from 2.1% to 1.2%, Tulare County from 2.4% to 1.5%, and in Plainview from 2.7% to 0.0%. While the Plainview's rental vacancy rate increased from 3.7% to 5.2%, the rental vacancy rate in California decreased from 6.3% to 3.6% and in Tulare County decreased from 5.8% to 3.4% between 2010 and 2017.

Regional Housing Needs Assessment (RHNA)

State housing element law assigns the responsibility for preparing the Regional Housing Needs Assessment (RHNA) for the Tulare County region to the Tulare County Association of Governments (TCAG). The RHNA is updated prior to each housing element cycle. The current RHNA, adopted on June 30, 2014, is for the fifth housing element cycle and covers a 9.75-year projection period (January 1, 2014 – September 30, 2023).

The growth projections applied in the Tulare County Housing Element Update are based upon growth projections developed by the State of California. A "Regional Housing Needs Assessment Plan" provides a general measure of each local jurisdiction's responsibility in the provision of housing to meet those needs. The TCAG was responsible for allocating the State's projections to each local jurisdiction within Tulare County including the County unincorporated area, which is reflected in the Housing Element.

"The Sustainable Communities and Climate Protection Act of 2008 (SB 375) was passed to support the State's climate action goals...to reduce greenhouse gas (GHG) emissions through coordinated transportation and land use planning. The bill mandates each of California's Metropolitan Planning Organizations (MPO) to prepare a *sustainable communities strategy* as part of its regional transportation

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plan (RTP). The SCS contains land use, housing and transportation strategies that, if implemented, would allow the region to meet its GHG reduction targets.”⁷

“In the past, the RHNA was undertaken independently from the RTP. SB 375 requires that the RHNA and RTP/SCS processes be undertaken together to better integrate housing, land use, and transportation planning. The law recognizes the importance of planning for housing and land use in creating sustainable communities where residents of all income levels have access to jobs, services, and housing using transit, or by walking and bicycling.”⁸

“In addition to the RHNA requirements, SB 375 requires that TCAG address the region’s housing needs in the SCS of the RTP, to include sections on state housing goals (Government Code Section 65080(b)(2)(B)(vi)); identify areas within the region sufficient to house all the population of the region (including all economic segments of the population) over the course of the planning period for the RTP (out to 2040 for the 2040 RTP/SCS); and identify areas within the region sufficient to meet the regional housing needs.”⁹

The RHNA housing results are summarized in **Figure 6**. The Tulare County RHNA Plan recommends that the County provide land use and zoning for approximately 7,081 units per year in the unincorporated portions of the County. The County administratively agreed to a housing share of 7,081 units (726 units per year over the 9.75-year RHNA planning period). The RTP allocates 30% of population to the County. The RHNA bases the housing needs assessment on this percentage.

⁷ TCAG, *Final Regional Housing Needs Plan for Tulare County 2014-2023*, Page 5, <http://www.tularecog.org/wp-content/uploads/2015/07/Final-Regional-Housing-Needs-Plan-for-Tulare-County-2014-2023.pdf>

⁸ *Ibid.*

⁹ *Op. Cit.*

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Figure 6 - RHNA 2014-2023

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

Sources

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

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

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

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

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

Column H: Column A subtracted from Column F

Natural and Cultural Resources

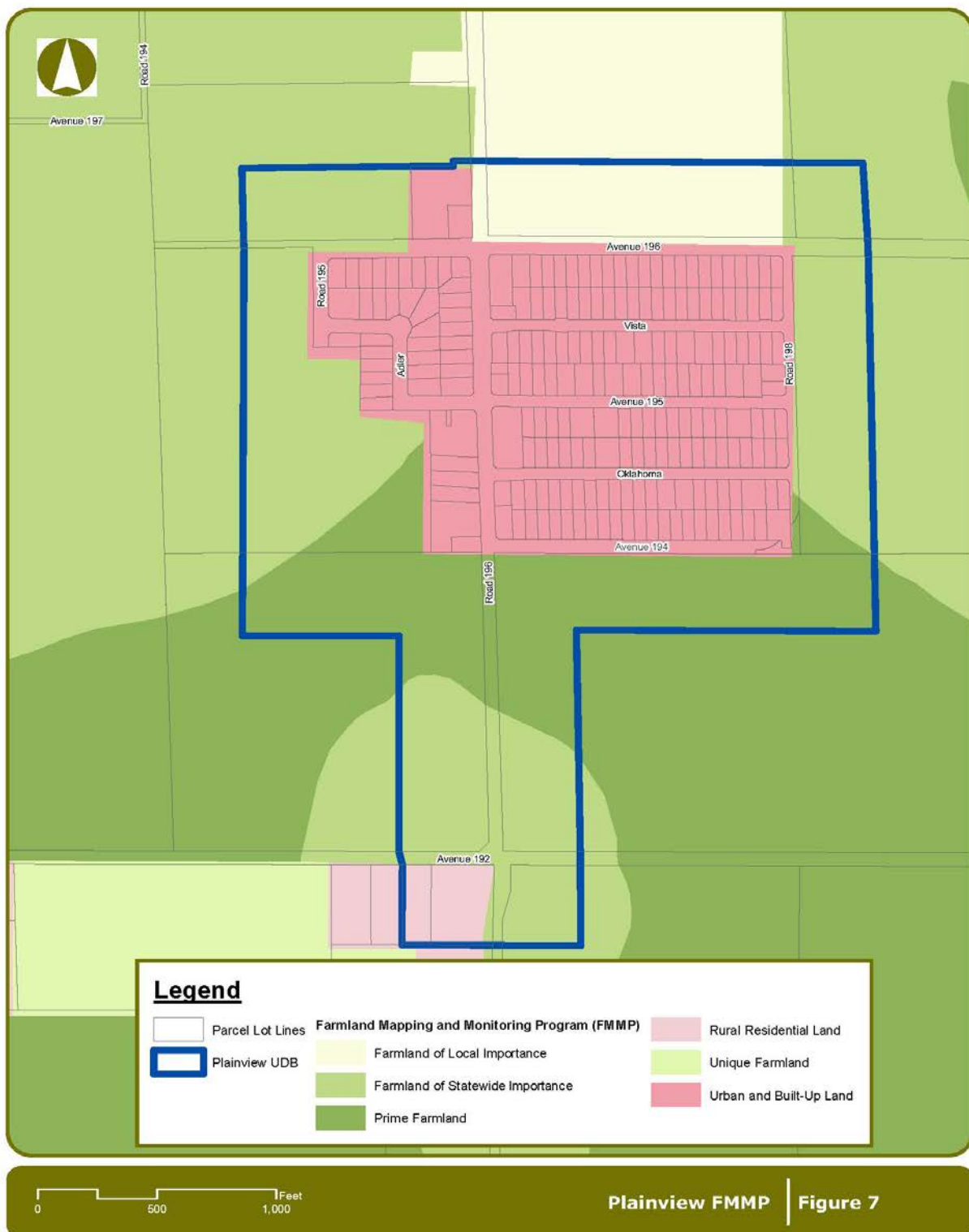
Agriculture

The California Department of Conservation, Division of Land Resource Protection, maintains the Farmland Mapping and Monitoring Program (FMMP), which monitors the conversion of the state's farmland to and from agricultural use. The program monitors a wide variety of farmland types: Prime Farmland is farmland with the best combination of physical and chemical features to sustain long-term agricultural production; Farmland of Statewide Importance is Prime Farmland but has minor shortcomings, such as greater slopes or less ability to store soil moisture; and Unique Farmland has lesser quality soils used for the production of the state's leading agricultural crops.

The area within the existing 145.8-acres Plainview UDB is designated in the 2019 FMMP map (see **Figure 7**). Of these, approximately 43.04 acres are designated Urban and Built-up Land, approximately 83.76-acres are designated Farmland.

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Figure 7 FMMP Map



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Williamson Act Lands

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

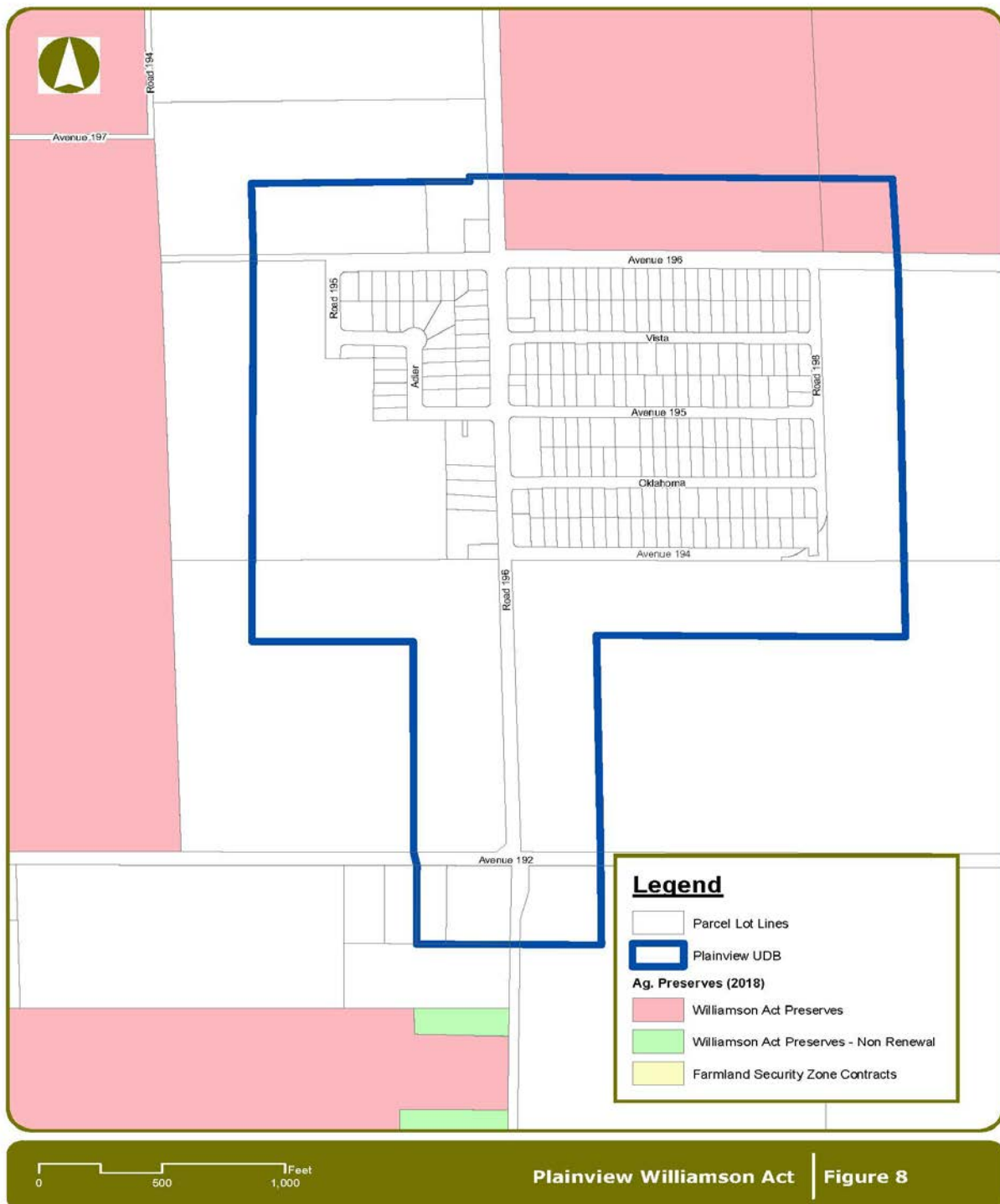
The importance of agricultural land is underscored by the level of attention state planning law has placed on it. Three mandatory elements of the general plan: 1) land use; 2) open space; and 3) conservation, all require local governments to include a discussion of agricultural lands in their general plans. The County's planning policies also underscore agricultural land importance to the local economy and environment as well.

Within the area, there are several farms in the Williamson Act. The Williamson Act is designed to keep productive farmland restricted to agriculture or open space use by contract so that the land will not be converted to an urban type use. Land in the Williamson Act is required to remain in agriculture for a 10-year period. Unless a notice of non-renewal is filed, the contract is automatically self-renewing every year for an additional 10-year period.

Two parcels approximately 11.8-acres in Plainview have entered into land conservation contracts and **(see Figure 8)** are subject to the Williamson Act and within the planning area (proposed UDB).

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Figure 8 - Williamson Act Map



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Air Quality

The Plainview Planning Area is within the San Joaquin Valley Air Basin (SJVAB) and under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAB is classified non-attainment/severe for the State O_3 1-hour standard, non-attainment for the State O_3 8-hour standard, non-attainment for the State PM_{10} standard, non-attainment for the federal and State $PM_{2.5}$ standards, and attainment and/or unclassified for the remaining federal and State air quality standards. According to the Tulare County General Plan, the San Joaquin Valley has some of the worst air quality in the nation. The CO and NO_x emissions are typically generated by motor vehicles (mobile sources). The ROG emissions are generated by mobile sources and agriculture. Although emissions have been shown to be decreasing in recent years, the SJVAB continues to exceed state and federal air quality emission standards.

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

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

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

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

Air quality is directly related to land use; it is also related to the configuration of land, vegetation, climate, wind direction and velocity, and production of man-made impurities which change the natural qualities of the air. Because Plainview is located near the southern end of the Valley with prevailing winds from the northwest, it is in a vulnerable position for the accumulation of adversely modified

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air, particularly when a temperature inversion occurs which holds down surface air along with its pollutants.

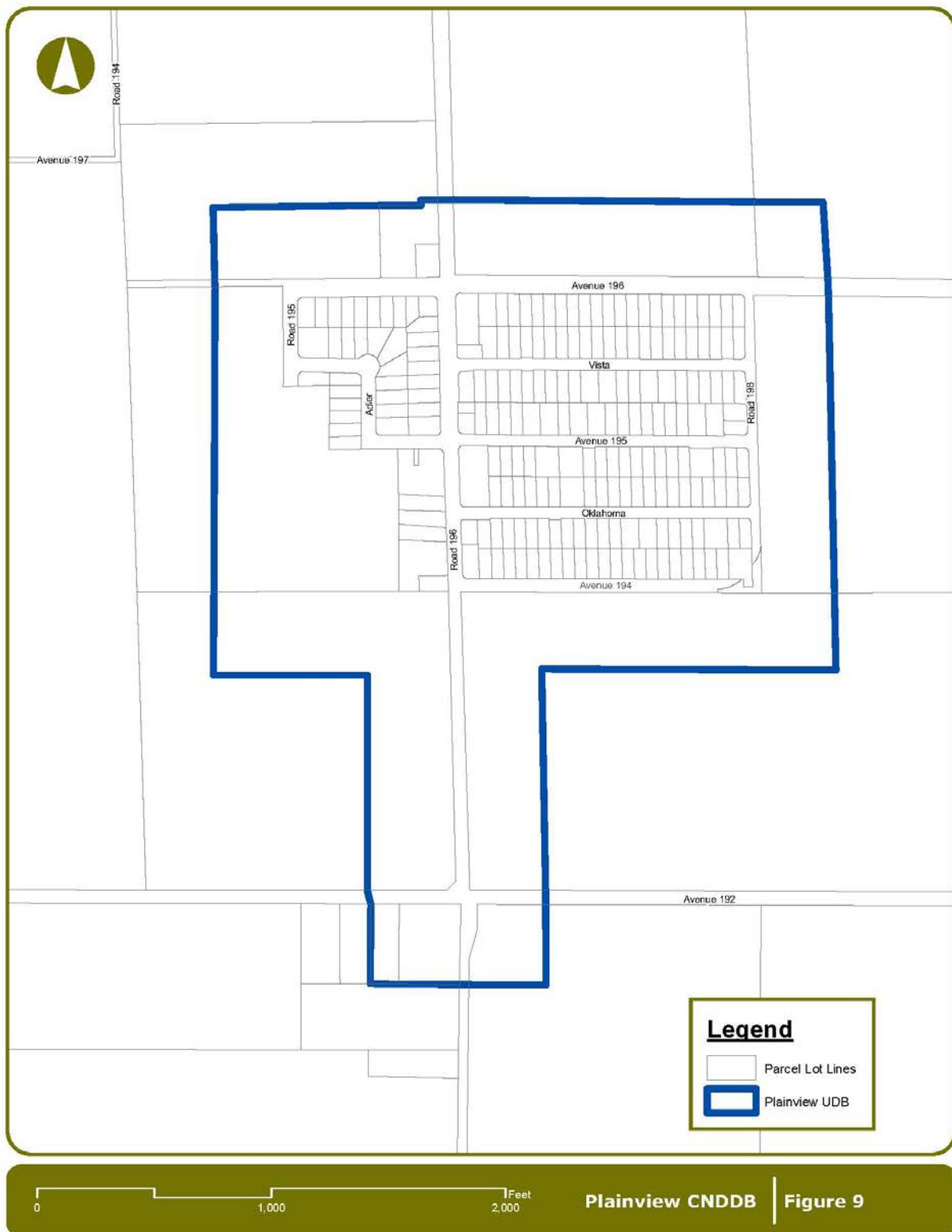
Local air pollution sources within the general vicinity of Plainview and within the community itself include automobile, local industry, and agricultural activities.

Biological Resources

Plainview is situated within a matrix of agricultural lands and residential/commercial development. A California Natural Diversity Database (CNDDB) search conducted on April 23, 2019, **(see Figure 9)** indicated there are no animal species and no plant species known to occur in the Cairns Corner Quadrant Species List, which includes the Plainview Planning Study Area.

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Figure 9 - Plainview CNDDDB Map



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Cultural Resources

“Tulare County lies within a culturally rich province of the San Joaquin Valley. Studies of the prehistory of the area show inhabitants of the San Joaquin Valley maintained fairly dense populations situated along the banks of major waterways, wetlands, and streams. Tulare County was inhabited by aboriginal California Native American groups consisting of the Southern Valley Yokuts, Foothill Yokuts, Monache, and Tubatulabal. Of the main groups inhabiting the Tulare County area, the Southern Valley Yokuts occupied the largest territory.”¹⁰

“California’s coast was initially explored by Spanish (and a few Russian) military expeditions during the late 1500s. However, European settlement did not occur until the arrival into southern California of land-based expeditions originating from Spanish Mexico starting in the 1760s. Early settlement in the Tulare County area focused on ranching. In 1872, the Southern Pacific Railroad entered Tulare County, connecting the San Joaquin Valley with markets in the north and east. About the same time, valley settlers constructed a series of water conveyance systems (canals, dams, and ditches) across the valley. With ample water supplies and the assurance of rail transport for commodities such as grain, row crops, and fruit, a number of farming colonies soon appeared throughout the region.”¹¹

“The colonies grew to become cities such as Tulare, Visalia, Porterville, and Hanford. Visalia, the County seat, became the service, processing, and distribution center for the growing number of farms, dairies, and cattle ranches. By 1900, Tulare County boasted a population of about 18,000. New transportation links such as SR 99 (completed during the 1950s), affordable housing, light industry, and agricultural commerce brought steady growth to the valley. The California Department of Finance estimated the 2007 Tulare County population to be 430,167.”¹²

On March 19, 2019, the Southern San Joaquin Valley Information Center, Bakersfield (SSJVIC) conducted a cultural resources records search at the request of RMA Planning Branch staff. According to the information provided by the SSJVIC, there have been one (1) previous cultural resource study conducted within a small portion of the project area and no additional studies conducted within the one-half mile radius. However, until the specific location of a development proposal occurs, the locations and nature of the resources will remain confidential and will only be shared with an applicant and remain confidential until otherwise determined by the courts. There are no recorded cultural resources within the project area or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks in or near Plainview.

Native American Consultation

The Native American Heritage Commission (NAHC) was contacted on March 3, 2019 with a request that they conduct a sacred lands files (SLF) search. The NAHC provided the results of its SLF search dated March 19, 2019 indicating “negative results” (that is, no sacred lands are known to be located in the Plainview Planning area). The following Native American tribes were contacted on March 19, 2019 in order to solicit their interest regarding tribal consultation: Kern Valley Indian Council; Santa Rosa Rancheria Tachi Yokut Tribe, Torres-Martinez Desert Cahuilla Indians; Tubatulabals of Kern

¹⁰ Tulare County 2030 General Plan. Page 8-5.

¹¹ Tulare County 2030 General Plan. Page 8-5.

¹² Ibid. Page 8-6.

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County; Tule River Indian Tribe; and Wuksache Indian Tribe. No responses have been received to date.

Geology & Seismic Hazards

The southern San Joaquin Valley is a broad arid plain, essentially level underlain by about 28,000 feet of marine and continental strata with the sediments derived from areas now occupied by mountain ranges. “Seismicity varies greatly between the two major geologic provinces represented in Tulare County. The Central Valley is an area of relatively low tectonic activity bordered by mountain ranges on either side. The Sierra Nevada Mountains, partially located within Tulare County, are the result of movement of tectonic plates, which resulted in the creation of the mountain range. The Coast Range on the west side of the Central Valley is also a result of these forces, and the continued uplifting of Pacific and North American tectonic plates continues to elevate these ranges. The remaining seismic hazards in Tulare County generally result from movement along faults associated with the creation of these ranges.”¹³

“Groundshaking is the primary seismic hazard in Tulare County because of the county’s seismic setting and its record of historical activity. Thus, emphasis focuses on the analysis of expected levels of groundshaking, which is directly related to the magnitude of a quake and the distance from a quake’s epicenter. Magnitude is a measure of the amount of energy released in an earthquake, with higher magnitudes causing increased groundshaking over longer periods, thereby affecting a larger area. Groundshaking intensity, which is often a more useful measure of earthquake effects than magnitude, is a qualitative measure of the effects felt by population. The valley portion of Tulare County is located on alluvial deposits, which tend to experience greater groundshaking intensities than areas located on hard rock. Therefore, structures located in the valley will tend to suffer greater damage from groundshaking than those located in the foothill and mountain areas. However, existing alluvium valleys and weathered or decomposed zones are scattered throughout the mountainous portions of the county, which could also experience stronger intensities than the surrounding solid rock areas. The geologic characteristics of an area can therefore be a greater hazard than its distance to the epicenter of the quake.”¹⁴

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

- **San Andreas Fault.** The San Andreas Fault is located approximately 40 miles west of the Tulare County boundary. This fault has a long history of activity, and is thus the primary focus in determining seismic activity within the county. Seismic activity along the fault varies along its span from the Gulf of California to Cape Mendocino. Just west of Tulare County lies the “Central California Active Area,” where many earthquakes have originated.
- **Owens Valley Fault Group.** The Owens Valley Fault Group is a complex system containing both active and potentially active faults, located on the eastern base of the Sierra Nevada Mountains. The Group is located within Tulare and Inyo Counties and has historically been the source of seismic activity within Tulare County.
- **Clovis Fault.** The Clovis Fault is considered to be active within the Quaternary Period (within the past two million years), although there is no historic evidence of its activity, it is therefore

¹³ General Plan Background Report, page 8-5

¹⁴ General Plan Background Report, page 8-7

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classified as “potentially active.” This fault lies approximately six miles south of the Madera County boundary in Fresno County. Activity along this fault could potentially generate more seismic activity in Tulare County than the San Andreas or Owens Valley fault systems. In particular, a strong earthquake on the Fault could affect northern Tulare County. However, because of the lack of historic activity along the Clovis Fault, inadequate evidence exists for assessing maximum earthquake impacts.”¹⁵

According to the Five County Seismic Safety Element¹⁶ and Figure 10-5 (Seismic/Geologic Hazards and Microzone) of the General Plan Health and Safety (GPHSE)¹⁷ Plainview area is located in the “V1 zone: an area of “low” seismic risk. The San Andreas Fault is the nearest active seismic area, located approximately 60 miles to the west. The Element states that active faults do not exist in Tulare County.

Soils Characteristics

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

“There are four soil categories within the Plainview vicinity that are characterized by the United States Department of Agriculture Natural Resources Conservation Service (NRCS) as Flamen Loam, 0 to 2 percent slopes; Quonal-Lewis association, 0 to 2 percent slopes; and San Joaquin Loam, 0 to 2 percent slope (see Figure 10).

Flamen Loam series consists of deep to a duripan, moderately well drained soils that formed in alluvium derived mainly from granitic rocks. Flamen soils are on stream terraces and have slopes of 0 to 2 percent. The average annual precipitation is about 10 inches and the average annual temperature is about 65 degrees F. According to the NRCS, a typical soil profile has a loam, cemented duripan between 0 to 72 inches in depth. According to the NRCS, the frost-free season for flamen soils is 250 to 300 days. Although Flamen Loam soil is considered prime farmland in the area, Plainview is designated within an Urban Development Boundary within Tulare County; therefore, there is no proposed significant impact to the existing soils in the Plainview area.

Quonal-Lewis series consists of deep to a duripan, moderately well drained soils. Quonal soils are on terraces and formed in alluvium derived from the chemically and mechanically reclaimed remnants of the Lewis series (Fine, semiotic, thermic Natric Durixeralfs) which originally formed in alluvium from mixed rock sources. The soil commonly contains a duripan. The original duripan has been mechanically removed to a depth of at least 40 inches and has been partially altered by the addition of

¹⁵ General Plan Background Report, pages 8-6 and 8-7

¹⁶ Tulare County Association of Governments. Five County Seismic Safety Element, 1974. Page 15

¹⁷ Faults identified in Tulare County 2030 General Plan, Figure 10-1. Fault Activity Map of California (2010) on the California Geological Survey website <http://www.quake.ca.gov/gmaps/FAM/faultactivitymap.html>

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farm chemicals and irrigation water. Slopes range from zero (0) to 2 percent. The mean annual precipitation is about 10 inches and the mean annual air temperature is about 63 degrees F. According to the NRCS, the frost-free season for Quonal-Lewis soil series is 250 to 300 days.

Although this type of soil is not considered prime farmland, vernal pools may be present on “native lands”. There are no vernal pools within the Urban Development Boundary.

San Joaquin soils are on hummocky, nearly level to undulating terraces at elevations of about 20 to 500 feet. San Joaquin soils could have slopes ranging from 0 to 9 percent. They are formed in alluvium from mixed but mainly granitic rock sources. San Joaquin soils generally have a frost-free period between 250 to 300 days. Although this type of soil is not considered prime farmland, this soil is generally carries a farmland classification of Farmland of statewide importance.

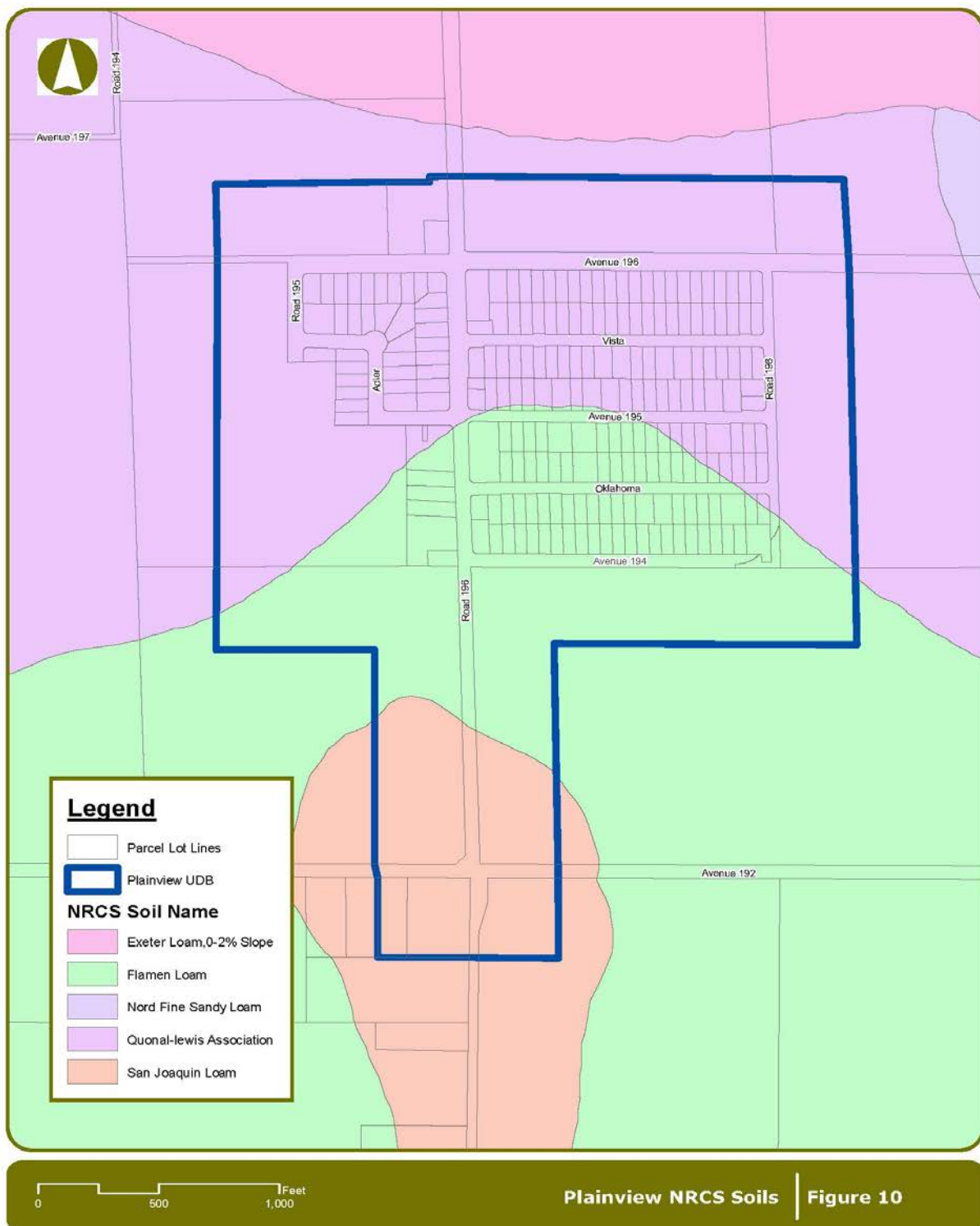
Based on the information from the USDA National Cooperative Soil Survey, these soil types are “very limited” for the construction of septic tank absorption fields. “Very limited” indicates that the soils have one or more features that are unfavorable for the specific use. The limitations generally cannot be overcome without major soil reclamation, special design, or expensive installation procedures. Poor performance and high maintenance can be expected due to the depth to cemented pan, the slow water movement and the seepage bottom layer for the soils within the Plainview area.¹⁸

Nord fine sandy loam, 0 to 2 percent slopes, is a very deep, well drained mixed alluvium derived mainly from granitic rocks. The soil has a low shrink-swell potential and is found on alluvial fans and floodplains. Nord fine sandy loam is considered to be prime farmland when it is irrigated and has a Class I agricultural rating.

¹⁸ Plainview Wastewater system Project Feasibility Report, Provost & Pritchard Consulting Group, July 2015.

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Figure 10 - NRCS Soils Map



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Greenhouse Gases

“Executive Order S-3-05 was signed by Governor Schwarzenegger on June 1, 2005. This executive order established [GHG] emission reduction targets for California. Specifically, the executive order established the following targets:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The executive order additionally ordered that the Secretary of the California Environmental Protection Agency (Cal EPA) would coordinate oversight of the efforts among state agencies made to meet the targets and report to the Governor and the State Legislature biannually on progress made toward meeting the GHG emission targets. Cal EPA was also directed to report biannually on the impacts to California of global warming, including impacts to water supply, public health, and agriculture, the coastline, and forestry; and prepare and report on mitigation and adaptation plans to combat these impacts.

In response to the EO [executive order], the Secretary of Cal EPA created the Climate Action Team (CAT), composed of representatives from the Air Resources Board; Business, Transportation, & Housing; Department of Food and Agriculture; Energy Commission; California Integrated Waste Management Board (CIWMB); Resources Agency; and the Public Utilities Commission (PUC). The CAT prepared a recommended list of strategies for the state to pursue to reduce climate change emission in the state...”¹⁹

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill 32; California Health and Safety Code Division 25.5, Sections 38500, et seq.), which requires the CARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020.

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

The Air District adopted the *Climate Change Action Plan* (CCAP) in August 2008. “The (CCAP) directed the District Air Pollution Control Officer to develop guidance to assist Lead Agencies, project proponents, permit applicants, and interested parties in assessing and reducing the impacts of project specific greenhouse gas (GHG) emissions on global climate change.

¹⁹ Tulare County General Plan 2030 Update RDEIR, pages 3.4-4 to 3.4-5

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On December 17, 2009, the San Joaquin Valley Air Pollution Control District (SJVAPCD) adopted the guidance: *Guidance for Valley Land-Use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA*, and the policy: District Policy – *Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency*. The guidance and policy rely on the use of performance based standards, otherwise known as Best Performance Standards (BPS), to assess significance of project specific greenhouse gas emissions on global climate change during the environmental review process, as required by CEQA.

“The Tulare County Climate Action Plan (CAP) (last updated in 2016), serves as a guiding document for Tulare County actions to reduce greenhouse gas emissions and adapt to the potential effects of climate change. The CAP is an implementation measure of the 2030 General Plan Update. The General Plan provides the supporting framework for development in the County to produce fewer greenhouse gas emissions during Plan buildout. The CAP builds on the General Plan’s framework with more specific actions that will be applied to achieve emission reduction targets consistent with California legislation.”²⁰

Federal Emergency Management Agency (FEMA)

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, Community-Panel Number 06107C, Panel No. 1300E dated June 16, 2009, the western portion Plainview’s footprint is within Flood Zone X, which is defined by FEMA as “Areas determined to be outside the 0.2% annual chance floodplain.” The eastern portion of Plainview is located within Flood Zone X, which is defined by FEMA as “Areas inside the 0.2% annual chance floodplain. Plainview and its vicinity are located in an area with minimal risk to flooding occurrence and are outside of the 100-year flood plain boundaries, however, any finished floor and pond embankment elevations shall be approximately eighteen (18) inches above the centerline of Road 196 (see **Figure 11**).

“Official floodplain maps are maintained by the Federal Emergency Management Agency (FEMA). “Floodplain” or “flood-prone area” means any land area susceptible to being inundated by water from any source. “Base Flood” is the flood having a one percent chance of being equaled or exceeded in any given year. “One-hundred-year flood” or “100-year flood” has the same meaning as “base flood.” “Special flood hazard area” is the land in the floodplain subject to a one percent or greater chance of flooding in any given year. “Floodway” means the channel of a river or other watercourse and the adjacent land area that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one (1) foot. The floodway is delineated on the Flood Boundary Floodway Map, on maps adopted by the State Reclamation Board when acting within its jurisdiction, and on the County Zoning Map (signified by the F-1 Primary Flood Plain Zone). The F-2 Secondary Flood Plain Combining Zone which is intended for application to those areas of the County which lie within the fringe area or setback of the flood plain and are subject to less severe inundation during flooding conditions than occur in the F-1 Zone.

The County of Tulare has taken steps to be a part of the National Flood Insurance Program (NFIP), by agreeing to manage flood hazard areas by actively adopting minimum regulatory standards as set forth by the Federal Emergency Management Agency (FEMA). The National Flood Insurance Program (NFIP) is administered by the (FEMA) to offer flood insurance to properties located in

²⁰ Tulare County Climate Action Plan, page 1

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

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Figure 11 – FEMA Flood Map

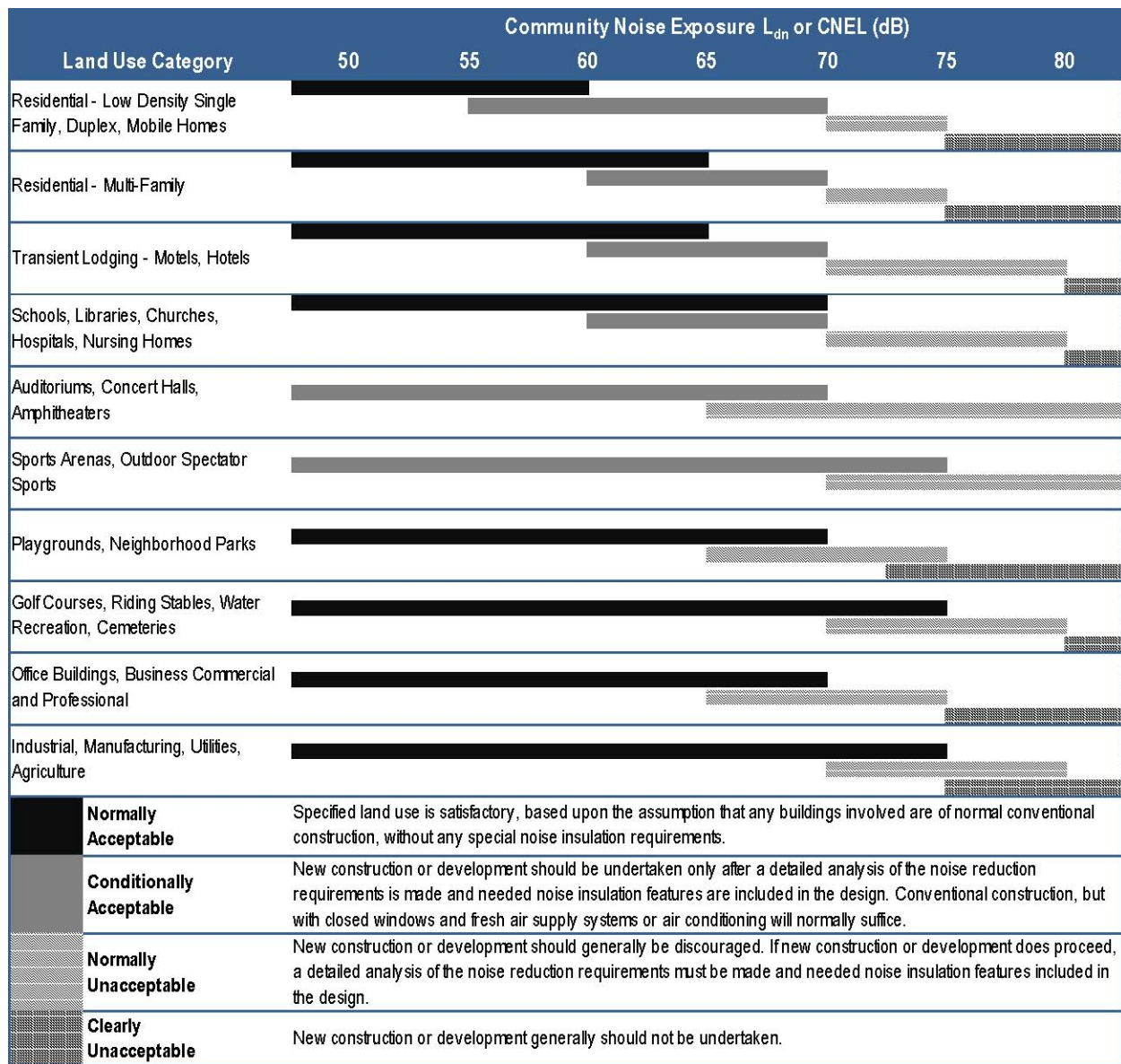


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Noise

State of California General Plan Guidelines (California Governor's Office of Planning and Research, 2003) identifies guidelines for the Noise Elements of city and county General Plans, including a sound level/land-use compatibility chart that is categorized, by land use, outdoor Ldn ranges in up to four categories (normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable). These guidelines provide the State's recommendations for city and county General Plan Noise Elements (see Figure 12).

Figure 12 - Community Noise Exposure



Source: Tulare County General Plan

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The 2010 Recirculated Environmental Impact Report (RDEIR) prepared for the Tulare County General Plan Update included the following information regarding freeway and railroad noise. Baseline traffic noise contours for major roads in the County were developed using Sound32 (Caltrans' computer implementation of the FHWA Traffic Noise Prediction Model). Table 3.5-3 in the RDEIR summarized the daily traffic volumes, and the predicted Ldn noise level at 100 feet from the roadway centerline is approximately 79 feet, and the distance from the roadway centerline to the 60-, 65-, and 70-dB-Ldn contours are 82 feet, 1,813 feet, and 3,907 feet respectively.

The Health and Safety Element of the Tulare County General Plan adopted two Countywide goals regarding noise in 2012. They are: 1) Protect the citizens of Tulare County from the harmful effects of exposure to excessive noise; and 2) 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. The Tulare County General Plan 2030 models 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), which is descriptive of the total noise exposure at a given location for an annual average day.

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. **Table 20** summarizes the daily traffic volumes along Avenue 196 from Road 196 to SR 65.

Table 20 - Noise Levels					
Location	ADT	From Roadway Centerline			
		Distance (feet) to 70 Ldn Contour	Distance (feet) to 65 Ldn Contour	Distance (feet) to 60 Ldn Contour	Distance (feet) to 55 Ldn Contour
Avenue 196 from RD 196 to SR 65	1,800	14	29	63	136

Source: 2010 General Plan Background Report

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Infrastructure

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

It is interesting to note that Self Help Enterprises is currently (as if the writing of this Plan) in the process of placing a well and treatment system within the Community to expand capacity for the entire community’s demands depending on grant funding, lending, and the ability to acquire land. There is concern by the East Kaweah Groundwater Sustainability Agency (EKGSA) that under the Sustainable Groundwater Management Act (SGMA) the Community is in an area that the GSA and the Lindmore Irrigation District have concerns about groundwater pumping in the area. There are also concerns about emergency, drought conditions, and sustained groundwater quality due to the amount of septic systems in the Community.

The Plainview Wastewater System Project Feasibility Report (Sept. 2016) indicated of the two alternatives, the Community preferred their own sewer facility managed by the Plainview Mutual Water Company or connection to the City of Lindsey at an approximate cost of \$10.9 Million. Neither option was ultimately selected. Other options in the report included connection to the Community of Woodville. Another option could be connection to the Community of Strathmore, which was not considered in the report, as there were other options at the time, and Strathmore has some concerns about their capacity if they were to include Plainview.

On the other hand, Strathmore area has sufficient water supplies in the Kern Canal and through Lindmore Irrigation District. A line is constructed to Sunnyside school to provide water, and the line may also serve to provide water to Strathmore (depending on legal qualifications), if capacity is made available by the Self Help well improvements. Another surface water line may be added to provide surface water to Plainview. Sewer system could potentially be provided to Plainview through the Strathmore Community but subject to amending the feasibility study conducted in 2016.

Water Supply

Plainview’s water supply is provided by Plainview Mutual Water Company (**see Figure 13**), while the community’s wastewater is managed by individual property owner septic systems. Plainview Mutual Water Company is classified as a community water system and serves a population of 870 people (700 in PMWC and 170 in PCWC). There are three (3) wells serving Plainview with two closed loops systems. Even though Plainview-Central Water Company was purchased by PMWC, the two systems are not physically connected.

Both systems are served solely with groundwater through South Well and Well 3 for the 187 connections east of Road 196, and though Well 01 serving the additional 42 connections of Plainview system located on the west side of Road 196. Both systems use fire hydrants for fire suppression. Plainview Mutual Water Company is governed by California corporations code Sections 14310 through 14318, and the articles of incorporation and bylaws of the mutual water company.

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According to the Safe Drinking Water Information System (SDWIA)²¹ Environmental Working Group National Drinking Water Database the Plainview Mutual Water Company provides services for 617 people. In addition, the Plainview MWC Central Water provides services to 138 people. The community of Plainview is located within the Lindmore Irrigation District (**see Figure 14**), which serves agricultural water to properties in the vicinity of the community of Plainview.

Existing Water Distribution System

The current water services to Plainview are provided by two systems. PMWC includes all the residential and commercial connections east of Road 196 and the Plainview-Central Water Company (PCWC) includes all residential connections west of Road 196.

The distribution systems for PMWC and PCWC are not physically connected. The PMWC consists of 6-inch diameter PVC mains with ¾-inch diameter metered service connections. In 2011 there were 15 fire hydrants installed with 18 isolation valves to help manage the system in an emergency fire situation. The average day demand for the system is 61.5 gpm and the maximum day demand is 151 gpm with a peak hour demand of 227 gpm.

The PCWC distribution system has 4-inch diameter steel mains and ¾-inch diameter PVC service laterals. The system has wharf fire hydrants for fire suppression, but the number of valves is unknown and no record drawings are available at this time for the existing system. The average day demand is 19 gpm and the maximum day demand is 47 gpm with a peak hour demand of 71 gpm. Both systems can provide the necessary flow for the peak hour demand through the source water wells, but do not have any water storage for emergency or drought conditions.

Existing Water Supply Wells

There are two existing water supply wells for the PMWC and one well supplying the PCWC houses. South Well and Well No. 3 both serve the PMWC and are located on the southeast side of town. Well No.1 serves the PCWC and is located on the corner of Ave 195 and Road 196.

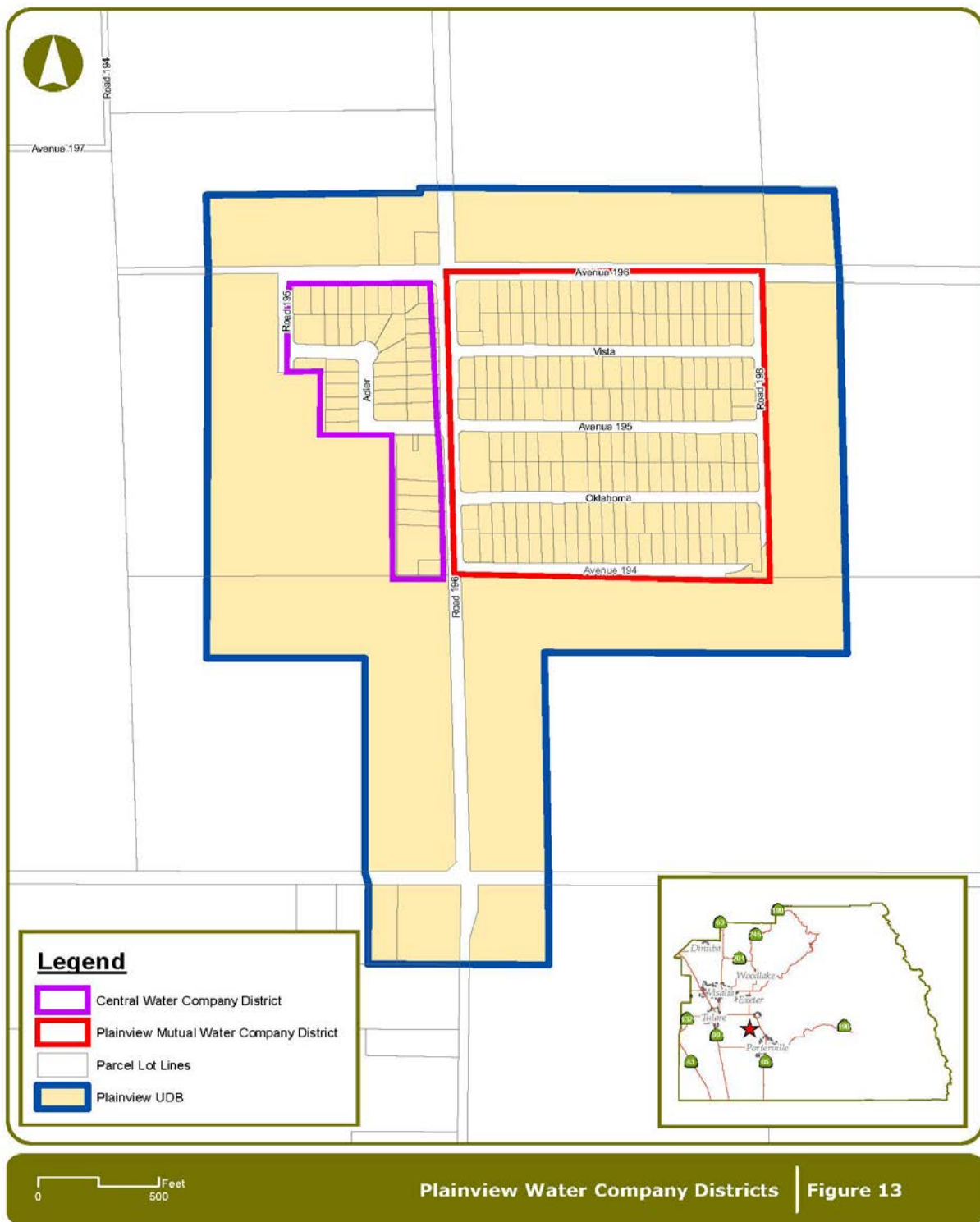
South well was drilled in 1953 to a depth of 450 feet with 12 inch diameter steel casing. There is no record of an annular seal for the well. The 50-hp oil-lubricated deep well turbine (DWT) pump can produce up to 250 gpm from a perforated zone between 243-450 feet in depth. The well water is treated with 12.5% hypochlorite through the chlorine injection port. The discharge piping also includes a check valve, flow meter and sand separator before the 5,000 gallon hydropneumatic tank that keeps the system pressure between 40 and 60 psi.

Well No. 3 was drilled in 2007 to 570 feet with a 31-inch diameter conductor casing to 50 feet and 16 inch diameter steel casing to 570 feet. The blank casing is present to 225 feet and has a bentonite plug from 225 to 230 feet. The well is equipped with a 75-hp water lubricated DWT pump, which produces between 600 and 700 gpm from a perforated zone between 245-560 feet in depth. Discharge piping for the well includes an air relief valve, chlorine injection port, flow meter, check valve, and a tee with a gate valve for flushing. The water is chlorinated with 12.5% sodium hypochlorite prior to entering the 8,000-gallon hydropneumatic pressure tank.

²¹ https://sdwis.waterboards.ca.gov/PDWW/JSP/WaterSystemDetail.jsp?tinwsys_is_number=5965&tinwsys_st_code=CA

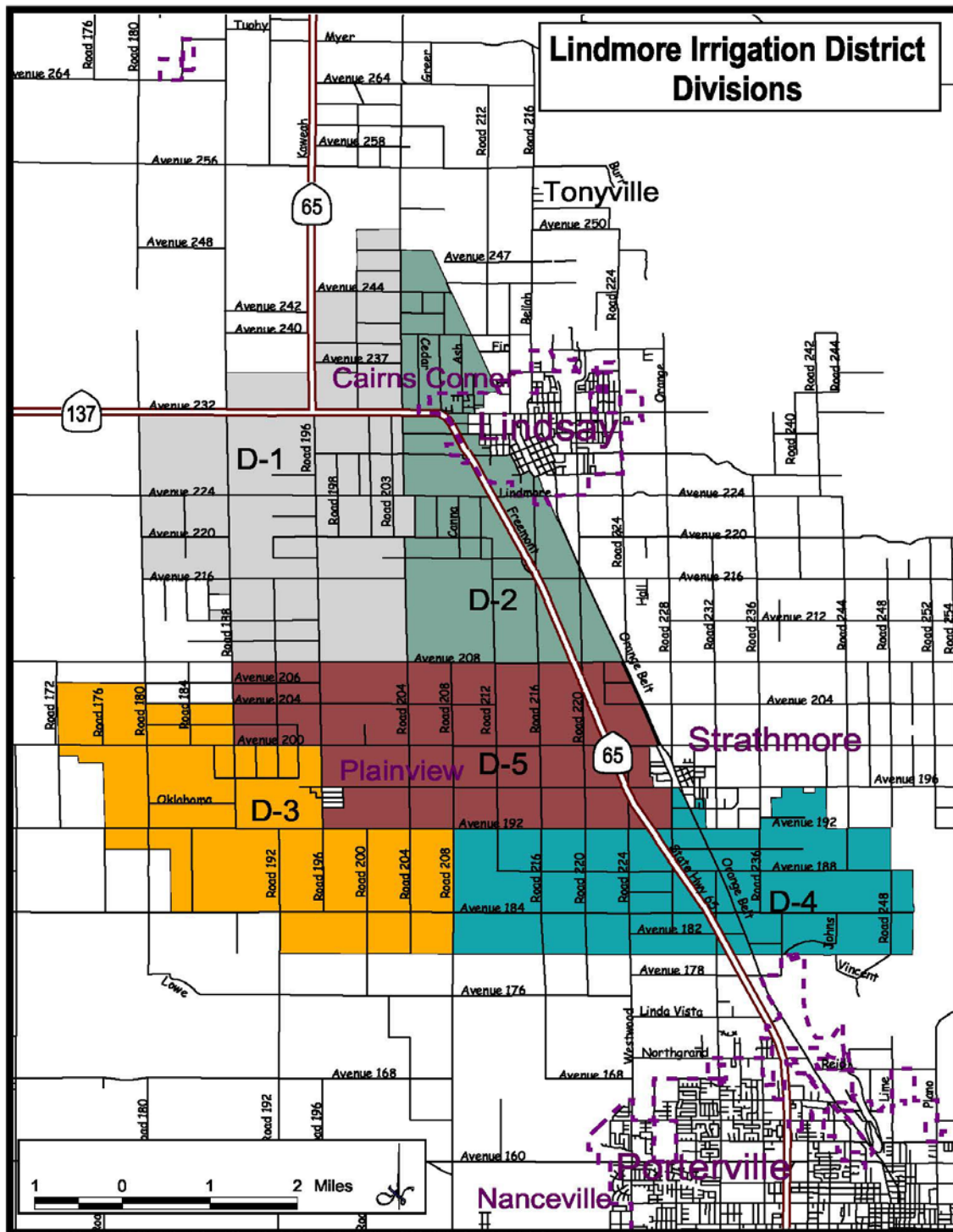
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Figure 13: Plainview Mutual Water Company



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Figure 14: Lindmore Irrigation District



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Well 01 was drilled in 1984 to a depth of 326 feet. The well has a 52-foot annular seal and is equipped with a 20-hp submersible pump that produces 135 gpm from a perforated zone from 220-320 feet in depth. The well has no chlorination equipment and is located only 40 feet away from an abandoned well. The abandoned well has not been properly destroyed and therefore provides a conduit for potential contamination of groundwater.

Water Quality

The groundwater in the area is known to have high levels of Nitrates. Fertilizers and pesticides from the agricultural lands may percolate down into the aquifer and impact potable water wells. A study done by UC Davis in January of 2012 focused in on the high levels of Nitrates in the Tulare Lake Basin and Salinas Valley. High levels of Nitrate have been linked to health concerns in small and unborn children and continue to be an issue throughout the valley. New laws, regulations, bills and grants are taking effect to help reduce the amount of Nitrate in the groundwater that encompasses the project area.

Plainview Mutual Water Company is required to monitor water quality of the source water and the distribution system. The source water is collected from the active wells and the distribution system is collected from sample sites in the distribution system. The most recent results from the monitoring data can be found on the Division of Drinking Water's (DDW) website and is updated monthly. The water quality in the PMWC source and distribution system does not exceed any of the MCL's established by the DDW. However, Well 01 for the PCWC system has a history of high Nitrate levels and the most recent test in January 2014 showed the well had 62 mg/l of nitrate present in the source water, which exceeds the MCL of 45 mg/l.

Sanitary Sewer Service

"The Community of Plainview is not currently sewerred. The average lot size in the community is approximately 7,000 square feet. The lots sizes are well below the minimum requirement of 12,500 square feet of area required by the County of Tulare for septic systems in communities with a community water system. These lot sizes may be too small to support efficient septic tank effluent leaching."²²

"In addition to the relatively small lot sizes, another restriction for septic system effluent leaching is the preponderance of tight soil conditions with a shallow duripan in the community. Soil conditions are discussed in greater detail in this report."²³

Plainview residents use septic systems located on each lot to dispose of their sanitary effluent. These septic systems mainly consist of concrete double compartment 1,000-gallon septic tanks that discharge to a tile leach field or leach pit. The septic tanks are typically located about 10 feet from the back of each house or mobile home.

²² Plainview Wastewater System Project Feasibility Report, page 6, September 2016, Provost & Pritchard Consulting Group, Visalia, California

²³ Plainview Wastewater System Project Feasibility Report, page 6, September 2016, Provost & Pritchard Consulting Group, Visalia, California

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Leach pits are typically located between 15 and 30 feet from the nearest side of the property lines. The pits are normally 48-inch diameter and 32 feet deep and are located 10 to 20 feet off the backside of the septic tank.

In addition, several residences discharge “grey” water directly to the surface of the property. The grey water originates from sinks or laundry facilities.

Storm Drainage

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

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

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

Plainview does not currently have a storm drainage system.

Sustainable Groundwater Management Act SGMA

On September 16, 2014, governor Jerry Brown signed into law a three-bill legislative package, composed of AB 1739 (Dickinson), SB 1168 (Pavley), and SB 1319 (Pavley), collectively known as the Sustainable Groundwater Management Act (SGMA). The SGMA provides local governments and stakeholders the time needed to implement the complex law. Completion of plans in critically over drafted basins timeframe is January 31, 2020, and high- and medium-priority basins achieve sustainability 20-years after adoption of their plan (2040).

The Plainview Mutual Water Company is located within the East Kaweah EKGSA boundary, considered within the boundaries of the EKGSA, and included in the East Kaweah Groundwater Sustainability Plan.

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Energy Natural Gas/Electricity

Southern California Edison (SCE) is the main provider of electrical power and the Southern California Gas Company provides gas in Plainview.

Solid Waste

Solid waste disposal services for the Community of Plainview is provided by USA Waste (Waste Management). Solid waste generated in Plainview can be disposed at the Teapot Dome Landfill, located at 21063 Avenue 128, approximately ten (10) miles southeast of Plainview.

Public Services

Tulare County Sheriff

Tulare County Sheriff's Department provides police protection. This department operates out of the Porterville substation located at 379 N 3rd St., in Porterville, California. This station handles police services to County Line Road. The substation is staffed with 30 deputies, five (5) sergeants and one (1) lieutenant. The Substation operates 24-hours a day/7-days a week/365-days per year. Additional Sheriff Resources are available as needed via dispatch from the main Sheriff's Office in Visalia, California.

Tulare County Fire Department

The Tulare County Fire Department provides fire protection and emergency medical services to the Community of Plainview. Tulare County Fire Department Station # 16 located at 22908 Avenue 196 in Strathmore, California. Station #16 has Patrol 16 and Engine 16 assigned to this location.

Seventeen fire hydrants are found within the Plainview boundaries (**see Table 21**). These fire hydrants are located within the County rights-of-way. **Figure 15** display Existing Fire Hydrants in Plainview.

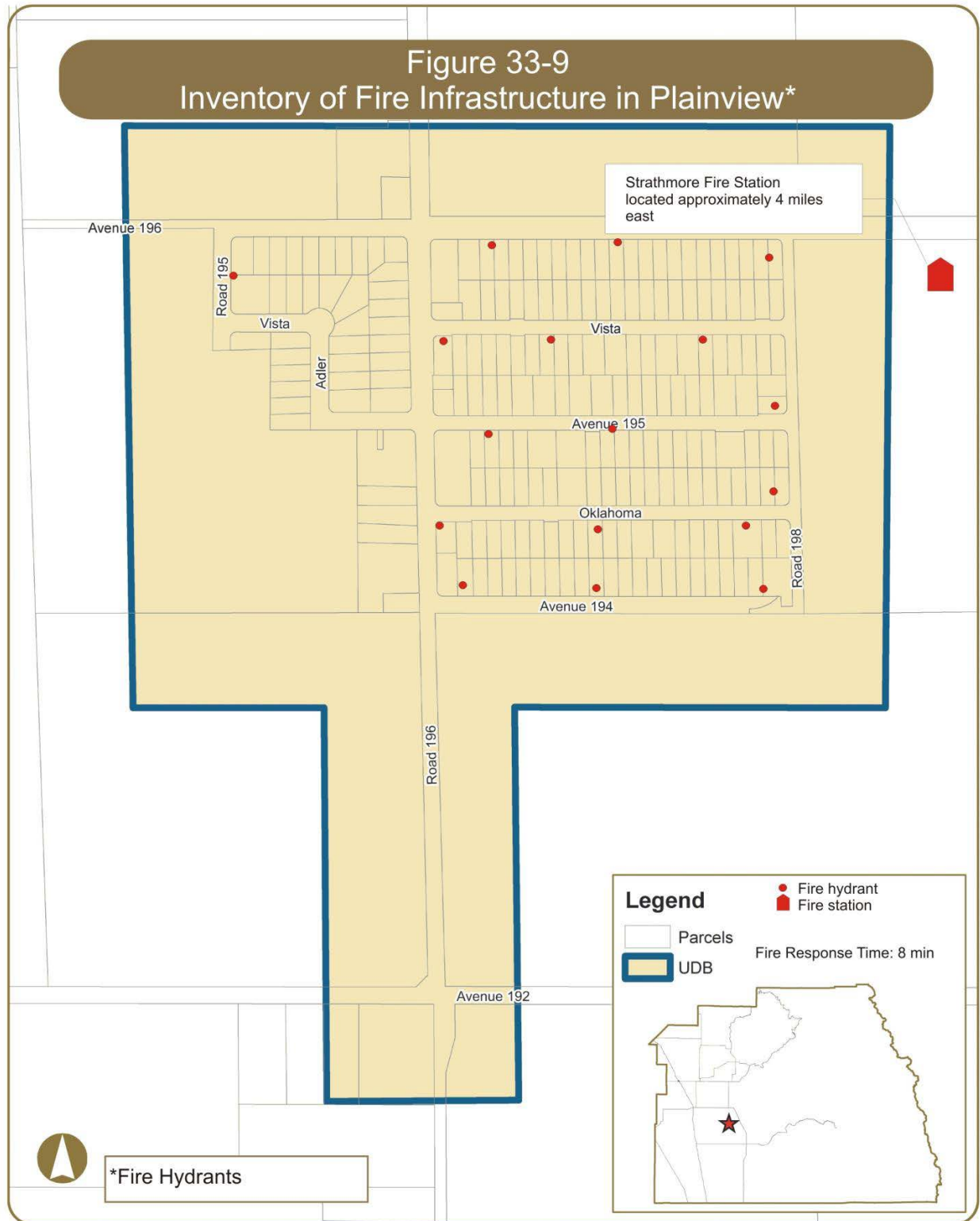
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Table 21: Fire Hydrants in Plainview

No.	Location
1	Road 195 south of Avenue 196
2	Avenue 196 east of Road 196
3	Avenue 196 east of Road 196
4	Avenue 196 west of Road 198
5	Vista Avenue and Road 196
6	Vista Avenue east of Road 196
7	Vista Avenue west of Road 198
8	Avenue 195 and Road 198
9	Avenue 195 west of Road 198
10	Avenue 195 east of Road 196
11	Oklahoma Avenue west of Road 198
12	Oklahoma Avenue west of Road 198
13	Oklahoma Avenue east of Road 196
14	Oklahoma Avenue and Road 196
15	Avenue 194 east of Road 196
16	Avenue 194 east of Road 196
17	Avenue 194 west of Road 198

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Figure 15: Inventory of Fire Infrastructure



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Schools

The Plainview Community planning area is within the Sunnyside Union Elementary School District located at 21644 Avenue 196, Strathmore, California. It offers Kindergarten through eighth grade and had an enrollment of 358 students in 2013-2014 (**see Table 22**). School enrollment has been variable since 2000, but generally decreased from a high of 439 students in 2000 to 358 students in 2014. Students in high school are bussed to schools in Strathmore. Porterville Community College is located approximately ten (10) miles to the southeast.

Table 22 – Sunnyside Union Student Enrollment 2000-2014		
Year	Enrollment	Change
2000-2001	439	
2001-2002	424	+15
2002-2003	416	+8
2003-2004	432	+16
2004-2005	387	-45
2005-2006	430	+89
2006-2007	409	+34
2007-2008	406	-3
2008-2009	404	-2
2009-2010	412	+8
2010-2011	403	-9
2011-2012	375	-33
2012-2013	363	-12
2013-2014	358	-5

Source: California Department of Education DataQuest Enrollment Reports

Libraries

“The Tulare County Public Library System is comprised of interdependent branches, grouped by services, geography and usage patterns to provide efficient and economical services to the residents of the county. At present, there are 14 regional libraries and one main branch.”²⁴ The closest County Library is located in Strathmore (**see Table 23**).

Table 23: Library Location & Hours		
Branch	Address	Service Hours (2019)
Strathmore	Strathmore Branch Library 19646 Road 230 Strathmore, CA 93267	Tuesday and Wednesday: 9:00 am – 1:00 pm 2:00 pm – 6:00 pm

Library hours current as of March 2019

Parks

The Plainview Neighborhood Park, built on land donated by the Plainview Mutual Water Company opened in June of 2016. The Neighborhood Park is located at Road 198 and Avenue 194, in Plainview. The park features playground equipment including slides, a sliding pole, and steps. The playground equipment has shade and half a basketball court.

²⁴ General Plan Background Report, page 7-96

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The nearest community recreational facility is Olive Bowl Park, located in the City of Lindsay approximately 4.3 miles northeast of Plainview. Additional recreational facilities are located in City of Porterville; Hayes Field (Sports Park) is approximately 6.8 miles southeast of Plainview, while Veteran's Park is approximately 6.4 miles (southeast) from Plainview.

Existing Circulation and Traffic Conditions

Road Conditions

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

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

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

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

- ✓ Grind and remix - process by which construction materials are recycled and reused to add structure to roadways.

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- ✓ Overlay resurfacing operation - consists of grinding off selected areas of old asphalt, patching any potholes, placing a fabric (in some cases), placing and compacting hot mix asphalt pavement, and adjusting any street hardware.
- ✓ Asphalt reconstruction - consists of excavating the entire roadway, placing and compacting rock beneath the roadway, and placing and compacting hot mix asphalt.
- ✓ Cold mix reconstruction - similar to asphalt reconstruction except cold mix asphalt is used. It is commonly used as patching material and on lower volume service roads.

Table 24 lists the roadways in need of repair, the limits, and type of maintenance strategy proposed. **Figure 16** graphically displays this information on a map²⁵

Table 24 - Road Maintenance Strategies			
No.	Roadway	Limits	Repair Code
1	Road 196	Avenue 194 to Avenue 196	CHIP

OLAY = Overlay resurfacing operation

CHIP = Chip Seal

GRX = Grind and remix

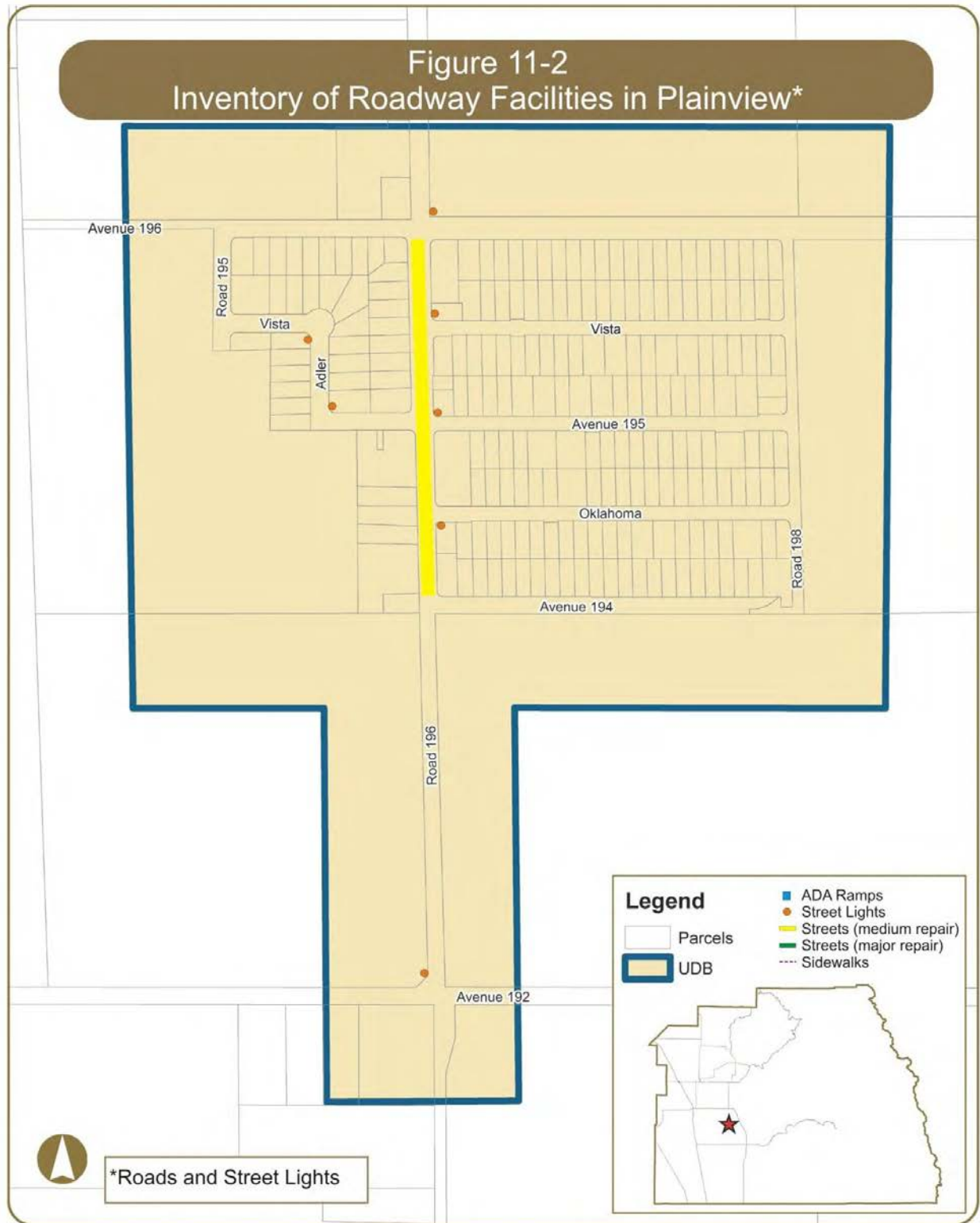
ACST = asphalt reconstruction

RCST = cold mix reconstruction

²⁵ Tulare County Housing Element Action Program 9, April 2014, page 12-3

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Figure 16 - Inventory of Roadway Facilities in Plainview



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Sidewalks

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

The 2010 California Building Code identifies a clear width minimum of 48 inches for sidewalks. This clear width minimum is the walkway width that is completely free of obstacles and not necessarily the sidewalk width. However, the 48-inch minimum does not provide sufficient passing space or space for two-way travel. Therefore, the guidelines state that for sidewalks less than 5 feet in width, passing lanes (wide enough for wheelchairs) shall be provided at 200-foot intervals. However, the clear width may be reduced to 3 feet if the enforcing agency determines that compliance with the 4-foot clear sidewalk width would create an unreasonable hardship due to rights-of-way restrictions, natural barriers, or other existing conditions.”²⁶

There are currently no sidewalks located within the community of Plainview.

ADA Curb Ramps

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

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

The County of Tulare completed a survey of ADA compliant ramps within the communities in August 2012.”²⁷ According to the survey, there are no ADA compliant curb ramps located within the community of Plainview.

Street Lights

“Street lights are typically located at the edge of roadways on top of utility poles. They are illuminated at night and improve the visibility and safety of the roadway and sidewalk by increasing motorist visibility to improving nighttime pedestrian security. They can also reduce nighttime pedestrian crashes by increasing the awareness of drivers relative to pedestrians.

²⁶ Tulare County Housing Element Action Program 9, April 2014, page 12-3

²⁷ Tulare County Housing Element Action Program 9, April 2014, page 12-4

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Table 25 identifies the location of existing streetlights that are maintained by Tulare County, in Plainview, as well as their specifications. **Figure 16** also displays this information graphically. The below table specifies the locations, the pole number, lumens, pole type, arm direction and utility provider. Pole numbers can be arbitrary and are used to match the pole specifications with its location. Lumens measure the amount of light emitted from the bulb (the more lumens the brighter the light). The pole type "W" represents a wood post for which the light is commonly shared with a Utility provider. Similarly, "M" represents metal and "C" represents concrete."²⁸

Table 25 - Existing Street Lights								
No	East-West Roadway	North-South Roadway	Location	Pole	Lumens	Pole Type	Arm Direction	Utility
1	Avenue 192	Road 196	NW Corner	4109826E	9500	W	N	SCE
2	Avenue 195	Alder Road	NE Corner	2281651E	5800	W	S/W	SCE
3	Avenue 195	Road 196	NE Corner	1051118E	5800	W	W	SCE
4	Avenue 196	Road 196	NE Corner	1274826E	5800	W	W	SCE
5	Oklahoma Avenue	Road 196	SE Corner	1051117E	5800	W	W	SCE
6	Vista Avenue	Alder Road	SW Corner	2281652E	5800	W	N/E	SCE
7	Vista Avenue	Road 196	NE Corner	4289463E	5800	W	W	SCE

Source: Tulare County Public Works, March 2013

²⁸ Tulare County Housing Element Action Program 9, April 2014, page 12-7

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The Need for a Community Plan

Purpose

Plainview was originally laid out as two Tracts (125 and 150) in the late 1940's on two 20-acre pieces of ground which is now the southeast corner of the intersection of Avenue 196 (Fraizer Highway) and Road 196. The Tracts consisted of lots, most of which were residential with a few commercial establishments located on Road 196. The Urban Development Boundary (UDB) (see **Figure 3**) is the existing allowed development in the unincorporated community of Plainview. This community plan includes Initial Study/Mitigated Negative Declaration (IS/MND) are tools to be used to foster economic development and increase the potential for grant funding by identifying the current need for increased infrastructure and opportunities for development. This community plan is also a part of the implementation of the Tulare County 2030 General Plan, San Joaquin Valley Regional Blueprint, and the Tulare County Regional Blueprint, discussed in the Policy Framework Section below.

Relationship to the General Plan

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

San Joaquin Valley Regional Blueprint

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

The Blueprint is a long-range vision for a more efficient, sustainable, and livable future for the Valley. The Valleywide Blueprint is made up three elements: a 2050 growth scenario diagram that identifies

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areas of existing development, new development, and future regional transit and highway improvements; a Valleywide average target density of 6.8 units per acre for new residential growth to the year 2050; and a set of 12 Smart Growth Principles. Importantly, the Blueprint recognizes and incorporates by reference the visioning and outreach efforts undertaken by the eight Valley Regional Planning Agencies.”²⁹

Tulare County Regional Blueprint

“TCAG and its member agencies felt that it was important to prepare a Tulare County Regional Blueprint that clarified Tulare County’s role in the Blueprint process. The Tulare County Regional Blueprint is a stand-alone policy document that is consistent with the San Joaquin Valley Regional Blueprint. This document represents Tulare County’s local vision and goals as a participant in the San Joaquin Valley Regional Blueprint process.”³⁰ Key elements of the preferred growth scenario outlined in the Tulare County Regional Blueprint include 25% increase in overall density and focused growth in urban areas.

Tulare County Regional Bicycle Transportation Plan, Regional Transportation Plan (RTP) and Sustainable Communities Strategy

TCAG in 2014 updated a Regional Bicycle Plan that does not include any bicycle facilities through the Community of Plainview. TCAG funded the grant for this Complete Streets Policy; and in the RTP Action Element, describes bicycle circulation patterns and pedestrian policies focusing on the Americans with Disabilities Planning Strategies and Transportation Demand Management to increase pedestrian activity. In addition, rail and goods movement is part of the Sustainable Communities Strategy in lieu of utilizing diesel powered freight trucks.

Senate Bill 244, Housing Element Implementation

Senate Bill (SB) 244, passed by the California Legislature and signed into law in 2011, requires California municipalities analyze the inequality and infrastructure deficits within disadvantaged unincorporated communities (DUCs), which lack basic community infrastructure like sidewalks, safe drinking water, and adequate waste processing. As a part of this process and the implementation of the Housing Element, the County continues to identify housing related infrastructure needs, such as; water, sewer, natural gas or streetlights, using community needs assessments, housing condition surveys, public comments at community meetings, redevelopment implementation plans and amendments, community plans and other relevant information from the Health & Human Services Agency (HHSA) Environmental Health Services, Regional Water Quality Control Board, public utility districts, community services districts and other agencies. The County of Tulare prepared a 2016 Disadvantage Unincorporated Communities Assessment (infrastructure needs assessment) of the County in conjunction with SB 244 and the Action Program 9 as part of the 2015 Tulare County Housing Element Update.

²⁹ San Joaquin Valley Blueprint Roadmap Guidance Framework, page i

³⁰ Tulare County Regional Blueprint, page 3

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Plainview Community Plan Initiation

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

- Update Zoning Map to match the Community Plan Land Use Map.
- Addition of Design Standards to replace Use Permit standards.
- Update Zoning text to outline allowed uses in this Community Plan.
- Introduction of a Mixed Use Overlay Zoning District.
- Provides an updated analysis of Plainview's population and housing characteristics.
- Defines an economic development strategy.

Plainview Community Plan Initiation

On April 4, 2017, the Tulare County Board of Supervisors (BOS) approved by Resolution No. 2017-022, the Planning Branch proposal to prepare the Plainview Community Plan. The project Initial Study/ Mitigated Negative Declaration (IS/MND) is based on a projected annual population growth rate of 1.3%. Additional growth beyond the 1.3% annual growth rate will require further growth analysis pursuant to CEQA. The Plainview Community Plan components described later in this section will become consistent with the General Plan 2030 Update, and will include the following primary goals and objectives.

- 1) Land Use and Environmental Planning - Promote development within planning areas next to Road 196 and Avenue 196 in order to implement the following General Plan goals:
 - a) Ensure that the text and mapping of the Community Plan Designations and Zoning Reclassifications address various development matters such as encouraging Agricultural Adaptive Reuse activities, recognizing Non-Conforming Use activities, and facilitating Ministerial Permit approvals;
 - b) Encourage infill development within Urban Development Boundaries, thereby discouraging leapfrog development within Tulare County;
 - c) Reduce development pressure on agriculturally designated lands within the Valley Floor, thereby encouraging agricultural production to flourish;
 - d) Reduce vehicle miles travelled throughout the County, thereby positively affecting air quality and greenhouse gas reduction; and
 - e) Help to improve the circulation, transit and railroad transportation system within this community, including, but not limited to, laying the groundwork for the construction of key projects such as Safe Routes to Schools, Complete Streets, and Bike Lanes/Pedestrian Paths.
- 2) Improvements for a “disadvantaged community” - It is expected that the community planning areas will be improved for the following reasons:
 - a) With faster project processing resulting from a community plan, increased employment opportunities are more likely to be provided by the private sector as proposed project developments can be approved as expeditiously as possible;

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- b) Increased housing grant awards are more likely to occur based on community plans that are consistent with the policies of the recently adopted (December 2015) General Plan Update and Housing Element; and
 - c) Community plans, enhance infrastructure grant awards are more likely, thereby providing access to funding to install or upgrade road, water, wastewater, and storm water facilities.
- 3) Strengthening Relationship with TCAG - An important benefit of this expedited community plan process will be the opportunity for RMA to strengthen the County's relationship with the Tulare County Association of Governments (TCAG), in that this and other community plans will help to facilitate the funding and implementation of several key transportation programs such as Safe Routes to Schools, Complete Streets, and Bike/Pedestrian Projects.

By pursuing these transportation programs through a heightened collaborative process, the likelihood of getting actual projects in the ground will be realized faster than historically achieved. In doing so, these communities and others can become safer and healthier by providing a more efficient transportation network.

Community Outreach Process

Community Outreach

The purpose of public workshops or community meetings is to engage in discussions with local residents and business owners regarding specific topics. Formal meetings were held at the local school, public utility district and town council forums. Informal meetings were conducted with individual business owners or property owners associated to specific concerns or issues. Publicity for meetings times and locations generally consisted of newspaper releases, local newsletter informational items, handing out bi-lingual fliers at schools and posting fliers at various locations in the community.

Plainview Community Concerns:

- 1) Community member would like to see if the Plainview Neighborhood Park can be improved to accommodate children with special needs (soft padding around the slide area). The community member currently has a daughter with special needs and cannot play in the park. The neighborhood children would like to get swings added to the park.

UPDATE: The Plainview Mutual Water Company oversees the management and maintenance of the Plainview Neighborhood Park; therefore, the County recommends that Plainview Mutual Water Company apply directly for funding through the First Five Program for the improvements. This will be mentioned during their next board meeting being held on 06/21/19 at 5:00 pm.

- 2) Community members expressed concerns in regards to getting over spray from pesticides onto their homes when the vineyards are sprayed along:
 - 1) Ave 196 / Ave 195
 - 2) Road 196 / Ave 194

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UPDATE: Community was given instructions on how to report violations or concerns during the community meeting held on 6/18/19 at 5:30 pm. Community members should contact the Tulare County Agricultural Commissioner at 559-684-3352 or 559-684-3350; Also, they may visit the California Department of Pesticide Regulation website for the most up to date information.

- 3) Community members believe the vineyards located on Ave 196 / Road 195 are encroaching on County right of way (the two rows on Ave 196 closest to Road 196). This creates a shorter distance the over spray of the pesticides has to travel onto their homes when the vineyards are sprayed.

UPDATE: The County will evaluate the possible encroachment.

- 4) Community members would like to see a four-way stop and pedestrian crosswalks on Road 196/Ave196
 - Flashing beacon for crosswalk
 - Flashing beacons to reduce speed

UPDATE: Tulare County Resource Management Agency (RMA) investigated and concluded that this intersection would meet the warrant for an All-Way STOP control. The Board of Supervisors approved an All-Way STOP Control at the Intersection of Road 196 and Ave 196 on 6/18/19. The installation will occur by the end of next week. The County will also install pedestrian crosswalks at the corner of Road 196 and Ave 196.

- 5) Community members expressed concerns about drainage issues from the Family Market to Ave 196.
 - Drainage issue with ponding water after light/heavy rain events

UPDATE: Tulare County Maintenance Division cleaned the drainage inlets and vacuumed the storm drain pipes to improving drainage to the ponding ditch. The County is evaluating the need to upsize the existing ponding ditch or develop a new ponding basin.

- 6) Community would like to increase the bus shelters for the children while they wait for the bus especially when it rains on the side of the Family Market.
 - East side of Road 196

UPDATE: Tulare County Area Transit is conducting studies to determine if it warrants the installation of additional bus shelters. Once the studies are complete, the County will notify the community.

- 7) Community expressed concerns about the pot holes on the corner of Ave 195 and Alder Rd. In addition, the big bushes on the corner of Ave 195 and Alder Rd create a safety issue when making right turns.
 - Most streets have potholes (e.g. Vista Ave)

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UPDATE: Tulare County Maintenance Division filled pot holes along the shoulders of Ave 195 and Alder Rd in May 2019. In addition, the big bushes on the corner of Ave 195 and Alder Rd were trimmed back as well.

8) Community members would like to see improved lighting in the Plainview Community.

UPDATE: The County will ask community for specific areas to improve lighting and evaluate if they meet the current streetlight policy during their next community meeting.

9) Community members would like the County to install deaf child signs along Vista Ave.

UPDATE: Deaf child signs were installed on 05/14/19.

10) Community members would like the installation of:

- Curbs, gutters, and sidewalks
- Drainage and sewer system

UPDATE: Road 196 and Road 198 have been identified as candidate Projects for the Plainview Complete Streets Projects. The projects would consist of installation of curbs, gutters, sidewalks. The Plainview Community Plan 2019 will go for approval through the Planning Commission on 6/26/19 and approval through the Board of Supervisors on 07/16/19. The preliminary cost estimates for both projects is \$1,500,000.

Community Meetings

- Plainview (Sunnyside Union School District Board Meeting)
 1. March 12, 2019
 2. April 9, 2019 (workshop)
 3. May 14, 2019
- Plainview Mutual Water Company Board Meeting
 1. April 19, 2019

Sunnyside Union School District

- March 12, 2019

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- April 9, 2019

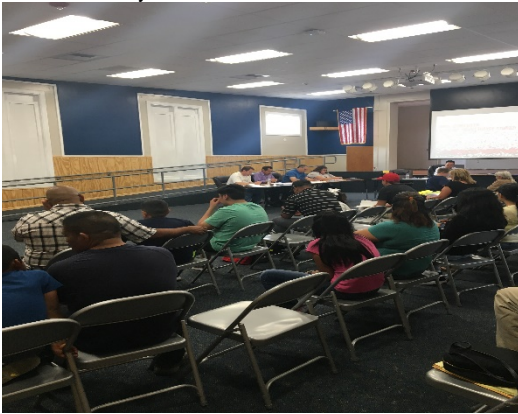


Community Workshop

County Staff in conjunction with Sunnyside Union School District held a community input workshop for the residents of Plainview was held on Tuesday, April 9, 2019, at 6:30 p.m. Prior to the meeting, the Sunnyside Union School staff handed out bi-lingual fliers (announcing the community meeting) to every student. The meeting was held in the cafeteria of the Sunnyside Union School located at 21644 Avenue 196, Strathmore, at the Sunnyside Union School District Board meeting. Tulare County Resource Management Agency provided two translators at the meeting.

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- May 14, 2019



Plainview Mutual Water Company

- April 19, 2019



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Sustainability

Climate Change/Adaptation/Resiliency/Sustainability

According to the Tulare County Multi-Jurisdiction Local Hazard Mitigation Plan (MJLHMP), adopted by the Board of Supervisors in March of 2018, climate change has occurred throughout the history of the planet. Due to variations in the earth's inclination to the sun, volcanic activity and other factors such as asteroids, impacts the amount of solar radiation reaching the earth's surface. The temperature of the planet correlates to the amount of solar radiation arriving at the surface and with it the climate.

In relatively recent history, the last glacial period, popularly known as the Ice Age, occurred from c. 110,000 to 12,000 years ago. This most recent glacial period is part of a larger pattern of glacial and interglacial periods known as Quaternary glaciation (c. 2,588,000 years ago to present). From this point of view, scientists consider this "ice age" to be merely the latest glaciation event in a much larger ice age, one that dates back over two million years and is still ongoing. During this last glacial period, there were several changes between glacier advance and retreat. The Last Glacial Maximum, the maximum extent of glaciation within the last glacial period, was approximately 22,000 years ago. While the general pattern of global cooling and glacier advance were similar, local differences in the development of glacier advance and retreat make it difficult to compare the details from continent to continent. Generally, the pattern of temperature variation and glaciation has lagged atmospheric carbon dioxide (CO₂) content.

The Multi-Jurisdictional Local Hazard Mitigation Plan (MJLHMP) assesses the natural, technological, and human-caused risks to County communities, to reduce the potential impact of the hazards by creating mitigation strategies. The 2017 MJLHMP represents the County's commitment to create a safer, more resilient community by taking actions to reduce risk and by committing resources to lessen the effects of hazards on the people and property of the County.

The plan complies with the Federal Disaster Mitigation Act (DMA 2000), Federal Register 44 CFR Parts 201 and 206, which modified the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act) by adding a new section, 322 - Mitigation Planning. This law, as of November 1, 2004, requires local governments to develop and submit hazard mitigation plans as a condition of receiving Federal Emergency Management Agency (FEMA) Hazard Mitigation Grant Program (HMGP) and other mitigation project grants. The County; the Cities of Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Visalia, and Woodlake; the Tule River Tribe; and Special District staffs have coordinated the preparation of the MJLHMP in cooperation with stakeholders, partner agencies and members of the public.

Tulare County Climate Action Plan

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

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“The Tulare County Climate Action Plan (CAP) serves as a guiding document for County of Tulare (“County”) actions to reduce greenhouse gas emissions and adapt to the potential effects of climate change. The General Plan provides the supporting framework for development in the County to produce fewer greenhouse gas emissions during Plan buildout. The CAP builds on the General Plan’s framework with more specific actions that will be applied to achieve emission reduction targets consistent with California legislation.”³¹

The CAP was updated on December 11, 2018. The 2018 CAP Update incorporates new baseline and future year inventories, and updates the County’s strategy to address SB 32 2030 Target.

Tulare County General Plan Policies (Sustainability)

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

LU-1.1 Smart Growth and Healthy Communities

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

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

LU-1.8 Encourage Infill Development

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

LU-7.15 Energy Conservation

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

³¹ Tulare County Climate Action Plan, page 1

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LU-7.16 Water Conservation

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

LU-7.17 Shared Parking Facilities

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

AQ-3.3 Street Design

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

AQ-3.5 Alternative Energy Design

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

AQ-3.6 Mixed Land Uses

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

TCAG Sustainable Communities Strategy (2014 Regional Transportation Plan)

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

- Encourage jurisdictions in Tulare County to consider bicycle lanes, public transit, transit-oriented and mixed-use development, pedestrian networks, train and other complete streets development during updates of general plan or other local plans.
- Implement a Complete Streets Program whereby agencies will prepare plans to accommodate all transportation users, including pedestrians, bicyclists, transit riders, motor vehicle operators and riders, and implement those plans as aggressively as feasible.
- Provide for continued coordination and evaluation of the planned circulation system among cities and the county.
- Fund the development of capital improvement programs for complete streets and active transportation-type plans, as funds are available.
- Evaluate intersections, bridges, interchanges, and rail grade crossings for needed safety improvements.

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- Develop funding strategies for safety projects in cooperation with Caltrans and member agencies.
- Examine alternative funding sources for streets, roads, state highways, rail systems, transit, bicycle, pedestrian, and other transportation mode improvements.
- Utilize Cap and Trade funds available for transit, if available, for projects in Tulare County.
- Encourage local agencies to support implementation of bicycle support facilities such as bike racks, showers, and other facilities during the project review process.
- Utilize Cap and Trade funds available for bicycle and pedestrian projects, if available, for projects in Tulare County.
- Encourage mixed-use developments in urbanized areas.
- Encourage provision of an adequate supply of housing for the region's workforce and adequate sites to accommodate business expansion to minimize interregional trips and long-distance commuting.
- Support and participate in efforts and coalitions promoting use of Cap and Trade funding for projects that help reduce greenhouse gas emissions in Tulare County.
- Support investment in bicycle and pedestrian systems, giving attention to projects and networks that will allow residents to walk and bicycle to frequented destinations, including schools, parks, healthcare institutions and transit stops.
- Provide environmental justice communities opportunities for input into transportation plans, programs, and projects in a manner consistent with Title VI of the 1964 Civil Rights Act and Executive Order 12898 on Environmental Justice, including the prohibition of intentional discrimination and adverse disparate impact with regard to race, ethnicity or national origin.

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

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Urban Development Boundary

Urban Development Boundaries (UDBs) are officially adopted and mapped County lines delineating the area expected for urban growth in cities and unincorporated communities over a 20-year period. Within UDB boundaries, the County and cities will coordinate plans, policies and standards related to building construction, subdivision development, land use and zoning regulations, street and highway construction, public utility systems, environmental studies, and other closely related matters affecting the orderly development of urban fringe areas. These boundaries provide an official definition of the interface between future urban and agricultural land uses.³²

“For unincorporated communities, the UDB is a County adopted line dividing land to be developed from land to be protected for agricultural, natural, open space, or rural uses. It serves as the official planning area for communities over a 20-year period. Land within an unincorporated UDB is assumed appropriate for development and is not subject to the Rural Valley Lands Plan or Foothill Growth Management Plan (RVLP Policy 1-1)”³³

The purpose of this chapter is to review the adequacy of the adopted Urban Development Boundary (UDB) and determine through analysis contained in this chapter whether modifications may be required. The proposed UDB will also function as the planning area boundary of the Plainview Community Plan 2019 (see **Figure 17**). The UDB line establishes a twenty-year growth boundary for the community of Plainview. Over the years, services will be extended into this area, which will allow new growth to occur. Since the UDB line defines the area where growth will occur, it is logical that it also serves as the planning area boundary for this plan.

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

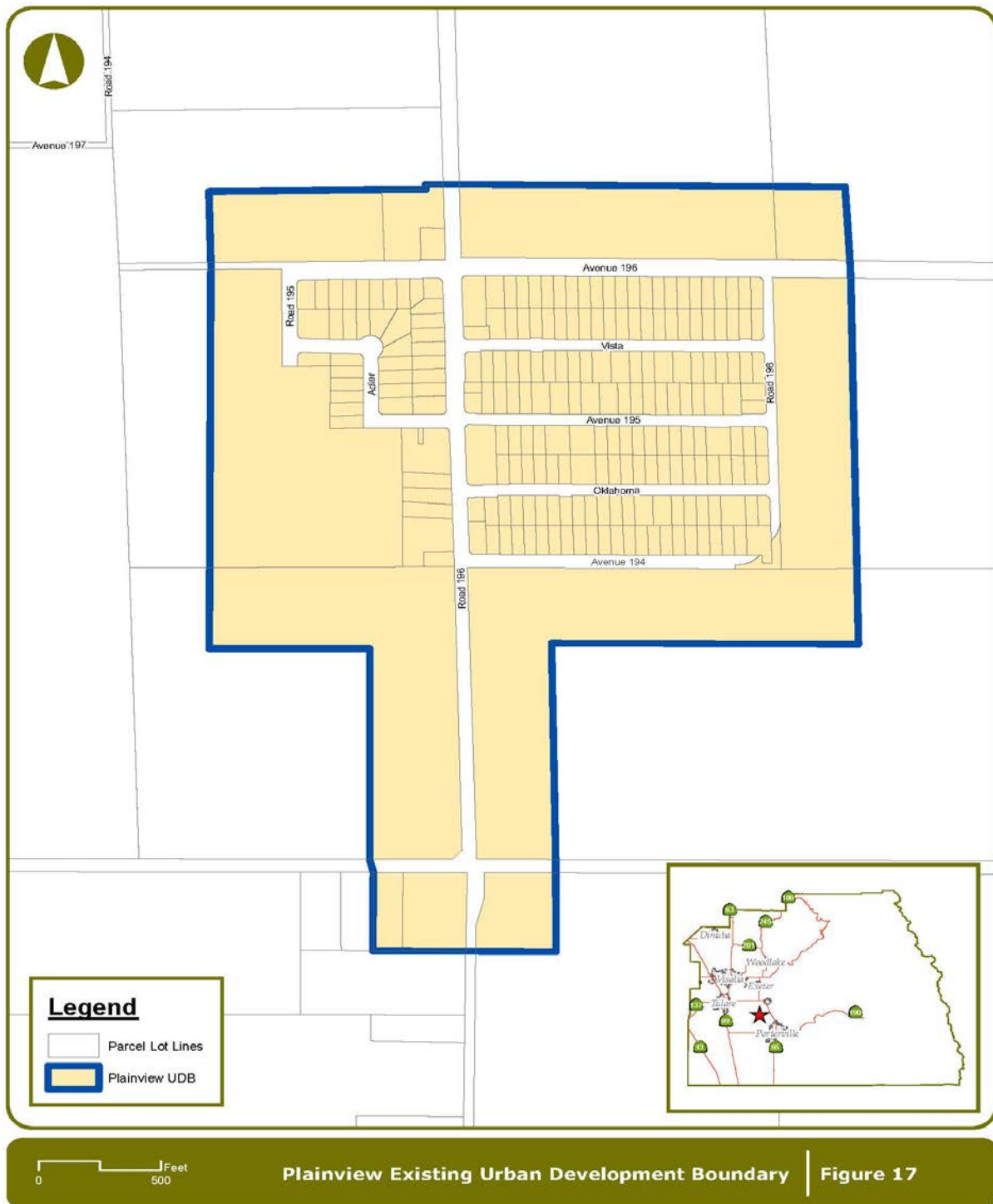
- a) Encouraging coordination between land use planning and the provision of governmental services.
- b) Identifying and resolving potential interagency conflicts regarding service areas.
- c) Encouraging efficient, economical and effective delivery of public services.
- d) Allowing property owners to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

³² TCGPU Part 1, Goals and Policies Report, Planning Framework, page 2-3

³³ TCGPU Part 1, Goals and Policies Report, Planning Framework, page 2-3

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Figure 17: Plainview Urban Development Boundary



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Policy Framework

In determining a UDB and planning area for the Plainview Community Plan 2019, it is important to not only fulfill the requirements of State planning law, but also to the greatest degree possible, fulfill the local goals and policies that regulate land uses in the area. As discussed earlier, many County policies guide development in the Plainview area. However, those that have direct effect on the establishment of the community's urban boundary include the following policies in the Tulare County General Plan Planning Framework Element:

PF-2.1 Urban Development Boundaries – Communities

The County shall limit urban development to the area within the designated UDB for each community.

PF-2.2 Modification of Community UDB

1. The County may consider modification to a community UDB under any of, but not limited to, the following circumstances:
 - The location of the UDB shall be evaluated during preparation or update of a community plan.
 - All community UDBs should be reviewed on a five-year cycle to reflect changes in growth and development patterns.
 - A request for expansion of the UDB boundary can be applied for as part of a General Plan Amendment to the Land Use Diagram.
 - At the request of a special district or the community.
 - A UDB should be considered for expansion at such time as land for infill becomes limited. This condition is considered satisfied when 80 percent of the non-Williamson Act land within the UDB is developed for urban uses.
 - UDBs should not be expanded onto Prime Farmland if Farmland of Statewide Importance or of lesser quality is available and suitable for expansion.
2. Prior to approval of a UDB boundary expansion, the County shall ensure that infrastructure can be provided to serve the new areas added to the UDB and that sufficient water supplies are also available. This may require preparation of an infrastructure master plan that includes methods of financing of improvements and maintenance, as well as representation/documentation of availability and sufficiency of long-term water supplies.
3. Preservation of productive agricultural lands shall be the highest priority when considering modifications. Expansion of a UDB to include additional agricultural land shall only be allowed when other non-agricultural lands are not reasonably available to the community or are not suitable for expansion.

PF-2.3 UDB and Other Boundaries

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

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PF-2.8 Inappropriate Land Use

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

Land Use Plan

Existing Land Use Plan

Table 26 shows that a majority of the land in the existing Plainview's Urban Development Boundary is designated Mixed Use 126.8 acres of designated lands in the Plainview Community Plan Area (see **Figure 18**). Approximately 19.0 acres within the Planning Area is dedicated to unclassified rights-of-way.

Table 26: Existing Land Use Plan		
	Acres	Percent
Mixed Use	126.8	86.9
Unclassified (Rights-of-Way)	19.0	13.03
Total	145.8	100

Existing Zoning Districts

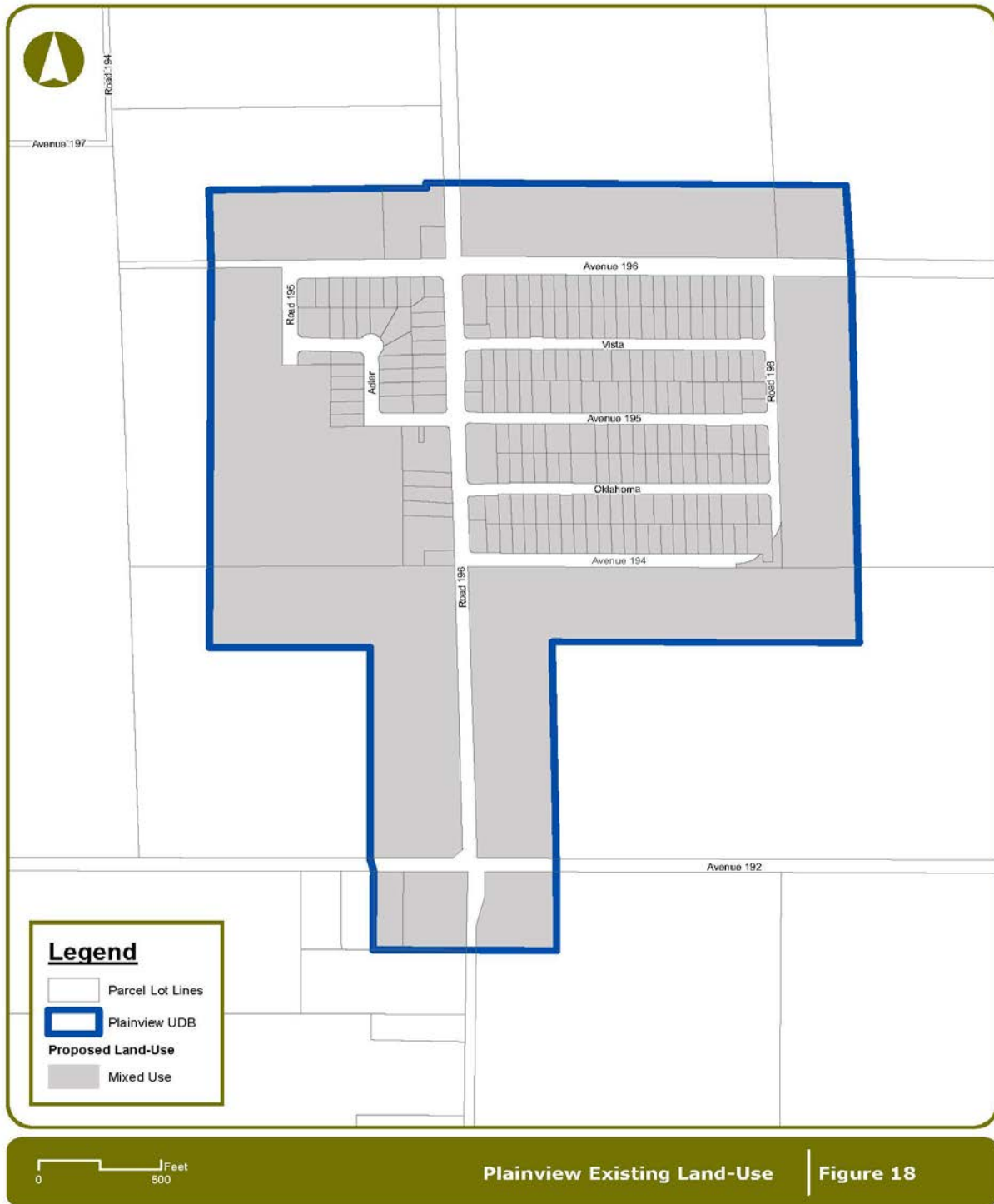
The zoning designations within the existing Plainview Community Plan Urban Development Boundary as shown in **Figure 19** and demonstrated in **Table 27**.

Table 27: Existing Zoning Districts		
	Acres	Percent
A-1	80.3	55.0
AE-40	3.4	2.33
C-1	0.4	0.27
C-2	3.0	2.05
C-2-M	0.8	0.54
M-1	1.3	0.89
R-A	6.7	4.59
R-A-12.5	1.8	1.23
R-A-M	29.2	20.02
Unclassified (Rights-of-Way)	19.0	13.03
Total	145.8	100

Source: Tulare County GIS

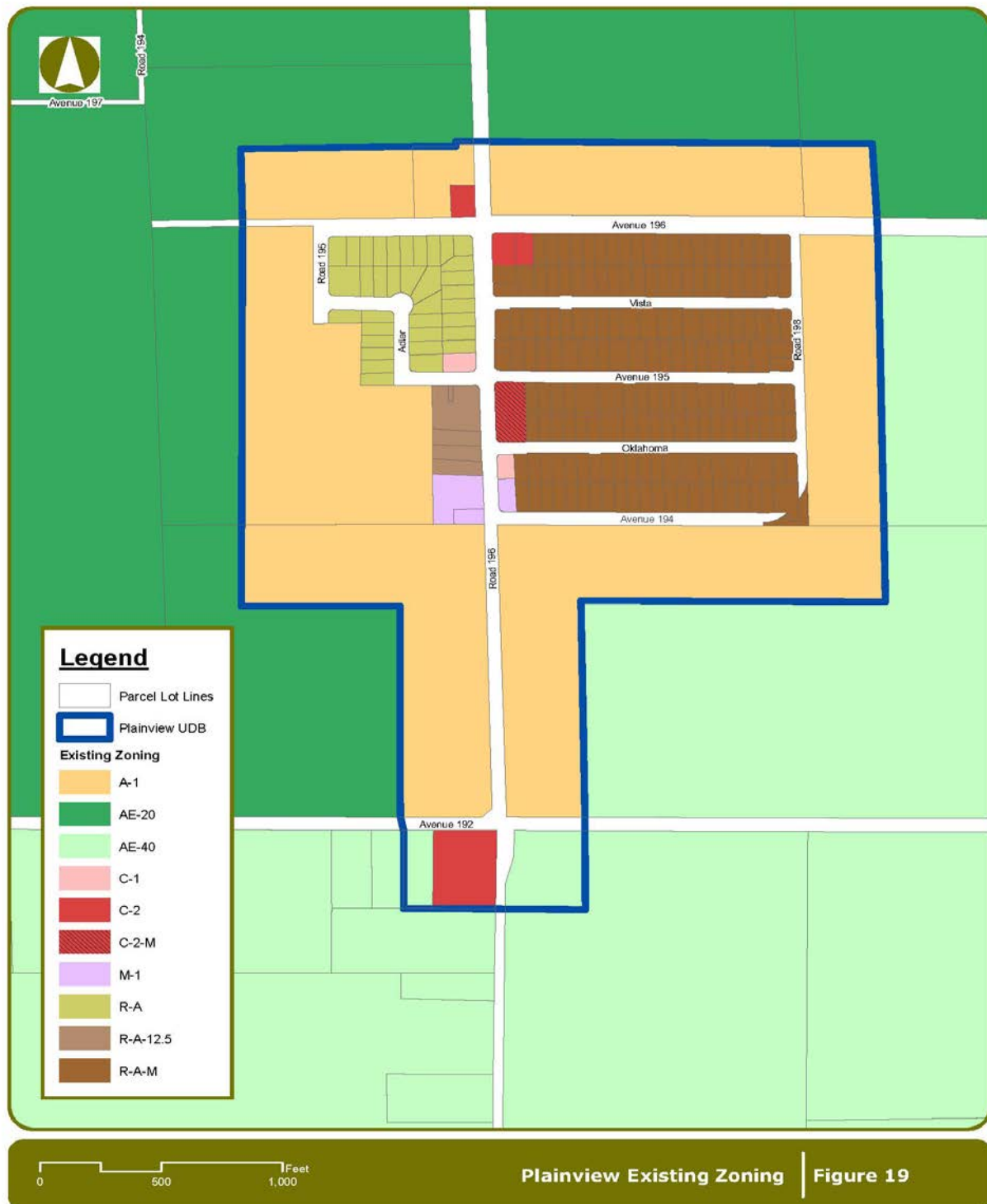
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Figure 18: Plainview Existing Land Use Map



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Figure 19: Plainview Existing Zoning Districts Map



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General Plan Policies

The following adopted policies from the Tulare County General Plan are applicable to the Plainview Community Plan 2019. Policies throughout the General Plan use the terminology “shall” and “should.” For the purposes of interpreting the policies in the General Plan, the term “shall” indicates a mandatory or required action or a duty to undertake an action unless the context indicates otherwise, in which case the term is synonymous with “should.” The term “should” indicates a directive subject to discretion and requires at least review or consideration and, in that context, substantial compliance with the spirit or purpose of these General Plan policies. The term “may” indicates at the sole discretion of the County.

Land Use Policies

PF-1.3 Land Uses in UDBs/HDBs

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

PF-2.6 Land Use Consistency

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

Community Plans, the land use designation shall be Mixed Use, which promotes the integration of a compatible mix of residential types and densities, commercial uses, public facilities, services and employment opportunities.

PF-2.8 Inappropriate Land Use

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

PF-4.7 Avoiding Isolating Unincorporated Areas

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

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LU-1.2 Innovative Development

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

LU-1.3 Prevent Incompatible Uses

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

LU-1.4 Compact Development

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

LU-3.1 Residential Developments

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

LU-3.2 Cluster Development

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

LU-3.3 High-Density Residential Locations

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

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

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

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

LU-1.8 Encourage Infill Development

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

ED-2.11 Industrial Parks

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

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Housing Policy 3.24

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

AQ-3.2 Infill near Employment

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

AQ-3.6 Mixed Land Uses

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

PFS-8.4 Library Facilities and Services

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

Circulation Policies

Q-3.3 Street Design

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

LU-7.3 Friendly Streets

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

1. Street tree planting adjacent to curbs and between the street and sidewalk to provide a buffer between pedestrians and automobiles, where appropriate,

2. Minimize curb cuts along streets,
3. Sidewalks on both sides of streets, where feasible,
4. Bike lanes and walking paths, where feasible on collectors and arterials, and
5. Traffic calming devices such as roundabouts, bulb-outs at intersections, traffic tables, and other comparable techniques.

LU-7.4 Streetscape Continuity

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

LU-1.10 Roadway Access

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

SL-2.1 Designated Scenic Routes and Highways

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

1. Requiring development within existing eligible State scenic highway corridors to adhere to land use and design standards and guidelines required by the State Scenic Highway Program,
2. Supporting and encouraging citizen initiatives working for formal designation of eligible segments of State Highway 198 and State Highway 190 as State scenic highways,
3. Formalizing a system of County scenic routes throughout the County, and
4. Requiring development located within County scenic route corridors to adhere to local design guidelines and standards.

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SL-4.1 Design of Highways

The County shall work with Caltrans and Tulare County Association of Governments (TCAG) to ensure that the design of SR 99 and other State Highways protects scenic resources and provides access to vistas of working and natural landscapes by:

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

SL-4.2 Design of County Roads

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

1. Maintaining narrow as possible rights-of-ways,
2. Limiting the amount of curbs, paved shoulders, and other "urban" edge improvements,
3. Preserving historic bridges and signage, and
4. Promote County road safety by identifying appropriate areas for traffic pullout.

TC-1.1 Provision of an Adequate Public Road Network

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

TC-1.2 County Improvement Standards

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

TC-1.6 Intermodal Connectivity

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

TC-1.7 Intermodal Freight Villages

The County shall consider the appropriate placement of intermodal freight villages in locations within the Regional Growth Corridors.

TC-1.8 Promoting Operational Efficiency

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

TC-1.9 Highway Completion

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

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TC-1.10 Urban Interchanges

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

TC-1.11 Regionally Significant Intersections

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

TC-1.12 Scenic Highways and Roads

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

TC-1.16 County Level of Service (LOS) Standards

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

TC-1.18 Balanced System

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

TC-2.3 Amtrak Service

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

TC-4.7 Transit Ready Development

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

TC-5.1 Bicycle/Pedestrian Trail System

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

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

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

TC-5.3 Provisions for Bicycle Use

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

TC-5.4 Design Standards for Bicycle Routes

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

TC-5.5 Facilities

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

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TC-5.7 Designated Bike Paths

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

TC-5.8 Multi-Use Trails

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

TC-5.9 Existing Facilities

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

Housing Policies

LU-3.5 Rural Residential Designations

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

Housing Guiding Principle 1.1

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

Housing Policy 1.11

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

Housing Policy 1.13

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

Housing Policy 1.14

Pursue an equitable distribution of future

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

Housing Policy 1.15

Encourage housing counseling programs for low-income homebuyers and homeowners.

Housing Policy 1.16

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

Housing Guiding Principle 1.2

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

Housing Guiding Principle 1.3

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

Housing Policy 1.31

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

Housing Guiding Principle 1.4

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

Housing Policy 1.51

Encourage the construction of new housing units for “special needs” groups, including senior citizens, large families, single heads of households, households of persons with physical and/or mental disabilities, minorities, farmworkers, and the homeless in close proximity to transit, services, and jobs.

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Housing Policy 1.52

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

Housing Policy 1.55

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

Housing Guiding Principle 1.6

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

Housing Policy 2.14

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

Housing Guiding Principle 2.2

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

Housing Policy 2.21

Require all proposed housing within the development boundaries of unincorporated communities is either (1) served by community water and sewer, or (2) that physical conditions permit safe treatment of liquid waste by septic tank systems and the use of private wells.

Housing Guiding Principle 3.1

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

Housing Policy 3.11

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

Housing Policy 3.23

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

Conservation Policies

AG-1.1 Primary Land Use

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

AG-1.4 Williamson Act in UDBs and HDBs

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

AG-1.5 Substandard Williamson Act Parcels

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

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AG-1.6 Conservation Easements

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

AG-1.7 Preservation of Agricultural Lands

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

AG-1.8 Agriculture within Urban Boundaries

The County shall not approve applications for preserves or regular Williamson Act contracts on lands located within a UDB and/or HDB unless it is demonstrated that the restriction of such land will not detrimentally affect the growth of the community involved for the

succeeding 10 years, that the property in question has special public values for open space, conservation, other comparable uses, or that the contract is consistent with the publicly desirable future use and control of the land in question. If proposed within a UDB of an incorporated city, the County shall give written notice to the affected city pursuant to Government Code §51233.

AG-1.10 Extension of Infrastructure into Agricultural Areas

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

AG-1.11 Agricultural Buffers

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

- a. Distance: to be determined,
- b. Stabilization of edge condition,
- c. Types of operation,
- d. Types of land uses (i.e. schools, etc.)
- e. Building orientation,
- f. Planting of trees for screening,

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- g. Location of existing and future rights-of-way,
- h. Types of uses allowed inside the buffer-zone
- i. Unique site conditions,
- j. Responsibility for maintenance,
- k. Scale of development,
- l. Mechanism for exemptions.

AG-1.13 Agricultural Related Uses

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

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

AG-1.16 Schools in Agricultural Zones

The County shall discourage the location of new schools in areas designated for agriculture, unless the School District agrees to the

construction and maintenance of all necessary infrastructure impacted by the project.

AG-2.6 Biotechnology and Biofuels

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

LU-7.12 Historic Buildings and Areas

The County shall encourage preservation of buildings and areas with special and recognized historic, architectural, or aesthetic value. New development should respect architecturally and historically significant buildings and areas. Landscaping, original roadways, sidewalks, and other public realm features of historic buildings or neighborhoods shall be restored or repaired wherever feasible.

LU-7.13 Preservation of Historical Buildings

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

LU-7.14 Contextual and Compatible Design

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

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LU-7.15 Energy Conservation

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

LU-7.16 Water Conservation

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

Housing Guiding Principle 4.1

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

Housing Policy 4.13

Promote energy efficiency and water conservation.

Housing Policy 4.21

Promote energy conservation opportunities in new residential development.

Housing Policy 5.24

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

ERM-1.1 Protection of Rare and Endangered Species

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

ERM-1.2 Development in Environmentally Sensitive Areas

The County shall limit or modify proposed development within areas that contain

sensitive habitat for special status species and direct development into less significant habitat areas. Development in natural habitats shall be controlled so as to minimize erosion and maximize beneficial vegetative growth.

ERM-1.3 Encourage Cluster Development

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

ERM-1.4 Protect Riparian Areas

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

ERM-1.5 Riparian Management Plans and Mining Reclamation Plans

The County shall require mining reclamation plans and other management plans to include measures that protect, maintain, and restore riparian resources and habitats.

ERM-1.6 Management of Wetlands

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

ERM-1.8 Open Space Buffers

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

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ERM-1.12 Management of Oak Woodland Communities

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

ERM-2.1 Conserve Mineral Deposits

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

ERM-2.2 Recognize Mineral Deposits

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

ERM-3.2 Limited Mining in Urban Areas

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

ERM-3.3 Small-Scale Oil and Gas Extraction

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

ERM-3.4 Oil and Gas Extraction

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

ERM-4.1 Energy Conservation and Efficiency Measures

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

ERM-4.2 Streetscape and Parking Area Improvements for Energy Conservation

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

ERM-5.20 Allowable Uses on Timber Production Lands

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

1. They are compatible with forestry uses,
2. Will not interfere with forest practices,
3. Consider forest site productivity and minimize the loss of productive forest lands,
4. Will meet standards relating to the availability of fire protection, water supply, and waste disposal, and
5. Will not degrade the watershed and/or water quality due to increased erosion.

ERM-7.1 Soil Conservation

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

WR-1.4 Conversion of Agricultural Water Resources

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

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

WR-1.5 Expand Use of Reclaimed Wastewater

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

WR-1.6 Expand Use of Reclaimed Water

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

WR-3.3 Adequate Water Availability

The County shall review new development proposals to ensure the intensity and timing of growth will be consistent with the availability of adequate water supplies. Projects must submit a Will-Serve letter as part of the application process, and provide evidence of adequate and sustainable water availability prior to approval of the tentative map or other urban development entitlement.

HS-9.2 Walkable Communities

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

PF-1.4 Available Infrastructure

The County shall encourage urban development to locate in existing UDBs and

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

Open-Space Policies

LU-2.3 Open Space Character

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

SL-1.3 Watercourses

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

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

ERM-5.1 Parks as Community Focal Points

The County shall strengthen the role of County parks as community focal points by providing

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community center/recreation buildings to new and existing parks, where feasible.

ERM-5.2 Park Amenities

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

ERM-5.3 Park Dedication Requirements

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

ERM-5.5 Collocated Facilities

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

ERM-5.6 Location and Size Criteria for Parks

Park types used in Tulare County are defined as follows:

- **Neighborhood Play Lots (Pocket Parks).** The smallest park type, these are typically included as part of a new development to serve the neighborhood in which they are contained. Typical size is one acre or less. If a park of this type is not accessible to the general public, it cannot be counted towards the park dedication requirements of the County. Pocket Parks can be found in

communities, hamlets, and other unincorporated areas.

- **Neighborhood Parks.** Neighborhood parks typically contain a tot lot and playground for 2-5 year olds and 5-12 year olds, respectively, one basketball court or two half-courts, baseball field(s), an open grassy area for informal sports activities (for example, soccer), and meandering concrete paths that contain low-level lighting for walking or jogging. In addition, neighborhood parks typically have picnic tables and a small group picnic shelter. These park types are typically in the range of 2 to 15 acres and serve an area within a 1/2-mile radius. Neighborhood parks can be found in communities, hamlets, and other unincorporated areas.
- **Community Parks.** Community parks are designed to serve the needs of the community as a whole. These facilities can contain the same facilities as the neighborhood park. In addition, these parks can contain sports facilities with night lighting, community centers, swimming pools, and facilities of special interest to the community. These parks are typically 15 to 40 acres in size and serve an area within a 2-mile radius. Community parks can be found in communities, planned community areas, and large hamlets.
- **Regional Parks.** Regional parks are facilities designed to address the needs of the County as a whole. These facilities may have an active recreation component (play area, group picnic area, etc.), but the majority of their area is maintained for passive recreation (such as hiking or horseback riding), and natural resource enjoyment. Regional parks are typically over 200 acres in size,

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but smaller facilities may be appropriate for specific sites of regional interest.

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

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

ERM-5.12 Meet Changing Recreational Needs

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

ERM-5.13 Funding for Recreational Areas and Facilities

The County shall support the continued maintenance and improvement of existing

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

ERM-5.15 Open Space Preservation

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

HS-9.1 Healthy Communities

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

Noise Policies

HS-8.7 Inside Noise

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

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HS-8.8 Adjacent Uses

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

HS-8.9 County Equipment

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

HS-8.10 Automobile Noise Enforcement

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

HS-8.11 Peak Noise Generators

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

HS-8.14 Sound Attenuation Features

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

HS-8.15 Noise Buffering

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

Safety Policies

HS-1.1 Maintain Emergency Public Services

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

HS-1.9 Emergency Access

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

HS-1.10 Emergency Services Near Assisted Living Housing

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

HS-5.2 Development in Floodplain Zones

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

1. Critical facilities (those facilities, which should be open and accessible during emergencies) shall not be permitted.
2. Passive recreational activities (those requiring non-intensive development, such as hiking, horseback riding, picnicking) are permissible.
3. New development and divisions of land, especially residential subdivisions, shall be developed to minimize flood risk to structures, infrastructure, and ensure safe access and evacuation during flood conditions.

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HS-5.8 Road Location

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

HS-5.9 Floodplain Development Restrictions

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

HS-5.10 Flood Control Design

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

HS-5.11 Natural Design

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

HS-7.4 Upgrading for Streets and Highways

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

PFS-7.1 Fire Protection

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

PFS-7.6 Provision of Station Facilities and Equipment

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

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

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

PFS-7.12 Design Features for Crime Prevention and Reduction

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

PFS-8.3 Location of School Sites

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

Other

PF-2.7 Improvement Standards in Communities

The County shall require development within the designated UDBs to meet an urban standard for improvements. Typical improvements shall include curbs, gutters, sidewalks, and community sewer and water systems.

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ERM-6.3 Alteration of Sites with Identified Cultural Resources

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

HS-8.5 State Noise Standards

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

HS-8.6 Noise Level Criteria

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

WR-3.9 Establish Critical Water Supply Areas

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

PFS-6.1 Telecommunications Services

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

PFS-8.4 Library Facilities and Services

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

PFS-8.5 Government Facilities in Community Centers

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

PFS-9.1 Expansion of Gas and Electricity Facilities

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

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General Plan Policies that Relate to Health

PF-2.7 Improvement Standards in Communities

The County shall require development within the designated UDBs to meet an urban standard for improvements. Typical improvements shall include curbs, gutters, sidewalks, and community sewer and water systems.

Land Use Element

LU-1.1 Smart Growth and Healthy Communities

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

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

LU-1.2 Innovative Development

The County shall promote flexibility and innovation through the use of planned unit

developments, development agreements, specific plans, Mixed Use projects, and other innovative development and planning techniques.

LU-1.3 Prevent Incompatible Uses

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

LU-1.4 Compact Development

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

LU- 1.5 Paper Subdivision Consolidations

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

LU-1.6 Permitting Procedures and Regulations

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

LU-1.7 Development on Slopes

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

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demonstrating the suitability of any proposed or additional development.

LU-1.8 Encourage Infill Development

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

LU-1.10 Roadway Access

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

LU-3.1 Residential Developments

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

LU-3.3 High-Density Residential Locations

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

LU-3.6 Project Design

The County shall require residential project design to consider natural features, noise exposure of residents, visibility of structures, circulation, access, and the relationship of the project to surrounding uses. Residential densities and lot patterns will be determined by these and other factors. As a result, the maximum density specified by General Plan designations or zoning for a given parcel of land may not be attained.

LU-7.3 Friendly Streets

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

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

LU-7.5 Prime Prevention through Design

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

LU-7.15 Energy Conservation

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

LU-7.16 Water Conservation

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

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Housing Element

Housing Policy 1.51

Encourage the construction of new housing units for “special needs” groups, including senior citizens, large families, single heads of households, households of persons with physical and/or mental disabilities, minorities, farmworkers, and the homeless in close proximity to transit, services, and jobs.

Housing Policy 3.12

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

Housing Policy 3.13

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

Housing Policy 3.16

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

Housing Policy 4.21

Promote energy conservation opportunities in new residential development.

Housing Policy 4.22

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

Housing Policy 5.21

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

Housing Policy 5.26

Prohibit concentrations of dwelling units near

potentially incompatible agricultural uses as defined in the Animal Confinement Facilities Plan.

Environmental Resources Management Element

ERM-5.2 Park Amenities

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

Air Quality Element

AQ-1.3 Cumulative Air Quality Impacts

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

AQ-1.4 Air Quality Land Use Compatibility

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

AQ-1.7 Support Statewide Climate Change Solutions

The County shall monitor and support the efforts of Cal/EPA, CARB, and the SJVAPCD, under AB 32 (Health and Safety Code §38501 et seq.), to develop a recommended list of emission reduction

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strategies. As appropriate, the County will evaluate each new project under the updated General Plan to determine its consistency with the emission reduction strategies.

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

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

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

AQ-2.2 Indirect Source Review

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

1. Providing bicycle access and parking facilities,
2. Increasing density,
3. Encouraging mixed use developments,

4. Providing walkable and pedestrian-oriented neighborhoods,
5. Providing increased access to public transportation,
6. Providing preferential parking for high-occupancy vehicles, car pools, or alternative fuels vehicles, and
7. Establishing telecommuting programs or satellite work centers.

AQ-2.3 Transportation and Air Quality

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

1. Commuter trains (Light Rail, Amtrak, or High Speed Rail) connecting with Sacramento, Los Angeles, and San Francisco, with attractive services scheduled up and down the Valley,
2. Public transportation such as buses and light rail, to serve between communities of the Valley, publicly subsidized if feasible,
3. Intermodal public transit such as buses provided with bicycle racks, bicycle parking at bus stations, bus service to train stations and airports, and park and ride facilities, and
4. Community transportation systems supportive of alternative transportation modes, such as cycling or walking trails, with particular attention to high-density areas.

AQ-3.2 Infill near Employment

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

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AQ-3.3 Street Design

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

AQ-3.4 Landscape

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

AQ-3.5 Alternative Energy Design

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

AQ-3.6 Mixed Land Uses

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

Health and Safety Element

HS-1.4 Building and Codes

Except as otherwise allowed by State law, the County shall ensure that all new buildings intended for human habitation are designed in compliance with the latest edition of the California Building Code, California Fire Code, and other adopted standards based on risk (e.g., seismic hazards, flooding), type of

occupancy, and location (e.g., floodplain, fault).

HS-1.5 Hazard Awareness and Public Education

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

HS-1.6 Public Safety Programs

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

HS-1.7 Safe Housing and Structures

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

HS-1.9 Emergency Access

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

HS-1.10 Emergency Services near Assisted Living Housing

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

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HS-4.3 Incompatible Land Uses

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

HS-4.4 Contamination Prevention

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

HS-4.5 Increase Public Awareness

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

HS-4.6 Pesticide Control

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

HS-4.8 Hazardous Materials Studies

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

HS-5.1 Development Compliance with Federal, State, and Local Regulations

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

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

HS-5.2 Development in Floodplain Zones

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

1. Critical facilities (those facilities which should be open and accessible during emergencies) shall not be permitted.
2. Passive recreational activities (those requiring non-intensive development, such as hiking, horseback riding, picnicking) are permissible.
3. New development and divisions of land, especially residential subdivisions, shall be developed to minimize flood risk to structures, infrastructure, and ensure safe access and evacuation during flood conditions.

HS-8.5 State Noise Standards

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

HS-9.1 Healthy Communities

To the maximum extent feasible, the County shall strive through its land use decisions to promote community health and safety for all

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neighborhoods in the County by encouraging patterns of development that are safe and influence crime prevention, promote a high-quality physical environment and encourage physical activity by means such as sidewalks and walking and biking paths that discourage automobile dependency in existing communities.

HS-9.2 Walkable Communities

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

Water Resource Element

WR-2.1 Protect Water Quality

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

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

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

WR-2.3 Best Management Practices (BMPs)

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

Transportation and Circulation Element

TC-1.18 Balanced System

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

TC-1.19 Balanced Funding

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

TC-4.1 Transportation Programs

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

TC-4.2 Determine Transit Needs

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

TC-4.3 Support Tulare County Area Transit

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

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

TC-4.4 Nodal Land Use Patterns that Support Public Transit

The County shall encourage land uses that generate higher ridership including; high density residential, employment centers, schools, personal services, administrative and professional offices, and social/recreational centers, to be clustered within a convenient walking distance of one another.

TC-5.1 Bicycle/Pedestrian Trail System

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

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

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

TC-5.3 Provisions for Bicycle Use

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

Public Facilities and Services Element

PFS-1.1 Existing Development

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

PFS-1.3 Impact Mitigation

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

PFS-1.4 Standards of Approval

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

1. The applicant can demonstrate all necessary infrastructure will be installed and adequately financed,
2. Infrastructure improvements are consistent with adopted County infrastructure plans and standards, and

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3. Funding mechanisms are provided to maintain, operate, and upgrade the facilities throughout the life of the project.

PFS-1.5 Funding for Public Facilities

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

PFS-1.6 Funding Mechanisms

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

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

PFS-1.7 Coordination with Service Providers

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

PFS-1.8 Funding for Service Providers

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

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

jurisdictional boundaries up to the full extent allowed under State law, and Investigate feasibility of consolidating services with other districts and annexing systems in proximity to promote economies of scale, such as annexation to city systems and regional wastewater treatment systems.

PFS-1.9 New Special Districts

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

PFS-1.10 Homeowner Associations

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

PFS-1.11 Facility Sizing

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

PFS-1.12 Security

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

PFS-2.1 Water Supply

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

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agency providing water service of sufficient and reliable water supplies and water management measures for proposed urban development.

PFS-2.2 Adequate Systems

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

PFS-2.3 Well Testing

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

PFS-2.4 Water Connections

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

PFS-2.5 New Systems or Individual Wells

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

PFS-3.1 Private Sewage Disposal Standards

The County shall maintain adequate standards for private sewage disposal systems (e.g., septic tanks) to protect water quality and public health.

PFS-3.2 Adequate Capacity

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

PFS-3.3 New Development Requirements

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

PFS-3.4 Alternative Rural Wastewater Systems

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

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PFS-3.7 Financing

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

PFS-4.2 Site Improvements

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

PFS-4.3 Development Requirements

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

PFS-4.4 Stormwater Retention Facilities

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

PFS-4.5 Detention/Retention Basins Design

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

PFS-4.6 Agency Coordination

The County shall work with the Army Corps of Engineers and other appropriate agencies to develop stormwater detention/retention

facilities and recharge facilities that enhance flood protection and improve groundwater recharge.

PFS-4.7 NPDES Enforcement

The County shall continue to monitor and enforce provisions to control non-point source water pollution contained in the U.S. Environmental Protection Agency National Pollution Discharge Elimination System (NPDES) program.

PFS-5.1 Land Use Compatibility with Solid Waste Facilities

The County shall ensure that solid waste facility sites (for example, landfills) are protected from the encroachment by sensitive and/or incompatible land uses.

PFS-5.8 Hazardous Waste Disposal Capabilities

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

PFS-7.2 Fire Protection Standards

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

PFS-7.5 Fire Staffing and Response Time Standards

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

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

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

PFS-7.12 Design Features for Crime Prevention and Reduction

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

PFS-8.2 Joint Use Facilities and Programs

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

PFS-8.3 Location of School Sites

The County shall work with school districts and land developers to locate school sites

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

PFS-9.1 Expansion of Gas and Electricity Facilities

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

PFS-9.2 Appropriate Siting of Natural Gas and Electric Systems

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

PFS-9.3 Transmission Corridors

The County shall work with the Public Utilities Commission and power utilities so that transmission corridors meet the following minimum requirements:

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

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Goals, Objectives, and Policies Specific to Plainview

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

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

The goals, objectives and policies of this community plan are divided into four categories. The four areas are: Community Development, Housing, Economic Base, and Environmental Quality.

****** Draft Ground Water Management Act Policy ******

Goal: That the County and Tule Groundwater Sustainability Agency work collaboratively under the Tulare County General Plan to assist the Plainview Mutual Water District in establishing conservation measures and credits in order to sustainably grow water and sewer infrastructure consistent with the Projected Growth Rates considered in the General Plan of Tulare County.

Objective: To not inhibit the Plainview Community Plan 2019 projected growth rates due to the Groundwater Management Act. Instead, to use thoughtful localized conservation measures, funding and credits for storm water retention / groundwater reclamation that can be utilized by the Sunnyside Union School District and Mutual Water District in order meet the demands of the Tule Basin GSA and the Management Area that Plainview ultimately will be placed in.

Policy 1: The County as a member of the Tule GSA will use its role as a GSA member to assist the Plainview Mutual Water District and Sunnyside Union School District to enhance and establish conservation measures that reduce the demand requirements consistent with previous drought measures (2014-15) that are still the law of California, and under the precepts of SGMA.

Policy 2: The Plainview Mutual Water District and Sunnyside Union School District should work with the Tule GSA to establish credits for storm water retention / ground water reclamation consistent with the County General Plan.

Policy 3: The Plainview Mutual Water District seek and be given credits consistent with the Tule GSA's ultimate definitions of available reclamation credits for recycled wastewater effluent land applications.

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Policy 4: That the Sunnyside Union School District be given credits for any ground water reclamation they can supply through utilization of their existing storm water detention basins.

Community Development

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

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

Policies:

1. Encourage in-filling of vacant land and compatible development on underdeveloped land as a priority before development of agriculturally productive lands.
2. The County shall carefully coordinate the extension of water and sewer services in the Plan Area with the Plainview Mutual Water Company (water) to promote orderly and efficient development patterns.

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

Objective: Promote concentrations of similar or compatible uses.

Policies:

1. Promote a concentration of industrial and commercial activities within selected areas to allow for cost efficient provision of necessary services and to protect residential neighborhoods.
2. The County shall discourage the intrusion into existing urban areas of new incompatible land uses that produce significant noise, odors, or fumes.
3. The County shall ensure that new development respects County's heritage by

requiring that development respond to its context, be compatible with the traditions and character of each community, and develop in an orderly fashion, which is compatible with the scale of surrounding structures.

4. The County shall discourage the intrusion into existing urban areas of new incompatible land uses that produce significant noise, odors, or fumes.
5. 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.
6. Establish areas zoned exclusively for industry, commerce and residences consistent with the policies in this plan.
7. Phase-out existing nonconforming commercial and industrial concerns within planned residential areas through appropriate zoning amortization procedures.
8. Locate high-density residential uses in close proximity to planned shopping areas.
9. Require public, quasi-public and high density residential uses to locate where direct access to major streets is available.
10. The County shall ensure that solid waste facility sites (for example, landfills) are protected from the encroachment by sensitive and/or incompatible land uses.
11. The County shall cooperate with all affected school districts to provide the highest quality educational services and school facilities possible.
12. The County shall work with the Sunnyside Union School District in facilitating the location and establishment of new school

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sites, or expansion of existing sites, as needed.

13. The County shall work with the Sunnyside Union School District to provide safe routes to school.
14. The County will solicit recommendations from all interested public agencies on matters regarding the Plainview Community Plan 2019.
15. The Plainview Community Plan 2019 should be reviewed every five years to determine if amendments are appropriate.
16. When considering any land use proposal, capital expenditure or other matters of community importance, the County will request input from the local service district and other affected agencies.

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

Policies:

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

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

Objective: Urbanization in the planning areas should be contiguous and compact.

Policies:

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

parks), shopping, recreation, and entertainment.

2. The County shall review development proposals for their impacts on infrastructure (for example, sewer, water, fire stations, libraries, streets, etc). New development shall be required to pay its proportionate share of the costs of infrastructure improvements required to serve the project to the extent permitted by State law. The lack of available public or private services or adequate infrastructure to serve a project, which cannot be satisfactorily mitigated by the project, may be grounds for denial of a project or cause for the modification of size, density, and/or intensity of the project.
3. The extension of water and sewer facilities into the planning area shall be coordinated with the policies of this Plan and the goals and policies of the Tulare County General Plan. Development in the planning area shall pay their fair share for services.

Objective: Avoid over use of individual waste disposal systems in unsewered areas.

Policies:

1. Prohibit new residential development in excess of seven families per acre until such time as a central sewage collection system is constructed.
2. Prohibit commercial and industrial development with excessive wastewater discharge characteristics.

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

Policies:

1. Conduct a study of the Plainview townsite area to determine the impact of a

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comprehensive vacant lot merger action and undertake such a merger, if feasible.

GOAL IV: Coordinate Community Development Decisions with the Plainview Community Service District.

Objective: Ensure that all development can be served by the Plainview Mutual Water Company during the planning period as determined by the district boundaries for each special district.

Policies:

1. Coordinate zoning with availability of utilities and community services.
2. Promote commercial and industrial development with wastewater discharge characteristics which can be accommodated by the Plainview Mutual Water Company.
3. Encourage coordination between developers and the Plainview Mutual Water Company throughout the application and development process to prevent time delays and to assure that the Plainview Mutual Water Company can accommodate the needs of any proposed development.
4. Before the issuance of any land use permit, the Tulare County Resource Management Agency must receive confirmation from the Plainview Mutual Water Company (water) that water and sewer service requirements can be accommodated.
5. Assist the Plainview Mutual Water Company in applications for grant funds to carry out their capital improvement program for providing, maintaining and improving their sewer and water systems to serve new and existing developments which implement the goals and objectives of this Plan and of the Tulare County General Plan.
6. Before the issuance of any land use permit, the Tulare County Resource Management

Agency will require all project applications for new development or redevelopment to include storm water disposal plans in accordance with the recommendations of the Tulare County Resource Management Agency and Caltrans to prevent runoff flows into the State Route rights-of-way.

Housing

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

Objective: Reduce deficiencies in existing housing stock.

Policies:

1. Through the Housing Element process, Tulare County shall strive to minimize or eliminate blight in Plainview.
2. Apply the health, safety and welfare standards of the Tulare County Ordinance Code, which may require demolition of vacant substandard housing units.
3. Encourage relocation of families from substandard housing units by expanding affordable housing opportunities within the community.
4. Inform potential rehabilitators of substandard housing that incentives such as reduced building permit fees are available.
5. The County will strive to ensure that there is an adequate amount of planned residential land to meet the housing needs of Plainview.
6. The County will ensure that there are adequate sites and will work with the Plainview Mutual Water Company and other agencies to ensure that there are adequate public facilities to support future housing needs in Plainview.

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7. The County will work diligently towards the rehabilitation of the housing stock in Plainview.
8. The County will attempt to maintain a balance between owner and renter-occupied housing stock in Plainview.
9. Sites for multi-family development shall be identified which do not overburden any one area of the community or neighborhood. Large developments should be located on collector or arterial streets.

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

Policies:

1. Enable the housing industry to proceed with construction in a timely and cost-efficient fashion by providing adequate amounts of residential zoning.
2. Assure that the housing industry is made aware of residential development potentials in Plainview.
3. Coordinate residential zoning with availability of utilities and community services.
4. Provide adequate amounts of residential zoning to encourage the housing industry to proceed with construction of residential development in a timely and cost-efficient fashion.

Economic Base

GOAL I: Develop a strong diversified economy community.

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

Policies:

1. Promote a concentration of industrial and commercial activities within selected areas to allow for cost efficient provision of necessary services and to protect residential neighborhoods.
2. Zone an area for a community shopping center in the northeastern portion of the community to meet local consumer needs. Reserve areas with convenient highway access for highway-oriented commercial development, thereby encouraging outside cash flow into the community.
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.
4. The County shall encourage industrialization in Plainview, especially industries that provide non-seasonal employment.
5. Reserve areas with convenient highway access for highway-oriented commercial development, thereby encouraging outside cash flow into the community.

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

Policies:

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

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

Policies:

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

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

Policies:

1. Assure that commercial and industrial developments are designed so that traffic will not impact upon residential areas.
2. Develop standards for signs, landscaping, and fencing to improve the attractiveness of industrial and commercial areas.

Environmental Quality and Public Safety

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

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

Policies:

1. Encourage capital improvements (curbs, gutters, streets paving, lighting, etc.) within existing developed areas, which will upgrade the community image and improve safety.

2. The County shall, within its authority, protect the public from danger to life and property caused by fire.
3. The County shall, within its authority, protect the public against crime against people and property.

Objective: Provide sufficient open space for community recreation needs.

Policies:

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

Objective: Protect Agricultural Lands.

Policies:

1. Land within the respective Urban Development Boundary of Plainview, which is designated as residential reserve, commercial reserve, or industrial reserve shall be retained in agricultural use until such time as conversion to urban use (as defined in the Tulare County General Plan) is appropriate. When a rezoning occurs without a general plan amendment, the reserve designation shall be removed from the parcel.
2. The following criteria shall be used to determine when conversion to urban use is appropriate:
 - a. The property is not subject to an agricultural preserve contract;
 - b. Full urban services, schools, and infrastructure sufficient to serve urban development either are available or can be made available; and

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- c. At least 30% the property boundaries are contiguous on at least one side to existing urban development.
- 3. Until productive agricultural lands are ready to be developed they shall be retained in parcels of sufficient size to allow agricultural uses.
- 4. Agricultural uses outside the UDB shall be protected from conflicting urban uses by aligning the UDB along streets, canals or other man-made or natural features in order to buffer the two uses to the extent possible.
- 5. The County (and developers) shall carefully coordinate the extension of public water and sewer services in the planning area with Plainview Mutual Water Company, to promote logical and orderly development patterns.
- 6. New agricultural preserves and contracts shall not be approved for properties within Plainview Mutual Water Company.
- 7. Commercial and residential uses will be required to connect to public services provided by the Plainview Mutual Water Company as appropriate.
- 8. Large lot agricultural zoning such as AE-10 shall be applied as a holding zone to properties, which do not meet the criteria

set forth in policy Agriculture Policy 2 above.

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

Policies:

- 1. Prohibit to the extent allowed by law residential development in excess of seven families per acre, until a sewage collection system is constructed.
- 2. Require a sufficient lot area for all new residential development to ensure an adequate area for on-site sewage disposal until a sewage collection system is constructed
- 3. Prohibit to the extent allowed by law new intensive animal raising operations within the "windshed" area of Plainview.
- 4. Carefully evaluate proposed heavy industrial uses to assure that such uses will not have an adverse impact on the community.

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General Plan Framework

Value Statements

1. The beauty of the County and the health and safety of its residents will be protected and enhanced.
2. The County will create and facilitate opportunities to improve the lives of all County residents.
3. The County will protect its agricultural economy while diversifying employment opportunities.
4. Every community will have the opportunity to prosper from economic growth.
5. Growth will pay its own way providing sustainable, high quality infrastructure and services.

Framework Concepts

- ***Concept 1: Agriculture***

One of the most identified assets in Tulare County is the rich agricultural land on the valley floor and in the foothills. The General Plan identifies agriculture not only as an economic asset to the County but also as a cultural, scenic, and environmental element to be protected and to insure that the utilization of these resources may continue to economically succeed.

- ***Concept 2: Land Use***

Tulare County has a number of unincorporated communities that will grow and develop and natural resource lands (agriculture, mineral extraction, and open space) that will be preserved and permitted to expand. It is anticipated that much of the projected population growth will require a range of housing choices, neighborhood support services, and employment producing uses that are centrally located in cities and unincorporated communities. The County will also utilize its goals and policies to guide the conversion of agricultural and natural resource lands to urban uses.

- ***Concept 3: Scenic Landscapes***

The scenic landscapes in Tulare County will continue to be one of its most visible assets. The Tulare County General Plan emphasizes the enhancement and preservation of these resources as critical to the future of the County. The County will continue to assess the recreational, tourism, quality of life, and economic benefits that scenic landscapes provide and implement programs that preserve and use this resource to the fullest extent.

- ***Concept 4: Natural and Cultural Resources***

As Tulare County develops its unincorporated communities, the County will ensure that development occurs in a manner that limits impacts to natural and cultural resources through the implementation of its Goals and Policies and through proper site planning and design techniques.

Guiding Principles

- ***Principle 1: Opportunities***

Provide opportunities for small unincorporated communities to grow or improve quality of life and their economic viability.

- ***Principle 2: Reinvestment***

Promote reinvestment in existing unincorporated communities in a way that enhances the quality of life and their economic viability in these locations.

- ***Principle 3: Protection of Resources***

Protect the County's important agricultural resources and scenic natural lands from urban encroachment through the implementation of Goals and Policies of the General Plan.

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- ***Principle 4: Limit Rural Residential Development***
Strictly limit rural residential development potential in important agricultural areas outside of unincorporated communities, hamlets, and city UDBs (i.e., avoid rural residential sprawl).
 - ***Principle 5: Agricultural Facilities***
Allow existing and outdated agricultural facilities in rural areas to be retrofitted and used for new agricultural related businesses (including non-agricultural uses) if they provide employment.
 - ***Principle 6: Planning Coordination and Cooperation***
Enhance planning coordination and cooperation with the agencies and organizations with land management responsibilities in and adjacent to Tulare County.

Policy Plan

This chapter of the Plainview Community Plan 2019 prescribes the policy framework, which will govern the development of the community over the term of the planning period (through the year 2030). It includes text, which sets out explicit policy statements about the quality, character, and manner in which development in the community will take place.

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

Policy Relationship to the General Plan

The Plainview Community Plan 2019 is a component in Part III of the Tulare County General Plan and, as such, has the same force and effect as any other adopted element of the general plan. Structurally, the Plainview Community Plan 2019 is part of the Land Use and Circulation Element of the overall general plan. The principal emphasis of the community plan is on establishing local land use, and circulation system patterns and prescribing associated standards and policies. In addition to the specific prescriptions of the community plan, the broader policies and standards of the overall Land Use and Circulation Element apply to Plainview.

Also applicable to Plainview, and governing all future development in the community, are the other elements (e.g. Planning Framework, Environmental Resources Management, Air Quality, Health and Safety, Transportation and Circulation, etc.) of the Tulare County General Plan. In instances where the policies and/or standards of the Plainview Community Plan 2019 are more specific or more restrictive than those in other elements of the general plan, the community plan shall take precedence and prevail.

Plainview Community Plan 2019

Preliminary Assessment of Land Needs

Renter Affordability

According to the US Census Bureau, the 2013-2017 American Community Survey (see **Table 28**) data indicated that in 2016 the cost of rent in Plainview was lower than in Tulare County and the State of California, but that rent constituted a larger percentage of household income. The median rent was \$622 in Plainview; whereas the median rent was \$877 in Tulare County and \$1,358 in the State of California, respectively. In Plainview, the percentage of households paying 35% or more of income on housing was 76.6% while the percentage of households paying 35% or more of income on housing was 47.1% in Tulare County and 46.4% in the State of California.

Table 28 - 2013-2017 American Survey: Renter Cost							
Geography	Median Rent	Gross Rent as a % of Household Income					
		Less than 15.0 %	15.0% to 19.9%	20.0% to 24.9%	25.0% to 29.9%	30.0% to 34.9%	35.0% or more
California	\$1,358	9.6%	10.9%	12.1%	11.5%	9.6%	46.4%
Tulare County	\$877	10.6%	10.5%	12.1%	10.7%	9.1%	47.1%
Plainview CDP	\$622	0.0%	0.0%	13.0%	6.5%	3.9%	76.6%
Source: 2013-2017 American Community Survey 5-Year Estimates							

Owner Affordability

According to the US Census Bureau, the 2013-2017 American Community Survey data indicated that in 2017 the cost of a mortgage in Plainview was lower in Tulare County and the State of California. The mortgage constituted a smaller percentage of household income compared to Tulare County and the State of California. The median owner cost (with mortgage) was \$932 in Plainview, whereas the median owner cost was \$1,345 in Tulare County and \$2,206 in the State of California, respectively. In Plainview, the percentage of households paying 35% or more of income on housing was 46.0%. The percentage of households paying 35% or more of income on housing was 31.7% in Tulare County and 30.7% in the State of California (see **Table 29**).

Plainview Community Plan 2019

Table 29 - 2013-2017 American Community Survey: Owner Cost						
Geography	Median Owner Cost (with mortgage)	Mortgage as a % of Household Income				
		Less than 20.0%	20.0% to 24.9%	25.0% to 29.9%	30.0% to 34.9%	35.0% or more
California	\$2,206	32.3%	15.5%	12.5%	9.0%	30.7%
Tulare County	\$1,345	36.2%	14.5%	10.4%	7.1%	31.7%
Plainview CDP	\$932	25.4%	12.7%	15.9%	0.0%	46.0%
Source: 2013-2017 American Community Survey 5-Year Estimates						

Assessment of Land Needs

Population Growth Forecast

The forecasted increase in population from 2017 to 2030 is 186 persons. Projecting this ratio into the future 186 persons divided by 27.4 suggests that an additional 6.7 acres will be needed by the year 2030. The existing Urban Development Boundary contains approximately 100 non-urban acres. The additional need of 6.7 acres can easily be accommodated within the 100 acres that are vacant within the existing UDB (see Table 30 and 31).

Demand Forecast

To determine whether there is enough land within the existing UDB to accommodate anticipated growth within the community, the population growth and land use projects in the Year 2030 were compared to the vacant land available within the UDB. Based on the data and analysis contained above, includes the year 2030 population and residential unit demand forecast for the Plainview planning area.

Table 31 - Plainview Population Projections			
Growth Rate	2017	2020	2030
0.013	1,016	1,056	1,202

Table 30: Population Projection		
Year	Population	Growth (%)
2017	1,016	33.3
2018	1,029	33.3
2019	1,043	33.3
2020	1,056	33.3
2021	1,070	33.3
2022	1,084	33.3
2023	1,098	33.3
2024	1,112	33.3
2025	1,127	33.3
2026	1,141	33.3
2027	1,156	33.3
2028	1,171	33.3
2029	1,186	33.3
2030	1,202	33.3

Plainview Community Plan 2019

Population and Housing Units

The year 2017 baseline population was determined by projecting the 2017 American Community Survey data population by an annual growth rate of 1.3% annually (see **Table 30**). The Survey indicated that in year 2016 the community had 298 dwelling units (including vacant dwellings) with a population of 1,016. At an annual growth rate of 1.3%, (see **Table 32**) the projected housing units are 310 and 352 in years 2020 and 2030, and projected population is 1,056 and 3,605 in Years 2020 and 2030, respectively.

Table 32: Housing Projection		
Year	Housing	Growth (%)
2017	298	33.3
2018	302	33.3
2019	306	33.3
2020	310	33.3
2021	314	33.3
2022	318	33.3
2023	322	33.3
2024	326	33.3
2025	330	33.3
2026	335	33.3
2027	339	33.3
2028	343	33.3
2029	348	33.3
2030	352	33.3

Opportunities & Constraints

Opportunities

Complete Streets

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

Affordable Housing

There is a high need for affordable housing. The community of Plainview has a median income of \$21,691, which is considerably less than 60% of the State's median income of \$ 67,169. Moreover, 76.6% of renters spent 35% or more of their income on rent and 46.0% owner-occupied units spent 35% or more of their income. Plainview's average household size of 3.13 for renters and 4.80 for owner-occupied units, it is very likely that many children in Plainview share bedrooms.

Plainview Community Plan 2019

Urban Development Boundary

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

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.

Constraints

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

Soil Characteristics

Constraints: The entire Planning Area lies within an area of prime agricultural soils. Although better suited to farming, these soils have the capability to accommodate most urban related uses. The slow permeability rate of local soils will also limit the location and type of development allowed due to the high run-off potentials associated with impervious material used in and as a result of construction.

Agricultural Lands

Constraints: The presence of approximately 12 acres of Williamson Act Lands (Agricultural Preserves) along the periphery of the Planning Area may deter the natural "grow out" pattern of urban related uses. Although a constraint, Agricultural Preserves prevent premature urban development of agricultural lands and encourage in filling of existing vacant parcels within the immediate core of the Plan Area.

Plainview Community Plan 2019

Solutions: As the need arises for developable land, (and if justifiable), Agricultural Preserves can be canceled by a landowner with the approval of the Tulare County Board of Supervisors. Another option available to landowners is nonrenewal of their ten-year contracts. This option allows their land to revert to "regular" agricultural lands over a ten-year period and, subsequently allowing the landowner an opportunity to develop his land through the regular permitting process.

Limited Employment Opportunities

Constraints: Employment opportunities within the Plainview Planning Area are rather limited due to the absence of year-round high employment-generating land uses (i.e., industry). The proximity of Strathmore and Porterville to the Planning Area will continue to contribute to limited employment opportunities within Plainview. As the area develops commercial uses, some jobs will be created but not to the extent, industrial development could provide.

Tulare County Economic Development Strategy

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

Agriculture

Tulare County has a booth at the World Agricultural Exposition (Ag Expo) every year. The Economic Development Office uses the event to promote Tulare County tourism and business opportunities. Partnering with the County's Purchasing Department, the Ag Expo provides an excellent method to market directly to the global agriculture related businesses attending the Ag Expo and sell surplus county equipment.

Grants

- State Water Resources Control Board – State Revolving Fund: \$500,000 for Traver Community Wastewater System Improvements Planning Study and Design, once plans are near complete we will apply for construction funding between \$8 and 10 million.
- State Water Resources Control Board: have applied and received \$5 million in construction funding for Phase 1 of the Yettem Seville Water System.
- County Measure R funding \$575,000 for sidewalks and ADA improvements in Goshen.
- ATP Active Transportation Program- Statewide competitive \$2 million funding is anticipated for Safe Routes to School and ADA improvements in and around three (3) Goshen.
- Low Carbon Transit Program funding \$147,474.00.
- Prop 84 – Goshen Neighborhood Improvement Program funding \$2,153,900.00.
- Yettem & Seville Project Phase 1 funding \$4,300,200.00
- Navigation Aids at Sequoia Field Airport funding \$340,200.00
- Transit Operations & Maintenance Facility (TOMF) funding \$10,800,000.00

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Solar Projects

In Tulare County, there have been 13 Utility Scale Solar Projects that have a capacity of 198 MW. There are nine (9) projects in under construction with a capacity of 260 MW. In terms of total solar projects (including Utility Scale, Solar on Dairies, Commercial Solar, and Residential Solar) there have been 1,570 projects built that accounts for a capacity of 227.5 MW. The Corridor offers realistic potential to locate solar projects closer to the urban areas and outside of the direct line-of-sight viewshed of the State Route 99 Corridor. **Figure 20** provides a summary of solar development in Tulare County.

Plainview Community Plan 2019

Figure 20 - Solar Development in Tulare County

Utility Scale Solar Projects		
Phase of Construction	No. of Permits	Total Capacity (MW)
Under Review	0	0.0
Pre-construction/Under Construction	1	45.0
Constructed	21	413.0
Total	22	458.0
Solar Projects on Dairies		
Phase of Construction	No. of Permits	Total Capacity (MW)
Under Review	0	0.0
Pre-construction/Under Construction	6	3.6
Constructed	44	39.7
Total	50	43.3
Other Commercial Solar Projects		
Phase of Construction	No. of Permits	Total Capacity (MW)
Under Review	0	0.0
Pre-construction/Under Construction	36	8.9
Constructed	172	44.8
Total	208	53.7
Anaerobic Digesters		
Phase of Construction	No. of Permits	Total Capacity (MW)
Under Review	0	
Pre-construction/Under Construction	16	
Constructed	4	
Total	20	
Residential Solar Projects (based on 7 kw/sfd average)		
Phase of Construction	No. of Permits	Total Capacity (MW)
Under Review	13	0.09
Pre-construction/Under Construction	127	0.89
Constructed	2092	14.64
Total	2232	15.6
Solar Project Totals		
Phase of Construction	No. of Permits	Total Capacity (MW)
Under Review	13	0.09
Pre-construction/Under Construction	186	58.39
Constructed	86	512.14
Total	2532	570.74

Plainview Community Plan 2019

Online Presence

Tulare County is currently developing and growing the Economic Development Website by offering content that is current, informative and useful for decision-makers in an effort to attract, retain and expand a diverse business community in all regions of the County. We are currently building an online industrial/commercial property inventory. We are reaching out to brokers in order to post their listings on our website.

The Tulare County Economic Development Office maintains an active presence on Facebook and Twitter. In addition, the Tulare County Film Commission Channel contains the latest videos of groundbreaking and ribbon cutting events. Content development will continue to grow over time.

Reducing Barriers to Economic Development

California Competes

“The California Competes Tax Credit is an income tax credit available to businesses that want to locate in California or stay and grow in California. Tax credit agreements will be negotiated by GO-Biz and approved by a newly created “California Competes Tax Credit Committee,” consisting of the State Treasurer, the Director of the Department of Finance, the Director of GO-Biz, one appointee from the Senate, and one appointee from the Assembly.”³⁴

“The California Competes Tax Credit only applies to state income tax owed to the Franchise Tax Board. The credit is non-refundable, and in the case where the credit allowed exceeds tax owed, the excess may be carried over to reduce the tax in the following year, and the succeeding five years if necessary, until exhausted.”³⁵

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

- The number of jobs the business will create or retain in this state.
- The compensation paid or proposed to be paid by the business to its employees, including wages and fringe benefits.
- The amount of investment in this state by the business.
- The extent of unemployment or poverty where the business is located.
- The incentives available to the business in this state, including incentives from the state, local government, and other entities.
- The incentives available to the business in other states.
- The duration of the business’ proposed project and the duration the business commits to remain in this state.
- The overall economic impact in this state of the business.
- The strategic importance of the business to the state, region, or locality.

³⁴ California Competes Tax Credit FAQ

³⁵ California Competes Tax Credit FAQ

Plainview Community Plan 2019

- The opportunity for future growth and expansion in this state by the business.
- The extent to which the anticipated benefit to the state exceeds the projected benefit to the business from the tax credit.”³⁶

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

- \$30 million in fiscal year 2013/14.
- \$150 million in fiscal year 2014/15.
- \$200 million in each fiscal year 2015/16 through 2017-18.”³⁷

“...25 percent of the total credits available each year is expressly reserved for small businesses (gross receipts of less than \$2 million during the previous taxable year).”³⁸

Tulare County Strategy

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

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

Table 33 - Estimated Education Attainment of Plainview Population				
	Percent Less than 9th grade	Percent 9th to 12th grade, no diploma	Percent High School graduate (includes equivalency)	Percent bachelor's degree or higher
California	9.7%	7.8%	20.6%	20.4%
Tulare County	19.7%	11.7%	25.8%	9.3%
Plainview CDP	40.1%	19.7%	33.9%	1.3%

Source: 2013-2017 American Community Survey, 5-year

Based on the 2013-2017 American Community Survey (see **Table 33**), the educational barrier in Plainview begins in grade school. Of the adults age 25 and older, 40.1% had an educational level of less than 9th grade. This limits the types of jobs that these adults are qualified for. Improving

³⁶ California Competes Tax Credit FAQ

³⁷ California Competes Tax Credit FAQ

³⁸ California Competes Tax Credit FAQ

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educational attainment needs to begin in elementary school. As part of the safe routes to schools, Tulare County will provide pedestrian facilities for children to walk or bike to school. This should make it easier for children to get to school.

Home Occupation Regulations

Encouraging small scale entrepreneurship is one way to foster economic development. Although some home occupations are allowed by right, these home occupations have regulations, which limit the type and scope of allowed businesses. By a reduction in some of these regulations, barriers to small scale entrepreneurship will be reduced/eliminated. The following are proposed changes to the Zoning Ordinance:

Eliminate

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

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

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

Replace with:

“Employment in a rural occupation shall be limited to residents of the property and not more than three (3) additional non-resident persons.”

Add:

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

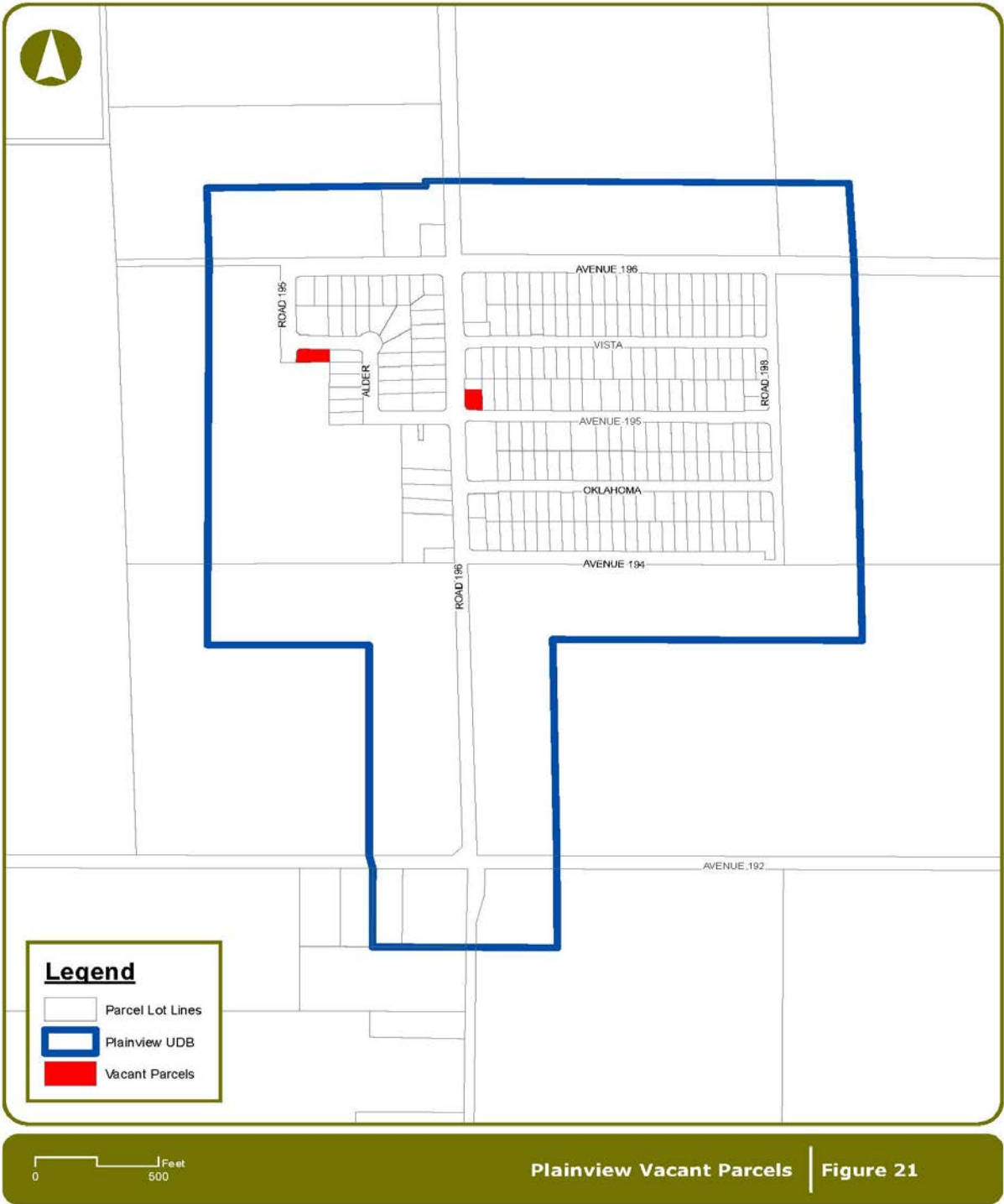
- **Health Care:** Health care is important for economic development as businesses need healthy employees. The nearest medical offices are located in Woodville, Strathmore, Lindsay, and Porterville.
- **Vacant Land:** Staff has prepared a vacant parcel inventory, which identifies vacant parcels of various sizes, and various zoning districts (see Figure 21 and Table 34).

Table 34: List of Vacant Parcels

APN #	Acres	Zone
214-202-044	0.15	R-A
198-220-036	0.18	R-A
214-202-002	0.16	R-A

Plainview Community Plan 2019

Figure 21: Vacant Parcels Map



Plainview Community Plan 2019

Development Suitability Analysis

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

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

- | | |
|-------------------|---|
| <i>Very High:</i> | <i>These areas are "infill lands", or are surrounded on three sides by existing urbanized land and are, or can be easily be, serviced with urban services.</i> |
| <i>High:</i> | <i>These areas are lands free of development constraints and which are either adjacent to existing development and are, or can be, served with community sewer and water service. Wastewater service areas but which are near existing urban development.</i> |
| <i>Moderate:</i> | <i>These lands are outside existing boundaries of local water and these lands also exhibit other qualities that make them suitable for future development.</i> |
| <i>Low:</i> | <i>These lands should be precluded from intensive development until certain constraining conditions can be changed or corrected. Examples of such constraints include flooding and Williamson Act Lands.</i> |

From the process of mapping of the various factors potentially influencing the develop ability of the community and surrounding environs, a composite analysis of the application of these factors to each segment of the planning area is possible. The patterns, which emerged from this composite analysis, have enabled the overall developed suitability of the planning area to be mapped, in conformance with the ratings described above. Lands within the Plainview Mutual Water Company are considered very high. Remaining lands within the UDB outside the Plainview Mutual Water Company are considered moderate with the exception of the area northeast of Avenue 196, which is low due to Williamson Act constraints.

Proposed Planning Areas

Proposed Urban Development Boundary

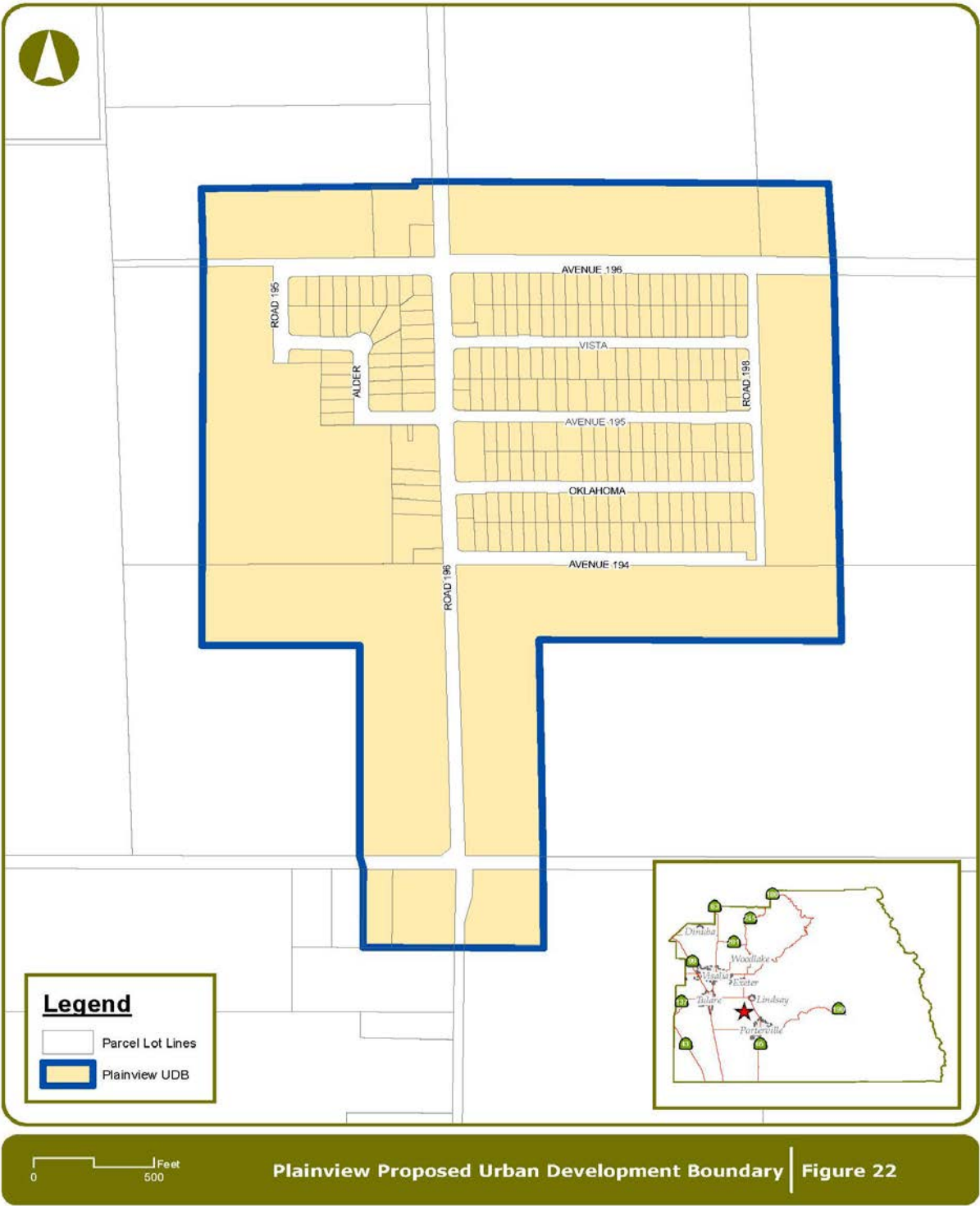
There is adequate land available for development within the existing UDB (145.8) to accommodate future residential future residential growth through the year 2030 and beyond (**see Figure 22**).

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

Plainview Community Plan 2019

Figure 22 Plainview Proposed Urban Development Boundary



Plainview Community Plan 2019

Policy Relationship to the General Plan

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Also applicable to Plainview, and governing all future development in the community, are the other elements (e.g. Planning Framework, Environmental Resources Management, Air Quality, Health and Safety, Transportation and Circulation, etc.) of the Tulare County General Plan. In instances where the policies and/or standards of the Plainview Community Plan 2019 are more specific or more restrictive than those in other elements of the general plan, the community plan shall take precedence and prevail.

General Plan Consistency

Land Use Plan

One of the most important purposes of the Plainview Community Plan 2019 is to establish land use patterns and development policies and standards for the community for the planning period, through the year 2030. The general intent of the land use plan for Plainview is to identify the most appropriate types and distribution of land uses for the community, based on environmental, circulation, infrastructure, services, opportunities and constraints, urban development boundary suitability analysis, and other economic capacities and concerns discussed in the previous chapters of the plan.

The County of Tulare, through existing policies, has encouraged both incorporated and unincorporated communities to establish urban development and land use patterns, which are compact and contiguous. This policy position has reduced so-called “leap frog” development County-wide, has helped preserve agricultural lands, and has minimized land use conflicts between urban and agricultural areas. The Plainview Community Plan 2019 analysis supporting the establishment of an Urban Development Boundary (UDB) for Plainview is described, and the UDB is delineated. This boundary is sensitive to and consistent with the Countywide policy of encouraging compact and contiguous urban growth, and at the same time enables the community to accommodate any foreseen demand for economic and population expansion. **Figure 23** depicts and prescribes the proposed land-use pattern development recommended for Plainview.

Proposed Land Use Designations

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

Plainview Community Plan 2019

Mixed Use (MU)

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

Maximum Density: 1-30.0 Dwelling Units/Acre

Maximum Intensity: 0.5 FAR

Land Use and Zoning Districts

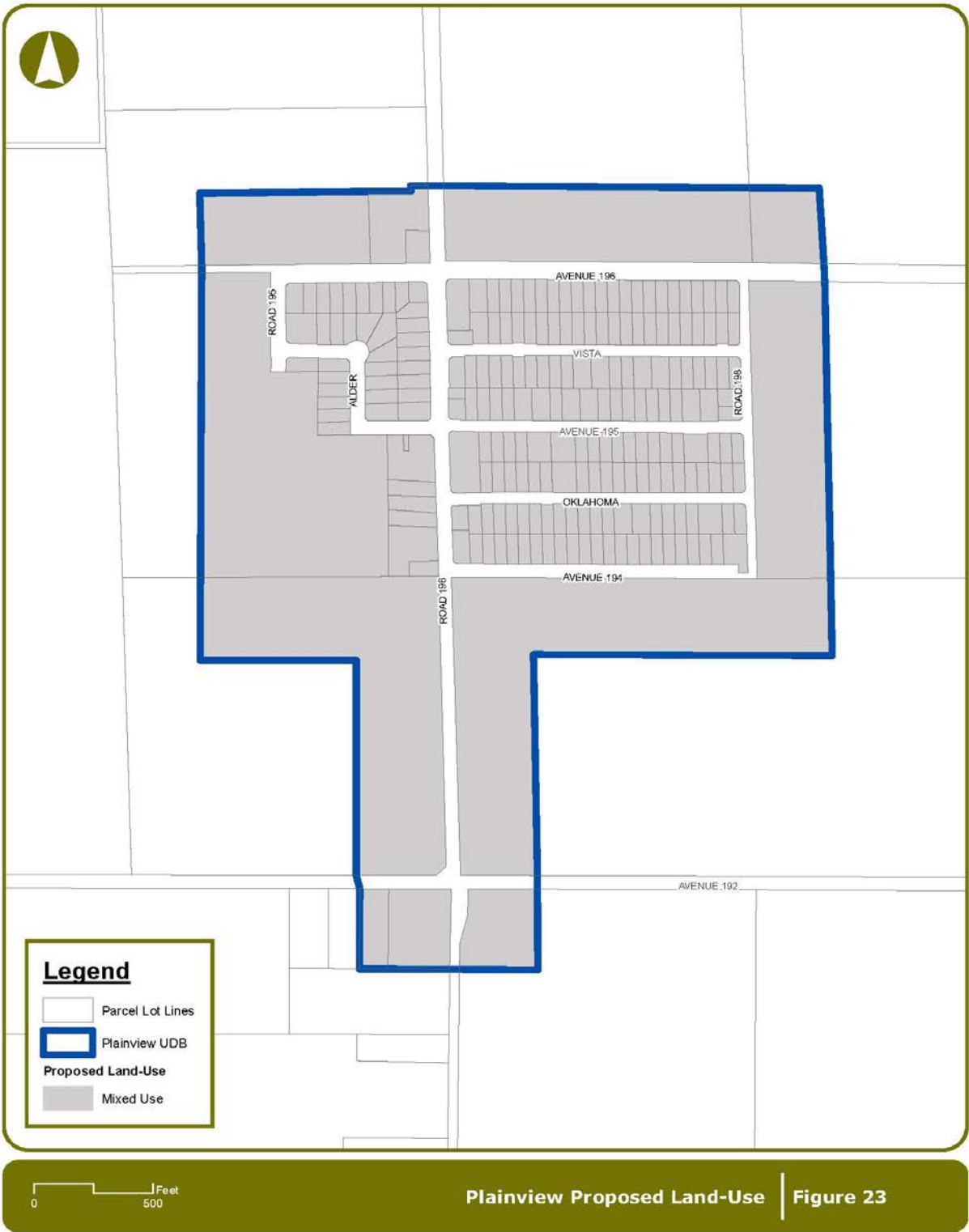
Proposed Land Use Plan

There is adequate land available for development within the existing Urban Development Boundary to accommodate potential for residential and commercial growth through the year 2030 to allow for ultimate flexibility in market conditions (see **Table 35 and Figure 23**).

Table 35 - Proposed Land Use Plan	
Land Use	Sum Acres
Mixed Use	126.8
Unclassified (Right-of-Way)	19.0
Total	145.8

Plainview Community Plan 2019

Figure 23 - Proposed Land Use Plan – Plainview



Plainview Community Plan 2019

Proposed Zoning Districts

The **MU (Mixed Use) Overlay Combining** (see Figure 24) Zone allows a mix of uses that promotes flexibility in the types of entitlements that can be issued which allows for a variety of development projects to ultimately be constructed. By allowing the community of Plainview to respond to market forces, more opportunities are created for economic development and job growth. All uses outlined in the M-1, C-3, C-2, R-1, R-2, and R-3 uses are allowed (see Table 36).

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

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

The **R-A (Rural Residential)** Zone allows single-family dwellings and farming uses.

The **R-2 (Two Family)** Zone allows any use permitted in the R-1 Zone, two-family dwellings, multiple dwellings subject to site review, and incidental and accessory uses to the aforesaid.

The **C-2 (General Commercial)** Zone is intended for retail stores and businesses, which do not involve manufacturing and/or processing.

The **M-1 (Light Manufacturing)** Zone is intended for establishments engaged in the manufacturing, assembling, packaging, treatment and processing of products other than those which may be obnoxious or offensive by reason of emission of odor, dust, smoke, gas, noise, or other similar causes.

The **AE-10 (Exclusive Agricultural Zone 10 Acre Minimum)** The AE-10 Zone is an exclusive zone for intensive and extensive agricultural uses and for those uses, which are a necessary and integral part of intensive and extensive agricultural operations. The AE-10 Zone is also used as a “holding zone” until the parcel is no longer subject to an agricultural

Table 36: Proposed Zoning Districts	
Zoning Districts	Acres
R-2-MU	80.3
AE-10	3.4
C-1	0.4
C-2	3.0
C-2-M	0.8
M-1	1.3
R-A	6.7
R-A-12.5	1.8
R-A-	29.2
Unclassified (Right-of-Way)	19.0
Total	145.8

Figure 24: Proposed Zoning Districts Map – Plainview



Plainview Community Plan 2019

Circulation Element

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

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

Regional Transportation Planning

Tulare County Association of Governments (TCAG) Regional Transportation Plan

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

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

San Joaquin Valley Air Quality Management Plan

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

Measure R ½ Percent Sales Tax for Transportation

Measure R is the half-percent sales tax measure for transportation improvements passed by the voters of Tulare County in 2006 and managed by the Tulare County Transportation Authority (TCTA). The

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Measure provides funding for transportation projects (highway, transit, and ridesharing) over the 20-year duration of the Measure. Measure R funds are used by the County in Plainview to repair streets, and to improve the existing and planned transportation system.

Intelligent Transportation Systems (ITS) Planning

Visalia has undertaken an ITS Strategic Plan that also considers countywide goals and policies to use communication and information technologies to improve mobility and enhance safety within the region. Potential ITS components include Freeway Management; Transit Management; Incident Management; Electronic Fare Payment; Electronic Toll Collection; Railroad Grade Crossings; Emergency Management Services; and Regional Multimodal Traveler Information. Being part of the ITS plan will assist the County with application for federal or State funding for specific types of ITS projects.

Existing Transportation Conditions

Street and Highway System

Functional classification is the process by which streets and highways are grouped into classes according to the type of service they provide. Streets and highways are classified according to their primary function and may be assigned into several basic classifications:

- State Highways (which may be freeways, expressways or conventional highways)
- Arterials and Collectors
- Local Streets

State Highways connect regional destinations and generally pass through several jurisdictions. Traffic carrying capacity is maintained through access control at two-mile or more intervals, with shorter intervals between access points permitted in large urban areas.

Arterials serve as the principal network for cross-town traffic flow. They connect areas of major traffic generation within the community area and connect with important county roads and state highways. They also provide for the distribution and collection of through traffic to and from collector and local streets. There is one designated “Arterial” street within the Planning Area:

- Avenue 196

Collectors provide for traffic movement between arterial and local streets, traffic movement within and between neighborhoods and major activity centers, and limited direct access to abutting properties. There is one designated “Collector” streets within the Planning Area.

- Road 196

Local streets provide for direct access to abutting properties and for very localized traffic movements within residential, commercial and industrial areas.

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- All streets in the Circulation network are classified as local streets.

In recent years, the concept of “Complete Streets” has evolved. Under this concept, while streets may still carry a primary functional classification, the design of streets aims to allow all modes and trip purposes to be safely accommodated to the extent feasible and as warranted by local needs and conditions.

Road Capacity and Level of Service (LOS)

LOS is categorized by two parameters, uninterrupted flow and interrupted flow. Uninterrupted flow facilities have no fixed elements, such as traffic signals, that cause interruptions in traffic flow (e.g., freeways, highways, and controlled access, some rural roads). Interrupted flow facilities have fixed elements that cause an interruption in the flow of traffic such as stop signs and signalized intersections. The definitions and measurements used for determining level of service in interrupted and uninterrupted conditions are shown in **Tables 37 and 38**.

In Tulare County, General Plan Policy **TC – 1.16 County Level of Service (LOS) Standards** states; “The County shall strive to develop and manage its roadway system (both segments and intersections) to meet a LOS of “D” or better in accordance with the LOS definitions established by the Highway Capacity Manual.”³⁹

³⁹ Tulare County General Plan 2030 Update, Part 1 – Goals and Policies Report. Page 13-7.

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Table 37 - Uninterrupted Traffic Flow Facilities

LEVEL OF SERVICE	DEFINITION
A	Describes free-flow operations. Free-Flow Speed (FFS) prevails on the freeway, and vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effects of incidents or point breakdowns are easily absorbed.
B	Represents reasonably free-flow operations, and FFS on the freeway is maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and point breakdowns are still easily absorbed.
C	Provides for flow with speeds near the FFS of the freeway. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service quality will be significant. Queues may be expected to form behind any significant blockages.
D	At this level speeds begin to decline with increasing flows, with density increasing more quickly. Freedom to maneuver within the traffic stream is seriously limited and drivers experience reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.
E	Describes operation at capacity. Operations on the freeway at this level are highly volatile because there are virtually no useable gaps within the traffic stream, leaving little room to maneuver within the traffic stream. Any disruption to the traffic stream, such as vehicles entering from a ramp or changing lanes, can establish a disruption wave that propagates throughout the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown and substantial queuing, the physical and psychological comfort afforded to drivers is poor.
F	Describes breakdown, or unstable flow. Such conditions exist within queues forming behind bottlenecks. Breakdowns occur for a number of reasons: <ul style="list-style-type: none"> • Traffic incidents can temporarily reduce the capacity of a short segment, so that the number of vehicles arriving at a point is greater than the number of vehicles that can move through it. • Points of recurring congestion, such as merge or weaving segments and lane drops, experience very high demand in which the number of vehicles arriving is greater than the number of vehicles that can be discharged. • In analyses using forecast volumes, the projected flow rate can exceed the estimated capacity of a given location.

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Table 38 - Interrupted Traffic Flow Facilities

LEVEL OF SERVICE	DEFINITION
A	Describes operations with a control delay of 10 s/veh or less and a volume-to- capacity ratio no greater than 1.0. This level is typically assigned when the volume-to- capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
B	Describes operations with a control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to- capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A, with reasonably unimpeded travel between intersections.
C	Describes operations with control delay between 20 and 35 s/veh and a volume-to- capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e.one or more queued vehicles are not able to depart as a result of the insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping. May be longer queues and operations between locations may be more restricted.
D	Describes operations with control delay between 35 and 55 s/veh and a volume-to- capacity ratio no greater than 1.0. Travel speeds are about 40 percent below free flow speeds. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
E	Describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to- capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent. Average travel speed is one-third of free flow speeds. The facility is generally at full capacity.
F	Describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue. Extremely slow speeds with average delay of 80 seconds or more. Frequent stop and go conditions.

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County Scenic Routes

The primary concern of the County must be the preservation and enhancement of the “Scenic Corridor, which is that band of land of varying width outside the right-of-way within which it is necessary to maintain effective control of the scenic appearance of the landscape as viewed by the passing motorist. The Frazier Highway (see **Figure 25**), a County Scenic Road runs through Plainview from the west along Avenue 192 to Road 196, north along Road 196 to Avenue 196, and east along Avenue 196 to State Route (SR) 65.

To protect and feature the beauty of Tulare County’s views of working and natural landscapes:

SL-1.1 Natural Landscapes - During review of discretionary approvals, including parcel and subdivision maps, the County shall as appropriate require new development to not significantly impact or block views of Tulare County’s natural landscapes. To this end, the County may require new development to:

Be sited to minimize obstruction of views from public lands and rights-of-ways,

1. Be designed to reduce visual prominence by keeping development below ridge lines, using regionally familiar architectural forms, materials, and colors that blend structures into the landscape,
2. Screen parking areas from view,
3. Include landscaping that screens the development,
4. Limit the impact of new roadways and grading on natural settings, and
5. Include signage that is compatible and in character with the location and building design.

SL-1.2 Working Landscapes - The County shall require that new non-agricultural structures and infrastructure located in or adjacent to croplands, orchards, vineyards, and open rangelands be sited so as to not obstruct important viewsheds and to be designed to reflect unique relationships with the landscape by:

1. Referencing traditional agricultural building forms and materials,
2. Screening and breaking up parking and paving with landscaping, and
3. Minimizing light pollution and bright signage.

SL-2.1 Designated Scenic Routes and Highways - The County shall protect views of natural and working landscapes along the County’s highways and roads by maintaining a designated system of County scenic routes and State scenic highways by:

5. Requiring development within existing eligible State scenic highway corridors to adhere to land use and design standards and guidelines required by the State Scenic Highway Program,
6. Supporting and encouraging citizen initiatives working for formal designation of eligible segments of State Highway 198 and State Highway 190 as State scenic highways,
7. Formalizing a system of County scenic routes throughout the County (see Figure 7-1), and
8. Requiring development located within County scenic route corridors to adhere to local design guidelines and standards.

SL-2.2 Gateways to the Sequoias - The County shall ensure that the “gateway highways” (State Highway 190 and State Highway 198) to the Sequoias feature the County’s unique history and scenery by:

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1. Maintaining the rural character of roadway rights-of-ways, highway signage, and related roadway and structure design,
 2. Protecting primary viewsheds from development,
 3. Prohibiting development of highway commercial projects that do not respond to their physical or cultural context, and
 4. Featuring the community centers/main streets of the gateway communities of Three Rivers and Springville.

SL-2.3 Historic and Cultural Landscapes - The County shall use the County's scenic routes and highways to connect cultural landscapes, historic landmarks and communities, and points of interest including:

1. Historic travel routes and trails,
2. Historic settlements,
3. Historic places, events, sites, buildings and structures,
4. Prehistoric and archeological features, and
5. Majestic trees, streetscapes, and parks.

SL-2.4 New Billboards - Unless superseded by State law, the County shall prohibit billboards and other forms of off-site advertising along State scenic highways, County scenic routes, and within areas designated for agriculture and open space.

SL-2.5 Billboard Removal - The County shall seek to reduce the number of billboards along State scenic highways and County scenic routes.

SL-2.6 Billboard Placement - The County shall control the placement of billboards throughout the unincorporated County to preserve scenic qualities along major routes.

SL-3.3 Highway Commercial - The County shall require highway commercial uses to be located and designed to reduce their visual impact on the travel experience along State scenic highways and County scenic routes by:

1. Encouraging commercial development to locate in existing communities and hamlets,
2. Designing highway commercial areas as an extension of community street patterns and vernacular design traditions, allowing the individual personalities of each community to extend to the highway edge, and
3. Discouraging development of frontage roads consistent with commercial strips except when consistent with regional growth corridor and community plans.

SL-3.4 Planned Communities - If planned communities are allowed, the County shall require that they are designed to minimize visual impact on scenic working and natural landscapes by:

1. Avoiding development along ridgelines and other highly visible locations,
2. Siting development in a manner that reduces the visibility of new development,
3. Mitigating light pollution on night sky conditions,
4. Utilizing architectural and site planning concepts that appropriately reflect local climate and site conditions, and
5. Integrating cultural, architectural, and historic resources into their plans.

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SL-4.1 Design of Highways - The County shall work with Caltrans and Tulare County Association of Governments (TCAG) to ensure that the design of State Highway 99 and other State Highways protects scenic resources and provides access to vistas of working and natural landscapes by:

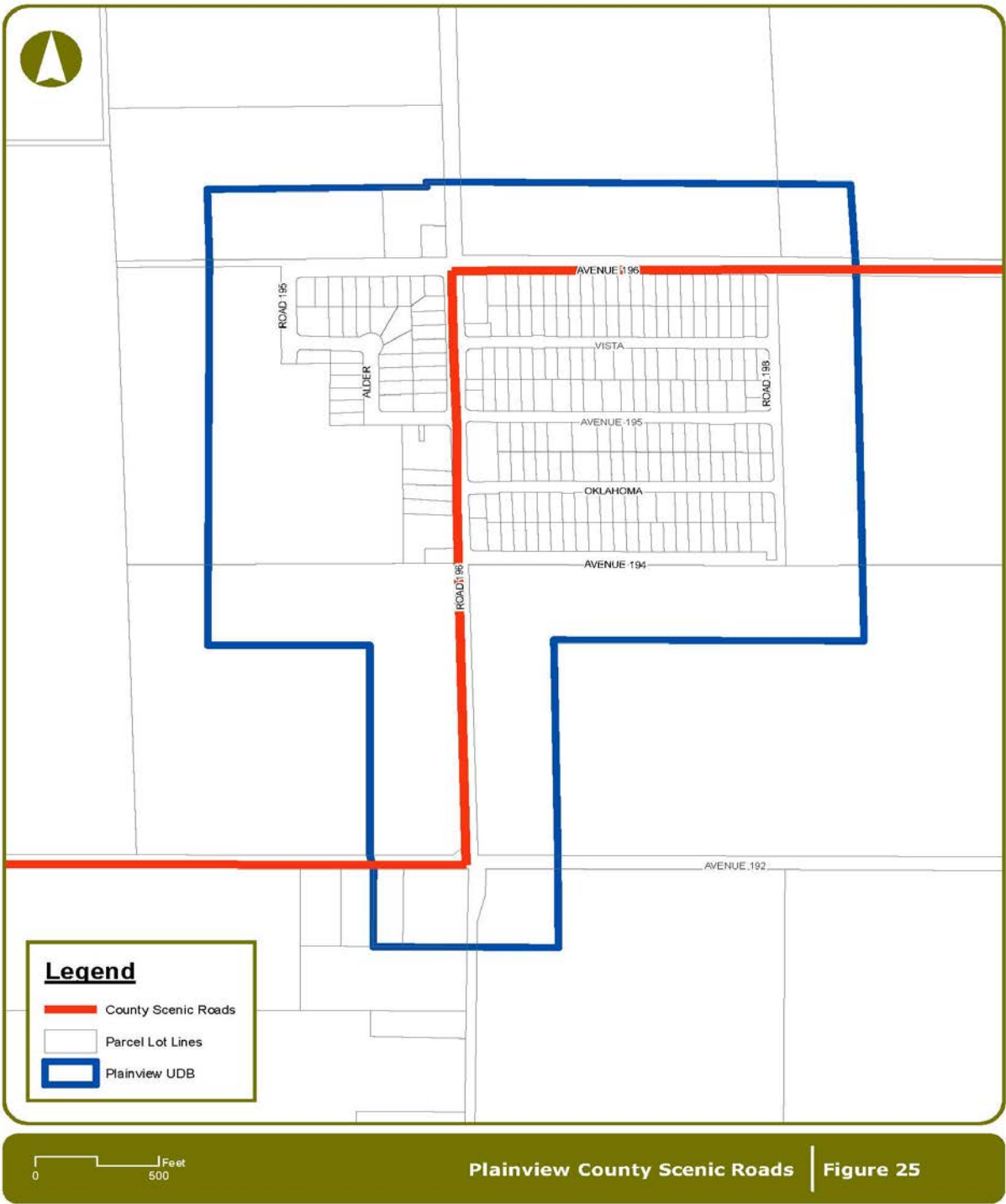
1. Limiting the construction of sound walls that block views of the County's landscapes (incorporate setbacks to sensitive land uses to avoid noise impacts whenever feasible),
2. Using regionally-appropriate trees and landscaping and incorporating existing landmark trees,
3. Preserving historic and cultural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

SL-4.2 Design of County Roads - The County's reinvestment in rural County roads outside urban areas should, in addition to meeting functional needs and safety needs, preserve the experience of traveling on the County's "country roads" by:

1. Maintaining narrow as possible rights-of-ways,
2. Limiting the amount of curbs, paved shoulders, and other "urban" edge improvements,
3. Preserving historic bridges and signage, and
4. Promote County road safety by identifying appropriate areas for traffic pull-out.

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Figure 25 County Scenic Roads



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Complete Streets

The Complete Streets Programs Goals, Policies, Objectives, and Standards are hereby incorporated by reference. Included in the plan were policies and implementation measures as provided below. These projects have been included on the TCAG Measure R list as Complete Streets (**see Figure 26**).

Goals, Policies, and Standards

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

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

Policies and Standards:

1. Utilize existing infrastructure and utilities to the maximum extent practical and provide for the logical, timely, and economically efficient extension of infrastructure and services.
2. Designate streets according to the following functional classifications:
 - a) Freeways and Expressways carry regional traffic through the community with access only at interchanges with major streets.
 - b) Arterials serve as the principal network for cross-town traffic flow. They connect areas of major traffic generation within the urban area and connect with important county roads and state highways. They also provide for the distribution and collection of through traffic to and from collector and local streets.
 - c) Collectors provide for traffic movement between arterial and local streets, traffic movement within and between neighborhoods and major activity centers, and limited direct access to abutting properties.
 - d) Local streets provide for direct access to abutting properties and for very localized traffic movements within residential, commercial and industrial areas.
 - e) All facility-types above (except freeways) should be capable of accommodating transit and paratransit vehicles. Furthermore, all facility-types except freeway should include provisions for active modes of transportation (walking and cycling).
3. Develop and apply consistent standards for new streets (and existing streets where feasible without substantial ROW takes) based on the roadway classification.
4. Require applicants for new development projects to dedicate needed ROW and construct and/or upgrade to County standards the streets and roads that will serve their projects.
5. Plan new arterial and collector streets as needed to improve access and enhance the develop potential of land designated for commercial and industrial uses.
6. Improvement standards for local and minor streets shall include perpendicular curbs, gutters and adequate street lighting at intersections.
7. Access to arterials by driveways, local and minor streets, and alleys should be controlled as needed in order to ensure efficient traffic flow and safety along these streets.

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8. Local streets should be designed to discourage high traffic volumes and through traffic.
9. Develop a Circulation Map showing the public street system. Designated streets and recommended rights-of-way should be indicated on this map.
10. Allow standards for new street development to be altered or refined where it can be demonstrated that projected traffic flows can be accommodated.
11. Plan for peak-hour Level of Service (LOS) "D" or better throughout the circulation network.
12. Make intersection improvements to the existing major street system selectively, favoring traffic engineering solutions rather than major structural improvements. This could include signalization, intersection channelization, use of directional signs, and diversion of traffic onto underutilized streets.
13. Use complete streets concepts in the design of new local streets where such techniques will improve safety and manage traffic flow.
14. Ensure the street network provides efficient routes for emergency vehicles, meeting necessary street widths, turn around radius, and other factors as determined by the County in consultation with fire and other emergency service providers.
15. Cooperate with local, regional, State and federal agencies to plan for, establish and maintain good connectivity to an efficient multimodal regional transportation system.

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

Policies and Standards:

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

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

Policies and Standards:

1. Provide a safe walking environment for pedestrians.
 - a) New development should include safe and pleasant designs, which promote pedestrian access to arterials and collectors and consider the location of community services, such as schools, parks and neighborhood shopping activity centers in the accessibility of their design for all persons.
 - b) Require the installation of sidewalks as an integral part of all street construction where appropriate.
 - c) Require street lighting within the rights-of-way of all public streets.
 - d) Include pedestrian signal indicators as an integral part of the installation of traffic signals.

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2. Maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Special emphasis should be placed on the needs of disabled persons considering ADA regulations.
 3. Plan for pedestrian access consistent with road design standards while designing street and road projects. Provisions for pedestrian paths or sidewalks and timing of traffic signals to allow safe pedestrian street crossing shall be included.
 4. Collaborate with the Sunnyside School District to ensure that school children have adequate transportation routes available, such as a local pedestrian or bike paths, or local bus service.
 5. Encourage safe pedestrian walkways within commercial, office, industrial, residential, and recreational developments that comply with the Americans with Disabilities Act (ADA) requirements.
 6. Coordinate with TCaT and private bus operators to ensure that pedestrian facilities are provided along and/or near transit routes, whenever feasible. New land developments may be required to provide pedestrian facilities due to existing or future planned transit routes even if demand for a pedestrian facility is not otherwise warranted.
 7. Review all existing roadways without pedestrian facilities when they are considered for improvements (whether maintenance or upgrade) to determine if new pedestrian facilities are warranted. New roadways should also be assessed for pedestrian facilities.

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

Policies and Standards:

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

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

Policies and Standards:

1. Coordinate local transportation planning with the TCAG Congestion Management Plan to ensure eligibility for state and federal funding.
2. Incorporate the Regional Transportation Plan, short- and long-range plans, and the Tulare County Short- and Long-Range Transit Plans into the Community Plan Circulation Element, and encourage the active participation of Caltrans in the design of highway capital improvement projects.

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

Policies and Standards:

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

Goal 7: Provide efficient goods movement

Policies and Standards:

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

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

Policies and Standards:

1. Consider developing a Bikeway plan for Plainview based on the following facility designations:

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

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

Policies and Standards:

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

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

Policies and Standards:

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

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

Policies and Standards:

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

Figure 26 Plainview Complete Streets



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Public Transportation

Bicycle Facilities

The 2014 Regional Transportation Plan (adopted June 30, 2014) prepared by the Tulare County Association of Governments (TCAG) provides for a regional bicycle network intended to provide a safe alternative mode of travel. The 2010 Tulare County Regional Bicycle Transportation Plan has a proposed Class II Bike Project.⁴⁰ In Tulare County, bicycle travel is not yet considered a major mode of transportation and bicycles are rarely seen outside of cities and towns.

The Caltrans Highway Design Manual (HDM), which governs bicycle facility design in California, distinguishes three (3) different types of bicycle facilities.

Class I: Bike path providing completely separated rights-of-way designated for the exclusive use of bicycles and pedestrians. In Tulare County Class I facilities will primarily be implemented through TCAG. No Class I bicycle facilities are proposed for Plainview.

Class II bikeways that provides designated lanes for the use of bicycles through the use of striping on the roadway and signage designations for the facility. No Class II bicycle facilities are proposed for Plainview.

Class III: Bikeway that provides designation by signage. Roadways are shared between bicyclists and motorists. Class III facilities in Tulare County are envisioned to be implemented along the major circulation segments of roadway that connect the overall County roadway network. No Class III bicycle facilities are proposed for Plainview. Although not signed on many roads in Plainview, bicyclists are allowed use that side of the road or share the road on all County roadway facilities excluding freeways.

Pedestrian Facilities

Multiuse Trails

Multiuse trails are facilities that can be used by bicycles, pedestrians, equestrians, and other recreational users. There is currently no multiuse trails in the Plainview Community.

Pedestrian Paths and Sidewalks

A review of facilities for pedestrian travel in Plainview presents a broad array of conditions in which pedestrians are accommodated. Currently, limited continuous sidewalks are provided along major routes in the Community.

Transit Facilities

Paratransit Services

Paratransit Services are transportation services such as carpooling, vanpooling, taxi service, and dial-a-ride programs. The County supports reliable and efficient paratransit service by encouraging development of service systems that satisfy the transit needs of the elderly and physically handicapped.

⁴⁰ TCAG Action Element, TCAG 2014 Regional Transportation Plan. Page 3-89.

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Park-and-Ride Lots

Park-and-Ride lots provide places for people to meet up and carpool to areas outside of the Community. A Park-and-Ride facility could also provide a compressed natural gas refueling station.

Multiuse Trails

Multiuse trails are facilities that can be used by bicycles, pedestrians, equestrians, and other recreational users. No multi-use facilities are being considered for the Plainview Community.

AMTRAK

The Corcoran Amtrak station, located 50 miles west in Kings County, is the closest station to Amtrak Plainview providing passenger rail service. Amtrak's San Joaquin route links Hanford to Sacramento to the north and Bakersfield to the south. An Amtrak bus can be taken from Bakersfield to Los Angeles Union station where Amtrak's interstate routes can be accessed along with California's Pacific Surfliner route. In Sacramento, additional interstate routes can be accessed along with the capital corridor route linking Sacramento to the Bay Area.⁴¹

Aviation

The nearest airstrip is Eckert Field, located approximately 4.4 miles east/northeast of Plainview. Porterville Municipal Airport is located approximately eight (8) miles to the southeast and Meffort Field is approximately ten (10) miles west of Plainview. Porterville Municipal Airport provides local charter service, flight schools, agricultural application services, fixed- and rotary-winged parts, maintenance and repair services, and a U.S. Forest Service fire suppression operation.

The nearest operational general aviation airport is Meadows Field (BFL), in Bakersfield's, (Kern County). BFL is the principal commercial airport, is approximately 60 miles south of Plainview and offers direct flights to several destinations.

Fresno Yosemite International Airport (FAT), approximately 80 miles north of Plainview, is the principal passenger and airfreight airport in the Central San Joaquin Valley. Visalia Municipal Airport is located approximately 40 miles northwest of Plainview.

Transit and Bus Stops

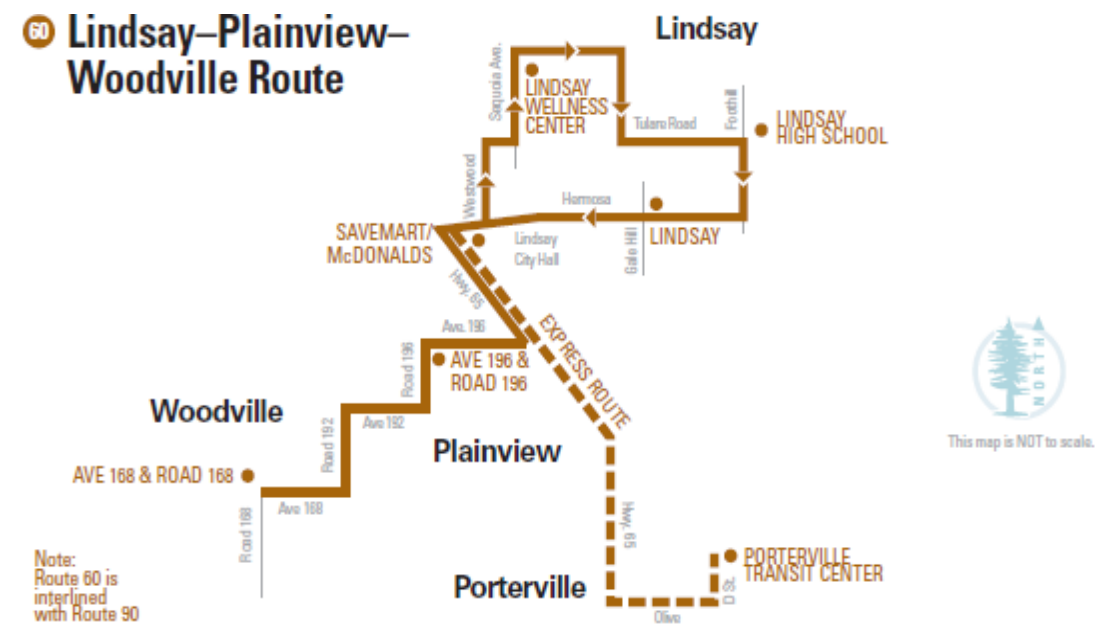
The Tulare County Transit Agency (TCA) operates fixed-route services that link communities with each other and with the Porterville transit system (**see Figure 27**). Plainview is connected via TCA Lindsay-Plainview-Woodville Route 60. Route 60 has four southbound and two northbound buses serving Plainview on weekdays. Stops are currently located at Avenue 196 and Road 196 in Plainview. (see TCA website at: <http://www.tularecog.org/bustimes/>). TCA vehicles are wheelchair accessible and all full size buses include bike racks. As such, public transit is likely to remain a limited option due to fiscal constraints and the high cost of providing services to a community of less than one thousand residents. The low level of auto congestion in Plainview, now and as forecasted into the future, suggests that driving will continue to be more convenient in rural communities than the use of

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transit for those with access to a private car.

Figure 27 TCaT Bus Route 60 Map



LINDSAY			SOUTHBOUND TO			PORTERVILLE								
LINDSAY Savemart/ McDonalds			PLAINVIEW Ave.196 & Rd.196			WOODVILLE Ave.168 & Rd.168			PORTERVILLE Transit Center					
—			6:20			6:30			7:00					
7:45			8:00			8:10			8:40					
12:15			12:30			12:40			1:10					
2:30			EXPRESS ROUTE			EXPRESS ROUTE			2:50					
6:05			6:20			6:30			—					
PORTERVILLE			NORTHBOUND TO			LINDSAY								
PORTERVILLE Transit Center			PLAINVIEW Ave.196 & Rd.196			LINDSAY Savemart/ McDonalds			LINDSAY Wellness Center			LINDSAY McDonalds		
7:05			EXPRESS ROUTE			7:25			7:32			7:45		
11:35			EXPRESS ROUTE			11:55			12:02			12:15		
1:15			1:55			2:10			2:17			2:30		
4:50			5:30			5:45			5:52			6:05		

Light type = AM Bold type = PM ● Free transfer to Porterville Transit ● Transferencia gratis a Porterville Transit
● Transfer from Porterville with additional fee ● Transferencias de Porterville con cargo adicional

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Implementation Strategy

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

1. Zoning Code Changes
2. Complete Streets

1. Zoning Ordinance Code Changes

Zoning District Changes

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

Proposed Zoning Districts

The MU (Mixed Use) Overlay Combining Zone Allows a mix of uses that promotes flexibility in the types of entitlements that can be issued. All uses outlined in the M-1, C-2, R-2, and uses are allowed as discussed above.

The RA (Rural Residential) Zone

The R-2 (Two Family) Zone

The C-2 (General Commercial) Zone

The M-1 (Light Manufacturing) Zone.

The AE-10 (Exclusive Agricultural 10-Acre Minimum) Zone.

Revise Chapter 16 of the Zoning Code

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

Elimination of SR Combining Zone

The SR combining zone requires site plan review for most uses in the combining zone. The primary purpose of the SR Combining Zone we to ensure that proposed projects are designed to avoid conflicts with the existing rights-of-way, setbacks, and easements of public agencies and special

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districts. This alternative would eliminate the SR combining designation in the communities of Plainview. The Project Review Committee conducts Site Plan Reviews and provides for SR Reviews as part of the project review process.

Mixed Use Overlay District

This alternative involves the creation of a Mixed Use Overlay Designation for the communities of Plainview **(see Attachments A-2 and A-3)**.

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Attachments

- A-1 – Use Permit Requirement Changes (Zone Change Text)
- A-2 – Mixed Use Overlay District (Zone Change Text)
- A-3 – Development Standards (Mixed Use Zoning Districts)
- A-4 – General Plan Land Use and Zoning Consistency Matrix
- A-5 – Public Outreach
- A-6 – Funding Source

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Attachment A- 1: Use Permit Requirement Changes

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

Permitted Uses

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

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

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

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

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Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Bicycle shops. Structure.	CO, C-1, C-2, C-3, M-1, R-3	C-2, C-3, M-1
Billiard or Pool hall Structure	C-2, C-3, M-1	C-2, C-3, M-1
Bird store or pet shop.	O, CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Blueprinting and Photostatting shop.	CO, C-1, C-2, C-3, M-1, AP	C-2, C-3, M-1
Boat sales and service. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1	C-3, M-1
Book binding. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1, R-3	C-3, M-1
Book or stationary store. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1, R-3	C-1, C-2, C-3, M-1
Business and professional schools and colleges. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Business, professional and trade schools and colleges. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Catering Shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Ceramic shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Christmas tree sales lots as a temporary use.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Church. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Clothes cleaning and pressing establishment. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Clothing and costume rental. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Confectionery store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1

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Conservatory of Music. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Contractor's Storage Yards.	CO, C-1, C-2, C-3, M-1, AP	
Dairy products store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Department store Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Digesters	M-1	
Drug store or pharmacy. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Dry goods or notions store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Electric appliance stores and repairs Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Expansion, Alteration or Replacement of non-conforming buildings and uses. Structure < 10,000 sq. ft.	CO, C-1, C-2, M-1, R-1, R-2, R-3, R-A	
Family Day Care Home, Large (Up to CA State maximum).	CO, C-1, C-2, R-1, R-2, R-3, RA	
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Family Day Care Home, small.	CO, C-1, C-2, R-1, R-2, R-3, RA	R-1, R-2 R-3, C-1, C-2, C-3, M-1
Feed and seed stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, AP	C-3, M-1
Fire Station.	CO, C-1, C-2, C-3, M-1, AP	
Firewood sales yard.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Florist shop. Structure < 10,000 sq. ft.	CO, C-1, C-2, M-1, R-1, R-2, R-3, RA	C-1, C-2, C-3, M-1
Furniture store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1

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

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Laundries. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Laundry, coin operated machines only. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Leather goods and luggage stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Linen supply services. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Liquor store. Structure < 10,000 sq. ft. Not within 300' of residential/School Site.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Locksmiths. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Massage or physiotherapy establishment Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Meat market or delicatessen store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Medical and orthopedic appliance stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, PO	C-2, C-3, M-1
Medical laboratory. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, PO	C-2, C-3, M-1
Memorial building, theatre, auditorium. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-3	
Micro-brewery. Structure < 10,000 sq. ft. *Allowed in C-1 and C-2 in conjunction with a restaurant.	M-1, M-2, C-3,*C-2, *C-1	M-2
Mini-warehouses. Structure < 10,000 sq. ft.	C-2, C-3, M-1, AP	C-3, M-1
Mobilehome for use by caretaker or night watchman.	CO, C-1, C-2, C-3, M-1	O, C-2, C-3, M-1
Motorcycle sales and service. Structure < 10,000 sq. ft.	C-2, C-3	C-3, M-1
Musical instrument repair shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Name plates. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-3	R-3, C-1,C-2, C-3, M-1

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Nursery school. Structure < 10,000 sq. ft.	CO, C-1, C-2, M-1, R-1, R-2, RA, R-3, R-A	
Office, business or professional. Structure < 10,000 sq. ft.	CO, C-1, C-2, M-1, R-1, R-2, R-3, PO	C-1, C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Opticians and optometrists shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, PO	C-2, C-3, M-1
Paint and wallpaper stores. Structure < 10,000 sq. ft.	C-1, C-2, C-3, M-1	C-2, C-3, M-1
Pet shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Photo processing pick-up and delivery outlets. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Photographic and blueprint processing and printing. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Photographic developing and printing. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Photographic supply stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Picture framing shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Plumbing fixtures for retail sales. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Plumbing shops. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Police station.	O, CO, C-1, C-2, C-3, M-1, M-2	
Post Office.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, PO	O, C-1, C-2, C-3, M-1
Pressing establishments. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone

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Printing, lithography, engraving. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Private club, fraternity, sorority and lodge. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Private greenhouses and horticultural collections. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A	R-1, R-2 R-3, C-1, C-2, C-3, M-1
Public library.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A	R-3, C-1, C-2, C-3, M-1
Public Park or playground.	O, MR, CO, C-1, C-2, C-3, M-1, M-2 R-1, R-2, R-3, R-A, AP	
Public utility structure.	CO, C-1, C-2, C-3, M-1, MR, RO, R-1, R-2, R-3, R-A, PO, O, AP	
Radio and television broadcasting studios. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Radio and television repair shops. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Radio, microwave and television towers (Over 75 feet or within 2 miles of an airport).	C-2, C-3, M-1, M-2	
Real Estate Offices. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A	
Recreation center. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Repairing and altering of wearing apparel. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Resort Structure. < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Zoning District Uses	New Entitled Zone	Prior Entitled Zone

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

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

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

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Attachment A- 2: Mixed Use Overlay Districts

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

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

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

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

All conditional uses allowed in these zoning districts shall also be allowed by right with exception of the following combination of uses: All uses shall not be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the

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

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neighborhood, or to the general welfare of the county. All uses shall limit impacts related to smoke, fumes, dust, gas, noise, odor, vibrations and other hazards to be considered an allowed use without the need for a special use permit. All allowed uses are subject to the determination of appropriateness by the Director of Planning.

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

DEVELOPMENT

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

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in height, provided that no materials shall be stored to a height greater than that of the wall, fence, or hedge. Fulfillment of the requirement of this paragraph shall not be required for buildings and uses which were established in accordance with all applicable buildings and zoning regulations and which were existing in a commercial or manufacturing zone on the effective date of this paragraph, until such time as a permit or other grant of approval for expansion, alteration or development of property is approved by Tulare County.

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

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Attachment A- 3: Development Standards (Mixed Use Zoning Districts)

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A-3 Development Standards (Mixed Use Zoning District)

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

ARCHITECTURE

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

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

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

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

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

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

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

A-8 Ground floor window openings should range between fifty (50) to eighty (80) percent of the ground floor façade adjacent to sidewalks, private and public plazas, patios, and

courtyards. These window openings should consist of transparent “storefront” windows. Second story windows should not exceed fifty (50) percent of the total exterior wall surface.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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ROOFS AND AWNINGS

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

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

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

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

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

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

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

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

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

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

RA-11 Mansard roofs are prohibited.

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

SITE PLANNING

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

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

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

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

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

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

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

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

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

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

LANDSCAPING

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

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

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

(Minimum shrub container size should be 5 gallons.)

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

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

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

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

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

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

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

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

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

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

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

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

REFUSE AND STORAGE AREAS

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

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

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

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

LIGHTING

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

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

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

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

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

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

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WALLS AND FENCES

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

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

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

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

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

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

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

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

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

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

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

STREETSCAPE

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

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

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

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

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

SIGNAGE

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

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

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

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

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

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

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

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

SI-9 No more than twenty (20) percent of window area should be obstructed by signs, posters, advertisements, painted signs, and/or merchandise, and the top one half of the window should be permanently clear and free

of obstructions. Awning signage should be of a replaceable-type to accommodate tenant turnover.

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

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

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

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

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

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

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

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

SI-18 The following signs are strictly prohibited:

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

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

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

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

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

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

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

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

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

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

SERVICE STATIONS AND CAR WASHES

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

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

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

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

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

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

AUTO REPAIR SERVICES

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

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

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

CONTRACTOR, BUILDING SUPPLY, OR LANDSCAPING YARDS

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

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

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

CONSUMER STORAGE FACILITIES

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

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

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

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

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

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

SPECIAL CONDITIONS

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

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

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

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

SC-5 The project should not create noticeable vibrations.

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Attachment A- 4: General Plan Land Use and Zoning Consistency Matrix

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Tulare County Zoning Districts General Plan Land Use Designations	R-A	R-1	R-2	R-3	C-1	C-2	C-3	M-1	M-2	AE-20	AE-40	O	CO	PO
Urban Reserve Residential														
Rural Residential														
Low Density Residential														
Low-Medium Density Residential														
Medium Density Residential														
Medium-High Density Residential														
High Density Residential														
Neighborhood Commercial														
General Commercial														
Community Commercial														
Highway Commercial														
Town Center														
Service Commercial														

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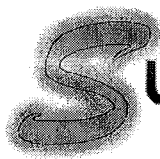
Tulare County Zoning Districts	R-A	R-1	R-2	R-3	C-1	C-2	C-3	M-1	M-2	AE-20	AE-40	O	CO	PO
Office Commercial														
Commercial Recreation														
Urban Reserve Commercial														
Mixed Use														
Planned Community Area														
Light Industrial														
Heavy Industrial														
Urban Reserve Industrial														
Public/Quasi-Public														
Public Recreation														

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Attachment A- 5: Public Outreach

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SUNNYSIDE UNION SCHOOL DISTRICT

21644 Avenue 196 - Strathmore, California 93267 - (P) 559-568-1741 - www.sunnysideunion.com

BOARD OF EDUCATION

AGENDA

For the Regular Board Meeting of Tuesday, March 12, 2019, at 6:00 p.m., in the **Multi-Purpose Room**, at Sunnyside Elementary School, 21644 Avenue 196, Strathmore, California.

I. CALL TO ORDER

A. Attendees

BOARD OF EDUCATION

	Present	Absent	Late
Schuyler Glover	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> : _____
Andy Manning	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> : _____
Humberto Quezada	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> : _____
Kimberly Braziel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> : _____
Humberto Cárdenas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> : _____

II. ADA ACCOMMODATION REQUIREMENT

- A. Persons who are in need of a disability-related modification or accommodation to participate in the board meeting must request in writing to the District Office of the Superintendent-Principal, 21644 Avenue 196, Strathmore, California, 559-568-1741 x. 203. A request or accommodation should specify the nature of the modification or accommodation requested, including any necessary auxiliary aids or services required and the name and telephone number of the person making the request. The written request should be done as soon as possible and no later than two days before the meeting. The agenda, agenda packet and any written documents distributed to the board during a public meeting will be made available in appropriate alternative formats upon request by a person with a disability as required by the Americans with Disabilities Act.
- B. Written documents concerning agenda items are available for public inspection during normal business hours within 72 hours of a regular board meeting at the Sunnyside Union School District Office, 21644 Avenue 196 in Strathmore, California.

III. ADJOURN TO CLOSED SESSION _____ PM

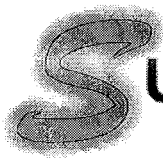
- A. Public Employee Discipline/Dismissal/Release (Government Code 54597).
- B. Labor Negotiator CSEA – Conference with Labor Negotiator Chapter 675 – (Government Code 54957.6)
- C. Labor Negotiator CTA – Conference with Labor Negotiator Sunnyside/CTA – (Government Code 54957.6)
- D. Conference with Legal Counsel – Anticipated Litigation. Significant Exposure to Litigation (1 Case)

IV. RECONVENE TO OPEN SESSION _____ PM

V. GENERAL BUSINESS

- A. Pledge of Allegiance (Student Video Presentation)
- B. Mission Statement Video: Presented by
- C. Welcome (visitors please sign-in on visitors sheet)
- D. Report of Action Taken in Closed Session (if any)

Board of Trustee: Kimberly Braziel | Humberto Cardenas | Schuyler Glover | Andy Manning | Humberto Quezada
Administration: Steve Tsuboi, Superintendent-Principal | Jody Gunderman, Vice Principal-Categorical Manager
 Candy Alari, Business Manager | Jeannette Torres-Marquez, Administrative Secretary



SUNNYSIDE UNION SCHOOL DISTRICT

21644 Avenue 196 - Strathmore, California 93267 - (P) 559-568-1741 - www.sunnysideunion.com

E. Approve the Agenda of the March 12, 2019 Regular Board Meeting

MOTION BY: _____ SECOND BY: _____ VOTES: _____

VI. PUBLIC COMMENTS

Members of the public may address the board on any items within the board's jurisdiction, but which are not on the agenda (Public input for agenda items are accepted, at the time the matter is considered. Individual speakers shall be allowed three minutes to address the Board on each agenda or non-agenda item. The total time limit for input on each item is 15 minutes).

VII. ACKNOWLEDGEMENTS AND REPORTS

A. Acknowledgements

- Student of the Month Video Presentation
- Sunnyside Varsity Girls Basketball Team – Rural School Champions
- Sunnyside 6th grade CHOICES After School Program – Tobacco Bowl Champions
- Sunnyside Reclassified Students

B. Staff Reports

- Certificated
- Confidential
- Classified
- Student Report
- Vice Principal – Categorical Manager Report
- Superintendent/Principal Report

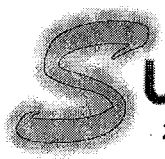
VIII. ROUTINE MATTERS – ACTION REQUIRED

A. Consent Calendar

- Approve payroll for February 2019
- Approve the February 19, 2019, Governing Board Meeting Minutes.
- Approve the Pay Vouchers/Purchase Orders for February 7th and 21st of 2019.
- Accept the resignation of Zachary Walker, Social Studies Teacher effective at the end of the 2018-2019 school year.
- Approve the New and the Renewal of Incoming and Outgoing Inter-District Agreement:
 - Consider Approving the New Incoming Inter-District Agreement for the 2018-2019 School Year.
Strathmore Union Elementary School District:
 Syrus Shepard (Gr. 2)
 - Consider Approving the Renewal of the Outgoing Inter-District Agreement for the 2019-2020 School Year.
Burton School District:
 TJ Isaiah Velasquez (Gr. 5) Noah Jim Velasquez (Gr. 1)
 Isaac Javier Velasquez (Gr. TK-2)
- Sign the Annual Form 700-Statement of Economic Interests

MOTION BY: _____ SECOND BY: _____ VOTES: _____

Board of Trustee: Kimberly Brazier | Humberto Cardenas | Schuyler Glover | Andy Manning | Humberto Quezada
Administration: Steve Tsuboi, Superintendent-Principal | Jody Gunderman, Vice Principal-Categorical Manager
 Candy Alari, Business Manager | Jeannette Torres-Marquez, Administrative Secretary



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IX. INFORMATION AND DISCUSSION

A. Community and Outside Agencies

- a. Information presented by Susan Simon, Planner for the Tulare County Resource Management Agency
- b. Save the Children Community Collaborative and Early Steps to Success Report
- c. Receive proposal from the Strathmore Public Utility District regarding connection request to dedicated district water line

B. Business Services Update

- a. Monthly Student Attendance and Enrollment Report
- b. Monthly Update on the 2018-2019 Budget

C. Instructional Services

- a. Professional Development Report
 1. Report from staff attending the Curriculum and Instruction Steering Committee Conference in Anaheim from February 20 – February 22, 2019.
 2. Report from staff attending the Tulare County Tech Rodeo
 3. Report from staff attending the Tulare Charter Annual ACSA Conference featuring Dr. Timothy Kanold.
- b. Professional Development Road Map for the remainder of the 2018-2019 school year and beyond.
- c. Update on the Low Performing Student Block Grant
- d. Staffing Recommendations for the 2019-2020 School Year
- e. Review of Student Created Materials for Sale Protocol

D. Local Control and Accountability Plan

- a. Monthly Update on Budget/Actions to the 2018-2019 Local Accountability Plan
- b. Results of the Stakeholder Surveys conducted during Second Trimester Parent Conferences
- c. Overview of the 2019-2020 Local Control Accountability Goals and Action based on Stakeholder Input.

E. Maintenance and Operations

- a. Update on the status and progress of the First 5 Shade Structure Grant
- b. Closeout Information on the Proposition 39 Energy Efficiency Project
- c. Closeout Information on the State Modernization Project
- d. Feasibility Traffic Study conducted by Tulare County Road Management

F. Board

- a. Identification of the GLOWS for the 2018-2019 school year.
- b. Review protocol and format for the Annual Superintendent-Principal Evaluation.

Board of Trustee: Kimberly Braziel | Humberto Cardenas | Schuyler Glover | Andy Manning | Humberto Quezada
Administration: Steve Tsuboi, Superintendent-Principal | Jody Gunderman, Vice Principal-Categorical Manager
Candy Alari, Business Manager | Jeannette Torres-Marquez, Administrative Secretary

Sunnyside Union School District Board meeting

Plainview Community Outreach Meeting

Located at the Sunnyside Union School District

March 12, 2019, 6:30 pm

Who Attended:

Steve Tsuboi, Superintendent
Schuyler Glover
Humberto Quezada
Kimberly Braziel
Humberto Cardenas
Aaron R. Bock
David Bryant
Susan Simon

Four (4) members of the community

Materials:

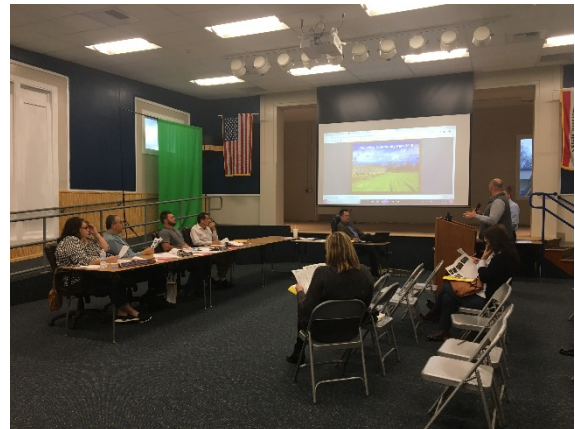
- Plainview Community Plan Presentation

Public Comments:

Due to the School not located within the community of Plainview Urban Development Boundary, Steve Tsuboi, Superintendent of Sunnyside Union School District, suggested at the next Board meeting (April 9, 2019) invite the public for the presentation.

Flyers have been created (English & Spanish) announcing the Sunnyside Union School District April 9, 2019, Board meeting and will be taken to Sunnyside School on April 2, 2019. Sunnyside Union School will send out the flyers to all children attending the Sunnyside Union School.

RMA staff will provide a translator for the Sunnyside Union School District Board meeting on April 9, 2019.





Tulare County RMA invites you to the
Sunnyside Union School District Board Meeting
for a Community Plan Presentation by the County of Tulare
Resource Management Agency (RMA)
Tuesday, April 9, 2019 at 6:00p.m. at the
Sunnyside Union School
21644 Avenue 196
Strathmore, CA 93267

What improvements are needed in the community of Plainview?
Tulare County RMA invites you to give us input to create a plan for disadvantage
communities' infrastructure and planning.
We want your thoughts on Sewer, Water, Water Quality & Quantity, Storm Water
Drainage, Fire, and Access to Transportation, Housing, Schools, Libraries, Parks, Access
to Healthy Foods and Shopping Opportunities, Access to Medical Facilities, Internet
Access and more!
Please come join us
For more information call: Susan at 559-624-7126
Or (Spanish) Jose 559-624-7102

El Condado de Tulare lo invita a la
Reunión de la Junta del Distrito Escolar de Sunnyside Union
Para una Presentación de la Planificación Comunitaria para la Agencia de
Administración de Recursos del Condado de Tulare
Martes, 9 de abril del 2019 a las
6:00 p.m. en
Sunnyside Union School
21644 Avenue 196
Strathmore, CA 93267

¿Qué puede mejorar en la comunidad de Plainview?
El condado de Tulare lo invita a darnos información para crear un plan para la
infraestructura y planificación de las comunidades en desventaja.
¡Queremos sus pensamientos sobre el alcantarillado, el agua, la calidad y cantidad del
agua, el drenaje pluvial de agua, el fuego, el acceso al transporte, las viviendas, las
escuelas, las bibliotecas, los parques, el acceso a alimentos y tiendas, el acceso a
servicios médicos, el acceso al Internet y mucho más!

Si quiere más información llame a:
Susan 559-624-7126
O (español) Jose 559-624-7102

Sunnyside Union School District Board meeting

Plainview Community Outreach Meeting

Located at the Sunnyside Union School District

April 9, 2019, 6:00 pm

Who Attended:

Steve Tsuboi, Superintendent
Schuyler Glover
Humberto Quezada
Kimberly Braziel
Humberto Cardenas
David Bryant
Jose Saenz
Juan Carmona

Approximately fourteen (14) members of the community

Materials:

- Plainview Community Plan Presentation

Public Comments:

County staff took Steve Tsuboi, Superintendent of Sunnyside Union School District, suggestion and invite the public to the April 9, 2019 meeting.

Flyers were created (English & Spanish) announcing the Sunnyside Union School District April 9, 2019, Board meeting and was taken to Sunnyside School on April 2, 2019. Sunnyside Union School will sent home the flyers with all children attending the Sunnyside Union School.

RMA staff provided two translators at the Sunnyside Union School District Board meeting.

The overall consensus with the community is to improve the health and safety of the community.



Sunnyside Union School District Board Meeting
Plainview Community Plan
April 9, 2019

Name	Address & Email Address	Phone No.
Judy Guderman	21544 Ave 196 Strathmore	559-568-1741
Ana Mendoza	19636 Ave 196 Strathmore CA 93267	559-544-0607
Valerie Ibanez		341-7018
Lorena Lopez O.	Strathmore CA	(559) 368-1089
Macabeo Andrade	19644 Ave Strathmore	(559) 853-8912
Sanie Hernandez	19475 Rd 198 Strathmore, CA	559 331-1859
Christina Alcantar	5116 N. Villa Porterville 93257	559-756-0472
maria del S. Orjuela	19560 Alder Rd Strathmore CA 93267	559 586 1154
Jose Alcantar	jalcantar@Sunnysideunion.com	559-789-3468
JEANNETTE TORRES	jmarquez@sunnysideunion.com 21644 Ave. 196, Strathmore CA 93267	559-568-1741

Sunnyside Union School District Board Meeting
Plainview Community Plan
April 9, 2019

Name	Address & Email Address	Phone No.
Jody Guderman	21644 Ave 196 Strathmore	559-568-1741
Ana Mendoza	19636 Ave 196 Strathmore CA 93267	559-544-0607
Valerie Ibanez		341-7018
Lorena Lopez O.	Strathmore CA	(559) 368-1089
Maikel Andrade	19644 Ave Strathmore	(559) 853-8912
Sanie Hernandez	19475 Rd 198 Strathmore, CA	559 331-1859
Christina Alcantar	516 N. Villa Porterville 93257	559-756-0472
maria del S. Ojeda	19560 Alder Rd Strathmore CA 93267	559 586 1154
Jose Alcantar	jalcantar@Sunnysideunion.com	559-789-3468
JEANNETTE TORRES	jmarquez@sunnysideunion.com 21644 Ave. 196, Strathmore CA 93267	559-568-1741

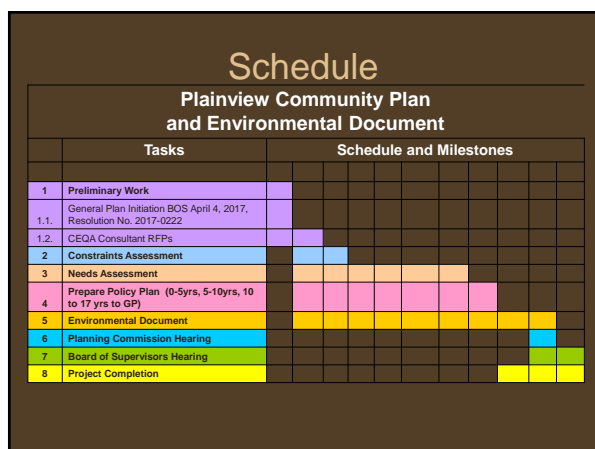


Plan Framework

California State Law

Planning Principles

Tulare County General Plan Policies



Analysis and Recommendations

One Major Purpose


1. Guide Future Decision Making

Two Primary Documents


1. Plainview Community Plan
2. Environmental Determination

Three Primary Components

1. Urban Development Boundary
2. Land Use and Circulation
3. Policies to guide future decision making



Plainview Existing Urban Development Boundary



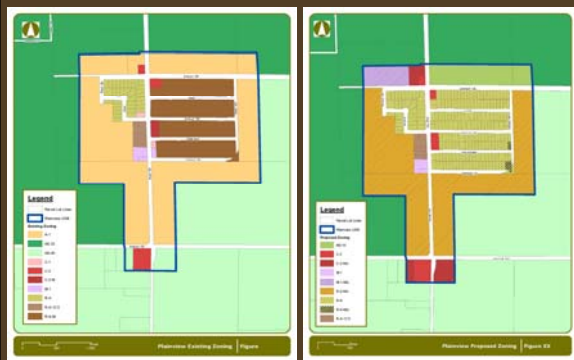
Plainview Mutual Water Company



Plainview Existing Land-Use Plan



Plainview Existing & Proposed Zoning Districts



Summary Complete Street Actions

Complete Streets policy:
Aims to create a comprehensive, integrated, connected network.

- For "all users" multi-modes, ages, and abilities.
- Recognizes that all streets are different and balances user needs.
- Adaptable: to both new and retrofit projects, including design, planning, maintenance, and operation, for the entire right-of-way.
- Quantitative metrics to measure of progress referred to as for best management practices
- Consideration of Candidate Complete Streets Projects

Plainview Complete Streets Candidate Projects



Tulare County General Plan Update Guiding Policies



- 2. Planning Framework**
- PF-1** To provide a planning framework that promotes the viability of communities, hamlets, and cities while protecting the agricultural, open space, scenic, cultural, historic, and natural resource heritage of the County [New Goal].
- PF-2** To provide a realistic planning area around each unincorporated community that clearly delineates the boundaries of each community and provides a framework for economic development, the provision of public services, and an outstanding quality of life [Urban Boundaries Element; Goal 3, Goal 1UB.C][Urban Boundaries Element Amendment (88-01): 1988, Modified].
- PF-2.4 Community Plans** The County shall ensure that community plans are prepared, updated, and maintained for each of the communities.
- PF-2.7 Improvement Standards in Communities** The County shall require development within the designated UDBs to meet an urban standards for curbs, gutters, sidewalks, and community sewer and water systems.



10. Health and Safety

HS-1

To protect County residents and visitors from injury and damage resulting from natural catastrophes, man-made events, and hazardous conditions [New Goal based on Five County Seismic Safety Element (1974); Goals 1, 2, 3, 6, 9, 12 & 13. Pg. 11].

Health and Safety for all Neighborhoods

HS-9

To support healthy lifestyles among residents of Tulare County through the built environment and land use decisions that play an important role in shaping the pattern of community development, in either promoting or discouraging good health for its citizens [New Goal].



14. Public Facilities and Services

PFS-1

To establish and maintain acceptable levels of service, minimize costs, and provide criteria for determining the location, capacity, and timing of existing and future public facilities and services [New Goal].

Adequate Quantity and Quality of Public Services

Achieving General Plan Goals

- Increasing uses by right
- Creating flexibility for uses through mixed use overlays

DEMOGRAPHIC AND ECONOMIC INFORMATION

- Population
- In 2010, Plainview's population was 945.
- The population increased to 1,016 by 2017.
- Median Age
- The median age in Plainview went up from 23.6 in 2010 to 26.8 in 2017, Compared to 30.6 in Tulare County

- Economic Conditions (2017)
- Plainview had an unemployment rate of 31.0%, compared to 10.0% for Tulare County, and 7.7% for California
- Plainview's median household income was \$21,691, compared to \$44,871 for Tulare County and \$67,169 for State of California
- 56.7% of families in Plainview live below the poverty line, compared to 23% for Tulare County and 11.1 % in California

- Housing Units (2010-2017)
- During the decade between 2010 and 2017, the number of housing units in Plainview increased from 224 to 298.
- American Community Survey indicated that 76.0% of the housing units in Plainview were 1 unit detached.
- American Community Survey indicated that 51.2% of the housing units in Plainview were owner occupied.
- In 2017, the vacancy rate in Plainview was 9.7% (Tulare County 8%)
- In 2015, approximately 15% of the housing units were sound (Tulare County 46%)

NEXT STEPS

- Future Community Plan Workshops:
 - May 14, 2019

Thank You for Attending



Aaron R Bock, MCRP, JD, LEED AP
Assistant RMA Director
Economic Development & Planning
5961 South Mooney Blvd.
Visalia, CA 93277
(559) 624-7050

David Bryant, MPA
Chief Planner, Special Projects
5961 South Mooney Blvd.
Visalia, CA 93277
(559) 624-7130

Susan Simon
Planner III
5961 South Mooney Blvd.
Visalia, CA 93277
(559) 624-7126

Sunnyside Union School District Board meeting

Plainview Community Outreach Meeting

Located at the Sunnyside Union School District

April 9, 2019, 6:00 pm

Who Attended:

Steve Tsuboi, Superintendent
Schuyler Glover
Humberto Quezada
Kimberly Braziel
Humberto Cardenas
David Bryant
Jose Saenz
Juan Carmona

Approximately fourteen (14) members of the community

Materials:

- Plainview Community Plan Presentation

Public Comments:

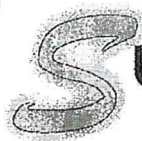
County staff took Steve Tsuboi, Superintendent of Sunnyside Union School District, suggestion and invite the public to the April 9, 2019 meeting.

Flyers were created (English & Spanish) announcing the Sunnyside Union School District April 9, 2019, Board meeting and was taken to Sunnyside School on April 2, 2019. Sunnyside Union School will sent home the flyers with all children attending the Sunnyside Union School.

RMA staff provided two translators at the Sunnyside Union School District Board meeting.

The overall consensus with the community is to improve the health and safety of the community.





SUNNYSIDE UNION SCHOOL DISTRICT

21644 Avenue 196 - Strathmore, California 93267 - (P) 559-568-1741 - www.sunnysideunion.com

BOARD OF EDUCATION

AGENDA

For the Regular Board Meeting of Tuesday, May 14, 2019, at 6:00 p.m., in the **Multi-Purpose Room**, at Sunnyside Elementary School, 21644 Avenue 196, Strathmore, California.

I. CALL TO ORDER

A. Attendees

BOARD OF EDUCATION

	Present	Absent	Late
Schuyler Glover	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> : _____
Andy Manning	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> : _____
Humberto Quezada	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> : _____
Kimberly Braziel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> : _____
Humberto Cárdenas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> : _____

II. ADA ACCOMMODATION REQUIREMENT

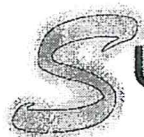
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- B. Written documents concerning agenda items are available for public inspection during normal business hours within 72 hours of a regular board meeting at the Sunnyside Union School District Office, 21644 Avenue 196 in Strathmore, California.

III. ADJOURN TO CLOSED SESSION _____ PM

- A. It is the intention of the Board to meet in closed session to consider student Expulsion, suspension or disciplinary action/or other action involving pupil records (Education Code §35146, 48912(b), 48918(c)).
 - a. #1000411
- B. Labor Negotiator CSEA No Action Required
 - a. Conference with Labor Negotiator (Government Code 54957.6) with Sunnyside CSEA
- C. Labor Negotiator CTA No Action Required
 - a. Conference with Negotiator (Government Code 54957.6) with Sunnyside CTA

Board of Trustee: Kimberly Braziel | Humberto Cardenas | Schuyler Glover | Andy Manning | Humberto Quezada
Administration: Steve Tsuboi, Superintendent-Principal | Jody Gunderman, Vice Principal-Categorical Manager
 Candy Alari, Business Manager | Jeannette Torres-Marquez, Administrative Secretary





SUNNYSIDE UNION SCHOOL DISTRICT

21644 Avenue 196 - Strathmore, California 93267 - (P) 559-568-1741 - www.sunnysideunion.com

- c. Approve the April 23, 2019, Governing Board Meeting Minutes
- d. Approve the Pay Vouchers/Purchase Orders for April 11th and 25th of 2019.
- e. Approve the Application for Use of School Facility for Good News Club

B. Personnel

- a. Approve and Sign Certificated Contracts for the 2019-2020 School Year

MOTION BY: _____ **SECOND BY:** _____ **VOTES:** _____

IX. PUBLIC NOTICE & HEARINGS

- A. **Consideration and Public Notice** regarding the CSEA Chapter 675 initial proposal to the district regarding certificated unit collective bargaining agreement negotiations, 2019-2020.
- B. **Consideration and Public Notice** regarding the district's initial proposal to the CSEA Chapter 675 regarding certificated unit collective bargaining agreement negotiations 2019-2020.
- C. **Hearing and public comment** regarding the Sunnyside Faculty Association's faculty association's initial proposal to the district regarding certificated unit collective bargaining agreement negotiations (2019-2020).
- D. **Hearing and public comment** regarding the district's initial proposal to the Sunnyside Faculty Association regarding certificated unit collective bargaining agreement negotiations (2019-2020).
- E. **Notice of Public Hearing** on the **2019-2020 Proposed Budget** for Sunnyside Union School District will be held on June 11, 2019, at 6:00 PM before the Governing Board. At this public meeting, prior to the public hearing on the proposed budget, there will be a public hearing regarding the **Local Control Accountability Plan (LCAP)**.

X. INFORMATION AND DISCUSSION

A. Community and Outside Agencies

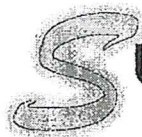
- a. Presentation by Aaron Bock, Director of RMA, Dave Bryant, Chief Planner, and Susan Simon, Planner III for the **Tulare County Resource Management Agency**
- b. Information regarding on campus Adult English as a Second Language (ESL) classes through **Porterville College** beginning the Fall of 2019
- c. Information from **Tulare County Resource Management Agency** (Pick-Up/Drop-Off Plan)

B. Instructional Services

- a. Professional Development Plan for the 2019-2020 school year.
- b. Instructional Plan for the 2019-2020 school year.
 - i. Junior High Instructional Design
 - ii. School Wide Focus
- c. Update on State Testing and ELPAC Testing
- d. Summer Institute (School) Plan for June 2019

Board of Trustee: Kimberly Brazier | Humberto Cardenas | Schuyler Glover | Andy Manning | Humberto Quezada
Administration: Steve Tsuboi, Superintendent-Principal | Jody Gunderman, Vice Principal-Categorical Manager
Candy Alari, Business Manager | Jeannette Torres-Marquez, Administrative Secretary





SUNNYSIDE UNION SCHOOL DISTRICT

21644 Avenue 196 - Strathmore, California 93267 - (P) 559-568-1741 - www.sunnysideunion.com

F. Approve Board Policy 3260 Fees and Charges

MOTION BY: _____ **SECOND BY:** _____ **VOTES:** _____

G. Approve Administrative Regulation 3260 Fees and Charges

MOTION BY: _____ **SECOND BY:** _____ **VOTES:** _____

H. Approve Board Policy 3515.4 Recovery for Property Loss or Damage

MOTION BY: _____ **SECOND BY:** _____ **VOTES:** _____

I. Approve Administrative Regulation 3515.4 Recovery for Property Loss or Damage

MOTION BY: _____ **SECOND BY:** _____ **VOTES:** _____

J. Approve Administrative Regulation 4261.1 Personal Illness/Injury Leave

MOTION BY: _____ **SECOND BY:** _____ **VOTES:** _____

XII. NEXT SCHEDULED BOARD MEETING

A. Regular Board Meeting May 28 2019 (6:00 PM)

XIII. ADJOURNMENT _____ PM

Board of Trustee: Kimberly Brazier | Humberto Cardenas | Schuyler Glover | Andy Manning | Humberto Quezada
Administration: Steve Tsuboi, Superintendent-Principal | Jody Gunderman, Vice Principal-Categorical Manager
Candy Alari, Business Manager | Jeannette Torres-Marquez, Administrative Secretary



Sunnyside Union School District Board meeting

Plainview Community Outreach Meeting

Located at the Sunnyside Union School District

May 14, 2019, 6:00 pm

Who Attended:

Steve Tsuboi, Superintendent

Schuyler Glover

Humberto Quezada

Kimberly Braziel

Humberto Cardenas

Aaron R. Bock

Susan Simon

Juan Carmona

Approximately 20 members of the community attended.

Materials:

- Plainview Community Plan Presentation

Public Comments:

County Staff spoke regarding a project for a four-way stop and pedestrian crosswalks to be located on Road 196/Avenue 196. This project is to include flashing beacon for crosswalk and flashing beacons to reduce speed. This project will be going before the Board of Supervisors in the near future.

Community members expressed concerns regarding street lights and asked if they would be part of the four-way and pedestrian crosswalk project.

The community members were informed street lights were not a part of that project.

The overall consensus with the community is to improve the health and safety of the community of Plainview.





Plainview Mutual Water Company

PO Box 942
Strathmore, CA 93267

AGENDA

Friday, April 19, 2019 at 5:00pm

**Iglesia Bautista Fuente de Vida
19530 Vista Ave
Strathmore, CA 93267**

1. Welcome and Opening of the Meeting (by President of the Board)
2. Roll Call/Guests
3. Public Comments (comments limited to 3 minutes)
4. Approval of Meeting Minutes
5. Tulare County Resource Management Agency
 - a. Update on Plainview's Community Plan
6. Self-Help Enterprises: Sara Luquin
 - a. RCAC Loan:
 - i. Need board member addresses
 - ii. Resolution to Approve:
 1. Loan Resolution
 2. Corporate Resolution to Borrow
 - iii. Review and Approve 2018/2019 Budget
 - b. Planning Grant Update
 - c. Does the Board want to revisit/restart conversations on Waste Water services for Plainview?
7. Bylaws: Review 1) Bylaws, Conflict of Interest and Ethics Resolution, 2) Resolution Regarding Water Service Changes, 3) and Procedures for Termination and Abandonment of Water Service Connections
8. Correspondence
9. Delinquent Accounts
10. Approval of Monthly Expenses
11. Closing

Juan Martinez, PMWC Board President – Phone Number (559) 920-3143



Plainview Mutual Water Company

PO Box 942
Strathmore, CA 93267

AGENDA

Viernes, 19 de abril de 2019 a las 5:00pm

**Iglesia Bautista Fuente de Vida
19530 Vista Ave
Plainview, CA 93267**

1. Bienvenida y apertura de la reunión (por el Presidente de la Junta)
2. Roll Call / Invitados
3. Comentarios públicos (comentarios limitados a 3 minutos)
4. Aprobación de Minutos
5. Tulare County Resource Management Agency
 - a. Plan Comunitario de Plainview
6. Self-Help Enterprises: Sara Luquin
 - a. Aplicación para RCAC
 - i. Domicilio de miembros de la junta
 - ii. Resoluciones para la aplicación:
 1. Resolución de préstamo
 2. Resolución Corporativa de Préstamo
 - iii. Revisar y aprobar el presupuesto 2018/2019
 - b. Actualización de la beca de planificación
 - c. ¿Quiere la Mesa Directiva reiniciar conversaciones sobre servicios para drenaje en Plainview?
7. Repasar Estatutos: 1) Estatutos, Resolución de Conflicto de Intereses y Ética, 2) Resolución sobre Cambios en el Servicio de Agua, 3) y Procedimientos para la Cancelación y Abandono de las Conexiones del Servicio de Agua
8. Correspondencia
9. Cuentas atrasadas
10. Aprobación de Gastos Mensuales
11. Cierre

Juan Martinez, PMWC Presidente de la Mesa Directiva – Numero de telefono (559) 920-3143

Plainview Mutual Water Company
Plainview Community Plan
April 19, 2019

Name	Address & Email Address	Phone No.
Sara Mancera	19529 Ave 196 Plainview	
Sara Aguilar	Self Help	
Juan Martinez	Plainview Board President - Oklahoma st	
Jesus Madrigal	Plainview Board member - Ave 196	
Domitila Lemus	733 Ave 196, Plainview	
Juan Camacho	RMF	
Hiram Gomez	Plainview Secretary	
Domitila Lemus		
Sara Mancera	Emilio Torres 19705 AV 195	
Ina Medelw	19441 Rd. Ave 232	656-2124
	19529 Ave 194 Plainview	
Olivia Bravo	19732 Ave 194 Plainview	
Vicente Madrigal	19570 - ALDEA RD	
Patricia Madrigal	196 Ave	

**Plainview Mutual Water Company
Plainview Community Plan
April 19, 2019**

[illegible]

Plainview Mutual Water Company Meeting
19530 Visa Avenue, Plainview
Plainview Community Outreach
Located at the Sunnyside Union School District
April 19, 2019, 5:00 pm

Who Attended:

Sara Luquin, Self Help
Juan Martinez, President Plainview Mutual Water Company
Dave Bryant, Chief Planner, RMA
Susan Simon, Planner III, RMA
Juan Carmona, Property Specialist, RMA

Approximately 13 members of the community attended.

Materials:

- Plainview Community Plan Presentation

Public Comments:

The meeting was held in Spanish. Dave Bryant, County staff presented the powerpoint presentation of the Plainview Community Plan 2019. Juan Carmona and Sara Luquin, both translated the presentation into Spanish. Listed below is the feedback received from the community during the Plainview Mutual Water Company Community Meeting.

The overall consensus with the community is to improve the safety and health of the community of Plainview with the assistance of the County of Tulare. The community understands it will take a collaborative approach between the Plainview community and the County.

Recommendation and Concerns from Plainview Community

- 1) Community member would like to see if the Plainview Neighborhood Park can be improved to accommodate children with special needs. (soft padding around the slide area). The community member currently has a daughter with special needs and cannot play in the park. The neighborhood children would like to get swings added to the park.
- 2) Community members expressed a need for a bathroom at the Plainview Neighborhood Park.
- 3) Community members expressed concerns in regards to getting over spray from pesticides onto their homes when the vineyards are sprayed along:
 - Ave 196 / Ave 195
 - Road 196 / Ave 194

- 4) Community member believes the vineyards located on Ave 196 / Road 195 are encroaching on County right of way (the two rows on Ave 196 closest to Road 196). This creates a shorter distance the over spray of the pesticides has to travel onto their homes when the vineyards are sprayed.
- 5) Community members would like to see a four-way stop and pedestrian crosswalks on Road 196 / Ave196
 - Flashing beacon for crosswalk
 - Flashing beacons to reduce speed
- 6) Community members expressed concerns about drainage issues from the Family Market to Ave 196.
 - Drainage issue with ponding water after light/heavy rain events
- 7) Community would like to increase the bus shelters for the children while they wait for the bus especially when it rains on the side of the Family Market.
 - East side of Road 196
- 8) Community expressed concerns about the potholes on the corner of Ave 195 and Alder Road. In addition, the big bushes on the corner of Ave 195 and Alder Rd create a safety issue when making right turns.
 - Most streets have pot hole (e.g. Vista Ave)
- 9) Community members would like to see improved lighting in the Plainview Community.
- 10) Community members would like the County to install deaf child signs along Vista Ave.
- 11) Community members would like the installation of:
 - Curbs, gutters, and sidewalks
 - Drainage and sewer system





RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD

VISALIA, CA 93277

PHONE (559) 624-7000

FAX (559) 730-2653

Aaron R. Bock

Reed Schenke

Sherman Dix

Economic Development and Planning

Public Works

Fiscal Services

REED SCHENKE, DIRECTOR

MICHAEL WASHAM, ASSOCIATE DIRECTOR

Plainview Community Plan 2019 Meeting Minutes

Date: April 23, 2019

Project: Plainview Community Plan 2019
Meeting Location: Iglesia Bautista Fuente de Vida
19530 Vista Ave
Strathmore, CA 93267

Date: April 19, 2019

Time: 5:00 pm

Recorded By: County

Organization: Plainview Mutual Water
Company

Attendees:

Name	Staff	Organization	E-mail address
Dave Bryant	Chief Planner, Special Projects	County of Tulare	DPBryant@co.tulare.ca.us
Susan Simon	Planner III	County of Tulare	SSimon@co.tulare.ca.us
Juan Carmona	Property Specialist	County of Tulare	JCarmona@co.tulare.ca.us

Plainview Mutual Water Company (3 members present)

Self-Help Enterprises (1 member present)

Plainview Community (Roughly 6 members present)

El Quinto Sol de America (1 member present)

Documents Distributed:

- PowerPoint – Plainview Community Plan 2019 (see attached PowerPoint Presentation)
- Juan Carmona's business cards

Discussion Item

Action Item

County representatives presented the Plainview Community Plan 2019 and received recommendations and concerns about the community. Listed below is the feedback received from the community during the Plainview Mutual Water Company Community Meeting.

The same recommendations and concerns were brought to the County's attention during the community meeting held on April 17, 2019 at Tachita's house located at 19756 Vista Ave, Strathmore, CA 93267.

Recommendation and Concerns from Plainview Community

- 1) Community member would like to see if the Plainview Neighborhood Park can be improved to accommodate children with special needs. (soft padding around the slide area). The community member currently has a daughter with special needs and cannot play in the park. The neighborhood children would like to get swings added to the park.
- 2) Community members expressed concerns in regards to getting over spray from pesticides onto their homes when the vineyards are sprayed along:
 - 1) Ave 196 / Ave 195
 - 2) Road 196 / Ave 194
- 3) Community member believes the vineyards located on Ave 196 / Road 195 are encroaching on County right of way (the two rows on Ave 196 closest to Road 196). This creates a shorter distance the over spray of the pesticides has to travel onto their homes when the vineyards are sprayed.
- 4) Community members would like to see a four-way stop and pedestrian crosswalks on Road 196 / Ave 196
 - 1) Flashing beacon for crosswalk
 - 2) Flashing beacons to reduce speed
- 5) Community members expressed concerns about drainage issues from the Family Market to Ave 196.
 - 1) Drainage issue with ponding water after light/heavy rain events
- 6) Community would like to increase the bus shelters for the children while they wait for the bus especially when it rains on the side of the Family Market.
 - 1) East side of Road 196

Refer to General Services-Parks Division

Refer to Tulare County Agricultural Commissioner

Refer to Road Use Inspector

Ref to MG2 –Traffic Division and MG1 – Maintenance Division

Ref to MG2 – Engineering Division and MG1 – Maintenance Division

Ref to MG2 – Transit Division

Discussion Item

Action Item

- 7) Community expressed concerns about the pot holes on the corner of Ave 195 and Alder Rd. In addition, the big bushes on the corner of Ave 195 and Alder Rd create a safety issue when making right turns.

1) Most streets have pot hole (e.g. Vista Ave)

- 8) Community members would like to see improved lighting in the Plainview Community.

- 9) Community members would like the County to install deaf child signs along Vista Ave.

- 10) Community members would like the installation of:

1) Curbs, gutters, and sidewalks

2) Drainage and sewer system

Ref to MG1 – Maintenance Division

Ref to MG2 – Traffic Division

Ref to MG2 – Traffic Division and
MG1 – Sign Shop

Ref to MG2 – Engineering Division

Final Notes

Recommendations and Concerns will be included in the Plainview Community Plan 2019.

Juan Carmona took pictures on April 19, 2019 which demonstrate the community's concerns. The pictures are located in the path listed below:

G:\Design\Right of Way\Projects\Community Meetings Planning\Plainview 2019\Pictures

Conclusion:

The overall consensus with the community is to improve the safety and health of the community of Plainview with the assistance of the County of Tulare. The community understands it will take a collaborative approach between the Plainview community and the County.

**Plainview Community Meeting
Meeting Minutes**

Date: June 19, 2019

Project: Plainview Community
Meeting Location: Tachita's house
19756 Vista Ave
Strathmore, CA 93267

Date: June 18, 2019
Time: 5:00 pm

Recorded By: County
Organization: El Quinto Sol De America

Attendees:

Name	Staff	Organization	E-mail address
Hernan Beltran	RMA, Chief Engineer	County of Tulare	HBeltran@co.tulare.ca.us
Juan Carmona	RMA, Property Specialist	County of Tulare	JCarmona@co.tulare.ca.us
Self-Help Enterprises	(1 member present)		
Plainview Community	(6 members present)		
El Quinto Sol de America	(1 member present)		

- Discuss progress in regards to the recommendations and concerns from the previous Plainview Community Meeting held on April 19, 2019.
- Juan Carmona's business cards

UPDATED ACTION ITEMS AS OF 06/18/19

Plainview Community Concerns:

- 1) Community member would like to see if the Plainview Neighborhood Park can be improved to accommodate children with special needs (soft padding around the slide area). The community member currently has a daughter with special needs and cannot play in the park. The neighborhood children would like to get swings added to the park.

UPDATE: The Plainview Mutual Water Company oversees the management and maintenance of the Plainview Neighborhood Park; therefore, the County recommends that Plainview Mutual Water Company apply directly for funding through the First Five Program for the improvements. This will be mentioned during their next board meeting being held on 06/21/19 at 5:00 pm.

- 2) Community members expressed concerns in regards to getting over spray from pesticides onto their homes when the vineyards are sprayed along:
 - 1) Ave 196 / Ave 195
 - 2) Road 196 / Ave 194

UPDATE: Community was given instructions on how to report violations or concerns during the community meeting held on 6/18/19 at 5:30 pm. Community members should contact the Tulare County Agricultural Commissioner at 559-684-3352 or 559-684-3350; Also, they may visit the California Department of Pesticide Regulation website for the most up to date information.

- 3) Community members believe the vineyards located on Ave 196 / Road 195 are encroaching on County right of way (the two rows on Ave 196 closest to Road 196). This creates a shorter distance the over spray of the pesticides has to travel onto their homes when the vineyards are sprayed.

UPDATE: The County will evaluate the possible encroachment.

- 4) Community members would like to see a four-way stop and pedestrian crosswalks on Road 196/Ave196
 - 1) Flashing beacon for crosswalk
 - 2) Flashing beacons to reduce speed

UPDATE: Tulare County Resource Management Agency (RMA) investigated and concluded that this intersection would meet the warrant for an All-Way STOP control. The Board of Supervisors approved an All-Way STOP Control at the Intersection of Road 196 and Ave 196 on 6/18/19. The installation will occur by the end of next week. The County will also install pedestrian crosswalks at the corner of Road 196 and Ave 196.

- 5) Community members expressed concerns about drainage issues from the Family Market to Ave 196.
 - 1) Drainage issue with ponding water after light/heavy rain events

UPDATE: Tulare County Maintenance Division cleaned the drainage inlets and vacuumed the storm drain pipes to improving drainage to the ponding ditch. The County is evaluating the need to upsize the existing ponding ditch or develop a new ponding basin.

- 6) Community would like to increase the bus shelters for the children while they wait for the bus especially when it rains on the side of the Family Market.
 - 1) East side of Road 196

UPDATE: Tulare County Area Transit is conducting studies to determine if it warrants the installation of additional bus shelters. Once the studies are complete, the County will notify the community.

- 7) Community expressed concerns about the pot holes on the corner of Ave 195 and Alder Rd. In addition, the big bushes on the corner of Ave 195 and Alder Rd create a safety issue when making right turns.

1) Most streets have potholes (e.g. Vista Ave)

UPDATE: Tulare County Maintenance Division filled pot holes along the shoulders of Ave 195 and Alder Rd in May 2019. In addition, the big bushes on the corner of Ave 195 and Alder Rd were trimmed back as well.

- 8) Community members would like to see improved lighting in the Plainview Community.

UPDATE: The County will ask community for specific areas to improve lighting and evaluate if they meet the current streetlight policy during their next community meeting.

- 9) Community members would like the County to install deaf child signs along Vista Ave.

UPDATE: Deaf child signs were installed on 05/14/19.

- 10) Community members would like the installation of:

- 1) Curbs, gutters, and sidewalks
- 2) Drainage and sewer system

UPDATE: Road 196 and Road 198 have been identified as candidate Projects for the Plainview Complete Streets Projects. The projects would consist of installation of curbs, gutters, sidewalks. The Plainview Community Plan 2019 will go for approval through the Planning Commission on 6/26/19 and approval through the Board of Supervisors on 07/16/19. The preliminary cost estimates for both projects is \$1,500,000.

Conclusion:

The overall consensus with the community is to improve the safety and health of the community of Plainview with the assistance of the County of Tulare. The community complimented the County of Tulare with the progress that was made with their comments since their last community meeting.

Plainview Community Plan 2019

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Plainview Community Plan 2019

Attachment A- 6 Funding Source

Plainview Community Plan 2019

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Plainview Community Plan 2019

CalTrans Active Transportation Program (ATP):

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The projects associated with the Completes Streets Program for the Community of Goshen will be suggested at the next available round of ATP funding.

Tulare County Measure R

On November 7, 2006, the voters of Tulare County approved Measure R, imposing a 1/2 cent sales tax for transportation within the incorporated and unincorporated area of Tulare County for the next 30 years. The transportation measure will generate slightly more than \$652 million over 30 years to Tulare County's transportation needs.

Local Projects (35% of Measure R Funding)

The Measure R Expenditure Plan allocated 35% of revenues to local programs. Each city and the county will receive funding based on a formula using population, maintained miles, and vehicles miles traveled. The funding will help cities and the county to meet scheduled maintenance needs and to rehabilitate their aging transportation systems.

Regional Projects (50% of Measure R Funding)

The Regional Projects Program comprises 50% of Measure R and includes specific funding for: interchange improvements, regional bridges, regional railroad crossings, regional signals, regional widening projects, and signal synchronization projects. These projects provide for the movement of goods, services, and people throughout Tulare County. Major highlights of this program include the funding of regional projects throughout the county.

Bike /Transit /Environmental Projects (14% of Measure R Funding)

The Goals of Measure R include air quality improvement efforts that will be addressed in the Measure R Expenditure Plan through the Transit/Bike/Environmental Program, which includes funding for transit, bike, and pedestrian environmental projects. The goal of this program is to expand or enhance public transit programs that address the transit dependent population, improve mobility through the construction of bike lanes, and have a demonstrated ability to get people out of their cars and improve air quality and the environment.

San Joaquin Valley Air Pollution Control District (SJAPCD) Bike Path Grants

The District has a grants program for the construction of bicycle infrastructure projects, including Class I (Bicycle Path Construction) or Class II (Bicycle Lane Striping) projects. These grants provide funding to assist with the development or expansion of a comprehensive bicycle-transportation network.

Plainview Community Plan 2019

Strategic Growth Council Grants (SGC)

Affordable Housing - Sustainable Communities

The SGC will allocate 50% of its Cap and Trade funding toward disadvantaged communities and 50% for affordable housing. Projects will include: affordable housing that supports infill and compact development, transit capital and programs that support transit ridership, active transportation projects (infrastructure, and non-infrastructure), TOD projects, capital projects that implement complete streets, projects that reduce CHG emissions by reducing auto trips and VMT, acquisition of easements or other approaches to protect agricultural lands under threat of development, planning to support SCS (sustainable communities scope) implementation, including local plans, must be in draft or adopted SCS, subject to SGC guidelines.

CMAQ (TCAG Funds)

Congestion Mitigation Air Quality (CMAQ) funds are allocated through the Tulare County Association of Governments (TCAG). The CMAQ program funds transportation projects or programs that will contribute to improved air quality standards. Projects include: transportation activities, transportation control measures, public-private partnerships, alternative fuel programs, traffic flow improvements, transit, bicycle/pedestrian projects, rideshare activities, telecommuting, planning, experimental pilot projects, intermodal freight, and public outreach.

DOT: TIGER

TIGER is a multimodal, merit-based discretionary grant program that funds surface transportation capital projects, including transit and rail. Open to state, tribal, local agencies, and subdivisions.

CDBG (Business Assistance)

The CDBG Economic Development grant provides assistance to local businesses and low-income microenterprise owners to create or preserve jobs for low-income workers in rural communities. Funding includes planning and evaluation studies related to any activity eligible for these allocations, business lending, and public infrastructure.

Choice Neighborhoods

Choice Neighborhoods Planning Grants support the development of comprehensive neighborhood revitalization plans which focused on directing resources to address three core goals: Housing, People and Neighborhoods. To achieve these core goals, communities must develop and implement a comprehensive neighborhood revitalization strategy, or Transformation Plan. The Transformation Plan will become the guiding document for the revitalization of the public and/or assisted housing units while simultaneously directing the transformation of the surrounding neighborhood and positive outcomes for families. ***Choice Neighborhoods Implementation Grants*** support those communities that have undergone a comprehensive local planning process and are ready to implement their “Transformation Plan” to redevelop the neighborhood.

California Department of Water Resources Prop 50 (Contaminant Removal)

Funds are available to disadvantage communities for developing UV or Ozone systems to disinfect drinking water or to set up pilot/demonstration sites.

Plainview Community Plan 2019

Drought Response Funding (SWRCB)

The Governor and Legislature have directed DWR to expedite the solicitation and award of \$200 million (of the \$472.5 million) in IRWM funding to support projects and programs that provide immediate regional drought preparedness, increase local water supply reliability and the delivery of safe drinking water, assist water suppliers and regions to implement conservation programs and measures that are not locally cost-effective, and/or reduce water quality conflicts or ecosystem conflicts created by the drought.

DWR: Water-Energy Grant Program

The 2014 Water-Energy grant supports the implementation of residential, commercial, and institutional water efficiency programs or projects that reduce Green House Gas emissions and also reduce water and energy use. Funding will go toward urban water management, groundwater management, and surface water diversion.

CDPH Clean Water SRF

The Safe Drinking Water State Revolving Fund (SDWSRF) provides funding to correct public water system deficiencies based upon a prioritized funding approach that addresses the systems' problems that pose public health risks, systems with needs for funding to comply with requirements of the Safe Drinking Water Act, and systems most in need on a per household affordability basis.

iBank (Infrastructure State Revolving Fund Program and Economic Development Bank)

iBank provides low cost, long term financing for local governments to fund a variety of public infrastructure projects. (Although this is not a grant, loan rates are largely determined by level of distress within a disadvantaged community).

Plainview Community Plan 2019

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Plainview Community Plan 2019

APPENDICES

Appendix A: Planning Commission Resolutions

Appendix B: Board of Supervisors Resolution

Plainview Community Plan 2019

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Plainview Community Plan 2019

Appendix A: Planning Commission Resolution

Plainview Community Plan 2019

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BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF THE INITIAL STUDIES)
AND MITIGATED NEGATIVE DECLARATIONS)
AND MITIGATION MONITORING AND)
REPORTING PROGRAMS FOR THE IVANHOE)
COMMUNITY PLAN UPDATE 2019, THE) RESOLUTION NO. 9632
PLAINVIEW COMMUNITY PLAN 2019, AND)
THE WOODVILLE COMMUNITY PLAN 2019)

Resolution of the Tulare County Planning Commission (“Commission”) recommending adoption to the Board of Supervisors (“Board”) of the Initial Study and Mitigated Negative Declaration (IS/MND), inclusive of the Mitigation Monitoring and Reporting Plan (MMRP) for the Ivanhoe Community Plan Update 2019 (GPA 17-006, PZC 18-006, PZC 18-007, PZC 18-008); the IS/MND, inclusive of the MMRP for the Plainview Community Plan 2019 (GPA 17-009, PZC 19-007, PZC 19-008, PZC 19-009); and the IS/MND, inclusive of the MMRP for the Woodville Community Plan 2019 (GPA 17-013, PZC 19-004, PZC 19-005, PZC 19-006). The General Plan Amendments are required to i) update the Ivanhoe Community Plan, and add the Plainview and Woodville Community Plans to the Tulare County General Plan 2030 Update; ii) approve Zoning Ordinance amendments to add Ivanhoe, Plainview and Woodville to the Mixed Use Overlay zoning district and; and iii) approve an amendment to Section 16 of the Zoning Code to allow additional by-right uses, within the Ivanhoe, Plainview, and Woodville Urban Development Boundaries, under CEQA Sections 1507 through 1573 of the State CEQA Guidelines. The unincorporated communities are located within the Mount Diablo Base & Meridian as follows: Ivanhoe, Sections 1, 2, 11, and 12, Township 18 South, Range 25 East; Plainview, Sections 34 and 35, Township 20 South, Range 26 East and Section 02, Township 21 South, Range 26 East; and Woodville, Sections 17, 18, 19 & 20, Township 21 South, Range 26 East.

WHEREAS, the IS/MND, inclusive of the MMRP, for the Ivanhoe Community Plans Update 2019 (Exhibit “A”), the IS/MND, inclusive of the MMRP, for the Plainview Community Plan 2019 (Exhibit “B”), and the IS/MND, inclusive of the MMRP, for the Woodville Community Plan 2019 (Exhibit “C”) are attached and incorporated by reference herein;

WHEREAS, on April 4, 2017, the Board, by Resolution No. 2017-0222, approved the Economic Development and Planning Branch’s proposal to update the Ivanhoe Community Plan and prepare the Plainview and Woodville Community Plans;

WHEREAS, this resolution of the Commission recommends that the Board adopt the IS/MNDs, inclusive of the MMRPs for the Ivanhoe Community Plan Update 2019, the Plainview Community Plan, and Woodville Community Plan, as being in compliance with the California Environmental Quality Act (“CEQA”) and the State Guidelines for the Implementation of the California Environmental Quality Act of 1970 (“State CEQA Guidelines”);

WHEREAS, on May 17, 2019, pursuant to State CEQA Guideline section 15072, the Notices of Intent to Adopt the IS/MNDs for the Ivanhoe Community Plan Update 2019 and Plainview Community Plan 2019, were published in the Visalia Times-Delta (a newspaper of general circulation in Tulare County) and posted on the Tulare County Resource Management Agency (RMA) website, and the Notice of Completion for this IS/MND was submitted to the State Clearinghouse for circulation to relevant State Agencies, and notification to necessary property owners, for public review, with a review period that started on May 17, 2019, and closed on June 17, 2019; and on May 21, 2019, the Notice of Intent to Adopt an IS/MND for the Woodville Community Plan, was published in the Visalia Times-Delta and posted on the RMA website, and the Notice of Completions for the IS/MND was submitted to the State Clearinghouse for circulation to relevant State Agencies, and notification to necessary property owners, for public review, with a review period that started on May 21, 2019, and closed on June 19, 2019.

WHEREAS, the IS/MND (Exhibit "A"), inclusive of the MMRP, is for the Ivanhoe Community Plan Update 2019 inclusive of, General Plan Amendment No. GPA 17-006, Mixed Use Overlay PZC 18-006, Additional By-Right Uses PZC 18-007 and Community Plan Rezoning No. PZC 18-008; the IS/MND (Exhibit "B"), inclusive of the MMRP, is for the Plainview Community Plan 2019 inclusive of, General Plan Amendment No. GPA 17-009, Mixed Use Overlay PZC 19-007, Additional By-Right Uses PZC 19-008, and Community Plan Rezoning No. PZC 19-009; and the IS/MND (Exhibit "C"), inclusive of the MMRP, is for the Woodville Community Plan 2019 inclusive of, General Plan Amendment No. GPA 17-013, Mixed Use Overlay PZC 19-004, Additional By-Right Uses PZC 19-005, and Community Plan Rezoning No. PZC 19-006.

WHEREAS, the public hearings were conducted for this matter at the meeting of the Commission held on June 26, 2019;

WHEREAS, this resolution recommends i) that the Board approve and certify the IS/MND, inclusive of the MMRP, for the Ivanhoe Community Plan Update 2019, ii) that the Board approve and certify the IS/MND, inclusive of the MMRP, for the Plainview Community Plan 2019, and iii) that the Board approve and certify the IS/MND, inclusive of the MMRP, for the Woodville Community Plan 2019, at the meeting on June 26, 2019;

WHEREAS, the Commission finds that the Staff of Tulare County RMA has conducted the necessary investigations (including environmental review of this matter); prepared a written Staff Report (made a part hereof), and provided additional information affecting the IS/MNDs, inclusive of the MMRPs, identification of errata within the IS/MNDs (Exhibit "D"), comments received (Exhibit "E"), and County responses to comments received (Exhibit "F"), at the public hearings noticed, convened and conducted for this matter; and based on substantial evidence, submitted these IS/MNDs for the consideration of, and action by, the Commission;

WHEREAS, through a good faith and substantial analysis of environmental impacts from these Projects in the IS/MNDs, staff found, and the Commission agrees, that all impacts are less than significant, with the exception of the following resources as follows Ivanhoe: Biological, Cultural, Traffic, and Tribal Cultural resources; Plainview: Biological, Cultural, and Tribal Cultural resources; and Woodville: Biological, Cultural, and Tribal Cultural resources; which will be less than

significant with mitigation; and therefore, the IS/MNDs, inclusive of the MMRPs are the appropriate level of environmental review under CEQA for these Projects;

WHEREAS, the Ivanhoe Community Plan Update 2019, the Plainview Community Plan 2019, and Woodville Community Plan 2019 will become consistent with the Tulare County General Plan 2030 Update, and will include the following primary goals and objectives;

1. Land Use and Environmental Planning – Promote development within planning areas next to the Regional State Route 216 Corridor and within the proposed Urban Development Boundaries of Ivanhoe, Plainville, and Woodville in order to implement the following General Plan goals:
 - a) Ensure that the text and mapping of the Community Plan Designations and Zoning Reclassifications address various development matters such as encouraging Agricultural Adaptive Reuse activities, recognizing Non-Conforming Use activities, and facilitating Ministerial Permit approvals;
 - b) Encourage infill development within Urban Development Boundaries, thereby discouraging leapfrog development within Tulare County;
 - c) Reduce development pressure on agriculturally-designated lands within the Valley Floor, thereby encouraging agricultural production to flourish;
 - d) Reduce vehicle miles travelled throughout the County, thereby positively affecting air quality and greenhouse gas reduction; and
 - e) Help to improve the circulation, transit and railroad transportation system within this community, including, but not limited to, laying the groundwork for the construction of key projects such as Safe Routes to Schools, Complete Streets, and Bike Lanes/Pedestrian Paths.
2. Improvements for a “disadvantaged community” – It is expected that the community planning areas will be improved for the following reasons:
 - a) With faster project processing resulting from an updated community plan, increased employment opportunities are more likely to be provided by the private sector as proposed project developments can be approved as expeditiously as possible;
 - b) Increased housing grant awards are more likely to occur based on updated community plans that are consistent with the policies of the Tulare County General Plan 2030 Update (August 2012) and Housing Element 2015 Update (November 2015); and
 - c) With updated community plans, enhanced infrastructure grant awards are more likely, thereby providing access to funding to install or upgrade road, water, wastewater, and storm water facilities.
3. Strengthening Relationship with TCAG – An important benefit of this expedited community plan process will be the opportunity for RMA to strengthen the County’s relationship with the Tulare County Association of Governments (TCAG) in that this and other community plans will help to facilitate the funding and implementation of several key transportation programs such as Safe Routes to Schools, Complete Streets, and Bike/Pedestrian Projects. By pursuing these transportation programs through a heightened collaborative process, the likelihood of getting actual projects in the ground will be realized faster than historically achieved. In doing so, these communities and others can become safer and healthier by providing a more efficient transportation network.

WHEREAS, an IS/MND for the Ivanhoe Community Plan Update 2019, inclusive of General Plan Amendment No. GPA 17-006, Mixed Use Overlay PZC 18-006, Additional By-

Right Uses PZC 18-007, and Community Plan Rezoning No. PZC 18-008, and an IS/MND for the Plainview Community Plan 2019, inclusive of General Plan Amendment No. GPA 17-009, Mixed Use Overlay PZC 19-007, Additional By-Right Uses PZC 19-008, and Community Plan Rezoning No. PZC 19-009, were prepared by Tulare County Staff and approved for public review by the Tulare County Environmental Assessment Officer; and submitted for 30-day public review, comment, and response beginning on May 17, 2019; and an IS/MND for the Woodville Community Plan 2019, inclusive of General Plan Amendment No. GPA 17-013, Mixed Use Overlay PZC 19-004, Additional By-Right Uses PZC 19-005, and Community Plan Rezoning No. PZC 19-006, was prepared by Tulare County Staff and approved for public review by the Tulare County Environmental Assessment Officer; and submitted for 30-day public review, comment, and response beginning on May 21, 2019;

WHEREAS, in accordance with state and local ordinance, RMA Staff has given due notice of the public hearing for the IS/MNDs that would be held for the purpose of receiving comment on the environmental documents for the Ivanhoe Community Plan Update 2019 (GPA 17-006, PZC 18-006, PZC 18-007, and PZC 18-008), Plainview Community Plan 2019 (GPA 17-009, PZC 19-007, PZC 19-008, and PZC 19-009), and Woodville Community Plan 2019 (GPA 17-013, PZC 19-004, PZC 19-005, and PZC 19-006);

WHEREAS, the IS/MNDs and Environmental Impacts Checklists for the Ivanhoe Community Plan Update 2019 and Plainview Community Plan 2019 were duly circulated for a 30-day public review period commencing on May 17, 2019, and ending June 17, 2019; and the IS/MND and Environmental Impacts Checklist for the Woodville Community Plan were duly circulated for a 30-day public review period commencing on May 21, 2019, and ending June 19, 2019

WHEREAS, on or before Wednesday, June 12, 2019, a Notice of Public Hearing was duly sent to public agencies, pertinent departments, and interested parties, and published in the Sun-Gazette (a newspaper of general circulation in Tulare County) for a Planning Commission meeting set for Wednesday, June 26, 2019;

WHEREAS, written comments were received by the Torres Martinez Desert Cahuilla Indians, Leadership Counsel for Justice & Accountability, and California Department of Transportation (Exhibit "E") during the comment periods, and after due consideration thereof, written responses were prepared for said comments by Staff (see Exhibit "F");

WHEREAS, at that meeting of the Planning Commission public testimony was received by Pedro Hernandez, Leadership Counsel for Justice and Accountability, clarified his comments from his response letter dated June 25, 2019, and Aaron Bock, Assistant Director Research Management Agency responded to his comments, in regards to the Ivanhoe Community Plan 2019 Update.;

NOW, THEREFORE, BE IT RESOLVED as follows:

1. This Commission hereby recommends certification by the Board based on their findings and substantial evidence in the record that the analysis presented in the IS/MNDs, inclusive of the MMRPs, for the Ivanhoe Community Plan Update 2019, the Plainview

Community Plan 2019, and Woodville Community Plan 2019, have been completed in compliance with CEQA and the State CEQA Guidelines;

2. The Commission further finds that the public review period for the IS/MNDs, inclusive of the MMRPs, for the Ivanhoe Community Plan Update 2019 and Plainview Community Plan 2019 closed on June 17, 2019, and that the public review period for the IS/MND, inclusive of the MMRP, for the Woodville Community Plan 2019 closed on June 19, 2019, and a Public Hearing was opened and closed at the conclusion of the items discussion, at a regular meeting of the Commission held on June 26, 2019.

3. The Commission is deemed the recommending body, and the Board is the approving body, with respect to the IS/MNDs and Community Plans. In the context of CEQA, the County is the "Lead Agency."

4. Therefore, the findings made in regards to the IS/MNDs, inclusive of the MMRPs, for the Ivanhoe Community Plan Update 2019 (GPA 17-006, PZC 18-006, PZC 18-007, and PZC 18-008), Plainview Community Plan 2019 (GPA 17-009, PZC 19-007, PZC 19-008, and PZC 19-009), and Woodville Community Plan 2019 (GPA 17-013, PZC 19-004, PZC 19-005, and PZC 19-006) are recommended by the Commission for the County as the Lead Agency on June 26, 2019, by Resolution No. 9632.

5. Consistent with Public Resource Code section 21081 and State CEQA Guidelines sections 15091 through 15093 (including Public Resources Code section 21061.1 and State CEQA Guidelines section 15364 relating to the definition of "feasibility"), the Commission hereby makes various findings relating to the less than significant effects identified in the IS/MNDs. Based on substantial evidence in the IS/MNDs and pursuant to the discussion in each section of the IS/MNDs, and the Public Record of Proceedings, the Commission finds and declares that the mitigation measures included in the MMRPs are required and that the Projects will not cause a significant impact to the environment with adoption of these mitigations measures.

AND, BE IT FURTHER RESOLVED as follows:

A. The Commission, after considering all of the evidence presented, hereby determines the following findings to be relevant in evaluating the proposed General Plan Amendments:

1. The amendments of the Land Use Element to incorporate the land use designations contained in the Ivanhoe Community Plan Update 2019, Plainview Community Plan 2019, and Woodville Community Plan 2019 are recommended to the Board for approval.
2. The amendment of the General Plan Circulation Element to incorporate circulation plan designations and the "Complete Streets Programs" contained in the Ivanhoe Community Plan Update 2019, Plainview Community Plan 2019, and Woodville Community Plan 2019 are recommended to the Board for approval.

3. The amendment of the Planning Framework Element to adopt Urban Development Boundaries and the amendment to the Environmental Resources Management Element to modify the urban expansion area in the open space element reflective of the adoption of urban development boundaries consistent with the Planning Framework Element of the Tulare County General Plan as the Ivanhoe Urban Development Boundary expanded by 582 acres, from approximately 812 acres to approximately 1,394 acres, as set forth in the Ivanhoe Community Plan Update 2019 in GPA 17-006; and the Woodville Urban Development Boundary expanded by 111.1 acres, from approximately 512 acres to approximately 623 acres, as set forth in the Woodville Community Plan 2019 in GPA 17-013.
4. Amendments to the Zoning Ordinance (Ivanhoe PZC 18-006, PZC 18-007, and PZC 18-008; Plainview PZC 19-007, PZC 19-008, and PZC 19-009, and Woodville PZC 19-004, PZC 19-005, and PZC 19-006) to implement the updated Community Plan will reflect and remain consistent with the Land Use Plan for the community.
5. State law requires that the County General Plan shall be internally consistent. The proposed amendments are consistent with the Land Use and Transportation and Circulation Elements of the Tulare County General Plan.
6. The Environmental Assessment Officer approved the IS/MNDs, inclusive of the MMRPs, prepared for the Ivanhoe Community Plan Update 2019, Plainview Community Plan 2019, and Woodville Community Plan 2019.
7. This Commission hereby finds, based on substantial evidence, that the analyses presented in the IS/MNDs, inclusive of the MMRPs, for the Ivanhoe Community Plan Update 2019 (GPA 17-006), Plainview Community Plan 2019 (GPA 17-009), and Woodville Community Plan 2019 (GPA17-013) have been completed in compliance with CEQA and the State CEQA Guidelines.
8. RMA Staff conducted public outreach as part of the Ivanhoe Community Plan Update 2019, Plainview Community Plan 2019, Woodville Community Plan 2019, and the associated Complete Streets process.

B. The Commission finds that the County is required to undertake Mitigation Measures (see Attachment “G” of Exhibit “A”, Attachment “F” of Exhibit “B”, and Attachment “F” of Exhibit “C”), that are restrictive and applied only to the Ivanhoe, Plainview, and Woodville Community Plans, respectively. Therefore, the public will benefit from the Projects as they will implement the General Plan and advance socially desirable community improvements that are environmentally and economically sound.

C. The IS/MNDs, inclusive of the MMRPs, are available at the Tulare County Resource Management Agency at 5961 South Mooney Boulevard, Visalia, California 93277, (559) 624-7000. The custodian for these documents and other materials is Mr. Hector Guerra, Chief Environmental Planner, Environmental Planning Division, Tulare County Resource Management Agency.

D. The Commission hereby recommends that the Board: i) certify and adopt the IS/MND, inclusive of the MMRP, for the Ivanhoe Community Plan Update 2019 (GPA 17-006, PZC 18-006, PZC 18-007, and PZC 18-008), ii) certify and adopt the IS/MND, inclusive of the MMRP, for the Plainview Community Plan 2019 (GPA 17-009, PZC 19-007, PZC 19-008, and PZC 19-009); iii) certify and adopt the IS/MND, inclusive of the MMRP, for the Woodville Community Plan 2019 (GPA 17-013, PZC 19-004, PZC 19-005, and PZC 19-006); and iv) direct the Environmental Assessment Officer, or designee, to file the Notices of Determination for the Projects upon approval of the Community Plans.

The foregoing resolution was adopted upon motion of Commissioner Whitlatch, seconded by Commissioner Aguilar, at a regular meeting of the Planning Commission on June 26, 2019, by the following roll call vote:

AYES: Elliot, Aguilar, Whitlatch, Millies, McElroy, Dias, and Pearson
NOES:
ABSTAIN:
ABSENT:

TULARE COUNTY PLANNING COMMISSION



Michael Washam, Secretary

Exhibits:

- A – Initial Study/Mitigated Negative Declaration, inclusive of the Mitigation Monitoring and Reporting Program (Attachment “G” of Exhibit “A”)
- B – Initial Study/Mitigated Negative Declaration, inclusive of the Mitigation Monitoring and Reporting Program (Attachment “F” of Exhibit “B”)
- C – Initial Study/Mitigated Negative Declaration, inclusive of the Mitigation Monitoring and Reporting Program (Attachment “F” of Exhibit “C”)
- D – Errata Technical Memorandum
- E – Comments Received
- F – County Responses to Comments

Plainview Community Plan 2019

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BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF AMENDMENTS TO THE PART I)
PLANNING FRAMEWORK ELEMENT, ENVIRONMENTAL)
RESOURCES MANAGEMENT ELEMENT(OPEN SPACE),)
LAND USE ELEMENT, TRANSPORTATION &)
CIRCULATION ELEMENT, PART III COMMUNITY PLANS,) RESOLUTION NO. 9633
OF THE TULARE COUNTY GENERAL PLAN FOR THE)
2019 COMMUNITY PLANS GPA 19-003)
INCLUSIVE OF GPA 17-006 (IVANHOE), GPA 17-009,)
(PLAINVIEW) AND GPA 17-013 (WOODVILLE))

Resolution of the Tulare County Planning Commission recommending the adoption of the proposed amendments to Part I Framework Element; Land Use Elements, , Environmental Resources Management (Open Space) Transportation & Circulation and Part III Community Plans of the Tulare County General Plan as set forth in Exhibits “A to C” for the Community Plans 2019 General Plan Amendment No. GPA 19-003; inclusive of the Ivanhoe Update General Plan Amendment No. GPA 17-006, Plainview General Plan Amendment No. GPA 17-009, and Woodville General Plan Amendment No. GPA 17-013, to the Board of Supervisors.

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

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

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

WHEREAS, staff has conducted multiple public outreach meetings in the communities as part of the 2019 Community Plans Update to receive public participation in shaping the plan, and

WHEREAS, on June 12, 2019 a notice of Public Hearing by the Tulare County Planning Commission was duly published in the Foothill Sun Gazette, a newspaper of general circulation in Tulare County, to consider the 2019 Community Plans, and

WHEREAS, at that meeting of the Planning Commission public testimony was received by Pedro Hernandez, Leadership Counsel for Justice and Accountability, clarified his comments from his response letter dated June 25, 2019, and Aaron Bock, Assistant Director Research Management Agency responded to his comments, in regards to the Ivanhoe Community Plan 2019 Update, and

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

NOW, THEREFORE, BE IT RESOLVED as follows:

A. This Planning Commission hereby certifies that it has reviewed and considered the information contained in Mitigative Negative Declarations and Mitigation Monitoring and Reporting Program (MMRP) for compliance with the California Environmental Quality Act (CEQA), and the State Guidelines for the implementation of CEQA, prior to taking action on the proposed amendments to the Part I Planning Framework, Land Use, Environmental Resources Management (Open Space), Transportation & Circulation and Part III Community Plans of the Tulare County General Plan for the 2019 Community Plans.

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

1. The amendment of the Land Use Element to incorporate the land use designations contained in the 2019 Community Plans is consistent with the Land Use Element of the Tulare County General Plan;
2. The amendment of the Transportation & Circulation Element to incorporate circulation plan designations contained in the 2019 Community Plans is consistent with the Transportation & Circulation Element of the Tulare County General Plan;
3. The Amendment of the Planning Framework Element to adopt Urban Development Boundaries as set forth in the Tulare County General Plan, Planning Framework Element, adopted by the Tulare County Board of Supervisors in August 2012;

4. The Amendment to the Environmental Resources Management Element to modify the urban expansion area in the open space element reflective of the adoption of urban development boundaries consistent with the Planning Framework Element of the Tulare County General Plan;
5. The Amendment to Part I Planning Framework, Land Use, Environmental Resources Management (Open Space), Transportation and Circulation is necessary to maintain consistency and uniformity regarding the application of policies and procedures relative to Communities;
6. Amendments to the Zoning Ordinance to implement the 2019 Community Plans will reflect and remain consistent with the Land Use Plan for the community;
7. The proposed amendments are internally consistent with the Tulare County General Plan. Specifically, Part I Planning Framework, Land Use, Environmental Resources Management, Transportation & Circulation, and Part III Community Plans of the Tulare County General Plan;
8. The Environmental Assessment Officer approved the Mitigated Negative Declarations and Mitigation Monitoring and Reporting Program (MMRP) prepared for the project;
9. Based on substantial evidence, the analysis presented in the IS/MND and Mitigation Monitoring and Reporting Program (MMRP) for GPA 19-003 have been completed in compliance with the California Environmental Quality Act and the State Guidelines for the implementation of the California Environmental Quality Act of 1970.

AND, BE IT FURTHER RESOLVED as follows:

C. This Planning Commission hereby recommends that the Tulare County Board of Supervisors adopt the Mitigated Negative Declarations and Mitigation Monitoring Reporting Programs for Ivanhoe (SCH# 2019059085), Plainview (SCH# 2019059084), and Woodville (SCH# 2019059093).

D. This Planning Commission hereby recommends that the Tulare County Board of Supervisors adopt General Plan Amendment No. GPA 19-003 the 2019 Community Plans set forth in attached Exhibits "A-C" which is incorporated by reference herein.

The foregoing was adopted upon motion of Commissioner Aguilar, seconded by Commissioner Whitlatch, at a regular meeting of the Planning Commission on June 26, 2019, by the following roll call vote:

AYES: Elliot, Aguilar, Whitlatch, Millies, McElroy, Dias, and Pearson

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY PLANNING COMMISSION



Michael Washam, Secretary

Exhibits:

Exhibit "A" – 2019 Ivanhoe Community Plan Update (Part III)

Exhibit "B" – 2019 Plainview Community Plan (Part III)

Exhibit "C" – 2019 Woodville Community Plan (Part III)

Plainview Community Plan 2019

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BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF AN AMENDMENT TO SECTION 18.9)
OF ORDINANCE NO. 352 TO ESTABLISH A MIXED-USE)
COMBINING ZONE WITHIN THE IVANHOE, PLAINVIEW,)
& WOODVILLE URBAN DEVELOPMENT BOUNDARIES,) RESOLUTION NO.9634
AS PROPOSED IN CHANGE OF ZONE NO. PZC 18-006)
(IVANHOE), PZC 19-007 (PLAINVIEW) & PZC 19-004)
(WOODVILLE))

Resolution of the Tulare County Planning Commission recommending that the Board of Supervisors amend Section 18.9: "MU" Mixed-Use Combining Zone of Ordinance No. 352, the Zoning Ordinance, as set forth in attached Exhibit A, to establish a Mixed-Use Overlay Combining Zoning District within the Ivanhoe, Plainview, and Woodville Urban Development Boundaries, consistent with the 2019 Community Plans for Ivanhoe, Plainview, and Woodville.

WHEREAS, the proposed Zoning Ordinance Amendment was initiated by the Tulare County Board of Supervisors as part of the General Plan Initiation (GPI 17-001) request for the Ivanhoe, Plainview, and Woodville Community Plans on April 4, 2017 by Resolution No. 2017-0222; and

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

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

WHEREAS, on Wednesday, June 12, 2019, a Notice of Public Hearing by the Tulare County Planning Commission was duly published in the Foothill Sun-Gazette, a newspaper of general circulation in Tulare County, and

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

WHEREAS, a public hearing was held and an opportunity for public testimony was provided at a regular meeting of the Planning Commission on June 26, 2019, and

WHEREAS, at that meeting of the Planning Commission public testimony was received by Pedro Hernandez, Leadership Counsel for Justice and Accountability, clarified his comments from his response letter dated June 25, 2019, and Aaron Bock, Assistant Director Research Management Agency responded to his comments, in regards to the Ivanhoe Community Plan 2019 Update.

NOW, THEREFORE, BE IT RESOLVED as follows:

This Planning Commission hereby certifies that it has reviewed and considered the information contained in the Initial Study/Mitigated Negative Declaration (IS/MND) and proposed amendment to Section 18.9 "MU" Mixed-Use Combining Zone to establish a Mixed-Use Combining Zoning District within the Ivanhoe, Plainview, and Woodville Urban Development Boundary, together with all comments received during the public review process, consistent with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, prior to taking action on the zone change.

A. This Planning Commission hereby determines the following findings were relevant in evaluating this application:

1. The Tulare County Board of Supervisors, by Resolution No. 2017-0222, initiated action to amend the Tulare County General Plan for the Ivanhoe, Plainview and Woodville communities pursuant to Title 7, Chapter 3, Articles 5 and 6 of the Government Code of the State of California.
2. The purpose of this proposal is to obtain the appropriate zoning consistent with the 2019 Community Plans for Ivanhoe, Plainview, and Woodville, and to promote sustainability through mixed land uses while providing economic development and prosperity in the Community of Ivanhoe, Plainview, and Woodville.
3. The purpose of this Mixed-Use Combining Zoning District is to provide design flexibility, streamline the approval process, promote economic development, and reduce vehicles miles traveled by locating residential uses within proximity of employment areas.
4. Section 18.9 has currently established additional Mixed-Use Combining Zoning Districts uses in 30 Community, Hamlets, and Legacy Boundaries in Tulare County. The communities of Ivanhoe, Plainview, and Woodville will be added.
5. Within the Mixed-Use Overlay Zoning District, all uses outlined in the M-1, C-3, C-2, C-1, R-1, R-2, and R-3 uses are allowed. Uses and activities that are found by the Planning Director to be similar to, and compatible with, those specific zoning districts are also allowed. Uses and activities determined to be compatible by the Planning Commission and the Board of Supervisors with the above-mentioned zoning districts are also allowed.
6. All conditional uses allowed in the M-1, C-3, C-2, C-1, R-1, R-2, and R-3 zoning districts shall also be allowed by right with the exception of the following uses and combination of uses: Auto wrecking and Residential, Battery Manufacture and Residential or Commercial, Biomass Fuel Production and Residential, Flammable Liquids over 10,000 gallons, Hazardous Waste Facility, Planing Mills and Residential

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

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

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

AND, BE IT FURTHER RESOLVED as follows:

C. This Planning Commission hereby recommends that the Board of Supervisors find that the Mixed-Use Combining Zoning District may have a significant effect on the environment, and that the Initial Study/Mitigated Negative Declaration, and Mitigation Monitoring & Reporting Program prepared for the Mixed-Use Combining Zoning District reflects the independent judgment of the County and has been completed in compliance with the California Environmental Quality Act and the State Guidelines for the Implementation of the California Environmental Quality Act.

E. This Planning Commission hereby recommends that the Tulare County Board of Supervisors approve the Change of Zone No. PZC 18-006 (Ivanhoe), PZC 19-007 (Plainview), and PZC 19-004 (Woodville), an amendment to Ordinance 352, Section 18.9: "MU" Mixed-Use Combining Zone to establish a Mixed Use Combining Zone District in the Ivanhoe, Plainview, and Woodville UDB's, consistent with the 2019 Community Plans for Ivanhoe, Plainview, and Woodville.

The foregoing resolution was adopted upon motion of Commissioner Aguilar, seconded by Commissioner Whitlatch, at a regular meeting of the Planning Commission on June 26, 2019, by the following roll call vote:


AYES: Elliot, Aguilar, Whitlatch, Millies, McElroy, Dias, and Pearson

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY PLANNING COMMISSION



Michael Washam, Secretary

Exhibits:

A – Section 18.9: “MU” Mixed-Use Combining Zone

BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF AN AMENDMENT TO)
SECTION 16.H OF ORDINANCE NO. 352 TO)
ESTABLISH ADDITIONAL BY-RIGHT USES)
WITHIN THE IVANHOE, PLAINVIEW, WOODVILLE) RESOLUTION NO.9635
URBAN DEVELOPMENT BOUNDARIES AS)
PROPOSED IN CHANGE OF ZONE NO'S.)
PZC 18-007 (IVANHOE), PZC 19-008 (PLAINVIEW),)
AND PZC 19-005 (WOODVILLE))

Resolution of the Tulare County Planning Commission recommending that the Board of Supervisors approve an amendment to Section 16 of Tulare County Zoning Ordinance No. 352, as set forth in attached Exhibit A to establish by-right uses within the Ivanhoe, Plainview, and Woodville Urban Development Boundary, consistent with the Ivanhoe, Plainview, and Woodville 2019 Community Plans.

WHEREAS, the Zoning Ordinance Amendment was initiated by the Tulare County Board of Supervisors as part of the General Plan Initiation (GPI 17-001) request for the Ivanhoe, Plainville, and Woodville Community Plans on April 4, 2017 by Resolution No. 2017-0222; and

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

WHEREAS, the Planning Commission has been given notice of the Zoning Ordinance Amendment as provided in Section 16 of Ordinance No. 352 and Section 65854 of the Government Code of the State of California; and

WHEREAS, staff has performed necessary investigations, prepared a written report, and recommended modifications and approval of the Zoning Ordinance Amendment; and

WHEREAS, on 12th of June, 2019, a Notice of Public Hearing by the Tulare County Planning Commission was duly published in the Foothill Sun-Gazette, a newspaper of general circulation in Tulare County, and

WHEREAS, a public hearing was held and an opportunity for public testimony was provided at a regular meeting of the Planning Commission on June 26, 2019; and

WHEREAS, at that meeting of the Planning Commission public testimony was received by Pedro Hernandez, Leadership Counsel for Justice and Accountability, clarified his comments from his response letter dated June 25, 2019, and Aaron Bock, Assistant Director Research Management Agency responded to his comments, in regards to the Ivanhoe Community Plan 2019 Update.

NOW, THEREFORE, BE IT RESOLVED as follows:

A. This Planning Commission hereby certifies that it has reviewed and considered the information contained in the Initial Study/Mitigated Negative Declaration (IS/MND) and proposed amendment to Section 16.H of Ordinance No. 352, the Zoning Ordinance, to establish additional by-right uses within the Ivanhoe Urban Development Boundary, together with all comments received during the public review process, consistent with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, prior to taking action on the zone change.

B. This Planning Commission hereby determines the following findings were relevant in evaluating this application:

1. The Tulare County Board of Supervisors, by Resolution No. 2017-0222, initiated action to amend the Tulare County General Plan for the Ivanhoe, Plainview, and Woodville communities pursuant to Title 7, Chapter 3, Articles 5 and 6 of the Government Code of the State of California.
2. The purpose of this proposal is to obtain the appropriate zoning consistent with the Ivanhoe, Plainview, and Woodville 2019 Community Plans, and to promote sustainability through additional by-right uses while providing economic development and prosperity in the Community of Ivanhoe.
3. The purpose of the additional by-right uses is to provide design flexibility, streamline the approval process, promote economic development, and reduce vehicles miles traveled by locating residential uses within proximity of employment areas.
4. Section 16.H has currently established additional by-right uses in 32 Community, Hamlets, and Legacy Boundaries in Tulare County. The communities of Ivanhoe, Plainview, and Woodville will be added.
5. The proposed use must also qualify for an exemption under the California Environmental Quality Act as determined by the Permit Center which will review the project for General Plan Policy, Community Plan Policy and development standard consistency and determine which environmental document is appropriate. Projects where the Permit Center is unable to make an immediate determination will be required to go through the Project Review Committee.
6. Uses that have an environmental effect on adjacent properties or necessitate mitigation measures through the California Environmental Quality Act will be required to apply for a PRC and a traditional use permit and legislative process through the County.
7. Projects with a square footage of 80,000 or more will also require traditional use permit.

8. All uses shall be non-detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the community, or to the general welfare of the county. All uses shall limit impacts related to smoke, fumes, dust, gas, noise, odor, vibrations and other hazards. All allowed uses are subject to the determination of appropriateness by the Director of Planning.

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

AND, BE IT FURTHER RESOLVED as follows:

D. This Planning Commission hereby recommends that the Board of Supervisors find that the amendment to Section 16.H of the Zoning Ordinance may have a significant effect on the environment, and that the Initial Study/Mitigated Negative Declaration prepared for the amendment to Section 16.H of the Zoning Ordinance reflects the independent judgment of the County and has been completed in compliance with the California Environmental Quality Act and the State Guidelines for the Implementation of the California Environmental Quality Act.

E. This Planning Commission hereby recommends that the Tulare County Board of Supervisors approve Change of Zone No's. PZC 18-007 (Ivanhoe), PZC 19-008 (Plainview), and PZC 19-005 (Woodville), an amendment to Section 16.H of Tulare County Zoning Ordinance No. 352 to allow additional by-right uses within the Ivanhoe UDB, consistent with the Ivanhoe, Plainview, and Woodville 2109 Community Plans.

The foregoing resolution was adopted upon motion of Commissioner Aguilar, seconded by Commissioner Whitlatch, at a regular meeting of the Planning Commission on June 26, 2019, by the following roll call vote:

AYES: Elliot, Aguilar, Whitlatch, Millies, McElroy, Dias, and Pearson

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY PLANNING COMMISSION



Michael Washam, Secretary

Exhibits:

A – Section 16.H: Additional By-Right Uses

Plainview Community Plan 2019

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BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF AN AMENDMENT TO THE)
ZONING DISTRICT ORDINANCE MAPS OF)
ORDINANCE NO. 352 TO IMPLEMENT THE) RESOLUTION NO.9636
REZONING PLAN WITHIN THE IVANHOE,)
PLAINVIEW, AND WOODVILLE URBAN)
DEVELOPMENT BOUNDARIES,)
AS PROPOSED IN CHANGE OF ZONE NO's. PZC 18-008)
(IVANHOE), PZC 19-009 (PLAINVIEW), and PZC 19-006)
(WOODVILLE))

Resolution of the Tulare County Planning Commission recommending that the Board of Supervisors amend the Zoning District Ordinance Maps of Ordinance No. 352, the Zoning Ordinance, as set forth in attached Exhibit B Ivanhoe Rezoning Plan (PZC 18-008), to include the Community of Ivanhoe, consistent with the adopted Ivanhoe Community Plan 2019 Update, Exhibit "E" Plainview Rezoning Plan (PCZ 19-009), to include the Community of Plainview, consistent with the adopted Plainview 2019 Community Plan, Exhibit "H" Woodville Rezoning Plan (PCZ 19-006), to include the Community of Woodville, consistent with the adopted Woodville 2019 Community Plan, and

WHEREAS, the proposed Zoning Ordinance Amendment was initiated by the Tulare County Board of Supervisors as part of the General Plan Initiation (GPI 17-001) request for the Ivanhoe, Plainview, and Woodville Community Plan Update on April 4, 2017, by Resolution No. 2017-0222; and

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

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

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

WHEREAS, on Wednesday, June 12, 2019, a Notice of Public Hearing by the Tulare County Planning Commission was duly published in the Foothill Sun-Gazette, a newspaper of general circulation in Tulare County, and

WHEREAS, a public hearing was held and an opportunity for public testimony was provided at a regular meeting of the Planning Commission on June 26, 2019, and

WHEREAS, at that meeting of the Planning Commission public testimony was received by Pedro Hernandez, Leadership Counsel for Justice and Accountability, clarified his comments from his

response letter dated June 25, 2019, and Aaron Bock, Assistant Director Research Management Agency responded to his comments, in regards to the Ivanhoe Community Plan 2019 Update.

NOW, THEREFORE, BE IT RESOLVED as follows:

A. This Planning Commission hereby certifies that it has reviewed and considered the information contained in the Initial Study/Mitigated Negative Declaration (IS/MND) and proposed amendment to the Zoning District Ordinance Maps of Ordinance No. 352, the Zoning Ordinance, to implement the rezoning plan within the Ivanhoe, Plainview, and Woodville, Urban Development Boundaries, together with all comments received during the public review process, consistent with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, prior to taking action on the zone change.

B. This Planning Commission hereby determines the following findings were relevant in evaluating this application:

1. The Tulare County Board of Supervisors, by Resolution No. 2013-0860, initiated action to amend the Tulare County General Plan for the Ivanhoe, Plainview, and Woodville communities pursuant to title 7, Chapter 3, Articles 5 and 6 of the Government Code of the State of California.
2. The purpose of this proposal is to obtain the appropriate Zoning District Ordinance Maps consistent with the 2019 Ivanhoe, Plainview, and Woodville Community Plans.
3. The change in zone district designations identified in the attached Exhibit B, E. and H (Rezoning Plans) are consistent with General Plan policy.
4. The Director of Planning has the option of deferring any land use application allowed in this district to the Planning Commission for review and decision.

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

AND, BE IT FURTHER RESOLVED as follows:

D. This Planning Commission hereby recommends that the Board of Supervisors find that the amendment to Zoning District Ordinance Maps may have a significant effect on the environment, and that the Initial Study/Mitigated Negative Declaration (IS/MND) and Mitigation Monitoring & Reporting Program prepared for the amendment to the Zoning Ordinance reflects the independent judgment of the County and has been completed in compliance with the California Environmental Quality Act and the State Guidelines for the Implementation of the California Environmental Quality Act.

E. This Planning Commission hereby recommends that the Tulare County Board of Supervisors approve (Exhibit "B") the Ivanhoe Rezoning Plan (PZC 18-008), to include the Community of Ivanhoe, consistent with the adopted Ivanhoe Community Plan 2019 Update, Exhibit "E" Plainview Rezoning Plan (PCZ 19-009), to include the Community of Plainview, consistent with the adopted Plainview 2019 Community Plan, Exhibits "G" and "H" Woodville Rezoning Plan (PCZ 19-006), to include the Community of Woodville, consistent with the adopted Woodville 2019 Community Plan.

The foregoing resolution was adopted upon motion of Commissioner Aguilar, seconded by Commissioner Whitlatch, at a regular meeting of the Planning Commission on June 26, 2019, by the following roll call vote:

AYES: Elliot, Aguilar, Whitlatch, Millies, McElroy, Dias, and Pearson

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY PLANNING COMMISSION


Michael Washam, Secretary

Exhibits:

Ivanhoe Change of Zone No. PZC 18-008

Exhibit "A" – Zoning District Ordinance Map

Exhibit "B" – Zoning Map

Exhibit "C" – List of Affected Properties/Map

Plainview Change of Zone No. PZC 19-009

Exhibit "D" – Zoning District Ordinance Map

Exhibit "E" – Zoning Map

Exhibit "F" – List of Affected Properties/Map

Woodville Change of Zone No. PZC 19-006

Exhibit "G" – Zoning District Ordinance Map

Exhibit "H" – Zoning Map

Exhibit "I" – List of Affected Properties/Map

Plainview Community Plan 2019

Appendix B: Board of Supervisors Resolution

Plainview Community Plan 2019

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

IN THE MATTER OF IVANHOE, PLAINVIEW)	
WOODVILLE COMMUNITY PLANS,)	Resolution No. 2019-0581
GENERAL PLAN AMENDMENT)	Ordinance Nos. 3568, 3569, 3570
(GPA 19-003))	

UPON MOTION OF SUPERVISOR TOWNSEND, SECONDED BY SUPERVISOR SHUKLIAN, THE FOLLOWING WAS ADOPTED BY THE BOARD OF SUPERVISORS, AT AN OFFICIAL MEETING HELD July 9, 2019 BY THE FOLLOWING VOTE:

AYES: SUPERVISORS CROCKER, VANDER POEL, SHUKLIAN, VALERO AND TOWNSEND
 NOES: NONE
 ABSTAIN: NONE
 ABSENT: NONE



ATTEST: JASON T. BRITT
 COUNTY ADMINISTRATIVE OFFICER/
 CLERK, BOARD OF SUPERVISORS

BY: 
 Deputy Clerk

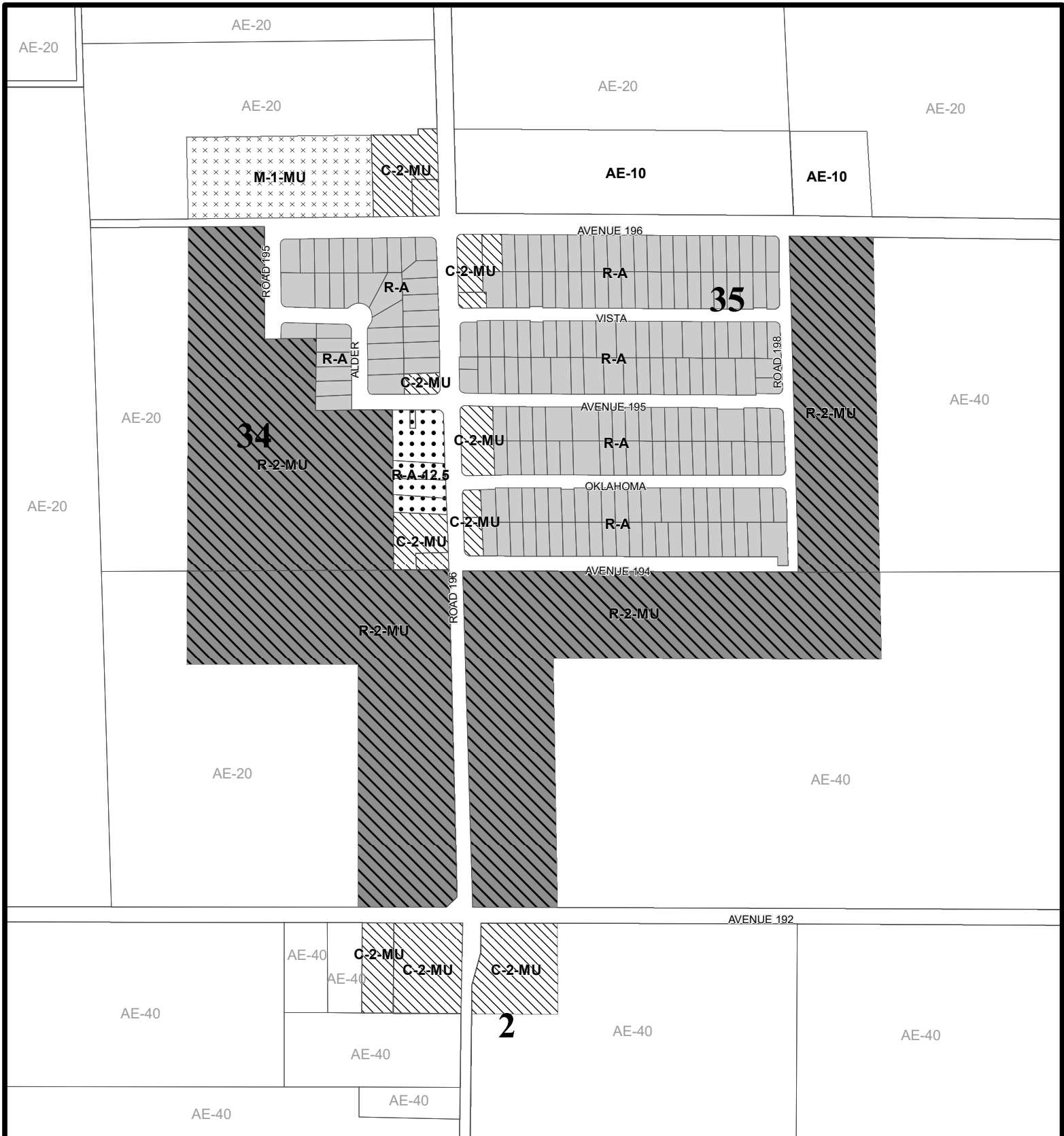
1. Held a Public Hearing at 9:30 a.m. or shortly thereafter.
2. Adopted General Plan Amendment No. GPA 19-003 for Ivanhoe, Plainview, and Woodville consistent with Planning Commission Recommendation Resolution 9633.
3. Amended Section 18.9 of Ordinance No. 352, establishing the Mixed Use Combining Zone within the Ivanhoe, Plainview, and Woodville consistent with Planning Commission Recommendation Resolution 9634.
4. Amended Section 16 of Ordinance No. 352, the Zoning Ordinance, to allow additional by-right uses within the Ivanhoe, Plainview, and Woodville consistent with Planning Commission Recommendation Resolution 9635.
5. Amended Ordinance No. 352, the Zoning Ordinance for changes to zoning boundaries within Ivanhoe, Plainview and Woodville consistent with Planning Commission Recommendation Resolution 9636.
6. Adopted the Initial Study/Mitigated Negative Declarations (IS/MND) and Mitigation Monitoring and Reporting Plans (MMRP) for Ivanhoe, Plainview and Woodville consistent with Planning Commission Recommendation Resolution 9632.

RMA

07/09/2019
 ML



Plainview Community Plan 2019

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**Zone Change for Plainview Community Plan
Update (PZC 19-009)**

Proposed Zoning

 AE-10	 M-1-MU	 R-A	 AE-20
 C-2-MU	 R-2-MU	 R-A-12.5	 AE-40

0 400 Feet



ORDINANCE NO. 3570
AMENDING A PORTION OF PARTS 327 & 355
E 1/4 OF SEC. 34, W 1/2 OF SEC. 35, T20S, R26E, M.D.B. & M., &
N 1/4 OF SEC. 2, T21S, R26E, M.D.B. & M.
OF
OFFICIAL ZONING MAP
COUNTY OF TULARE, CA
TULARE COUNTY BOARD OF SUPERVISORS
ADOPTED: 7/ 9/2019

Plainview Community Plan 2019

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