DRAFT INTRODUCTION

The community of Tipton is a designated unincorporated community in the 2030 Tulare County General Plan. It has a current population of 2,192, and more than 1,000 acres in its Urban Development Boundary (UDB).[1] Of the County's 68 Census Designated Places (CDP), Tipton is the 21st largest and is located in the valley area of the county, at the intersection of Highway 99 and State Route 190.

The overall goal of the Tipton Community Plan (GPA 15-007) is to accurately identify the needs and priorities of the community and to increase infrastructure funding and economic development within the community. The primary objectives, of the Community Plan, are to specify the community's physical development goals, and to improve the quality of life within the community. The Community Plan will guide public and private decisions that affect the community, and will direct the density, intensity, and types of growth needed to meet the needs of the community.

The Community Plan is a living document, and to maintain its effectiveness, will require periodic re-evaluation and revisions to address the community's changing needs and priorities. The periodic reviews will be completed with the assistance and participation of local residents, citizen groups, and agencies. Therefore, the Tipton Community Plan will continue to provide meaningful and necessary guidance toward the development of the community into the foreseeable future.

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

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

LOCATION

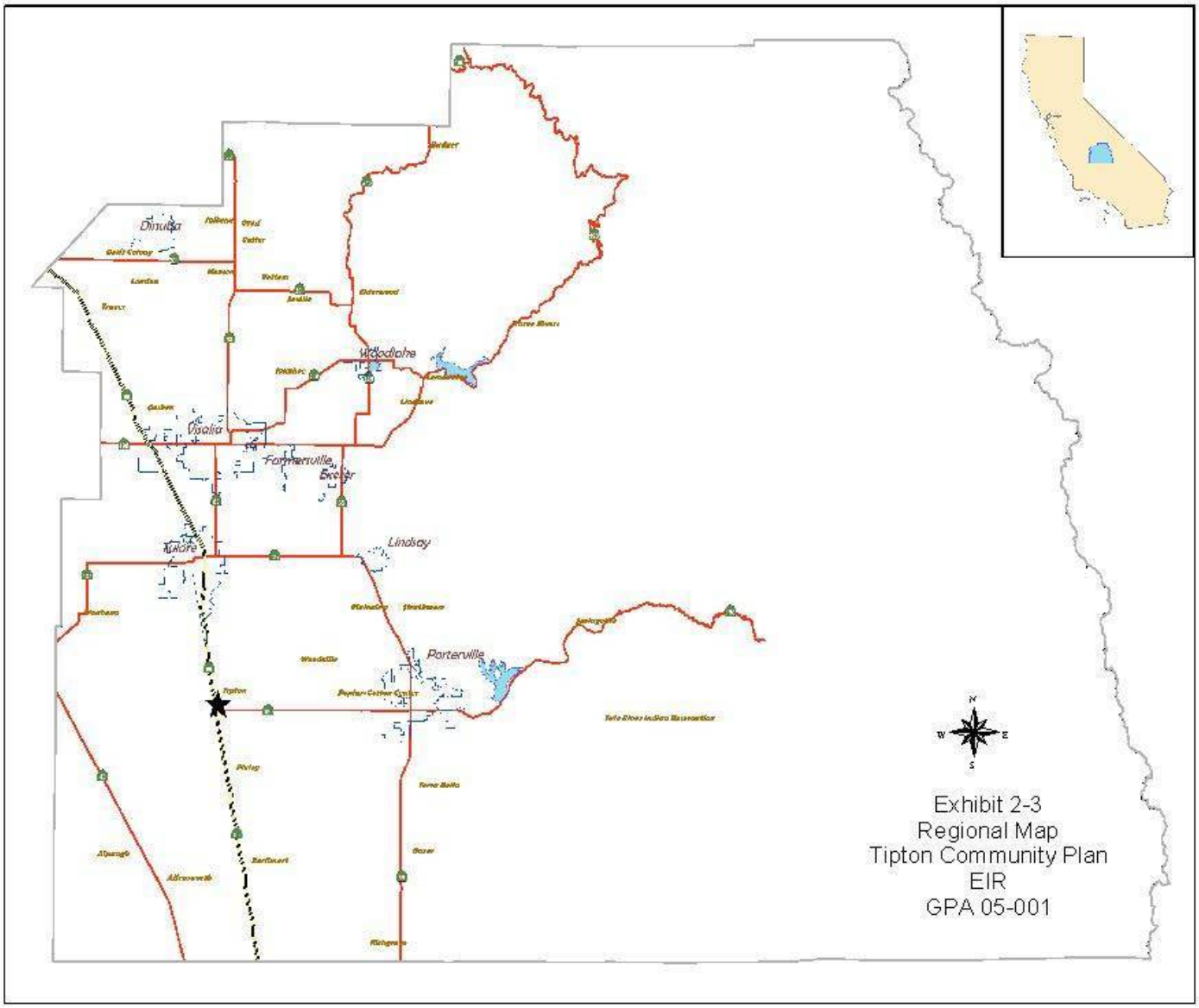
Tipton is an unincorporated community located approximately eight miles south of the City of Tulare, and 16 miles south of the City of Visalia, in the San Joaquin Valley portion of Tulare County. Tipton is located on State Route 99, which is Central California's major north/south highway (Figure 1). State Route 190 provides easterly access from Tipton to the City of Porterville and the southern Sierra Nevada mountains. State Route 190 terminates at Highway 99 in Tipton, then proceeds west of Highway 99 as Avenue 144 to State Route 43, approximately 12 miles west of Tipton, providing access to the City of Corcoran in Kings County.

[1] Ca Dept. of Finance, 2009-2013 American Community Survey (5-year estimates)

The Union Pacific Railroad operates the main San Joaquin Valley line through Tipton, west of State Route 99, however there is no station currently operating.

Tipton is a predominantly rural, agriculturally-related service center. The community has agriculturally-oriented enterprises, such as packing houses and cold storage facilities, and is a residential community where many of the area's farm workers reside. Agriculture is a substantial component of the community's economic base, and preserves the community's rural character. Therefore, future economic development shall be compatible with existing development.

Figure 1 – Regional Map



HISTORICAL

The community of Tipton is one of the many railroad towns in the valley. In July 1872, the Southern Pacific Railroad temporarily halted construction of the railroad and a small community was constructed. The town was named "Tip Town" by the local newspapers, which later became Tipton.

Tipton had a shipping depot on the railroad to provide grain for surrounding towns not yet connected to the railroad. The first year-round post office was opened on September 19, 1873, the first school was opened for the community's children on May 3, 1874, and the first Congregational Church was built years later in 1888.

In 1895, the Tipton Creamery was built, and after several moves and fires, the creamery was sold to the Alfred Ice Cream Company. The creamery was important to the dairies around Tipton and the town was well-known because of it. This company began breeding purebred cattle to help the local dairymen raise the standards of their production. In addition to dairies, Tipton has also been known for its production of cotton, wheat, and alfalfa crops.

EXISTING CONDITIONS

Planning Area

Tipton is a small, unincorporated agricultural community with an Urban Development Boundary (UDB) area of approximately 1,008 acres. The existing land uses within the Planning Area (the area coterminous with the UDB) are i) agricultural activities, such as orchards and pasture (49%), ii) urban development, such as residential, commercial, public and quasi-public facilities, and industrial development (45%), and iii) vacant lands (6%). Please see Figure 2.

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 2013, Tipton's median household income was $34,158, whereas the State of California's median household income was $61,094. Tipton's median household income was 55.9% of the State of California's median household income, and therefore it is considered a severely disadvantaged community.

Climate

Tipton and the San Joaquin Valley, have a "Mediterranean" type climate, which is characterized by hot, dry summers and mild winters. The average January high temperature is 54 degrees and the average July high temperature is 98 degrees. Temperatures can occasionally exceed 100 degrees during the summer and drop below freezing in winter.

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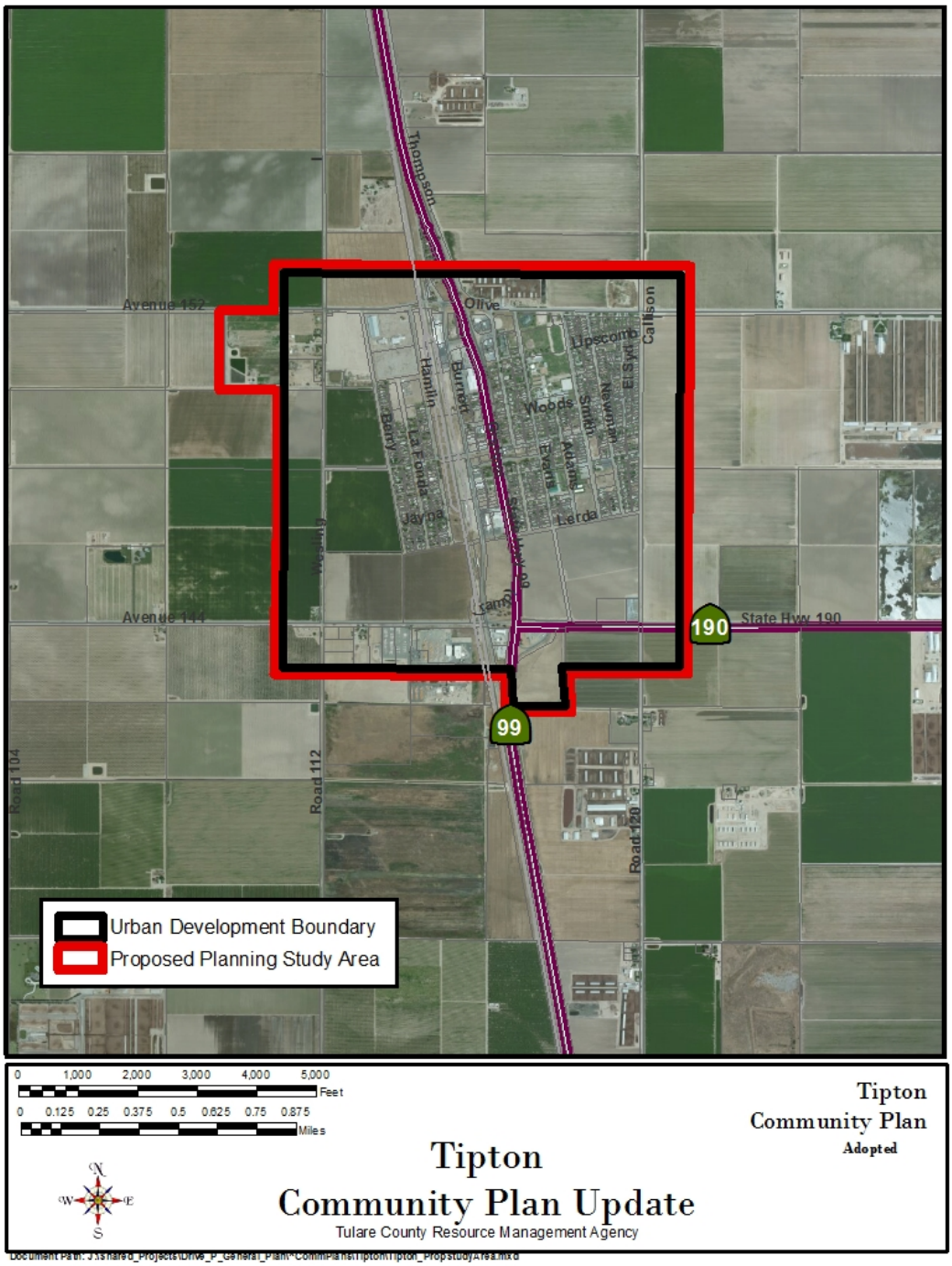
Figure 2 – Existing Tipton UDB



In the United States, the Mediterranean climate is limited to portions of California and is unique in that the majority of precipitation is received in the winter months. Approximately 80 percent of the rainfall in the Tipton area occurs between November and April. Average rainfall in the area is approximately 7.63 inches per year.

A winter weather phenomenon common in Tipton, and the San Joaquin Valley, is the formation of radiation, or "tule" fog. This low lying ground fog is prevalent throughout the Valley during the months of November through February. Its presence usually prevents the temperature from dropping below freezing levels. The fog creates a significant traffic hazard, reducing visibility for motorists and slowing the transportation of goods.

Topography

Tipton is situated on level terrain at an elevation of 272 feet above sea level. This portion of the valley floor slopes very gradually from east to west, with a gentle slope falling to the west at about 10 feet per mile.

COMMUNITY PROFILE

Land Use and Circulation

The land use patterns in Tipton are similar to other San Joaquin Valley communities that developed along the Southern Pacific Railroad. The town originally developed along the railroad line and Klindera Avenue. Small commercial and industrial uses are clustered along Burnett Road, across from the railroad tracks with larger agriculturally-related processing warehouses located on both the north and south ends of the town, along the railroad tracks. Single family dwellings are the dominant land use in the community and are situated along residential streets on both the east and west sides of State Route 99. The elementary school is integrated with residential districts, and the entire community is surrounded by agricultural lands, primarily featuring field crops.

Urban Boundaries

The Tulare County General Plan Update adopted an Urban Development Boundary around the community in August, 2012. This boundary was based on the 1985 Urban Area Boundaries Element adopted for the community. The existing Urban Development Boundary (UDB) contains approximately 1,008 acres (including Right of Way). In order to provide for service area consistency, the UDB will be expanded to include the i) Tipton Community Services District Sphere of Influence, ii) areas to the south and north of the community, and iii) the sewer treatment facility.

2012 General Plan Update Adopted Land Use Plan

The Tulare County General Plan Update, adopted in August of 2012, designated the entire area within the UDB of the community as Mixed Use General Plan designation. 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. See Figure 3 for the existing General Plan Map for the community, where the entire area within the UDB is designated as Mixed Use.

Figure 3 – General Plan 2012 Map

Figure 4 indicates Tipton's existing zoning districts. The zoning districts generally implement the policies of the current land uses. Table 1 shows acreage of the existing zoning.

Figure 4 - Existing Zoning

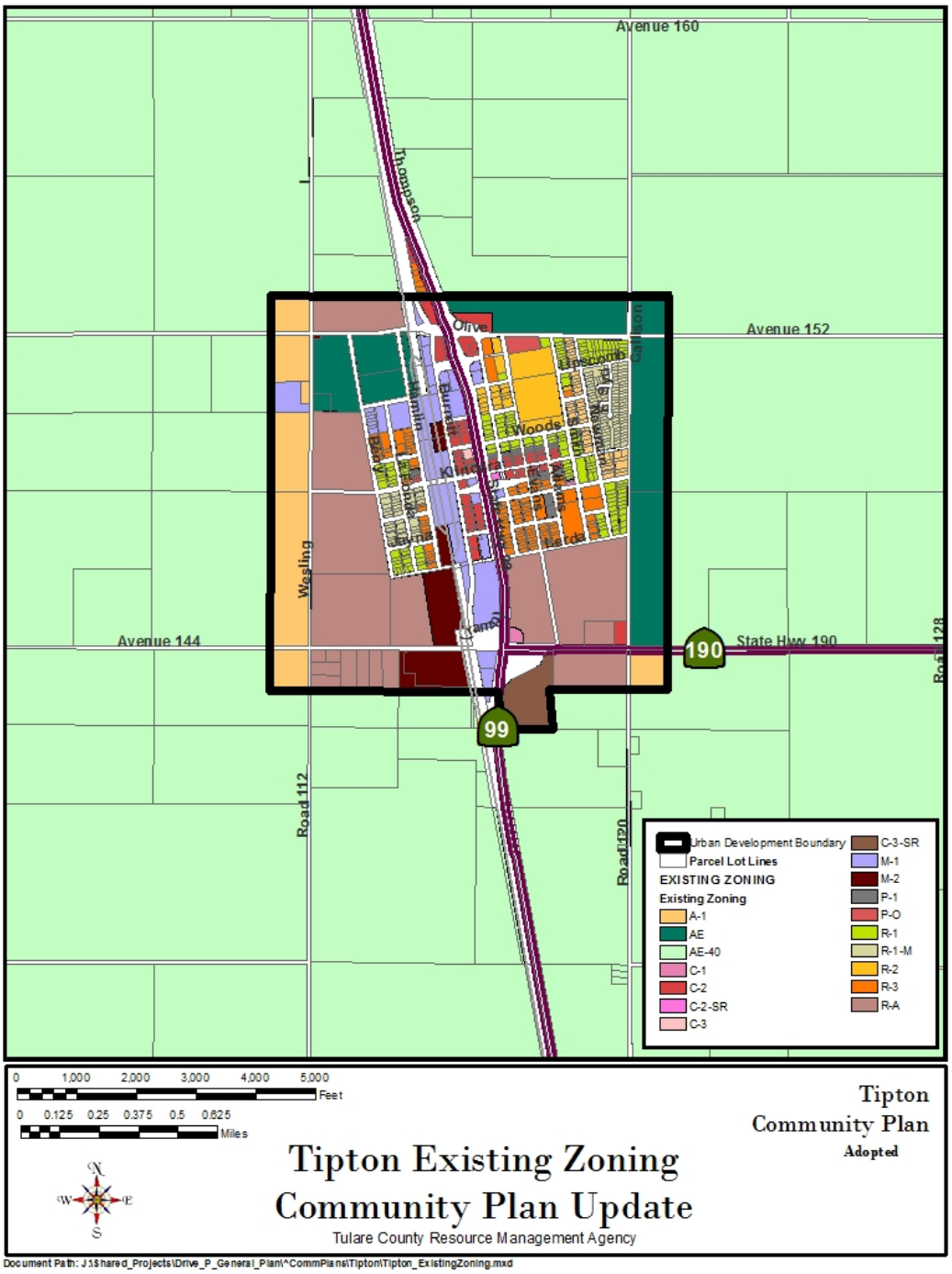


Table 1 – Tipton Physical Use Acreage			
Land Use	Parcels	Area (%)	Acreage
Residential	522	11.21	113
Commercial	25	3.27	33
Industrial	8	4.27	43
Public/Quasi-Public	35	3.97	40
Agricultural	3	49.7	501
Vacant	40	5.46	55
Street, Railroad, etc.	--	22.12	223
UDB Total	633	100	1,008

Tulare County GIS Division 2013

Residential

There are approximately 113 acres developed with residential uses within the community of Tipton. The distribution of the residential areas within the Planning Area is predominately on the east side of State Route 99, and on the west side of Tipton from Hamlin Road to Berry Road. The residential development is predominately single family dwelling unit sites with scattered multiple family and/or mobile homes on single family lots. Table 2 provides the current distribution of housing types.

Table 2 - Existing Housing Stock by Type		
Type	Number	Percent
Single Family Detached	446	78
Multiple Family	86	14
Mobile Home	38	6
All Units	570	100

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

Commercial

Approximately 33 acres of the developed area can be categorized as commercial uses. Commercial development within the Tipton community is generally located along State Route 99 on the east side of SR 99. Existing commercial uses include convenience/grocery stores, gas stations and other service commercial uses.

Industrial

Approximately 43 acres of the developed area can be categorized as industrial uses. The industrial developed areas in Tipton typically support agricultural related industries. New industrial development is expected to be agricultural related, however some diversification is expected due to current trends that indicate new industrial development locating in the urbanized areas of Tulare County.

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Schools and Parks

The Tipton Elementary School District serves the community of Tipton and the surrounding rural area there are 40 acres in public / quasi-public lands within Tipton.

Agriculture

There are eight parcels that have entered into four land conservation contracts (Williamson Act contracts) within the planning area. Agricultural preserve contracts are designed to keep productive farmland in agricultural use and prevent premature conversion to urban use. When a landowner enters into a contract, they receive a lower property tax rate. Within the Tipton Urban Development Boundary there are 214 acres of land under contract. Property owners must agree to keep their land in agricultural use for a ten year period unless nonrenewal status is filed. If filing for nonrenewal, the property taxes will gradually increase back to normal rates over the course of the nine year phase-out period. There are currently five parcels (two contracts), totaling 177 acres non-renewing (Figure 5). Contracts can be canceled before the nine year period ends, if an approved alternative use satisfies the five findings of the Department of Conservation or if the project is found to be in the interest of the public. However, the property owner must pay a penalty equal to 12.5 percent of the unrestricted value of the property if approved.

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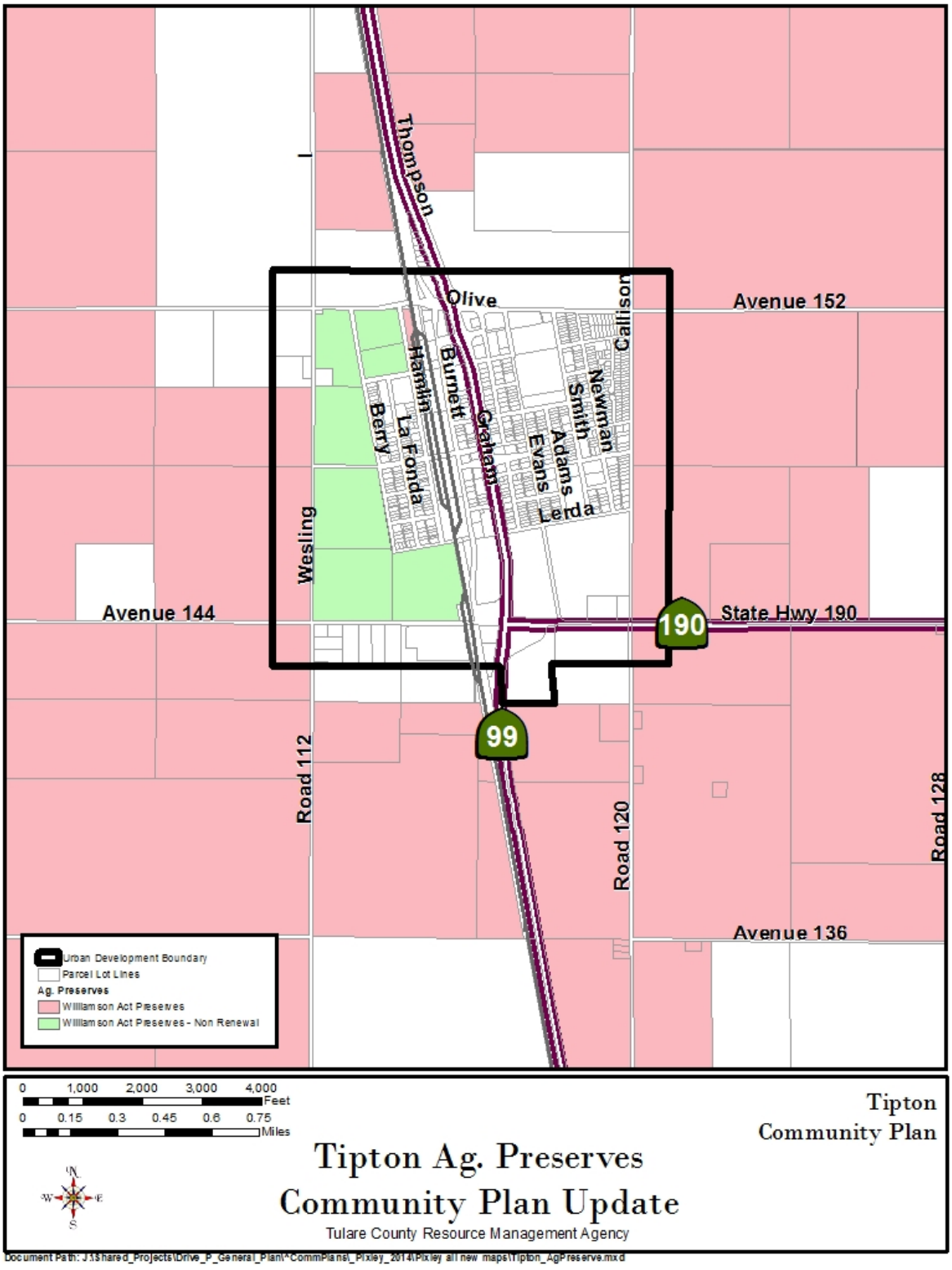
Figure 5 - Williamson Act Contracts (2010)



DEMOGRAPHICS

Population

In 2013, the population of Tipton was 2,192.

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

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

Projected Population

"The San Joaquin Valley faces major challenges, including how to manage future growth. The Valley population 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, which will more than double its current population."[2]

Median Age

Tipton's median age of 23.6 is lower than the median age of Tulare County and of the State of California.

Table 4 – Median Age (2013)	
	2013
Geography	**Median age (years)**
California	35.4
Tulare County	29.9
Tipton CDP	23.6

Source: California Department of Finance

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[2] Tulare County Regional Blueprint, page 7

ETHNICITY AND RACE

The California Department of Finance 2009-2013 research document for Tipton Census Designated Place (CDP) estimates 77 % of the Tipton's population was Hispanic, 19% Caucasian and 4% was two races or more.

Table 5 – Race & Ethnicity (2009-2013 estimate)

Geography	Total Population	Hispanic or Latino (of any race)	White	Black or African American	American Indian and Alaska Native	Asian	Total Population of Two or More Races
California	37,253,956	14,270,345	14,937,880	2,153,341	146,496	4,938,488	994,974
Tulare County	446,644	273,553	142,669	5,765	3,048	14,264	18,424
Tipton CDP	2,192	1,697	420	0	0	0	75
% of Total	-	77%	19%	0%	0%	0%	4%

Source: California Department of Finance

ECONOMIC CONDITIONS

Employment Projections California

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

Factors fueling the economic recovery in California include the state's population growth and a rise in foreign imports and exports… The state's population increased by more than 3.3 million from 2000 to 2010 and the California Department of Finance projects the population will increase by another 4.3 million from 2010 to 2020. A steady increase in foreign imports and exports has strengthened the wholesale, retail, and transportation industry sectors."[3]

[3] California Labor and Market and Economic Analysis, 2012, page 27

Projected Population

Population projections for Tipton are based on historical growth patterns as observed for the time period 1990 - 2005. The growth rate during this period averaged 2.6 percent per year. This rate is applied to the plan period 2013 – 2030. By 2030, assuming that current growth rates continue, Tipton is expected to grow to a population of approximately 3,391 persons, an increase of 1,199 persons of the existing population.

A significant component of Tipton's population is the seasonal migration of farm workers. Based on observations of other unincorporated communities, this increase in workers is estimated to swell the local population by approximately 750 persons during harvest season.

Tulare County's Local Economy

"Similar to the broader Central Valley area, Tulare County's economy has been largely based on agriculture, food processing, and manufacturing, while professional services jobs have been limited. Tulare is the second most productive agricultural county in a State that itself is by far the most productive in the nation. Overall, agribusinesses produced $5 billion in commodities in 2008 with the County considered one of the largest milk producers in the United States.

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

Employment in Tipton

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 Tipton is agriculture related, according to the Tulare County Housing Element. However due to the presence of SR 99, and the railroad through the Tipton Plan Area, Tipton has also become a packing/shipping operations point in the San Joaquin Valley. Despite this, the Tulare County unemployment rate has remained consistently higher than the State average, which can be largely attributed to the seasonal nature of agricultural production.

According to the California Department of Finance, the 2009-2013 American Community Survey indicated that the unemployment rate in Tipton was 12%, and Tulare County's was 14.5%.

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Income

Tipton's median household income was $34,158, compared to $42,708 for Tulare County and $61,632 for the State of California. The median household income was 55.9% of the State of California's median household income.

Table 6 – 2009-2013 American Community Survey: Income

Geography	Median household income (dollars)	Median family income (dollars)	Per capita income (dollars)
California	$61,094	$69,661	$29,527
Tulare County	$42,708	$45,500	$17, 894
Tipton CDP	$34,158	$41,370	$10,132

Source: California Department of Finance

Poverty

According to the California Department of Finance, the 2009-2013 American Community Survey indicated that 14.9% of families in Tipton lived below the poverty line.

Table 7 – 2009-2013 American Community Survey: Poverty

Geography	All families	Married couple families	Families with female householder, no husband present	All people	Persons under 18 years
California	12%	7.2%	27.4%	15.9%	22.1%
Tulare County	21.7%	14.4%	42.0%	26.2%	35.8%
Tipton CDP	14.9%	11.8%	25.5%	14.7%	20.1%

Source: California Department of Finance

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HOUSING CHARACTERISTICS

Housing Units

During the decade between 2000 and 2010, the number of housing units in Tipton increased from 570 to 583, which represents a decrease of 2.2%.

Table 8 – Housing Units (2000 & 2010)			
Geography	2010 Total housing units	2013 Total housing units	Percent Increase
California	12,214,549	13,680,081	12.00%
Tulare County	119,639	141,696	18.44%
Tipton CDP	583	570	-2.2%

Source: California Department of Finance

Housing Types

According to the California Department of Finance, the 2009-2013 American Community Survey indicated that 78% of the housing units in Tipton were single-detached. 2.8% were single-attached, 2.3% were two-units, and there were no other housing types. In Tulare County 75.4% of the housing units were single-detached. In California 58.2% of housing units were single-detached.

Tenure

According to the California Department of Finance, the 2007-2011 American Community Survey indicated that the percentage of housing units that were owner occupied was 57.8% in Tipton, 58.9% in Tulare County, and 56.7% in the State of California.

Between 2000 and 2010, the home ownership rate in California decreased by approximately 1%. In Tulare County that percentage decreased by approximately 3%. In Tipton the homeownership percentage is 40%. While the average household size increased in the State of California and Tulare County, the average household size in Tipton is over 4 persons per household.

Table 9 – Ownership and Household Size (2013)			
	2013		
Geography	**Percent Ownership**	**Average household size of owner-occupied units**	**Average household size of renter-occupied units**
California	57%	2.93	2.79
Tulare County	62%	3.18	3.43
Tipton CDP	40%	3.92	4.29

Source: California Department of Finance

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Housing Conditions

The health or viability of a community can often be measured by the condition of its housing stock. According to the Tulare County Housing Element, approximately eight percent of Tipton's housing stock is deteriorated.

In order to gain a clearer understanding of the community, a "windshield" housing conditions survey was conducted as part of the community plan preparation. Each housing unit was rated on a four-point scale as listed below:

Rating Description

1) Good or Minor: Structure is in good condition, may need minor roof repair, patching, or painting.
2) Moderate: Structure needs upgrading or repair of major structural systems.
3) Substantial: Structure needs reconstruction of basic structural systems.
4) Dilapidated: A structure in need of more than two major repairs and/or a high number of minor repairs which makes the rehabilitation of the structure economically infeasible.

The survey revealed that a significant number of dwelling units in the community are in substandard condition. According to the 2009 Housing Element approximately 21% of the housing stock in Tipton is in substandard condition.

It should be understood that the rating system used is subjective and that the figures above are not exact. The subjective nature of housing surveys also accounts for the discrepancy between the County assessment and this survey. However, the survey does give a general indication of housing conditions in the community and points towards a need to improve the condition of the local housing stock.

Household Size (Overcrowding)

Between 2000 and 2010, the average household size decreased from 3.98 to 3.89. During this decade, the average household size increased in Tulare County from 3.28 to 3.36, and increased in the State of California from 2.87 to 2.90. Although Tipton's average household size decreased, it remained higher than Tulare County's and the State of California's average household size.

Vacancy Rate

In 2013, the housing vacancy rate in Tipton was 7.1%, 7% in Tulare County, and 5.8% in the State of California. In 2010, the State of California's rental vacancy rate increased from 3.7% to 6.3% (currently is 4.9%), the rental vacancy rate in Tipton remains around 4%. Tulare County's rental vacancy rate remains at 5 % having been as high as 5.8% during this last decade.

According to the California Department of Finance, the 2009-2013 American Community Survey indicated that median cost of a house in Tipton is $105,400. In Tipton, the percentage of households paying more than 30% of income on housing is 51%, and those paying 35% or more is

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30.7%. In Tulare County, the percentage of households paying 35% or more of income on housing was 35.5%, and 41.6% in the State of California.

Table 10 – Vacancy Rate (2000 & 2010)

Geography	Vacancy rate	Homeowner vacancy rate (1)	Rental vacancy rate (1)
California	5.8%	1.4%	3.7%
Tulare County	7.7%	1.8%	5.8%
Tipton CDP	7.2%	6.2%	4.0%

Source: California Department of Finance

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NATURAL AND CULTURAL RESOURCES

Biotic Resources

The Tipton planning area lies within the known historical range of the endangered San Joaquin kit fox, blunt-nosed leopard lizard, and the Tipton kangaroo rat. However, the biological survey prepared by Live Oak Associates and commissioned by the Tulare County Association of Governments found no natural habitat in the area that would support these species. This lack of natural habitat does not preclude the possible occurrence of these species, which have been known to occur on agricultural lands. This preserve was formerly operated by the Nature Conservancy but has reverted to custody of the property owner. As such, its future as a nature preserve is uncertain.

Geology & Seismic Hazards

According to the Soil Survey of Tulare County, California, Western Part (2003), prepared by the United States Department of Agriculture, Soil Conservation Service, the following soils are found within the Tipton area:

- Akers-Akers, saline-sodic
- Biggriz-Biggriz, saline-sodic
- Colpien loam
- Crosscreek-Kai association
- Tagus loam

All of the soils in the planning area are alluvial, derived primarily from granitic sources within the Sierra Nevada range (Figure 6). The following descriptions are provided for the above soil types:

Akers-Akers, saline-sodic, complex, 0 to 2 percent slopes:

The parent material of the Akers soil is alluvium derived from granitic rock sources. The soil is very deep and well drained. The available water capacity is high and the shrink-swell potential is low.

For building site development, the soil is highly corrosive to steel and concrete. The land capability classification is: Akers-1, irrigated, and 4c, non-irrigated; Akers, saline-sodic -2s-6, irrigated, and 4s-6, non-irrigated. The areas not saline-sodic are considered prime farmland.

Biggriz-Biggriz, saline-sodic, complex, 0 to 2 percent slopes:

The parent material of Biggriz is alluvium derived mainly from granitic rock sources. The soil is somewhat poorly drained. The permeability is moderately slow, the available water capacity is high, and the shrink-swell potential is moderate.

For building site developments, the major management factors are rare flooding hazard and the soil is highly corrosive to steel. The land capability classification: Biggriz- unit, 2s-6, irrigated: subclass, 6s, non-irrigated; Biggriz, saline-sodic--unit, 3s-6, irrigated; subclass, 7s, non-irrigated MLRA: 17.

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The areas that are Biggriz soil are considered prime farmland and the areas that are saline-sodic are not considered prime farmland. The map unit is dominantly prime farmland.

Colpien loam, 0 to 2 percent slopes:

The parent material is alluvium derived from granitic rock sources. The soil is moderately well drained and the permeability is moderately slow. The available water capacity is very high and the shrink-swell potential is moderate. The soil is suitable for irrigated crops, building site development and farmstead dairies. For building site development the major limitation is rare flooding hazard as well as a high corrosivity to steel. The land capability classification: Class, 1, irrigated; subclass, 4c, non-irrigated MLRA: 17. This is considered prime farmland.

Crosscreek-Kai association, 0 to 2 percent slopes:

Crosscreek Soil is formed by the chemical and mechanical alteration of the Kai soil that originally formed in alluvium derived from granitic rock sources. The soil is well drained, and the permeability is moderately slow above the duripan due to sodicity and very slow in the duripan. The available water capacity is moderate to high and the shrink-swell potential is moderate.

The parent material of Kai Soil is alluvium derived mainly from granitic rock sources. The soil is moderately well drained and the permeability is moderately slow above the duripan and very slow in the duripan. The available water capacity is low to moderate and the shrink-swell potential is moderate.

Building site development management factors include very slow permeability of the duripan, moderate to moderately rapid permeability below the duripan, high corrosivity to steel in both soils and high corrosivity to concrete in the Crosscreek soil. The land capability classification: Crosscreek-unit, 2s-6, irrigated; subclass, 6s, non-irrigated; Kai- unit, 3s-6 irrigated; subclass, 7s, non- irrigated, MLRA17. This is not considered to be prime farmland.

Tagus loam, 0 to 2 percent slopes:

The parent material is alluvium derived from granitic rock sources. The soil is well drained and the permeability is moderate. The available water capacity is high and the shrink-swell potential is low. For building site development the major management factors are high corrosivity to steel. Land capability classification: Class, 1, irrigated; subclass, 4c, non-irrigated, MLRA: 17. This is considered prime farmland.

The 1974 Five County Seismic Safety Element, places the Tipton 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 grantic basement. Amplification of shaking that would affect low to medium-rise structure is relatively high, but the distance to either the San Andreas or Owens Valley faults (the expected sources of shaking) is sufficiently great that the effects should be minimal. Adherence to the requirements of the Uniform Building Code applicable to the Planning Area should be adequate to protect new structures from earthquake damage.

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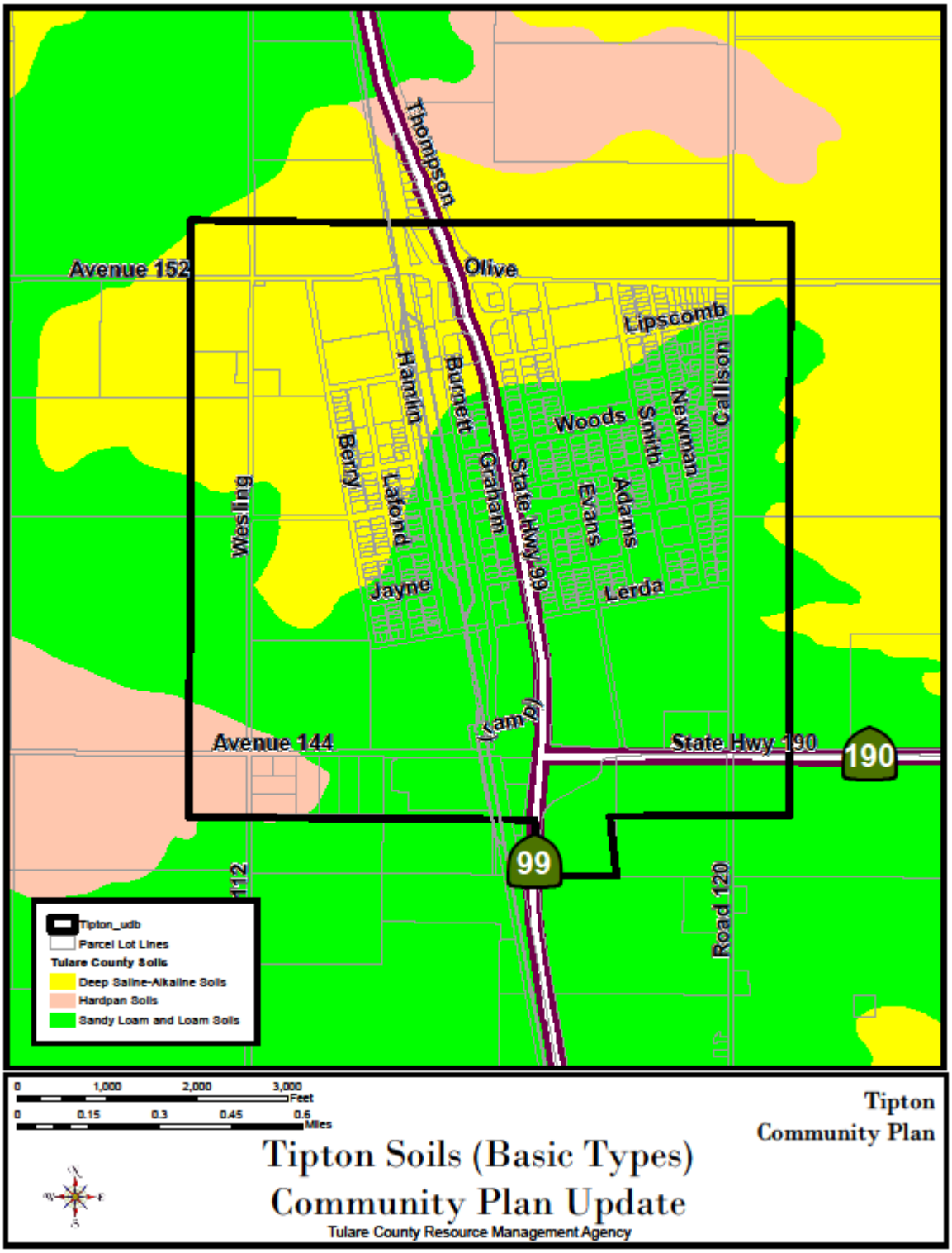
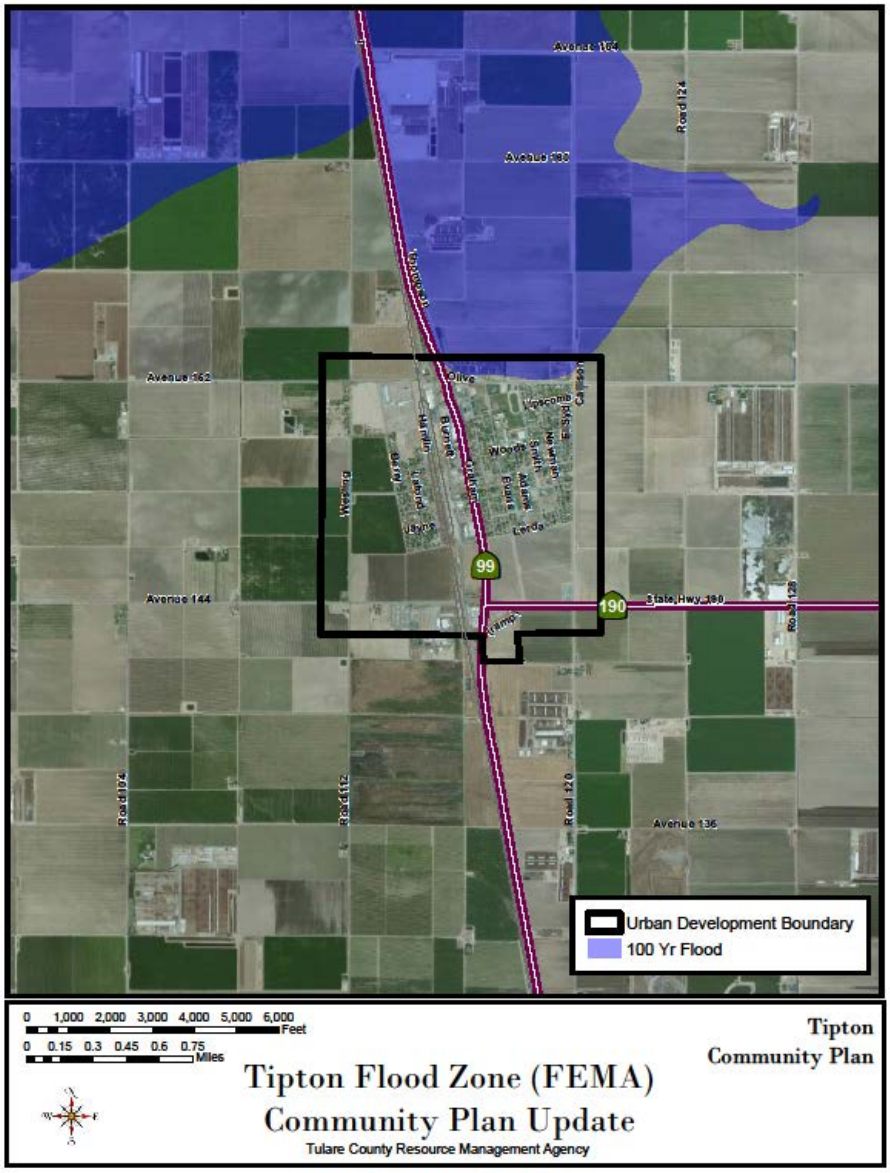
Figure 6 – Soils Map



Flooding

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, Community-Panel Number 065066 0825 B, lands east of State Highway 99 and north of Olive Avenue in northern Tipton are located within the 100 year flood zone (Figure 7). The expected source of this flooding hazard is the Tule River and its distributary channels, which run from east to west, about three miles north of Tipton. FEMA requires development in Flood Zone A to be constructed so that a building's ground floor elevation is above the flood contour line existing in the flood area. (Tipton Community Plan DEIR, 2015)

Figure 7 - FEMA Map

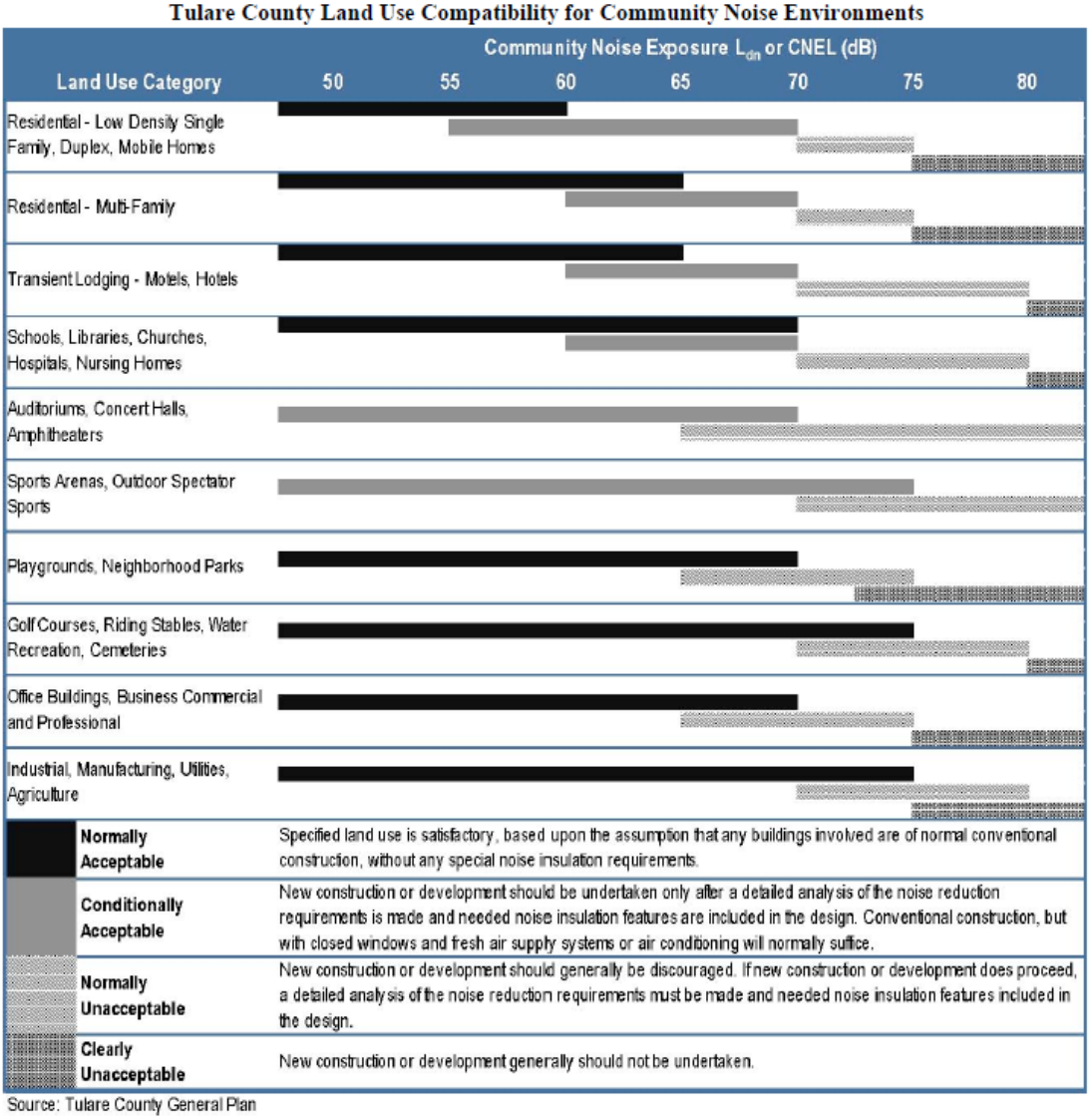


Noise

The Noise Element of the Tulare County General Plan adopted two county wide 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.

Figure 8 - Noise Compatibility

Figure 3.12-1
Tulare County Land Use Compatibility for Community Noise Environments



Source: Tulare County General Plan

The General Plan identifies noise-impacted areas throughout Tulare County. These areas include lands which have existing or projected noise levels exceeding 60 decibels (dB) Ldn. This decibel level is considered to be the maximum normally acceptable noise level for single family residential areas. In Tipton, the primary noise source is highway traffic along State Route 99 and the Southern Pacific railroad.

By 2010, the 60dB Ldn noise contour is expected to widen along State Route 99. The majority of Tipton is within the 60dB Ldn noise contour, running as far west as Berry Road and as far east as Newman Road. Most of the single family and multi-family housing are located within this area. Although residential uses within this noise contour are acceptable, noise attenuation measures must be included as part of their design and construction. Ideally, uses that are less noise-sensitive such as commercial or service businesses should be directed to locate in high traffic/noise areas.

There are performance standards for new residential or other noise-sensitive land uses that locate in noise-impacted areas. Uses will not be permitted unless effective design measures can be integrated into the development to help mitigate the impact of noise.

Air Quality

The Tipton Plan Area is within the San Joaquin Valley Air Basin (SJVAB) and under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAB is classified non-attainment/severe for the State 0_3 1-hour standard, non-attainment for the State 0_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 NOX 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.

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

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

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

Air quality is directly related to land use, 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 Tipton is located near the southern end of the Valley with prevailing winds from the northwest, it is in a vulnerable position for the accumulation of adversely modified air, particularly when a temperature inversion occurs which holds down surface air along with its pollutants.

Local air pollution sources within the general vicinity of Tipton and within the community itself include State Highway 99 and industrial uses emitting dust and odors, and agricultural activities. Dust and odors are continuous concerns of residents within the area, particularly from nearby feed lot operations.

Cultural Resources

According to the California Historical Resources Information System, there is one recorded cultural resource in Tipton, The Sequoia Swiss Cheese Co. Inc., located at 615 N. Burnett Street. According to historian Chris Brewer's 1998 evaluation, the property did not meet the criteria for listing in the National Register of Historic Places.

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INFRASTRUCTURE

"In July 2003 Tulare County LAFCO adopted a Municipal Services Review (MSR) policy that identifies the agencies that would be subject to a review and the extent of that review. The agencies in Tulare County were divided into three categories: i) agencies subject to a full comprehensive study; ii) agencies subject to a questionnaire study; and iii) agencies exempt from a MSR study. The Tipton Community Services District (CSD) is subject to a full comprehensive study that was completed in 2006. The policy further identifies that the services subject to review shall be:

- Police protection
- Fire protection
- Water and wastewater
- Solid waste collection and disposal
- Streets and traffic circulation
- Power generation and distribution
- Health Care"[4]

Water Supply

Tulare County, including the Tipton Community Plan Area is located within the Tulare Lake Basin. Water in Tipton is provided by the Tipton Community Services District (TCSD). Tipton's water supply is derived from two operational underground wells that provide an excellent water supply requiring no chlorination or treatment. The two wells have a total maximum production efficiency of approximately 1,500 GPM. Well No. 2 is located at the corner of Spencer and Adams Road and Well No. 4 is located between 500 and 466 W. Lerda Ave. The TCSD also has two wells that are currently inactive; one is currently non-operational due to oil contamination and the other has been abandoned as a result of nitrate contamination. A new well is in the process of being drilled. The TCSD water system supports 554 total service connections (58 commercial connections and 496 residential connections).

The TCSD recently started requiring water meters to be installed for all new development projects, even though the TCSD continues to charge a flat rate for water service. Billing on a flat rate schedule for water service does not promote water conservation, which is becoming a critical issue within Tulare County, as the water table in the region is overdrawn due to extended drought periods and increased pumping for domestic use.

Assuming 560 equivalent dwelling units (EDUs) in order to meet Tulare County Improvement Standards, the TCSD water system would need to be capable of delivering a combined flow rate (from all source and storage facilities) of 2,200 GPM (1,500 GPM fire flow and 700 GPM domestic demand) for a period of two hours while maintaining a minimum pressure of 25 PSI to each lot served. The District's water system is capable of delivering a source flow 1,500 GPM, indicating that the system falls short of meeting the Tulare County Improvement Standards. The District Engineer stated that a new well will be online in the near future. An additional well will likely bring the water system into compliance with the Tulare County Improvement Standards. A capacity

[4] Tipton Community Service District MSR, page 4-6

calculation performed in accordance with General Order 103, published by the California Public Utilities Commission, indicates that the District's water system is operating at or near its capacity. The District's budget for fiscal year 2004-05 indicates that the TCSD received a grant/loan in the amount of $1,833,865. The TCSD's 2004-05 budget allocates funds for several water system improvements including well drilling, water line replacement, a pipeline replacement program, and maintenance and improvements to existing well sites.

According to information provided by the TCSD, the average daily water use during 1999 was 429,307 gallons per day. With a population of 1,790 in 2000, the per capita water use is about 240 gallons per person per day. This figure is somewhat misleading because it includes water usage by local industrial operations, the school, and other institutional uses. However, utilizing these figures with population projections can help forecast future water demands in the planning area. Figure 9 shows the service area and adopted Sphere of Influence boundary of Tipton Community Service District (TCSD), as well as other public facilities and properties in the Tipton area.

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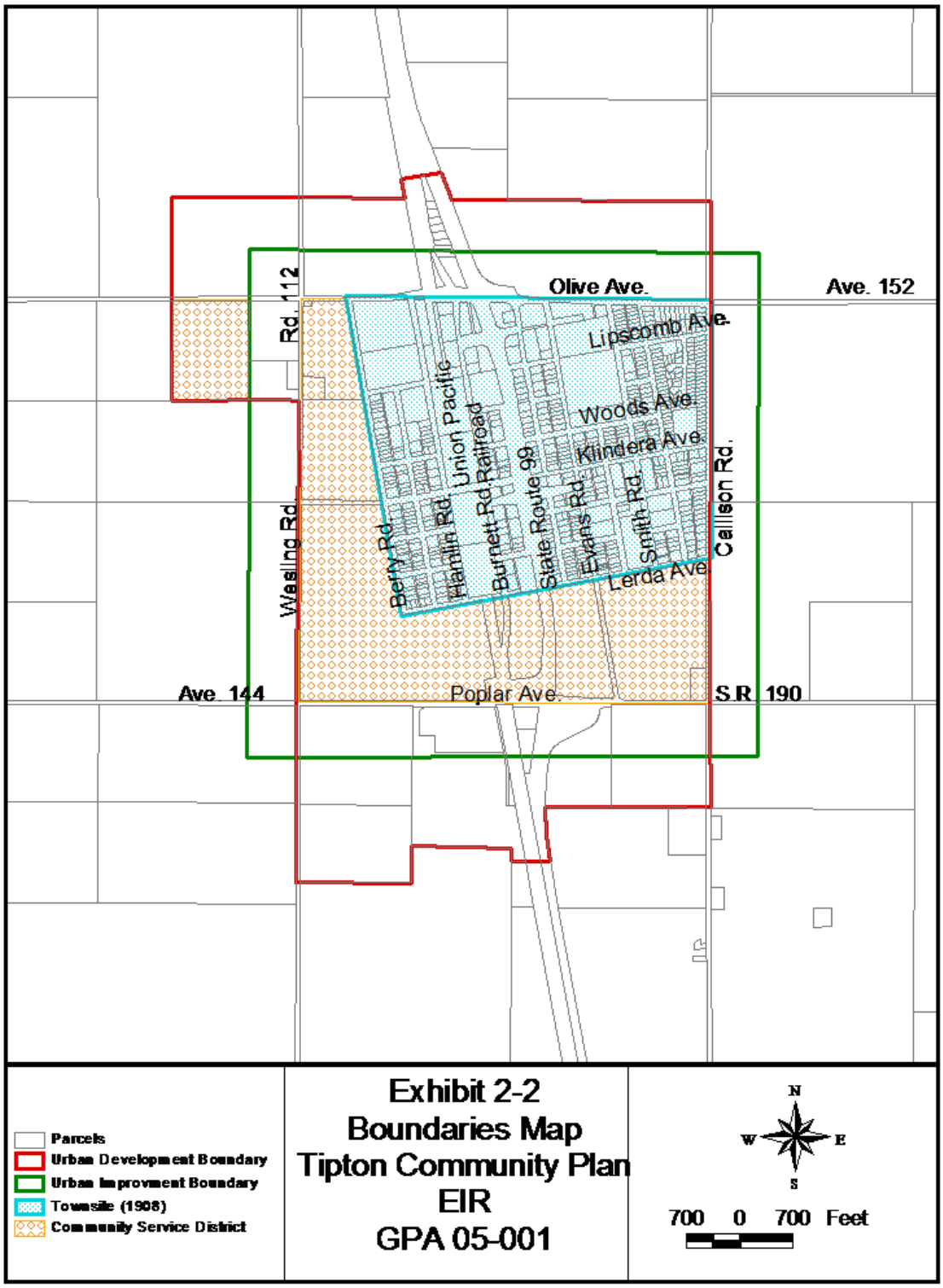
Figure 9 - TCSD Boundaries



Groundwater Quality

Ground water serves as a major source of water in the San Joaquin Valley. Water moving down-gradient from the Sierra Nevada streams and rivers, including the Tule River, are the major source of groundwater recharge in the area. Imported irrigation water in the surrounding agricultural lands is another source of groundwater recharge, as is percolation from irrigation canals. Rainfall in the Tipton area is approximately 7.6 inches annually and provides only a minor percentage of the total groundwater recharge in the area.

According to the Department of Water Resources, in 1999 the groundwater table was approximately 110 feet below the surface of Tipton.

Drainage

Storm water in Tipton generally drains toward the west. There are no significant existing storm water facilities in the area. New development will be required to design and install storm water drainage improvements consistent with Tulare County Improvement Standards. Where possible, the County should encourage the construction of storm drainage basins that can also provide park and recreation opportunities. (Tipton Community Plan DEIR, 2015)

As indicated by the Federal Environmental Management Agency (FEMA), Flood Insurance Rate Map (FIRM) for the Tipton community, a portion of the area lies within the 100-year flood boundary and may be exposed to inundation hazard during 100-year flood conditions, thereby subject to floodwater depths ranging from 1 to 3 feet. (Figure 7)

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

Sewer

The LAFCO Municipal Service Review for the Tipton CSD specifically references the following. Sewer service is provided to Tipton by the Tipton Community Services District (TCSD). The system consists of collection and trunk lines and a wastewater treatment plant. The sanitary sewer system for the Tipton community currently supports 554 total connections (58 commercial connections and 496 residential connections). The Waste Water Treatment Facility (WWTF) is located on approximately 30 acres on the northwest edge of Tipton. Based upon information contained in the 2005 Wastewater User Charge Survey Report (CalEPA – State Water Resources Control Board, May 2005), the average dry weather flow at the WWTF is approximately 0.190 MGD resulting in an excess capacity of approximately 210,000 GPD, which could support an estimated additional 600 equivalent dwelling units. It is anticipated that the District's WWTF will be operating at or near its permitted capacity within a 20-year planning period (approximately year 2025). The District's plant operates under Order No. 85-170 issued by the California Regional Water Quality Control Board - Central Valley Region which prescribes that the monthly average daily discharge shall not exceed 0.4 MGD. The TCSD does not have a sewer system master plan.

Solid Waste

Solid waste collection in the Tipton area is provided by Tule Trash, which has a license with County of Tulare. Service is provided once a week. The collection and disposal of the solid waste is financed by monthly fees paid by the residents of Tipton. Wastes are then transported to the Woodville Landfill southeast of Tulare. This site is expected to be operational for approximately 50 years.

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CIRCULATION

It is imperative that a comprehensive circulation system be planned to help implement and develop various land use policies and programs. The circulation system includes existing roadways, transit stops/routes, rail access, pedestrian trails/paths, and bicycle routes. Existing roads must have the capacity to expand as traffic demands increase, and new roads must be planned so that one part of the community can be connected to another.

Most of Tipton's streets have developed with an orientation to the railroad - which passes through the community in a southeast to northwest trend. Roads are generally oriented parallel and perpendicular to the railroad. Figure 10 shows the existing roadways and classifications.

Regional access is provided by State Route 99, a four lane freeway that functions as central California's major highway. Within Tipton there are two highway interchanges, at State Route 190 and at Avenue 152.

Levels of Service

The Transportation Research Board (1985) developed a capacity rating system that determines how well a street is functioning. This system refers to a Level of Service (LOS) rating which divides the actual traffic volume into the capacity of the roadway operating at LOS "E", the most congested operating conditions. Level of Service "A" is the best operating condition while LOS "F" is the worst. Caltrans and Tulare County have an adopted LOS of "C" as the minimum desirable operating level for traffic impact study purposes. Table 11 provides LOS descriptions.

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Table 11 - Level of Service
Flow Facilities Uninterrupted Traffic LOS

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

Source: 2004/05 Regional Transportation Plan, Tulare County Association of Governments

Interrupted Traffic Flow Facilities LOS

LOS A	Describes operations with average intersection stopped delay of ten seconds or less (how long a driver must wait at a signal before the vehicle can begin moving again).
LOS B	Describes operations with average intersection stopped delay in the range of 10.0 to 20.0 seconds per vehicle and with reasonably unimpeded operations between intersections.
LOS C	Describes operations with higher average stop delays at intersections (in the range of 20.0 to 35.0 seconds per vehicle). Stable operations between locations may be more restricted due to the ability to maneuver and change lanes at mid-block locations can be more restrictive than LOS B. Further, longer queues and/or adverse signal coordination may contribute to lower average speeds.
LOS D	Describes operations where the influence of delay is more noticeable (35.0 to 55.0 seconds per vehicle). Intersection stopped delay is longer and the range of travel speeds are about 40 percent below free flow speed. This is caused by inappropriate signal timing, high volumes, and some combinations of these.
LOS E	Is characterized by significant approach stopped delay (55.0 to 80.0 seconds per vehicle) and average travel speeds of one-third the free flow speed or lower. These conditions are generally considered to represent the capacity of the intersection or arterial.
LOS F	Is characterized arterial flow at extremely low speeds with high intersection stopped delay (greater than 80.0 seconds per vehicle). Poor progression, long cycles lengths, and high traffic demand volumes may be major contributing factor to this condition. Traffic may be characterized by frequent stop-and-go conditions.

Source: 2004/05 Regional Transportation Plan, Tulare County Association of Governments

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Table 12 shows a Level of Service rating for two-lane rural roadways, while Table 13 shows the calculated level of service for selected roadways in the Tipton planning area.

Table 12 - Two Lane Rural Highway Level of Service Table

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

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

Based on the standards contained in Table 11 and Table 12, a calculated Level of Service is shown in Table 13.

Table 13 - Traffic Counts and Level of Service

Location	AADT	LOS
Avenue 144 w/o S.R. 99	1,529	A
SR 190 e/o S.R. 99	1,841	B
Avenue 152 e/o S.R. 99	429	B
Wesling Rd s/o Ave. 152	645*	B
S.R. 99 s/o S.R. 190/Ave. 144	26,323	C
S.R. 99 n/o Ave. 152	28,798	C
* Based on 2008 VRPA Study all others re-calculated to 2014 by TCAG		

Source: *Traffic counts provided by Tulare County Association of Governments and Caltrans.*

All of the roadways in the planning area are operating at Level of Service "A" or "B". State Route 190 and Avenue 152 are included in Tulare County's Congestion Management Program (CMP). The CMP was developed in response to state legislation requiring counties to identify roadways prone to congestion and undertake actions to relieve these conditions. None of the roadways in the Tipton area are designated as "deficient".

The movement of industry and goods through Tipton also forms an important part of the transportation system. With multiple transportation routes and Tipton's location, accessibility is a strong benefit. State Route 99 acts as a major conduit for the shipping of goods (particularly agricultural products) in Central California. The highway's interchanges with major east/west roadways including State Route 190 and Avenue 152 are important features that allow shipping of

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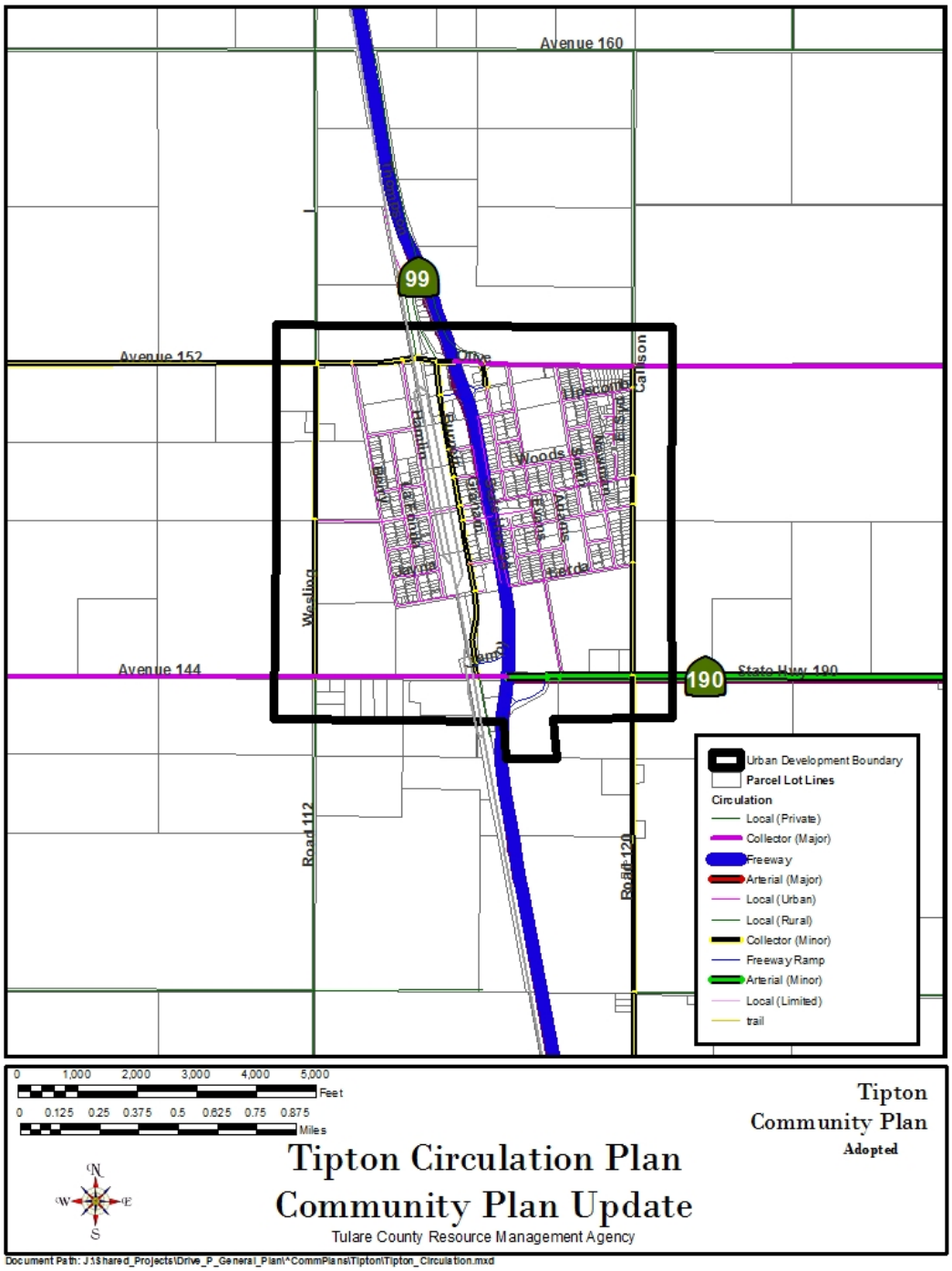
locally produced goods. These arterials are a vital component of Tipton's infrastructure. Finally, the Union Pacific Railroad line through Tipton provides a second method for shipping products out of the community.

Figure 10 - Existing Circulation



Measure R

In the 2006 Election, Tulare County residents approved Measure R, which is a one-half cent sales tax that is anticipated to generate more than $652 million over the next thirty years. The money will be used to address multiple transportation needs throughout Tulare County. Measure R monies will be distributed to projects throughout the County; and Tipton will have access to some of the funding. Measure R funding has also allowed for the expansion of the Tulare County Area Transit System.

Tulare County Area Transit (TCAT)

Transit service is provided in Tipton through the Tulare County Area Transit (TCAT). The TCAT South County Route 20 provides a fixed-route service Monday through Sunday. Weekday service includes 10 southbound arrival/departure times, and nine northbound arrival/departure times. This route links Tipton to the northbound City of Tulare, and the cities of Pixley, Teviston, Earlimart, Delano, and Richgrove to the south. All TCAT buses have wheelchair lifts and bike racks. The TCAT system also has a Dial-A-Ride Trip program that allows for curb-to-curb trips Monday through Friday.

Pedestrian and Bicycle Access

Through community planning workshops with Tipton residents, data was provided to help determine primary routes for pedestrians and bicyclists in Tipton. Figure 15 is a map where Tipton residents identified the need for sidewalks. The data suggested that areas located near the elementary school were prioritized. Figure 15 shows where Tipton residents thought bike routes should be located. The Tulare County Regional Bicycle Plan (TCAG) has identified countywide bike routes that connect communities.

Aviation

Though Tulare's Medford Field is the closest airport to the Community, the Visalia Municipal Airport is the closest airport that provides Tipton residents with commercial air transportation services. Visalia Municipal Airport does not have the service demand to economically accommodate large passenger and cargo aircraft, and is thus limited to commuter air service. The airport offers air charter services, as well as commercial flights offered by SeaPort Airlines. Visalia provides commuter air service to larger airports such as Burbank and Sacramento Airports.

Porterville Municipal Airport is located approximately 10.5 miles southeast of Tipton. PMA provides local charter service, flight schools, agricultural application services, fixed and rotary-winged parts, maintenance and repair services, and a U.S. Forest Service fire suppression operation.

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PUBLIC SERVICES

Police

Police protection is provided to the community by the Tulare County Sheriff's Department. This department operates out of the Pixley substation located on Court Avenue in Pixley, eight miles south of Tipton. The station handles police services in a 400 square mile section of central Tulare County, including the communities of Tipton, Pixley, Alpaugh, Allensworth, Earlimart and Teviston. The total population within this area is approximately 30,000. The substation is staffed with 14 deputies, three sergeants and one lieutenant who operate over three shifts. There are at least two deputies in the field within the Pixley beat at any given time.

Fire

Fire protection and emergency medical services are provided for Tipton by the Tulare County Fire Department. The community is served by a station in Tipton located at 241 Graham Road west of State Route 99. The station is staffed by one full time firefighter who is on duty at any given time, and has a volunteer crew. The fire department personnel also provide emergency medical aid.

The station operates one fire engine which operates at 1,250 gallons per minute (gpm). Tulare County Fire Department is considering adding an additional reserve engine in the future. The Tipton station is supported by the stations in Pixley, Woodville, and Tulare.

Schools

The Tipton Elementary School District is a single school district that serves the community of Tipton and the surrounding rural area. The District provides K-8 grade education at its Tipton School. High School students attend high school in Tulare. Tipton is within the Tulare Joint Union High School District.

According to records from the California Department of Education, enrollment in the District increased from 463 students in the 1993 - 1994 school year, to 492 students in the 2000-2001 school year, and currently has an enrollment of 600 students. This is the highest enrollment count in eight years and represents an annual average growth rate of 0.8 percent. Of these students, approximately 80 percent are Hispanic, 15 percent are White, one percent are African American, one percent Native American or Alaskan Native, one percent Asian, and four percent other. 81 percent of the children received free lunches. Officials with the District did not indicate school overcrowding as a problem.

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Libraries

The Tulare County Public Library operates a branch in Tipton. The branch is located at 301 East Woods Avenue near the Tipton Elementary School. This facility is designed to provide services primarily for school children and provides several children's programs. The library has approximately 50 percent children's books and 50 percent adult fiction and non-fiction books. The library is open only on Thursdays and Fridays from 9 am – 1 pm, and 2 pm –5 pm.

Parks

Presently there are no public parks in Tipton. However, the local residents make use of school athletic grounds after school hours. The closest public park to the community is the Pixley County Park, located six miles south of Tipton. This facility is operated by the County of Tulare and features large grassy areas with shade trees. There are also parks in the City of Tulare, located ten miles north of Tipton.

THE NEED FOR A COMMUNITY PLAN

State law, Government Code Section 65300

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

Tulare County has chosen to fulfill this State planning law requirement by preparing a comprehensive general plan for the County (2012), and through the preparation of a series of "community plans" for the larger unincorporated communities. Community plans allow the County to examine planning issues within a defined area and to tailor a planning program to fit the conditions present. These community plans will augment rather than supersede the Tulare County General Plan within these areas.

Purpose

Complying with State law is not the only reason to prepare a community plan, the goals and policies of the plan establish the ground rules for land use decisions, allow residents to know how these decisions are made, and assures that everyone has the same understanding about the future of the community. The plan benefits those who are interested in investing or building in the community,

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and it outlines what the County will and will not allow. The plan also serves to coordinate decisions among various government agencies who may share the same territories of interest. Finally and most importantly, it provides an opportunity for residents of the community to participate in the land use planning process. Through the plan preparation and adoption process, residents have the opportunity to examine the planning issues of their community and can help determine the policies that will guide future development.

While State planning law establishes the elements that a general plan must include, the responsibility of determining the contents of the community plans rests with the adopting agency, which is Tulare County. The Tipton Community Plan examines the most critical issues facing the communities including:

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

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

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

- **Public Facilities** - Are existing public facilities capable of sustaining the amount of growth projected and if not, what improvements are needed to serve future residents? This community plan is also a part of the implementation of the San Joaquin Valley Regional Blueprint, Tulare County Regional Blueprint, and the Tulare County 2030 General Plan.

San Joaquin Valley Regional Blueprint

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

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

Regional Planning Agencies."[5]

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. 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.

Sustainable Highway 99 Corridor Plan

The Sustainable Highway 99 Corridor Plan is a plan that will serve as a foundation planning document to guide the preparation of future community plans for unincorporated and economically disadvantaged communities along the corridor, and provide sustainable planning practices, standards and strategies for the abundant agricultural and natural lands in between the communities. The primary project objectives of this plan are as follows: Promote Public Health, Promote Equity, Increase Affordable Housing, Revitalize Urban and Community Centers, Protect Natural Resources and Agricultural Lands, Reduce Automobile Usage and Fuel Consumption, Improve Infrastructure Systems, Promote Energy Efficiency and Conservation, Strengthen the Economy.

Community Outreach

Community involvement is an important aspect to creating a community plan and the county works closely with Tipton to insure the most important issues are addressed. To help community members effectively participate in the community plan process, an advisory committee was created to inform people of the plan process and to gather information on the issues concerning Tipton. A series of workshops were held by the advisory committee to incorporate as many participants from the community as possible. Public notices will be issued prior to each workshop, and translators were available.

Two preliminary meetings are held to describe what a community plan is and the public's role in its development. The different components of the plan such as urban boundaries, land use & zoning, and plan policies are also explained in detail. The preliminary meetings are followed by a community workshop. During the workshop, members of the community are given the opportunity, through an open forum, to discuss the community plan with county officials. Community members are encouraged to bring forth any community issues that should be included in the community plan. They will also be provided with maps to highlight specific areas of concern. A follow up meeting is held to recap the issues and concerns from the workshop, and give the community an opportunity to elaborate further on those issues.

Once these workshops are complete, the community plan drafting process begins. Upon completion of the draft, a community workshop is held with the Community Development team to review the

[5] San Joaquin Valley Blueprint Roadmap Guidance Framework, page i

draft plan with the public. The plan is reviewed in detail and each attendee is given a copy of the draft to keep. They are encouraged to contact the county with any comments or concerns. Once the public comment period expires, the County will review all comments and prepare the final draft. The community is then invited to attend the planning commission meeting where the final environmental impact report is reviewed. There is then a public hearing at the Board of Supervisors, where the community plan is approved.

In 2008 several workshops were conducted and verified through the 2015 meetings with the Tipton Town Council; hence, a number of concerns were addressed. Many of the citizens wished to see improvement in the following areas:

- Road maintenance and safety improving road conditions and providing more stop signs
- Additional parks and bike routes for recreation including opportunities
- More commercial shopping and dining opportunities.
- More residential housing opportunities.
- Changing land use designations to reflect more compatible uses with surrounding properties.
- Storm drainage and street lighting
- Improved crime prevention
- Employment opportunities
- Provide more public storage opportunities.

In 2015, beginning on February 3rd, and continuing on March 2nd, the planning staff met with the Town Council, and held two additional workshops on the 16th, and 23rd. Staff cohobated the findings and the draft plan analysis from 2008, which is represented in this document.

GENERAL PLAN 2030 UPDATE

The Tulare County General Plan 2030 Update was approved by the Board of Supervisors on August 28, 2012. At that time, the Board also certified the Final Environmental Impact Report for the project. The General Plan Update includes several state mandated Elements and several optional elements. The seven State of California mandated Elements include: Land Use, Housing, Circulation, Open Space, Conservation, Safety and Noise Elements. In addition to these required elements, the General Plan 2030 Update includes five new optional elements: Economic Development, Agriculture, Scenic Landscapes, Air Quality and Water Resources. The General Plan Update also includes the adoption of a Climate Action Plan.[6]

Relationship to the General Plan

Tulare County's General Plan 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 is an extension of the General Plan and incorporates the stated general objectives, themes and policies of the General Plan. 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

[6] TCGPU Part 1, Goals and Policies Report, Introduction , page 1-12

Community of Tipton.

Consistency with Adopted General Plan

In accordance with State law, the Tipton Community Plan must be consistent and compatible with adopted General Plan elements. The Plan must also provide clear policy and direction for making decisions pertaining to zoning, subdivision approval, housing allocations and capital improvements. Government Code Section 65300.5 requires the general plan and elements and parts thereof comprise an integrated, internally consistent and compatible statement of policies for the adopting agency.

General Plan Framework Component

The Planning Framework Element provides "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." (Goal PF-1) Policies have been added to promote appropriate separation of urban and rural land uses. For example, Policy PF-1.2 states that urban development shall only occur in appropriate areas such as incorporated cities, within Urban Development boundaries of cities, planned community areas, and hamlet development boundaries. Regional planning frameworks for guiding growth are provided by Area Plans for each distinctive region. The Tulare County Area Plans include the Rural Valley Lands Plan, the Foothill Growth Management Plan, the Mountain Framework Plan and mountain sub-area plans.

Key General Plan Planning Tools: Urban Boundaries, Area Plans, and Community Plans

Tulare County's planning framework has, in the past, used three key planning tools to guide urban development in all unincorporated areas of the County: Urban Boundaries, Area Plans, and Community Plans. In the General Plan 2030 Update, these tools are discussed throughout the document: Urban Boundaries are included as a component in the Planning Framework (Part 1 - Goals and Policies Report); Area Plans are discussed in Part II; and Community Plans are included by reference in Part III of the General Plan Update.[7]

Several General Plan policies provide a planning framework that promotes the viability of communities, hamlets, and cities, while protecting valuable natural and cultural resources:

PF-1.1 Maintain Urban Edges
"The County shall strive to maintain distinct urban edges for all unincorporated communities within the valley region or foothill region, while creating a transition between urban uses and agriculture and open space."[8]

PF-1.2 "Location of Urban Development
"The County shall ensure that urban development only takes place in the following areas:

1. Within incorporated cities and CACUDBs;

[7] TCGPU Part 1, Goals and Policies Report, Planning Framework, page 2-3
[8] TCGPU Part 1, Goals and Policies Report, Planning Framework, page 2-7

2. Within the UDBs of adjacent cities in other counties, unincorporated communities, planned community areas, and HDBs of hamlets;
3. Within foothill development corridors as determined by procedures set forth in Foothill Growth Management Plan;
4. Within areas set aside for urban use in the Mountain Framework Plan and the mountain sub-area plans; and
5. Within other areas suited for non-agricultural development, as determined by the procedures set forth in the Rural Valley Lands Plan."[9]

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."[10]

Urban Development Boundaries

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.[11]

"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)"[12]

Tulare County 2030 General Plan Implementation

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

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

[9] TCGPU Part 1, Goals and Policies Report, Planning Framework, page 2-7
[10] TCGPU Part 1, Goals and Policies Report, Planning Framework, page 2-7
[11] TCGPU Part 1, Goals and Policies Report, Planning Framework, page 2-3
[12] TCGPU Part 1, Goals and Policies Report, Planning Framework, page 2-3

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

SUSTAINABILITY

Tulare County Climate Action Plan

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

"The Tulare County Climate Action Plan (CAP) serves as a guiding document for County of Tulare ("County") actions to reduce greenhouse gas emissions and adapt to the potential effects of climate change. The CAP is an implementation measure of the 2030 General Plan Update. The General Plan provides the supporting framework for development in the County to produce fewer greenhouse gas emissions during Plan buildout. The CAP builds on the General Plan's framework with more specific actions that will be applied to achieve emission reduction targets consistent with California legislation."[13]

Tulare County General Plan Policies (Sustainability)

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

PF-3.4 Mixed Use Opportunities
Unless or until a traditional plan approach is requested by the hamlet and such a plan is adopted, land use designations within the HDB shall be the mixed use land use designations as provided in Chapter 4-Land Use that promotes the integration of a compatible mix of residential types and densities, commercial uses, public facilities and services, and employment opportunities.

LU-1.1 Smart Growth and Healthy Communities
The County shall promote the principles of smart growth and healthy communities in UDBs and HDBs, including:

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

[13] Tulare County Climate Action Plan, page 1

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

LU-1.8 Encourage Infill Development
The County shall encourage and provide incentives for infill development to occur in communities and hamlets within or adjacent to existing development in order to maximize the use of land within existing urban areas, minimize the conversion of existing agricultural land, and minimize environmental concerns associated with new development.

LU-7.15 Energy Conservation
The County shall encourage the use of solar power and energy conservation building techniques in all new development.

LU-7.16 Water Conservation
The County shall encourage the inclusion of "extra-ordinary' water conservation and demand management measures for residential, commercial, and industrial indoor and outdoor water uses in all new urban development.

LU-7.17 Shared Parking Facilities
The County shall encourage, where feasible, the use of shared parking facilities. Such areas could include developments with different day/night uses.

AQ-3.3 Street Design
The County shall promote street design that provides an environment which encourages transit use, biking, and pedestrian movements.

AQ-3.5 Alternative Energy Design
The County shall encourage all new development, including rehabilitation, renovation, and redevelopment, to incorporate energy conservation and green building practices to maximum extent feasible. Such practices include, but are not limited to: building orientation and shading, landscaping, and the use of active and passive solar heating and water systems.

AQ-3.6 Mixed Land Uses
The County shall encourage the clustering of land uses that generate high trip volumes, especially when such uses can be mixed with support services and where they can be served by public transportation.

<u>TCAG Sustainable Communities Strategy (2014 Regional Transportation Plan)</u>

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

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

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

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URBAN DEVELOPMENT BOUNDARY

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

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

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

Policy Framework

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

PF-2.1 Urban Development Boundaries – Communities
The County shall limit urban development to the area within the designated UDB for each community. Each community's UDB is defined in the General Plan.

PF-2.2 Modification of Community UDB

1. The County may consider modification to a community UDB under any of, but not limited to the following circumstances:
   a. The location of the UDB shall be evaluated during preparation or update of a community plan.
   b. All community UDBs should be reviewed on a five-year cycle to reflect changes in growth and development patterns.
   c. A request for expansion of the UDB boundary can be applied for as part of a General Plan Amendment to the Land Use Diagram.
   d. At the request of a special district or the community.
   e. A UDB should be considered for expansion at such time as land for infill becomes limited. This condition is considered satisfied when 80 percent of the non-Williamson Act land within the UDB is developed for urban uses.

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f. UDBs should not be expanded onto Prime Farmland if Farmland of Statewide Importance or of lesser quality is available and suitable for expansion.

2. Prior to approval of a UDB boundary expansion, the County shall ensure that infrastructure can be provided to serve the new areas added to the UDB and that sufficient water supplies are also available. This may require preparation of an infrastructure master plan that includes methods of financing of improvements and maintenance, as well as representation/documentation of availability and sufficiency of long-term water supplies.
3. Preservation of productive agricultural lands shall be the highest priority when considering modifications. Expansion of a UDB to include additional agricultural land shall only be allowed when other non-agricultural lands are not reasonably available to the community or are not suitable for expansion.

PF-2.3 UDB and Other Boundaries
The County shall provide notice and opportunity for special districts, school districts, and other service providers to comment when evaluating the expansion of a Community's UDB.

PF-2.8 Inappropriate Land Use
Areas within UDBs are hereby set aside for those types of urban land uses which benefit from urban services. Permanent uses which do not benefit from such urban services shall be discouraged within the UDBs. This is not intended to apply to agricultural or agricultural supported uses, including the cultivation of land or other uses accessory to the cultivation of land, provided that such accessory uses are time-limited through special use permit procedures.

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

<u>Proposed Planning Area</u>

To develop additional economic development opportunities and respond to market forces, the Urban Development Boundary is proposed for slight revision. The area just southwest of the current UDB is proposed for incorporation into the UDB. Hence, it is proposed that the UDB will be expanded on the southwest side of Tipton. The new Tipton Urban Development Boundary (UDB) area consists of approximately 1,176 acres.

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POLICY PLAN

This chapter of the Tipton Community Plan 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 m the community will take place

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

Policy Relationship to the General Plan

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

Also applicable to Tipton, 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 Tipton Community Plan are more specific or more restrictive than those in other elements of the general plan, the community plan shall take precedence and prevail.

Land Use Plan

One of the most important purposes of the Tipton Community Plan 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 Tipton is to identify the most appropriate types and distribution of land uses for the community, based on environmental, circulation, infrastructure, services, opportunities and constraints, urban development boundary suitability analysis and other economic capacities and concerns discussed in the previous chapters of the plan.

The County of Tulare, through existing policies, has encouraged both incorporated and unincorporated communities to establish urban development and land use patterns which are compact and contiguous. This policy position has reduced so-called "leap frog" development

County-wide, has helped preserve agricultural lands, and has minimized land use conflicts between urban and agricultural areas. In Chapter Three of this plan document, analysis supporting the establishment of an Urban Development Boundary (UDB) for Tipton is described, and the UDB is delineated. This boundary is sensitive to and consistent with the County-wide policy of encouraging compact and contiguous urban growth, and at the same time enables the community to accommodate any foreseen demand for economic and population expansion. Figure 13, on the following page, depicts and prescribes the proposed land use pattern development recommended for Tipton.

As illustrated in this proposed land use diagram, future urban development of the community will be concentrated on the east side of Highway 99, with the exception of anticipated highway-oriented commercial use of a small segment of land at the Merritt Drive overpass west of the highway. The land use plan for the community provides for substantial expansion of other highway commercial development along Highway 99; allows for additional industrial development with good highway and rail access; provides for the development of additional commercial uses potentially serving community-oriented demand; and enables the development of additional residential uses to meet demand generated by forecasted population growth.

Land Use Designations

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

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

Medium Density Residential (MDR)

This land designation establishes areas for single-family and low-density multi-family dwellings. Uses typically allowed include single-family dwellings, second units, townhomes, duplexes, triplexes, and

mobile home parks. This designation is used only within UDBs.

Maximum Density: 4-14 Dwelling Units/Acre

Service Commercial (SC)
This designation establishes areas for service commercial uses in urbanizing areas. Uses typically allowed include: automotive-related or heavy equipment sales and services; building maintenance services; construction sales and services; and warehousing. This designation is found primarily within UDBs.

Maximum Intensity: 0.5 FAR

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

Maximum Intensity: 0.5 FAR

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

Maximum Intensity: 0.5 FAR

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

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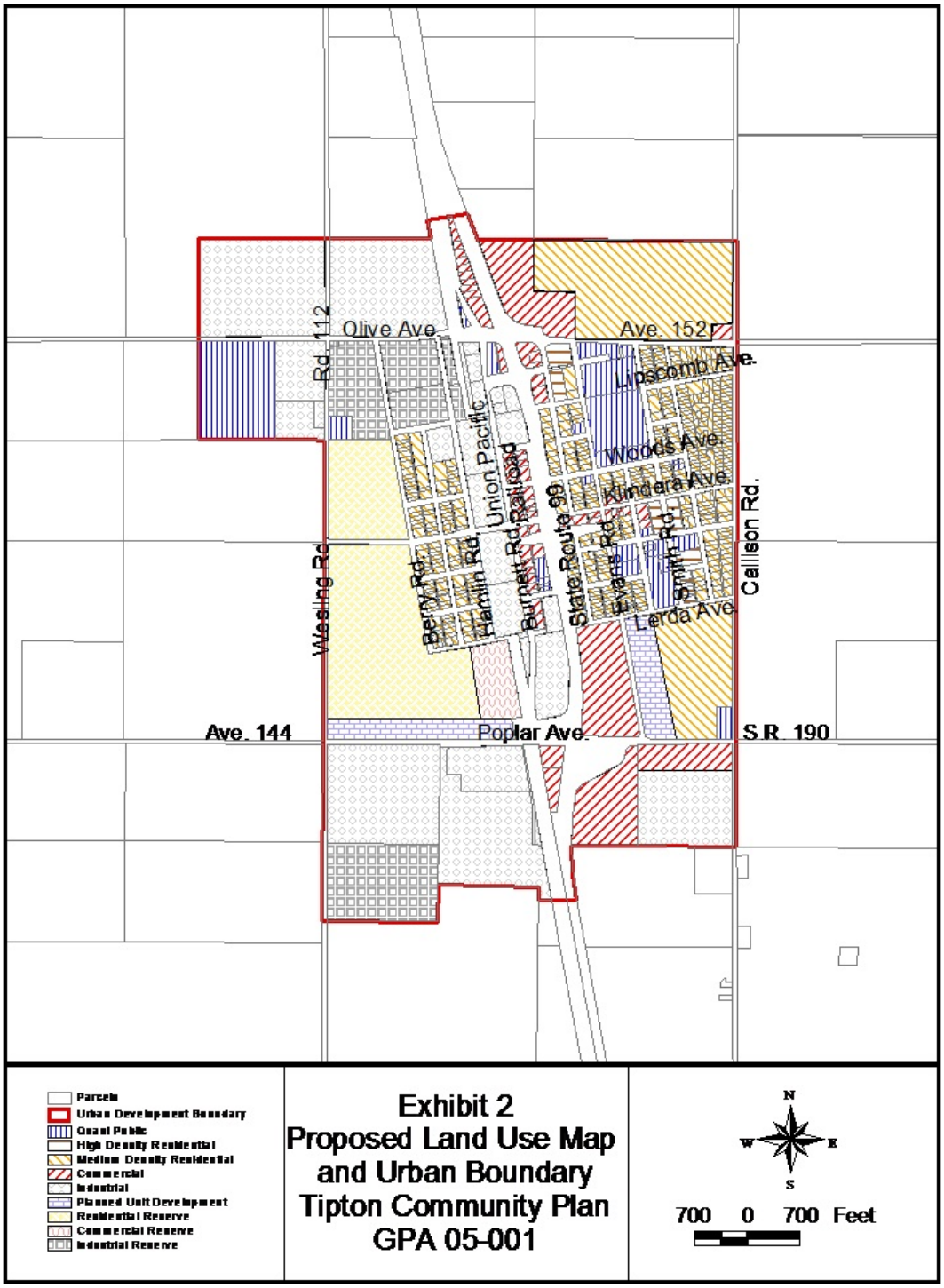
Figure 13 – Proposed Land Use Map



GENERAL PLAN POLICIES

Land Use Policies

PF-1.3 Land Uses in UDBs/HDBs
The County shall encourage those types of urban land uses that benefit from urban services to develop within UDBs and HDBs. Permanent uses which do not benefit from urban services shall be discouraged within these areas. This shall not apply to agricultural or agricultural support uses, including the cultivation of land or other uses accessory to the cultivation of land provided that such accessory uses are time-limited through Special Use Permit procedures.

PF-2.6 Land Use Consistency
The County shall require all community plans, when updated, to use the same land use designations as used in this Countywide General Plan (See Chapter 4-Land Use). All community plans shall also utilize a similar format and content. The content may change due to the new requirements such as Global Climate Change and Livable Community Concepts, as described on the table provided (Table 2.1: Community Plan Content). Changes to this format may be considered for unique and special circumstances as determined appropriate by the County. Until such time as a Community Plan is adopted for those communities without existing Community Plans, the land use designation shall be Mixed Use, which promotes the integration of a compatible mix of residential types and densities, commercial uses, public facilities, and services and employment opportunities.

PF-2.8 Inappropriate Land Use
Areas within UDBs are hereby set aside for those types of urban land uses which benefit from urban services. Permanent uses which do not benefit from such urban services shall be discouraged within the UDBs. This is not intended to apply to agricultural or agricultural supported uses, including the cultivation of land or other uses accessory to the cultivation of land, provided that such accessory uses are time-limited through special use permit procedures.

PF-4.7 Avoiding Isolating Unincorporated Areas
The County may oppose any annexation proposal that creates an island, peninsula, corridor, or irregular boundary. The County will also encourage the inclusion of unincorporated islands or peninsulas adjacent to proposed annexations.

LU-1.2 Innovative Development
The County shall promote flexibility and innovation through the use of planned unit developments, development agreements, specific plans, Mixed Use projects, and other innovative development and planning techniques.

LU-1.3 Prevent Incompatible Uses
The County shall discourage the intrusion into existing urban areas of new incompatible land uses that produce significant noise, odors, or fumes.

LU-1.4 Compact Development
The County shall actively support the development of compact mixed use projects that reduce travel distances.

LU-3.1 Residential Developments
The County shall encourage new major residential development to locate near existing infrastructure for employment centers, services, and recreation.

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LU-3.2 Cluster Development
The County shall encourage proposed residential development to be clustered onto portions of the site that are more suitable to accommodating the development, and shall require access either directly onto a public road or via a privately-maintained road designed to meet County road standards.

LU-3.3 High-Density Residential Locations
The County shall encourage high-density residential development (greater than 14 dwelling units per gross acre) to locate along collector roadways and transit routes, and near public facilities (e.g., schools, parks), shopping, recreation, and entertainment.

LU-3.4 Mountain, Rural, and Low-Density Residential
The Mountain, Rural, and Low-Density Residential development located outside of a UDB shall be subject to the following requirements:

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

LU-1.8 Encourage Infill Development
The County shall encourage and provide incentives for infill development to occur in communities and hamlets within or adjacent to existing development in order to maximize the use of land within existing urban areas, minimize the conversion of existing agricultural land, and minimize environmental concerns associated with new development.

ED-2.11 Industrial Parks
As part of new or updated community plans, the County shall designate sites for industrial development to meet projected demand.

Housing Policy 3.24
When locating agricultural industry in rural areas, a determination should be made that there are transit opportunities and an adequate employment base living within a reasonable distance to the site.

AQ-3.2 Infill Near Employment
The County shall identify opportunities for infill development projects near employment areas within all unincorporated communities and hamlets to reduce vehicle trips.

AQ-3.6 Mixed Land Uses
The County shall encourage the clustering of land uses that generate high trip volumes, especially when such uses can be mixed with support services and where they can be served by public transportation.

PFS-8.4 Library Facilities and Services
The County shall encourage expansion of library facilities and services as necessary to meet the needs (e.g., internet access, meeting rooms, etc.) of future population growth.

<u>Circulation Policies</u>

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

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environments. These should include, but not be limited to:

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

LU-7.4 Streetscape Continuity

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

LU-1.10 Roadway Access

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

SL-2.1 Designated Scenic Routes and Highways

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

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

SL-4.1 Design of Highways

The County shall work with Caltrans and Tulare County Association of Governments (TCAG) to ensure that the design of State Highway 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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SL-4.3 Railroads and Rail Transit
The County shall encourage rail infrastructure for freight and passenger service to be planned and designed to limit visual impacts on scenic landscapes by:

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

TC-1.1 Provision of an Adequate Public Road Network
The County shall establish and maintain a public road network comprised of the major facilities illustrated on the Tulare County Road Systems to accommodate projected growth in traffic volume.

TC-1.2 County Improvement Standards
The County's public roadway system shall be built and maintained consistent with adopted County Improvement Standards, and the need and function of each roadway, within constraints of funding capacity.

TC-1.6 Intermodal Connectivity
The County shall ensure that, whenever possible, roadway, highway, and public transit systems will interconnect with other modes of transportation. Specifically, the County shall encourage the interaction of truck, rail, and air-freight/passenger movements.

TC-1.7 Intermodal Freight Villages
The County shall consider the appropriate placement of intermodal freight villages in locations within the Regional Growth Corridors.

TC-1.8 Promoting Operational Efficiency
The County shall give consideration to transportation programs that improve the operational efficiency of goods movement, especially those that enhance farm-to-market connectivity

TC-1.9 Highway Completion
The County shall support State and Federal capacity improvement programs for critical segments of the State Highway System. Priority shall be given to improvements to State Highways 65, 99, and 198, including widening and interchange projects in the County.

TC-1.10 Urban Interchanges
The County shall work with TCAG to upgrade State highway interchanges from rural to urban standards within UDBs.

TC-1.11 Regionally Significant Intersections
To enhance safety and efficiency, the County shall work to limit the frequency of intersections along regionally-significant corridors.

TC-1.12 Scenic Highways and Roads
The County shall work with appropriate agencies to support the designation of scenic highways and roads in the County.

TC-1.16 County Level Of Service (LOS) Standards
The County shall strive to develop and manage its roadway system (both segments and intersections) to meet a LOS of "D" or better in accordance with the LOS definitions established by the Highway Capacity Manual.

TC-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.

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TC-2.1 Rail Service
The County shall support improvements to freight and expanding passenger rail service throughout the County.

TC-2.2 Rail Improvements
The County shall work with cities to support improvement, development, and expansion of passenger rail service in Tulare County.

TC-2.3 Amtrak Service
The County shall encourage Amtrak to add passenger service to the Union Pacific corridor in the County.

TC-2.5 Railroad Corridor Preservation
The County shall work with other agencies to plan railroad corridors to facilitate the preservation of important railroad rights-of–way for future rail expansion or other appropriate transportation facilities.

TC-2.7 Rail Facilities and Existing Development
The County will work with the California Public Utilities Commission (CPUC) to ensure that new railroads rights-of-ways, yards, or stations adjacent to existing residential or commercial areas are screened or buffered to reduce noise, air, and visual impacts. Similarly, the County should coordinate with the CPUC and railroad service providers to address railroad safety issues as part of all future new development that affects local rail lines. Specific measures to be considered and incorporated into the design of future projects affecting rail lines include, but are not limited to, the installation of grade separations, warning signage, traffic signaling improvements, vehicle parking prohibitions, installation of pedestrian-specific warning devices, and the construction of pull out lanes for buses and vehicles.

TC-4.7 Transit Ready Development
The County shall promote the reservation of transit stops in conjunction with development projects in likely or potential locations for future transit facilities.

TC-5.1 Bicycle/Pedestrian Trail System
The County shall coordinate with TCAG and other agencies to develop a Countywide integrated multi-purpose trail system that provides a linked network with access to recreational, cultural, and employment facilities, as well as offering a recreational experience apart from that available at neighborhood and community parks.

TC-5.2 Consider Non-Motorized Modes in Planning and Development
The County shall consider incorporating facilities for non-motorized users, such as bike routes, sidewalks, and trails when constructing or improving transportation facilities and when reviewing new development proposals. For developments with 50 or more dwelling units or non-residential projects with an equivalent travel demand, the feasibility of such facilities shall be evaluated.

TC-5.3 Provisions for Bicycle Use
The County shall work with TCAG to encourage local government agencies and businesses to consider including bicycle access and provide safe bicycle parking facilities at office buildings, schools, shopping centers, and parks.

TC-5.4 Design Standards for Bicycle Routes
The County shall utilize the design standards adopted by Caltrans and as required by the Streets and Highway Code for the development, maintenance, and improvement of bicycle routes.

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.

Housing Policy 1.52
Support and encourage the development and improvement of senior citizen grouphousing, convalescent homes and other continuous care facilities.

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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.

<u>Conservation Policies</u>

AG-1.1 Primary Land Use
The County shall maintain agriculture as the primary land use in the valley region of the County, not only in recognition of the economic importance of agriculture, but also in terms of agriculture's real contribution to the conservation of open space and natural resources.

AG-1.4 Williamson Act in UDBs and HDBs
The County shall support non-renewal or cancellation processes that meet State law for lands within UDBs and HDBs.

AG-1.5 Substandard Williamson Act Parcels
The County may work to remove parcels that are less than 10 acres in Prime Farmland and less than 40 Acres in Non-Prime Farmland from Williamson Act Contracts (Williamson Act key term for Prime/Non-Prime).

AG-1.6 Conservation Easements
The County shall consider developing an Agricultural Conservation Easement Program (ACEP) to help protect and preserve agricultural lands (including "Important Farmlands"), as defined in this Element. This program may require payment of an in-lieu fee sufficient to purchase a farmland conservation easement, farmland deed restriction, or other farmland conservation mechanism as a condition of approval for conservation of important agricultural land to

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non-agricultural use. If available, the ACEP shall be used for replacement lands determined to be of statewide significance (Prime or other Important Farmlands), or sensitive and necessary for the preservation of agricultural land, including land that may be a part of a community separator as part of a comprehensive program to establish community separators. The in-lieu fee or other conservation mechanism shall recognize the importance of land value and shall require equivalent mitigation.

AG-1.7 Preservation of Agricultural Lands
The County shall promote the preservation of its agricultural economic base and open space resources through the implementation of resource management programs such as the Williamson Act, Rural Valley Lands Plan, Foothill Growth Management Plan or similar types of strategies and the identification of growth boundaries for all urban areas located in the County.

AG-1.8 Agriculture within Urban Boundaries
The County shall not approve applications for preserves or regular Williamson Act contracts on lands located within a UDB and/or HDB unless it is demonstrated that the restriction of such land will not detrimentally affect the growth of the community involved for the succeeding 10 years, that the property in question has special public values for open space, conservation, other comparable uses, or that the contract is consistent with the publicly desirable future use and control of the land in question. If proposed within a UDB of an incorporated city, the County shall give written notice to the affected city pursuant to Government Code §51233.

AG-1.10 Extension of Infrastructure into Agricultural Areas
The County shall oppose extension of urban services, such as sewer lines, water lines, or other urban infrastructure, into areas designated for agriculture use unless necessary to resolve a public health situation. Where necessary to address a public health issue, services should be located in public rights-of-way in order to prevent interference with agricultural operations and to provide ease of access for operation and maintenance. Service capacity and length of lines should be designed to prevent the conversion of agricultural lands into urban/suburban uses.

AG-1.11 Agricultural Buffers
The County shall examine the feasibility of employing agricultural buffers between agricultural and non-agricultural uses, and along the edges of UDBs and HDBs. Considering factors include the type of operation and chemicals used for spraying, building orientation, planting of trees for screening, location of existing and future rights-of-way (roads, railroads, canals, power lines, etc.), and unique site conditions.

AG-1.13 Agricultural Related Uses
The County shall allow agriculturally-related uses, including value-added processing facilities by discretionary approvals in areas designated Valley or Foothill Agriculture, subject to the following criteria:

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

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criterion "1" above shall consider the service requirements of the use and the capability and capacity of cities and unincorporated communities to provide the required services.

AG-1.16 Schools in Agricultural Zones
The County shall discourage the location of new schools in areas designated for agriculture, unless the School District agrees to the construction and maintenance of all necessary infrastructure impacted by the project.

AG-2.6 Biotechnology and Biofuels
The County shall encourage the location of industrial and research oriented businesses specializing in biotechnologies and biofuels that can enhance agricultural productivity, enhance food processing activities in the County, provide for new agriculturally-related products and markets, or otherwise enhance the agricultural sector in the County.

LU-7.12 Historic Buildings and Areas
The County shall encourage preservation of buildings and areas with special and recognized historic, architectural, or aesthetic value. New development should respect architecturally and historically significant buildings and areas. Landscaping, original roadways, sidewalks, and other public realm features of historic buildings or neighborhoods shall be restored or repaired where ever feasible.

LU-7.13 Preservation of Historical Buildings
The County shall encourage and support efforts by local preservation groups to identify and rehabilitate historically significant buildings.

LU-7.14 Contextual and Compatible Design
The County shall ensure that new development respects Tulare County's heritage by requiring that development respond to its context, be compatible with the traditions and character of each community, and develop in an orderly fashion which is compatible with the scale of surrounding structures.

LU-7.15 Energy Conservation
The County shall encourage the use of solar power and energy conservation building techniques in all new development.

LU-7.16 Water Conservation
The County shall encourage the inclusion of "extra-ordinary' water conservation and demand management measures for residential, commercial, and industrial indoor and outdoor water uses in all new urban development

Housing Guiding Principle 4.1
Support and encourage County ordinances, standards, practices and procedures that promote residential energy conservation.

Housing Policy 4.13
Promote energy efficiency and water conservation.

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

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and/or Federal government, through compatible land use development.

ERM-1.2 Development in Environmentally Sensitive Areas
The County shall limit or modify proposed development within areas that contain sensitive habitat for special status species and direct development into less significant habitat areas. Development in natural habitats shall be controlled so as to minimize erosion and maximize beneficial vegetative growth.

ERM-1.3 Encourage Cluster Development
When reviewing development proposals, the County shall encourage cluster development in areas with moderate to high potential for sensitive habitat.

ERM-1.4 Protect Riparian Areas
The County shall protect riparian areas through habitat preservation, designation as open space or recreational land uses, bank stabilization, and development controls.

ERM-1.5 Riparian Management Plans and Mining Reclamation Plans
The County shall require mining reclamation plans and other management plans to include measures that protect, maintain, and restore riparian resources and habitats.

ERM-1.6 Management of Wetlands
The County shall support the preservation and management of wetland and riparian plant communities for passive recreation, groundwater recharge, and wildlife habitats.

ERM-1.8 Open Space Buffers
The County shall require buffer areas between development projects and significant watercourses, riparian vegetation, wetlands, and other sensitive habitats and natural communities. These buffers should be sufficient to assure the continued existence of the waterways and riparian habitat in their natural state.

ERM-1.12 Management of Oak Woodland Communities
The County shall support the conservation and management of oak woodland communities and their habitats.

ERM-2.1 Conserve Mineral Deposits
The County will encourage the conservation of identified and/or potential mineral deposits, recognizing the need for identifying, permitting, and maintaining a 50 year supply of locally available PCC grade aggregate.

ERM-2.2 Recognize Mineral Deposits
The County will recognize as a part of the General Plan those areas of identified and/or potential mineral deposits.

ERM-3.2 Limited Mining in Urban Areas
Within the County UDBs and HDBs, new commercial mining operations should be limited due to environmental and compatibility concerns.

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.

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ERM-4.1 Energy Conservation and Efficiency Measures
The County shall encourage the use of solar energy, solar hot water panels, and other energy conservation and efficiency features in new construction and renovation of existing structures in accordance with State law.

ERM-4.2 Streetscape and Parking Area Improvements for Energy Conservation
The County shall promote the planting and maintenance of shade trees along streets and within parking areas of new urban development to reduce radiation heating.

ERM-5.20 Allowable Uses on Timber Production Lands
The County shall allow uses (not related to forest production) on lands designated Resource Conservation in forestry production areas, provided it is demonstrated that:

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

ERM-7.1 Soil Conservation
The County of Tulare shall establish the proper controls and ordinances for soil conservation.

WR-1.4 Conversion of Agricultural Water Resources
For new urban development, the County shall discourage the transfer of water used for agricultural purposes (within the prior ten years) for domestic consumption except in the following circumstances:

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

WR-1.5 Expand Use of Reclaimed Wastewater
To augment groundwater supplies and to conserve potable water for domestic purposes, the County shall seek opportunities to expand groundwater recharge efforts

WR-1.6 Expand Use of Reclaimed Water
The County shall encourage the use of tertiary treated wastewater and household gray water for irrigation of agricultural lands, recreation and open space areas, and large landscaped areas as a means of reducing demand for groundwater resources.

WR-3.3 Adequate Water Availability
The County shall review new development proposals to ensure the intensity and timing of growth will be consistent with the 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

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

Open-Space Policies

LU-2.3 Open Space Character
The County shall require that all new development requiring a County discretionary approval, including parcel and subdivision maps, be planned and designed to maintain the scenic open space character of open space resources including, but not limited to, agricultural areas, rangeland, riparian areas, etc., within the view corridors of highways. New development shall utilize natural landforms and vegetation in the least visually disruptive way possible and use design, construction and maintenance techniques that minimize the visibility of structures on hilltops, hillsides, ridgelines, steep slopes, and canyons.

SL-1.3 Watercourses
The County shall protect visual access to, and the character of, Tulare County's scenic rivers, lakes, and irrigation canals by:
1. Locating and designing new development to minimize visual impacts and obstruction of views of scenic watercourses from public lands and right-of-ways, and
2. Maintaining the rural and natural character of landscape viewed from trails and watercourses used for public recreation.

ERM-5.1 Parks as Community Focal Points
The County shall strengthen the role of County parks as community focal points by providing community center/recreation buildings to new and existing parks, where feasible.

ERM-5.2 Park Amenities
The County shall provide a broad range of active and passive recreational opportunities within community parks. When possible, this should include active sports fields and facilities, community center/recreation buildings, children's play areas, multi-use areas and trails, sitting areas, and other specialized uses as appropriate.

ERM-5.3 Park Dedication Requirements
The County shall require the dedication of land and/or payment of fees, in accordance with local authority and State law (for example the Quimby Act), to ensure funding for the acquisition and development of public recreation facilities.

ERM-5.5 Collocated Facilities
The County shall encourage the development of parks near public facilities such as schools, community halls, libraries, museums, prehistoric sites, and open space areas and shall encourage joint-use agreements whenever possible.

ERM-5.6 Location and Size Criteria for Parks
Park types used in Tulare County are defined as follows:

- **Neighborhood Play Lots (Pocket Parks)**. The smallest park type, these are typically included as part of a new development to serve the neighborhood in which they are contained. Typical size is one acre or less. If a park of this type is not accessible to the general public, it can not be counted towards the park dedication requirements of the County. Pocket Parks can be found in communities, hamlets, and other unincorporated areas.
- **Neighborhood Parks**. Neighborhood parks typically contain a tot lot and playground for 2-5 year olds and 5-12 year olds, respectively, one basketball court or two half-courts, baseball field(s), an open

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grassy area for informal sports activities (for example, soccer), and meandering concrete paths that contain low-level lighting for walking or jogging. In addition, neighborhood parks typically have picnic tables and a small group picnic shelter. These park types are typically in the range of 2 to 15 acres and serve an area within a ½ mile radius. Neighborhood parks can be found in communities, hamlets, and other unincorporated areas.

- **Community Parks**. Community parks are designed to serve the needs of the community as a whole. These facilities can contain the same facilities as the neighborhood park. In addition, these parks can contain sports facilities with night lighting, community centers, swimming pools, and facilities of special interest to the community. These parks are typically 15 to 40 acres in size and serve an area within a 2 mile radius. Community parks can be found in communities, planned community areas, and large hamlets.
- **Regional Parks**. Regional parks are facilities designed to address the needs of the County as a whole. These facilities may have an active recreation component (play area, group picnic area, etc.), but the majority of their area is maintained for passive recreation (such as hiking or horseback riding), and natural resource enjoyment. Regional parks are typically over 200 acres in size, but smaller facilities may be appropriate for specific sites of regional interest.

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

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

ERM-5.12 Meet Changing Recreational Needs

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

ERM-5.13 Funding for Recreational Areas and Facilities

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

ERM-5.15 Open Space Preservation

The County shall preserve natural open space resources through the concentration of development in existing communities, use of cluster development techniques, maintaining large lot sizes in agricultural areas, discouraging conversion of lands currently

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used for agricultural production, limiting development in areas constrained by natural hazards, and encouraging agricultural and ranching interests to maintain natural habitat in open space areas where the terrain or soil is not conducive to agricultural production.

HS-9.1 Healthy Communities
To the maximum extent feasible, the County shall strive through its land use decisions to promote community health and safety for all neighborhoods in the County by encouraging patterns of development that are safe and influence crime prevention, promote a high-quality physical environment and encourage physical activity by means such as sidewalks and walking and biking paths that discourage automobile dependency in existing communities.

Noise Policies

HS-8.7 Inside Noise
The County shall ensure that in instances where the windows and doors must remain closed to achieve the required inside acoustical isolation, mechanical ventilation or air conditioning is provided.

HS-8.8 Adjacent Uses
The County shall not permit development of new industrial, commercial, or other noise-generating land uses if resulting noise levels will exceed 60 dB Ldn (or CNEL) at the boundary of areas designated and zoned for residential or other noise-sensitive uses, unless it is determined to be necessary to promote the public health, safety and welfare of the County.

HS-8.9 County Equipment
The County shall strive to purchase equipment that complies with noise level performance standards set forth in the Health and Safety Element.

HS-8.10 Automobile Noise Enforcement
The County shall encourage the CHP, Sheriff's office, and local police departments to actively enforce existing sections of the California Vehicle Code relating to adequate vehicle mufflers, modified exhaust systems, and other amplified noise.

HS-8.11 Peak Noise Generators
The County shall limit noise generating activities, such as construction, to hours of normal business operation (7 a.m. to 7 p.m.). No peak noise generating activities shall be allowed to occur outside of normal business hours without County approval.

HS-8.14 Sound Attenuation Features
The County shall require sound attenuation features such as walls, berming, heavy landscaping, between commercial, industrial, and residential uses to reduce noise and vibration impacts.

HS-8.15 Noise Buffering
The County shall require noise buffering or insulation in new development along major streets, highways, and railroad tracks.

Safety Policies

HS-1.1 Maintain Emergency Public Services
The County shall ensure that during natural catastrophes and emergency situations, the County can continue to provide essential emergency services.

HS-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

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housing for the mentally and physically infirm, to the extent possible, the County shall ensure that such facilities are located within reasonable distance of fire and law enforcement stations.

HS-5.2 Development in Floodplain Zones
The County shall regulate development in the 100-year floodplain zones as designated on maps prepared by FEMA in accordance with the following:

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

HS-5.8 Road Location
The County shall plan and site new roads to minimize disturbances to banks and existing channels and avoid excessive cuts and accumulations of waste soil and vegetative debris near natural drainage ways.

HS-5.9 Floodplain Development Restrictions
The County shall ensure that riparian areas and drainage areas within 100-year floodplains are free from development that may adversely impact floodway capacity or characteristics of natural/riparian areas or natural groundwater recharge areas.

HS-5.10 Flood Control Design
The County shall evaluate flood control projects involving further channeling, straightening, or lining of waterways until alternative multipurpose modes of treatment, such as wider berms and landscaped levees, in combination with recreation amenities, are studied.

HS-5.11 Natural Design
The County shall encourage flood control designs that respect natural curves and vegetation of natural waterways while retaining dynamic flow and functional integrity.

HS-7.4 Upgrading for Streets and Highways
The County shall evaluate and upgrade vital streets and highways to an acceptable level for emergency services.

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

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

Other

PF-2.7 Improvement Standards in Communities
The County shall require development within the designated UDBs to meet an urban standard for improvements. Typical improvements shall include curbs, gutters, sidewalks, and community sewer and water systems.

ERM-6.3 Alteration of Sites with Identified Cultural Resources
When planning any development or alteration of a site with identified cultural or archaeological resources, consideration should be given to ways of protecting the resources. Development should be permitted in these areas only after a site specific investigation has been conducted pursuant to CEQA to define the extent and value of resource, and mitigation measures proposed for any impacts the development may have on the resource.

HS-8.5 State Noise Standards
The County shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code (UBC). Title 24 requires that interior noise levels not exceed 45 dB Ldn (or CNEL) with the windows and doors closed within new developments of multi-family dwellings, condominiums, hotels, or motels. Where it is not possible to reduce exterior noise levels within an acceptable range the County shall require the application of noise reduction technology to reduce interior noise levels to an acceptable level.

HS-8.6 Noise Level Criteria
The County shall ensure noise level criteria applied to land uses other than residential or other noise-sensitive uses are consistent with the recommendations of the California Office of Noise Control (CONC).

WR-3.9 Establish Critical Water Supply Areas
The County shall designate Critical Water Supply Areas to include the specific areas used by a municipality or community for its water supply system, areas critical to groundwater recharge, and other areas possessing a vital 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

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

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HEALTH RELATED GENERAL PLAN POLICIES

PF-2.7 Improvement Standards in Communities
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 Consolidation
The County shall encourage consolidation of paper parcels/subdivisions, especially those lots that are designated Valley Agriculture (VA), Foothill Agriculture (FA), or Resource Conservation (RC), are irregular in shape, inadequate in size for proper use, or lack infrastructure.

LU-1.6 Permitting Procedures and Regulations
The County shall continue to ensure that its permitting procedures and regulations are consistent and efficient.

LU-1.7 Development on Slopes
The County shall require a preliminary soils report for development projects in areas with shallow or unstable soils or slopes in excess of 15 percent. If the preliminary soil report indicates soil conditions could be unstable, a detailed geologic/hydrologic report by a registered geologist, civil engineer, or engineering geologist shall be required demonstrating the suitability of any proposed or additional development.

LU-1.8 Encourage Infill Development
The County shall encourage and provide incentives for infill development to occur in communities and hamlets within or adjacent to existing development in order to maximize the use of land within existing urban areas, minimize the conversion of existing

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

LU-7.15 Energy Conservation
The County shall encourage the use of solar power and energy conservation building techniques in all new development.

LU-7.16 Water Conservation
The County shall encourage the inclusion of "extra-ordinary' water conservation and demand management measures for residential, commercial, and industrial indoor and outdoor water uses in all new urban development.

<u>Housing Element</u>

Housing Policy 1.51
Encourage the construction of new housing units for "special needs" groups, including senior citizens, large families, single heads of households, households of persons with physical and/or mental disabilities, minorities, farmworkers, and the homeless in close proximity to transit, services, and jobs.

Housing Policy 3.12
Support locally initiated programs to provide

neighborhood parks and recreational facilities for residential areas within unincorporated communities.

Housing Policy 3.13
Encourage subdivision and housing unit design, which provides for a reasonable level of safety and security.

Housing Policy 3.16
Actively seek federal, state, and private foundation grant funds for park and recreation facilities in unincorporated areas, including dual-use storm drainage ponding basins/recreation parks.

Housing Policy 4.21
Promote energy conservation opportunities in new residential development.

Housing Policy 4.22
Enforce provisions of the Subdivision Map Act regulating energy-efficient subdivision design.

Housing Policy 5.21
Administer and enforce the relevant portions of the Health and Safety Code.

Housing Policy 5.26
Prohibit concentrations of dwelling units near potentially incompatible agricultural uses as defined in the Animal Confinement Facilities Plan.

Environmental Resources Element

ERM-5.2 Park Amenities
The County shall provide a broad range of active and passive recreational opportunities within community parks. When possible, this should include active sports fields and facilities, community center/recreation buildings, children's play areas, multi-use areas and trails, sitting areas, and other specialized uses as appropriate.

Air Quality Element

AQ-1.3 Cumulative Air Quality Impacts
The County shall require development to be located, designed, and constructed in a manner that would minimize cumulative air quality impacts. Applicants shall be required to propose alternatives as part of the State CEQA process that reduce air emissions and enhance, rather than harm, the environment.

AQ-1.4 Air Quality Land Use Compatibility
The County shall evaluate the compatibility of industrial or other developments which are likely to cause undesirable air pollution with regard to proximity to sensitive land uses, and wind direction and circulation in an effort to alleviate effects upon sensitive receptors.

AQ-1.7 Support Statewide Climate Change Solutions
The County shall monitor and support the efforts of Cal/EPA, CARB, and the SJVAPCD, under AB 32 (Health and Safety Code §38501 et seq.), to develop a recommended list of emission reduction strategies. As appropriate, the County will evaluate each new project under the updated General Plan to determine its consistency with the emission reduction strategies.

AQ-1.8 Greenhouse Gas Emissions Reduction Plan/Climate Action Plan
The County will develop a Greenhouse Gas Emissions Reduction Plan (Plan) that identifies greenhouse gas emissions within the County as well as ways to reduce those

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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-2.2Indirect Source Review

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

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

AQ-2.3 Transportation and Air Quality

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

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

AQ-3.2 Infill Near Employment

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

AQ-3.3 Street Design

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

AQ-3.4 Landscape

The County shall encourage the use of ecologically based landscape design principles that can improve local air quality by absorbing CO_2, producing oxygen, providing shade that reduces energy required for cooling, and filtering particulates. These principles include,

but are not limited to, the incorporation of parks, landscaped medians, and landscaping within development.

AQ-3.5 Alternative Energy Design
The County shall encourage all new development, including rehabilitation, renovation, and redevelopment, to incorporate energy conservation and green building practices to maximum extent feasible. Such practices include, but are not limited to: building orientation and shading, landscaping, and the use of active and passive solar heating and water systems.

AQ-3.6 Mixed Land Uses
The County shall encourage the clustering of land uses that generate high trip volumes, especially when such uses can be mixed with support services and where they can be served by public transportation.

Health and Safety Element

HS-1.4 Building and Codes
Except as otherwise allowed by State law, the County shall ensure that all new buildings intended for human habitation are designed in compliance with the latest edition of the California Building Code, California Fire Code, and other adopted standards based on risk (e.g., seismic hazards, flooding), type of occupancy, and location (e.g., floodplain, fault).

HS-1.5 Hazard Awareness and Public Education
The County shall continue to promote awareness and education among residents regarding possible natural hazards, including soil conditions, earthquakes, flooding, fire hazards, and emergency procedures.

HS-1.6 Public Safety Programs
The County shall promote public safety programs, including neighborhood watch programs, child identification and fingerprinting, public awareness and prevention of fire hazards, and other public education efforts.

HS-1.7 Safe Housing and Structures
The County shall continue to seek grant funding for the rehabilitation of deteriorated and dilapidated structures and provide available information regarding housing programs and other public *services*.

HS-1.9 Emergency Access
The County shall require, where feasible, road networks (public and private) to provide for safe and ready access for emergency equipment and provide alternate routes for evacuation.

HS-1.10 Emergency Services Near Assisted Living Housing
In approving new facilities, such as nursing homes, housing for the elderly and other housing for the mentally and physically infirm, to the extent possible, the County shall ensure that such facilities are located within reasonable distance of fire and law enforcement stations.

HS-4.3 Incompatible Land Uses
The County shall prevent incompatible land uses near properties that produce or store hazardous waste.

HS-4.4 Contamination Prevention
The County shall review new development proposals to protect soils, air quality, surface water, and groundwater from hazardous materials contamination.

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HS-4.5 Increase Public Awareness
The County shall work to educate the public about household hazardous waste and the proper method of disposal.

HS-4.6 Pesticide Control
The County shall monitor studies of pesticide use and the effects of pesticide on residents and wildlife and require mitigation of the effects wherever feasible and appropriate.

HS-4.8 Hazardous Materials Studies
The County shall ensure that the proponents of new development projects address hazardous materials concerns through the preparation of Phase I or Phase II hazardous materials studies for each identified site as part of the design phase for each project. Recommendations required to satisfy federal or State cleanup standards outlined in the studies will be implemented as part of the construction phase for each project.

HS-5.1 Development Compliance with Federal, State, and Local Regulations
The County shall ensure that all development within the designated floodway or floodplain zones conforms with FEMA regulations and the Tulare County Flood Damage Prevention Ordinance.

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

HS-5.2 Development in Floodplain Zones
The County shall regulate development in the 100-year floodplain zones as designated on maps prepared by FEMA in accordance with the following:

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

HS-8.5 State Noise Standards
The County shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code (UBC). Title 24 requires that interior noise levels not exceed 45 dB Ldn (or CNEL) with the windows and doors closed within new developments of multi-family dwellings, condominiums, hotels, or motels. Where it is not possible to reduce exterior noise levels within an acceptable range the County shall require the application of noise reduction technology to reduce interior noise levels to an acceptable level.

HS-9.1 Healthy Communities
To the maximum extent feasible, the County shall strive through its land use decisions to promote community health and safety for all neighborhoods in the County by encouraging patterns of development that are safe and influence crime prevention, promote a high-quality physical environment and encourage physical activity by means such as sidewalks and walking and biking paths that discourage automobile dependency in existing communities.

HS-9.2 Walkable Communities
The County shall require where feasible, the development of parks, open space, sidewalks

and walking and biking paths that promote physical activity and discourage automobile dependency in all future communities.

Water Resource Element

WR-2.1 Protect Water Quality
All major land use and development plans shall be evaluated as to their potential to create surface and groundwater contamination hazards from point and non-point sources. The County shall confer with other appropriate agencies, as necessary, to assure adequate water quality review to prevent soil erosion; direct discharge of potentially harmful substances; ground leaching from storage of raw materials, petroleum products, or wastes; floating debris; and runoff from the site.

WR-2.2 National Pollutant Discharge Elimination System (NPDES) Enforcement
The County shall continue to support the State in monitoring and enforcing provisions to control non-point source water pollution contained in the U.S. EPA NPDES program as implemented by the Water Quality Control Board.

WR-2.3 Best Management Practices (BMPs)
The County shall continue to require the use of feasible BMPs and other mitigation measures designed to protect surface water and groundwater from the adverse effects of construction activities, agricultural operations requiring a County Permit and urban runoff in coordination with the Water Quality Control Board.

Transportation and Circulation Element

TC-1.18 Balanced System
The County shall strive to meet transportation needs and maintain LOS standards through a balanced Multimodal Transportation Network that provides alternatives to the automobile.

TC-1.19 Balanced Funding
The County shall promote a balanced approach to the allocation of transportation funds to optimize the overall County transportation system.

TC-4.1 Transportation Programs
The County shall support the continued coordination of transportation programs provided by social service agencies, particularly those serving elderly and/or handicapped.

TC-4.2 Determine Transit Needs
The County will continue to work with TCAG, cities, and communities in the County to evaluate and respond to public transportation needs.

TC-4.3 Support Tulare County Area Transit
The County shall request the support of TCAG for development of transit services outlined in the County's Transit Development Plan (TDP). Efforts to expand Tulare County Area Transit should be directed towards:

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

TC-4.4 Nodal Land Use Patterns that Support Public Transit
The County shall encourage land uses that generate higher ridership including; high

density residential, employment centers, schools, personal services, administrative and professional offices, and social/recreational centers, to be clustered within a convenient walking distance of one another.

TC-5.1 Bicycle/Pedestrian Trail System
The County shall coordinate with TCAG and other agencies to develop a Countywide integrated multi-purpose trail system that provides a linked network with access to recreational, cultural, and employment facilities, as well as offering a recreational experience apart from that available at neighborhood and community parks.

TC-5.2 Consider Non-Motorized Modes in Planning and Development
The County shall consider incorporating facilities for non-motorized users, such as bike routes, sidewalks, and trails when constructing or improving transportation facilities and when reviewing new development proposals. For developments with 50 or more dwelling units or non-residential projects with an equivalent travel demand, the feasibility of such facilities shall be evaluated.

TC-5.3 Provisions for Bicycle Use
The County shall work with TCAG to encourage local government agencies and businesses to consider including bicycle access and provide safe bicycle parking facilities at office buildings, schools, shopping centers, and parks.

Public Facilities and Services Element

PFS-1.1
The County shall generally give priority for the maintenance and upgrading of County-owned and operated facilities and services to existing development in order to prevent the deterioration of existing levels-of-service.

PFS-1.3 Impact Mitigation
The County shall review development proposals for their impacts on infrastructure (for example, sewer, water, fire stations, libraries, streets, etc). New development shall be required to pay its proportionate share of the costs of infrastructure improvements required to serve the project to the extent permitted by State law. The lack of available public or private services or adequate infrastructure to serve a project, which cannot be satisfactorily mitigated by the project, may be grounds for denial of a project or cause for the modification of size, density, and/or intensity of the project.

PFS-1.4 Standards of Approval
The County should not approve any development unless the following conditions are met:

1. The applicant can demonstrate all necessary infrastructure will be installed and adequately financed,
2. Infrastructure improvements are consistent with adopted County infrastructure plans and standards, and
3. Funding mechanisms are provided to maintain, operate, and upgrade the facilities throughout the life of the project.

PFS-1.5
The County shall implement programs and/or procedures to ensure that funding mechanisms necessary to adequately cover the costs related to planning, capital improvements, maintenance, and operations of necessary public facilities and services are in place, implemented by the County or another entity.

Existing Development

PFS-1.6
The County shall use a wide range of funding mechanisms, such as the following, to adequately fund capital improvements,

maintenance, and on-going operations for publicly-owned and/or operated facilities:

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

PFS-1.7

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

PFS-1.8

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

1. Institute impact fees and assessment districts to finance improvements,
2. Take on additional responsibilities for services and facilities within their jurisdictional boundaries up to the full extent allowed under State law, and
3. Investigate feasibility of consolidating services with other districts and annexing systems in proximity to promote economies of scale, such as annexation to city systems and regional wastewater treatment systems.

PFS-1.9 New Special Districts

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

PFS-1.10 Homeowner Associations

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

PFS-1.11 Facility Sizing

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

PFS-1.12 Security

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

PFS-2.1 Water Supply

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

PFS-2.2 Adequate Systems

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

PFS-2.3 Well Testing

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

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PFS-2.4 Water Connections
The County shall require all new development in UDBs, UABs, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, Area Plans, existing water district service areas, or zones of benefit, to connect to the community water system, where such system exists. The County may grant exceptions in extraordinary circumstances, but in these cases, the new development shall be required to connect to the water system when service becomes readily available.

PFS-2.5 New Systems or Individual Wells
Where connection to a community water system is not feasible per PFS-2.4: Water Connections, service by individual wells or new community systems may be allowed if the water source meets standards for quality and quantity.

PFS-3.1 Private Sewage Disposal Standards
The County shall maintain adequate standards for private sewage disposal systems (e.g., septic tanks) to protect water quality and public health.

PFS-3.2 Adequate Capacity
The County shall require development proposals to ensure the intensity and timing of growth is consistent with the availability of adequate wastewater treatment and disposal capacity.

PFS-3.3 New Development Requirements
The County shall require all new development, within UDBs, UABs, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, Area Plans, existing wastewater district service areas, or zones of benefit, to connect to the wastewater system, where such systems exist. The County may grant exceptions in extraordinary circumstances, but in these cases, the new development shall be required to connect to the wastewater system when service becomes readily available.

PFS-3.4 Alternative Rural Wastewater Systems
The County shall consider alternative rural wastewater systems for areas outside of community UDBs and HDBs that do not have current systems or system capacity. For individual users, such systems include elevated leach fields, sand filtration systems, evapotranspiration beds, osmosis units, and holding tanks. For larger generators or groups of users, alternative systems, including communal septic tank/leach field systems, package treatment plants, lagoon systems, and land treatment, can be considered.

PFS-3.7 Financing
The County shall cooperate with special districts when applying for State and federal funding for major wastewater related expansions/upgrades when such plans promote the efficient solution to wastewater treatment needs for the area and County.

PFS-4.2 Site Improvements
The County shall ensure that new development in UDBs, UABs, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, and Area Plans includes adequate stormwater drainage systems. This includes adequate capture, transport, and detention/retention of stormwater.

PFS-4.3 Development Requirements
The County shall encourage project designs that minimize drainage concentrations and impervious coverage, avoid floodplain areas, and where feasible, provide a natural watercourse appearance.

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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.

Table 14 - Fire Staffing and Reponses Time Standards

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

*Upon assembling the necessary resources at the emergency scene, the fire department should have the capacity to safety commence

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an initial attach 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.

TIPTON COMMUNITY PLAN POLICIES

Housing Policies:

1. The County will strive to ensure that there is an adequate amount of planned residential land to meet the housing needs of Tipton.
2. The County will strive (through community development) to ensure that housing is affordable to all economic segments of Tipton.
3. The County will ensure that there are adequate sites and will work with the Tipton Community Services District and other agencies to ensure that there are adequate public facilities to support future housing needs in Tipton.
4. The County will work diligently towards the rehabilitation of the housing stock in Tipton.

5. Multi-family development shall be encouraged in Tipton, as appropriate, in order to provide affordable housing opportunities.
6. The County will attempt to maintain a balance between owner and renter-occupied housing stock in Tipton.
7. 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.
8. Residential development shall be located in areas free of excessive noise and traffic, adequately buffered from incompatible land uses, and serviceable with sewer and water. New development that is within noise-impacted areas will provide noise mitigation to comply with the County's Noise Element.
9. The Tulare County RMA will actively enforce all planning and zoning laws in order to abate illegal, non-conforming, non-residential uses.

Housing Implementation:

1. The County will periodically review zoning in Tipton and will maintain enough residentially zoned land so that the lack of adequately zoned residential sites does not become a constraint to housing production.
2. The County will work with non-profits, the Tulare County Housing Authority, and other entities interested in constructing or replacing low income housing in Tipton.
3. The County will investigate or be aware of service needs, police and fire protection, and other services required to support new residential development. In addition, it will coordinate with the local school district when they expand or enlarge their services to support future population growth.
4. The County will encourage and assist non-profit and for-profit groups who demonstrate the ability and skill to undertake rehabilitation programs, to apply for State and federal funds for rehabilitation programs.
5. Second units will be allowed under the County's second unit ordinance once they are brought up to County and State, Health, Safety and Building Codes.

Commerce Policies:

1. Tulare County shall designate and zone enough land for commercial uses to meet the existing and future needs of the area's population.
2. All new commercial uses shall be designed in such a manner that will minimize land use compatibility problems with surrounding and planned land uses, will provide landscaping, irrigation, and on-site lighting, and will provide adequate on-site parking.
3. 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. Service Commercial areas shall be situated along the railroad tracks.

Commerce Implementation:

1. Commercial areas have been designated on the proposed land use map contained in this document.
2. All new commercial development should be processed through the County's site plan review process.

Industry Policies:

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1. The County shall encourage industrialization in Tipton, especially industries that provide non-seasonal employment, and which require close freeway and/or rail access.
2. Land well suited for industrial development because of access, availability of infrastructure and proximity to similar land uses should be designated for industry and protected from the encroachment of incompatible uses.
3. When the County reviews permit applications for prospective industries that wish to locate in Tipton, several criteria should be applied which include:
   - The water and sewer requirements of new industry shall be considered with respect to the limitations of the local service district.
   - Adequate access must be provided so local streets do not operate below a "C" level of service rating.
   - Industry shall be generally downwind of residential dwellings.
   - Industry which requires sewage lift stations should work with the Tipton Community Services District to seek ways to finance the installation, maintenance and replacement of these facilities.
   - Industry shall be required to pretreat effluent which is difficult to process prior to disposal at the treatment plant.
4. Commercial and industrial uses shall provide landscaping to promote an aesthetically pleasing view along adjacent roadways.
5. Work with the utility district to promote industrial growth between the communities along the highway 99 corridor. Encourage cooperation between utility districts to build a joint-use industrial treatment plant and water service emphasizing industrial clusters with small employers (30 employees or less) to promote stable job growth.
6. High-volume water users should address crop irrigation or irrigation of landscaping on the Highway 99 corridor.

Industry Implementation:

1. Adoption of the proposed land use map will help to implement the above-policies.
2. The County should encourage the RMA, to seek out industries which require a rural community and market appropriate sites in Tipton. The community's rail and highway access can be used to promote economic development.

Agriculture Policies:

1. Land within the respective Urban Development Boundary of Tipton, which is designated as residential reserve, commercial reserve, or industrial reserve shall be retained in agricultural use until such time as conversion to urban use (as defined in the Tulare County General Plan) is appropriate. When a rezoning occurs without a general plan amendment, the reserve designation shall be removed from the parcel.
2. The following criteria shall be used to determine when conversion to urban use is appropriate:
   a. The property is not subject to an agricultural preserve contract;
   b. Full urban services, schools, and infrastructure sufficient to serve urban development either are available or can be made available; and
   c. The property is 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 Tipton Community Service District, to promote logical and orderly development patterns.
6. New agricultural preserves and contracts shall not be approved for properties within Tipton's UDB.
7. Commercial and residential uses will be required to connect to public services provided by the Tipton Community Services District.

Agriculture Implementation:

1. Large lot agricultural zoning such as AE-20 shall be applied as a holding zone to properties which do not meet the criteria set forth in policy Agriculture Policy 1 above.
2. Promote lineal growth along Highway 99 for industrial and commercial uses to preserve adjacent agricultural lands.

Community Involvement Policies:

1. The County of Tulare will solicit recommendations from all interested public agencies on matters regarding the Tipton Community Plan.
2. The Tipton Community Plan should be reviewed every five years to determine if amendments are appropriate.
3. Work with the Tipton Town Council on development projects within the community.

Community Involvement Implementation:

1. When considering any land use proposal, capital expenditure or other matters of community importance, the County of Tulare will request input from the local service district and other affected agencies.

Schools Policies:

1. The County shall cooperate with all affected school districts to provide the highest quality educational services and school facilities possible.
2. The County shall work with the Tipton School District in facilitating the location and establishment of new school sites, or expansion of existing sites, as needed.
3. The County shall work with the Tipton school district to provide safe routes to school.

Schools Implementation:

1. The Land Use Map of the Tipton Community Plan designates the campus of the elementary school.

Parks Policies:

1. The County shall investigate the possibility of constructing future stormwater drainage basins as a combined park/ponding basin.
2. The County, in conjunction with the local school district, shall investigate the possibility of locating future community facilities, including recreational resources, at new school sites.

Parks Implementation:

1. The County, Tipton Elementary School District and Tipton Community Services District, should meet to determine how each agency could cooperate to meet the

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recreational needs of the community.

Public Safety Policies:

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

Public Safety Implementation:

1. Tipton Community Services District should investigate annexing surrounding areas and extending water service to enhance firefighting capabilities. Tulare County Fire Department should assist the District in this effort.
2. Tulare County Fire Department should periodically assess the need to improve the Tipton Fire Station to a fully staffed station in order to improve fire suppression capabilities.
3. The County of Tulare should consider implementing a development impact fee that would generate funds for capital improvements for the fire department. The collection of these fees should be consistent with AB 1600.
4. New major commercial and industrial developments should provide either a reliable source of on-site water for fire suppression, or connect to the District's water system and incorporate a fire sprinkler system within the proposed building.
5. Tulare County should periodically assess the need to establish a Sheriff's substation in Tipton.
6. The County of Tulare should consider implementing a development impact fee that would generate funds for capital improvements for the Sheriff's department. The collection of these fees should be consistent with AB 1600.

Sewer, Water, and Storm Drainage Policies:

1. 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.
2. The Tipton Community Services District should apply to the Tulare County Local Agency Formation Commission to amend the Sphere of Influence of the District so they are consistent with the intent of this Plan and local LAFCo policies.
3. The County shall encourage industry to locate in Tipton which is "clean" and does not generate effluent which is difficult and expensive for the sewer plant to treat.
4. Tulare County and Tipton Community Services District should explore options for implementing a community-wide drainage system.
5. The County of Tulare and the Tipton Community Services District should consider requiring large industrial water users to utilize their own water system, which could include a well, a holding tank for fire suppression purposes and an on-site water distribution system. This approach for large water users will insure that the integrity of Tipton's existing water system is not taxed with the connection of a large water user.
6. Tulare County and the Tipton Community Services District should incorporate a storm drainage pond into the three proposed park sites located in the southwest, southeast, and northeast quadrants of the community. A park design could incorporate three use features into the park - a passive recreation area, an active recreation area (playing fields) that could hold storm water after significant storm events, and a storm water retention

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area where nuisance runoff and storm water runoff would be stored.

Sewer, Water, and Storm Drainage Implementation:

1. The discharge and collection requirements of all new development in the community shall be reviewed by Tulare County and the Tipton CSD. Recommendations and comments on new development shall be forwarded to the County by the District prior to final project approval.
2. Tulare County RMA in cooperation with Tipton CSD should consider options for constructing a community-wide drainage system. Emphasis should be placed on drainage improvements for the existing developed urban areas.
3. The Tipton Community Services District should be encouraged to amend the boundaries of the District to reflect changes of urban boundary and land use made by this plan.
4. The Tulare County Public Works Department, in cooperation with the Tipton CSD, shall review the water demand requirements of urban uses that will require large volumes of water. Should the County and District find that the connection of the user to Tipton's water system would have an adverse impact on the system, the two entities would recommend that the user be required to install, utilize, and maintain its own water system.
5. Industries that would generate large volumes of wastewater effluent or effluent that would be difficult to treat due to high counts of BOD, heavy metals, salts, etc. should be required to pre-treat the effluent prior to disposing of it into the Tipton treatment plant.
6. Parks will be maintained by the Tipton CSD, using funds generated by a landscaping and lighting district that would be formed when land around the future park sites are developed.

Circulation Policies:

7. Within the planning area, the County shall provide a transportation system that provides safe and efficient service for the travel needs of all persons, the movement of goods and as a means to implement the other policies and implementation measures of this Plan.
8. The circulation plan shall identify a functional street classification system consistent with the Tulare County Circulation Element.
9. The County shall explore funding possibilities to upgrade the existing street network within the planning area, including repaving, and the construction of curbs, gutters, and sidewalks. This goal could be funded through creation of a community development, housing associations, grants, a maintenance lighting district or other financial mechanisms.
10. The County shall require applicants for new development projects to construct or upgrade both sides of roads which will serve their projects, to County standards and Level of Service
11. The Tulare County RMA shall implement engineering design standards for the streets identified in the plan.
12. When a land use development project is proposed, the Tulare County RMA will determine if the project meets local criteria or thresholds and if a traffic impact study is required. If the project warrants a traffic impact study, the developer is responsible for objectively assessing the impacts of the development on the roadway network. The analysis will follow standard guidelines for site impact analysis; including generation, distribution, and assignment of

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trips to the background roadway network and the analysis of level-of-service on critical roadway segments and intersections.

13. For each classification of roadway, pavement widths, lane configurations, and, where applicable to the specific functional classification of the road, medians, encroachment, and/or shoulder widths, shall be based on acceptable design standards of the agency having jurisdiction over the facility.
14. The County shall work with Caltrans to ensure timely improvements to State Route 99 so as to avoid congestion at highway interchanges.
15. Roads within the planning area should have a minimum Level of Service of "C".
16. Promote alternative modes of transportation, including bicycles, buses, trains and walking.

Circulation Implementation:

1. The Resource Management Agency will work with the community to plan for improvements to the circulation system; such as repaving, and construction of curbs, gutters, sidewalks and storm drainage improvements, as a priority goal.
2. Improvement standards for collector streets shall include perpendicular curbs, gutters and street lights. Street lights shall be installed at the developer's expense while the County will assume energy costs provided certain criteria are met.
3. TCAG (CMA) recommends preparation of a traffic report on two criteria:
   a. If the project impacts the CMP system and generates more than 100 vehicles in the peak hour, or
   b. If the project contributes to cumulative impacts on the CMP network that exceed level-of-service standards.
4. The County shall coordinate with the railroad companies to ensure that crossings are safe and that trains travel through the community in a safe and effective manner.
5. Establish truck routes through Tipton that are safe and not disruptive to residential neighborhoods, schools and businesses.
   a. The Public Works Department should install truck route signage.
6. The County shall consider imposing a traffic impact fee for new development in Tipton. Said fee shall be consistent with the requirements of AB 1600.
7. Attempt to provide safe and convenient pedestrian access to all areas of the community, including between neighborhoods.
   a. Maintain and repair sidewalks to make them safe for pedestrians.
   b. Plant existing parkways that are devoid of trees so make the walking experience more enjoyable.
   c. Investigate the use of ditch easements and railroad rights-of-way for walking paths.
8. Facilitate the provision of convenient, frequent, dependable and efficient scheduled transit for Tipton residents.
   a. New developments adjacent to arterial or collector streets shall include bus loading zones.
   b. All arterial streets shall be designed to accommodate buses and bus loading zones.
   c. Improve transit line coverage and frequency throughout Exeter and to adjacent cities, with particular emphasis on service to the downtown, employment centers, and social services.

Noise Policies:

1. The County shall protect noise-sensitive land uses from existing or future noise generators by locating them within

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compatible noise environments or by requiring noise mitigation measures (such as sound walls) as provided in the Noise Element of the Tulare County General Plan.

Noise Implementation:

1. Through the project review process, the County will insure that new development is located and designed in a manner consistent with the Tulare County Noise Element.
2. The County should work with Caltrans and developers to establish a sound wall along Highway 99, to reduce noise impacts on residential areas.
3. Developers shall ensure that noise mitigation measures are incorporated and that ambient noise levels in residential areas do not exceed 60 dB/45 dB day/night levels.
4. Adoption of the Land Use Map will help to achieve noise goals of the community plan in that most future residential development is directed away from major roadways.

Land Use Policies:

1. Urbanization in the planning areas should be contiguous and compact.
2. In order to provide adequate separation (buffer distance) between future urban and agricultural uses, the UDB line should be drawn along roads, the railroad, property lines and watercourses, if possible.
3. To accurately determine and fairly mitigate the local and regional air quality impacts of projects proposed within the Plan Area, the County of Tulare shall determine, where-applicable, air quality impacts associated with specific development projects using analysis methods and significance thresholds recommended by the San Joaquin Valley Air Pollution Control District.
4. Any use, building or parcel previously and legally established that may not be expressly permitted by this plan in any given land use designation or the implementing zoning shall be allowed to continue in accordance with the County Zoning Ordinance.

Land Use Implementation:

1. The County and Tipton CSD should prepare master plans for water, sewer, storm drainage, circulation, parks and other public facilities, including fire and sheriff stations.
2. Development proposals shall be reviewed to ensure that impacts upon public services and facilities, and significant environmental effects have been mitigated to the extent feasible.
3. The County shall prepare and maintain a development impact fee which provides revenue to offset infrastructure costs.
4. Adoption of the proposed Land Use Map (Figure 13) will implement the land use goals. The Land Use Map allocates land use designations to territory within the Planning Area consistent with the goals and policies described in this document.

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GOALS, OBJECTIVES AND POLICIES SPECIFIC TO TIPTON

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

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

The goals, objectives and policies of this community plan are based on those contained in the Tulare County 2030 General Plan and input received from Tipton citizens during the public outreach process. The goals, objectives and policies are divided into four categories: Community Development, Housing, Economic Base, and Environmental Quality.

Community Development

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

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

Policies:

1. The County and Tipton CSD should prepare master plans for water, sewer, storm drainage, circulation, parks and other public facilities, including fire and sheriff stations.
2. Development proposals shall be reviewed to ensure that impacts upon public services and facilities, and significant environmental effects have been mitigated to the extent feasible.

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

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.

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 Tipton.
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 Tipton.
6. The County will ensure that there are adequate sites and will work with the Tipton Community Services District and other agencies to ensure that there are adequate public facilities to support future housing needs in Tipton.
7. The County will work diligently towards the rehabilitation of the housing stock in Tipton.
8. The County will attempt to maintain a

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balance between owner and renter-occupied housing stock in Tipton.
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 Tipton.
3. Coordinate residential zoning with availability of utilities and community services.
4. Provide adequate amounts of residential zoning to encourage the housing industry to proceed with construction of residential development in a timely and cost-efficient fashion.
5. The County will strive (through community development and the Housing Element process) to ensure that housing is affordable to all economic segments of Tipton.
6. Multi-family development shall be encouraged in Tipton, as appropriate, in order to provide affordable housing opportunities.

Economic Base

GOAL I: Develop a strong and diversified economy.

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

Policies:

1. Zone an area for a community shopping center in the northeastern portion of the community to meet local consumer needs.
2. Reserve areas with convenient highway access for highway-oriented commercial development, thereby encouraging outside cash flow into the community.
3. Tulare County shall designate and zone enough land for commercial uses to meet the existing and future needs of the area's population.
4. 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.
5. The County shall encourage industrialization in Tipton, especially industries that provide non-seasonal employment, and which require close freeway and/or rail access.

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

Policies:

1. Encourage the Tipton 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

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commercial and industrial areas.

3. Encourage the Tulare County Economic Development Corporation to solicit nonagricultural industries to locate in the Tipton area.
4. 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.
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. Work with the utility district to promote industrial growth between the communities along the highway 99 corridor. Encourage cooperation between utility districts to build a joint-use industrial treatment plant and water service emphasizing industrial clusters with small employers (30 employees or less) to promote stable job growth.
7. High-volume water users should address crop irrigation or irrigation of landscaping on the Highway 99 corridor.

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. Commercial and industrial uses shall provide landscaping to promote an aesthetically pleasing view along adjacent roadways.
3. All new commercial uses shall be designed in such a manner that will minimize land use compatibility problems with surrounding and planned land uses, will provide landscaping, irrigation, and on-site lighting, and will provide adequate on-site parking.

Environmental Quality

GOAL I: Preserve and enhance the quality of life for present and future generation of Tipton 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 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.
3. The County shall encourage industry to locate in Tipton which is "clean" and does not generate effluent which is difficult and expensive for the sewer plant to treat.
4. Tulare County and Tipton Community Services District should explore options for implementing a community-wide drainage system.
5. The County of Tulare and the Tipton Community Services District should consider requiring large industrial water users to utilize their own water system, which could include a well, a holding tank for fire suppression purposes and an on-site water distribution system. This approach for large water users will insure that the integrity of Tipton's existing water system is not taxed with the

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connection of a large water user.

6. Tulare County and the Tipton Community Services District should incorporate a storm drainage pond into the three proposed park sites located in the southwest, southeast, and northeast quadrants of the community. A park design could incorporate three use features into the park - a passive recreation area, an active recreation area (playing fields) that could hold storm water after significant storm events, and a storm water retention area where nuisance runoff and storm water runoff would be stored.

Objective: Provide sufficient open space for community recreation needs.

Policies:

1. Encourage reservation of open space for recreational purposes in conjunction with future residential developments.
2. Facilitate innovation in housing and subdivision design so that private recreation and open space areas can be accommodated.
3. The County shall investigate the possibility of constructing future stormwater drainage basins as a combined park/ponding basin.
4. The County, in conjunction with the local school district, shall investigate the possibility of locating future community facilities, including recreational resources, at new school sites.

Objective: Prohibit activities that will have a significant adverse effect on the environmental quality of Tipton.

Policies:

1. Prohibit new "heavy" industrial uses east of State Highway 99.
2. Carefully evaluate proposed heavy industrial uses to be located west of State Highway 99 to assure that such uses will not have an adverse impact on the community.

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CIRCULATION ELEMENT

The purpose of this Circulation Element Update for the community of Tipton 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 Tipton, 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 Tipton 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 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 Tipton to repair streets, and to improve the existing and planned transportation system.

Public Transit and Active Transport Systems

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

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

Goods Movement

The ability of Tulare County to compete domestically and internationally on an economic basis requires an efficient and cost-effective method for distributing and receiving products. Though Tipton is an important rail junction, trucking is likely to be the predominant mode for freight movements within the County and Valley for the foreseeable future: Statewide, over three-quarters of all freight is shipped by truck. It is anticipated that the region's truck volumes will grow faster than auto traffic through 2040.

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

Transportation Demand Management

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

Goals, Policies, and Standards

The intent of the Tipton 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 Tipton.

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.

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.

8. Local streets should be designed to discourage high traffic volumes and through traffic.

9. Develop a Circulation Map showing the public street system. Designated streets and recommended rights-of-way should be indicated on this map.

10. Allow standards for new street development to be altered or refined where it can be demonstrated that projected traffic flows can be accommodated.

11. Plan for peak-hour Level of Service (LOS) "D" or better throughout the circulation network.

12. Make intersection improvements to the existing major street system selectively, favoring traffic engineering solutions rather than major structural improvements. This could include signalization, intersection channelization, use of directional signs, and diversion of traffic onto underutilized streets.

13. Use complete streets concepts in the design of new local streets where such techniques will improve safety and manage traffic flow.

14. Ensure the street network provides efficient routes for emergency vehicles, meeting necessary street widths, turn around radius, and other factors as determined by the County in consultation with fire and other emergency service providers.

15. Cooperate with local, regional, State and federal agencies to plan for, establish and maintain good connectivity to an efficient multimodal regional transportation system.

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

Policies and Standards:

1. Design interior street systems for commercial and industrial subdivisions to accommodate the movement of heavy trucks.
2. Restrict heavy duty truck through-traffic in residential areas and plan land uses so that trucks do not need to traverse these areas.

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.

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 Tipton School and the School District to ensure that school children have adequate transportation routes available, such as a local pedestrian or bike paths, or local bus service.

5. Encourage safe pedestrian walkways within commercial, office, industrial, residential, and recreational developments that comply with the Americans with Disabilities Act (ADA) requirements.

6. Coordinate with TCaT and private bus operators to ensure that pedestrian facilities are provided along and/or near transit routes, whenever feasible. New land developments may be required to provide pedestrian facilities due to existing or future planned transit routes even if demand for a pedestrian facility is not otherwise warranted.

7. Review all existing roadways without pedestrian facilities when they are considered for improvements (whether maintenance or upgrade) to determine if new pedestrian facilities are warranted. New roadways should also be assessed for pedestrian facilities.

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

Policies and Standards:

1. Require all new development to identify adequate on-street and off-street parking based on expected parking needs.

2. Encourage shared parking among nearby uses with complementary parking demand patterns.

3. Provide adequate loading areas within off-street parking areas for all commercial and manufacturing land uses.

4. Anticipate parking needs at proposed and expected activity centers, particularly commercial areas.

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

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

2. Incorporate the Regional Transportation Plan, Visalia Transit's 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.

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 Tipton where all transit services can connect with each other as well as with private ridesharing.
b) Encourage and provide for ridesharing, park and ride, and other programs that can reduce emissions, save energy, and reduce monetary costs for firms and workers.
2. Planning and development of arterial and collector streets shall include design features which can be used a future public transit stops.
3. Support the expansion and improvement of transit systems and ride sharing programs to reduce the production of automobile emissions.
4. Support the use of alternate fuel vehicles and fueling stations for public transit vehicles, and County public agency vehicles.
5. Support Visalia Transit, TCaT and other transit operators' programs to foster transit usage.
7. 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.
8. Support programs developed by transit agencies/operators to provide paratransit service.
9. Incorporate the potential for public transit service in the design of developments identified as major trip attractions (i.e. community centers and employment centers).
10. Explore potential development of a park-n-ride lot in Tipton.
11. 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 Tipton.

Policies and Standards:

1. Consider developing a Bikeway plan for Tipton based on the following facility designations:
a) Bike Path (Class I). A special pathway for the exclusive use of bicycles, which is separated from motor vehicle facilities by space or a physical barrier. It is identified by guide signing and pavement markings.
b) Bike Lane (Class II). A lane on the paved area of a road for preferential use by bicycles. It is usually located along the right edge of the paved area or between the parking lane and the first motor vehicle lane. It is identified by a "Bike Lane" guide sign, special lane lines, and other pavement markings.
c) Bike Route (Class III). A recommended route for bicycle travel along an existing right-of-way, which is signed but not striped.
d) Bikeway. All facilities that explicitly provide for bicycle travel. The bikeway can be anything from a separate facility to a simple signed street.
2. Give priority to bikeways that will serve the highest concentration of cyclists and destination areas of highest demand, especially Tipton 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 Tipton.

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

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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

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DEVELOPMENT SUITABILITY ANALYSIS

Purpose of a Development Suitability Analysis

The purpose of a development suitability analysis is to determine the areas best suited to accommodate new growth. It is a means of identifying areas free of development constraints and those areas where improvements must be made before urban development is allowed. This development suitability analysis will also be used to determine the location of Tipton's UDB and will help establish the land use pattern of the community.

Factors that either encourage or constrain development were selected in order to determine the development suitability of different areas within the community. The areas were then mapped. Each area was assigned a "suitability" rating to show the level of development it can sustain based on the factors considered. Suitability ratings used in this study include:

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

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

Moderate - These areas are located outside the local Community Service District but include, or are near, existing urban development. These areas also exhibit other qualities that make them suitable for future development.

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

All of the areas have been mapped. These maps were examined to determine what suitability pattern emerged. It is important to remember that a low development suitability rating does not necessarily mean the land must remain undeveloped. Rather, a low development suitability rating serves as a way to identify the areas where only low density development may be appropriate or to pinpoint areas where improvements should be made prior to allowing intensive urban development.

The factors examined in this study and the suitability ratings they are associated with are discussed on the following pages. The below are factors considered in establishing the respective UDBs and in selecting the land uses within the UDBs:

- Existing Urbanized Lands

These lands include all of the existing urbanized areas including vacant skipped over lands and lands which could be "recycled" into more intensive uses

Suitability Rating:

Areas that poses existing urbanized Lands - Very High

- Areas within Utility Service Area

Areas served with a community sewer or water systems are capable of supporting a wider variety of land uses than those served by individual septic systems and wells. Therefore, these areas are highly suitable for many urban uses. Figure 14 shows the boundary of the Tipton Community Services District.

Suitability Rating:

- Areas within the Tipton Community Services District boundaries - High.

Land Contiguous to Existing Urbanized Areas

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

Suitability Rating:

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

Lands not contiguous to the Tipton Community Services District

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

Suitability Rating: Noncontiguous areas free of development constraints - Moderate

- Agricultural Preserves

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

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

Within the planning area there are a number of parcels entered into Agricultural Preserve contracts (see Figure 14). A preserve contract is designed to keep productive farmland in use. In accordance with this contractual agreement between the county and property owner the county asses a lower

property tax to the subject parcel and in exchange the owner agrees to not convert the subject land to non agriculture uses. . Land in a preserve is required to remain in agriculture for a ten year period. Unless a notice of non-renewal is filed, the contract is automatically self-renewing every year for an additional ten year period.

Since land within a preserve is under a ten-year contract, and the Community Plan is designed for a 24-year time frame, this factor is considered to be a short-term development constraint. By State law, land in an agricultural preserve cannot be developed to an urban use. Therefore, a "low" suitability rating is assigned to lands in a preserve, after ten years the land could be legally developed.

Suitability Rating:

- Areas in an agricultural preserve - Low

Floodplains

Development in a floodplain should be discouraged due to the possibility of property damage and interruption of normal drainage functions. Concrete lining or the construction of levees to control flooding of natural drainage lines can impact downstream users by accelerating water flows.

Suitability Rating:

Areas within a 100-year floodplain - Low

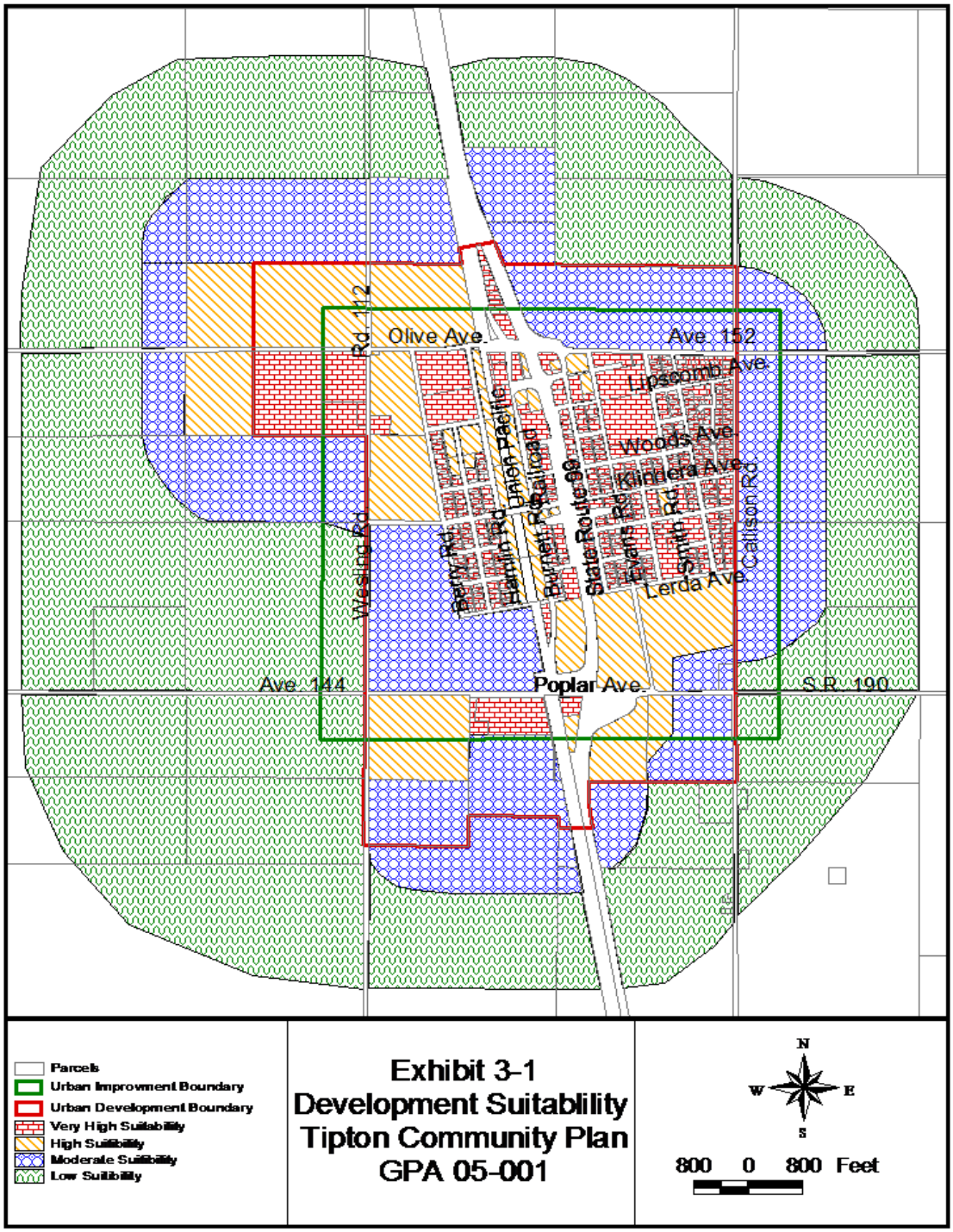
<u>Composite Development Suitability</u>

Figure 14 is a composite map of the development suitability factors for Tipton described previously. The development suitability maps show that the best lands for development are within the existing urbanized areas. The land within the utility service boundaries or areas contiguous to existing development should also be considered as land with high development potential.

Several areas adjacent to the existing urbanized areas are "moderately" suitable for development because they are near services and are free of development constraints.

Areas designated as "low" suitability are those areas that are within agricultural preserves, are outside utility service boundaries.(this is assigned to a moderate sut. rating) The development suitability of these areas can be enhanced if land is removed from an agricultural preserve or the utility service boundaries are enlargened. Other areas of "low" suitability include areas within a 100-year flood zone.

Figure 14 Development Suitability



ASSESSMENT OF LAND NEEDS

Land Demand Projections

Within the existing 1,008-acre Tipton Urban Development Boundary, about 452 acres are presently developed to urban use and 556 are used for agriculture or are vacant.

The ratio of urbanized acres per person is calculated by dividing the year 2013 population of 2,192 by 452 urbanized acres, which equals 4.9 persons per urbanized acre. Projecting this ratio into the future suggests an additional 245 acres of land will be required for development by the year 2030.

Table 15 - Tipton Land Demand Projections

Year	Growth Rate (%)	Total Population	Incremental Population Increase	Incremental Land Demand Increase (incremental pop, increase/4.9)	Existing Urbanized Areas + Future Land Demand (Acres)
2013	2.6	2,192	-		452
2015	2.6	2,307	115	24	476
2020	2.6	2,623	316	65	540
2025	2.6	2,983	360	73	614
2030	2.6	3,391	408	83	697
				Total 245	

*Numbers in this table are rounded to the nearest whole number.

Table 15 shows the amount of land that will be required to accommodate projected population growth in Tipton through the year 2030. The table uses an annual growth rate of 2.6% for each five-year increment. The table uses a density of 4.9 persons per acre (see discussion above) to determine the amount of land needed. The fifth column shows the land demand for each five year time period. For example, approximately 65 acres will be needed from 2015 to 2020 to accommodate a population increase of 316 persons. The last column shows the total urbanized land area in Tipton for each five year period, including the existing urbanized land acreage. For example, a total area of 697 acres would be urbanized by the year 2030.

Flexibility Factor

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

The Flexibility Factor varies with the size of the affected community. A relatively small flexibility factor (20% - 35%) is typically applied to the largest cities e.g. Visalia, Tulare, Porterville. In the case of smaller cities such as Dinuba, Exeter or Lindsay, it would be normal to use a flexibility factor on

the order of 30% - 50%. The small unincorporated communities, including Tipton, warrant a Flexibility Factor of 50% or greater. The rationale behind a varying Flexibility Factor lies in the fact that adding 20% to a large city's projected land demand adds an equivalent or larger amount of acreage to that city's projected need (and to their UDB) as adding 30% or 40% to a smaller city's UDB. To provide roughly equal opportunities for urban expansion to all urban areas, the Flexibility Factor must be inversely proportional to the size of the community.

Due to the small size of the community, a 50% Flexibility Factor is considered appropriate for Tipton. As can be seen from Table 16, the application of a 50% Flexibility Factor to the 2.6% annual growth projections suggests the no expansion of an Urban Development Boundary would be required for Tipton.

Table 16 - Year 2030 Land Demand Projections with Flexibility Factor

Year	Growth Rate	Estimated 2030 Land Demand	With 50% Flex Factor	Total Urban Development Boundary (existing urbanized area + flex factor acreage)
2030	2.6%	245 Acres	368 Acres	820 Acres

Note: Existing UDB contains 1,008 acres. Source: GIS 2015

Recommended 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 Tipton.

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.

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. The recommended Urban Development Boundary (UDB) for Tipton is shown on Figure 15. The UDB is the result of examining a number of factors, including population growth, county policies, development suitability, existing development outside of the UDB, parcel line boundaries, road boundaries and requests by individual property owners.

Based on the aforementioned population projections, land demand and flexibility factor, the existing area containing approximately 1,008 acres would accommodate future population growth and to allow for unforeseeable circumstances. This acreage reflects the 2.6% per year growth rate with a 50% flexibility factor (see Table 16).

However, the actual area proposed for the UDB of 1,176 acres is larger than the projected land demand. This resulted from the following three factors:

1. Placing the proposed boundary along logical alignments, such as property lines, roadways, increased industrial land, and other features.
2. Existing development outside of the UDB (i.e. wastewater treatment facility (40 acres), industrial facilities (180 acres)).
3. Property owner requests.

The proposed boundary also reduces the UDB to the east and west of the community. These areas are partial portions of large Williamson Act parcels. To include the parcels as a whole and maintain the consistency with the Community Plan's logical alignment policy would add over 400 acres.

County policies require contiguous development and an orderly extension of services. The recommended UDB accomplishes this by allowing the community to grow within the existing UDB and non Williamson Act Contracted land. In some instances, within the existing plan it was necessary to include some lands in an agricultural preserve (under Non-Renewal) in order to achieve the compact growth and orderly extension of services that other policies dictated. Other Williamson Act lands to the west and east of the community were removed from the boundary.

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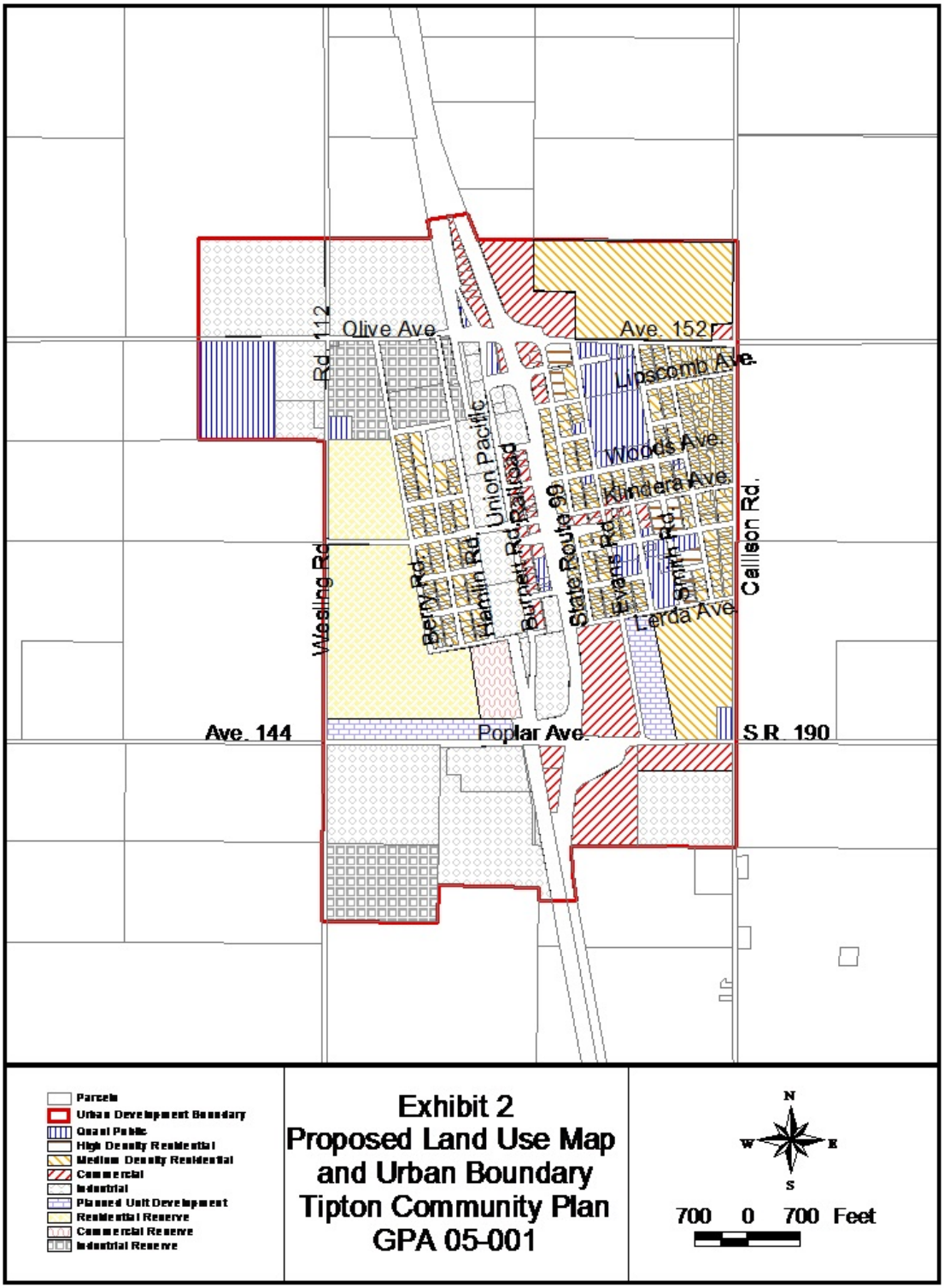
Figure 15 Proposed Urban Development Boundary and General Plan Land Use Designations



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

The community of Tipton has a median income of $34,158, which is considerably less than 60% of the State median income of $61,094. Approximately 43% of the households in Tipton spend 30% or more of their income on housing. As such, there is a high need for affordable housing. Moreover, 30.7% of renters spent 35% or more of their income on rent. As 43% of the households include singles parents with children and Tipton's average household size of 3.86 (2.91 for CA).

Highway 99 and Union Pacific Railroad

Direct access to State Route 99 and the Union Pacific Railroad line provides economic opportunity for local business in the area.

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, and the lack of a full range of community services. Following are constraints that were recognized in the preparation of this plan.

Highway 99

The Community development pattern is divided by State Highway 99 and vehicle/pedestrian overcrossings that are not pedestrian or bicycle friendly. This limits east-west circulation. There three overpasses, at Olive Ave, Klindera Ave, and Poplar Ave. that provide access to vehicular circulation between east and west Tipton. Circulation patterns will remain much as they are with the exception of any immediate improvements to overcrossings on SR 99 at Olive Ave., due to the lower bridge structure being hit by trucks.

Railroad

The Community development pattern is also divided both by the Union Pacific Railroad ,which limits east-west circulation. This railroad line is located west of Highway 99. At grade railroad

crossings occur at Olive Ave, Klindera Ave, and Poplar Ave.

Infrastructure Needs

Tulare County, including the Tipton Community Plan Area is located within the Tulare Lake Basin. Water in Tipton is provided by the Tipton Community Services District (TCSD). Tipton's water supply is derived from two operational underground wells that provide an excellent water supply requiring no chlorination or treatment. The two wells have a total maximum production efficiency of approximately 1,500 GPM. Well No. 2 is located at the corner of Spencer and Adams Road and Well No. 4 is located between 500 and 466 W. Lerda Ave. The TCSD also has two wells that are currently inactive; one is currently non-operational due to oil contamination and the other has been abandoned as a result of nitrate contamination. A new well is in the process of being drilled. The TCSD water system supports 554 total service connections (58 commercial connections and 496 residential connections).

The TCSD recently started requiring water meters to be installed for all new development projects, even though the TCSD continues to charge a flat rate for water service. Billing on a flat rate schedule for water service does not promote water conservation, which is becoming a critical issue within Tulare County, as the water table in the region is overdrawn due to extended drought periods and increased pumping for domestic use.

Assuming 560 equivalent dwelling units (EDUs) in order to meet Tulare County Improvement Standards, the TCSD water system would need to be capable of delivering a combined flow rate (from all source and storage facilities) of 2,200 GPM (1,500 GPM fire flow and 700 GPM domestic demand) for a period of two hours while maintaining a minimum pressure of 25 PSI to each lot served. The District's water system is capable of delivering a source flow 1,500 GPM, indicating that the system falls short of meeting the Tulare County Improvement Standards. The District Engineer stated that a new well will be online in the near future. An additional well will likely bring the water system into compliance with the Tulare County Improvement Standards. A capacity calculation performed in accordance with General Order 103, published by the California Public Utilities Commission, indicates that the District's water system is operating at or near its capacity. The District's budget for fiscal year 2004-05 indicates that the TCSD received a grant/loan in the amount of $1,833,865. The TCSD's 2004-05 budget allocates funds for several water system improvements including well drilling, water line replacement, a pipeline replacement program, and maintenance and improvements to existing well sites.

REDUCING BARRIERS TO ECONOMIC DEVELOPMENT

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 39 – Estimated Educational Attainment of Tipton Population (25 Years or Older)

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

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

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

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

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COMPLETE STREETS

The Complete Streets Programs Policies, Objectives, and Standards are hereby incorporated by reference. Included in the plan are policies and implementation measures as provided below.

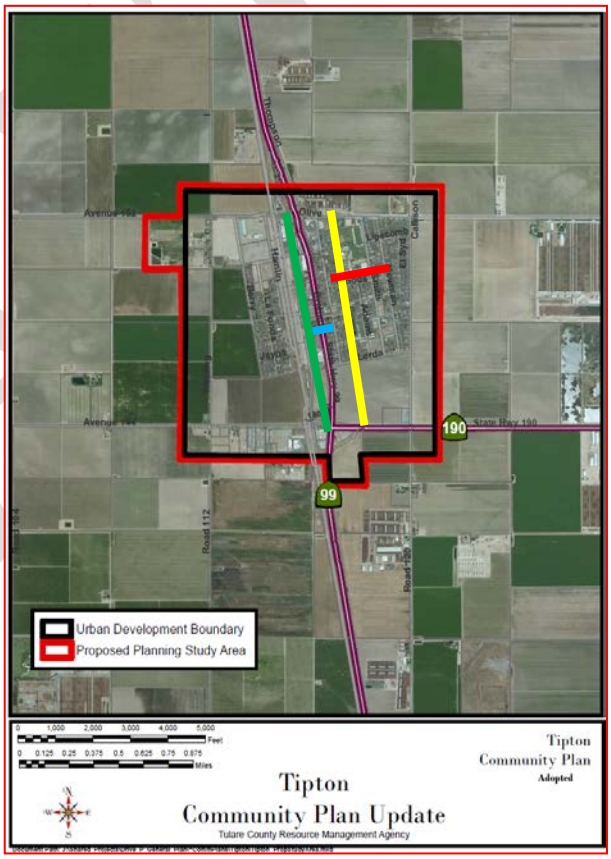
- Evans Rd – Ave 152 to SR 190 SRTS
  - Sidewalks, C&G, Roadway, Drainage
  - $2.3 mil est
  - In MR List as Complete Street Project

- Woods Ave – Thompson Rd to Newman Rd SRTS
  - Sidewalk, C&G, Drainage
  - Adjacent to school
  - In MR List as Complete Street Project

- Klindera Overcrossing over SR 99
  - Sidewalk, C&G, and approach paths, Connectivity, Lighting, bike
  - $3.4mil est
  - In MR List as Complete Street Project

- Burnett Rd – SR 190 to Ave 152
  - Sidewalk, C&G, Drainage, Roadway, Intersections
  - In MR List as Complete Street Project

Figure 15 –
Tipton Bicycle & Pedestrian Plan



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Bicycle Facilities

In Tipton, Class I/II/III facilities are envisioned to be implemented along the major circulation segments of roadway that connect the overall County roadway network. This includes Class II facilities along Klindera Road.

Pedestrian Paths and Sidewalks

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

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IMPLEMENTATION STRATEGY

The goal of this strategy is to provide needed public improvements; by encouraging rehabilitation and repair of deteriorated structures; by facilitating land assembly and development, which will result in housing opportunities, employment opportunities and an expanded tax base; and by promoting development in accordance with General Plan of Tulare County, followed by the Tipton Community Plan.

In pursuing attainment of this goal, overall objectives for the Implementation Strategy are the following:

- The elimination or reduction of blighting influences and the improvement of certain environmental deficiencies, including, but not necessarily limited to buildings in which it is unhealthy or unsafe for persons to live or work, incompatible and uneconomic land uses.
- The augmentation of the Project Area's economic base through the stimulation of new investments in permitted industrial uses.
- The provision of opportunities for participation by owners and business tenants in the revitalization of their properties.
- The expansion and diversification of employment opportunities.
- The installation of new or replacement public improvements, facilities, and utilities in areas which are inadequately served with regard to such improvements, facilities, and utilities.
- The improvement and expansion of the supply of low and moderate income housing within the community.
- Creation and enhancement of recreational opportunities and community facilities available to the residents of the Tipton community

The proposed approach to implement the polices of the Tipton Community Plan. There are several components that comprise the Tipton Community Plan implementation strategy:

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

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Zoning District Changes

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

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

Mixed Use Overlay District: This alternative involves the creation of a Mixed Use Zoning Designation for the Community of Tipton along the Southside of Betty Drive/West Riggin Avenue. This community plan envisions a variety of uses that would be accessible from Road 72 and Avenue 310.

Zoning Map Update: The current Zoning Map for Tipton will be amended to be compatible with the Land Use Map outlined in the General Plan. There are a couple of zoning district changes that are proposed to allow the General Plan and Zoning Ordinance to be in conformity with each other (See Figure 16 Tipton Proposed Zoning).

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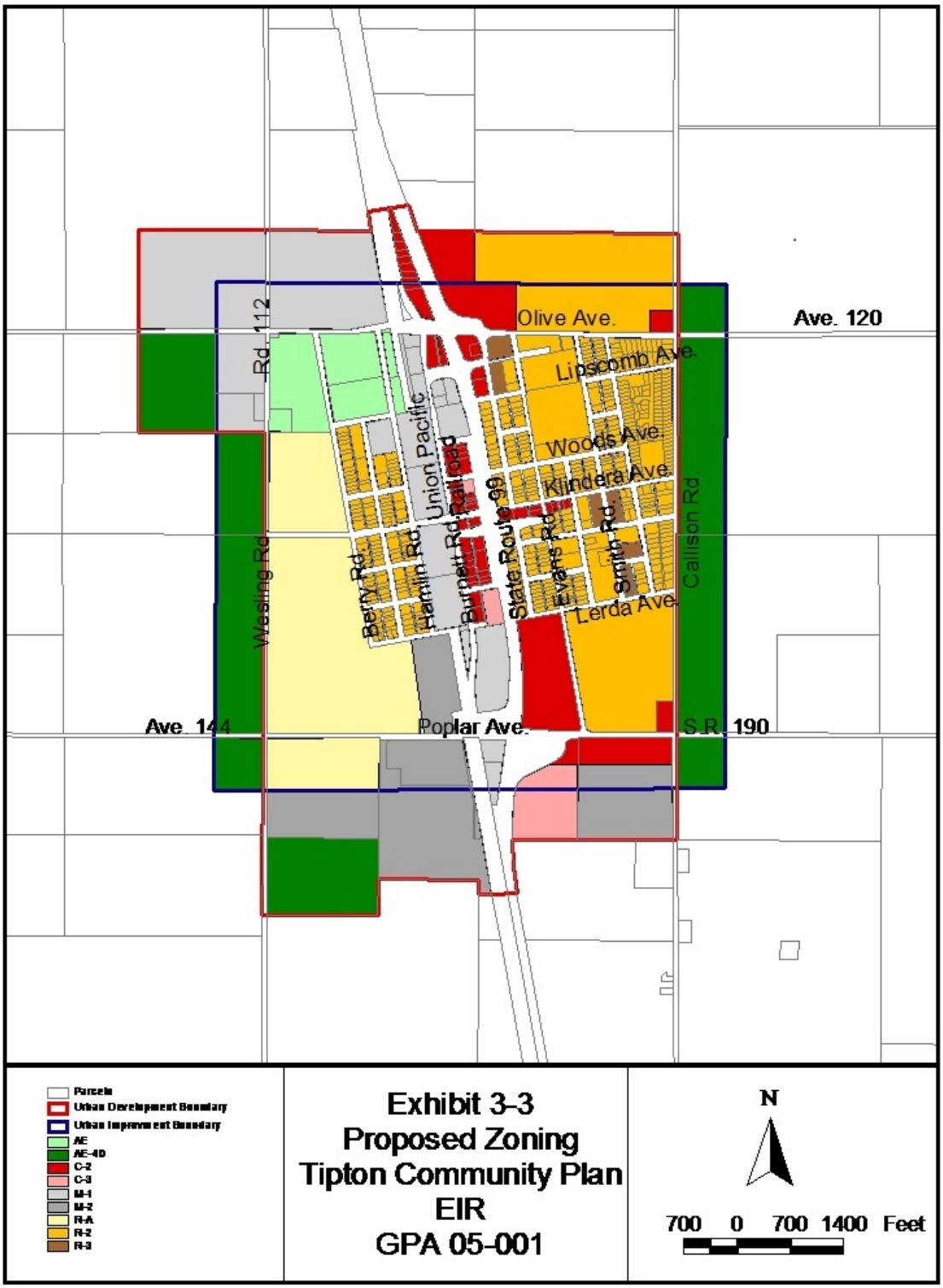
Figure 16 Tipton Proposed Zoning



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

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

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

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

	3, M-1, R-3	
Assemblage of people for educational or entertainment purposes. Structure < 10,000 sq. ft.	O, CO, C-1,C-2, C-3, M-1, M-2	
Assembly of electric appliances such as lighting fixtures, irons, fans, toasters and electric toys, refrigerators, washing machines, dryers, dishwashers and similar home appliances. Structure < 10,000 sq. ft.	C-2, C-3, M-1, M-2	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
Bicycle shops. Structure.	CO, C-1,C-2, C-3, M-1, R-3	C-2, C-3, M-1

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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	
Clothes cleaning and pressing establishment. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Clothing and costume rental. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Confectionery store. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Conservatory of Music. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1

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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
Digester	CO, C-1,C-2, C-3, M-1	N/A
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	
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
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 <	CO, C-1,C-2, C-3,	C-1,C-2, C-3, M-1

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10,000 sq. ft.	M-1	
Laundries. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Laundry, coin operated machines only. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Leather goods and luggage stores. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Linen supply services. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Liquor store. Structure < 10,000 sq. ft. Not within 300' of residential/School Site.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
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	
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, R3, R-A	
Office, business or professional. Structure < 10,000 sq. ft.	CO, C-1,C-2, M-1, R-1, R-2, R-3,PO	C-1,C-2, C-3, M-1
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
Printing, lithography, engraving. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1

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

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

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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
Trailer and recreation vehicle sales, service and rentals. Structure < 10,000 sq. ft.	C-2, C-3, M-1, M-2, AP	C-3, M-1
Travel agencies. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Variety store. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1
Video machine and tape sales/rental. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-1,C-2, C-3, M-1
Warehouses except for the storage of fuel or flammable liquids and explosives. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-3, M-1
Watch and clock repair shop. Structure < 10,000 sq. ft.	CO, C-1,C-2, C-3, M-1	C-2, C-3, M-1

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

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

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

PURPOSE **A.** The purpose of this zone is to allow for mixed uses. Allowing a mix of uses promotes flexibility in the types of entitlements that can be issued. Economic Development can be pursued with a wide variety of development potential. In addition, mixed use can allow for decreased vehicles miles traveled if residential uses are mixed with uses for employment.

APPLICATION **B.** This overlay zone only applies to the community of Traver & Tipton.

USE **C.** No building or land shall be used and no building shall be hereafter erected or structurally altered, except for one or more of the following uses allowed in this this overlay zone are outlined in the community plan for Traver & Tipton.

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

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

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

Table A2-1: Uses/Combination of Uses reviewed by Planning Commission
Autowrecking and Residential
Battery Manufacture and Residential or Commercial
Biomass Fuel Production and Residential
Flammable Liquids over 10,000 gallons
Hazardous Waste Facility
Planing Mills and Residential or Commercial
Sand blasting
Slaughterhouse and Residential
Solid Waste Recycling and Residential
Super service stations and Residential
Airport
Heliport

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

decision.

DEVELOPMENT

1. Height: No building or structure hereafter erected or structurally altered shall exceed six (6) stories or seventy five (75) feet to uppermost part of roof.

2. Front Yard: 0 Feet

3. Side Yard: Where a lot abuts upon the side of a lot in any "R" Zone (R-A, R-O, R-1, R-2 and R-3), there shall be a side yard of not less than five (5) feet. Where a reversed corner lot rears upon a lot in any "R" Zone, the side yard on the street side of the reversed corner lot shall be not less than fifty (50) percent of the front yard required on the lots in the rear of such corner lot. In all other cases, a side yard for a commercial building shall not be required.

4. Rear Yard: Where a lot abuts upon the rear of a lot in any "R" Zone (R-A, R-O, R-1, R-2 and R-3), there shall be a rear yard of not less than fifteen (15) feet. In all other cases, a rear yard for a commercial building shall not be required.

5. Lot Area: The minimum lot area shall be ten thousand (10,000) square feet; provided, however, that where a lot has less area than herein required and was of record at the time this paragraph became effective, said lot may be occupied by not more than one (1) main building subject to the provisions of this Section.

6. Floor Area Ratio: The maximum Floor Area Ratio is 2. The Floor Area Ratio is the amount of square feet of all structure allowed on a parcel based on parcel size.

7. Distance between structures: The minimum distance between structures is 10 feet.

8. Parking: Off-street parking and loading shall be required in conformance with Section 15.

9. Fences, Walls, and Screening: Where the side or rear lot line of a site adjoins or is located across an alley from any "R" Zone (R-A, R-O, R-1, R-2, and R-3), there shall be a solid wall, fence or equivalent landscaping screening at least six (6) feet in height located along the common lot line, except in the required front or side yard. Open storage of materials and equipment shall be permitted only within an area surrounded and screened by a solid wall or fence or compact evergreen hedge (with solid gates where necessary), not less than six (6) feet in height, provided that no materials shall be stored to a height greater than that of the wall, fence, or hedge. Fulfillment of the requirement of this paragraph shall not be required for buildings and uses which were established in accordance with all applicable buildings and 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 Traver & Tipton. Conformance to development standards is required for all development; however, the Planning Director, Planning Commission, or Board of Supervisors may provide exemptions to particular

development standards when deemed appropriate.

A-3 DEVELOPMENT STANDARDS (MIXED USE ZONING DISTRICT)

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

ARCHITECTURE

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

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

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

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

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

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

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

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

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

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

A-11 Openings in the façade should be accentuated with paint, tile, shutters, awnings,

planters, and/or other appropriate architectural features in order to create varied shadows and a rich visual texture.

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

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

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

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

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

A-17 Exposed structural elements (beams, trusses, frames, rafters, etc.) are acceptable when appropriately designed to compliment 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.

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

ROOFS AND AWNINGS

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

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

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

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

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

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

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

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

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

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

RA-11 Mansard roofs are prohibited.

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

SITE PLANNING

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

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

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

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

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

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

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

SP-8 To the extent feasible and practicable, parcels should share access driveways to minimize curb cuts and traffic congestion.
SP-9 Cul-de-sacs are inappropriate except when a freeway, railroad, or canal prevents connectivity.

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

LANDSCAPING

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

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

LA-3 The parking lot should not be the dominant visual element of the site as viewed from the street. Locate or place parking lots at the side and rear of buildings or use parking lot screening to soften their appearance. Screen parking lots: Utilize a hedge (recommended height of 36 inches) with a rolling berm to screen parking at the street periphery (Minimum shrub container size should be 5 gallons.)

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

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

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

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

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

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

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

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

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

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

LA-14 Parking lot run-off should be routed through turf or other landscaping.
LA-15 Parking lots located adjacent to the sidewalks or right-of-ways should be screened to a height of thirty six (36) inches above the grade with landscaping and/or low high quality fencing.

REFUSE AND STORAGE AREAS

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

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

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

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

LIGHTING

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

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

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

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

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

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

WALLS AND FENCES

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

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

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

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

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

WF-6 Walls and fences should be designed

in such a manner as to create an attractive appearance to the street and to complement the architecture of the industrial park.

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

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

WF-9 Inordinately long walls or fences should be broken up by landscaping, pilasters, offsets in the alignment of the wall or fence, and/or changes in materials and colors.
WF-10 Chain link fences should not be visible from streets.

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

STREETSCAPE

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

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

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

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

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

SIGNAGE

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

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

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

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

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

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

SI-8 Signage should be constructed of high quality, low maintenance, and long lasting materials. Except for banners, flags, temporary signs, and window signs, all signs should be constructed of permanent materials

and should be permanently attached to the ground, a building or another structure by direct attachment to a rigid wall, frame, or structure.

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

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

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

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

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

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

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

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

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

SI-18 The following signs are strictly prohibited:

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

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

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

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.

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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.

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 off 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.

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CONSUMER STORAGE FACILITIES

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

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

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

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

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

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

SPECIAL CONDITIONS

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

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

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

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

SC-5 The project should not create noticeable vibrations.

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A-4 General Plan Land Use And Zoning Consistency Matrix

Tulare County Zoning Districts	R-A	R-1	R-2	R-3	C-1	C-2	C-3	M-1	M-2	AE-20	AE-40	O	CO
General Plan Land Use Designations													
Urban Reserve Residential	■	■	■	■						■	■		
Low Density Residential	■	■								■	■		
Low-Medium Density Residential	■	■											
Medium Density Residential		■	■										
Medium-High Density Residential			■	■									
High Density Residential				■									
Neighborhood Commercial					■								
General Commercial						■							
Community Commercial						■							
Highway Commercial					■	■							
Town Center			■	■	■	■							
Service Commercial							■						

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Tulare County Zoning Districts	R-A	R-1	R-2	R-3	C-1	C-2	C-3	M-1	M-2	AE-20	AE-40	O	CO
Office Commercial					■	■	■						
Commercial Recreation													■
Urban Reserve Commercial					■	■	■			■	■		
Mixed Use		■	■	■	■	■	■	■				■	■
Planned Community Area	■	■	■	■	■	■	■	■		■	■	■	■
Light Industrial								■		■	■		
Heavy Industrial									■	■	■		
Urban Reserve Industrial								■	■	■	■	■	
Public/Quasi-Public		■	■	■					■	■			
Public Recreation				■	■	■				■	■	■	■

Note 1: A shaded box denotes consistency between land use designations and zone; a blank box denotes a lack of consistency.
Note 2: A General Plan Amendment is not required to develop land designated under a reserve classification provided that the proposed development is consistent with policy Land Use 1.6.
Note 3: AE-20 and AE-40 may be used as a holding zone in certain areas pending availability of services.
Note 4: The Mixed Use Zoning Overlay may be applied to the following zoning districts, R-1, R-2, R-3, C-1, C-2, M-1 and vacant or agricultural land zoned AE-20 or AE-40.

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A-5 Description of Funding Sources

CalTrans Active Transportation Program (ATP):
On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The projects associated with the Completes Streets Program for the Community of Tipton will be suggested at the next available round of ATP funding.

Tulare County Measure R
On November 7, 2006, the voters of Tulare County approved Measure R, imposing a 1/2 cent sales tax for transportation within the incorporated and unincorporated area of Tulare County for the next 30 years. The transportation measure will generate slightly more than $652 million over 30 years to Tulare County's transportation needs.

Local Projects (35% of Measure R Funding)
The Measure R Expenditure Plan allocated 35% of revenues to local programs. Each city and the county will receive funding based on a formula using population, maintained miles, and vehicles miles traveled. The funding will help cities and the county to meet scheduled maintenance needs and to rehabilitate their aging transportation systems.

Regional Projects (50% of Measure R Funding)
The Regional Projects Program comprises 50% of Measure R and includes specific funding for: interchange improvements, regional bridges, regional railroad crossings, regional signals, regional widening projects, and signal synchronization projects. These projects provide for the movement of goods, services, and people throughout Tulare County. Major highlights of this program include the funding of regional projects throughout the county.

Bike /Transit /Environmental Projects (14% of Measure R Funding)
The Goals of Measure R include air quality improvement efforts that will be addressed in the Measure R Expenditure Plan through the Transit/Bike/Environmental Program, which includes funding for transit, bike, and pedestrian environmental projects. The goal of this program is to expand or enhance public transit programs that address the transit dependent population, improve mobility through the construction of bike lanes, and have a demonstrated ability to get people out of their cars and improve air quality and the environment.

San Joaquin Valley Air Pollution Control District (SJAPCD) Bike Path Grants
The District has a grants program for the construction of bicycle infrastructure projects, including Class I (Bicycle Path Construction) or Class II (Bicycle Lane Striping) projects. These grants provide funding to assist with the development or expansion of a comprehensive bicycle-transportation network.

Strategic Growth Council Grants (SGC)
Affordable Housing - Sustainable Communities
The SGC will allocate 50% of its Cap and Trade funding toward disadvantaged communities and 50% for affordable housing. Projects will include: affordable housing that supports infill and compact development, transit capital and programs that support transit ridership, active transportation projects (infrastructure, and non-infrastructure), TOD projects, capital projects that implement complete streets, projects that reduce CHG emissions by reducing auto trips and VMT, acquisition of easements or other approaches to protect agricultural lands under threat of development, planning to support SCS (sustainable communities scope) implementation, including local plans, must be in draft or adopted SCS, subject to SGC guidelines.

CMAQ (TCAG Funds)
Congestion Mitigation Air Quality (CMAQ) funds are allocated through the Tulare County Association of Governments (TCAG). The CMAQ program funds transportation projects or programs that will contribute to improved air quality standards. Projects include: transportation activities, transportation control measures, public-private partnerships, alternative fuel programs, traffic flow improvements, transit, bicycle/pedestrian projects, rideshare activities, telecommuting, planning, experimental pilot projects, intermodal freight, and public outreach.

DOT: TIGER
TIGER is a multimodal, merit-based discretionary grant program that funds surface transportation capital projects, including transit and rail. Open to state, tribal, local agencies, and subdivisions.

CDBG (Business Assistance)
The CDBG Economic Development grant provides assistance to local businesses and low-income microenterprise owners to create or preserve jobs for low-income workers in rural communities. Funding includes planning and evaluation studies related to any activity eligible for these allocations, business lending, and public infrastructure.

Choice Neighborhoods Planning Grants support the development of comprehensive neighborhood revitalization plans which focused on directing resources to address three core goals: Housing, People and Neighborhoods. To achieve these core goals, communities must develop and implement a comprehensive neighborhood revitalization strategy, or Transformation Plan. The Transformation Plan will become the guiding document for the revitalization of the public and/or assisted housing units while simultaneously directing the transformation of the surrounding neighborhood and positive outcomes for families. ***Choice Neighborhoods Implementation Grants*** support those communities that have undergone a comprehensive local planning process and are ready to implement their "Transformation Plan" to redevelop the neighborhood.

California Department of Water Resources Prop 50 (Contaminant Removal)
Funds are available to disadvantage communities for developing UV or Ozone systems to disinfect drinking water or to set up pilot/demonstration sites.

Drought Response Funding (SWRCB)
The Governor and Legislature have directed DWR to expedite the solicitation and award of $200 million (of the $472.5 million) in IRWM funding to support projects and programs that provide immediate regional drought preparedness, increase local water supply reliability and the delivery of

safe drinking water, assist water suppliers and regions to implement conservation programs and measures that are not locally cost-effective, and/or reduce water quality conflicts or ecosystem conflicts created by the drought.

DWR: Water-Energy Grant Program

The 2014 Water-Energy grant supports the implementation of residential, commercial, and institutional water efficiency programs or projects that reduce Green House Gas emissions and also reduce water and energy use. Funding will go toward urban water management, groundwater management, and surface water diversion.

CDPH Clean Water SRF

The Safe Drinking Water State Revolving Fund (SDWSRF) provides funding to correct public water system deficiencies based upon a prioritized funding approach that addresses the systems' problems that pose public health risks, systems with needs for funding to comply with requirements of the Safe Drinking Water Act, and systems most in need on a per household affordability basis.

iBank (Infrastructure State Revolving Fund Program and Economic Development Bank)

iBank provides low cost, long term financing for local governments to fund a variety of public infrastructure projects. (Although this is not a grant, loan rates are largely determined by level of distress within a disadvantaged community).

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A-6 Complete Streets

Tipton Complete Streets Policy Document (As Separate Document when completed)

Planning Meeting Summary

Tipton Community Council Meeting in conjunction with the Resource Management Agency
Complete Streets Meeting/ Community Plan Kick off Meeting
Tipton, CA
Monday, February 2, 2015
Tipton Memorial Building
577 E. Spencer Avenue
Tipton, CA 93272

Tipton Communities Community Outreach
Told the Community, and they were in agreement that we would go up to the Board, as quickly as possible. Eric spoke about the new stop signs that would be located on Evans and Klindera. The community would like crosswalks added.
Complete Streets
#1. Evans – would like speed bumps and cross walks
#2. Wood Ave. in front of school maybe future access point
#3. Klindera – need to check ROW to expand bike lanes, if not addressed in complete streets please address in circulation plan.
#4. Ave. 152 – Retailer was going to locate here. Had concerns about metal guard rail.
#5. Burnet – on West side of community and kids mostly bussed on that side but good for economic development.

County staff in attendance: Aaron Bock, Eric Coyne

The meeting started at 6:30p.m. and ended at 7:45 p.m.

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Tipton Community Council

Regular Agenda
March, 2014, 6:30 p.m.
Tipton Memorial Building
577 E. Spencer Avenue, Tipton, CA 93272

I. Call to Order

II. Invocation

III. Pledge of Allegiance

IV. Roll Call

V. Reading and Approval of the Minutes

VI. Treasurer's Report
Bills
Income Receipts
Closing of the Tipton branch: **Representative from Valley Business Bank**

VII. Introduction of Visitors in Attendance:

VIII. Guest Speakers: **Representatives of RMA**

Guest Speakers

Aaron Bock and Eric Coyne of the Resource Management Agency informed the group that the Tipton Community Plan, which had been put on hold while the General Plan was completed, should be ready by May. It will involve zoning decisions, could include changes to mixed-use. The environmental study for CEQUA is already done. There is state funding available for the "Complete Streets" plan, for which five streets have been selected: 1-Klindera Overcrossing (Tipton Overpass), 2-Evans Road from 152 to 190, 3-Burnett Road, 4-Avenue152 from Thompson to Callison, 5-Woods from Thompson to Newman. This project would replace sidewalks, provide drainage, curb, and gutter. Speed bumps could be considered. Some fences might have to be moved. The Overpass is a major concern, but is dependent on the CalTrans calendar. After general discussion and input from Dr. Guerrero, there was consensus that Evans Road should be the first choice; Woods could be included under the "Safe Routes to School" program. Burnett and Ave. 152 are fourth and fifth place.
Mr. Bock and Mr. Coyne displayed the town map showing the urban development boundary. They will bring a list of the roads the county plans to repair; the community can give input. Photos are helpful in this process. They announced that Johnny Wong will take the request for stop signs at Adams and Spencer to the Board on February 24, and those at Klindera and Evans soon. They would like to return each month until May to continue this process.

The Tulare County Resource Management Agency will be hosting a **Tipton Community Plan Update and Complete Streets Workshop** on

***Monday, March 16, 2015, at 5:30p.m*. at the**

Tipton School Gym
370 North Evans Road
Tipton, CA 93272

We will be discussing updating the existing Tipton Community Plan which will include proposed Land Use, Zoning, and Circulation changes in the area. Our discussion will also include a new Complete Streets Program/ATP Program. We will be discussing proposed new changes in the area and are asking for community input on these important Community projects. This is the start of a series of meetings we will have with the community.

For more information call: Kyria at 559-624-7154

El condado de Tulare va dar una **Presentación Informativa de Planificación y Ingenieria** para la comunidad de Cutler-Orosi el dia

Lunes, 16 de Marzo a las
5:30 p.m. en la

Gimnasio de la escuela de Tipton
370 North Evans Road
Tipton, CA 93272

Por favor venga y únase a nosotros para un seguimiento de la presentación de Comunidades Saludables y discusión de usos de la tierra. Vamos a discutir propuestas de nuevos cambios en el área y pedir opiniones de la comunidad.Esta es parte de una serie de reuniones que el condado esta haciendo.

Si quiere mas informacion llame a: Kyria -559-624-7154

Tipton Community Plan Update Workshop
Tulare County Resource Management Agency
Monday, March 23, 2015
Tipton School Gym
370 N. Evans
5:30 p.m.

1. Introduction-Who we are
2. Housing Element Update/Survey
3. Complete Streets Policy
4. Community Plan Update
5. Public Input- Questions/ Comments
6. Conclusion

Thank you for attending!

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