

# DRAFT KINGSBURG AREA COMMUNITY PLAN 2023

Tulare County Resource Management Agency  
Economic Development and Planning Branch



# Draft Kingsburg Area Community Plan 2023

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# Kingsburg Area Community Plan 2023

Adopted: ----

Tulare County Board of Supervisors

Resolution No. ----

Tulare County Planning Commission

Recommendations:

Resolutions No.

Kingsburg Area Community Plan 2023: GPA 23-002  
Section 18.9 Zoning Ordinance (Mixed Use): PZC 23-006  
Section 16 Zoning Ordinance (By Right) PZC 23-007  
Zoning District Map: PZC 23-008



Tulare County Resource Management Agency  
Economic Development and Planning Branch  
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## Executive Summary

### Introduction

The Draft 2023 Kingsburg Area Community Plan (KACP) is being prepared to implement the Tulare County General Plan 2030 Update (2012). As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing the Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030. Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. Consistent with the General Plan, land uses, and alternative land use patterns were considered based on expansion to the County Adopted City Urban Development Boundary and their impacts to the environment.

The Tulare County General Plan Update 2030 (GPU) was adopted on August 28, 2012. An EIR, and background report which contained contextual environmental analyses, were prepared for the GPU. The Housing Element was adopted on November 17, 2015, and certified by the State of California Department of Housing and Community Development on December 9, 2015.

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

Kingsburg Area is currently designated an Unincorporated Community in the 2030 Tulare County General Plan (2012). It has become apparent that a more precise plan is needed to increase the availability of infrastructure funding (such as drinking water system improvements: wells, water distribution piping, storage tanks, curbs, gutters, and sidewalks, etc.) and to stimulate economic development within the community including adaptive re-use in the central business district along Road 12.

As with any community plan, the contents of this document are not intended to be absolute. Planning is a continuous process and, to be effective, requires periodic re-evaluation and revision to reflect changing needs and priorities. This Plan, therefore, should be reviewed on a periodic basis with the assistance and participation of local citizens, groups, and agencies. By doing so, it is envisioned that the Kingsburg Area Community Plan 2023 will provide meaningful and necessary guidance toward the development of the community in the foreseeable future.

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

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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 the Kingsburg Area, have localized land use needs and issues that should be addressed in a specific manner. Therefore, the Kingsburg Area Community Plan 2023 Update has been prepared with an emphasis on land use and circulation planning.

## Location

Tulare County is located in central California in the heart of the San Joaquin Valley (see **Figure 1**). The County is composed of eight incorporated cities and numerous unincorporated communities. Most of the unincorporated communities and all of the cities are located on the Valley floor. The foothills and Sequoia and Kings Canyon National Parks form the eastern half of the County.

The Kingsburg Area Community Plan (KACP) planning area is generally triangular in shape. As shown in **Figure 2**, it is generally southwest of the Fresno County/Tulare County boundary, with Road 16 on the east (generally south of State Route 201/Sierra Avenue/Avenue 400 and north of Avenue 392), and Avenue 392 on the south (generally from Road 16 alignment to approximately 600' west of Road 12). The KACP is bisected in a northwest-southeasterly direction by SR 99 and the Union Pacific Railroad. Rural residential, commercial, and industrial areas accounted for approximately 86 acres of the KACP.

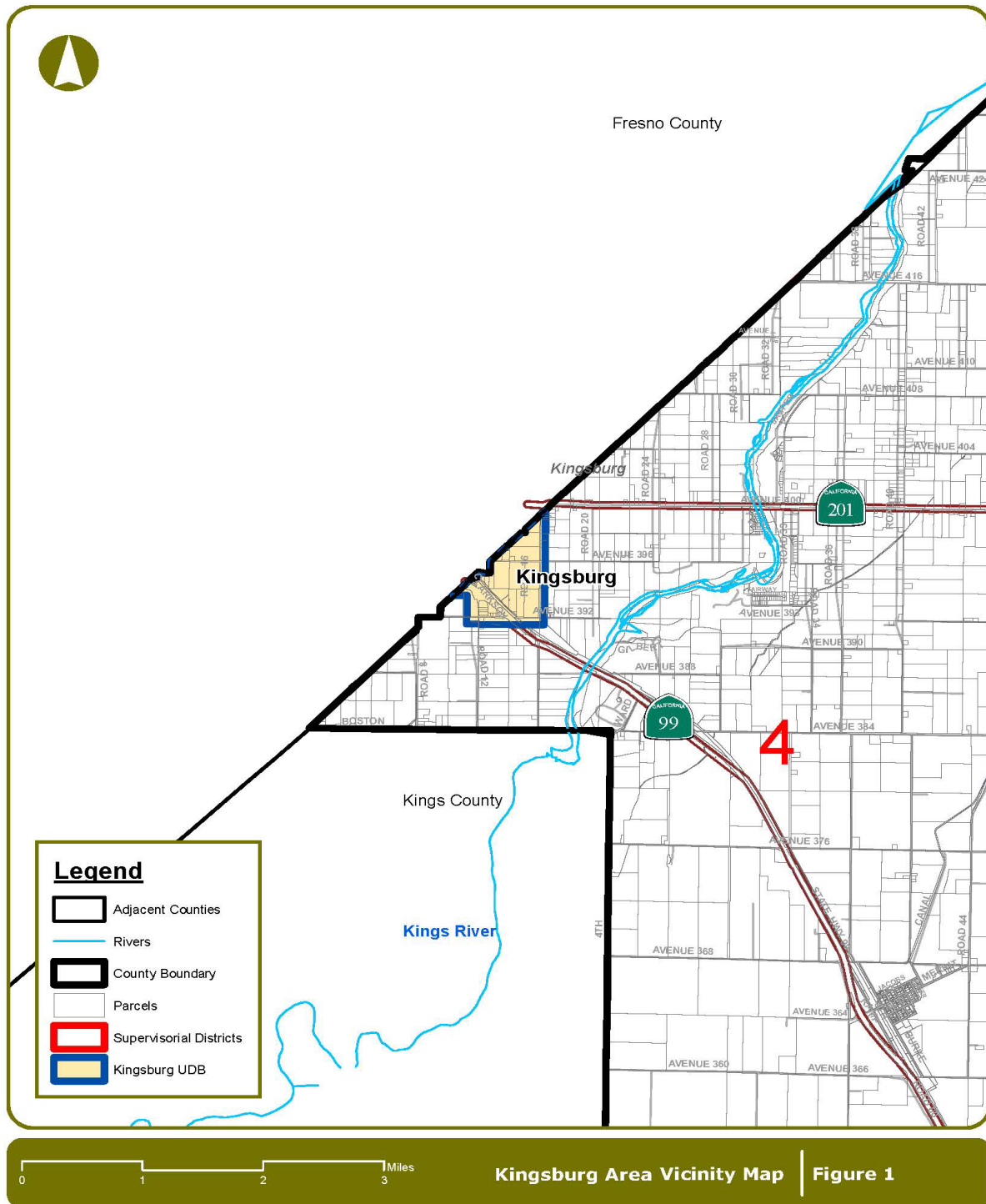
The proposed KACP planning area is located southeast of and adjacent to the City of Kingsburg in Fresno County. The existing CACUDB (or UDB) area (see **Figure 3**) consists of approximately 286.4 acres (including rights-of-way). There are approximately 111.8 acres currently zoned for urban uses, and approximately 174.6 acres are zoned for agricultural uses within the existing UDB. The KACP planning area currently consists of rural residences adjacent to or part of agriculturally productive lands. Rural residential areas in the KACP planning area generally consist of houses and associated structures, landscaped areas with grass, trees, and shrubs, and paved and gravel surfaces. Commercial and ag-service uses are located both east and west of SR 99 (along Kern Street/Avenue 396; along Road 12 west of SR 99 and north of Avenue 394/Mehlert St.). Light manufacturing uses are located east of SR 99 along Avenue 392 and south of Avenue 396/Kern Avenue. One light industrial facility (formerly Can-Am Produce) is non-operational.

The KACP is located in Sections 25, 26, 35 & 36 Township 16S, Range: 22 East MDB&M, and can be found within the Selma Quad, United States Geological Survey 7.5-minute topographic quadrangle. KACP is located at an elevation of 302 feet above sea level. The coordinates of KACP are Latitude: 36° 30' 38.56" N and Longitude: 119° 32' 06.46 W.pl



# Draft Kingsburg Area Community Plan 2023

Figure 1 Vicinity Map



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## Kingsburg History

The City of Kingsburg is a Charter City nestled in the center of the San Joaquin Valley, halfway between Los Angeles and Sacramento. The City was originally established in 1873 as a railroad stop under the name “Kings River Switch.” During this time, many Swedish immigrants settled this new area. Even by 1921, the Swedish population was up to 94% within a given three-mile radius, this caused the community to be known as “Little Sweden.” This Swedish influence can still be seen in our City today in much of the City’s architecture.

One of the unique landmarks in this community is the water tower shaped like an antique Swedish coffee pot. The Swedish Festival is one of the biggest and best-known festivals that bring people in from all over the country. It’s held annually on the third weekend in May. Different activities are lined up which includes the Swedish pancake breakfast, a parade, and the coronation of the festival queen. On Drapers Street, many booths, rides, and activities are set up all along the sides. Originally, the festival had been held on Friday, Saturday, and Sunday until its centennial in 2009, when it was demoted to Saturday and Sunday due to the declining economy.

Kingsburg is mostly surrounded by grape vineyards which produce mainly raisin and table grapes; however, in 2002 a large surplus of raisins and grapes drove the price for these commodities down to an all-time low. Farmers were forced to replant the fields with stone fruit or sell their land to home developers to help cope with the rising population in the area.

The city is the headquarters of Sun-Maid Growers of California – a privately owned American cooperative of raisin growers. It’s the largest raisin and dried fruit processor in the world, a cooperative made up of approximately 850 family farmers who grow raisin grapes within 100 miles (160 km) radius of the processing plant.

Kingsburg Historical Park is managed by the city’s Historical Society, a non-profit corporation that also manages the Historical Kingsburg Jail.

The Depot Museum first opened in the Southern Pacific Depot on California Street and was in operation from 1970 – 1984. In January of 1985, the museum was moved to the Clay School building. In 1974, the Society bought 8.9 acres of land on Sierra St. from Fridolf Anderson at a purchase price of \$28,000, now officially named 2321 Sierra Street.



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Here are some of the known displays in the museum and their year of arrival:

- 1979 – Tank House from the Jack Tapp farm
- 1981 – William Moore Barn (April 4), Peter Olson/Joe Ball House (January)
- 1983 – Combined Grain Harvester (December)
- 1989 – Rieffel’s Grocery Store with artifacts coming from Kenny and Evalena (Wiese) Rieffel longtime grocery merchants, Covered Wagons donated by Mrs. Al Marshall
- 1991 – Bottle & Antique Items Room



The City of Kingsburg is located along SR 99 in Fresno County, California. Settled by Swedish natives in the late 1800’s, the city has now become known as the “Swedish Village” after its architecture and preserved cultural heritage. With over 11,000 residents calling Kingsburg home, the agricultural community provides an excellent school district, low crime rates, and easily navigated permitting process for commercial development. As important as the location and beauty of the city is the genuine “family orientation” of Kingsburg. Neighbors care about each other, and citizens take pride in the appearance of their community.

Home to major corporations such as Sun-Maid and Guardian, Kingsburg is a desirable location for many retailers. Located along SR 99, Kingsburg has high visibility to over 59,000 vehicles per day. Also located along the Union Pacific railroad service line, Kingsburg is an ideal location for businesses that want easy access to the rest of the Central Valley and the whole of California. With proactive leadership, the City of Kingsburg offers various economic development incentives to prospective businesses looking to locate here.

The City of Kingsburg will provide City water with an Extraterritorial Service and the Selma Kingsburg Fowler Sanitation District will provide wastewater treatment.

Tulare County Board of Supervisors approved the Specific Plan SPA-001, Zone Change PZC 16-004 (from Agriculture to a Specific Plan Area), and Tentative Subdivision Map TSM 16-002 on June 26, 2018.

## General Plan Amendments

The Draft 2023 Kingsburg Area Community Plan (Community Plan, Plan, or KACP) is being prepared to implement the 2030 Tulare County General Plan (2012). Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and goals land use needs.

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The County is not proposing any new land use designation; however, it will propose a total of 11 zoning designations (including a Mixed-Use zone); (see **Figure 4**) and an update to the Zoning Code to include a mixed-use zoning district consistent with the mixed-use designation in the 2030 General Plan. The Plan would also allow new residential uses (through a mixed-use zoning overlay) on Commercial designated land uses (located south of Avenue 396/Kern Street), some which are near Lincoln Elementary School. Commercial uses would generally remain along Avenue 396/Kern Street east of SR 99; and along Mehlert Street/Avenue 394 and Road 12 (north of Avenue 392) west of SR 99. Light Industrial land uses would remain along Clarkson Drive between Avenue 396/Kern Street and Avenue 392, east of SR 99.

The City of Kingsburg is located in Fresno County just north of Tulare County on [both sides of] SR 99. Kingsburg is comprised of 9,199 (U.S. Census Bureau, 2000) residents and is similar to other SR 99 cities having much of its growth centered along the highway, which it also relies on for distribution, transit, and economic growth. Kingsburg makes up a triad of cities, including Reedley (Fresno County) and Dinuba, which rely on each other for residential growth, employment, and retail.” It is also noted that preparing, and ultimately implementing, the KACP is consistent with General Plan Policy PF-4.16 Coordination with Cities in Adjacent Counties which states, “The policies set forth in this Section (PF-4) shall also apply to planning and development within the UDBs of adjacent cities in adjacent counties (Corcoran, Delano, Kingsburg, Orange Cove and Reedley), except Policy PF-4.4. Policy PF-4.4 Planning in UDBs states, “The County acknowledges that the cities have primary responsibility for planning within their UDBs and are responsible for urban development and the provision of urban services within their UDBs.

The areas within the KACP planning area will be assessed for potential project impacts as a result of proposed changes to land use designations, for the areas generally southwest of the Fresno County/Tulare County boundary, Road 16 on east (generally south of State Route 201/Sierra Avenue/Avenue 400 and north of Avenue 392), and Avenue 392 on the south (generally from Road 16 alignment to approximately 600’ west of Road 12) as shown in **Figure 3**. The project EIR is based on a projected annual population growth rate of 1.3%. Additional growth beyond the 1.3% annual growth rate will require further growth analysis pursuant to CEQA.

The proposed Kingsburg Area Community Plan 2023 amends the 1988 Kingsburg Area Community with this proposed General Plan Amendment and implements the 2012 Tulare County General Plan 2030 Update:

Planning Framework Element (Urban Boundaries). The Planning Framework Element is revised to update the Urban Development Boundary Part 1, of the Tulare County General Plan. The intent is that the County’s UDB is coterminous, as administratively feasible, with the Sphere of Influence (SOI) adopted by Tulare County Local Agency Formation Commission.

Open Space Element. The Environmental Resources Management Element is amended to revise the "Urban Expansion Area" designation on the Open Space Map Part 1, Figure 8-1 of the Tulare County General Plan to reflect the area within the revised Urban Development Boundary of Kingsburg Area Community Plan 2023.

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Land Use, Transportation and Circulation Elements Part 1. This Plan Amendment incorporates the following: The County's General Plan land use designations, circulation functional classification, and development policies into the Kingsburg Area Community Plan 2023.

Community Plan Updates Part III. The proposed Kingsburg Area Community Plan 2023 with this proposed amendment.

The project study area boundary (which is coterminous with the proposed CACUADB) will assess the potential project impacts from the proposed land use changes for the proposed generally triangular-shaped CACUDB boundary. Its area is generally southwest of the Fresno County/Tulare County boundary, Road 16 on east (generally south of State Route 201/Sierra Avenue/Avenue 400 and north of Avenue 392), and Avenue 392 on the south (generally from Road 16 alignment to approximately 600' west of Road 12) as shown in **Figure 2**. The project Draft EIR is based on a projected annual population growth rate of 1.3%. Additional growth beyond the 1.3% annual growth rate will require further growth analysis pursuant to CEQA.

## Policies from the Tulare County General Plan 2030

To direct urban development within UDB's of existing incorporated cities and ensure that all development in unincorporated areas adjacent to incorporated cities is well planned and adequately served by necessary infrastructure and other public facilities and furthers countywide economic development goals.

**PF-4.1 CACUABs for Cities** - The County shall establish CACUABs which define the area where land uses are presumed to have an impact upon the adjacent incorporated city, and within which the cities' concerns may be given consideration as part of the land use review process. The lands within the UAB are considered to be the next logical area in which urban development may occur and the area within which UDBs may ultimately be expanded.

Although it is the policy of the County that this area will at some time become appropriate for urban development, generally no public purpose is served by permitting intensive development therein. As communities grow and expand, it is logical to assume the UDBs may be correspondingly expanded or established until they coincide with the ultimate UAB. The land lying between the Urban Development Boundary and the Urban Area Boundary will generally have an agricultural land use designation or rural residential land use designation in conformity with Land Use Policy LU 3.8: Rural Residential Interface.

**PF-4.2 CACUDBs for Cities – Twenty Year Planning Area** - The County shall establish CACUDBs which define the anticipated twenty-year planning areas around incorporated cities in which the County and cities may coordinate plans, policies, and standards relating to building construction, subdivision development, land use and zoning regulations, street and highway construction, public utility systems, environmental studies, water supply availability and sufficiency, and other closely related matters affecting the orderly development of areas adjacent to incorporated cities. It is recognized that these boundaries provide an official definition of the interface between future urban and agricultural land uses.



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Within this boundary, the County may also establish planning areas representative of shorter time periods in order to assist in more precise implementation of plans and policies.

**PF-4.3 Modification of CACUABs and CACUDBs** - The County may consider modification of CACUABs and CACUDBs at such time as the land use plan for a city is revised to reflect changing needs and circumstances over an extended time frame. Preservation of productive agricultural lands and operations shall be one consideration when considering such modifications. Cities may examine existing CACUAB and CACUDB lines and recommend changes to the Board of Supervisors, as appropriate.

**PF-4.4 Planning in CACUDBs** - The County acknowledges that the cities have an interest in planning for growth within a CACUDBs and will in the future become ultimately responsible for urban development and the provision of urban services within those areas upon annexation.

**PF-4.5 Spheres of Influence** - CACUDBs and the SOI as administered by LAFCo may be consistent insofar as it is feasible and appropriate to do so.

**PF-4.6 Orderly Expansion of City Boundaries** - When the County is considering outward expansion of CACUDBs, the following criteria shall be encouraged:

1. The city has demonstrated a need for additional territory after documenting a good faith effort to implement programs for infill development and/or increased efficiency of development and minimize conversion of agricultural lands.
2. UDBs should not be expanded onto Prime Farmland if Farmland of Statewide Importance or of lesser quality is available and suitable for expansion.
3. Emphasis shall be placed upon reasonable expectations for the provision of urban services within the next twenty years as reflected in LAFCo's Municipal Service Reviews when determining the location of UDBs.

**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.

**PF-4.8 Updating Land Use Diagram in CACUDBs** - Following city adoption of a General Plan update or amendment that reflects the area within a CACUDB, the County shall update Part III (Community Plans, Kings River Plan, Mountain Sub-Area Plans, and CAC General Plans), if applicable, to reflect the city's modified plan. Any unresolved conflicts between the County and city plans shall be identified for the Board of Supervisors. The County shall establish and maintain land use controls on unincorporated lands within the UDB consistent with the policies of the County General Plan.

## **PF-4.9 Transition to Agricultural Use**

The County shall encourage cities to adopt land use policies that minimize potential conflicts with agricultural operations and other agricultural activities at the urban edge through the provision of appropriate buffers or other measures.

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## **PF-4.10 Urban Improvement Areas for Cities**

All Urban Improvement Areas established in the 1974 Urban Boundaries Element for cities and adjacent cities in adjacent counties, are hereby converted to Urban Development Boundaries.

## **PF-4.11 Coordination with Cities in Adjacent Counties**

The policies set forth in this Section (PF-4: Cities) shall also apply to planning and development within the UDBs of adjacent cities in adjacent counties (Corcoran, Delano, Kingsburg, Orange Cove, and Reedley), except Policy PF-4.4: Planning in UDBs.

The following policies will become applicable upon mutually adopted agreement between the County and each city regarding the collection of public facilities impact fees in accordance with policies PF-4.12 and PF-4.27.

**PF-4.12 General Plan Designations Within City UDBs** - On land that is within a CACUDB, but outside a city's incorporated limits, the County may maintain General Plan land use designations that are compatible with the city's adopted General Plan.

**PF-4.13 City Design Standards** - Where the Board of Supervisors finds that it is consistent with General Plan objectives to approve development within the UDBs of incorporated cities, the County may require the project to substantiate sufficient water supply and meet the County adopted city development standards of the city in question.

**PF-4.14 Compatible Project Design** - The County may ensure proposed development within CACUABs is compatible with future sewer and water systems, and circulation networks as shown in city plans.

**PF-4.15 Coordination with Cities on Development Proposals** - The County shall ensure that urban development only take place in CACUDBs if one of the following has occurred:

1. The adjacent city does not consent to annex the property for development purposes (as evidenced through pre-zoning, development agreements, etc.); it shall be conclusively presumed that a city has not consented if it has not submitted an annexation proposal to LAFCo within six months from the date a request to annex is submitted to the city; or
2. Annexation is not possible under the provisions of State law, but it is determined by the County that development of the site does not constitute incompatible development.

**PF-4.16 Revenue Sharing** - As an incentive for directing urban growth into cities when applications are proposed within the CACUDBs, the County shall promote revenue sharing as an element of negotiation whenever:

1. A city updates its General Plan and requests the County to update its CAC General Plan.
2. When establishment or amendment to Spheres of Influence are proposed.
3. Annexations are proposed by cities, or joint development or redevelopment projects are proposed by any city and the County.

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As an additional incentive for directing urban growth into cities, any city proposing changes to a CAC General Plan or other County land use regulations shall pay to the County its cost in considering and implementing such proposal.

**PF-4.17 Cooperation with Individual Cities** - The County may use the policies set forth under this goal (PF-4A: Cities: Continued) to work with individual cities to further manage development within that CACUDB or CACUAB to the extent that the financial needs of the County are met and the County's ability to provide facilities and County services used by all of the residents in the County and cities is enhanced. The County and Cities will establish a working committee to facilitate the policies identified in this section 4A.

**PF-4.18 Future Land Use Entitlements in a CACUDB** - The County may work with an individual city to limit any General Plan amendments to change the land use designations of any parcel or any amendments to the County zoning ordinance to add uses to a current zoning classification or change the zoning district designation of any parcel within a CACUDB except as follows:

1. This policy will not apply to amendments or changes to a County unincorporated UDB, Hamlet Development Boundary (HDB), including where the boundary line may increase an outward expansion of the overlap area with a CACUDB area that is not coterminous to the city's Urban Development Boundary/Sphere of Influence (UDB or SOI), or to any General Plan amendment adopting a new County unincorporated UDB, an HDB, or Planned Community, County Corridor development nodes will not be located inside a city's UDB or SOI unless mutually agreed by the City and County.
2. This policy will not apply where the General Plan land use designation or the zoning district classification of a particular parcel is inconsistent with an existing special use permit, or legal non-conforming use.
3. As determined by the RVLP checklist, the County shall encourage beneficial reuse of existing or vacant agricultural support facilities for new businesses (including non-agricultural uses), and for which the city cannot or will not annex as per PF-4.24.
4. This policy will not apply where the effect of the amendments to the General Plan land use designation or of the rezoning is to designate or zone the parcel to an agricultural designation or zone except where the effect of the amendment creates a less intensive agricultural designation or zone.
5. This policy will not apply where amendments to the General Plan land use designations or the zoning classifications apply only to that portion of a CACUDB that is overlapped (where exterior UDB's are coterminous) by a County unincorporated UDB, Hamlet Development Boundary (HDB), or Corridor Plan area.
6. This policy will not apply where amendment to the General Plan land use designation or the zoning classification is required to bring the County regulations into compliance with more restrictive State or Federal statutes or regulations.
7. This policy will not apply where amendments to the Zoning Ordinance are part of a comprehensive modernization or restructuring of the processes or procedures set out in the Zoning Ordinance or part of a comprehensive update to the text of the zoning classifications to bring the Zoning Ordinance procedures and text into consistency with the General Plan update. [This comprehensive modernization, restructuring or update would not include any rezoning



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outside that allowed in this policy. However, revision of processes and procedures and simplification of existing ordinances may occur.]

8. This policy would not apply to a comprehensive update of a CAC General Plan, including rezoning there under, in cooperation with the affected city.
9. This policy would not apply where the County has worked with the city to identify and structure a mutually acceptable alternative General Plan land use designation or zoning classification.

**PF-4.19 Future Land Use Entitlements in a CACUAB -** As an exception to the County policies that the Rural Valley Lands Plan (RVLP) does not apply within CACUDBs and is only advisory within CACUABs, the County may work with an individual city to provide that no General Plan amendments or rezoning will be considered to change the current land use designation or zoning classification of any parcel within a CACUAB unless appropriate under the requirements of the Rural Valley Lands Plan (RVLP) or similar checklist or unless the County has worked with the city to identify and structure an acceptable alternative General Plan land use designation or zoning classification. This policy will not apply to amendments or changes to a County unincorporated UDB, Hamlet Development Boundary (HDB), or Corridor Plan area boundary line, including where the boundary line may increase an overlap area with a CACUDB area, or to any General Plan amendment adopting a new UDB, an HDB, or Corridor Plan area that may fall within a CACUDB area. This policy shall not apply within a County unincorporated UDB, an HDB, or Corridor Plan area where that area overlaps a CACUAB area. Development of County corridor development nodes in an affected city's UAB would only occur after the County has provided written consultation and has allowed for a reasonable timed response from the affected city prior to decision making and before the adoption of the Corridor Plan. New development in a city's UAB would be subject to adopted plan lines and setback standards. Adopted facility plans and legally adopted General Plans will be considered during the development review process. Small "stand alone," non-urban projects which are defined as residential projects of four or fewer lots or non-residential projects smaller than two acres do not need city standards but shall respect city utility and street master plans for setbacks. Large urban-style projects include residential projects of five or more lots averaging less than one acre per lot and non-residential projects two acres or larger will use uniform urban development standards, financing mechanisms, consent to annexation, application of reciprocal development impact fees and city streets/utility setbacks/disclosure requirements unless the County and the city have identified and structured acceptable alternatives that will reasonably ensure that these projects should conform to city development standards upon future annexation.

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**PF-4.20 Application of the RVLP Checklist to Control Development in a CACUDB** - As an exception to the County policies that the Rural Valley Lands Plan does not apply within CACUDBs, the County may work with an individual city to provide that the requirements of the RVLP or similar checklist will apply to applications for special use permits (including special use permits for the expansion of a non-conforming use), variances considered under Government Code § 65906, or to the extent allowed by law, divisions of land within a CACUDB except in those areas that overlap with a County unincorporated UDB, an HDB, or Corridor Plan area. Such a special use permit, variance, or division of land will be reviewed in light of impacts on such regional concerns as water and sewage disposal availability and preservation of transportation and utility corridors as well as compliance with any County adopted urban or city development standards and with the city's General Plan policies as reflected in the CAC General Plan.

**PF-4.21 Application of the RVLP Checklist to Control Development in a CACUAB** - As an exception to the County policies that the Rural Valley Lands Plan is only advisory within CACUABs, the County may work with an individual city to provide that the requirements of the RVLP will apply to applications for special use permits (including special use permits for the expansion of a non-conforming use), variances considered under Government Code § 65906, or to the extent allowed by law, divisions of land within a CACUAB except in those areas that overlap with a County unincorporated UDB, an HDB, or Corridor Plan area. Such a special use permit, variance, or division of land will be reviewed in light of impacts on such regional concerns as water and sewage disposal availability and preservation of transportation and utility corridors.

**PF-4.22 Reuse of Abandoned Improvements in a CACUDB** - In accordance with other policies in this General Plan, the County may work with a city to provide that any alternative land uses within a CACUDB not otherwise allowed under a particular zoning classification but which are allowed by County policies due to the existence of abandoned structures or improvements with no other available, viable economic uses on the parcel will be reviewed in light of impacts on such regional concerns as water and sewage disposal availability and preservation of transportation and utility corridors. For agricultural related uses, reoccupation and/or expansion is limited not to exceed 20% of the site and/or building square footage subject to special use permit with city consultation. Conversion to non-agricultural uses requiring a zone change is limited not to exceed 20% of the site and/or building square footage or as mutually agreed upon by the city and County. Any expansions are subject to a special use permit.

**PF-4.23 Reuse of Abandoned Improvements in a CACUAB** - In accordance with other policies in this General Plan, the County may work with a city to provide that any alternative uses within a CACUAB not otherwise allowed under a particular zoning classification but which are allowed by County policies due to the existence of abandoned structures or improvements with no other available, viable economic uses on the parcel will be reviewed in light of impacts on such regional concerns as water and sewage disposal availability and preservation of transportation and utility corridors expansion or re-occupation will require irrevocable consents to annex, and accommodation for setbacks and other standards for future streets and utilities. The RVLP will be used to determine if non-agricultural use is appropriate.

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**PF-4.24 Annexations to a City within the CACUDB** - In addition to the County's current policies on development within a CACUDB, the County may work with a city to provide that urban development projects within a city's Sphere of Influence (SOI) as set by the Tulare County Local Agency Formation Commission will be referred to the affected city for consideration of annexation in accordance with, but not limited to, the following concepts:

1. Urban development projects, to which the referral policy applies, would be those projects for which a discretionary permit is required. Any urban development project not subject to special use permit requirements would still comply with County adopted city development standards, CAC General Plans and zoning and any County adopted city long-range infrastructure plan.
2. The referral would, at least, be subject to the requirement that the city inform the County within three (3) months that it is or is not able and willing to commence annexation proceedings to accommodate the project; or the city is willing and able to commence annexation proceedings, the County would not take action to approve the project unless the applicant has submitted a completed application for annexation and city fails to take action on such application within six months;
3. If the affected city is not willing or able to commence annexation proceedings, approval by the County of the project would be conditioned on conformance with County adopted city development standards, County Adopted City General Plans and zoning and any County adopted city long-range infrastructure plan adopted.
4. The County may, as part of this policy, require a consent to future annexation be recorded concurrent with approval of the project special use permit for development within the County.

**PF-4.25 Sphere of Influence Criteria** - In addition to the County current policies on annexations and city growth lines, the County may work with one or more cities to propose criteria to the Tulare County Local Agency Formation Commission (LAFCo) for use in the adoption of city Sphere of Influence (SOI) lines consistent with the concept that the SOI is a twenty year city growth boundary including the city's "communities of interest" as defined by LAFCo, and that an affected city should seek approval of amendment by LAFCo of its current SOI lines to reflect such criteria. Communities of interest not included within the SOI may be considered and included in a fifty-year growth boundary. If such criteria are adopted, the County, as a city SOI is brought into compliance with such criteria, may consider amendment of its general plan to make the CACUDB identified in the County general plan, to the extent appropriate, consistent or conterminous with the LAFCo adopted SOI.

**PF-4.26 City 50 Year Growth Boundaries** - In addition to the County current policies on city boundary lines, the County may work with one or more of the cities to propose that LAFCo consider the adoption of a fifty-year growth boundary for each city and to propose criteria to LAFCo for adoption of that boundary. If LAFCo adopts fifty-year growth boundaries consistent with such criteria, the County may consider amendments to its general plan to make the CACUAB, to the extent appropriate, consistent or conterminous with the city's LAFCo adopted fifty-year growth boundary.

**PF-4.27 Impacts of Development within the County on City Facilities and County Facilities**  
The County may work with a city to consider the adoption, imposition and collection for payment to the city pursuant to agreement Development Impact Fees within the CACUDB, as may be proposed by the city from time to time to offset the impacts of development in the County on city

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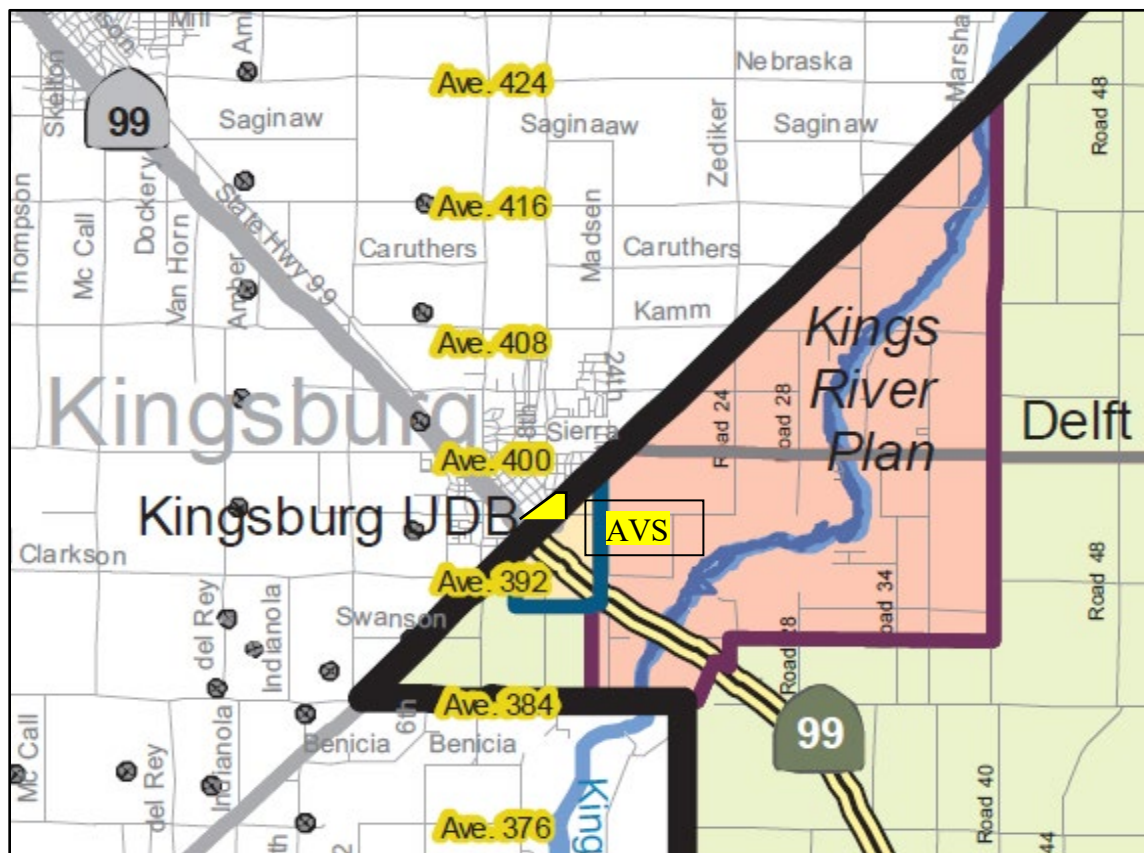
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facilities. Reciprocally and under the same conditions, the city will consider the collection of Development Impact Fees within the city to offset the impact of development within the city on County facilities.

## Kings River Plan

Tulare County Board of Supervisors adopted the Kings River Plan (see **Figure 2**) on December 14, 1982, by Resolution No. 82-2030. The Kings River Plan (KRP) was an amendment to the Land Use, Circulation, and Environmental Resources Management Elements as well as the Rural Valley Lands Plan (RVLP) of the Tulare County General Plan and applied to the Kings River area of Tulare County. A portion of the Kingsburg Area Community Plan lies within the boundaries of the Kings River Plan. The 1982 KRP will limit any potential development expansion eastward and has established natural resource, agricultural and other environmental conservation goals.

**Figure 2 Kings River Plan and Kingsburg Urban Development Boundary**



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## Anderson Village

Andersen Village (previously known as Hash Development Project) was adopted by Tulare County Board of Supervisors on May 5, 202, by Resolution No. 2020-0224, is a development located in both the County Tulare and in the southeast portion of the City of Kingsburg and the northern portion of Tulare County Kingsburg Urban Development Boundaries and Kingsburg's Sphere of Influence. Tulare County designates it for mixed use (commercial and residential), while Kingsburg's General Plan designates it for lower density residential development (**see Figure 3**).

The Andersen Village Specific Plan will guide development on 52 acres in the City of Kingsburg and the unincorporated area of Tulare County. Currently, the Plan Area has two (2) acres in Fresno County, (two (2) acres in the City of Kingsburg, and roughly 48 acres in Tulare County. The Plan calls for meeting the City's R-1-7 residential lot requirements (7,000 square foot) in the single-family areas, and the City's RM-3.0 standards for the multi-use neighbor (fourplexes) fronting along Kern. Amenities include approximately 2.5 acres of multi-use park features, street side landscaping, and the Madsen/Sierra and Kern/18<sup>th</sup> Avenue. Streets include landscaped pedestrian corridor, parkways and perimeters, and bulb outs.

## Anderson Village Specific Plan Goals and Objectives

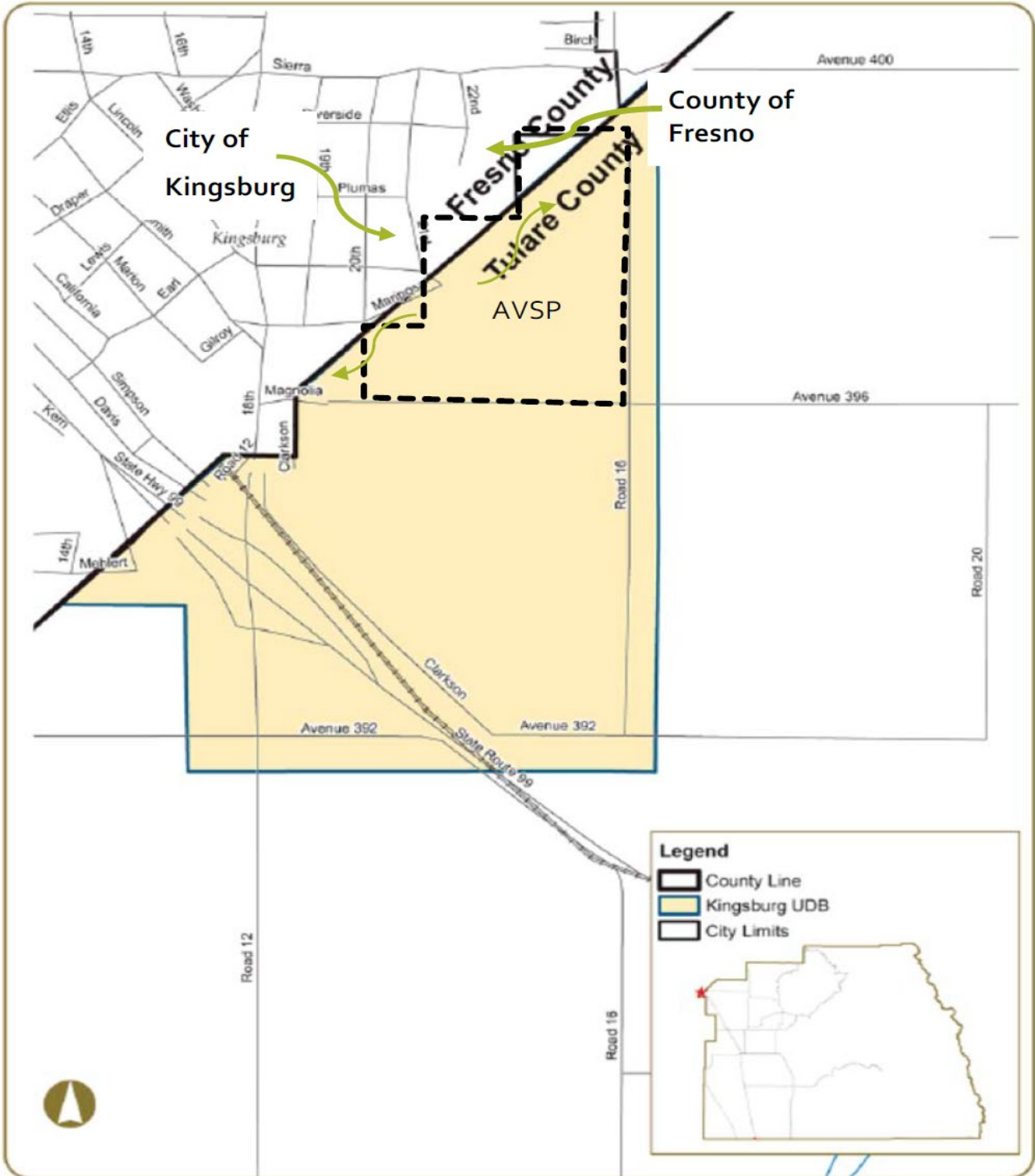
The Specific Plan's goal is to guide the development of this project across multi-jurisdictional boundaries in a clear functioning document to be used by all agencies, through the numerous entitlements, annexations and agreements required for the successful implementation of this plan. The plan itself borrows the best of the zoning and design standards from these agencies, and its objective is to include the following:

- 2.1.1 *Provide a mix of residential housing development*
- 2.1.2 *Provide a community with lot sizes consistent with the North Kingsburg Specific Plan standards*
- 2.1.3 *Provide a cohesive neighborhood across multi-jurisdictional boundaries*
- 2.1.4 *Provide additional new housing in the City of Kingsburg and the unincorporated area of Tulare County to benefit the Kingsburg Downtown area*
- 2.1.5 *Provide concentric development along the edge of an existing development pattern*
- 2.1.6 *Provide a development pattern that is woven into the existing City Street Network, and with traffic calming features to reduce significant added trips through the existing neighborhood*
- 2.1.7 *Provide additional open space and recreational amenities, and a rate that exceeds current City standards*
- 2.1.8 *Provide safer and quieter streets and efficient street patterns*
- 2.1.9 *Provide a higher quality of development pattern and development standards*
- 2.1.10 *Provide a positive fiscal impact for the City and County as a whole*



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Figure 3 Existing Kingsburg Boundaries, including Anderson Village Specific Plan



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## Relationship to the 2030 Tulare County General Plan (2012)

The Tulare County General Plan (TCGP) recognizes that the area outside the City to the south has an existing Urban Development Boundary (UDB), but no “Area Plan” has been adopted. The Kings River Plan (KRP) is adjacent to the AVSP, but the project is not impacted by the policies of the KRP (See Figure 2-1). The KRP begins immediately east of the project area and is designated for agricultural, conservation, and recreation with minor developments along SR 201, Road 33 and Road 40. The 1982 KRP will limit any potential development expansion eastward and has established natural resource, agricultural and other environmental conservation goals.

## County Adopted City Urban Development Boundary

The County’s General Plan Goal PF-4 directs development within UDB’s, that such growth be well planned, and has necessary infrastructure. County General Plan Policy PF 4.13 states that the County requires projects adjacent to cities meet city development standards. County General Plan policies PF-4.13 through PF-4.27 call for coordination and collaboration with City’s affected by County developments including requests for annexation and the imposition of impact fees within a County Adopted City Urban Development Boundary (CACUDB) such as the County’s Kingsburg Urban Development Boundary illustrated in **Figure 3**. Therefore, this project, subject to agreements with the City of Kingsburg, is consistent with the Tulare County General Plan (TCGP).

Other applicable Tulare County General Plan policies including the following:

**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 County Adopted City Urban Development Boundaries (CACUDBs);
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 Plans;
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.

**PF-4.1 CACUABs for Cities** - The County shall establish CACUABs which define the area where land uses are presumed to have an impact upon the adjacent incorporated city, and within which the cities’ concerns may be given consideration as part of the land use review process. The lands within the UAB are the next logical area in which urban development may occur and the area within which UDBs may ultimately be expanded.

**PF-4.13 City Design Standards** - Where the Board of Supervisors finds that it is consistent with General Plan objectives to approve development within the UDBs of incorporated cities, the County may require the project to substantiate sufficient water supply and meet the County adopted city development standards of the city in question.

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**PF-4.14 Compatible Project Design** - The County may ensure proposed development within CACUABs is compatible with future sewer and water systems, and circulation networks as shown in city plans.

**PF-4.15 Coordination with Cities on Development Proposals** - The County shall ensure that urban development only take place in CACUDBs if one of the following has occurred:

1. The adjacent city does not consent to annex the property for development purposes (as evidenced through pre-zoning, development agreements, etc.); it shall be conclusively presumed that a city has not consented if it has not submitted an annexation proposal to LAFCo within six months from the date a request to annex is submitted to the city; or
2. Annexation is not possible under the provisions of State law, but it is determined by the County that development of the site does not constitute incompatible development.

**PF-4.17 Cooperation with Individual Cities** - The County may use the policies set forth under this goal (PF-4A) to work with individual cities to further manage development within that CACUDB or CACUAB to the extent that the financial needs of the County are met and the County's ability to provide facilities and County services used by all the residents in the County and cities is enhanced. The County and cities will establish a working committee to facilitate the policies identified in this section 4A.

**PF- 4.27 Impacts of Development within the County on City Facilities and County Facilities** - The County may work with a city to consider the adoption, imposition and collection for payment to the city pursuant to agreement in Development Impact Fees within the CACUDB, as may be proposed by the city from time to time to offset the impacts of development in the County on city facilities. Reciprocally and under the same conditions, the city will consider the collection of Development Impact Fees within the city to offset the impacts of development within the city on County facilities.

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

**LU-3.8 Rural Residential Interface** - The County shall minimize potential land use conflicts at the interface between urban development and existing developed rural-residential areas.

**LU-7.10 Gateways/Entry-points** - The County shall identify key entry points on the edges of the communities and support programs and projects that enhance gateways and transitional zones between communities to make each community more distinctive and inviting for residents and visitors.

**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.

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



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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.

## City of Kingsburg Sphere of Influence

The HPSP is within the Sphere of Influence of the City. It was also pre-designated for “Low Density Residential” Land Use by the City’s Updated General Plan Land Use Diagram, as revised (GPA 2014-01). The Low-Density Residential designation is found consistent with the Tulare County Mixed Use land use designation for the land within the Kingsburg UDB.

## City of Kingsburg General Plan (1992)

The City of Kingsburg General Plan has the following Goals to direct development in their City. As stated in the *North Kingsburg Specific Plan*, the following General Plan Goals, as applied to this Specific Plan’s Objectives above, show the HPSP’s compliance with the City’s General Plan.

**General Plan Goal Number 1:** Balancing the social and economic costs of urbanization through growth management - Policies and proposals of the General Plan should seek to expand job-creating and revenue-generating activities, including levels of retail, commercial service and industrial expansion which are necessary to support government services required by the expanding population base, consistent with the rate of growth established by the General Plan. The General Plan gives emphasis to the development of tax revenue and job-creating activities as a matter of primary importance to achieving other goals of the Plan. Despite pressures and demands that are certain to emerge in order to build housing units at a rapid pace, a clear policy of the General Plan is to limit the pace and quantity of housing construction to annual allocations in reasonable balance with the growth of Kingsburg's economic base.

The city government has the authority and responsibility to accommodate urban expansion at costs which are reasonable in relation to the benefits received. This principle is sound but elusive to achieve without enlarging the community's economic base. Costs resulting from urban development are both direct and indirect. Examples of direct costs include public land acquisition, construction of improvements, and long-term maintenance of public facilities. Examples of indirect costs include omission or postponement of needed improvements or services; an inconvenient pattern of urbanization; difficulty in municipal management; and the disproportionate burdening of existing residents with responsibility to meet needs generated by new residents.

**General Plan Goal No. 2:** Equal Opportunity - Growth in the local economy will foster equality in opportunity for existing residents, for racial and ethnic minorities and for people of low and moderate income in the provision and availability of public services and facilities and in meeting employment and housing needs. Insofar as reasonably may be possible, policies and proposals of the General Plan are intended to provide for and support the attainment of such equality of opportunity.

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**General Plan Goal No. 3:** Quality in the Form, Design and Functions of the Urban Area - The building of the future city and the rehabilitation of existing older areas are not to be approached as a collection of subdivisions and commercial and industrial enterprises, to be built out as rapidly as the private sector may desire. The City of Kingsburg has a unique opportunity and responsibility to:

- Manage the timing and phasing of development;
- Create and hold more directly to an overall town design; and
- Gain the level of cooperation required of developers and landowners to assemble land and to propose units of development in conformance with this goal.
- New development and redevelopment are to reflect quality in community design and image. Development is to be phased to create a community which exhibits the best that community building and management experience will allow, limited only by the economics of market opportunity. New development, public as well as private, is to reflect high levels of community appearance and image through development regulations which express appropriate concern for visual quality.
- Such regulations include site planning and engineering, architectural design, landscaping, use of signs, and maintenance of public and private buildings and sites.

**General Plan Goal No. 4:** Enhancing the Quality of Life - It is a goal of the General Plan to enhance the quality of living for present and future generations of residents by preventing degradation of the natural and man-made environment, and by taking steps to offset and alleviate the effects of that degradation which already has occurred, or which cannot be avoided. The standard of living and the quality of life available will be influenced in part by public policies which reflect sensitivity to the many ways in which "environmental quality" is nurtured and achieved.

With its very name so closely tied to the environment of the Kings River, the City will also seek to establish a physical (if not jurisdictional) tie with the river environment which will provide expanded recreation and living opportunity of mutual benefit for the people who reside within and close to the river environment.

**General Plan Goal No. 5:** Growth Management - The City will seek to manage the rates of population and housing growth at levels which do not exceed the capacity of the City and local school districts to provide the necessary levels of community and educational services and facilities required, consistent with all other goals of the General Plan.

**General Plan Goal No. 6:** Transportation/Circulation/Traffic – It is a goal of the General Plan to guide and provide for the development of an integrated system of transportation and internal circulation, and to provide access to other parts of Fresno County and the region. This goal is intended to benefit all citizens of Kingsburg.

- Increased transportation safety for citizens.
- The efficient movement of people and goods.
- Lower vehicle operating costs.
- Lower vehicle miles traveled with consequent reduction in vehicle emissions. *f* Economy in street construction and maintenance.
- A circulation system correlated and consistent with the land use patterns fostered by the General Plan.
- Avoidance of the disruption of residential areas caused by through traffic on minor streets.

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- Protection of rights-of-way needed for future arterial and collector street widening in developed areas.

**General Plan Goal No. 7:** Noise Hazards - Goals for the noise environment of the community are to protect citizens from the harmful effects of exposure to excessive noise...”

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## Kingsburg Area Community Plan 2023 Background Report

### Community Profile

#### Planning Area

The Kingsburg Area Community Plan (KACP) planning area is generally triangular in shape. As shown in **Figure 2**, it is generally southwest of the Fresno County/Tulare County boundary, with Road 16 on the east (generally south of State Route 201/Sierra Avenue/Avenue 400 and north of Avenue 392), and Avenue 392 on the south (generally from Road 16 alignment to approximately 600' west of Road 12). The KACP is bisected in a northwest-southeasterly direction by SR 99 and the Union Pacific Railroad. Rural residential, commercial, and industrial areas accounted for approximately 86-acres of the KACP.

The proposed KACP planning area is located southeast of and adjacent to the City of Kingsburg in Fresno County. The existing CACUDB (or UDB) area (see **Figure 4**) consists of approximately 286.4-acres (including rights-of-way). There are approximately 111.8-acres currently zoned for urban uses, and approximately 174.6-acres are zoned for agricultural uses within the existing UDB. The KACP planning area currently consists of rural residences adjacent to or part of agriculturally productive lands. Rural residential areas in the KACP planning area generally consist of houses and associated structures, landscaped areas with grass, trees, and shrubs, and paved and gravel surfaces. Commercial and ag-service uses are located both east and west of SR 99 (along Kern Street/Avenue 396; along Road 12 west of SR 99 and north of Avenue 394/Mehlert St.). Light manufacturing uses are located east of SR 99 along Avenue 392 and south of Avenue 396/Kern Avenue. One light industrial facility (formerly Can-Am Produce) is non-operational.

#### Disadvantaged Community

Public Resources Code 75005, subsection (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.

According to information contained in the U.S. 2010 Census for the Kingsburg Area Community Plan (KACP, and the proposed CACUDB), these areas are part of Census Tract 000301. Not all block-by-block census data could be disaggregated, as such, the data provided below in some instances represents all blocks within Census Tract 000301 including the KACP's approximately 400-acre planning area. Census Tract 000301 ("CT 000301") includes Block numbers 1029; 1033, 1034, 1035, 1053, 1054, 1055, 1056, 1057, 1058, 1060, 1062, 1063, 1064, 1065, 1066, 1067, 1068, 1074, 1075, and 1076 within the KACP.

# Draft Kingsburg Area Community Plan 2023

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2010 Census data from CT 000301 indicates that area median household income was \$47,639, whereas the State of California's median household income was \$61,489.<sup>1</sup> In 2017, the Kingsburg Area median household income was \$51,979, whereas the State of California's median household income was \$67,169. Kingsburg Area's median household income was 77.3% of the State of California's median household income, and therefore it is considered a disadvantaged community.<sup>2</sup>

As indicated in the data contained in CT 000301, 20.69%<sup>3</sup> of families living in the Kingsburg CACUBD area lived below the poverty line and had a lower level of poverty compared to Tulare County at 27.1%, but higher than the State of California's 15.1%.

## Climate

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

## Topography

The community of Kingsburg is located on relatively even terrain with an average elevation of 290 feet. The major natural features of the area include the Kings River, located to the southeast of the community.

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<sup>1</sup> USA.com. Census Tract 000301 in Tulare County, California Income and Careers Accessed February 2023 at: <http://www.usa.com/CA107000301-income-and-careers.html>.

<sup>2</sup> Ibid.

<sup>3</sup> USA.Com. Census Tract 000301 in Tulare County, California Income and Careers. Poverty Levels. Accessed February 2023 at: [Census Tract 000301 in Tulare County, California Income and Careers \(usa.com\)](http://www.usa.com/CensusTract000301-in-Tulare-County-California-Income-and-Careers)



# Draft Kingsburg Area Community Plan 2023

Figure 4 Aerial Map of Kingsburg Area



# Draft Kingsburg Area Community Plan 2023

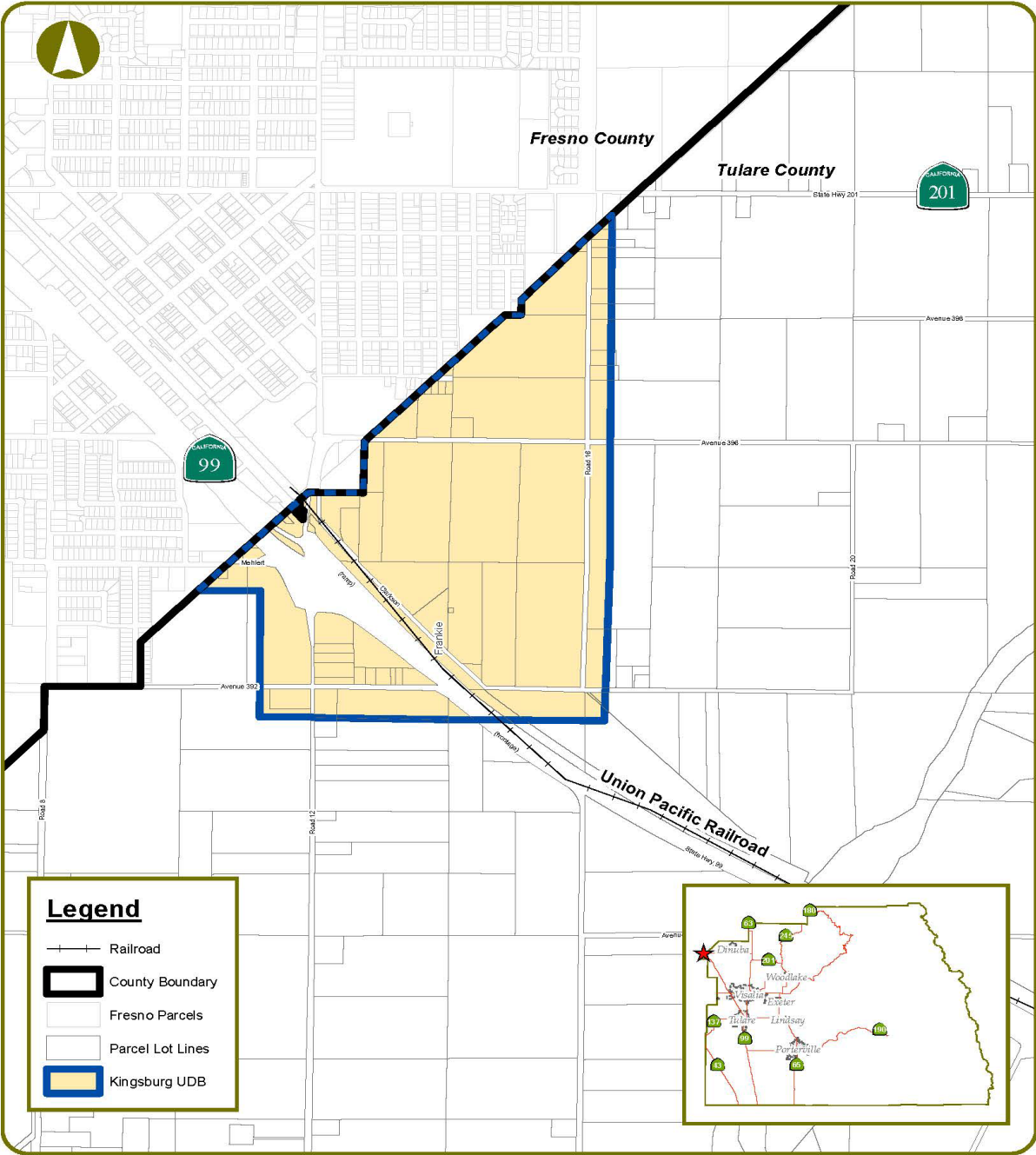
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## Existing Urban Development Boundary

The existing Kingsburg Area Community Plan 2023 Urban Development Boundary (UDB) area (**see Figure 5**) consists of approximately 286.4-acres (including rights-of-way). Within the existing Kingsburg Area Community Plan 2023 UDB, approximately 111.8-acres are currently zoned for urban uses and approximately 174.6-acres are zoned for agricultural uses. Kingsburg Area Community Plan 2023 are surrounded by agricultural lands, crops grown on these lands include field crops, deciduous fruit orchards, and vineyards. Like many Valley communities, there is rural residential development (1-to-5-acre homesites) surrounding the community. The UDB includes areas within the Selma-Kingsburg-Fowler County Sanitation District (S-K-F) The KACP planning area is generally served by individual wells and it is unknown if there are any service connections regarding sewer services with the Selma-Kingsburg-Fowler (SKF) County Sanitation District. An exception is the Summerlyn subdivision project which receives potable water service from the City of Kingsburg and sanitary sewer service from SKF via extra-territorial agreements with both the City and SKF.

# Draft Kingsburg Area Community Plan 2023

Figure 5 - Kingsburg Area Community Plan 2023 Existing Urban Development Boundary



0 500 1,000 Feet  
**Kingsburg Area Existing Urban Development Boundary | Figure 5**



# Draft Kingsburg Area Community Plan 2023

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## Adopted Land Use Plan

The Kingsburg Area Urban Development Boundary (UDB) area consists of 286.4 acres (see **Figure 6**). Under the 2012 General Plan the land use designation in the Kingsburg Planning Area is “Mixed Use.” The Land Use within the UDB consists of 246.8 acres of the buildable land. The remaining 39.5 acres are dedicated for Right-of-way (see **Table 1**)

Table 1 Kingsburg Area Adopted Land Use Plan		
Designation	Total Acreage	Percentage
Mixed Use	246.8	5.74
Unclassified (Right-of-Way)	39.5	9.47
<b>Total</b>	<b>286.4</b>	<b>100</b>
Source: Tulare County GIS		

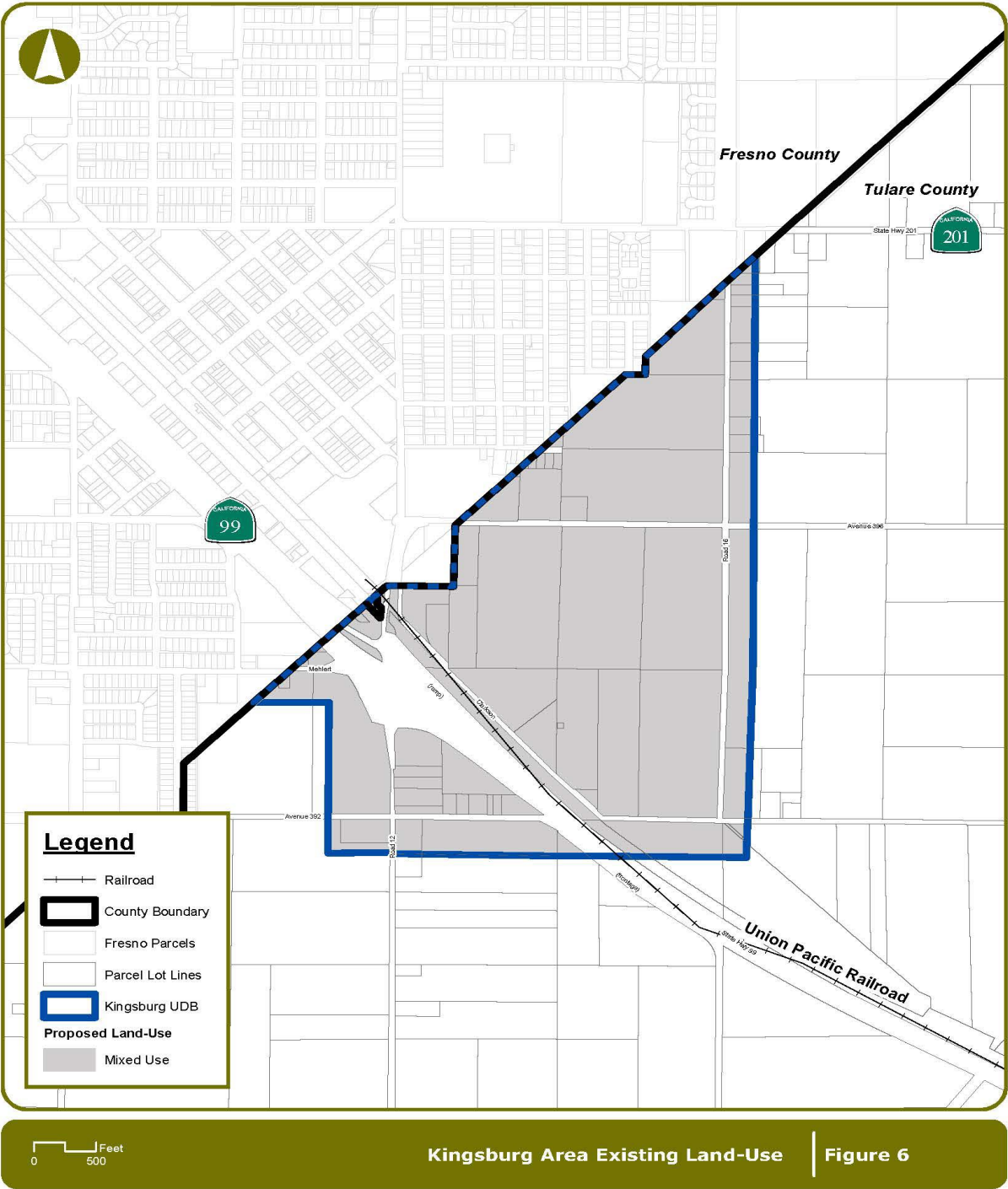
## Surrounding Land Use

The Project planning area contains a mix of agricultural, residential, commercial, industrial, and public facilities (e.g., a school, sheriff and fire department substations, a library, a community park, etc.).

The Project planning area is completely surrounded by agricultural land uses to the south, east, and southwest. Urban type development (i.e., residential, commercial, light industrial, public uses, etc.) within the City of Kingsburg are directly adjacent to the north/northwest boundary of the CACUDB. Orchards, vineyards, and row crops are either immediately adjacent to, or close to the KACP planning area. According to the Tulare County General Plan Update, agricultural products are one of the County’s most important resources. As seen in **Figure 12** (Farmland Mapping Monitoring Program (FMMP) Map) very limited areas/acreage of Prime Farmland remain within the KACP planning area and approximately 30% of the KACP planning area is designated as Farmland of Local Importance. **Figure 12** shows an aerial view of Existing and Surrounding Land Uses Within Existing CACUBD Planning Area, while **Figure 6** shows an aerial view of Existing and Surrounding Land Uses Within Proposed KACP CACUDB Planning Area.

# Draft Kingsburg Area Community Plan 2023

Figure 6 – Kingsburg Area Community Plan 2023 Adopted Land Use Plan Map



# Draft Kingsburg Area Community Plan 2023

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## Zone Ordinance Amendments

Section 18.9: “MU” Mixed-Use Combining Zone. This amendment will establish the Mixed-Use Combining Zone(s) within the UDB of Kingsburg Area. Currently, this overlay zone applies to 36 communities including Cutler/Orosi, Ivanhoe, Plainview, Woodville, Poplar/Cotton Center, Three Rivers, Goshen, Ducor, Terra Bella, Traver, Strathmore, Pixley, Tipton, Earlimart, Alpaugh, East Orosi, London, Richgrove, Sultana, El Monte Mobile Village, Hypericum, Jovista, Matheny Tract, Tooleville, Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, and Yettem. 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 vehicle miles traveled if residential uses are mixed with uses for employment.

Section 16 H: Additional “By-Right” Uses. This amendment will establish additional by-right uses within the UDB of Kingsburg. The allowance of additional by-right uses applies to 36 communities including Cutler/Orosi, Lemon Cove, Ivanhoe, Plainview, Woodville, Poplar/Cotton Center, Three Rivers, Goshen, Ducor, Terra Bella, Traver, Strathmore, Pixley, Tipton, Earlimart, Alpaugh, East Orosi, London, Richgrove, Sultana, El Monte Mobile Village, Hypericum, Jovista, Matheny Tract, Tooleville, Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, and Yettem. The purpose of adding additional by-right uses is to promote sustainability; economic development and prosperity by providing design flexibility, streamline the approval process and reduce vehicles miles traveled by locating residential uses within proximity to employment areas.

Ordinance No. 352: Zoning District Ordinance Map. This amendment to the Zoning District Ordinance Map will rezone properties within the Kingsburg Area UDB to be consistent with the 2023 Kingsburg Area Community Plan.

## Existing Adopted Zoning Districts in the Planning Area

The zoning designations within the KACP are shown in **Figure 7** and demonstrated in **Table 2**, agricultural zones comprise 60.65%, Anderson Village Specific Plan comprise 16.37%, commercial zones comprise 4.24% industrial zones comprise 2.15%, and rights-of-way 13.79% in the existing KACP Urban Development Boundary.

# Draft Kingsburg Area Community Plan 2023

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**Table 2 Kingsburg Area Zoning Districts**

<b>Existing Zoning</b>	<b>Acres</b>	<b>Percent</b>
A-1	159.9	55.52
AE-20	14.7	5.13
Anderson Village Specific Plan	46.9	16.37
C-2	0.5	0.17
C-3	5.6	1.95
C-3-SR	6.1	2.12
M-1	2.4	0.83
M-1-SR	3.8	1.32
Z	6.8	2.37
Unclassified (Right-of-Way)	39.5	13.79
<b>Total</b>	<b>286.4</b>	<b>100</b>

*Site Plan Review (SR)* The purpose of this section is to enable the County to make a finding that proposed development is in conformity with the provisions of this ordinance and the goals and objectives of the General Plan. This designation requires Site Plan Review for most uses in this zone.

*Agricultural (A-1)* The designation has been established to ensure that areas zoned A-1 develop in a manner consistent with the General Plan and the public health, safety and general welfare, and to prevent the introduction of incompatible commercial, manufacturing, subdivision, and other urban uses into predominantly agricultural areas of the County.

*Exclusive Agricultural Zone 20 Acre Minimum (AE-20)* - The AE-20 Zone is an exclusive zone for intensive agricultural uses and for those uses which are a necessary and integral part of the agricultural operation. The purpose of this zone is to protect the general welfare of the agricultural community from encroachments of unrelated agricultural uses which, by their nature, would be injurious to the physical and economic well-being of the agricultural community. It is also the purpose of this zone to prevent or to minimize the negative interaction between various agricultural uses. A related purpose of this zone is to disperse intensive animal agricultural uses to avoid air, water, or land pollution otherwise resulting from compact distributions of such uses. The minimum parcel size permitted to be created in this zone is, with certain exceptions, twenty (20) acres.

*General Commercial (C-2)* – The General Commercial Zone is intended for retail stores and businesses which do not involve the manufacture, assembling, packaging, treatment or processing of articles of merchandise for distribution and retail sale.

*Service Commercial (C-3)* – The Service Commercial Zone is intended for wholesale establishments and establishments engaged in repairing and servicing equipment, materials and products, but which do not involve the manufacturing, assembling, packaging or processing of articles of merchandise for distribution and retail sales.

# Draft Kingsburg Area Community Plan 2023

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*Mixed-Use* – 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. Within the Mixed-Use Zoning District, all uses outlined in the M-1, C-3, C-2, C-1, R-1, R-2 and R-3 uses are allowed. Uses and activities that are found by the Planning Director to be similar to and compatible with those specific zoning districts are also allowed. In addition, use and activities determined to be compatible by the Planning Commission and the Board of Supervisors with the above-mentioned zoning districts are also allowed.<sup>4</sup>

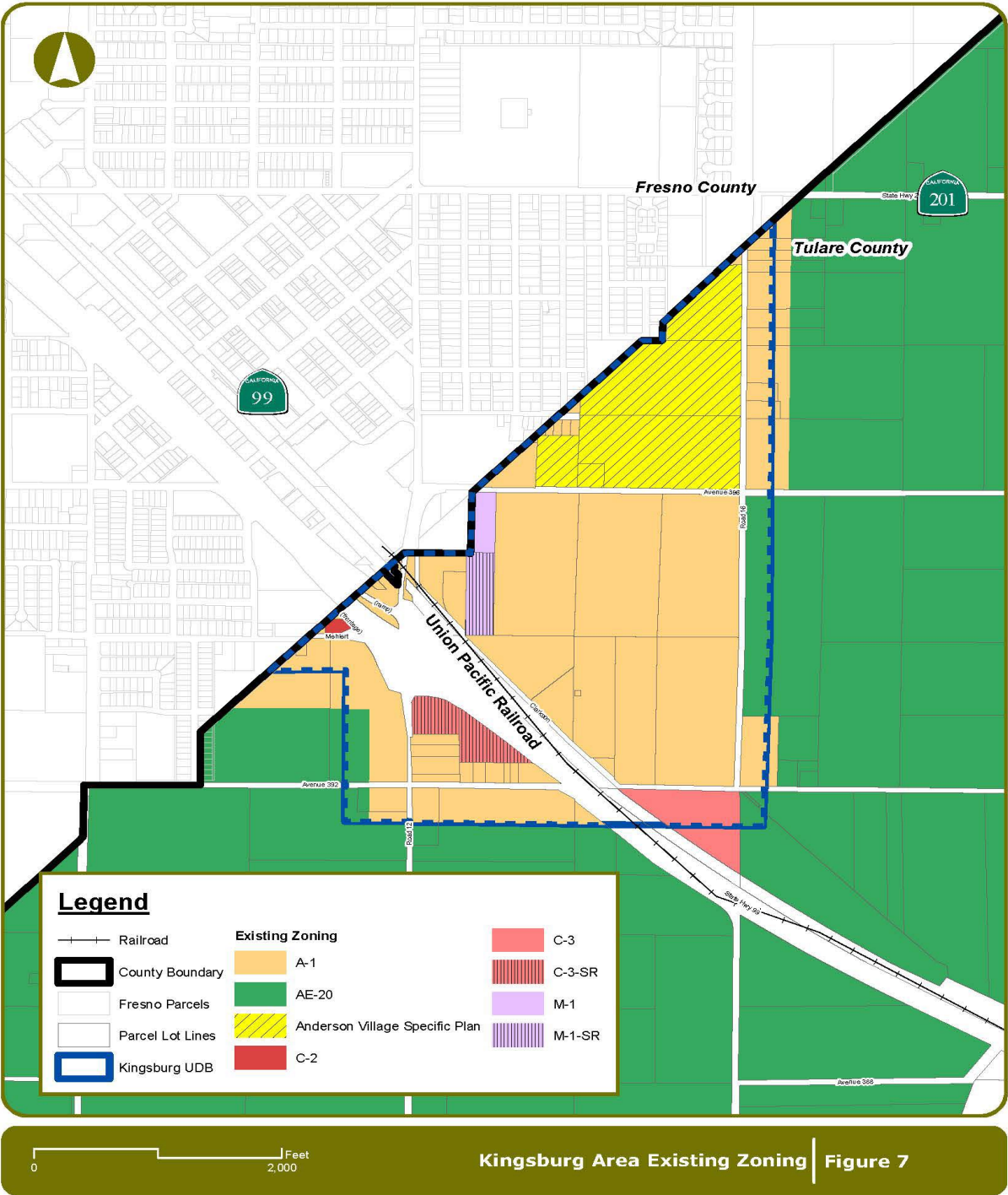
*Light Manufacturing (M-1)* – The Light Manufacturing Zone is intended for establishments engaged in the manufacturing, assembling, packaging, treatment and processing of products other than those which may be obnoxious or offensive by reason of emission of odor, dust, smoke, gas, noise or other similar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

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<sup>4</sup> Op. Cit. MU Mixed-Use Overlay Combining Zone (Chapter 3, Section 18.9). Accessed July 2023 at: <https://tularecounty.ca.gov/rma/rma-documents/planning-documents/tulare-county-zoning-ordinance/chapter-3-section-18-9-mu-mixed-use/>

# Draft Kingsburg Area Community Plan 2023

Figure 7 - Kingsburg Area Community Plan 2023 Existing Zoning Districts





# Draft Kingsburg Area Community Plan 2023

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## Demographics

### Introduction

An important part of planning is having information that describes the characteristics of a community's population. Collectively, these characteristics are known as "demographics" which data is typically consisting of the age, gender (i.e., male or female), income, race, employment, and other characteristics of a community. This data, and historical trends of this data, allows a reasonable way to project what may occur in the future and thereby provides a guide to which issues need to be addressed in the Community plan. For example, knowing the age and percentage of a population allows proper planning for school needs for school-age children; knowing how many people may eventually live in a community allows for proper planning to meet housing needs and the amount of land needed to provide housing for a growing population. If a population can be estimated, it is possible to project how much water and/or sewer service may be needed for a community. The following information provides a summary of some of the more important demographic data needed to craft a plan that can realistically address the needs of a smaller community such as Kingsburg Area Community Plan 2023.

### Population Growth

As shown in **Table 3**, CT 000301's entire population is projected to increase by 1,152 persons to an estimated Year 2030 population of 6,171 using the Tulare County General Plan average annual growth rate of 1.3%. However, for CT 000301 Census Blocks 1029, 1033, 1053, 1054, 1056, 1060, 1068, 1074, 1075, and 1075, the projected population is 42 persons as estimated in the KACP. It is possible that market forces could result in lesser or greater growth than forecasted during the planning horizon of the KACP. However, in the event of future growth, the KACP will have an adequate and appropriate Urban Development Boundary area, land use designations, and zoning in place to accommodate future demand thereby resulting in orderly growth and preserving agricultural land to the extent practicable.

### Population Growth Forecast

As shown in **Table 3**, CT 000301's 2010 Census Block numbers 1029, 1033, 1053, 1054, 1056, 1060, 1068, 1074, 1075, and 1075 within the KACP Planning could result in an additional 241 persons projected population in a Year 2030 for a total of 540 (Year 2010 baseline) + 241 projected persons based on the County's 1.3% growth rate (**see Table 3**). It is possible that market forces in the residential market could result in less or greater growth than forecasted during the planning horizon of the KACP. However, in the event of future growth, the KACP will have an adequate and appropriate Urban Development Boundary area, land use designations, and zoning in place to accommodate future demand thereby resulting in orderly growth and preserving agricultural land to the extent practicable.

There are approximately 35 acres of proposed single-family residential zoning within the KACP. However, approximately 18 acres are currently developed as a solar energy facility, while 17 acres are

# Draft Kingsburg Area Community Plan 2023

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currently planted to stone-fruit (i.e., peaches, plums, or nectarines). Hypothetically, 17 acres could be developed as single family residential uses which could result in development of approximately 100 single-family units (based on similar sized project's density of 5.82 units/ac.). Under this hypothesis of the 17 acres being developed to residential uses, it is possible that the KACP's planning area could realize a population increase of an additional 282 persons (based on the City of Kingsburg's 2.82 persons per household (pph)); 296 persons based on the 2.96 pph for CT 000301 (i.e., 2010 Census Blocks Nos. 1029, 1033, 1053, 1054, 1056, 1060, 1068, 1074, 1075, and 1075 as the other census blocks contained no population); 346 persons based on Tulare County's countywide average of 3.46 pph; or 339 persons based on the 2020 U.S. Census figure of 3.387 pph for CT 000301 (now CT 000303 with Census Block Nos. 1014-1024 and 1044).

Thus, hypothetically, it is possible that the KACP's population growth (including the projected 241 persons of the select 2010 Census Blocks) could result in an additional population ranging from 523 (241 + 282), 537 (241 + 296), 587 (241 + 346), or up to 671 (332<sup>5</sup>+339) persons through the Year 2030 planning horizon. Therefore, total projected population could range from 1,063 (Year 2010 baseline + Year 2030 projected + hypothetical projection 523), 1,077 (Year 2010 baseline + projected + 537), 1,127 (Year 2010 baseline + 587), to 1,211 (Year 2010 baseline + 671).

Although not currently included in the 2020 Census figures, the full buildout of the Summerlyn subdivision project could result in an additional 180 single-family residences with an average persons per household of 2.82 (for Kingsburg); 2.96 (2010 Census for CT 000301 [now CT 000303]); 3.46 (County of Tulare); and 3.387 (2020 Census for CT 000303) resulting in 508 persons (using Kingsburg's pph); 533 persons (using 2010 Census' pph); 623 persons (using County of Tulare's pph); or 610 persons (using 2020 Census' pph); respectively. However, it is noted that the City of Kingsburg and SKF have already accommodated the Summerlyn subdivision project's water and wastewater services needs and it would be "double counting" to include Summerlyn as a future need through the Year 2030 planning horizon. This analysis and hypothetical population growth is based on "future need" within the KACP planning area while still accounting for the existing environment.

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<sup>5</sup> 2020 U.S. Census. Data provided by Mr. Roberto Brady, Tulare County Association of Governments (March 14, 2022) via e-mail correspondence.



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**Table 3 Population Projections**

Population Projections for Certain Census Blocks for CT-000301 <sup>a</sup> Kingsburg Area Community Plan										
Year	Certain Census Blocks Population 2010-2030 1.11% annual growth rate <sup>b</sup>	Certain Census Blocks Population 2020-2030 1.3% annual growth rate <sup>c</sup>	Including Summerlyn residential project estimated population <sup>e</sup>							
			Using City 2.82 pph X 180 (508 persons)		Using 2010 Census CT 000301's 2.96 pph X 180 (523 persons)		Tulare County 3.46 pph X 180 (623 persons)		Using 2020 Census CT 000303's 3.387 pph X 180 (610 persons)	
2010	299	n/a	n/a							
2011	302	n/a	n/a							
2012	306	n/a	n/a							
2013	309	n/a	n/a							
2014	312	n/a	n/a							
2015	316	n/a	n/a							
2016	320	n/a	n/a							
2017	324	n/a	n/a							
2018	326	n/a	n/a							
2019	329	n/a	508 persons + projected 1.11%   1.3%		523 persons + projected 1.11%   1.3%		623 persons + projected 1.11%   1.3%		610 persons + projected 1.11%   1.3%	
2020	332 <sup>d</sup>	332 <sup>d</sup>	840	840	845	845	955	955	942	942
2021	336	342	844	850	859	846	959	965	946	952
2022	339	352	847	860	862	856	962	975	949	962
2023	342	363	850	871	865	867	965	986	953	973
2024	346	374	854	888	869	878	969	997	957	984
2025	350	385	858	899	873	889	973	1,008	961	995
2026	354	396	862	900	877	900	977	1,019	965	1,006
2027	358	408	866	912	881	912	981	1,031	969	1,018
2028	362	420	870	924	885	924	985	1,043	973	1,030
2029	366	433	874	935	889	937	989	1,056	977	1,043
2030	370	446	878	954	893	969	993	1,069	980	1,056
Notes: a: 2010 Census Blocks 1029, 1033, 1053, 1054, 1056, 1060, 1068, 1074, 1075, and 1075; now CT 000303 with Census Blocks b: Based on 2010-2020 U.S Census annual growth rate of 1.11%. c: Based on 2010 U.S. Census baseline population grown at Tulare County General Plan 2030 Update 1.3% annual growth rate. d: 2020 U.S. Census reported a population of 332. e. Estimated Summerlyn residential subdivision project population contribution to KACP.										

## Kingsburg Area Community Plan 2023 Background Report

This map displays the Kingsburg area, highlighting the Kingsburg Urban Development Boundary (UDB) in blue. The UDB encompasses several census tracts, including 1014, 1015, 1016, 1017, 1018, 1019, 1020, 1021, 1022, 1023, 1024, 1025, 1042, 1043, 1044, and 1045. The map also shows major roads such as Winter St, Ellis St, Lewis St, Earl St, Simpson St, Davis Ave, 14th Ave, 12th Ave, Road 12, Road 16, Road 20, Avenue 392, Avenue 388, and Avenue 400. A legend in the bottom left corner identifies the Kingsburg UDB. A scale bar at the bottom indicates distances up to 2,000 feet. A north arrow is located in the top right corner.

# Draft Kingsburg Area Community Plan 2023

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According to the California Department of Finance estimates, the total population of Tulare County was 462,189 on January 1, 2015. The 2010 U.S. Census reported Tulare County the 8th largest county of growth in California. Numerically speaking, the 2010 Census data reports the County grew from 368,021 (2000 Census) to 442,179, which is 20.2% growth. The population living in unincorporated areas of the County was 144,743, which represented 32% of the total population. Using the U.S. Census Bureau and California Department of Finance figures, the total population of Tulare County has grown 18% since the year 2000. However, much of that growth has occurred within the eight incorporated cities located throughout the County. Since 2000, the populations in the cities grew 26%, while the population of the unincorporated areas grew 2.7%. This growth pattern directed toward cities can be explained by availability of public services and infrastructure that cities can provide and results in the continuing annexation of unincorporated agricultural lands adjacent to city boundaries. In 1980, 51% of the County's total population lived in cities. City of Kingsburg (see **Table 4**).

**Table 4 Tulare County Population Growth Trend**

<b>Tulare County Population Growth Trend 1980-2014</b>					
<b>Geography</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>	<b>2010</b>	<b>2014</b>
Cities	124,302	178,815	227,199	299,307	312,634
Unincorporated Area	121,436	311,921	368,021	442,179	459,446
County Population	245,738	311,921	368,021	442,179	459,446
Source: Tulare County Housing Element 2015 Update. Page 3-2, Table 3-1.					

Affordability problems occur when housing costs become so high in relation to income that households have to pay an excessive proportion of their income for housing or are unable to afford any housing and are homeless. A household is considered to be overpaying (or cost burdened) if it spends more than 30 percent of its gross income on housing. Severe overpayment occurs when a household spends more than 50 percent of income on housing. Housing costs depend upon many variables, including the type, size, value and/or location of the housing units, the intended tenure of the unit (whether it is to be occupied by owners or renters), and the inclusion or exclusion of one or more utilities, services, property taxes, insurance, and maintenance.

Housing costs continue to rise significantly. The 2010 Census reports the median rent has increased 10.72% from \$727 in 2000 to \$805 in 2010. The median monthly owner costs for housing units with a mortgage have seen a minor decrease going from \$1,518 to \$1,471 which is a -3.09% decrease. The monthly owner costs for those housing units without a mortgage increased by less than 1%, going from \$330 to \$361.

The County's median household income has decreased 2.91% from \$45,117 in 2008 to \$43,803 in 2010. This has not kept up with the rise in housing costs. Therefore, households are challenged with a greater housing cost burden. This is demonstrated in the increased percentage of household income families are paying for housing. In 2010, 51.9% of renter households and 48.39% of owner-occupied households pay 35% or more of their income for housing (up from 41.5% and 37.7% in 2008).

# Draft Kingsburg Area Community Plan 2023

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“The TCAG RHNA Plan recommends that the County provide land use and zoning to accommodate 7,081 housing units during the planning cycle. This averages 885 units per year in the unincorporated portions of the County. This high allocation and augmented number is due to the fact that the County’s housing allocation was based on the County’s existing total housing stock percentage of 30% (2014). The allocation was not based on the County’s actual housing growth rate. The County anticipates an unincorporated growth rate of less than 15% of the Countywide housing stock increase during the life of the Housing element. It is not anticipated that the County’s unincorporated housing units will remain at a total of 30% of the countywide housing units but will decrease to less than 25% due to a housing unit growth rate of 15%. However, to remain consistent with the housing allocation based on TCAG’s RTP, the County continues to be allocated an extremely high housing share to 7,081 units (885 units per year over the 8-year RHNA planning period).

As of January 1, 2021, the California Department of Finance estimates a total of 44,705 existing housing units in the unincorporated area.<sup>6</sup> (see Table 5)

**Table 5 Estimated Housing Units**

<b>Estimated Housing Units Unincorporated Tulare County - 2021</b>	
<b>Single</b>	
Detached	35,002
Attached	59
<b>Multiple</b>	
Two to Four	1,750
Five Plus	1,253
<b>Mobile Homes</b>	
Unincorporated Total	44,705
Housing Units Occupied	39,246
Vacancy Rate	12.27%

## Severely Disadvantaged Community

According to information contained in the U.S. 2010 Census for the Kingsburg Area Community Plan (KACP, and the proposed CACUDB), these areas are part of Census Tract 000301. Not all block-by-block census data could be disaggregated, as such, the data provided below in some instances represents all blocks within Census Tract 000301 including the KACP’s approximately 400-acre planning area. Census Tract 000301 (“CT 000301”) includes Block numbers 1029; 1033, 1034, 1035, 1053, 1054, 1055, 1056, 1057, 1058, 1060, 1062, 1063, 1064, 1065, 1066, 1067, 1068, 1074, 1075, and 1076 within the KACP.

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<sup>6</sup> California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2021 with 2010 Census Benchmark. Accessed February 2022 at: <https://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>.

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2010 Census data from CT 000301 indicates that area median household income was \$47,639, whereas the State of California's median household income was \$61,489.<sup>7</sup> In 2017, the Kingsburg Area median household income was \$51,979, whereas the State of California's median household income was \$67,169. Kingsburg Area's median household income was 77.3% of the State of California's median household income, and therefore it is considered a disadvantaged community.<sup>8</sup>

As indicated in the data contained in CT 000301, 20.69%<sup>9</sup> of families living in the Kingsburg CACUBD area lived below the poverty line and had a lower level of poverty compared to Tulare County at 27.1%, but higher than the State of California's 15.1%.

According to information contained in the U.S. 2010 Census for the Kingsburg Area Community Plan (KACP, and the proposed CACUDB), these areas are part of Census Tract 000301. Not all block-by-block census data could be disaggregated, as such, the data provided below in some instances represents all blocks within Census Tract 000301 including the KACP's approximately 286-acre planning area. Census Tract 000301 ("CT 000301") includes Block numbers 1029, 1033, 1034, 1035, 1053, 1054, 1055, 1056, 1057, 1058, 1060, 1062, 1063, 1064, 1065, 1066, 1067, 1068, 1074, 1075, and 1076 within the KACP (also, see Chapter 3.14 Population and Housing for limited 2020 U.S. Census population data). It is noted that CT 000301 is now CT 000303 with Census Block Nos. 1014-1024 and 1044 rather than those census blocks attributed to former CT 000301. Further, it is also noted that detailed Year 2020 Census data is not yet available for CT 000303; as such, the following analysis uses American Community Survey 2010-2014 data which is considered reasonable given the nominal population change from 299 to 332 persons (i.e., + 33 persons or about 3.3 persons/yr.) between the 2010 and 2020 Censuses which reflects an average annual increase of 1.1% during this 10-year period.

2010 Census data from CT 000301 indicates that area median household income was \$47,639, whereas the State of California's median household income was \$61,489.<sup>10</sup> In 2017, the Kingsburg Area median household income was \$51,979, whereas the State of California's median household income was \$67,169. Kingsburg Area's median household income was 77.3% of the State of California's median household income, and therefore it is considered a disadvantaged community.<sup>11</sup>

As indicated in the data contained in CT 000301, 20.69%<sup>12</sup> of families living in the Kingsburg CACUBD area lived below the poverty line and had a lower level of poverty compared to Tulare County at 27.1%, but higher than the State of California's 15.1%.

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<sup>7</sup> USA.com. Census Tract 000301 in Tulare County, California Income and Careers Accessed February 2022 at: <http://www.usa.com/CA107000301-income-and-careers.html>.

<sup>8</sup> Ibid.

<sup>9</sup> USA.Com. Census Tract 000301 in Tulare County, California Income and Careers. Poverty Levels. Accessed February 2022 at: [Census Tract 000301 in Tulare County, California Income and Careers \(usa.com\)](http://www.usa.com/CA107000301-income-and-careers.html)

<sup>10</sup> Census Tract 000301 in Tulare County, California Income and Careers <http://www.usa.com/CA107000301-income-and-careers.html>.

<sup>11</sup> Ibid.

<sup>12</sup> Op. Cit.

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CT 000301's occupation distribution for the civilian employed population 16 years and over is shown in **Table 6**. In the KACP area, management, professional, and related occupations make up approximately 25%; agricultural-related occupations make up approximately 20%; while service occupations make up approximately 21%; sales and office occupations make up approximately 16%; and production, transportation, and /or material moving occupations make up almost 12%. 2019 Employment by Industry data as is shown in **Table 7**.

**Table 6 KACP Area Occupation Distribution**

<b>Civilian Employed, 16 Years and Over</b>			
Occupation	Census Tract 000301		
	Number	Percent	
Management, Professional, and Related Occupations	685	24.56	
Service Occupations	594	21.30	
Sales and Office Occupations	449	16.10	
Farming, Fishing and Forestry Occupations	546	19.58	
Construction, Extraction, Maintenance, and Repair	97	3.48	
Production, Transportation, and Material Moving Occupations	328	11.76	
Total Civilian Employed	2,788	100.00 (rounded)	
<i>Note: According to information contained in the U.S. 2010 Census for the Kingsburg CACUDB area is part of Census Tract 000301. Block-by-block census data could not be disaggregated.</i>			
<i>Source: 2010 U.S. Census. Accessed December 2021 at: Census Tract 000301 in Tulare County, California Income and Careers <a href="http://www.usa.com/CA107000301-income-and-careers.html">http://www.usa.com/CA107000301-income-and-careers.html</a></i>			

**Table 7 KACP Area Employment by Industry**

<b>Table 7 KACP Area Employment by Industry Civilian Employed, 16 Years and Over</b>		
<b>Occupation</b>	<b>Number</b>	<b>Percentage</b>
Agriculture, Forestry, Fishing, Hunting, Mining	753	27.00
Construction	216	7.74
Manufacturing	78	2.79
Wholesale Trade	195	7.00
Retail Trade	232	8.32
Transportation, Warehousing, Utilities	125	4.48
Information	0	0
Finance, Insurance, Real Estate, Rental, Leasing	40	1.43
Professional, Scientific, Management, Administrative, Waste Management Services	162	5.81
Educational Services, Health Care, Social Assistance	553	19.84
Arts, Entertainment, Recreation,	200	7.17

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Accommodation, Food Services		
Public Administration	113	4.06
Other Services, Except Public Administration	121	7.53
<b>TOTAL</b>	<b>2,788</b>	<b>100.00 (rounded)</b>
<i>Note: According to information contained in the U.S. 2010 Census for the Kingsburg CACUDB area is part of Census Tract 000301. Block-by-block census data could not be disaggregated.</i> <i>Source: 2010 U.S. Census. Accessed December 2021 at: Census Tract 000301 in Tulare County, California Income and Careers <a href="http://www.usa.com/CA107000301-income-and-careers.html">http://www.usa.com/CA107000301-income-and-careers.html</a></i>		

The lack of economic opportunities can have significant land use implications. Low incomes are a major source reason for the depressing housing conditions in the area and a primary cause for the number of second and third dwelling units in the single-family residential areas. The lack of economic opportunity is also a reason for the deteriorating conditions of rural commercial areas.

The KACP includes a comprehensive economic development strategy intended to reduce barriers to economic development (that is, infrastructure, use permits, education, and home occupation barriers) and marketing strategy which includes place, price, product, promotion, and a development suitability analysis. To improve incomes and to provide greater stability in its economic base, nonagricultural industries, or less seasonal agricultural support industries that provide higher wages and year-round employment are needed.

## City of Kingsburg

Kingsburg's annual average population growth rate since 1980 has been approximately 4.09%, as compared to an annual average housing growth rate of 3.57%. These rates are relatively low as compared to the decade of 1970's when the rate of population growth was nearly 8%. This is due in part to the serious recession in the housing market that occurred during the early 1980's (and which again adversely affecting the housing market in the early 1990's)."<sup>13</sup> The City of Kingsburg population can be seen in **Table 8**.

**Table 8 City of Kingsburg Population**

<b>City of Kingsburg Population<sup>14,15</sup></b>						
	<b>1980</b>	<b>1990</b>	<b>2000</b>	<b>2008</b>	<b>2010</b>	<b>2020</b>
City of Kingsburg Population	5,115	7,205	9,199	--	11,382	12,380

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<sup>13</sup> Comprehensive General Plan and Environmental Impact Report for the Swedish Village of Kingsburg, July 1992. Page 37.

<sup>14</sup> California Department of Finance. Demographic Reports. Census and Surveys. 2016. Accessed February 2023 at: [http://www.dof.ca.gov/Reports/Demographic\\_Reports/](http://www.dof.ca.gov/Reports/Demographic_Reports/).

<sup>15</sup> State of California. Department of Finance Demographic Reports. Historical Census Data. Historical Census Populations of Counties and Incorporated Cities in California, 1850-2020. Accessed February 2020 at: [https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.dof.ca.gov%2FReports%2FDemographic\\_Reports%2Fdocuments%2F2020-1850\\_STCO\\_IncCities.xlsx&wdOrigin=BROWSELINK](https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.dof.ca.gov%2FReports%2FDemographic_Reports%2Fdocuments%2F2020-1850_STCO_IncCities.xlsx&wdOrigin=BROWSELINK)



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“Housing quality within the community is perhaps the best of any City in the County. There are no dilapidated units (units unfit for human habitation). The number of deteriorating units, while not great, has been decreasing as a result of the overall increase in residential property values and the demand for older homes by first-time buyers.

During the 1980-1990 decade, the City’s housing inventory increased by 685 units, with an annual average rate of housing growth at 3.58%. During this same period, the housing vacancy rate decreased from 3.9% to 3.0%.”<sup>16</sup> “Maintaining an average annual housing growth rate of approximately 3.0% is a major policy of the General Plan.”<sup>17</sup>

## Land Use Pattern within the KACP Planning Area

The KACP planning area is a mix of urban type uses and agriculturally productive lands. As with many valley floor communities located along railroads, the City of Kingsburg was founded along a railroad stop. Similarly, agriculturally productive lands surrounded (and continues to surround), emerging cities, including the City of Kingsburg and the KACP planning area directly south of the City. Over time, some rural residences developed within the KACP planning area as well as light industrial and service commercial-oriented uses; and it still includes agriculturally productive lands (e.g., row crops, vineyards, and orchards). The KACP planning area is generally developed in a triangular shape and is bisected in a northwest-southeasterly direction by SR 99 and the Union Pacific Railroad. Existing land uses include rural residential, commercial, and industrial areas accounting for approximately 300 acres of the KACP. Approximately 30 generally scattered rural residences are located within the KACP planning area with many adjacent to or part of agriculturally productive lands. Commercial and ag-service uses are located both east and west of SR 99; light manufacturing uses are located east of SR 99 along Avenue 392 (Fab Tech Inc. [metal fabrication], Mid-Valley Disposal), Clarkson Drive (Nutrius [vitamin and mineral supplements and pre-mixes for livestock, poultry, dairy cows], McDonald Asphalt Construction), and Avenue 396/Kern Avenue (Foster Commodities [animal feed], and commercial uses Kingsburg Mini Storage, Valkommen Fitness, Van Cleeve Concrete, and Cheema Transport). Commercial uses west of SR 99 along Road 12 include (Kingsburg RV Storage) and a commercial use north of Avenue 394/Mehlert St. (Valero gas station/mini mart). An approximately 37-acre solar farm is located northeast of Carlson Road and Avenue 392. One light industrial facility is non-operational (Can-Am Produce) which currently includes paved surfaces, vacant structures, non-operational rail spur and vacant land.

## Ethnicity and Race

In 2000 (see **Table 9**), 71.93 % of Kingsburg’s population were white, 0.45% for the Kingsburg Area Community Plan 2023 were African American, 0.67% for Kingsburg’s was Native American, 2.74% for Kingsburg were Asian, and 4.46% were two races or more. Approximately 34.42% for Kingsburg were Hispanic (of any race).

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<sup>16</sup> Comprehensive General Plan and Environmental Impact Report for the Swedish Village of Kingsburg. July 1992. Page 39.

<sup>17</sup> Ibid.



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**Table 9 Race and Ethnicity (2000)**

	Total Population	White	Hispanic or Latino (of any race)	Black or African American	American Indian and Alaska Native	Asian	Total Population of Two or More Races
<b>California</b>	33,871,648	20,170,059	10,966,556	2,263,882	333,346	3,697,513	1,607,646
<b>Tulare County</b>	368,627	213,751	186,846	5,852	5,737	12,018	16,938
<b>Kingsburg CDP</b>	9,199	6,617	3,166	42	62	252	411
<b>Kingsburg % of Total</b>	-	71.93%	34.42%	0.45%	0.67	2.74%	4.46%

Source: California Department of Finance

In 2020 (see Table 10), 77.47% of Kingsburg's population was white. Approximately 47.75% of Kingsburg were Hispanic (of any race). Between 2000 and 2020, the proportion of the White population increased in the Kingsburg Area Community Plan 2023; from 71.93% to 77.47%. During this time, the African American population increased in Kingsburg from 0.45% to 0.74%. The Asian population percentage increased in Kingsburg from 2.74% to 7.88%. The two or more-race demographic increased in the community from 4.46% to 5.08%. The Hispanic (of any race) increased from 34.42% to 47.75% in Kingsburg.

**Table 10 Race and Ethnicity (2020)**

	Total Population	White	Hispanic or Latino (of any race)	Black or African American	American Indian and Alaska Native	Asian	Total Population of Two or More Races
<b>California</b>	38,982,847	14,777,594	15,105,806	2,161,459	117,813	5,427,928	1,140,164
<b>Tulare County</b>	458,809	135,372	291,867	5,973	3,029	14,622	6,709
<b>Kingsburg CDP</b>	12,380	9,386	5,912	90	44	955	616
<b>Kingsburg % of Total</b>	-	77.47%	47.75%	0.74%	0.36%	7.88%	5.08%

Source: California Department of Finance

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## Economic Conditions

### Employment Projections California

By the end of the 2008-2018 projection period, total nonfarm employment in California is projected to grow to nearly 16.5 million jobs. This exceeds the 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

### 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. The *2020 Tulare County Annual Crop and Livestock Report* stated "Tulare County's total gross production value for 2020 as \$7,140,076,500. This represents a decrease of \$365,275,600 or 4.9% below 2019's value of \$7,505,352,100. Milk represents 26.1% of the total crop and livestock value for 2020. Total milk production increased by 1.5%. Livestock and Poultry's gross value of \$671,896,000 represents an increase of 1% above that of 2019, mostly due to the higher per unit value for both cattle and poultry. The total value of all Field Crop production was \$504,947,000, an increase of 1.8% from the previous year. Fruit and Nut commodities were valued at \$3,832,212,000, a decrease of 15.9%. This decrease can be partially attributed to the decrease in Almond, Grape, Peach, and Tangerine values. Nursery Products increased by 49.3% compared to 2019, with an overall value of \$108,697,000. Vegetable Crops were valued at \$26,289,000, representing a 31.9% increase (see **Figure 9**).

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.

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Figure 9 Occupations with the Most Job Opportunities



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

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

## Unemployment in Tulare County

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 U.S. Approximately 27% of the employment within CT 0003001 is agriculturally related according to information shown in **Table 11**. 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 2010-2014 American Community Survey (**see Table 11**) indicated that the unemployment rate in the KACP Planning Area was 7.48% for men and 10.17% for women, 13.42% for men and 13.64% for women in Tulare County, and 11.09% for men and 10.87 for women in the State of California's

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Table 11 Unemployment 2010-2014

American Community Survey: Unemployment 2010-2014 Population 16 Years and Over				
Geography	Population	Total Civilian Labor Force	Unemployment Rate Percent	
			Male	Female
California <sup>18</sup>	29,934,838	19,108,876	11.09%	10.87%
Tulare County <sup>19</sup>	322,441	111,218	13.42%	13.64%
CT 000301 <sup>20</sup>	5,019	3,053	7.48%	10.17%
Source: State of California Department of Finance.				

## Employment Projections Tulare County

Table 12 presents a summary of the employment projections for Kingsburg Area for 2042 which were provided by TCAG.<sup>21</sup>

Table 12 Population and Employment Projects

Tulare County 2015 to 2042						
Year	2020	2025	2030	2035	2040	2042
Population	488,293	514,101	541,140	568,186	594,348	604,969
Employment	181,560	190,344	199,344	207,912	216,696	220,210
Source: Tulare County Association of Governments. Tulare County Demand Forecast Model, 2015.						

## Low-income and Minority Populations

The Draft Plan contains various demographic information that was considered in order to develop a plan that addresses all segments of the community. Information from the American community Survey (ACS) 2010-2014 indicate that 84.27% of the KACP area's population was white. Approximately 57.21% of the KACP was Hispanic (of any race). The Asian population was 1.28%, Blacks was 0.9%, and Native Americans was 0.21% of other races in the KACP area. The two or more-race demographic was 1.99%.<sup>22</sup> The Hispanic community represents the largest of any ethnic/racial group in the KACP planning area.

The Mean and Median income in the KACP planning area is higher when compared to Tulare County, but lower than the State of California. Mean and Median Household Income for the KACP area were

<sup>18</sup> USA.com California Income and Careers. Accessed December 2021 at: <http://www.usa.com/california-state-income-and-careers.htm>

<sup>19</sup> USA.com Tulare County Income and Careers. Accessed December 2021 at: <http://www.usa.com/tulare-county-ca-income-and-careers.htm>

<sup>20</sup> USA.com. Census Tract 000301 in Tulare County, California Income and Careers. Accessed December 2021 at: <http://www.usa.com/CA107000301-income-and-careers.html#Employment-Status>

<sup>21</sup> Tulare County Association of Governments (TCAG). 2018 Regional Transportation Plan. Action Element. Page B-13. Accessed August 2021 at: <https://tularecog.org/tcag/planning/rtp/rtp-20181/action-element/>

<sup>22</sup> USA.com. Census Tract 000301 in Tulare County, California Population and Race. Accessed December 2021 at: <http://www.usa.com/CA107000301-population-and-races.html>

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\$66,032 and \$47,639; respectively.<sup>23</sup> Whereas, Mean and Median Household Income for Tulare County were \$58,798 and \$42,863; respectively; and \$86,704 and \$61,489 for the State of California.<sup>24</sup>

As noted earlier, the Project site is located within a disadvantaged community (as defined by E.O. 12898). As noted in Chapter 3.11 Land Use and Planning, existing uses surrounding the KACP planning area vicinity includes agriculturally productive lands to the east, south, and southeast; scattered rural-residences and agriculture to the south; and the City of Kingsburg (predominantly single-family residences, light industrial, commercial, and an elementary school) to the northwest (see **Figure 6**). There is no known housing for migrant farm workers located within a mile of the Project vicinity.

## Income

Median and Mean income for the KACP planning area was higher than Tulare County, but lower than the State of California. Average median household income for the KACP was \$47,639 and \$66,032<sup>25</sup>; respectively. compared to \$42,863 and \$58,798<sup>26</sup>; respectively, for Tulare County; and \$61,489 and \$86,704<sup>27</sup>; respectively, for the State of California.<sup>28</sup>

**Table 13 Income**

2010-2014 American Community Survey: Income <sup>29</sup>				
Geography	Median household income	Mean household income	Median family income	Mean family income
California	\$61,489	\$86,704	\$70,187	\$96,357
Tulare County	\$42,863	\$58,798	\$45,296	\$61,858
CT 000301	\$47,639,	\$66,032	\$52,222	\$70,402
Source: California Department of Finance				

## Poverty

According to the California Department of Finance, the 2010-2014 American Community Survey and as shown in **Table 14**, 20.69% of all families living in the KACP planning area lived below the poverty

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<sup>23</sup> Ibid.

<sup>24</sup> USA.com. Tulare County, California Income and Careers. 2010-2014 American Community Survey. Accessed December 2021 at: <http://www.usa.com/CA107000301-income-and-careers.html>.

<sup>25</sup> USA.com. Census Tract 000301 in Tulare County, California Income and Careers. Accessed December 2021 at: <http://www.usa.com/CA107000301-income-and-careers.html#Employment-Status>

<sup>26</sup> USA.com Tulare County Income and Careers. Accessed December 2021 at: <http://www.usa.com/tulare-county-ca-income-and-careers.htm>

<sup>27</sup> USA.com California Income and Careers. Accessed December 2021 at: <http://www.usa.com/california-state-income-and-careers.htm>

<sup>28</sup> USA.com California Income and Careers. Accessed December 2021 at: <http://www.usa.com/california-state-income-and-careers.htm>

<sup>29</sup> USA.com. Census Tract 000301 in Tulare County, California Income and Careers. Accessed December 2021 at: <http://www.usa.com/CA107000301-income-and-careers.html#Employment-Status>; USA.com Tulare County Income and Careers. Accessed December 2021 at: <http://www.usa.com/tulare-county-ca-income-and-careers.htm>; and USA.com California Income and Careers. Accessed December 2021 at: <http://www.usa.com/california-state-income-and-careers.htm>.

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line<sup>30</sup> compared to Tulare County's 22.51%<sup>31</sup> and the State of California's 12.28%<sup>32</sup>. For the entire population in the KACP planning area 26.06% had a higher level of poverty<sup>33</sup> compared to Tulare County at 27.42%<sup>34</sup> and the State of California at 16.38%.<sup>35</sup>

**Table 14 Poverty**

<b>2010-2014 American Community Survey - Poverty Level</b>		
<b>Geography</b>	<b>All Families</b>	<b>Entire Population</b>
California	12.28%	16.38%
Tulare County	22.51%	27.42%
CT 000301	20.69%	26.06%
Source: California Department of Finance; also see footnotes 30-35 for internet sources.		

## Affordable Housing

As County Policies require contiguous development and an orderly extension of services, the recommendation not to amend the location of the existing UDB not only satisfies development suitability requirements, but also provides the requisite area needed to meet forecast land demand in the KACP planning area.

“Affordability problems occur when housing costs become so high in relation to household income. Households that have to pay an excessive proportion of their income for housing or are unable to afford any housing and are homeless are impacted by housing affordability problems. A household is considered to be overpaying (or cost burdened) if it spends more than 30% of its gross income on housing. Severe overpayment occurs when a household spends more than 50% of income on housing. Housing costs depend upon many variables, including the type, size, value and/or location of the housing units, the intended tenure of the unit (whether it is to be occupied by owners or renters), and the inclusion or exclusion of one or more utilities, services, property taxes, insurance, and maintenance.

The 2010 Census indicates that overpayment remains a critical problem for low and moderate-income households, who are disproportionately affected by this burden compared to other households. Data for the unincorporated areas of Tulare County for the Table 3-14 [in the Housing Element] below was calculated using 2010 Census figures for renters from Census Table H73 “Household Income in 1999 by Gross Rent as a %age of Households” and for homeowners from Census Table H97 “Household Income in 1999 by Selected Monthly Owner Costs as a %age of Household Income in 1999”. Household information for the incorporated cities was subtracted from

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<sup>30</sup> USA.com. Census Tract 000301 in Tulare County, California Income and Careers. Accessed December 2021 at: <http://www.usa.com/CA107000301-income-and-careers.html#Employment-Status>

<sup>31</sup> USA.com Tulare County Income and Careers. Accessed December 2021 at: <http://www.usa.com/tulare-county-ca-income-and-careers.htm>

<sup>32</sup> USA.com. Census Tract 000301 in Tulare County, California Income and Careers. Accessed December 2021 at: <http://www.usa.com/CA107000301-income-and-careers.html#Employment-Status>

<sup>33</sup> Ibid.

<sup>34</sup> USA.com Tulare County Income and Careers. Accessed December 2021 at: <http://www.usa.com/tulare-county-ca-income-and-careers.htm>

<sup>35</sup> Op. Cit. USA.com. Census Tract 000301 in Tulare County, California Income and Careers. Accessed December 2021 at: <http://www.usa.com/CA107000301-income-and-careers.html#Employment-Status>

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information for the total county to obtain results for the unincorporated area. Households in the unincorporated area of Tulare County that overpay for housing are shown by tenure in Table 3-14 [in the Housing Element].<sup>36</sup>

“In general, overpayment disproportionately affects lower income households, as shown in Table 3-15. While some higher income households may choose to spend greater portions of their income for housing, the cost burden for lower income households reflect choices limited by a lack of sufficient affordable housing opportunities. These households have a higher percentage of housing problems and a greater cost burden than other households. As noted below, the housing cost burden increases as income decreases – 37% of low-income households (with income between 50% and 80% median family income), 61% of very low-income households (with income between 30% and 50%) and 75% of extremely low-income households (with income less than 30% of median family income) spend more than 30% of household income for housing in Tulare County as a whole. Lower income households who are overpaying for housing frequently have insufficient resources for other critical essentials, such as food and medicine. This is a significant hardship for many workers, families and seniors, but also impacts local economies, since money that might otherwise be spent in local stores generating sales tax revenues is being spent on housing.”<sup>37</sup>

2010-2014 American Community Survey (ACS) data shows that the KCAP planning area had a median household income of \$47,639, which is less than 80% of the State median household income of \$61,489. The 2017 ACS data indicates the KCAP planning area had a median household income of \$51,979, which remains less than 80% of the State median household income of \$67,169. Approximately 21.95% of the households in the KCAP planning area spent 29.70%<sup>38</sup> or more of their income on housing, while Tulare County’s was 25.65% and 26.90%; respectively,<sup>39</sup> and the State of California’s was 16.99% and 28.30%; respectively<sup>40</sup>. As such, based on the income data for the KCAP, there is a demonstrated need for affordable housing. Lastly, 2010-2014 American Community Survey (ACS) data shows that average household size of owner-occupied units was 2.95<sup>41</sup> for the KCAP, 3.22 for Tulare County, and 2.95 for the State of California.<sup>42</sup> 2017 data indicates an average of 3.13 persons per household within Census Blocks 1029, 1033, 1053, 1054, 1056, 1060, 1068, 1074, 1075, and 1075 (versus the 2.73 average household size for the entire KCAP planning area and 2.95 from the 2010-2014 ACS).

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<sup>36</sup> Tulare County Housing Element 2015 Update. Page 3-21. Accessed August 2021 at: <http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/110Part%20I%20Voluntary%20Elements%20Chapters%206.%2012%20and%2015/001CHP%206%20Tulare%20County%20Housing%20Element%20Update%202015/CHP%206%20Tulare%20County%20Housing%20Element%20Update%202015.pdf>

<sup>37</sup> Ibid. 3-21 and 3-22.

<sup>38</sup> USA.com. Census Tract 000301 in Tulare County, California Income and Careers. Accessed December 2021 at: <http://www.usa.com/CA107000301-income-and-careers.html>

<sup>39</sup> USA.com. Tulare County Income and Careers. Accessed December 2021 at: <http://www.usa.com/tulare-county-ca-income-and-careers.htm>

<sup>40</sup> Ibid.

<sup>41</sup> USA.com. Census Tract 000301 in Tulare County, California Housing. Accessed December 2021 at: <http://www.usa.com/CA107000301-population-and-races.html#HouseholdandFamily>.

<sup>42</sup> USA.com. Tulare County Population and Race. Accessed December 2021 at: <http://www.usa.com/tulare-county-ca-population-and-races.htm#HouseholdandFamily>.



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## Housing Characteristics

### Housing Units

Prior to approval and subsequent development of the Summerlyn Subdivision project, housing remained static between 2010 and 2020. Following its approval in July 2018, the Summerlyn project is nearing final buildout. When completed, an additional 195 single-family residences will be added to the KACP planning area. It is noted that this project was planned and subsequently approved prior to initialization of the KACP process and is being included as part of the KACP planning area as it fulfills a housing need and is a logical extension of the existing, adjacent City of Kingsburg residential developments located northwest of this project. Also, the Summerlyn project demonstrates good urban form, is consistent with approximately 269 Tulare County General Plan 2030 Update policies (e.g., AG-1.8 Agriculture within Urban Boundaries; LU-3.1 Residential Developments; PF-1.1 Maintain Urban Edges; PF-1.2 Location of Urban Development; PF-1.3 Land Uses in UDBs/HDBs; PF-1.4 Available Infrastructure; PF-2.1 Urban Development Boundaries – Communities; Available Infrastructure; PF-2.7 Improvement Standards in Communities; PFS-2.1 Water Supply; PFS-2.2 Adequate Systems; PFS-2.4 Water Connections; PFS-3.3 New Development Requirements; PFS-4.2 Site Improvements; PFS-4.3 Development Requirements; PFS-4.4 Stormwater Retention Facilities; etc.).<sup>43</sup>

### Housing Types

The 2010-2014 American Community Survey (ACS) indicated that 71.94% of the housing units in the KACP planning area were 1-unit detached. In Tulare County 78.01% of the housing units were 1-unit detached, and in California 58.17% of housing units were 1-unit detached.”<sup>44</sup> Additional housing unit data is shown in **Table 15**.

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<sup>43</sup> Tulare County. Tulare County General Plan 2030 Update Environmental Impact Report. Chapter 8 Immitigable Impacts. Page 8-4.

<sup>44</sup> Op Cit.



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**Table 15 American Community Survey 2010-2014: Unit Types**

2010-2014 American Community Survey: Unit Types						
Total Housing Units	California <sup>a</sup>		Tulare County <sup>a</sup>		CT 000301 <sup>b</sup>	
	13,781,929		143,869		2,156	
	Units	Percent	Units	Percent	Units	Percent
1-unit detached	8,016,948	58.16	109,441	78.07	1,551	71.94
1-unit attached	960,600	6.97	3,488	2.42	32	1.48
2-units	350,061	2.54	4,064	2.82	51	2.37
3 or 4 units	763,512	5.54	7,208	5.01	31	1.44
5 to 9 units	843,454	6.12	4,073	2.83	78	3.62
10 or more units	2,313,986	16.79	5,103	3.55	28	1.30
Mobile home, Boat, RV, Van, etc.	534,739	3.88	10,492	7.29	385	17.86

*Note: Based on ACS 2010-2014 data.*  
*Source: a: USA.COM. Tulare County Housing. Accessed March 2023 at: <http://www.usa.com/tulare-county-ca-housing.htm>*  
*b: USA.COM. Census Tract 000301 in Tulare County, California. Housing. Accessed March 2023 at: <http://www.usa.com/CA107000301-housing.html#Units-in-Structure>*

**Table 16 Ownership and Household Size 2000**

Ownership and Household Size				
2000	Percent of owner-occupied units	Average household size of owner-occupied units	Percent of renter-occupied units **	Average household size of renter-occupied units
California <sup>a</sup>	56.9%	2.93	43.1%	2.79
Tulare County <sup>a</sup>	61.5%	3.18	38.5%	3.66
CT 000301 <sup>b</sup>	57%	4.01	43%	4.52
<b>2010<sup>a</sup></b>				
California <sup>a</sup>	55.5%	2.95	44.1%	2.83
Tulare County <sup>a</sup>	58.8%	3.24	41.2%	3.52
CT 000301 <sup>b</sup>	58%	4.02	42%	4.80
<b>2010-2014</b>				
California <sup>b</sup>	56.7%	2.97	43.3%	2.93
Tulare County <sup>b</sup>	58.9%	3.27	41.1%	3.52
CT 000301 <sup>c</sup>	50.05%	3.22	48.06%	unavailable

*Notes: Years 2000 and 2010 data for California and Tulare County were excerpted from the Earlimart Community Plan. Year 2000 and 2010 data were excerpted the Traver Community Plan as it is the nearest community plan area located near the KACP. Although Travers has approximately four times more housing units than the KACP planning area, they share many common features such as both are adjacent to SR 99, the Union Pacific Railroad, and are generally bound by agriculturally productive lands. Also, Year 2010-2014 based on ACS data*  
*Source: a: Earlimart Community Plan. Table 39. Page 156. Accessed March 2022 at: <http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/120Part%20III%20Community%20Plans%20I%20of%207/003Earlimart/GPA%2017-05%20EARLIMART%20COMMUNITY%20PLAN.pdf>*  
*b: Traver Community Plan. Tables 21 and 22. Page 50. Accessed March 2022 at: <http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/130Part%20III%20Community%20Plans%20II%20of%207/009Traver/GPA%2014-003%20TRAVER%20COMMUNITY%20PLAN-ADOPTED.pdf>*  
*c: USA.com. Census Tract 000301 in Tulare County, California Housing. Housing Occupancy. Accessed March 2022 at: <http://www.usa.com/CA107000301-housing.html#Housing-Occupancy>; and USA.com. Census Tract 000301 in Tulare County, California Population and Housing. Household and Family. <http://www.usa.com/CA107000301-population-and-races.html#HouseholdandFamily>*

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During the ensuing years between 2000 and 2021 (see **Tables 16 and 17**), the home ownership percentage in California decreased by approximately 1.4%. In Tulare County, that percentage decreased by approximately 5.3%. In CT000301, the homeownership percentage increased by approximately 6.0%. While the average household size for owner-occupied units decreased in Tulare County and CT 000301 and household size for renter-occupied units decreased in the State of California and increased in CT 000301; Tulare County's average household size increased for owner-occupied units but decreased for renter-occupied units.

Table 17 Ownership and Household Size (2017-2021)				
Geography	2017-2021			
	Percent of owner-occupied units	Average household size of owner-occupied units	Percent of renter-occupied units	Average household size of renter-occupied units
California	55.5%	3.00	44.5%	2.91
Tulare County	56.2%	3.28	42.6%	3.41
CT 000301	63.0%	2.98	37%	3.32

Source: United States Census Bureau, 2021: ACS 5-Year Estimates Data Profiles

[https://data.census.gov/table?q=1400000US06107000303\\_1500000US061070003031&d=ACS+5Year+Estimates+Data+Profiles&tid=ACSDP5Y2021.DP04](https://data.census.gov/table?q=1400000US06107000303_1500000US061070003031&d=ACS+5Year+Estimates+Data+Profiles&tid=ACSDP5Y2021.DP04)

## Tenure

Tenure is essentially a description of how a household is being occupied, that is, whether the owners or renters are living in a housing unit. **Table 18** shows ownership and average household size for both owner- and renter-occupied units in the State of California, Tulare County and CT 000301 in the KACP planning area. It is noted that Years 2000 and 2010 data are excerpted from the Earlimart and Traver community plans.

## Owner Affordability

According to the US Census Bureau, the 2010-2014 American Community Survey data indicated that the cost of a mortgage in CT 000301 was lower in Tulare County and the State of California. The mortgage constituted a smaller percentage of household income compared to Tulare County and the State of California. The median owner cost (with mortgage) was \$1,844 in CT 000301; whereas the median owner cost was \$1,381 in Tulare County; and \$2,214 in the State of California, respectively. The percentage of households paying 35% or more of income on housing was 48.22% in CT 000301; 42.16% in Tulare County; and 34.03% in the State of California (see **Table 18**).

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**Table 18 2010-2014 American Community Survey: Owner Cost**

Geography	Median Owner Cost (with mortgage)	Mortgage as a % of Household Income					
		Owner Cost as % of the Total Income, Distribution	10% or Less	10% to 20.0%	20% to 30.0%	30.0% to 40%	40% or More
California	\$2,214	28.30%	4.28%	31.95%	27.64%	13.74%	20.29%
Tulare County	\$1,381	26.90%	4.85%	26.40%	25.65%	16.14%	26.02%
CT 000301	\$1,844	29.70%	5.82%	21.95%	21.95%	15.01%	33.21%

Source: 2010-2014 American Community Survey 5-Year Estimates  
Source: a: USA.COM Census Tract 000301 in Tulare County, California Housing. Monthly Owner Costs for Housing Units with a Mortgage. Owner Cost as a Percentage of the Total Income Distribution. Accessed March 2023 at: <http://www.usa.com/tulare-county-ca-housing.htm>.  
b: USA.COM Census Tract 000301 in Tulare County, California Housing. Monthly Owner Costs for Housing Units with a Mortgage. Owner Cost as a Percentage of the Total Income Distribution. Accessed March 2023 at: <http://www.usa.com/CA107000301-housing.html>

## Regional Housing Needs Assessment (RHNA)

“State housing element law assigns the responsibility for preparing the Regional Housing Needs Assessment (RHNA) for the Tulare County region to the Tulare County Association of Governments (TCAG). The RHNA is updated prior to each housing element cycle. The current RHNA, [adopted on June 30, 2014] is for the fifth housing element cycle and covers a 9.75-year projection period (January 1, 2014 – September 30, 2023). The Regional Housing Needs Plan (RHNP) describes the methodology developed to allocate the region’s housing needs in four income categories (very low, low, moderate, and above moderate) among Tulare County’s eight cities and the unincorporated county in accordance with the objectives and factors contained in State law.”<sup>45</sup>

“The growth projections applied in the Housing Element Update are based upon growth projections developed by the State of California. The RHNA housing allocations for Tulare County were incorporated into **Figure 10**. “A Regional Housing Needs Assessment Plan” provides a general measure of each local jurisdiction’s responsibility in the provision of housing to meet those needs. The Tulare County Association of Governments (TCAG) was responsible for allocating the State’s projections to each local jurisdiction within Tulare County including the County unincorporated area, which is reflected in the Housing Element.”<sup>46</sup>

The RHNA housing results are summarized in **Figure 10**. The Tulare County RHNA Plan recommends that the County provide land use and zoning for approximately 7,081 units per year in the unincorporated portions of the County. The County administratively agreed to a housing share of 7,081 units (726 units per year over the 9.75-year RHNA planning period). The RTP allocates 30% of the population to the County. The RHNA bases the housing needs assessment on this percentage.

<sup>45</sup> TCAG. Final Regional Housing Needs Plan for Tulare County 2014-2023. Page i. Accessed July 2021 at: <http://www.tularecog.org/wp-content/uploads/2015/07/Final-Regional-Housing-Needs-Plan-for-Tulare-County-2014-2023.pdf>

<sup>46</sup> TCAG. Final Regional Housing Needs Plan for Tulare County 2014-202. Page 9. Accessed February 2022 at: <https://tularecog.org/tcag/studies/regional-housing-needs-assessment-rhna/>

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**Figure 10** summarizes the overall allocation of units to each jurisdiction and the allocation by the four income categories. 12F<sup>47</sup> It is noted that the RHNA allocation is County-wide and is not specific to Kingsburg Area Community Plan 2023.

**Figure 10 RHNA 2014-2023**

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

Sources

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

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

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

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

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

Column H: Column A subtracted from Column F

<sup>47</sup> Op. Cit. 19.

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Figure 11 RHNA 2014-2023 Allocation by Income Category

<b>Table 1: 2014-2023 Final RHNA Allocations by Income Category</b> <b>Tulare County Region</b> <b>January 1, 2014 to September 30, 2023</b>											
	Total RHNA Allocation	Very Low-Income Allocation		Low-Income Allocation		Affordable Allocation (Combined Low + Very Low-Income)		Moderate-Income Allocation		Above Moderate-Income Allocation	
		Units	Percent of Total RHNA	Units	Percent of Total RHNA	Units	Percent of Total RHNA	Units	Percent of Total RHNA	Units	Percent of Total RHNA
Dinuba	965	211	21.9%	163	16.9%	374	38.8%	121	12.5%	470	48.7%
Exeter	625	143	22.9%	125	20.0%	268	42.9%	85	13.6%	272	43.5%
Farmersville	466	74	15.9%	65	13.9%	139	29.8%	68	14.6%	259	55.6%
Lindsay	590	80	13.6%	80	13.6%	160	27.1%	82	13.9%	348	59.0%
Porterville	3,196	623	19.5%	576	18.0%	1,199	37.5%	566	17.7%	1,431	44.8%
Tulare	3,594	920	25.6%	609	16.9%	1,529	42.5%	613	17.1%	1,452	40.4%
Visalia	10,021	2,616	26.1%	1,931	19.3%	4,547	45.4%	1,802	18.0%	3,672	36.6%
Woodlake	372	71	19.1%	41	11.0%	112	30.1%	69	18.5%	191	51.3%
Unincorporated County	7,081	1,477	20.9%	1,065	15.0%	2,542	35.9%	1,169	16.5%	3,370	47.6%
<b>Total</b>	<b>26,910</b>	<b>6,215</b>	<b>23.1%</b>	<b>4,655</b>	<b>17.3%</b>	<b>10,870</b>	<b>40.4%</b>	<b>4,575</b>	<b>17.0%</b>	<b>11,465</b>	<b>42.6%</b>

Note: Percentages may not sum to 100 percent due to rounding

The Sustainable Communities and Climate Protection Act of 2008 (SB 375) was passed to support the State's climate action goals...to reduce greenhouse gas (GHG) emissions through coordinated transportation and land use planning. The bill mandates each of California's Metropolitan Planning Organizations (MPO) to prepare a sustainable communities strategy as part of its regional transportation plan (RTP). The SCS contains land use, housing and transportation strategies that, if implemented, would allow the region to meet its GHG reduction targets. In the past, the RHNA was undertaken independently from the RTP. SB 375 requires that the RHNA and RTP/SCS processes be undertaken together to better integrate housing, land use, and transportation planning. In addition to the RHNA requirements, SB 375 requires that TCAG address the region's housing needs in the SCS of the RTP, to include sections on state housing goals (Government Code Section 65080(b)(2)(B)(vi)); identify areas within the region sufficient to house all the population of the region (including all economic segments of the population) over the course of the planning period for the RTP (out to 2040 for the 2040 RTP/SCS); and identify areas within the region sufficient to meet the regional housing needs.

"According to the California Department of Finance estimates, the total population of Tulare County was 462,189 on January 1, 2015. The 2010 U.S. Census reported Tulare County the 8th largest county of growth in California. Numerically speaking, the 2010 Census data reports the County grew from 368,021 (2000 Census) to 442,179, which is 20.2% growth. The population living in unincorporated

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areas of the County was 144,743, which represented 32% of the total population. Using the U.S. Census Bureau and California Department of Finance figures, the total population of Tulare County has grown 18% since the year 2000. However, much of that growth has occurred within the eight incorporated cities located throughout the County. Since 2000, the populations in the cities grew 26%, while the population of the unincorporated areas grew 2.7%. This growth pattern directed toward cities can be explained by availability of public services and infrastructure that cities can provide and results in the continuing annexation of unincorporated agricultural lands adjacent to city boundaries. In 1980, 51% of the County's total population lived in cities. Now it stands at 68% as indicated in **Table 19**.

**Table 19 Population Growth Trend 1980-2014**

<b>Tulare County Population Growth Trend 1980-2014</b>					
<b>Geography</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>	<b>2010</b>	<b>2014</b>
Cities	124,302	178,815	227,199	299,307	312,634
Unincorporated Area	121,436	311,921	368,021	442,179	459,446
County Population	245,738	311,921	368,021	442,179	459,446
<b>Source: Tulare County Housing Element 2015 Update, Page 3-2, Table 3-1.</b>					

Affordability problems occur when housing costs become so high in relation to income that households have to pay an excessive proportion of their income for housing or are unable to afford any housing and are homeless. A household is considered to be overpaying (or cost burdened) if it spends more than 30 percent of its gross income on housing. Severe overpayment occurs when a household spends more than 50 percent of income on housing. Housing costs depend upon many variables, including the type, size, value and/or location of the housing units, the intended tenure of the unit (whether it is to be occupied by owners or renters), and the inclusion or exclusion of one or more utilities, services, property taxes, insurance, and maintenance.

Housing costs continue to rise significantly. The 2010 Census reports the median rent has increased 10.72% from \$727 in 2000 to \$805 in 2010. The median monthly owner costs for housing units with a mortgage have seen a minor decrease going from \$1,518 to \$1,471 which is a -3.09% decrease. The monthly owner costs for those housing units without a mortgage increased by less than 1%, going from \$330 to \$361."



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## Natural and Cultural Resources

### Agriculture

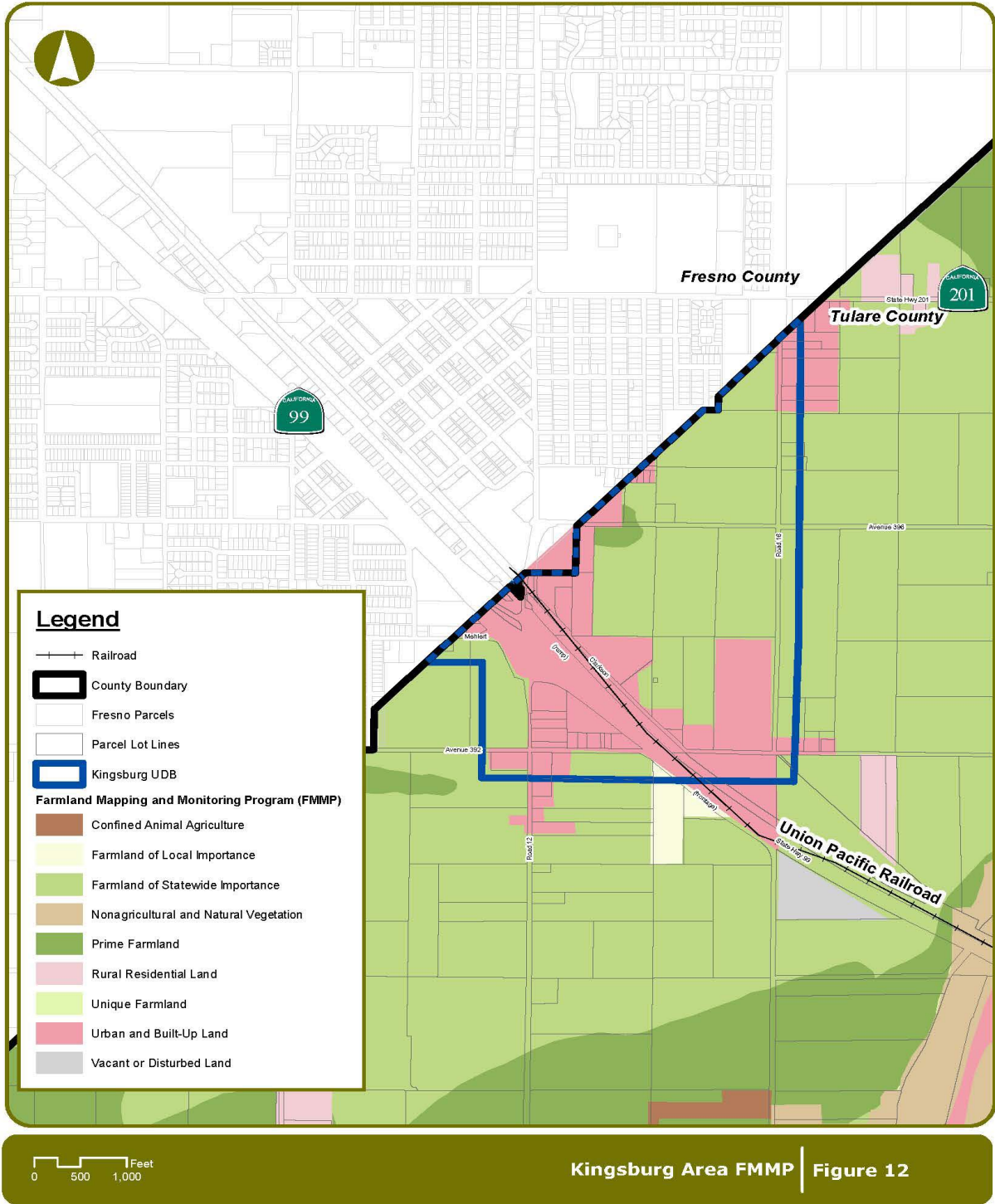
The California Department of Conservation, Division of Land Resource Protection, maintains the Farmland Mapping and Monitoring Program (FMMP), which monitors the conversion of the state's farmland to and from agricultural use. The program monitors a wide variety of farmland types: Prime Farmland is farmland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

The area within the existing 286.4-acre UDB is designated in the 2017 FMMP maps **(see Figure 12)**. Of these, approximately 65.3 acres are designated Urban and Built-up Land, approximately 174.6 acres are designated Prime Farmland.



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Figure 12 - FMMP Map



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## Williamson Act Lands

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

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

Within the area, there are several farms in the Williamson Act. The Williamson Act is designed to keep productive farmland of a contract, that the land will not be converted to an urban type of use. Land in the Williamson Act is required to remain in agriculture for a 10-year period. Unless a notice of non-renewal is filed, the contract is automatically self-renewed every year for an additional 10-year period. If filing for nonrenewal, the property taxes will gradually increase back to normal rates over the course of the 9-year phase-out period. Contracts can be canceled before the 9-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 (**see Figure 13**).

## Kingsburg Area Community Plan 2023 Background Report

**Legend**

—+—+— Railroad	<b>Ag. Preserves (2018)</b>
<span style="border: 2px solid black; display: inline-block; width: 20px; height: 10px;"></span> County Boundary	<span style="background-color: #FFB6C1; display: inline-block; width: 20px; height: 10px;"></span> Williamson Act Preserves
<span style="background-color: #FFFFFF; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Fresno Parcels	<span style="background-color: #90EE90; display: inline-block; width: 20px; height: 10px;"></span> Williamson Act Preserves - Non Renewal
<span style="background-color: #FFFFFF; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Parcel Lot Lines	<span style="background-color: #FFFFE0; display: inline-block; width: 20px; height: 10px;"></span> Farmland Security Zone Contracts
<span style="border: 2px solid blue; display: inline-block; width: 20px; height: 10px;"></span> Kingsburg UDB	

**Figure 13**

# Draft Kingsburg Area Community Plan 2023

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## Air Quality

The Kingsburg Area Community 2023 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  $O_3$  1-hour standard, non-attainment for the State  $O_3$  8-hour standard, non-attainment for the State  $PM_{10}$  standard, non-attainment for the federal and State  $PM_{2.5}$  standards, and attainment and/or unclassified for the remaining federal and State air quality standards. According to the Tulare County General Plan, the San Joaquin Valley has some of the worst air quality in the nation. CO and  $NO_x$  emissions are typically generated by motor vehicles (mobile sources). The ROG emissions are generated by mobile sources and agriculture. Although emissions have been shown to be decreasing in recent years, the SJVAB continues to exceed state and federal air quality emission standards.

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

The Sustainable Communities and Climate Protection Act of 2008, also known as Senate Bill (SB) 375, builds upon AB 32 by requiring CARB to develop regional GHG emissions reduction targets for passenger vehicles. 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, videoconferencing, 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

# Draft Kingsburg Area Community Plan 2023

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Air quality is directly related to land use; it is also related to the configuration of land, vegetation, climate, wind direction and velocity, and production of man-made impurities which change the natural qualities of the air. Because Kingsburg Area Community Plan 2023 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 the Kingsburg Area Community Plan 2023 and within the community itself include SR 99 and SR 201, industrial firms emitting dust and odors, and agricultural activities. Dust and odors are concerns of residents within the area, particularly from nearby agricultural operations.

## Biological Resources

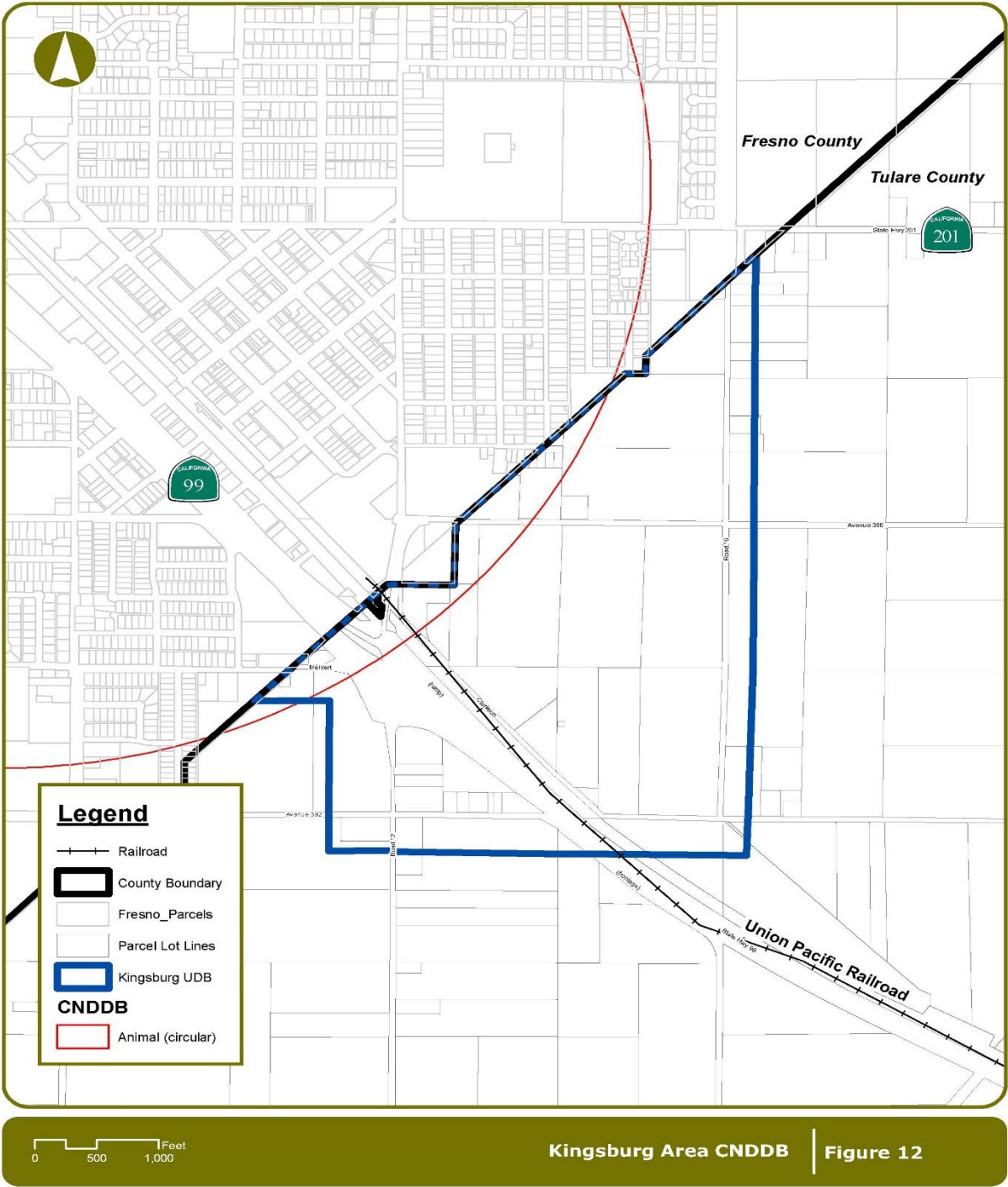
Kingsburg Area Community Plan 2023 is situated within a matrix of agricultural lands, industrial complexes, and residential/commercial development. A California Natural Diversity Database (CNDDDB) search conducted on July 25, 2018, (**see Figure 14**) indicated there are special status species within the Orange Cove South Quadrant Species List (which includes the Kingsburg Area Community Plan 2023 Planning Area) consisting of three animal species and one plant species: California tiger salamander (*Ambystoma californiense*, Federal and State threatened); vernal pool fairy shrimp (*Branchinecta lynchi*, Federal Threatened); and vernal pool tadpole shrimp (*Lepidurus packardii* Federally endangered); and San Joaquin Valley adobe sunburst (*Pseudobahia peirsonii*, Federal Threatened and State Endangered).

A January 2022 California Natural Diversity Database (CNDDDB) search (conducted by RMA staff) and the previously adopted/certified environmental impact report (EIR, SCH No. 2016091017) prepared for the Summerlyn (formerly Hash Farms and Andersen Village) residential subdivision project were used in evaluating potential impact to biological resources as that project is entirely within the KACP planning area. As there are no development proposals as part of this Project, there will be no physical changes to the environment as the Project is an exercise of preparing the Kingsburg Area Community Plan (KACP) that is consistent with the Tulare County General Plan 2030.



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Figure 14 - Kingsburg Area Community Plan 2023 CNDDDB Map



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## Cultural Resources

“Tulare County lies within a culturally rich province of the San Joaquin Valley. Studies of the prehistory of the area show inhabitants of the San Joaquin Valley maintained fairly dense populations situated along the banks of major waterways, wetlands, and streams. Tulare County was inhabited by aboriginal California Native American groups consisting of the Southern Valley Yokuts, Foothill Yokuts, Monache, and Tubatulabal. Of the main groups inhabiting the Tulare County area, the Southern Valley Yokuts occupied the largest territory.”<sup>48</sup>

“California’s coast was initially explored by Spanish (and a few Russian) military expeditions during the late 1500s. However, European settlement did not occur until the arrival into southern California of land-based expeditions originating from Spanish Mexico starting in the 1760s. Early settlement in the Tulare County area focused on ranching. In 1872, the Southern Pacific Railroad entered Tulare County, connecting the San Joaquin Valley with markets in the north and east. About the same time, valley settlers constructed a series of water conveyance systems (canals, dams, and ditches) across the valley. With ample water supplies and the assurance of rail transport for commodities such as grain, row crops, and fruit, a number of farming colonies soon appeared throughout the region.”<sup>49</sup>

“The colonies grew to become cities such as Tulare, Visalia, Porterville, and Hanford. Visalia, the County seat, became the service, processing, and distribution center for the growing number of farms, dairies, and cattle ranches. By 1900, Tulare County boasted a population of about 18,000. New transportation links such as SR 99 (completed during the 1950s), affordable housing, light industry, and agricultural commerce brought steady growth to the valley.”<sup>50</sup>

The California Historical Resources Information Center (CHRIS), Southern San Joaquin Valley Information Center (SSJVIC) located at California State University, Bakersfield conducted a cultural resources records search and provided results dated August 11, 2020, to Tulare County RMA. As indicated in the CHRIS’ results letter, “According to the information in our files, there have been three previous cultural resource studies conducted within the project area. There have been five additional studies conducted within the one-half mile radius.

There is one recorded resource within the project area. There are 61 recorded resources within the one-half mile radius. These resources primarily consist of historic buildings and include an historic railroad.

Forty-one (41) resources have been given a National Register status of 2S2, indicating these resources have been determined eligible for listing in the National Register of Historic places by consensus through the Section 106 process. They are all listed in the California Register of Historical Resources. A list of these resources is enclosed. There are no other recorded cultural resources within the project

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<sup>48</sup> Tulare County 2030 General Plan. Page 8-5.

<sup>49</sup> Ibid. Page 8-5.

<sup>50</sup> Op. Cit. Page 8-6.



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area or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks.

## Native American Consultation

The Native American Heritage Commission (NAHC) was contacted on July 28, 2020, in order to determine whether Native American sacred sites have been identified either within or in close proximity to the study area. The NAHC responded in a letter dated July 30, 2020, stating that a records search of the NAHC Sacred Lands Inventory failed to indicate the presence of Native American traditional sites/places within the project study area. The NAHC notes that the records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a tribal cultural resource.

## Geology & Seismic Hazards

“Tulare County is divided into two major physiographic and geologic provinces: the Sierra Nevada Mountains and the Central Valley. The Sierra Nevada Physiographic Province, in the eastern portion of the county, is underlain by metamorphic and igneous rock. It consists mainly of homogeneous granitic rocks, with several islands of older metamorphic rock. The central and western parts of the county are part of the Central Valley Province, underlain by marine and non-marine sedimentary rocks. It is basically a flat, alluvial plain, with soil consisting of material deposited by the uplifting of the mountains.

“Groundshaking is the primary seismic hazard in Tulare County because of the county’s seismic setting and its record of historical activity. Thus, emphasis focuses on the analysis of expected levels of groundshaking, which is directly related to the magnitude of a quake and the distance from a quake’s epicenter. Magnitude is a measure of the amount of energy released in an earthquake, with higher magnitudes causing increased groundshaking over longer periods of time, thereby affecting a larger area. Groundshaking intensity, which is often a more useful measure of earthquake effects than magnitude, is a qualitative measure of the effects felt by population. The valley portion of Tulare County is located on alluvial deposits, which tend to experience greater groundshaking intensities than areas located on hard rock. Therefore, structures located in the valley will tend to suffer greater damage from groundshaking than those located in the foothill and mountain areas. However, existing alluvium valleys and weathered or decomposed zones are scattered throughout the mountainous portions of the county, which could also experience stronger intensities than the surrounding solid rock areas. The geologic characteristics of an area can therefore be a greater hazard than its distance to the epicenter of the quake.”<sup>51</sup>

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

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<sup>51</sup> General Plan Background Report, page 8-7

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- **San Andreas Fault.** The San Andreas Fault is located approximately 40 miles west of the Tulare County boundary. This fault has a long history of activity and is thus the primary focus in determining seismic activity within the county. Seismic activity along the fault varies along its span from the Gulf of California to Cape Mendocino. Just west of Tulare County lies the “Central California Active Area,” where many earthquakes have originated.
- **Owens Valley Fault Group.** The Owens Valley Fault Group is a complex system containing both active and potentially active faults, located on the eastern base of the Sierra Nevada Mountains. The Group is located within Tulare and Inyo Counties and has historically been the source of seismic activity within Tulare County.
- **Clovis Fault.** The Clovis Fault is considered to be active within the Quaternary Period (within the past two million years), although there is no historic evidence of its activity, and is therefore classified as “potentially active.” This fault lies approximately six miles south of the Madera County boundary in Fresno County. Activity along this fault could potentially generate more seismic activity in Tulare County than the San Andreas or Owens Valley fault systems. In particular, a strong earthquake on the Fault could affect northern Tulare County. However, because of the lack of historic activity along the Clovis Fault, inadequate evidence exists for assessing maximum earthquake impacts.”<sup>52</sup>

## Soils Characteristics

According to the United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS), and the Soil Survey of Tulare County, the following soil types are located in Kingsburg Area Community Plan 2023 (see Figure 15). The following soil types for Kingsburg Area Community Plan 2023 are provided below.

**Calgro/Calgro,** consists of moderately deep to a duripan, moderately well drained soils formed in alluvium derived from granitic rock source.

**Hanford Sandy loam, 0 to 2 percent slopes,** consists of very deep, well drained soils that formed in moderately coarse textured alluvium dominantly from granite. Hanford soils are on stream bottoms, floodplains and alluvial fans.

**Tujunga sand,** consists of very deep, somewhat excessively drained soils that formed in alluvium from granitic sources. Tujunga soils are on alluvial fans and floodplains, including urban areas.

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<sup>52</sup> General Plan Background Report, pages 8-6 and 8-7

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Table 20 Soil Types

Eastern Fresno Area			
Map Unit Symbol	Map Unit Name	Acres in AOI <sup>a</sup>	Percent of AOI
105TW	Calgro-Calgro, saline-Sodic complex	2.4	0.8%
TzbA	Tujunga loamy sand	0.2	0.1%
Subtotals for Soil Survey Area		2.6	0.9%
Tulare County, Western Part			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
105	Calgro-Calgro, saline-Sodic complex	293.1	95.9%
124	Hanford sandy loam	6.0	2.0%
138	Tujunga loamy sand	4.1	1.3%
Subtotals for Soil Survey Area		303.1	99.1%
<b>Totals for Area of Interest</b>		<b>305.8</b>	<b>100.0%</b>
Notes: <sup>a</sup> Area of Interest			

As shown in **Table 20**, Calgro-Calgro soil makes up almost 96% of the soils within the KACP, and almost 100% of the unimproved areas (i.e., undeveloped as an urban-type use such as residential, commercial, industrial, etc.). Hanford Sandy Loam and Tujunga make up the remaining soil types, with 100% of Tujunga soil areas developed as part of the Summerlyn residential subdivision project.

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Figure 15 - NRCS Soils Map





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## Greenhouse Gases

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

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

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

In response to the EO [executive order], the Secretary of Cal EPA created the Climate Action Team (CAT), composed of representatives from the Air Resources Board; Business, Transportation, & Housing; Department of Food and Agriculture; Energy Commission; California Integrated Waste Management Board (CIWMB); Resources Agency; and the Public Utilities Commission (PUC). The CAT prepared a recommended list of strategies for the state to pursue to reduce climate change emission in the state...”<sup>53</sup>

### Assembly Bill 32 California Global Warming Solutions Act of 2006

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

### Senate Bill 97

“Governor Schwarzenegger signed Senate Bill (SB) 97, a CEQA and greenhouse gas emission bill, into law on August 24, 2007. SB 97 requires the Governor’s Office of Planning and Research (OPR) to prepare CEQA guidelines for the mitigation of GHG emissions, including, but not limited to, effects associated with transportation or energy consumption. The Resources Agency certified and adopted the guidelines on December 31, 2009, and submitted them for review by the Office of Administrative Law. The adopted amendments will become effective after the Office of Administrative Law completes its review of the adopted amendments and rulemaking file and transmits the adopted amendments to the Secretary of State for inclusion in the California Code of

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<sup>53</sup> Tulare County General Plan 2030 Update RDEIR, pages 3.4-4 to 3.4-5

# Draft Kingsburg Area Community Plan 2023

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Regulations. OPR and the Resources Agency are required to periodically review the guidelines to incorporate new information or criteria adopted by CARB pursuant to the Global Warming Solutions Act, scheduled for 2012.<sup>54</sup>

## Governor's Office of Planning and Research (OPR)

The OPR published a Technical Advisory in June of 2008 that is an informal guidance regarding the steps lead agencies should take to address climate change in their CEQA documents to serve in the interim until guidelines are established pursuant to SB 97. This Advisory recommends that CEQA documents include quantification of estimated GHG emissions associated with a proposed project and that a determination of significance be made. "The technical advisory points out that neither CEQA nor the CEQA Guidelines prescribe thresholds of significance or particular methodologies for performing an impact analysis. "This is left to lead agency judgment and discretion, based upon factual data and guidance from regulatory agencies and other sources where available and applicable" (OPR, page 4, 2008). OPR recommends that "the global nature of climate change warrants investigation of a Statewide threshold of significance for GHG emissions" (OPR, page 4, 2008). Until such a standard is established, OPR advises that each lead agency should develop its own approach to performing an analysis for projects that generate greenhouse gas emissions (OPR, page 5, 2008)."<sup>55</sup>

## Senate Bill 375

"SB 375 (Steinberg) was signed into law in 2008. It builds on AB 32 to connect the reduction of GHG emissions from cars and light trucks to land use and transportation policy. The transportation sector represents the State's largest contributor of greenhouse gases. Accordingly, SB 375 seeks (1) to use the regional transportation planning process to help achieve AB 32 goals; (2) to use CEQA streamlining as an incentive to encourage residential projects which help achieve AB 32 goals to reduce GHG emissions; and (3) to coordinate the regional housing needs allocation process with the regional transportation planning process. SB 375 aligns regional land use, transportation, housing and greenhouse gas reduction planning efforts. It requires CARB to set greenhouse gas emission reduction targets for passenger vehicles and light trucks for 2020 and 2035. The targets are for the 18 Metropolitan Planning Organizations in California. Metropolitan Planning Organizations are responsible for preparing Sustainable Community Strategies and, if needed, Alternative Planning Strategies, that will include the region's strategy for meeting the established targets. Tulare County Association of Governments is the Metropolitan Planning Organization for Tulare County. Implementation of SB 375 is a multi-year process, with regional GHG reduction targets to be determined in late 2010."<sup>56</sup>

"On April 29, 2015, the Governor issued Executive Order B-30-15 establishing a mid-term GHG reduction target for California of 40 percent below 1990 levels by 2030. All state agencies with jurisdiction over sources of GHG emissions were directed to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 targets. ARB was directed to update the AB

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<sup>54</sup> Tulare County General Plan 2030 Update. RDEIR. Page 3.4-9.

<sup>55</sup> Ibid. 3.4-9 to 3.4-10.

<sup>56</sup> Op. Cit. 3.4-11.

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32 Scoping Plan to reflect the 2030 target, and therefore, is moving forward with the update process. The mid-term target is critical to help frame the suite of policy measures, regulations, planning efforts, and investments in clean technologies and infrastructure needed to continue driving down emissions.”<sup>57</sup>

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

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

“The Tulare County Climate Action Plan (CAP) (last updated in 2021), 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.”<sup>58</sup>

## Federal Emergency Management Agency (FEMA)

“The Tulare Lake Hydrologic Region covers approximately 10.9 million acres (17,050 square miles) and includes all of Kings and Tulare counties and most of Fresno and Kern counties (**see Figure 14**). The San Joaquin Valley is divided into the San Joaquin River and the Tule Lake regions by the San Joaquin River with the Tulare Lake region in the southern portion. Historically, the valley floor in this region had been a complex series of interconnecting natural sloughs, canals, and marshes.

The economic development of the region is closely linked to the surface water and groundwater resources of the Tulare Lake region. Major rivers draining into the Tulare Lake region include the Kings, Kaweah, Tule, and Kern rivers. The original ecological character of the area has been changed dramatically, largely from the taming of local rivers for farming. In the southern portion of the region, significant geographic features include the lakebeds of the former Buena Vista/Kern and Tulare lakes, comprising the southern half of the region; the Coast Ranges to the west; the Tehachapi Mountains

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<sup>57</sup> ARB. AB 32 Climate Change Scoping Plan. Accessed May 2023 at: <https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm>.

<sup>58</sup> Tulare County Climate Action Plan, page 1



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to the south; and the southern Sierra Nevada to the east.

The Tulare Lake region is one of the nation's leading agricultural production areas, growing a wide variety of crops on about 3 million irrigated acres. Agricultural production has been a mainstay of the region since the late 1800s. However, since the mid-1980s, other economic sectors, particularly the service sector, have been growing”<sup>59</sup>

## Federal Emergency Management Agency FEMA

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, Community-Panel Number 06107C0293E, effective date June 16, 2009, shows the majority of the Kingsburg Planning Area's footprint is located within Flood Zone X, which is defined by FEMA as Areas determined to be outside the 0.2% annual chance floodplain (see **Figure 17**).

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

“The flood carrying capacity in rivers and streams has decreased as trees, vegetation, and structures (e.g., bridges, trestles, buildings) have increased along the Kaweah, Kings, and Tule Rivers. Unsecured and uprooted material can be carried down a river, clogging channels and piling up against trestles and bridge abutments that can, in turn, give way or collapse, increasing blockage and flooding potential. Flooding can force water out of the river channel and above its ordinary floodplain. Confined floodplains can result in significantly higher water elevations and higher flow rates during high runoff and flood events.”<sup>60</sup>

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<sup>59</sup> California Department of Water Resources. California Water Plan Update 2013. Tulare Lake Hydrologic Region. Page TL-11 and TL-13.

<sup>60</sup> Ibid Tulare County General Plan 2030 Update. Background Report.

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Figure 16 Tulare Lake Hydrologic Region



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“Dam failure can result from numerous natural or human activities, such as earthquakes, erosion, improper sitting, rapidly rising flood waters, and structural and design flaws. Flooding due to dam failure can cause loss of life, damage to property, and other ensuing hazards. Damage to electric-generating facilities and transmission lines associated with hydro-electric dams could also affect life support systems in communities outside the immediate hazard area.”<sup>61</sup>

FEMA determines areas subject to flood hazards and designates these areas by relative risk of flooding on a map for each community, known as the Flood Insurance Rate Map (FIRM). These areas are designated as Zone A, AO, A1-30, AE, A99, or AH on the FIRM. A 100-year flood is considered for purposes of land use planning and protection of property and human safety.

The County of Tulare has taken steps to be a part of the National Flood Insurance Program (NFIP), by actively adopting minimum regulatory standards as set forth by the Federal Emergency Management Agency (FEMA). The National Flood Insurance Program (NFIP) is administered by the (FEMA) to offer flood insurance to properties located in special flood hazard areas (SFHAs). Information about the NFIP, is available at the following website: [www.fema.gov](http://www.fema.gov). As part of the county’s participation in the NFIP, individuals are eligible to obtain flood insurance. Further flood information is available at the County of Tulare Resource Management Agency at the following website: <https://tularecounty.ca.gov/rma/public-works/flood-information/>. On June 16, 2009, Tulare County adopted the new Digital Flood Insurance Rate Maps (DFIRMs). Information is available to determine if a property is located in a SFHA by using the following FEMA Map Service Center link as follows: <https://msc.fema.gov/portal>.

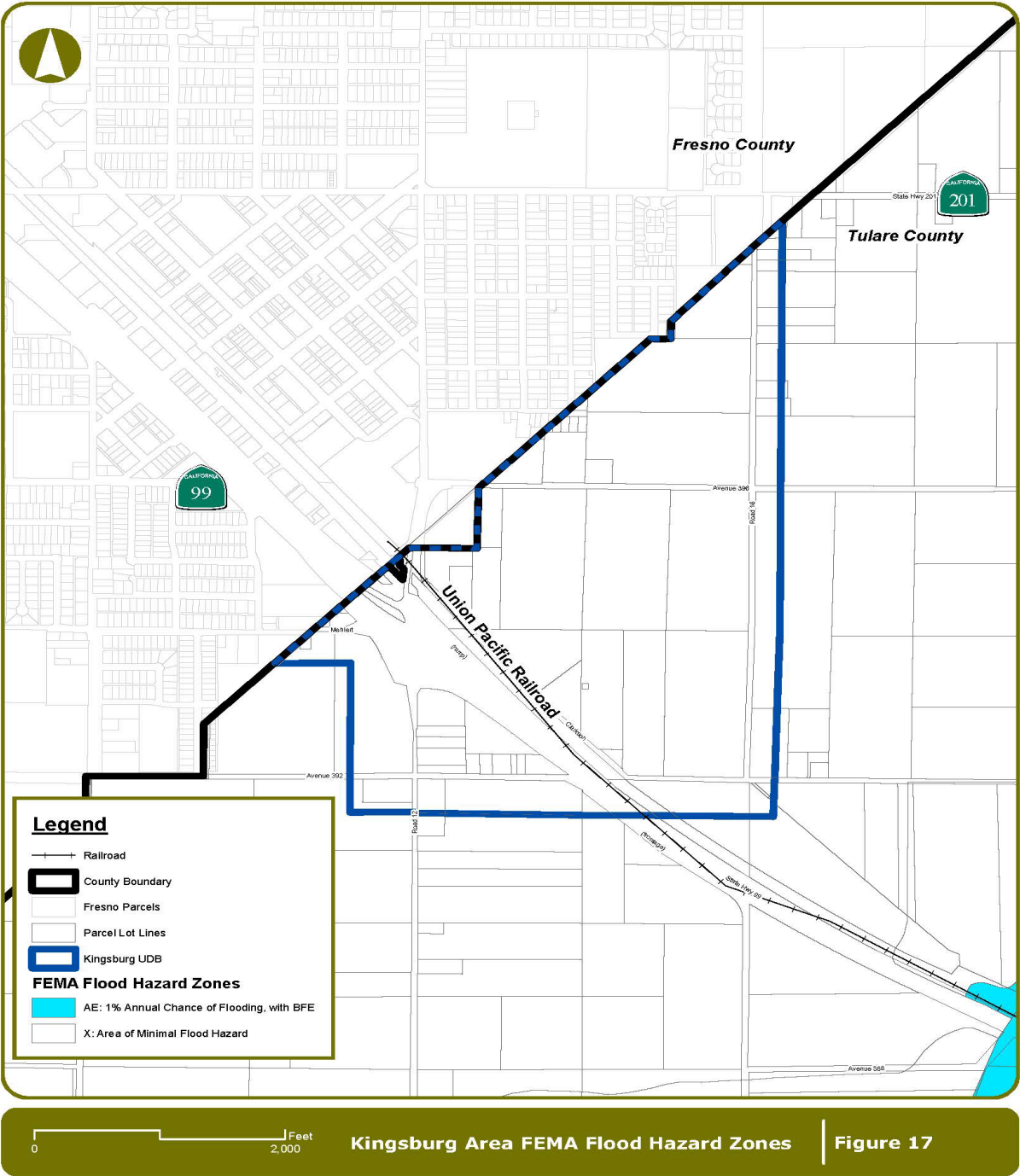
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<sup>61</sup> Op. Cit. Page 8-17.



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Figure 17 – FEMA Flood Map



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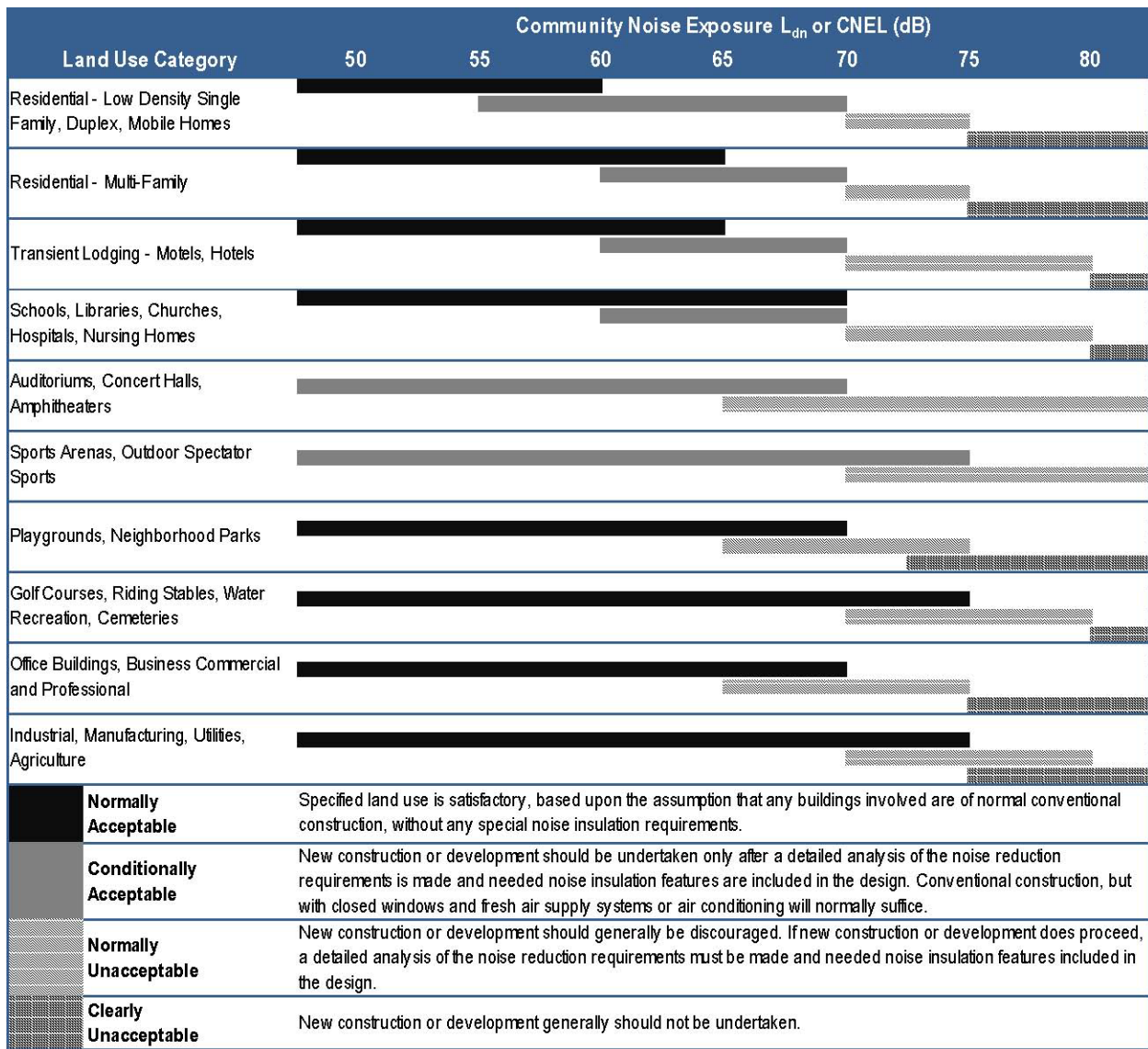
## Noise

The Kingsburg Area Community Plan (KACP) Planning Area is generally triangular in shape. It is bisected in a northwest-southeasterly direction by SR 99 and the Union Pacific Railroad. Rural residential, commercial, and industrial areas accounted for approximately 300 acres of the KACP. Approximately 30 rural residences are located within the KACP planning area with many adjacent to or part of agriculturally productive lands. Commercial and ag-service uses are located both east and west of SR 99; light manufacturing uses are located east of SR 99 along Avenue 392 (Fab Tech Inc. [metal fabrication], Mid-Valley Disposal), Clarkson Drive (Nutrius [vitamin and mineral supplements and pre-mixes for livestock, poultry, dairy cows], McDonald Asphalt Construction), and Avenue 396/Kern Avenue (Foster Commodities [animal feed], and commercial uses Kingsburg Mini Storage, Valkommen Fitness, Van Cleeve Concrete, and Cheema Transport). Commercial uses west of SR 99 along Road 12 include (Kingsburg RV Storage) and a commercial use north of Avenue 394/Mehlert St. (Valero gas station/mini mart). An approximately 37-acre solar farm is located northeast of Carlson Road and Avenue 392. One light industrial facility is non-operational (Can-Am Produce) which currently includes paved surfaces, vacant structures, non-operational rail spur and vacant land. Rural residential areas in the KACP planning area generally consisted of houses and associated structures, landscaped areas with grass, trees, and shrubs, and paved and gravel surfaces. The light industrial facility consisted of buildings, containers, and paved surfaces.

State of California General Plan Guidelines (California Governor's Office of Planning and Research, 2003) identifies guidelines for the Noise Elements of city and county General Plans, including a sound level/land-use compatibility chart that categorized, by land use, outdoor Ldn ranges in up to four categories (normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable). These guidelines provide the State's recommendations for city and county General Plan Noise Element (**see Figure 18**).

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**Figure 18 - Community Noise Exposure**



Source: Tulare County General Plan

There are a variety of sources that produce noise in the Kingsburg Area Community 2023 Planning Area and include traffic, railroad operations, industrial, and agricultural operations. Traffic noise is the most dominant source of ambient noise in the County, according to the Tulare County General Plan EIR. State Route 99 runs through the Kingsburg Area Community 2023 Plan and is the largest source of traffic noise in the area due to the high volumes of traffic. Noise from SR 99 adversely impacts an area through Kingsburg Area Community planning area making properties in close proximity to the highway less desirable for new housing construction.

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Operations along the Union Pacific Railroad line are another significant source of noise in the Kingsburg Area Community 2023 Plan. According to the Tulare County General Plan EIR, there are more than twenty (20) freight train operations per day along the Union Pacific rail line in Tulare County that may occur at any time of day or night.

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

Noise levels from mainline operations within Tulare County were quantified using the analytical methods developed in 1973 by Wyle Laboratories (County of Tulare, 2010 Background Report, page 8-52, 2010a). The Wyle methodology calculates noise exposure based upon reference noise level data for various types of trains under different operating conditions, distance from the tracks, speed and the characteristics of the track the trains are passing over. In order to provide a comparison of the noise levels predicted by the Wyle methodology to those actually occurring in Tulare County, and to document single-event noise levels, noise level measurements were conducted at various locations near or away from grade crossings. The reference measurement distance was 100 feet from the center of the tracks. Specific noise level data are described in the following sections describing operations for each railroad. Railroad noise levels are described below by railroad operator.”<sup>62</sup>

Mainline operations on the Union Pacific Railroad in Tulare County affect the City of Tulare and a number of small communities and rural residential uses. According to the Trainmaster's office in Fresno, there are more than 20 freight train operations per day in the Tulare County Area. Passenger trains presently do not operate on Union Pacific tracks in Tulare County. Train speeds on the mainline are generally 45-65 mph and train movements may occur at any time during the night or day. According to the Wyle methodology, the above-described type and frequency of operation results in noise exposures of 65 and 60 dB Ldn at approximately 335 and 660 feet, respectively, from the center of the tracks for present operations, and at approximately 440 and 800 feet, respectively, from the center of the tracks for estimated future operations. Noise levels in the vicinity of grade crossings are somewhat higher than this due to the use of the warning horn.

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

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<sup>62</sup> Tulare County General Plan Background Report, page 8-61



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The Health and Safety 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 and other sources. The Tulare County General Plan 2030 models noise contours for lands adjacent to freeways and local industries and railroads for the base year (1986) and provides projected contours for the year 2010. The noise contours were prepared in terms of either the community noise equivalent level (CNEL) or day-night average decibel level (LDN), which is descriptive of the total noise exposure at a given location for an annual average day.

The Noise Element includes performance standards for new residential or other noise-sensitive land uses which are to be located near noise-impacted areas. The Element indicates that these uses will not be permitted unless effective design measures can be integrated into the development to mitigate the impact of noise. **Table 21** summarizes the daily traffic volumes for SR 99 from Avenue 384 to Mendocino Avenue (Road 12).

**Table 21 Traffic Noise Level Data**

Roadway	Location	ADT	% Day	Ldn (dBA) @ 50 ft	Ldn (dBA) @ 100 ft	Distance in Feet to:			
						70 Ldn Contour	65 Ldn Contour	60 Ldn Contour	55 Ldn Contour
SR 99	Ave. 384 to Mendocino Avenue	49,500	81	83.3	78.7	383	825	1778	3830

Source: 2010 Tulare County General Plan Background Report

## City of Kingsburg General Plan Policies

The City of Kingsburg has adopted applicable sections of the Noise Element of the Fresno County General Plan, first prepared by Fresno County in 1975.<sup>63</sup> Fresno County will consult with the City of Kingsburg when development is proposed within the KACP on a case-by-case basis in regard to noise impact and potential mitigation measures, conditions of approval, and/or project design features as applicable.

## Infrastructure

Infrastructure is defined as “the basic physical and organizational structures needed for the operation of a society or enterprise or the services and facilities.” In regard to Kingsburg Area Community Plan 2023, this Area Community Plan is intended to address deficiencies and the need for improvements to the drinking water system improvements, wells, water distribution piping and storage tanks, curbs, gutters, streets, sidewalks, etc.

<sup>63</sup> City of Kingsburg General Plan, Section B – Noise, Page 110. Accessed February 2023 at: <http://www.cityofkingsburg-ca.gov/DocumentCenter/View/1815/City-of-Kingsburg-General-Plan>

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There is planned expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UDB) area to accommodate projected growth and land use needs. The Project site is currently in agricultural production and draws groundwater from a well on site for purposes of irrigation. However, when the Project is implemented, the existing well will be capped (and will be rendered inactive), as the Project will tie into the City of Kingsburg's water system.

## Sustainable Groundwater Management Act SGMA

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

## Groundwater Sustainability Agency (GSA)

The City of Kingsburg's water system is located within the Kings River East Groundwater Sustainability Agency (GSA).

## Surface Water

"Surface water supplies for the Tulare Lake Basin include developed supplies from the [Central Valley Project] CVP, the [State Water Project] SWP, rivers, and local projects. Surface water also includes the supplies for required environmental flows. Required environmental flows are comprised of undeveloped supplies designated for wild and scenic rivers, supplies used for instream flow requirements, and supplies used for Bay-Delta water quality and outflow requirements. Finally, surface water includes supplies available for reapplication downstream. Urban wastewater discharges and agricultural return flows, if beneficially used downstream, are examples of reapplied surface water."<sup>64</sup>

"The Kings, Kaweah, Tule, and Kern Rivers, which drain the west face of the Sierra Nevada Mountains, are of excellent quality and provide the bulk of the surface water supply native to the Basin. Imported surface supplies, which are also of good quality, enter the Basin through the San Luis Canal/California Aqueduct System, Friant-Kern Canal, and the Delta-Mendota Canal. Adequate control to protect the quality of these resources is essential, as imported surface water supplies contribute nearly half the increase of salts occurring within the Basin.

Buena Vista Lake and Tulare Lake, natural depressions on the valley floor, receive flood water from the major rivers during times of heavy runoff. During extremely heavy runoff, flood flows in the Kings River reach the San Joaquin River as surface outflow through the Fresno Slough. These flood flows represent the only significant outflows from the Basin.

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<sup>64</sup> Tulare County General Plan 2030 Update. Background Report. Page 10-7.

# Draft Kingsburg Area Community Plan 2023

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Besides the main rivers, the basin also contains numerous mountain streams. These streams have been administratively divided into eastside streams and westside streams using Highway 58 from Bakersfield to Tehachapi. Streams from the Tehachapi and San Emigdio Mountains are grouped with westside streams. In contrast to eastside streams, which are fed by Sierra snowmelt and springs from granitic bedrock, westside streams derive from marine sediments and are highly mineralized, and intermittent, with sustained flows only after extended wet periods.<sup>65</sup>

## Ground Water Aquifers and Wells

Groundwater resources in the Tulare Lake region are supplied by both alluvial and fractured rock aquifers. Alluvial aquifers are composed of sand and gravel or finer grained sediments, with groundwater stored within the voids, or pore space, between the alluvial sediments. Fractured rock aquifers consist of impermeable granitic, metamorphic, volcanic, and hard sedimentary rocks, with groundwater being stored within cracks, fractures, or other void spaces. The distribution and extent of alluvial and fractured-rock aquifers and water wells vary significantly within the region.

## Domestic Water and Wastewater

The KACP planning area is generally served by individual wells and it is unknown if there are any service connections regarding sewer services with the Selma-Kingsburg-Fowler (SKF) County Sanitation District.

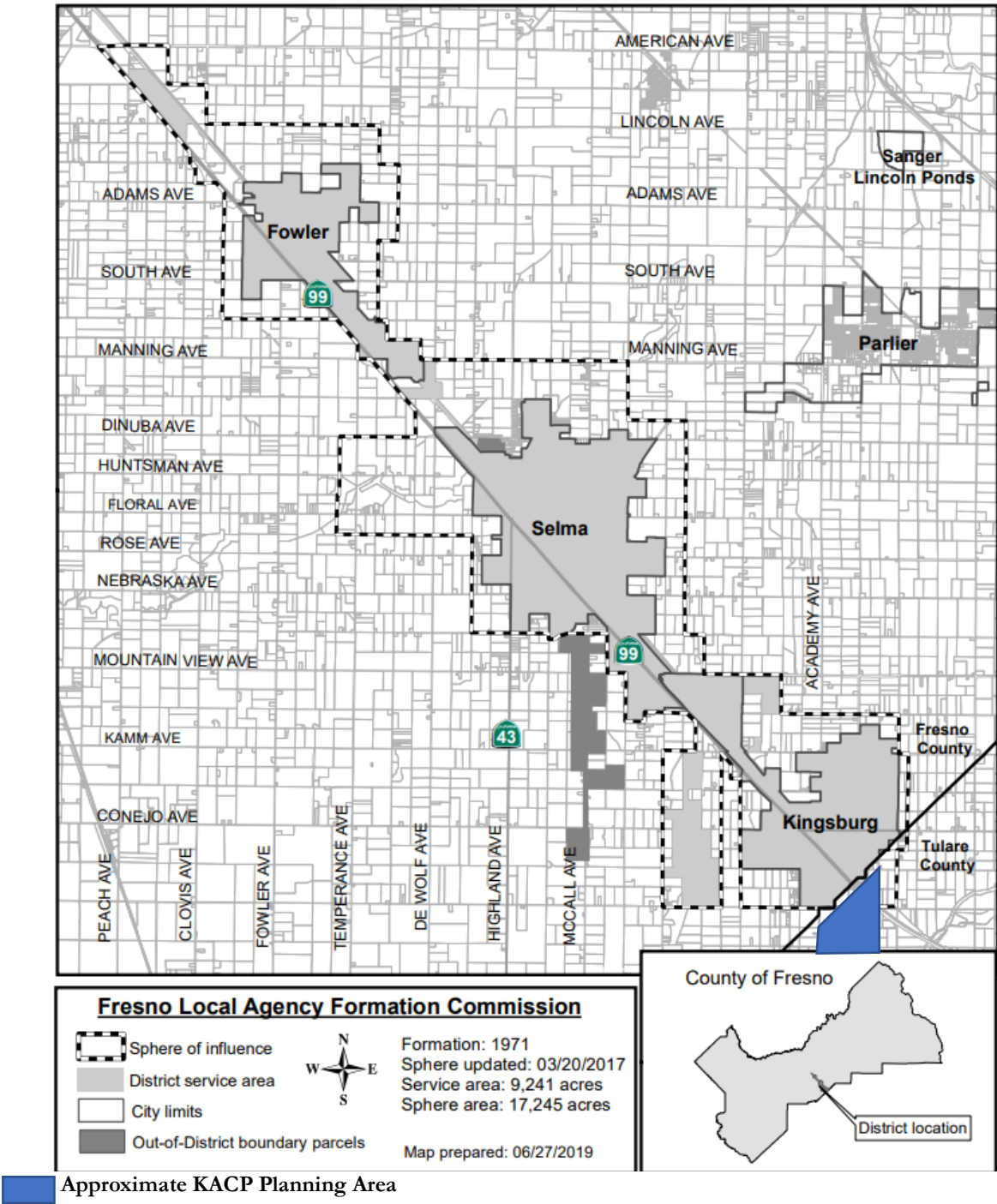
An exception is the Summerlyn subdivision project which receives potable water service from the City of Kingsburg and sanitary sewer service from SKF via extra-territorial agreements with both the City and SKF.

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<sup>65</sup> California Regional Water Quality Control Board, Central Valley Region. Water Quality Control Plan for the Tulare Lake Basin. Third Edition Revised May 2018. Page 1-2.

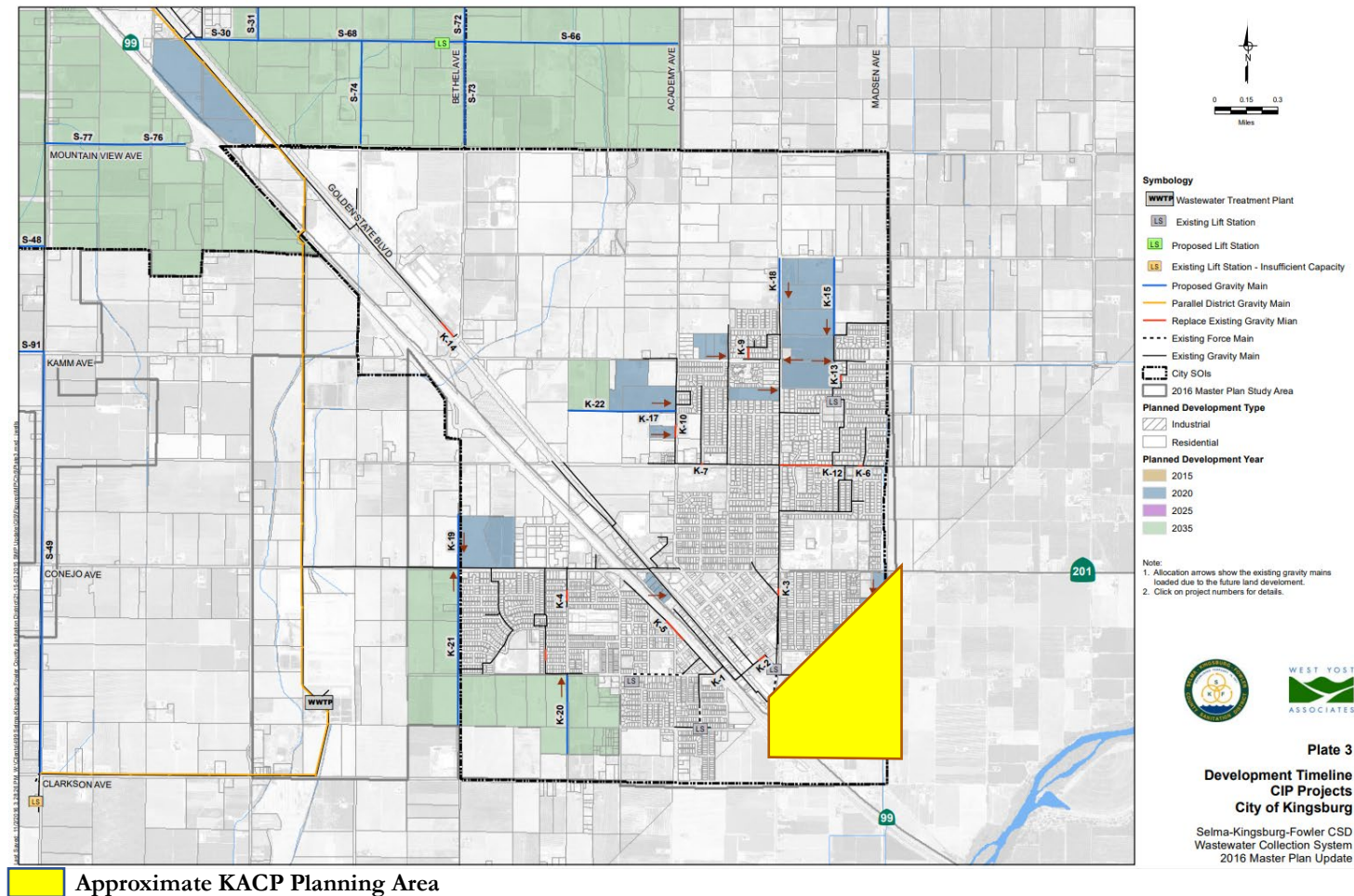
# Draft Kingsburg Area Community Plan 2023

Figure 19 Fresno Local Agency Formation Commission



# Draft Kingsburg Area Community Plan 2023

Figure 20 SKF Collections System Master Plan





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The California Regional Water Quality Control Board (RWQCB) regulates the District under order #5-01-255. The District has generally met the paraments of the permit and has not received any notices of violation by the CRWQCB or the CRWQCB Waste Discharge Requirements for Collection Systems”<sup>66</sup>

Engineering/Functions - “The District operates, maintains, refurbishes, replaces, and expands the wastewater treatment plant and the large diameter sewers. Each city owns its own local sewer system. The District operates, maintains, refurbishes, and replaces the cities’ sewers. The District does not build new sewers for the cities. The District makes sure that the sewer system is constructed correctly and maintains them after they are constructed.

The engineering department responds to residential/developer inquiries, conducts plan checks, issues permit, conducts sewer construction inspections, and manages the capital improvement program.

The State Water Resources Control Board adopted a Statewide General Waste Discharge Requirements for Sanitary Sewer Systems on May 2, 2006(GWDR). All state agencies, municipalities, counties, districts, that own or operate a sanitary sewer system greater than one mile in length that collect wastewater from a publicly owned treatment facility in California are required to conform with said order.

The order requires that the Selma-Kingsburg-Fowler County Sanitation District prepare a Sewer System Management Plan (SSMP), which is to contain a plan and schedule to properly manage, operate, and maintain the sewer collection system in its entirety. The goals are, in summary, are to reduce the preventable occurrences of sewer system overflows (SSO), protect waters of the United States, provide adequate capacity for design flows, and provide adequate resources for operation, maintenance, and repair.”<sup>67</sup>

Operations/Functions - “The treatment and disposal department is responsible for the treatment and disposal of over one billion gallons annually of wastewater emanating from within the service boundaries of the District. The department collects 728 individual influent and effluent samples and 200 miscellaneous samples annually in accordance with the State of California Regional Water Quality Control Board Central Valley Region, Waste Discharge Requirements Order No. 5-01-255.”<sup>68</sup>

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<sup>66</sup> Fresno County Local Agency Formation Commission. Sphere of Influence Update and Municipal Service Review Program. Approved Municipal Service Reviews. Sanitation District. Selma-Kingsburg-Fowler County Sanitation District. 3. MSR/SOI Update. Selma-Kingsburg-Fowler County Sanitation District. Present and Planned Capacity of Public Facilities and Infrastructure Needs or Deficiencies. Page 15. Accessed March 2022 at: [SKF MSR.pdf \(fresnolafco.org\)](#)

<sup>67</sup> Selma-Kingsburg-Fowler (SKF) County Sanitation District. Engineering. Functions. Accessed March 2022 at: [Engineering - Selma-Kingsburg-Fowler County Sanitation District \(skfcsd.org\)](#).

<sup>68</sup> Selma-Kingsburg-Fowler (SKF) County Sanitation District. Operations. Functions. Accessed March 2022 at: [Operations - Selma-Kingsburg-Fowler County Sanitation District \(skfcsd.org\)](#).



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## Storm Drainage

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

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

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

The KACP planning area does not have an areawide storm water drainage system. Storm water drainage is currently limited to the Summerlyn subdivision project or contained on-site via grading, swales, and storm water retention basins.

## Solid Waste

Solid waste disposal services for the KACP planning area are provided by Pena's Disposal, a private company. Solid waste generated in KACP Planning Area can be disposed of at the Visalia and fill, located at 22466 Road 80, Visalia, California).

The Tulare County Solid Waste Department (communication with Mr. Scott Pfanstiel, retired), states aerial usage rate shows 140 years remaining landfill capacity. No constraints to growth have been identified.

## Energy Natural Gas/Electricity

“Southern California Edison provides electric service to the majority of Tulare County, including the majority of the San Joaquin Valley and the foothills. Natural gas service is primarily provided by The Gas Company (formerly Southern California Gas Company). Pacific Gas & Electric also serves northern Tulare County's electric needs on a limited basis. The electrical facilities network includes both overhead and underground lines, with new development required to install underground service lines.

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## Telephone

Telephone service in and around the KACP planning area is provided by AT&T.

## Police

### Tulare County Sheriff

The nearest TCSO sub-station is located at 12800 Avenue 416, in Oroshi (approximately 14 miles east of the KACP planning area). “The Substation covers approximately 289 square miles serving a rural population to include the unincorporated communities of Cutler, East Oroshi, Oroshi, Seville, Sultana, Traver and Yettem. The Substation runs a four-shift operation, which includes 23 deputies, four (4) sergeants and one (1) lieutenant. There are a minimum of three deputies and one sergeant in the field at all times. In addition, general shift staffing the communities of Cutler-Oroshi are assigned a Community Based Officer assigned specifically to those areas. The substation is open for walk-ins from 8:00 am to 5:00 pm Monday through Friday. After hours and weekends there is a phone provided outside the substation that calls directly into the dispatch center. The substation provides patrol services 24 hours per day, 365 days per year. Additional Sheriff Resources are available as needed via dispatch from the main Sheriff’s Office in Visalia, CA.”<sup>69</sup>

### City of Kingsburg Police Department

The City of Kingsburg Police Department, located at 1300 California Street, provides police services to planning area. The Police Department is staffed with 15 sworn and 6 non-sworn officer positions within the Records and Communications Division and also includes a Records Supervisor, four dispatchers and one Administrative Assistant.<sup>70</sup> The Police Department is approximately 0.4 miles west of the KACP planning area.

## Fire

### Tulare County Fire Department

The nearest Tulare County Fire Department substation is Fire Station #2 located at 3811 Avenue 400 in Kingsburg: approximately 2.75 miles from the northeastern portion of the KACP Planning area and approximately 3.5 miles from the southwestern portion of the KACP Planning area.

### City of Kingsburg Fire Department

The City of Kingsburg Fire Department provides fire response services within the KACP’s planning area’s Sumerlynn subdivision project. The main station is located at 1460 Marion Street, and a satellite station is located at 1880 Bethel Avenue. The Fire Department provides 24/7 fire and ambulance

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<sup>69</sup>Tulare County. Draft Cutler-Oroshi Community Plan 2021 Update. Page 80.

<sup>70</sup> City of Kingsburg Housing Element 2015-2023 Initial Study/Mitigated Negative Declaration. Page 12. Accessed March 2023 at: [http://www.fresnocog.org/sites/default/files/publications/Housing/CEQA\\_Items/Initial\\_Study\\_Neg\\_Dec/Kingsburg\\_HE\\_D\\_IS.pdf](http://www.fresnocog.org/sites/default/files/publications/Housing/CEQA_Items/Initial_Study_Neg_Dec/Kingsburg_HE_D_IS.pdf). Accessed January 2017.

# Draft Kingsburg Area Community Plan 2023

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services not only to citizens of Kingsburg but also to those citizens in the surrounding unincorporated areas of Fresno, Kings, and Tulare Counties. The Department has one full-time Fire Chief, three full-time Captains/Paramedics, six full-time Firefighter/Paramedics, and up to twenty paid Call Firefighters. Kingsburg Fire and Ambulance is equipped with one 1250 GPM Engine, one 1000 GPM Engine, one 1000 GMP Engine, a 55-foot ladder truck, two ALS ambulances, and one BLS ambulance.<sup>71</sup> The main station is approximately 0.6 miles west of the proposed Project site. The Marion Street station is located approximately 0.33 miles (northwest) of the KACP planning area east of SR 99; and the Bethel Avenue station is located approximately 1.5 miles (northwest) of the KACP planning area west of SR 99.

## Schools

### Tulare County Schools

“A total of 48 school districts provide education throughout Tulare County... Of the 48 school districts, seven are unified districts providing educational services for kindergarten through 12<sup>th</sup> grade. The remaining 41 districts consist of 36 elementary school districts and four high school districts. Many districts only have one school.”<sup>72</sup>

“Total enrolment in Tulare County public schools has increased from about 80,000 to 88,300 students during a nine-year span from 1993 to 2002. On average, the growth rate has remained steady with annual increases approximating two percent.”<sup>73</sup>

### Kingsburg Schools

The Kingsburg Elementary Charter School District (KECSD) and the Kingsburg Joint Union High School District (KJUHSD) provide K-12 school services to the City of Kingsburg. KJUHSD includes one high school and an alternative continuation school while the KECSD includes one junior high school and eight elementary schools.<sup>74</sup> The proposed KACP planning area is within the service area of both school districts.

## Libraries

### Tulare County Library

“The Tulare County Public Library System is comprised of interdependent branches, grouped by services, geography and usage patterns to provide efficient and economical services to the residents

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<sup>71</sup> City of Kingsburg Housing Element 2015-2023 Initial Study/Mitigated Negative Declaration. Page 12. Accessed March 2023 at: [http://www.fresnocog.org/sites/default/files/publications/Housing/CEQA\\_Items/Initial\\_Study\\_Neg\\_Dec/Kingsburg\\_HE\\_D\\_IS.pdf](http://www.fresnocog.org/sites/default/files/publications/Housing/CEQA_Items/Initial_Study_Neg_Dec/Kingsburg_HE_D_IS.pdf). Accessed January 2017.

<sup>72</sup> Tulare County General Plan 2030 Update. Background Report. Pages 7-75 to 7-76.

<sup>73</sup> Ibid. Page 7-76.

<sup>74</sup> City of Kingsburg Housing Element 2015-2023 Initial Study/Mitigated Negative Declaration. Page 12. Accessed March 2023 at: [http://www.fresnocog.org/sites/default/files/publications/Housing/CEQA\\_Items/Initial\\_Study\\_Neg\\_Dec/Kingsburg\\_HE\\_D\\_IS.pdf](http://www.fresnocog.org/sites/default/files/publications/Housing/CEQA_Items/Initial_Study_Neg_Dec/Kingsburg_HE_D_IS.pdf).

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of the county. At present, there are 14 regional libraries and one main branch.”<sup>75</sup> The closest libraries are located in Dinuba, London, Orosi, and Visalia. (see Table 22).

**Table 22 Tulare County Libraries**

<b>Tulare County Libraries</b>		
<b>Branch</b>	<b>Address</b>	<b>Operating Hours (2023)<sup>76</sup></b>
Dinuba	150 South “I” Street Dinuba, CA 93618-2399 (559) 591-5829	Tuesday through Friday: 10 a.m. - 1 p.m., 2 p.m. – 5:30 p.m.
London	5711 Avenue 378 London [Dinuba], CA 93618 (559) 591-1017	Tuesday and Wednesday: 10 a.m. - 1 p.m., 2 p.m. – 5:30 p.m.
Orosi	12646 Avenue 416 Orosi, CA 93647-2018 (559) 591-5830	Wednesday through Friday: 10 a.m. – 1 p.m., 2 p.m. – 5:30 p.m.
Visalia	Main Branch 200 West Oak Avenue Visalia, CA 93291-4993 (559) 713-2700	Tuesday, Wednesday, Thursday, and Friday: 10 a.m. – 5:30 p.m.; Saturday: 11 a.m. - 4 p.m.
<i>Note: Hours of operation are subject to change. The London Branch Library is located in London but has a Dinuba postal address.</i>		

## City of Kingsburg Library

Kingsburg Branch Library is located at 1399 Draper Street, Kingsburg, hours are Monday through Wednesday 10:00 am to 6:00 pm, Thursday 12:00 pm to 8:00 pm, Friday 12:00 pm to 4:00 pm and Saturday 10:00 am to 2:00 pm.

## Parks

### Tulare County parks

The nearest County owned/operated park to the KACP planning area is Ledbetter Park located approximately 14 miles east of the Kingsburg area at 40779 Road 124 in Cutler, California. The next nearest County owned/operated park is the Kings Nature Preserve located approximately 1.5 miles east of the Kingsburg area however, limited access for educational purposes only.

### City of Kingsburg parks

The Planning and Community Services Division provides parks and recreation services to the Kingsburg community. There are four parks located within the planning area that provide a diverse array of outdoor recreation opportunities including picnic tables, playground equipment, benches, bar-

<sup>75</sup> General Plan Background Report, page 7-96

<sup>76</sup> Tulare County Library. Locations. Accessed March 2023 at: <https://www.tularecountylibrary.org/locations>.

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bques, arbors, meeting halls, and open space. Historical Park is a unique, 4.7-acre site consisting of historical buildings and dedicated to preserving the area's historic character. The Park includes the Olson Ball House, Clay School, a band stand, a barn, a fire department, a gas station, a Hall of Fame, a harvester, a Heritage Building, a Historical Park Hall, a medical building, a jail, the Olson Bottle Shop, the Olson Building, a tank house, Rieffel's Store, and a tractor barn.<sup>77</sup>

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<sup>77</sup> Ibid.

# Draft Kingsburg Area Community Plan 2023

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## Kingsburg Area Community Plan 2023

### The Need for a Community Plan

#### Purpose

The Kingsburg Area Community Plan 2023 will be used to foster economic development by identifying opportunities for development. This community plan is also a part of the implementation of the San Joaquin Valley Regional Blueprint, Tulare County Regional Blueprint, 2016 Sustainable Highway 99 Corridor Plan, and the Tulare County 2030 General Plan.

#### 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, as an instrument which promulgates and is an extension of the General Plan, incorporates, by definition, the stated general objectives, themes and policies and, where more specific objectives and policies are stated, makes reference to such objectives and policies and provides further elaboration on the ways in which the Community Plan is responsive to this guidance. Relevant General Plan goals, policies, and programs that provide direction and input to this Community Plan are provided in this document. In addition, this plan has specific policies for the Kingsburg Area Community Plan 2023.

### Planning Framework

#### San Joaquin Valley Regional Blueprint

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

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



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incorporates by reference the visioning and outreach efforts undertaken by the eight Valley Regional Planning Agencies.”<sup>78</sup>

## Tulare County Regional Blueprint

“TCAG and its member agencies felt that it was important to prepare a Tulare County Regional Blueprint that clarified Tulare County’s role in the Blueprint process. The Tulare County Regional Blueprint is 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.”<sup>79</sup> 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.

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

TCAG in 2014 updated a Regional Bicycle Plan that does not include any bicycle facilities through the Community of Kingsburg Area Community 2023 Plan. TCAG funded the grant for this Complete Streets Policy and in the RTP Action Element describes bicycle circulation patterns and pedestrian policies focusing on the Americans with Disabilities Planning Strategies and Transportation Demand Management to increase pedestrian activity. In addition, rail and goods movement is part of the Sustainable Communities Strategy in lieu of utilizing diesel powered freight trucks.

## Senate Bill 244, Housing Element Implementation

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

## Sustainable Highway 99 Corridor Plan

The Sustainable Highway 99 Corridor Plan is a plan that serves 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

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<sup>78</sup> San Joaquin Valley Blueprint Roadmap Guidance Framework, page i

<sup>79</sup> Tulare County Regional Blueprint, page 3

# Draft Kingsburg Area Community Plan 2023

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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.

## Transportation Concept Report (TRC)-State Route (SR) 201

The TRC is a planning document that identifies the existing and future route conditions as well as future needs for each route on the State Highway System. The TRC is developed with the goals of increasing safety, improving mobility, providing excellent stewardship, and meeting community and environmental needs along the corridor through integrated management of the transportation network, including the highway, transit, pedestrian, bicycle, freight, operational improvements, and travel demand management components of the corridor.

## Tulare County 2030 General Plan Implementation

This Community Plan is intended to implement the Tulare County 2030 General Plan. The General Plan Policies relevant to this Community Plan are outlined in the General Plan Policies Section below. In addition to the General Plan Policies, this Community Plan outlines policies specific to the Kingsburg Area. 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 Kingsburg Area.
- Provides an updated analysis of Kingsburg Area population and housing characteristics.
- Defines an economic development strategy.

On October 15, 2019, the Tulare County Board of Supervisors (BOS) approved by Resolution No. 2019-0884, approved the Planning Branch proposal to prepare the Draft 2023 Kingsburg Area Community Plan. The 2023 Kingsburg Area Community Plan (Community Plan, Plan, or KACP) is being prepared to implement the 2030 Tulare County General Plan (2012). Other components of this Project include updates to Land Use Designations, Zoning classifications (including an update to the Zoning Map for the KACP planning area), and expansion of the Kingsburg County Adopted City Urban Development Boundary (CACUDB or UBD) area to accommodate projected growth and land use needs. The proposed, generally triangular-shaped, CACUDB boundary includes an assessment of potential project impacts from the proposed land use changes, southwest of the Fresno County/Tulare County boundary, along Road 16 on the east (generally south of State Route 201 and north of Avenue 392), and Avenue 392 on the south (generally from Road 16 alignment to approximately 600' west of Road 12) as shown in **Figure 3**. The Draft EIR is based on a projected annual population growth rate of 1.3%. Additional growth beyond the 1.3% annual growth rate will require further growth analysis pursuant to CEQA. The 2023 Kingsburg Area Community Plan

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components are described later in this section and will be consistent with the Tulare County General Plan 2030 Update and will include the following primary goals and objectives.

1) Land Use and Environmental Planning - Promote development within planning areas next to the Regional State Route (SR) 99 Corridor in order to implement the following General Plan goals:

- Ensure that the text and mapping of the Community Plan Designations and Zoning Reclassifications address various development matters, such as encouraging Agricultural Adaptive Reuse activities, recognizing Non-Conforming Use activities, and facilitating Ministerial Permit approvals.
- Encourage infill development within Urban Development Boundaries, thereby discouraging leapfrog development within Tulare County.
- Reduce development pressure on agriculturally designated lands within the Valley Floor, thereby encouraging agricultural production to flourish.
- Reduce vehicle miles travelled throughout the County, thereby positively affecting air quality and greenhouse gas reduction; and
- Help to improve the circulation and transit transportation system within this community, including, but not limited to, laying the groundwork for the construction of key projects such as Safe Routes to Schools, Complete Streets, and Bike Lanes/Pedestrian Paths.

2) Improvements for a “disadvantaged community” - It is expected that the community planning areas will be improved for the following reasons:

- With faster project processing resulting from an updated community plan, increased employment opportunities are more likely to be provided by the private sector as proposed project developments can be approved expeditiously.
- Increased housing grant awards are more likely to occur based on updated community plans that are consistent with the policies of the General Plan 2030 Update (August 2012) and the recently adopted Housing Element 2015 Update (November 2015); and
- With updated community plans, enhanced infrastructure grant awards are more likely, thereby providing access to funding to install or upgrade road, water, wastewater, and storm water facilities.

3) Strengthening Relationship with TCAG - An important benefit of this expedited community plan process will be the opportunity for RMA to strengthen the County’s relationship with the Tulare County Association of Governments (TCAG) in that this and other community plans will help to facilitate the funding and implementation of several key transportation programs, such as Safe Routes to Schools, Complete Streets, and Bike/Pedestrian Projects.

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

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21 Complete Streets Program will be a part of the Kingsburg Area Community Plan 2023 for inclusion in the Circulation Element of this Community Plan. The KACP Complete Streets Program has thoroughly analyzed the alternative forms of transportation, including transit, bicycle ways, pedestrian circulation.

## Community Outreach Process

Community outreach is vital to the success of the community plan update, because it provided the opportunity for residents to share their ideas and concerns in Kingsburg Area Community Plan 2023. This also helps guide decisions on priorities for the community and identify potential challenges. The update process included extensive community and policymaker engagements that were conducted in English and Spanish.

## Kingsburg Area Community Plan 2023 Public Meetings

In order to ensure that the Kingsburg Area Community Plan 2023 was community-driven, the County conducted public outreach meetings from 2020 through 2021. There were public meetings held on February 13, 2020, August 27, 2020, and August 26, 2021. Broad public input was obtained through a series of workshops where residents, employees, property owners, as well as representatives from the school district and the public utility district, and the surrounding neighborhoods, weighed in on issues and provided recommendations (see **Attachment A-7**).

## Sustainability

### Climate Change/Adaptation/Resiliency/Sustainability

According to the 2023 Tulare County Multi Jurisdiction Local Hazard Mitigation Plan (LHMP), Climate change has occurred throughout the history of the planet. Due to variations in the earth's inclination to the sun, volcanic activity and other factors such as asteroids impacts, the amount of solar radiation reaching the earth's surface. The temperature of the planet correlates to the amount of solar radiation arriving at the surface and with it the climate.

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

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## 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 CAP was updated on December 13, 2022. The 2022 CAP Update incorporates new baseline and future year inventories and updates the County's strategy to address SB 32 2020 Target.

"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."<sup>80</sup>

## Tulare County Local Hazard Mitigation Plan 2023

The Tulare County (County) has prepared the 2023 Multi-Jurisdictional Local Hazard Mitigation Plan (MJ-LHMP) to assess the natural, technological, and human-caused risks to County communities, to reduce the potential impact of the hazards by creating mitigation strategies. The 2023 MJ-LHMP represents the County's commitment to create a safer, more resilient community by taking actions to reduce risk and by committing resources to lessen the effects of hazards on the people and property of the County.

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

## Tulare County General Plan Policies (Sustainability)

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

**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

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<sup>80</sup> Tulare County Climate Action Plan, page 1

# Draft Kingsburg Area Community Plan 2023

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mix of residential types and densities, commercial uses, public facilities and services, and employment opportunities.

## **LU-1.1 Smart Growth and Healthy Communities**

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

1. Creating walkable neighborhoods,
2. Providing a mix of residential densities,
3. Creating a strong sense of place,
4. Mixing land uses,
5. Directing growth toward existing communities,
6. Building compactly,
7. Discouraging sprawl,
8. Encouraging infill,
9. Preserving open space,
10. Creating a range of housing opportunities and choices,
11. 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.



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## **AQ-3.5 Alternative Energy Design**

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

## **AQ-3.6 Mixed Land Uses**

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

## **TCAG Sustainable Communities Strategy (2018 Regional Transportation Plan)**

AB 32 set emission targets for the State of California. SB 375 requires the California Air Resources Board to set greenhouse gas emission targets for different regions in California. Under SB 375 Metropolitan Planning Organizations like TCAG are required to create a Sustainable Communities Strategy. TCAG included this strategy in the 2018 Regional Transportation Plan. Highlights of the implementation strategies include:

- Provide an efficient, integrated, multi-modal transportation system for the movement of people and goods that enhances the physical, economic, and social environment in the Tulare county region
- System Performance: Develop an efficient, maintained, and safe circulation network that maximizes circulation, longevity, and fiscal responsibility while minimizing environmental impacts.
- Transit: Provide a safe, secure, coordinated and efficient public transit system that can reasonably meet the needs of residents.
- Aviation: Support development of a regional system of airports that meets the air commerce and general aviation needs of the county.
- Rail: Promote safe, economical, convenient rail systems and schedules that meet the needs of passenger and freight services in the region.
- Goods Movement: Provide a transportation system that efficiently and effectively transports goods to, from, within, and through Tulare County.
- Active Transportation: Improve, enhance, and expand the region's bicycle and pedestrian systems and connectivity to those systems, while keeping them safe and convenient.
- Regional Roads and Corridors: Preserve and enhance regional transportation roads and corridors.
- Air Quality and Greenhouse Gases: Promote the improvement of air quality and GHG reductions through congestion management, coordination of land use, housing, and transportation systems, provision of alternative modes of transportation, and provision of incentives that reduce vehicle miles traveled.
- Public Health: Promote public health in the region by providing opportunities for residents to bicycle and walk to destinations such as home, work, school, medical facilities, and commercial and service businesses.

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- TSM Strategies, TDM Measures, TCMS, and ITS Programs: Improve transportation mobility and operations by improving and utilizing TSM strategies, TDM measures, TCMS and ITS programs.
- Environmental Justice: Ensure that transportation investments do not discriminate on the basis of race, color, national origin, sex, age or disability.
- Emerging Technologies: Support the development and implementation of emerging technologies in the surface transportation system.”<sup>81</sup>

“The RTP implementation strategies are compatible with the Tulare County General Plan policies.”<sup>82</sup>

## Policy Framework

In determining a UDB and planning area for the Kingsburg Area Community Plan 2023, it is important to not only fulfill the requirements of State planning law, but to the greatest degree possible, fulfill the local goals and policies that regulate land uses in the area. As discussed earlier, there are many County policies that guide development in Kingsburg Area Community Plan 2023. However, those which have direct effect on the establishment of the community's urban boundary include the following policies in the Tulare County General Plan Planning Framework Element:

### **PF-2.1 Urban Development Boundaries – Communities**

The County shall limit urban development to the area within the designated UDB for each community. Each community's UDB is defined as shown on Figures 2.2-2 through 2.2-22.

### **PF-2.2 Modification of Community UDB**

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

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<sup>81</sup> Tulare County Association of Governments (TCAG) Regional Transportation Plan (RTP)/Sustainable Communities Strategy. SCH#20171010374. Draft Program Environmental Impact Report. May 2018. Pages 2.0-1 through 2.0-3. Prepared by Impact Sciences. Accessed June 2021 at <https://tularecog.org/tcag/planning/regional-transportation-plan-rtp/rtp-20181/environmental-impact-report/>

<sup>82</sup> Op. Cit. 130.

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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.

## **Urban Development Boundary**

The County Adopted City Urban Development Boundary (CACUDB) for Kingsburg (or Kingsburg CACUDB) was originally adopted in 2010. The Kingsburg CACUDB for Kingsburg will implement strategies to address existing and trending conditions. The amended Kingsburg CACUDB planning area will be used to foster economic development by identifying opportunities for development. The proposed Draft Kingsburg Area Community Plan (KACP) 2023, is consistent with the Tulare County General Plan 2030 Update (2012). The KACP will be developed as part of the update of the Kingsburg CACUDB, Land Use Designation, Zoning Classifications, and Zoning Ordinance. It is also noted that updating the Kingsburg CACUDB is consistent with General Plan Policy PF-4.16 Coordination with Cities in Adjacent Counties which states, "The policies set forth in this Section (PF-4) shall also apply to planning and development within the UDBs of adjacent cities in adjacent counties (Corcoran, Delano, Kingsburg, Orange Cove and Reedley), except Policy PF-4.4. Policy PF-4.4 Planning in UDBs states, "The County acknowledges that the cities have primary responsibility for planning within their UDBs and are responsible for urban development and the provision of urban services within their UDBs."

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

# Draft Kingsburg Area Community Plan 2023

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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.<sup>83</sup>

“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)”<sup>84</sup>

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 functions as the planning area boundary of the Kingsburg Area Community Plan 2023 (see **Figure 19**). The UDB line establishes a twenty-year growth boundary for the community of Kingsburg Area Community Plan 2023. Over the years, services will be extended into this area, which will allow new growth to occur. Since the UDB line defines the area where growth will occur, it is logical that it also serves as the planning area boundary for this plan.

In addition to defining there in which future development of the community of Kingsburg Area Community Plan 2023 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.

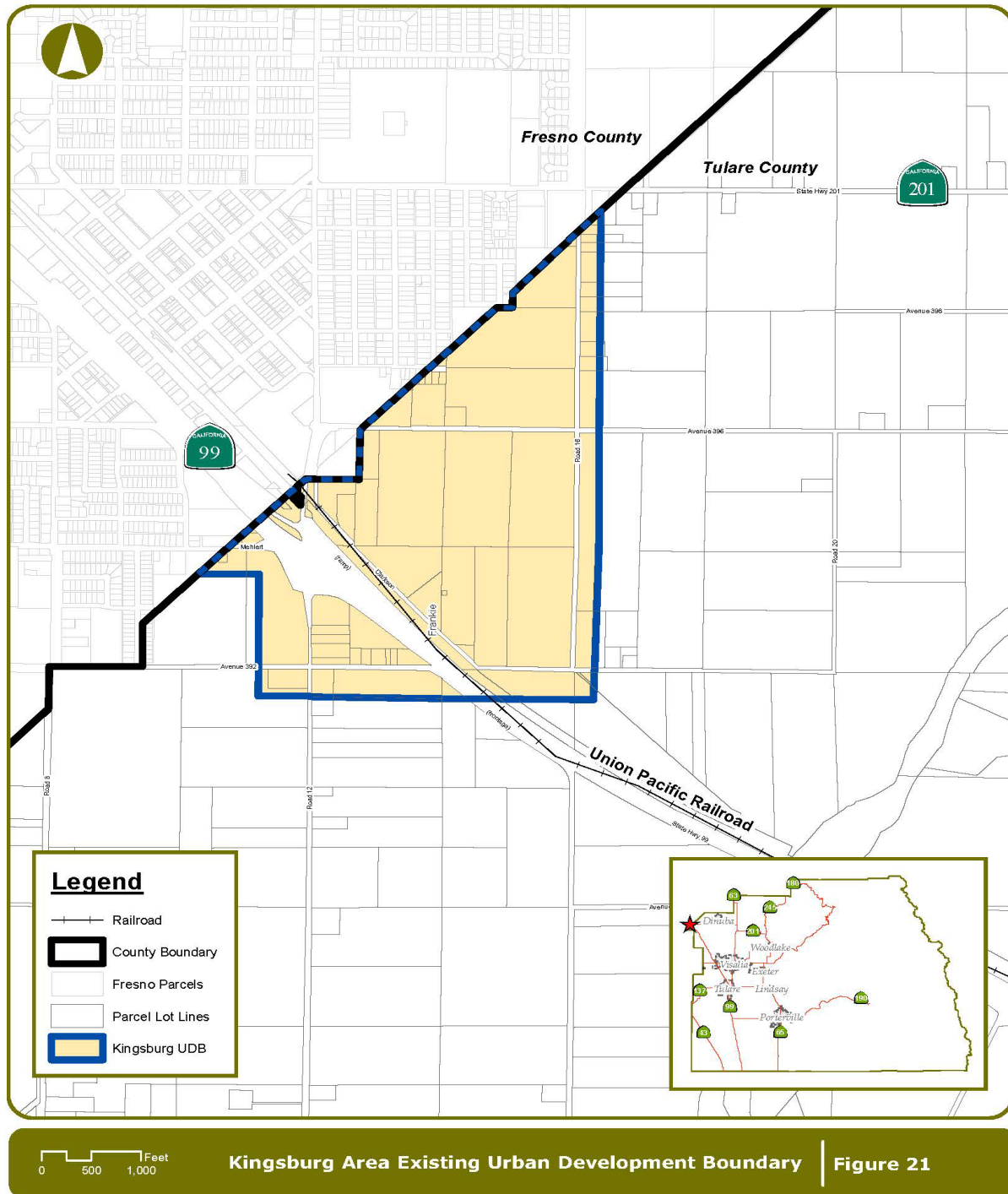
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<sup>83</sup> TCGPU Part 1, Goals and Policies Report, Planning Framework, page 2-3

<sup>84</sup> TCGPU Part 1, Goals and Policies Report, Planning Framework, page 2-3

# Draft Kingsburg Area Community Plan 2023

Figure 21 Kingsburg Area Existing Urban Development Boundary



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## Adopted Land Use Plan

### Kingsburg existing Land Use Plan

**Table 23** land in the adopted Kingsburg Area Community Plan 2023 is designated Mixed Use. In total, there is about 246.8 acres of designated lands in the Kingsburg Area Community Planning Area (see **Figure 22**). Approximately 39.5 acres within the plan area is dedicated to rights-of-way.

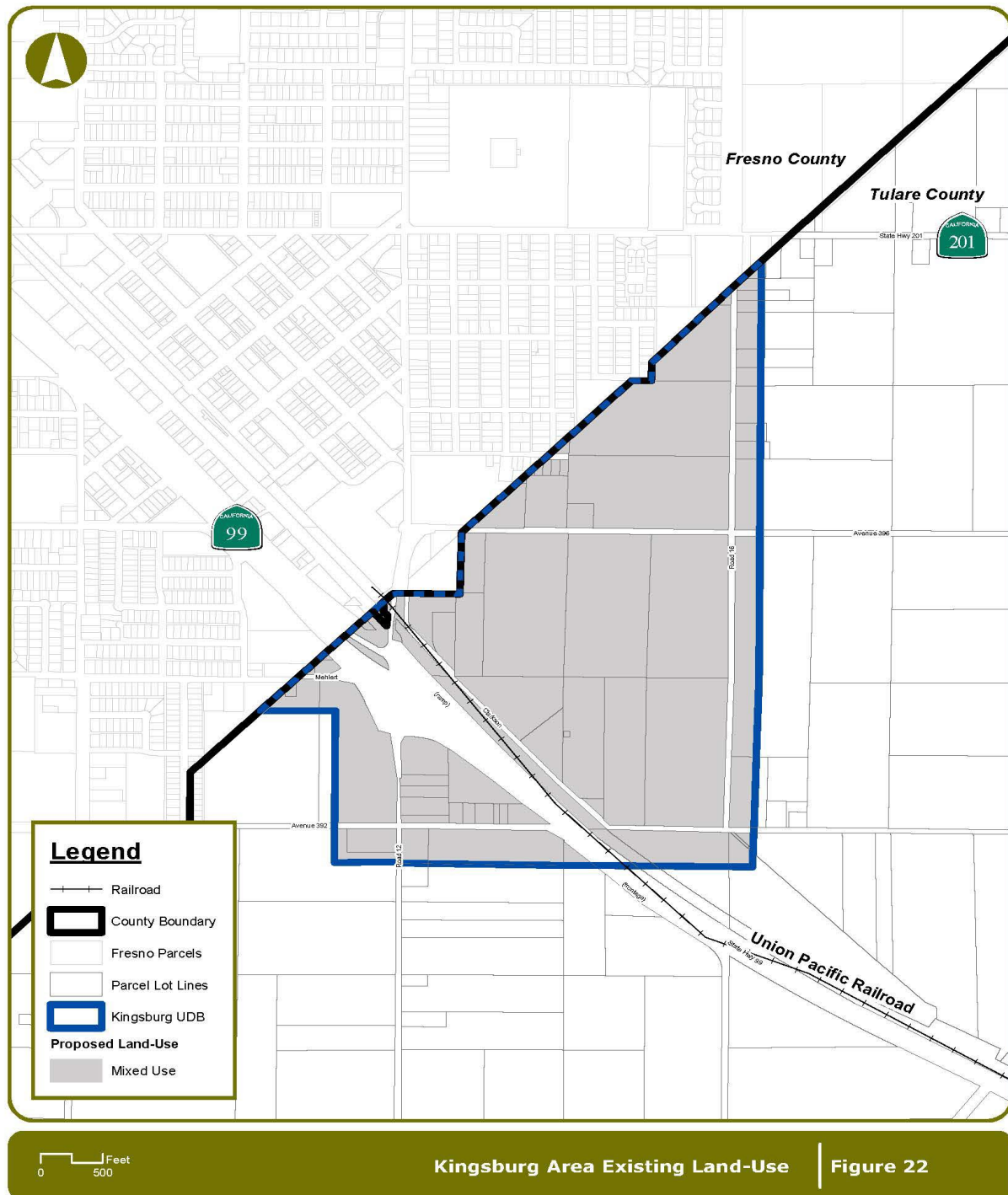
**Table 23 Adopted Land Use Plan**

<b>Designation</b>	<b>Total Acreage</b>
Mixed Use	246.8
Unclassified (Right-of-Way)	39.5
<b>Total</b>	<b>286.4</b>



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Figure 22 Adopted Land Use Plan Map as Amended



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## Adopted Zoning Districts

### Existing Zoning Districts

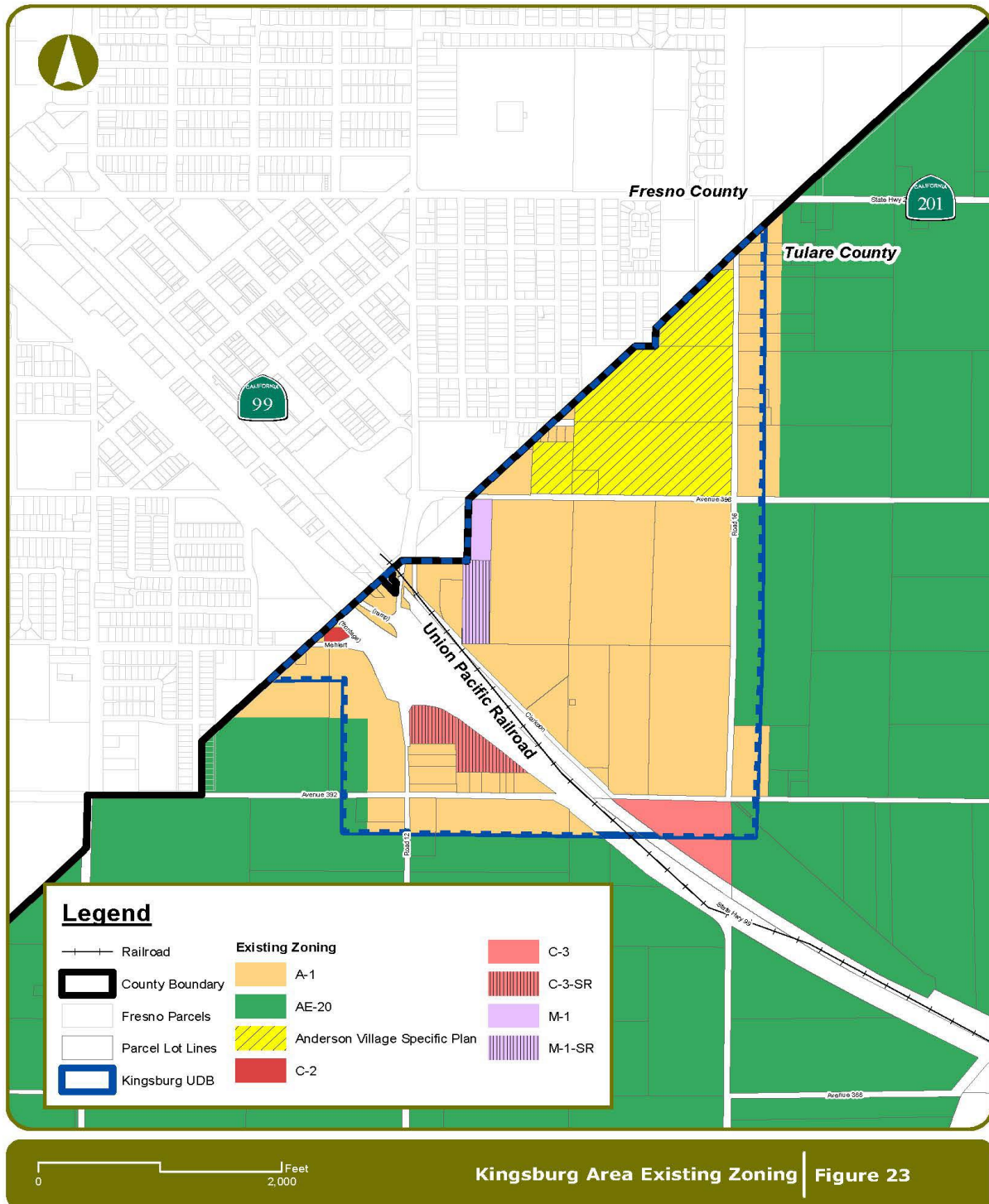
The zoning designations within the existing Kingsburg Area are shown in **Figure 23** and demonstrated in **Table 24**.

**Table 24 Kingsburg Area Existing Zoning District**

<b>Zoning Designations</b>	<b>Existing Acres</b>
A-1	159.9
AE-20	14.7
Anderson Village Specific Plan	46.9
C-2	.05
C-3	5.6
C-3-SR	6.1
M-1	2.4
M-1-SR	3.8
Z	6.8
Unclassified (Right-of-Way)	39.5
<b>Total</b>	<b>286.4</b>

## Kingsburg Area Community Plan 2023

Kingsburg Area Existing Zoning | Figure 23



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## Tulare County General Plan Policies

The following adopted policies from the Tulare County General Plan are applicable to the Kingsburg Area Community Plan 2023. Policies throughout the General Plan use the terminology “shall” and “should.” For the purposes of interpreting the policies in the General Plan, the term “shall” indicate a mandatory or required action or a duty to undertake an action unless the context indicates otherwise, in which case the term is synonymous with “should.” The term “should,” indicates a directive subject to discretion and requires at least review or consideration and, in that context, substantial compliance with the spirit or purpose of these General Plan policies. The term “may” indicate at the sole discretion of the County.

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### Land Use Policies

#### **PF-1.3 Land Uses in UDBs**

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

#### **PF-2.6 Land Use Consistency**

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

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

#### **PF-2.8 Inappropriate Land Use**

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

#### **PF-4.7 Avoiding Isolating Unincorporated Areas**

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

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## **LU-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 developments is provided via an existing publicly maintained road or via a new road improved consistent with adopted County standards.

## **AQ-3.6 Mixed Land Uses**

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

## **PFS-8.4 Library Facilities and Services**

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

## Circulation Policies

### **Q-3.3 Street Design**

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

### **LU-7.3 Friendly Streets**

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

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

### **LU-7.4 Streetscape Continuity**

The County shall ensure that streetscape elements (e.g., street signs, trees, and furniture)

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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 developments.

## **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 SR 99 and other State Highways protects scenic resources and provide access to vistas of working and natural landscapes by:

1. Limiting the construction of sound walls that block views of the County's landscapes (incorporate setbacks to sensitive land uses to avoid noise impacts whenever feasible),

2. Using regionally appropriate trees and landscaping and incorporating existing landmark trees,
3. Preserving historic and cultural places and vistas,
4. Avoiding excessive cut and fill for roadways along State scenic highways and County scenic routes, and along areas exposed to a large viewing area, and
5. Promote highway safety by identifying appropriate areas for traffic pullouts and rest areas.

## **SL-4.2 Design of County Roads**

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

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

## **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.



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## **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, roadways, highway, and public transit systems will interconnect with other modes of transportation. Specifically, the County shall encourage the interaction of truck, rail, and airfreight/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 Routes 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.

## **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 Routes 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.

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## **TC-1.11 Regional Significant Intersections**

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

## **TC-1.12 Scenic Highways and Roads**

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

## **TC-1.16 County Level Of Service (LOS) Standards**

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

## **TC-1.18 Balanced System**

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

## **TC-2.1 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.

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## **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.

## **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 RVLDP 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**

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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 group housing, convalescent homes, and other continuous care facilities.

## **Housing Policy 1.55**

Encourage development of rental housing for large families, as well as providing for other

housing needs and types.

## **Housing Guiding Principle 1.6**

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

## **Housing Policy 2.14**

Create and maintain a matrix of Infrastructure Development Priorities for Disadvantaged Unincorporated Communities in Tulare County through 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

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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 the community.

## Conservation Policies

### **AG-1.1 Primary Land Use**

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

### **AG-1.4 Williamson Act in UDBs and HDBs**

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

### **AG-1.5 Substandard Williamson Act Parcels**

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

### **AG-1.6 Conservation Easements**

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

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

### **AG-1.7 Preservation of Agricultural Lands**

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

### **AG-1.8 Agriculture within Urban Boundaries**

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

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## **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. Considerations include:

- a. Distance: to be determined,
- b. Stabilization of edge condition,
- c. Types of operation,
- d. Types of land uses (i.e. schools, etc.)
- e. Building orientation,
- f. Planting of trees for screening,
- g. Location of existing and future rights-of-way,
- h. Types of uses allowed inside the buffer-zone
- i. Unique site conditions,
- j. Responsibility for maintenance,
- k. Scale of development,
- l. Mechanism for exemptions.

## **AG-1.13 Agricultural Related Uses**

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

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

## **AG-1.16 Schools in Agricultural Zones**

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

## **AG-2.6 Biotechnology and Biofuels**

The County shall encourage the location of industrial and research-oriented businesses specializing in biotechnologies and biofuels that can enhance agricultural productivity, enhance food-processing activities in the



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County, provide for new agriculturally related products and markets, or otherwise enhance the agricultural sector in the County.

## **LU-7.12 Historic Buildings and Areas**

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

## **LU-7.13 Preservation of Historical Buildings**

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

## **LU-7.14 Contextual and Compatible Design**

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

## **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 the State and/or Federal government, through compatible land use development.

## **ERM-1.2 Development in Environmentally Sensitive Areas**

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

## **ERM-1.3 Encourage Cluster Development**

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

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## **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.

## **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.

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## **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 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.

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## **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 cannot be counted towards the park dedication requirements of the County. Pocket Parks can be found in communities, hamlets, and other unincorporated areas.
- **Neighborhood Parks.** Neighborhood parks typically contain a tot lot and playground for 2–5-year-olds and 5-12 year olds, respectively, one basketball court or two half-courts, baseball field(s), an open grassy area for informal sports activities (for example, soccer), and meandering concrete paths that contain low-level lighting for walking or jogging. In addition, neighborhood parks typically have picnic tables and a small group picnic shelter. These park types are typically in the range of 2 to 15 acres and serve an area within a ½-mile radius. Neighborhood parks can be found in communities, hamlets, and other unincorporated areas.
- **Community Parks.** Community parks are designed to serve the needs of the community as a whole. These facilities can contain the same facilities as the neighborhood park. In addition, these parks can contain sports facilities with night lighting, community centers, swimming pools, and facilities of special interest to the community. These parks are typically 15 to 40 acres in size and serve an area within a 2-mile radius. Community parks can be found in communities,

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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.
7. Only public park facilities shall be counted toward Countywide parkland standards, and

8. A quarter mile walking radius is the goal for neighborhood parks.

## **ERM-5.12 Meet Changing Recreational Needs**

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

## **ERM-5.13 Funding for Recreational Areas and Facilities**

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

## **ERM-5.15 Open Space Preservation**

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

## **HS-9.1 Healthy Communities**

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



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and walking and biking paths that discourage automobile dependency in existing communities.

## Noise Policies

### **HS-8.1 Economic Base Protection**

The County shall protect its economic base by preventing the encroachment of incompatible land uses on known noise-producing industries, railroads, airports, and other sources.

### **HS-8.3 Noise Sensitive Land Use**

The County shall not approve new noise sensitive uses unless effective mitigation measures are incorporated into the design of such projects to reduce noise levels to 60 dB Ldn (or CNEL) or less within outdoor activity areas and 45 dB Ldn (or CNEL) or less within interior living spaces.

### **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).

### **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-8.13 Noise Analysis**

The County shall require a detailed noise impact analysis in areas where current or future exterior noise levels from transportation or stationary sources have the potential to exceed the adopted noise policies of the Health and Safety Element, where there is development of new noise sensitive land uses or the



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development of potential noise generating land uses near existing sensitive land uses. The noise analysis shall be the responsibility of the project applicant and be prepared by a qualified acoustical engineer (i.e., a Registered Professional Engineer in the State of California, etc.). The analysis shall include recommendations and evidence to establish mitigation that will reduce noise exposure to acceptable levels (such as those referenced in Table 10-1 of the Health and Safety Element).

## **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.

## **HS-8.16 Noise Buffering**

The County shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code.

## **HS-8.18 Construction Noise**

The County shall seek to limit the potential noise impacts of construction activities by limiting construction activities to the hours of 7 am to 7pm, Monday through Saturday when construction activities are located near sensitive receptors. No construction shall occur on Sundays or national holidays without a permit from the County to minimize noise impacts associated with development near sensitive receptors.

## **HS-8.19 Construction Noise Control**

The County shall ensure that construction

contractors implement best practices guidelines (i.e. berms, screens, etc.) as appropriate and feasible to reduce construction-related noise-impacts on surrounding land uses.

## **Safety Policies**

### **HS-1.1 Maintain Emergency Public Services**

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

### **HS-1.9 Emergency Access**

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

### **HS-1.10 Emergency Services Near Assisted Living Housing**

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

### **HS-5.2 Development in Floodplain Zones**

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

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

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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 services in areas that experience

growth in order to maintain adequate levels of service.

## **PFS-7.6 Provision of Station Facilities and Equipment**

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

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

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

## **PFS-7.12 Design Features for Crime Prevention and Reduction**

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

## **PFS-8.3 Location of School Sites**

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

## **Other**

## **PF-2.7 Improvement Standards in Communities**

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

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## **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.

## **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.

## **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.

## **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.

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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.

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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

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facilities where infrastructure exists within community core areas.

## **S-9.1 Expansion of Gas and Electricity Facilities**

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

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## General Plan Policies that Relate to Health

### **PF-2.7 Improvement Standards in Communities**

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

#### Land Use Element

### **LU-1.1 Smart Growth and Healthy Communities**

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

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

### **LU-1.2 Innovative Development**

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

### **LU-1.3 Prevent Incompatible Uses**

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

### **LU-1.4 Compact Development**

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

### **LU- 1.5 Paper Subdivision Consolidations**

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

### **LU-1.6 Permitting Procedures and Regulations**

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

### **LU-1.7 Development on Slopes**

The County shall require a preliminary soils report for development projects in areas with shallow or unstable soils or slopes in excess of 15 percent. If the preliminary soil report

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indicates soil conditions could be unstable, a detailed geologic/hydrologic report by a registered geologist, civil engineer, or engineering geologist shall be required demonstrating the suitability of any proposed or additional development.

## **LU-1.8 Encourage Infill Development**

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

## **LU-1.10 Roadway Access**

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

## **LU-3.1 Residential Developments**

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

## **LU-3.3 High-Density Residential Locations**

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

## **LU-3.6 Project Design**

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

maximum density specified by General Plan designations or zoning for a given parcel of land may not be attained.

## **LU-7.3 Friendly Streets**

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

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.



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## Health and Safety Element

### **HS-1.4 Building and Codes**

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

### **HS-1.5 Hazard Awareness and Public Education**

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

### **HS-1.6 Public Safety Programs**

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

### **HS-1.7 Safe Housing and Structures**

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

### **HS-1.9 Emergency Access**

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

### **HS-1.10 Emergency Services Near Assisted Living Housing**

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

### **HS-4.3 Incompatible Land Uses**

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

### **HS-4.4 Contamination Prevention**

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

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

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

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

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

### **HS-4.8 Hazardous Materials Studies**

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

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## **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-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.

## 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

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

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

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

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

## **AQ-2.2 Indirect Source Review**

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

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

## **AQ-2.3 Transportation and Air Quality**

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

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

## **AQ-3.2 Infill near Employment**

The County shall identify opportunities for infill development projects near employment

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areas within all unincorporated communities and hamlets to reduce vehicle trips.

## **AQ-3.3 Street Design**

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

## **AQ-3.4 Landscape**

The County shall encourage the use of ecologically based landscape design principles that can improve local air quality by absorbing CO<sub>2</sub>, producing oxygen, providing shade that reduces energy required for cooling, and filtering particulates. These principles include, but are not limited to, the incorporation of parks, landscaped medians, and landscaping within development.

## **AQ-3.5 Alternative Energy Design**

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

## **AQ-3.6 Mixed Land Uses**

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

## Noise Policies

### **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).

### **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

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mufflers, modified exhaust systems, and other amplified noise.

## **HS-8.11 Peak Noise Generators**

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

## **HS-8.14 Sound Attenuation Features**

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

## **HS-8.15 Noise Buffering**

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

## **Safety Policies**

### **HS-1.1 Maintain Emergency Public Services**

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

### **HS-1.9 Emergency Access**

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

### **HS-1.10 Emergency Services Near Assisted Living Housing**

In approving new facilities, such as nursing homes, housing for the elderly and other housing for the mentally and physically infirm, to the extent possible, the County shall ensure

that such facilities are located within reasonable distance of fire and law enforcement stations.

## **HS-5.2 Development in Floodplain Zones**

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

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

## **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,

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such as wider berms and landscaped levees, in combination with recreation amenities, are studied.

## **HS-5.11 Natural Design**

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

## **HS-7.4 Upgrading for Streets and Highways**

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

## **PFS-7.1 Fire Protection**

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

## **PFS-7.6 Provision of Station Facilities and Equipment**

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

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

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

## **PFS-7.12 Design Features for Crime Prevention and Reduction**

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

## **PFS-8.3 Location of School Sites**

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

## **Public Facilities and Services Element**

### **PFS-1.1 Existing Development**

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

### **PFS-1.3 Impact Mitigation**

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

### **PFS-1.4 Standards of Approval**

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

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



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

## **PFS-1.5 Funding for Public Facilities**

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

## **PFS-1.6 Funding Mechanisms**

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

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

## **PFS-1.7 Coordination with Service Providers**

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

## **PFS-1.8 Funding for Service Providers**

The County shall encourage special districts, including Kingsburg Public Utility Districts and public utility districts to:

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

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

## **PFS-1.9 New Special Districts**

When feasible, the County shall support the establishment of new special districts, including Kingsburg Public Utility 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.

## **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

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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.

## **PFS-2.1 Water Supply**

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

## **PFS-2.2 Adequate Systems**

The County shall review new development proposals to ensure that the intensity and

timing of growth will be consistent with the availability of adequate production and delivery systems. Projects must provide evidence of adequate system capacity prior to approval.

## **PFS-2.3 Well Testing**

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

## **PFS-2.4 Water Connections**

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

## **PFS-2.5 New Systems or Individual Wells**

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

## **PFS-3.1 Private Sewage Disposal Standards**

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

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## **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.

## **Other**

## **PFS-3.3 New Development Requirements**

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

## **PFS-3.4 Alternative Rural Wastewater Systems**

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

## **PFS-3.7 Financing**

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

## **PFS-4.2 Site Improvements**

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

## **PFS-4.3 Development Requirements**

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

## **PFS-4.4 Stormwater Retention Facilities**

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

## **PFS-4.5 Detention/Retention Basins Design**

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

## **PFS-4.6 Agency Coordination**

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

## **PFS-4.7 NPDES Enforcement**

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

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Environmental Protection Agency National

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 an initial attach within 2 minutes, 90% of the time.

FF: fire fighters

Pollution Discharge Elimination System (NPDES) program.

## **PFS-5.1 Land Use Compatibility with Solid Waste Facilities**

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

## **PFS-5.8 Hazardous Waste Disposal Capabilities**

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

## **PFS-7.2 Fire Protection Standards**

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

## **PFS-7.5 Fire Staffing and Response Time Standards**

The County shall strive to maintain fire

department staffing and response time goals consistent with National Fire Protection Association (NFPA) standards.

## **PFS-7.8 Law Enforcement Staffing Ratios**

The County shall strive to achieve and maintain a staffing ratio of 3 sworn officers per 1,000 residents in unincorporated areas.

## **PFS-7.9 Sheriff Response Time**

The County shall work with the Sheriff's Department to achieve and maintain a response time of:

1. Less than 10 minutes for 90 percent of the calls in the valley region; and
2. 15 minutes for 75 percent of the calls in the foothill and mountain regions.

## **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.

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## **PFS-9.1 Expansion of Gas and Electricity Facilities**

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

## **PFS-9.2 Appropriate Siting of Natural Gas and Electric Systems**

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

## **PFS-9.3 Transmission Corridors**

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

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

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## Goals, Objectives, and Policies Specific to Kingsburg Area Community Plan 2023

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

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

### Community Development

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

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

Policies:

1. Encourage in-filling of vacant land and compatible development on underdeveloped land as a priority before development of agriculturally productive lands.
2. The County shall carefully coordinate the extension of water and sewer services in the Planning Area and promote orderly and efficient development patterns.

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

Objective I: 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



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into existing urban areas of new incompatible land uses that produce significant noise, odors, or fumes.

5. Land well suited for industrial development because of access, availability of infrastructure and proximity to similar land uses should be designated for industry and protected from the encroachment of incompatible uses.
6. Establish areas zoned exclusively for industry, commerce and residences consistent with the policies in this plan.
7. Phase-out existing nonconforming commercial and industrial concerns within planned residential areas through appropriate zoning amortization procedures.
8. Locate high-density residential uses in close proximity to planned shopping areas.
9. Require public, quasi-public and high-density residential uses to locate where direct access to major streets is available.
10. The County shall ensure that solid waste facility sites (for example, landfills) are protected from the encroachment by sensitive and/or incompatible land uses.
11. The County shall cooperate with all affected school districts to provide the highest quality educational services and school facilities possible.
12. The County shall work with the Kingsburg Area Community Plan 2023 Unified School District in facilitating the location and establishment of new school sites, or expansion of existing sites, as needed.
13. The County shall work with the Kingsburg Area Community Plan 2023 School District to provide safe routes to school.
14. The County will solicit recommendations from all interested public agencies on matters regarding the Kingsburg Area Community Plan 2023.
15. The Kingsburg Area Community Plan 2023 should be reviewed every five years to determine if amendments are appropriate.

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

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

Policies:

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

Objective III: Encourage land uses adjacent to State Route 99 and Road 12 which are consistent with noise impacts.

Policies:

1. Encourage commercial and/or industrial development to locate adjacent to SR 99 where access is appropriate for such development.
2. Require installation of walls, berms or heavy planting along SR 99 in conjunction with any new residential development.
3. Discourage new residential development on vacant lots within areas proposed for commercial and industrial development.
4. Encourage the eventual conversion of existing residential uses within areas proposed for commercial and industrial development to nonresidential uses; except living quarters used in conjunction with a business.
5. Phase-out existing non-conforming commercial and industrial uses within planned residential areas by zoning such areas residential, and by enforcement of local zoning regulations pertaining to illegal

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buildings and uses.

6. The County shall designate and zone sufficient amounts of land to accommodate existing and projected industrial, commercial, residential, and public (e.g., parks and recreational) needs of the community.
7. Provide appropriate buffers between areas set aside for commercial activities and single-family residential uses.

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

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

Objective II: Encourage merger of existing vacant substandard lots within the townsite of Kingsburg Area Community Plan 2023.

Policies:

1. Conduct a study of the Kingsburg Area Community Plan 2023 townsite area to determine the impact of a comprehensive vacant lot merger action and undertake such a merger, if feasible.

**GOAL IV: Coordinate Community Development Decisions with the Kingsburg Area Community Plan.**

Objective I: Ensure that all development can be served by the Kingsburg Area Community Plan during the planning period.

Policies:

1. Coordinate zoning with availability of utilities and community services.
2. Promote commercial and industrial development with wastewater discharge characteristics, which can be accommodated by the Kingsburg Area Community Plan
3. Encourage industries with excessive effluent to pre-treat Kingsburg Area Community Plan 2023 wastewater system.
4. Encourage coordination between developers and the Kingsburg Area Community Plan 2023 throughout the application and development process to prevent time delays and to assure that the Kingsburg Area Community Plan 2023 can accommodate the needs of any proposed development.
5. Before the issuance of any land use permit, the Tulare County Resource Management Agency must receive confirmation from the Kingsburg Area Community Plan 2023 Wastewater Treatment Plant that water and sewer service requirements can be accommodated.

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6. Assist the Kingsburg Area Community Plan 2023 Wastewater Treatment Plant in applications for grant funds to carry out their capital improvement program for providing, maintaining and improving their sewer and water systems to serve new and existing developments, which implement the goals and objectives of this Plan and of the Tulare County General Plan.
7. Prohibit to the extent allowed by law all development from holding, diverting and/or disposing of storm water run-off at locations, or in such a manner, as to cause groundwater recharge contributable to raising the groundwater to an unsafe level in the vicinity of the Kingsburg wastewater treatment facilities.
8. Investigate the necessity of preparing a drainage plan, within five years of adoption of the Community Plan, for diverting and disposing of storm water runoff and excess irrigation water at a location, or locations, where the retention or disposition of such water will not contribute to raising the groundwater level in the vicinity of the Kingsburg Area Community Plan 2023 wastewater treatment facilities.
9. Before the issuance of any land use permit, the Tulare County Economic and Planning Department will require all project applications for new development or redevelopment to include storm water disposal plans in accordance with the recommendations of the Tulare County Public Works Department and Caltrans to prevent runoff flows into the State highway rights-of-way.

## Housing

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

Objective I: Reduce deficiencies in existing housing stock.

## Policies:

1. Through the Housing Element process, Tulare County shall strive to minimize or eliminate blight in Kingsburg Area Community Plan 2023.
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 Kingsburg Area Community Plan 2023.
6. The County will ensure that there are adequate sites and will work with the Kingsburg Area Community Plan and other agencies to ensure that there are adequate public facilities to support future housing needs in the Kingsburg Area Community Plan 2023.
7. The County will work diligently towards the rehabilitation of the housing stock in Kingsburg Area Community Plan 2023.
8. The County will attempt to maintain a balance between owner and renter-occupied housing stock in Kingsburg Area Community Plan 2023.
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.

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Objective II: 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 Kingsburg Area Community Plan 2023.
3. Coordinate residential zoning with availability of utilities and community services.
4. Provide adequate amounts of residential zoning to encourage the housing industry to proceed with construction of residential development in a timely and cost-efficient fashion.

Objective III: Provide a role for mobile homes in satisfying community-housing needs.

Policies:

1. Allow for development of mobile home parks in appropriate locations.
2. Permit mobile homes to be installed on residentially designated lots within the original townsite; however, mobilehomes shall not be allowed to occupy more than 25% of such lots.
3. Discourage mobilehomes on individual lots outside the original townsite, except when necessary for caretaker use in conjunction with commercial and industrial activities.
4. Require skirting or some other type of architectural screening to improve mobilehome appearance and safety.

Economic Base

**GOAL VI: Develop a strong and diversified economy.**

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

Policies:

1. Promote a concentration of industrial and commercial activities within selected areas to allow for cost efficient provision of necessary services and to protect residential neighborhoods.
2. Zone an area for a community shopping center in the northeastern portion of the community to meet local consumer needs.
3. New service commercial uses should be located away from existing or planned residential areas or mitigation measures should be incorporated into the design of the project that will eliminate any undesirable conditions.
4. The County shall encourage industrialization in Kingsburg Area Community Plan 2023, especially industries that provide year-round employment, and which require close or near highway access.
5. Reserve areas with convenient highway access for highway-oriented commercial development, thereby encouraging outside cash flow into the community.

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

Policies:

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

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Objective III: Provide the necessary safeguards to attract quality industrial and commercial development to the community.

Policies:

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

Environmental Quality and Public Safety

**GOAL VII:**

**Preserve and enhance the quality of life for present and future generation of Kingsburg Area Community Plan 2023 citizens.**

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

Policies:

1. Encourage capital improvements (curbs, gutters, streets paving, lighting, etc.) within existing developed areas, which will upgrade the community image and improve safety.
2. The County shall, within its authority, protect the public from danger to life and property caused by fire.
3. The County shall, within its authority, protect the public against crime against people and property.

Objective II: Provide sufficient open space for community recreation needs.

Policies:

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

Objective III: Protect Agricultural Lands:

1. Land within the respective Urban Development Boundary of Kingsburg Area Community Plan 2023, which is designated as residential reserve, commercial reserve, or industrial reserve shall be retained in agricultural use until such time as conversion to urban use (as defined in the Tulare County General Plan) is appropriate. When a rezoning occurs without a general plan amendment, the reserve designation shall be removed from the parcel.
2. The following criteria shall be used to determine when conversion to urban use is appropriate:
  - a. The property is not subject to an agricultural preserve contract;
  - b. Full urban services, schools, and infrastructure sufficient to serve urban development either are available or can be made available; and
  - c. At least 30% of the property boundaries are contiguous on at least one side to existing urban development.
3. Until productive agricultural lands are ready to be developed, they shall be retained in parcels of sufficient size to allow agricultural uses.
4. Agricultural uses outside the UDB shall be protected from conflicting urban uses by aligning the UDB along streets, canals or other man-made or natural features in order to buffer the two uses to the extent possible.
5. The County (and developers) shall carefully coordinate the extension of public water and sewer services in the planning area with the City of Kingsburg, to promote logical and orderly development patterns.
6. New agricultural preserves and contracts shall not be approved for properties within the Kingsburg Area Community Plan.
7. Commercial and residential uses will be required to connect to public services

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provided by the Kingsburg Area Community Plan.

8. 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 2 above.
9. Promote growth along SR 99 for industrial and commercial uses to preserve adjacent agricultural lands consistent with the Corridor Framework Policies in the Tulare County General Plan.

Objective IV: Prohibit to the extent allowed by law activities that will have a significant adverse effect on the environmental quality of Kingsburg Area Community Plan 2023.

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## Policies:

1. Prohibit to the extent allowed by law residential development in excess of seven families per acre, until a sewage collection system is constructed.
2. Require a sufficient lot area for all new residential development to ensure an adequate area for on-site sewage disposal until a sewage collection system is constructed.
3. Prohibit to the extent allowed by law new intensive animal raising operations within the "windshed" area of Kingsburg Area Community Plan 2023.



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## City of Kingsburg General Plan Policies

“The intent of the Kingsburg Area Community (KACP) 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.” The 11 Goals are summarized as follows, specific policies for these Goals can be found in the Draft Update included in Appendix F” of this document, pages 243-249.

- Goal 1: Design and implement a multi-modal transportation system that will serve projected future travel demand, minimize congestion, and address future growth in the KACP Planning area.*
- Goal 2: Provide designated routes and loading standards that reduce the noise and safety concerns associated with truck traffic.*
- Goal 3: Provide safe and convenient pedestrian access between residential neighborhoods, parks, open space, and schools that service those neighborhoods.*
- Goal 4: Ensure the provision of adequate off-street parking for all land uses.*
- Goal 5: Provide a transportation system that is integrated with the region.*
- Goal 6: Encourage the use of public transit services to reduce reliance on the automobile.*
- Goal 7: Provide efficient goods movement*
- Goal 8: Provide safe and convenient facilities for non-motorized modes of transportation that enhance the future livability and character of the KACP.*
- Goal 9: Design, construct, and operate the transportation system in a manner that maintains a High level of environmental quality.*
- Goal 10: Support the use of Transportation Demand Management (TDM) strategies to reduce dependence on the single-occupant vehicle, increase the ability of the existing transportation system to carry more people, and enhance mobility along congested corridors.*
- 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.*

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## General Plan Framework

### Value Statements

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

### Framework Concepts

#### ▪ ***Concept 1: Agriculture***

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

#### ▪ ***Concept 2: Land Use***

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

#### ▪ ***Concept 3: Scenic Landscapes***

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

#### ▪ ***Concept 4: Natural and Cultural Resources***

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

### Guiding Principles

#### ▪ ***Principle 1: Opportunities***

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

#### ▪ ***Principle 2: Reinvestment***

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

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

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

- ***Principle 4: Limit Rural Residential Development***

Strictly limit rural residential development potential in important agricultural areas outside of unincorporated communities, hamlets, and city UDBs, UDBs (i.e., avoid rural residential sprawl).

- ***Principle 5: Agricultural Facilities***

Allow existing and outdated agricultural facilities in rural areas to be retrofitted and used for new agricultural related businesses (including non-agricultural uses) if they provide employment.

- ***Principle 6: Planning Coordination and Cooperation***

Enhance planning coordination and cooperation with the agencies and organizations with land management responsibilities in and adjacent to Tulare County.

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## 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

As County Policies require contiguous development and an orderly extension of services, the recommendation not to amend the location of the existing UDB not only satisfies development suitability requirements, but also provides the requisite area needed to meet forecast land demand in the KACP planning area.

“Affordability problems occur when housing costs become so high in relation to household income. Households that have to pay an excessive proportion of their income for housing or are unable to afford any housing and are homeless are impacted by housing affordability problems. A household is considered to be overpaying (or cost burdened) if it spends more than 30% of its gross income on housing. Severe overpayment occurs when a household spends more than 50% of income on housing. Housing costs depend upon many variables, including the type, size, value and/or location of the housing units, the intended tenure of the unit (whether it is to be occupied by owners or renters), and the inclusion or exclusion of one or more utilities, services, property taxes, insurance, and maintenance.

The 2010 Census indicates that overpayment remains a critical problem for low and moderate-income households, who are disproportionately affected by this burden compared to other households. Data for the unincorporated areas of Tulare County for the Table 3-14 [in the Housing Element] below was calculated using 2010 Census figures for renters from Census Table H73 “Household Income in 1999 by Gross Rent as a %age of Households” and for homeowners from Census Table H97 “Household Income in 1999 by Selected Monthly Owner Costs as a %age of Household Income in 1999”. Household information for the incorporated cities was subtracted from information for the total county to obtain results for the unincorporated area. Households in the unincorporated area of Tulare County that overpay for housing are shown by tenure in Table 3-14 [in the Housing Element].<sup>85</sup>”

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<sup>85</sup> Tulare County Housing Element 2015 Update. Page 3-21. Accessed August 2021 at: <http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/110Part%20I%20Voluntary%20Elements%20Chapters%206,%2012%20and%2015/001CHP%206%20Tulare%20County%20Housing%20Element%20Update%202015/CHP%206%20Tulare%20County%20Housing%20Element%20Update%202015.pdf>

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“In general, overpayment disproportionately affects lower income households, as shown in Table 3-15. While some higher income households may choose to spend greater portions of their income for housing, the cost burden for lower income households reflect choices limited by a lack of sufficient affordable housing opportunities. These households have a higher percentage of housing problems and a greater cost burden than other households. As noted below, the housing cost burden increases as income decreases – 37% of low-income households (with income between 50% and 80% median family income), 61% of very low-income households (with income between 30% and 50%) and 75% of extremely low-income households (with income less than 30% of median family income) spend more than 30% of household income for housing in Tulare County as a whole. Lower income households who are overpaying for housing frequently have insufficient resources for other critical essentials, such as food and medicine. This is a significant hardship for many workers, families and seniors, but also impacts local economies, since money that might otherwise be spent in local stores generating sales tax revenues is being spent on housing.”<sup>86</sup>

2010-2014 American Community Survey (ACS) data shows that the KCAP planning area had a median household income of \$47,639, which is less than 80% of the State median household income of \$61,489. The 2017 ACS data indicates the KCAP planning area had a median household income of \$51,979, which remains less than 80% of the State median household income of \$67,169. Approximately 21.95% of the households in the KCAP planning area spent 29.70%<sup>87</sup> or more of their income on housing, while Tulare County’s was 25.65% and 26.90%; respectively,<sup>88</sup> and the State of California’s was 16.99% and 28.30%; respectively<sup>89</sup>. As such, based on the income data for the KACP, there is a demonstrated need for affordable housing. Lastly, 2010-2014 American Community Survey (ACS) data shows that average household size of owner-occupied units was 2.95<sup>90</sup> for the KACP, 3.22 for Tulare County, and 2.95 for the State of California.<sup>91</sup> 2017 data indicates an average of 3.13 persons per household within Census Blocks 1029, 1033, 1053, 1054, 1056, 1060, 1068, 1074, 1075, and 1075 (versus the 2.73 average household size for the entire KACP planning area and 2.95 from the 2010-2014 ACS).

## Renter Affordability

According to the U.S. Census Bureau, the 2010-2014 American Community Survey data indicated that the cost of rent in CT 000301 was lower than in Tulare County and the State of California, The median rent was \$646<sup>92</sup> in KACP, \$826 in Tulare County and \$1,243 in the State of California, respectively.<sup>93</sup> The percentage of households paying 35% or more of income on housing was 47.2% in Tulare County

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<sup>86</sup> Ibid. 3-21 and 3-22.

<sup>87</sup> USA.com. Census Tract 000301 in Tulare County, California Income and Careers. Accessed December 2021 at: <http://www.usa.com/CA107000301-income-and-careers.html>

<sup>88</sup> USA.com. Tulare County Income and Careers. Accessed December 2021 at: <http://www.usa.com/tulare-county-ca-income-and-careers.htm>

<sup>89</sup> Ibid.

<sup>90</sup> USA.com. Census Tract 000301 in Tulare County, California Housing. Accessed December 2021 at: <http://www.usa.com/CA107000301-population-and-races.html#HouseholdandFamily>.

<sup>91</sup> USA.com. Tulare County Population and Race. Accessed December 2021 at: <http://www.usa.com/tulare-county-ca-population-and-races.htm#HouseholdandFamily>.

<sup>92</sup> USA.com. Census Tract 000301 in Tulare County, California Income and Careers. Accessed December 2021 at: <http://www.usa.com/CA107000301-income-and-careers.html>

<sup>93</sup> USA.com. Tulare County Housing. Accessed December 2021 at: <http://www.usa.com/tulare-county-ca-housing.htm#Gross-Rent>

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and 47.0% in the State of California. However, data could not be located that shows the percentage of rent in relation to household income within the KACP planning area.

As shown on in Table 3-49 of the Tulare County Housing Element 2015 Update, there is no indication of exclusively farmworker housing (2009) within the KACP planning area. Further, throughout the County, “The supply of farmworker housing remains inadequate, largely because area growers only offer limited housing facilities and supportive services to employees. Historically, many migrant agricultural workers resided in farm labor camps throughout the County. However, similar to areas throughout the State, many farm operators have shifted away from hiring their own workers, and instead use farm labor contractors to provide needed agricultural labor, particularly for migrant or seasonal labor. The majority of farm operators is therefore not directly involved with employing their workforce and have also removed themselves from providing housing for the workers. However, it is difficult to quantify this trend because additional housing for up to nine farmworkers is permitted by right in all Tulare County’s AE (Exclusive Agriculture) zones and data on these housing units is limited. Farms that are providing housing for ten or more employees are detailed in the Table 3-49 [of the Housing Element].”<sup>94</sup>

## 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 Kingsburg Area Community Plan 2023.

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 as per the Planning Framework Element of the General Plan, the UDB is a County adopted line dividing land to be developed from land to be protected for agricultural,

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<sup>94</sup> Tulare County Housing Element 2015 Update. Pages 3-57 and 3-58.



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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.

## 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 impact of deteriorating housing, lack of a full range of community services. The following are constraints that were recognized in the preparation of this plan.

### State Route 99

State Route 99 is a major route between cities within the Central Valley. SR 99 is the primary route between the City of Fresno to the North and the City of Bakersfield to the South. State Route 99 traverses the Kingsburg Area Community planning area in a north/south fashion and in effect, have divided the community geographically. Commercial and ag-service uses are located both east and west of SR 99 (along Kern Street/Avenue 396; along Road 12 west of SR 99 and north of Avenue 394/Mehlert St.). Light manufacturing uses are located east of SR 99 along Avenue 392 and south of Avenue 396/Kern Avenue. One light industrial facility (formerly Can-Am Produce) is non-operational.

### Union Pacific Railroad

The Union Pacific Railroad runs parallel to and west of SR 99. Operations along the UP-railroad line are another dominant source of noise in KACP planning area. According to the Tulare County General Plan EIR, there are more than twenty (20) freight train operations per day along the UP-rail line in Tulare County and may occur at any time of day or night. Noise levels are higher at grade crossings due to the warning horn.

### Noise Contours

There are a variety of sources that produce noise in the KACP planning area and include traffic, railroad operations, and agricultural operations. Traffic noise is the most dominant source of ambient noise in the County, according to the Tulare County General Plan EIR (**see Table 25**). State Route 99 runs through the KACP planning area and would be the largest source of traffic noise in the area due to the high volumes of traffic. Noise from SR 99 adversely impacts an area through western portion of the Kingsburg Area Community planning area making properties in close proximity to the highway less desirable for new construction.

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Table 25 Traffic Noise Level Data

Roadway	Location	ADT	% Day	Ldn (dBA) @ 50 ft	Ldn (dBA) @ 100 ft	Distance in Feet to:			
						70 Ldn Contour	65 Ldn Contour	60 Ldn Contour	55 Ldn Contour
SR 99	Ave. 384 to Mendocino Avenue	49,500	81	83.3	78.7	383	825	1778	3830
Source: 2010 Tulare County General Plan 2030 Background Report.									

## Tulare County Economic Development Strategy

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

### Agriculture

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

### Grants

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

### Solar Projects

In Tulare County, there have been 13 Utility Scale Solar Projects that have a capacity of 198 MW. There are nine (9) projects in /under Construction with a capacity of 260 MW. In terms of total solar projects (including Utility Scale, Solar on Dairies, Commercial Solar, and Residential Solar) there have been 1570 projects built those accounts for a capacity of 227.5 MW. The Corridor offers realistic

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potential to locate solar projects closer to the urban areas and outside of the direct line-of-sight viewshed of the Highway 99 Corridor. **Table 26** provides a summary of solar development in Tulare County.

**Table 26 Solar Development in Tulare County**

Utility Scale Solar Projects		
Phase of Construction	No. of Permits	Total Capacity (MW)
Under Review	2	740
Pre-construction/Under Construction	2	90
Constructed	24	388
<b>Total</b>	<b>28</b>	<b>1218</b>
Solar Projects on Dairies		
Phase of Construction	No. of Permits	Total Capacity (MW)
Under Review	2	2.16
Pre-construction/Under Construction	9	8.30
Constructed	61	47.63
<b>Total</b>	<b>72</b>	<b>58.09</b>
Other Commercial Solar Projects		
Phase of Construction	No. of Permits	Total Capacity (MW)
Under Review	1	0.06
Pre-construction/Under Construction	16	6.46
Constructed	265	73.56
<b>Total</b>	<b>282</b>	<b>80.08</b>
Anaerobic Digesters		
Phase of Construction	No. of Permits	Total Capacity (MW)
Under Review	2	
Pre-construction/Under Construction	52	
Constructed	12	
<b>Total</b>	<b>66</b>	
Residential Solar Projects (based on 7 kw/sfd average)		
Phase of Construction	No. of Permits	Total Capacity (MW)
Under Review	16	0.26
Pre-construction/Under Construction	147	2.24
Constructed	3174	24.14
<b>Total</b>	<b>3337</b>	<b>26.64</b>
Solar Project Totals		

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Utility Scale Solar Projects		
Phase of Construction	No. of Permits	Total Capacity (MW)
Under Review	23	742.48
Pre-construction/Under Construction	226	124.00
Constructed	3536	533.33
<b>Total</b>	<b>3785</b>	<b>1399.81</b>

## Reducing Barriers to Economic Development

### California Competes

“The California Competes Tax Credit is an income tax credit available to businesses that want to locate in California or stay and grow in California. Tax credit agreements will be negotiated by GO-Biz and approved by a newly created “California Competes Tax Credit Committee,” consisting of the State Treasurer, the Director of the Department of Finance, the Director of GO-Biz, one appointee from the Senate, and one appointee from the Assembly.”<sup>95</sup>

“The California Competes Tax Credit only applies to state income tax owed to the Franchise Tax Board. The credit is non-refundable, and in the case where the credit allowed exceeds tax owed, the excess may be carried over to reduce the tax in the following year, and the succeeding five years, if necessary, until exhausted.”<sup>96</sup>

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

- The number of jobs the business will create or retain in this state.
- The compensation paid or proposed to be paid by the business to its employees, including wages and fringe benefits.
- The amount of investment in this state by the business.
- The extent of unemployment or poverty where the business is located.
- The incentives available to the business in this state, including incentives from the state, local government, and other entities.
- The incentives available to business in other states.
- The duration of the business’ proposed project and the duration the business commits to remain in this state.
- The overall economic impact in this state of the business.
- The strategic importance of business to the state, region, or locality.
- The opportunity for future growth and expansion in this state by the business.
- The extent to which the anticipated benefit to the state exceeds the projected benefit to the business from the tax credit.”<sup>97</sup>

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<sup>95</sup> California Competes Tax Credit FAQ

<sup>96</sup> Ibid.

<sup>97</sup> Ibid.

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

- \$30 million in fiscal year 2013/14.
- \$150 million in fiscal year 2014/15.
- \$200 million in each fiscal year 2015/16 through 2017-18.”<sup>98</sup>

“...25 percent of the total credits available each year is expressly reserved for small businesses (gross receipts of less than \$2 million during the previous taxable year).”<sup>99</sup>

## 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.

### Home Occupation Regulations

Encouraging small-scale entrepreneurship is one way to foster economic development. Although some home occupations are allowed by right, these home occupations have regulations which limit the type and scope of allowed businesses. By reducing some of these regulations, we can eliminate a few barriers to small-scale entrepreneurship. The following are proposed changes to the Zoning Ordinance.

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<sup>98</sup> Ibid.

<sup>99</sup> Ibid.

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## Eliminate:

- Section 15.A.7.a.6 “No one other than residents of the dwelling shall be employed in the conduct of a home occupation.”
- Section 15.A.7.b.6 “No one other than residents of the dwelling shall be employed in the conduct of a home occupation.”
- Section 15.A.7.c.5 “A rural home occupation shall be limited in employment to residents of the property and not more than one (1) additional person.”

## Replace with:

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

## Add:

All home occupations located within the Kingsburg Area Community Plan 2023 UDB will not require a use permit.

## Health Care

Health care is important for economic development as businesses need healthy employees. The nearest medical offices are located in the Cities of Kingsburg, Visalia, and Dinuba.

## Marketing Strategy

### Place

In terms of real estate, location is a major factor (influence) in the development and expansion of businesses. There is one locational advantage in KACP planning area to State Route 99 and industrial clusters. These locational advantages are discussed below.

- *Access to Highway 99:* There is one primary freeway entry and exit point which provides convenient access and/or egress to SR 99.
- *Quality of Life:* It is possible to increase the desirability of visiting and living in Kingsburg Area. With physical improvements, the quality of life can be improved. There are a number of potential projects that can improve the quality of life in the Kingsburg Area. New recreational facilities and aesthetic improvements have most the visible effect on the quality of life as the perception of these improvements project change and image enhancements. Physical improvements could include the following:
  1. Streetscape improvements could include sidewalks, curbs, gutters, bus lanes, and improved transit services.





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## Price

New businesses consider the price of land and/or rent in their formation of business plan. The cost of the land and/or the cost of rent for commercial and/or industrial uses provide an estimate of the cost of development.

## Product

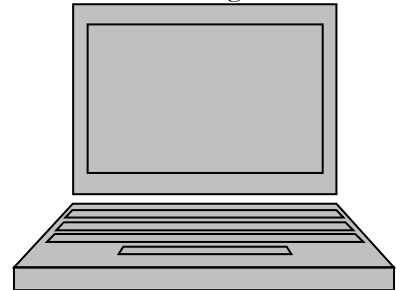
The products to be marketed in the Kingsburg Area are vacant land and available buildings.

- *Vacant Land:* Staff has prepared a vacant parcel inventory which identifies vacant parcels of various sizes and various zoning districts
- *Available Buildings:* There are limited opportunities to use buildings for commercial or industrial uses. When individual spaces become available, it would behoove a property owner to coordinate with a real estate agent to lease out each space.
- *Inventory:* The Tulare County Economic Development Department is reaching out to local real estate brokers to develop a parcels availability database. In addition, the County will be providing links from its Economic Development Webpage to individual broker webpages which can serve to advertise the availability, location, size, etc., of parcels.

## Promotion

Promotion of KACP and properties in the KACP is a continual need for effective economic development. The following tasks can be used to promote the Kingsburg Area Community Plan 2023.

- *Companies to Target:* As KACP is a small community along the SR 99 corridor, economic development should be focused on enhancing existing assets. Based on the existing businesses, the County of Tulare should target the following types of businesses:
  1. Agricultural Food Packing
  2. Cold Storage
  3. Food Processing (Dairy-related products such as milk, ice cream, yogurt, butter, etc.)
  4. Distribution Centers
- *Online Presence:* Content is one of the most important aspects of an online presence. The amount of content provides relevancy and usefulness. The following could be done to improve the County of Tulare's online presence:
  1. Constantly improve (and keep current) the Economic Development website
  2. Additional information about Tulare County could be added to this website. Pictures from Tech Fair Photo Contest are available for use by Tulare County Departments.
  3. Write and submit articles for trade magazines and bloggers.
  4. Develop a Tulare County Economic Development Blog.
  5. In addition to social media sites Facebook and Twitter, Tulare County's Economic Development Department could utilize other Social Media sites such as Instagram, Youtube, Flickr, etc.



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- *Brochures:* Brochures provide specific and relevant information. Brochures should be designed for the following.
  1. Specific Site Handouts brochures with the following information: APN, address, size, price, contact information, pictures of site, and pictures of the neighborhood, zoning designation, and a location map.
  2. A Food Production Industry Cluster brochure with the following information: a list of available properties, pictures of the area, prices of land, highlights of the Agricultural Industry in Tulare County.
  3. A Solar/Alternative Energy Industry Cluster brochure with the following information: a list of available properties, pictures of the area, prices of land, highlights of the Solar/Alternative Energy Industry in Tulare County.
  4. A brochure that lists the real estate brokers in Tulare County. This brochure should include contact information such as name, address, phone and email.
- *Advertising:* Tulare County's Economic Development Department and the KACP planning area can be advertised in targeted trade journals. These trade journals could include:
  1. California Leagues of Food Processors
  2. Food Manufacturing Magazine
  3. Food Processing Magazine
  4. Food Business News Magazine
  5. Logistics Business Magazine
  6. Food and Beverage Packing Magazine
  7. Packing World
  8. Packing Digest
- *Events:* Conferences and other events are excellent venues for networking. The Kingsburg Area could be promoted at the following conferences.
  1. World Ag Expo
  2. Food Shows
- *Videos:* Promotional videos could be available online and displayed at conferences.
  1. Powerpoint presentation video of pictures and statistics.
  2. Videos of movies filmed in Tulare County.

## Development Suitability Analysis

The purpose of a development suitability analysis is to determine the areas of the community and surrounding vicinity, which could most appropriately accommodate new growth. It is a means of identifying areas free of development constraints and areas in which improvements must be made before urban only to determine the location of the Kingsburg Area Community Plan 2023 Urban Development Boundary, but development can be allowed. This development suitability analysis will be used not also to help establish land use patterns for the community's future growth.

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

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

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

It is recommended, based on the Market Analysis, Opportunities and Constraints analysis as contained above the existing configuration of the Urban Development Boundary, as adopted is appropriate and reflective of the development suitability criteria contained above, except to include the Kingsburg Area Community Plan and surrounding areas consistent with the Sphere of Influence for the City of Kingsburg Sewer and Water Systems.

## Proposed Planning Areas

### Policy Plan

This chapter of the Kingsburg Area Community Plan 2023 prescribes the policy framework, which will govern the development of the community over the term of the planning period (through the year 2030). It includes text, which sets out explicit policy statements about the quality, character, and manner in which development in the community will take place.

The plan, although long range in scope, is to be used on a day-to-day basis to guide the decisions of County staff, the Planning Commission, and the Board of Supervisors as they affect community development. Further, it will provide residents and property owners in the community with direction and guidelines regarding the evolution and growth of their town and its resources. In addition, 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,

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background discussion of relevant issues is included, policies are stated, and implementation programs and activities are outlined.

## General Plan Consistency

### Policy Relationship to the General Plan

The Kingsburg Area Community Plan 2023 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 Kingsburg Area Community Plan 2023 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 Kingsburg Area Community Plan 2023.

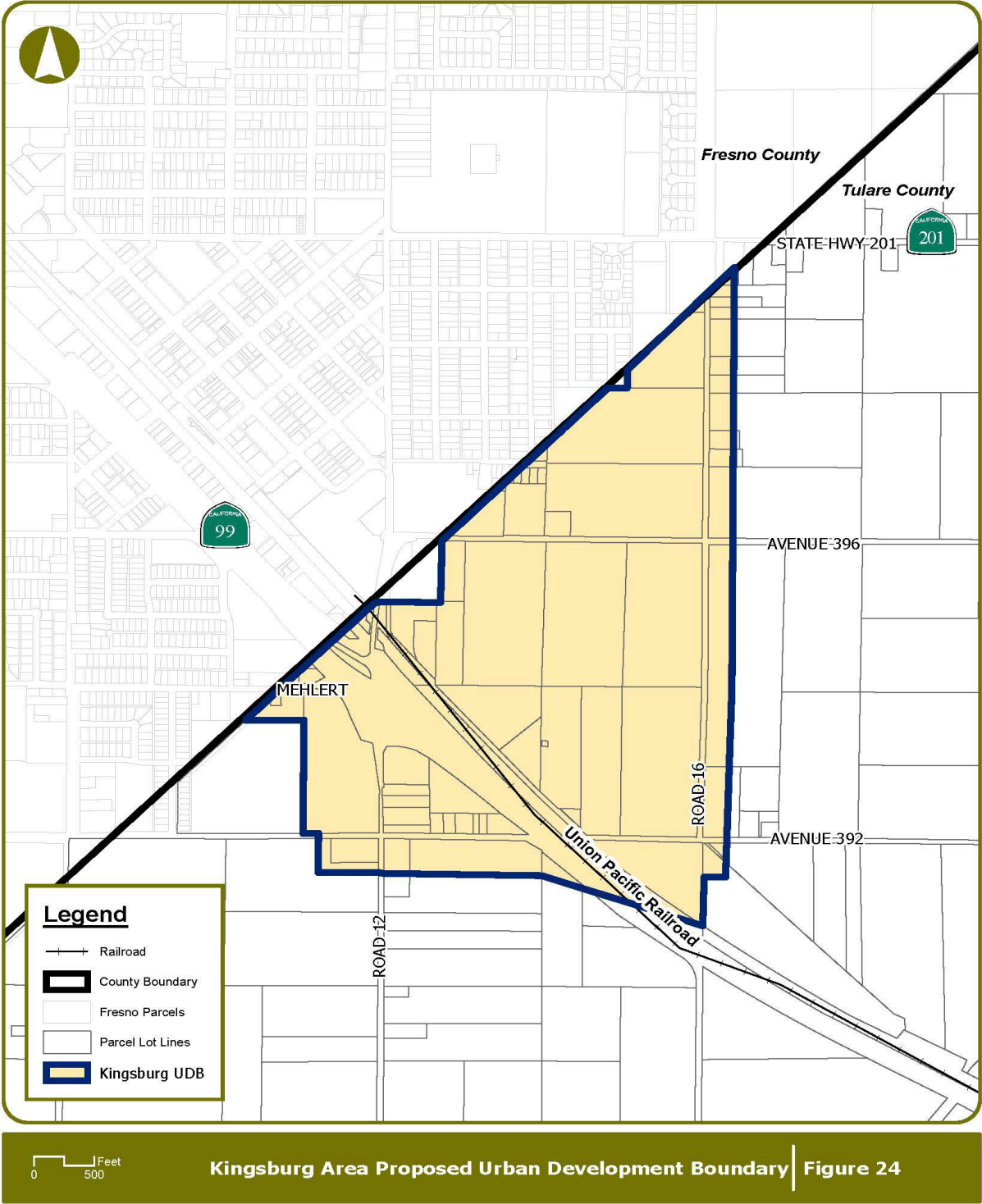
Also applicable to Kingsburg Area Community Plan 2023, and governing all future development in the community, are the other elements (e.g., Planning Framework, Environmental Resources Management, Air Quality, Health and Safety, Transportation and Circulation, etc.) of the Tulare County General Plan. In instances where the policies and/or standards of the Kingsburg Area Community Plan 2023 are more specific or more restrictive than those in other elements of the general plan, the community plan shall take precedence and prevail.

### Proposed Urban Development Boundary

The KACP proposes 76.81-acre expansion to the existing Urban Development Boundary (UDB), amendments to land use and zoning designations. As such, the proposed Community Plan Update will expand the existing 286.4-acre UDB (**see Figure 24**) by approximately 26.81%, for a total UDB area of approximately 363.21 acres.

# Draft Kingsburg Area Community Plan 2023

Figure 24 Proposed Urban Development Boundary



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## Land Use Plan

One of the most important purposes of the KACP is to establish land use patterns and development 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 KACP is to identify the most appropriate types of distribution of land uses for the community, based on environmental, circulation, infrastructure, services, opportunities and constraints, urban development boundary suitability analysis and other economic capabilities and concerns discussed in the chapters of this Plan.

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

## Land Use Plan

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

## Proposed Land Use Plan

As suggested above and based on the forecasted growth and the recommended Urban Development boundary, on the economic Development/Market Analysis and Opportunities and Constraints analysis, the proposed land use plan (**see Table 27 and Figure 25**). As illustrated in this proposed land use diagram, future urban development of the community will be concentrated on State Highway 99, Road 12, and Avenue 392. The land use plan for the community provides for substantial expansion of other commercial development along State Highway 99, Road 12, and Avenue 392; 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.

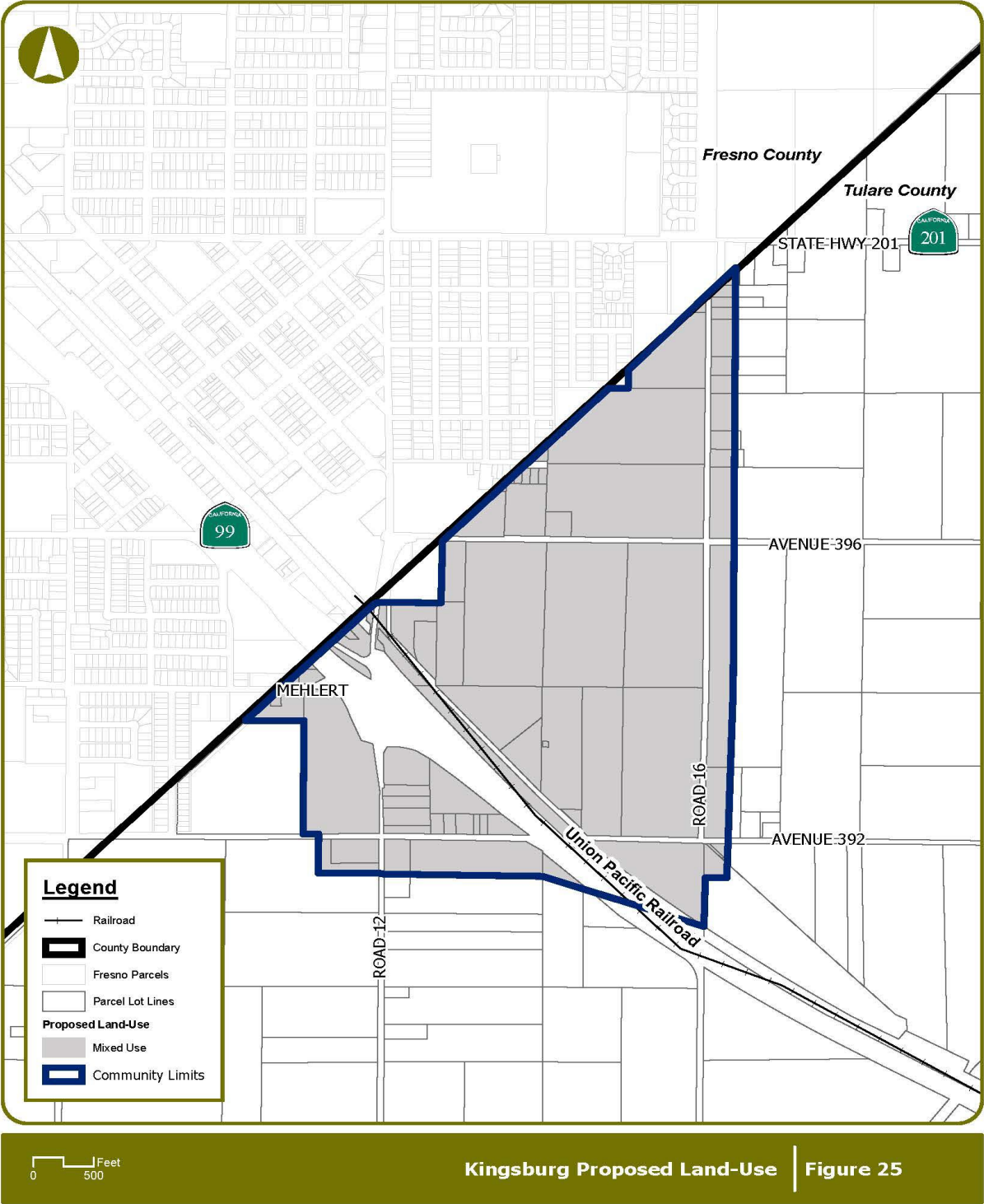
**Table 27 Proposed Land Use Designations**

<b>Land Use</b>	<b>Sum Acres</b>
Mixed-Use	363.21
<b>Total</b>	<b>363.21</b>



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Figure 25 Proposed Kingsburg Area Land Use Map



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## Proposed Zoning Districts

The Kingsburg Area Community Plan 2023 will implement the Tulare County General Plan, and increase the probability of receiving grant funding for the community. The Proposed Rezoning Maps contemplate both increases in Economic Development and compliance with the General Plan. The Tulare County General Plan was updated in 2012 with land use and policies changes that are inconsistent with the existing land use designations and zoning classifications (districts) within the KACP Urban Development Boundary. The proposed land uses and alternative land use patterns were based on (i) expansion to the Urban Development Boundary; (ii) their impacts to the environment; (iii) to improve economic development opportunities in the KACP planning area; and (iv) to be consistent with the General Plan and the Study Area Boundary.

## Proposed Zoning Districts

The Project will expand the KACP UDB by approximately 76.81 acres resulting in an increase of approximately 363.21 acres within the updated KACP planning area. The proposed Zoning Districts Map for the KACP is required to be compatible to the Land Use Map outlined in the General Plan. Zoning changes that need to occur to allow the General Plan and Zoning Ordinance to be in conformity with each other are shown in **Table 28** and demonstrated in **Figure 26**.

**Table 28 Proposed Zoning District**

<b>Zoning Districts</b>	<b>Acres</b>
A-1	33.19
AE-20	2.04
Anderson Village Specific Plan	51.52
C-2	1.14
C-3	26.98
M-1	37.93
M-1-MU	110.37
P-O	3.70
R-A	61.16
R-1	6.07
R-1-MU	29.06
<b>Total</b>	<b>363.21</b>
<b>Source: Tulare County GIS</b>	



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## Proposed Zoning Districts

The **MU (Mixed Use) Overlay Combining** Zone allows a mix of uses that promotes flexibility in the types of entitlements that can be issued. All uses outlined in the M-1, C-3, C-2, C-1, R-1, R-2, and R-3 uses are allowed.

The **RA (Rural Residential)** Zone allows single family dwellings and farming uses.

The **R-1 (One Family)** Zone allows one-family dwellings units of a permanent character placed in permanent locations and one-family manufactured homes installed on a foundation system pursuant to Section 18551 of the California Health and Safety Code which comply with Subsection G of this Section. Private garages to accommodate not more than three (3) cars.

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

The **R-3 (Multiple-Family)** Zone is any use permitted in the R-2 Two-Family Zone. Multiple dwellings; provided, however, that if more than four (4) dwelling units are proposed to be constructed on one (1) lot, the construction of such units shall be subject to approval of a site plan pursuant to the procedure set forth in Paragraph 1 of Subsection G of Section 16.2 of this Ordinance.

The **C-1 (Neighborhood Commercial)** Zone is intended for retail stores and personal service businesses, which are appropriately located in close proximity to residential areas, while minimizing the undesirable impact of such uses in the neighborhoods, which they serve.

The **C-1-MU (Neighborhood Commercial Mixed-Use Overlay)** Zone is intended for retail stores and personal service businesses, which are appropriately located in close proximity to residential areas, while minimizing the undesirable impact of such uses in the neighborhoods, which they serve. The MU overlay combining zone allows a mixed use that promotes flexibility in the types of entitlements that can be issued.

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

The **C-3 (Service Commercial)** Zone is intended for wholesale establishments and establishments engaged in repairing and servicing equipment, materials and products, but which do not involve the manufacturing, assembling, packaging, or processing of articles of merchandise for distribution and retail sales.

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

The **M-1-MU (Light Manufacturing Mixed-Use Overlay)** Zone is intended for establishments engaged in the manufacturing, assembling, packaging, treatment, and processing of products other



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than those which may be obnoxious or offensive by reason of emission of odor, dust, smoke, gas, noise, or other similar causes. The MU overlay combining zone allows mixed uses that promotes flexibility in the types of entitlements that can be issued.

The **PO (Professional and Administrative Office)** Zone is any use permitted in the R-3, Multiple-Family Zone. Apothecary (limited to the sale of pharmaceuticals, medical and hygienic supplies and packaged confections). Clinic, dental or medical. Laboratory, dental or medical. Museum. Mortuary. Business and Professional office. Optician. Optometrist. Parking Lot: no servicing, repair, dismantling or commercial freight handling will be permitted. Post Office. Telephone exchange. Incidental and accessory structures and uses located on the same site with and necessary for the operation of a permitted use.

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

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

**Mixed-Use** allows for a variety of development projects. By allowing potential developers, businesses, etc., within and outside of the KACP planning area to respond to market forces, more opportunities are created for economic development and job development.

The **A-1 (Agricultural)** Zone is to ensure that areas zoned A-1 develop in a manner consistent with the General Plan and the public health, safety, and general welfare, and to prevent the introduction of incompatible commercial, manufacturing, subdivision, and other urban uses into predominantly agricultural areas of the County.

The **AE-20 (Exclusive Agricultural Zone 20 Acre Minimum)** The AE-20 Zone is an exclusive zone for intensive and extensive agricultural uses and for those uses, which are a necessary and integral part of intensive and extensive agricultural operations.

## Circulation Element

The purpose of this Circulation Element Update for the Kingsburg Area Community Plan 2023 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

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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 Kingsburg Area Community Plan 2023, 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 Kingsburg Area Community Plan 2023 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 was last updated and adopted in July 2018<sup>100</sup>. The 2018 RTP is the second iteration in response to state legislation (SB 375) that requires that the RTP show reductions in greenhouse gas emissions from passenger vehicles (the 2014 RTP was the first iteration). 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. TCAG is in the process of updating the 2018 RTP with a 2023 version anticipated for completion in 2023.

### 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-

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<sup>100</sup> TCAG. RTP Checklist for MPOs. Accessed July 2021 at: <https://tularecog.org/tcag/planning/rtp/rtp-20181/rtp-checklist/>



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year duration of the Measure. Measure R funds are used by the County in Kingsburg Area Community Plan 2023 to repair streets, and to improve the existing and planned transportation system.

## Intelligent Transportation Systems (ITS) Planning

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

## Existing Circulation and Traffic Conditions

### Street and Highway System

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

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

**State Highways** (which may be freeways, expressways or conventional highways) – Connect regional destinations and generally pass through several jurisdictions. Traffic carrying capacity is maintained through access control at two-mile or more intervals, with shorter intervals between access points permitted in large urban areas.

State Route (SR) 99 is the principle state highway serving the Kingsburg Community. SR 99 primarily exists as a divided six-lane. The State Route runs north to south along California. The posted speed limit is generally 70 mph throughout the community. According to Caltrans’ website, the average annual daily traffic (AADT) along SR 99 in the study area was approximately 68,000 in 2021.

### State Route 201

State Route 201 runs west–east in Fresno and Tulare Counties. The route covers just over 25 miles and is located solely in District 6. SR 201 was constructed in 1939 and reconstructed in 1974. There is a break in the route where it meets SR 63 and picks up again at Avenue 384 and continues to head east. State Route 201 is located north of the Kingsburg Area Community planning area.

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

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- Road 12/Mendocino Ave serves an Arterial in the study area.

**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. Avenues 392/Clarkson Avenue, Avenue 394/Mehlert Street and Avenue 396/Kern Street are classified as collector streets in the study area.

**Local Streets** Provide for direct access to abutting properties and for very localized traffic movements within residential, commercial and industrial areas.

Due to the predominantly large parcels, absence of smaller parcels, and absence of residential or commercial subdivisions, there are currently no local streets within the KACP planning area.

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

## Road Capacity and Level of Service (LOS)

LOS is categorized by two parameters, uninterrupted flow and interrupted flow. Uninterrupted flow facilities have no fixed elements, such as traffic signals, that cause interruptions in traffic flow (e.g., freeways, highways, and controlled access, some rural roads). Interrupted flow facilities have fixed elements that cause an interruption in the flow of traffic such as stop signs and signalized intersections. The definitions and measurements used for determining level of service in interrupted and uninterrupted conditions are shown in **Tables 29 and 30**.

In Tulare County, General Plan Policy **TC – 1.16 County Level of Service (LOS) Standards** states; “The County shall strive to develop and manage its roadway system (both segments and intersections) to meet a LOS of “D” or better in accordance with the LOS definitions established by the Highway Capacity Manual.”<sup>101</sup>

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<sup>101</sup> Tulare County General Plan 2030 Update, Part 1 – Goals and Policies Report. Page 13-7.

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**Table 29 Uninterrupted Traffic Flow Facilities**

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

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**Table 30 Interrupted Traffic Flow Facilities**

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

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## Regulatory Setting

### ***Federal Agencies & Regulations***

#### Federal Aviation Regulations

None of that applies to the proposed Project.

### ***State Agencies & Regulations***

#### Caltrans: Transportation Concept Reports

Caltrans has prepared a number concept reports for State Routes, Interstate Routes, and U.S. Routes for each of its California Districts. Tulare County is located in Caltrans District 6. As the KACP planning area is adjacent to SR 99, the Concept Report that indirectly applies to the proposed Project includes SR 99.

#### Caltrans Guide for the Preparation of Traffic Impact Studies

“The California Department of Transportation (Caltrans) has developed this "Guide for the Preparation of Traffic Impact Studies" in response to a survey of cities and counties in California. The purpose of that survey was to improve the Caltrans local development review process (also known as the Intergovernmental Review/California Environmental Quality Act or IGR/CEQA process). The survey indicated that approximately 30 percent of the respondents were not aware of what Caltrans required in a traffic impact study (TIS).”<sup>102</sup>

### ***Local Policy & Regulations***

#### Tulare County Transportation Control Measures (TCM)

“Transportation Control Measures (TCM) are designed to reduce vehicle miles traveled, vehicle idling, and/or traffic congestion in order to reduce vehicle emissions. Currently, Tulare County is a nonattainment region under the Federal Clean Air Act (CAA) and the California Clean Air Act (CCAA). Both of these acts require implementation of TCMs. These TCMs for Tulare County are as follows:

- Rideshare Programs;
- Park and Ride Lots;
- Alternate Work Schedules;
- Bicycle Facilities;
- Public Transit;
- Traffic Flow Improvement; and
- Passenger Rail and Support Facilities.”<sup>103</sup>

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<sup>102</sup> Caltrans Guide for the Preparation of Traffic Studies. Page ii. Accessed April 2023 at: <https://nacto.org/docs/usdg/guide-preparation-traffic-impact-studies-caltrans.pdf>

<sup>103</sup> Tulare County 2030 General Plan Recirculated Draft Environmental Impact Report. Page 3.2-2.

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## Public Transportation

While the private automobile is the dominant mode of travel within Kingsburg Community Plan, as it is throughout Tulare County, other modes of transportation are important. The latest available data from American Community Survey (ACS) conducted in year 2019 indicates that that about 87 percent of commuters drive alone to work, while 13 percent use other means: 6 percent carpool or vanpool, 0 percent used public transportation and 3 percent worked at home. The Census bureau does not collect data on non-work trips, which represent a greater share of travel than work trips but tend to be less concentrated in peak traffic periods. Off-peak trips also tend to have a greater proportion of shared ride and active (walk and bike) trips.

Although congestion is not a major issue in Kingsburg, overreliance on automobiles creates other costs for both society and households and means that many in the communities 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 bicycling and walking. The public transit system alternatives for Kingsburg include fixed route public transit systems, common bus carriers, and other local agency transit and paratransit services.

The intra-city operation is provided by Kingsburg Transit. The closest Greyhound intercity bus stop to Kingsburg is in Goshen (in Tulare County), approximately 12 miles south of Kingsburg.

## Tulare County Area Transit (TCaT)

TCaT has been providing rural route service between various cities and towns in Tulare County since 1981. TCaT retains MV Transportation to provide all of its transit services, which includes fixed route and demand responsive services for inter-city and intra-city service in many small communities throughout the County. TCaT is the most extensive transit system in Tulare County and connects with Dinuba Area Regional Transit (DART), Visalia City Coach (VCC), Tulare InterModal Express (TIME), Porterville City Operated Local Transit (COLT), Kings Area Rural Transit (KART), Kern Regional Transit, Orange Belt and Greyhound bus. TCaT provides reliable and convenient public transit service between cities and within many small communities throughout Tulare County. Fixed route service is offered every day. Demand-response Dial-A-Ride is offered Monday through Friday. The nearest fixed route service area is in the unincorporated community of Traver approximately five (5) miles south of the Project site. Traver is part of Route 50 (Dinuba-London-Traver-Delft Colony Route). Although fixed-route service is not available within the proposed Project site, demand responsive (Dial-A-Ride) service is available to transport General fare riders to the nearest route. Also, TCaT provides a summary of how their fixed route service is available in their “Catching a Ride” information, to wit; For your safety we recommend catching the bus at designated bus stops. You may board or leave the bus at any point along the route where the driver can make a safe stop. Wave or flag down the bus at a safe pullout location. For your convenience, you may call a day in advance to let us know you will be waiting for the bus somewhere other than a bus stop. To provide a reasonable accommodation, TCaT provides Americans Disability Act (ADA)-eligible riders curb-to-curb or door-to-door service when service is requested a day to fourteen days in advance; if scheduling can accommodate, same day service is also available.



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## AMTRAK

The Hanford AMTRAK station, located 13 miles southwest in Kings County, is the closest station to Kingsburg providing passenger rail service; the Fresno Amtrak station is 23 miles to the northwest. The San Joaquin Joint Powers Authority (SJJPA) is comprised of ten agencies including TCAG. They currently oversee the operation of six trains daily serving each of these stations. Service is provided to points north including San Francisco and Sacramento and to points south including Bakersfield and Los Angeles.

## High Speed Rail

The California High-Speed Rail Authority (HSRA) has determined that high-speed rail is technically, environmentally and economically feasible once constructed, and would be operationally self-sufficient. The Authority's purpose is to fund and construct the high-speed rail system throughout California. The proposed service would serve new stations in Fresno and Kings Counties near Tulare.

## Aviation

Airports near Kingsburg Community is Fresno Yosemite International Airport (FAT), 23 miles northwest of Kingsburg, is the principal passenger airfreight airport in the central San Joaquin Valley. Visalia Municipal Airport is located 20 miles southeast of Kingsburg.

## Alternative Transportation

### Bicycle Pedestrian Facilities

Investment in bikeways provides an inexpensive environment-friendly transportation opportunity. Bicycling is considered an effective alternative mode of transportation that can help to improve air quality and reduce the number of vehicles traveling along existing highways, especially within the cities and unincorporated communities. Pedestrian facilities include sidewalks, walkways, crosswalks, signals, lighting, and benches, among other items. Where such facilities exist, people will be much more likely to make shorter trips by walking rather than by vehicle. Pedestrian facilities serving the school and recreational facilities enhance the safety of those who choose to walk to and from these destinations. Other than recently constructed sidewalks as part of the Summerlyn subdivision project, there are currently no pedestrian or bicycle facilities within the KACP Planning Area.

### Multiuse Trails

Multiuse trails are facilities that can be used by bicycles, pedestrians, equestrians, and other recreational users. There are neither currently existing nor planned multiuse trails in the KACP planning area.

### Bicycle and Pedestrian Paths

Investment in bikeways provides an inexpensive environment-friendly transportation opportunity. Bicycling is considered an effective alternative mode of transportation that can help to improve air quality and reduce the number of vehicles traveling along existing highways, especially within the cities and unincorporated communities. Pedestrian facilities include sidewalks, walkways, crosswalks, signals, lighting, and benches, among other items. Where such facilities exist, people will be much

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more likely to make shorter trips by walking rather than by vehicle. Pedestrian facilities serving the school and recreational facilities enhance the safety of those who choose to walk to and from these destinations. Other than recently constructed sidewalks as part of the Summerlyn subdivision project, there are currently no pedestrian or bicycle facilities within the KACP planning area.

## Designated Truck Routes

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. The KACP includes a policy that would, “Designate truck routes for use by heavy commercial and industrial traffic. Initially, designated truck routes shall only be Clarkson [Drive] to accommodate industries adjacent to this roadway.

## Paratransit Service

Paratransit Services are transportation services such as carpooling, vanpooling, taxi service, and dial-a-ride programs. The County supports reliable and efficient paratransit service by encouraging development of service systems that satisfy the transit needs of the elderly and physically handicapped.

## Park-and-Ride Lots

Park-and-Ride lots provide places for people to meet up and carpool to areas outside of the Community. A Park and Ride facility could also provide a compressed natural gas refueling station. As the Community’s population grows and given the large number of commuters, a park-and-ride location would be best sited near the edges of the Community along State Route 99.

## Tulare County Association of Governments (TCAG)

“The Regional Transportation Plan is a long-range plan that every Metropolitan Planning Organization (MPO) is required to complete. The plan is meant to provide a long-range, fiscally constrained guide for the future of Tulare County’s transportation system. The long-range plan extends to the year 2042 in its scope. The plan accomplishes its goals by forecasting future growth, identifying regional priorities, and planning for infrastructure improvements. This plan is required to include four elements; those elements include: the policy element, the sustainable community element, the action element and the financial element. These elements have been mandated by law, but do not keep MPOs from including more elements to their plan depending on local characteristics. Tulare County’s 2018 RTP/SCS also includes chapters on goods movement and valley wide characteristics in addition to the required plan elements. The RTP/SCS is not the only plan in effect dealing with transportation issues but is the holistic plan that integrates more specific plans into a larger framework for the county.”<sup>104</sup> The Tulare County Association of Government has prepared the 2018 Regional Transportation Plan; however, no projects are proposed within the KACP planning area.

## Tulare County General Plan Policies

The Tulare County General Plan has a number of policies that apply to projects within the County of

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<sup>104</sup> TCAG 2018 RTP and SCS. Executive Summary. PDF page 3. Accessed July 2021 at: <https://tularecog.org/tcag/planning/rtp/rtp-20181/executive-summary/>

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Tulare. General Plan policies that relate to the proposed Project are listed below.

**LU-7.3 Friendly Streets** - The County shall encourage new streets within UDBs to be designed and constructed to not only accommodate traffic, but also serve as comfortable pedestrian and cyclist environments. These should include, but not be limited to:

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

**LU-7.4 Streetscape Continuity** - The County shall ensure that streetscape elements (e.g., street signs, trees, and furniture) maintain visual continuity and follow a common image for each community.

**LU-7.6 Screening** - The County shall require landscaping to adequately screen new industrial uses to minimize visual impacts.

**TC-1.13 Land Dedication for Roadways and Other Travel Modes** - As required by the adopted County Improvement Standards, the County shall require, where warranted, an irrevocable offer of dedication to the right-of-way for roadways and other travel modes, as part of the development review process.

**TC-1.14 Roadway Facilities** - As part of the development review process, new development shall be conditioned to fund, through impact fees, tonnage fees, and/or other mechanism, the construction and maintenance of roadway facilities impacted by the project. As projects or locations warrant, construction or payment of pro-rata fees for planned road facilities may also be required as a condition of approval.

**TC-1.15 Traffic Impact Study** - The County shall require an analysis of traffic impacts for land development projects that may generate increased traffic on County roads. Typically, applicants for projects generating over 100 peak hour trips per day or where LOS “D” or worse occurs, will be required to prepare and submit this study. The traffic impact study will include impacts from all vehicles, including truck traffic.

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

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**TC-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-5.8 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.

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

## Complete Streets

### Complete Street Goals

The purpose of the RMA Complete Streets Policy is to create a comprehensive and uniform Complete Streets vision and policy for Tulare County. This will allow the implementing entities to incorporate Complete Streets guidelines and standards into both development and redevelopment actions. The County's goals are:

### Goals, Policies, and Standards

The intent of the KACP 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 KACP.*

#### **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

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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.***

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## Policies and Standards:

1. Designate truck routes for use by heavy commercial and industrial traffic. Initially, designated truck routes shall be:
  - Clarkson Avenue (Avenue 392)
2. Design interior street systems for commercial and industrial subdivisions to accommodate the movement of heavy trucks.
3. 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 Kingsburg 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 Kingsburg Transit, TCaT and private bus operators to ensure that pedestrian facilities are provided along and/or near transit routes, whenever feasible. New land



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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, Kingsburg'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 Kingsburg where all transit services can connect with each other as well as with private ride sharing.
  - b) Encourage and provide for ridesharing, park and ride, and other programs that can reduce emissions, save energy, and reduce monetary costs for firms and workers.
2. Planning and development of arterial and collector streets shall include design features which can be used as future public transit stops.
3. Support the expansion and improvement of transit systems and ride sharing programs to reduce the production of automobile emissions.

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4. Support the use of alternate fuel vehicles and fueling stations for public transit vehicles, and County public agency vehicles.
5. Support Kingsburg Transit, TCaT and other transit operators' programs to foster transit usage.
6. Work with Kingsburg Transit to look for ways to reinstate the previous bus routes through KACP.
7. Support all operators' 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 KACP.
11. Support continued improvements to AMTRAK rail passenger service within Tulare County and throughout the San Joaquin Valley.

## ***Goal 8: 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 9: Provide safe and convenient facilities for non-motorized modes of transportation that enhance the future livability and character of KACP.***

### **Policies and Standards:**

1. Consider developing a Bikeway plan for KACP 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.

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- d) Bikeway. All facilities that explicitly provide for bicycle travel. The bikeway can be anything from a separate facility to a simple sign street.
- 2. Give priority to bikeways that will serve the highest concentration of cyclists and destination areas of highest demand.
- 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 10:**      *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 KACP.

**Goal 11:**      *Support the use of Transportation Demand Management (TDM) strategies to reduce dependence on the single-occupant vehicle, increase the ability of the existing transportation system to carry more people, and enhance mobility along congested corridors.*

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## **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 12:**      *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
  - Tulare County's transportation network will be supported through a variety of feasible transportation choices, which allows for sustainable growth.
  - The livability of neighborhoods and commercial centers located along the County's transportation corridors will be enhanced by a safe and inviting pedestrian environment.
  - The design of multimodal roadway facilities will not compromise the needs of larger vehicles such as transit vehicles, fire trucks and freight delivery trucks.
  - Inclusion of Complete Streets design elements will allow for design flexibility on different street functions and neighborhood contexts.
  - Inclusion of Complete Streets design elements will improve the integration of land use and transportation, while encouraging economic revitalization through infrastructure improvements.

## **Complete Streets Objectives**

- To create an integrated and connected transportation network that supports transportation choices and sustainable growth.
- To ensure that all transportation modes are accommodated to the extent possible in all public roadway facilities in the County.
- To develop and use the latest design standards and guidelines in the design of Complete Streets.
- To provide flexibility in the implementation of this policy so that streets chosen for implementation of Complete Streets elements can be developed to fit within the context of their principal purpose and surroundings without compromising the safety of users and needs of larger vehicles.

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## Tulare County General Plan Policies

The Tulare County General Plan Update (2030) in complying with AB 1358 calls for four Complete Streets related principles including:

**Principle 1: County-wide Collaboration** - Support countywide transportation plans that provide choices in travel modes.

**Principle 2: Connectivity** - Emphasize connectivity among cities, communities, and hamlets to ensure County residents have access to jobs and services.

**Principle 3: Community Circulation** - Anticipate and provide transit, traffic, and roadway connections that support the interconnectivity of all communities.

**Principle 4: Pedestrian and Bicycle Facilities** - Plan for the development and expansion of pedestrian paths and bicycle facilities that provide residents with alternative modes of travel. These principles are expressed mainly in following policies including:

- TC-1.6 Intermodal Connectivity
- TC-1.7 Intermodal Freight Villages
- TC-5.1 Bicycle/Pedestrian Trail System
- TC-5.2 Non-motorized Modes in Planning and Development

## Implementation Strategy

The purpose of this chapter is to prescribe a proposed approach to implement the general plan recommendations contained in chapters I through IV of the Kingsburg Area Community Plan 2023. There are several components that comprise the Kingsburg Area Community Plan 2023 implementation strategy:

- Zoning Code Changes
- Complete Streets
- Infrastructure

### Zoning District Changes

As part of this Implementation Program for the Community Plan for Kingsburg Area Community Plan 2023, there are a variety of changes to existing zoning districts. These changes are described below.

### Revise Chapter 16 of the Zoning Code

Zoning Code to limit the uses that require a Use Permit. As part of the Economic Development Strategy, use permit requirements are streamlined to allow for uses to be developed without discretionary review. That is, proposed uses will not have to undergo an approval process that

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involves a decision-making action by the Tulare County Planning Commission or Board of Supervisors. Project design features and Administrative approval will serve as the mechanism to allow (regulate) land uses, activities, densities, and other conditions typically applied through the special use permit process.

## Elimination of SR Combining Zone

The SR combining zone requires site plan review for most uses in the combining zone. This alternative would eliminate the SR combining zone designation in the community of Kingsburg Area Community Plan 2023. The elimination of the SR combining zone would only affect commercial zoning districts, C-3-SR and M-1-SR. This zone change would only affect approximately two (2) parcels in the C-3-SR and one (1) parcel in the M-1-SR within Kingsburg Area Community Plan 2023 and as such, elimination of this combining zone would not have a noticeable effect on KACP planning area.

## Mixed Use Overlay District

This alternative involves the creation of a Mixed-Use Zoning Designation for the Community of Kingsburg Area Community Plan 2023 (see **Attachments A-2 and A-3**).

## Zoning Map

The current Zoning Map for Kingsburg Area Community Plan 2023 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 Kingsburg Area Community Plan 2023 proposed zoning. In addition, there are a number of parcels that need to be rezoned to adhere to the airport land use plan.



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## **Attachments**

- A-1 Use Permit Requirement Changes (Zone Change Text)
- A-2 Mixed Use Overlay District (Zone Change Text)
- A-3 Development Standards (Mixed Use Zoning Districts)
- A-4 General Plan Land Use and Zoning Consistency Matrix
- A-5 Funding Sources
- A-6 Public Outreach

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**Attachment A-1 Use Permit Requirement Changes**

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

### H. Permitted Uses

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

Uses that have an environmental effect on adjacent properties or necessitate mitigation measures through the California Environmental Quality Act will be required to apply for a PRC and a traditional use permit and legislative process through the County. These uses may have environmental or land use issues that may not be compatible with adjacent uses. These impacts may include but are not limited to; hours of operation (nighttime), 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 whether the use is by right or must go through the traditional use permit process. The following uses and zones shall be considered:

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



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

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Bookbinding. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1, R-3	C-3, M-1
Book or stationary store. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1, R-3	C-1, C-2, C-3, M-1
Business and professional schools and colleges. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Business, professional and trade schools and colleges. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Catering Shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Ceramic shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Christmas tree sales lots as a temporary use.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Church. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Clothes cleaning and pressing establishment. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Clothing and costume rental. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Confectionery store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Conservatory of Music. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Contractor's Storage Yards.	CO, C-1, C-2, C-3, M-1, AP	
Dairy products store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Department store Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Digesters	M-1	
Drug store or pharmacy. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Dry goods or notions store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Electric appliance stores and repairs Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Expansion, Alteration or Replacement of non-conforming buildings and uses. Structure < 10,000 sq. ft.	CO, C-1, C-2, M-1, R-1, R-2, R-3, R-A	
Family Day Care Home, Large (Up to CA State maximum).	CO, C-1, C-2, R-1, R-2, R-3, RA	
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Family Day Care Home, small.	CO, C-1, C-2, R-1, R-2, R-3, RA	R-1, R-2 R-3, C-1, C-2, C-3, M-1
Feed and seed stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, AP	C-3, M-1

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Fire Station.	CO, C-1, C-2, C-3, M-1, AP	
Firewood sales yard.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Florist shop. Structure < 10,000 sq. ft.	CO, C-1, C-2, M-1, R-1, R-2, R-3, RA	C-1, C-2, C-3, M-1
Furniture store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Furniture warehouses for storing personal household goods, provided ground floor front is devoted to stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Gasoline filling station. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Gift, novelty or souvenir. Structure < 10,000 sq. ft.	CO, C-1, C-2, M-1, R-2, R-3, RA	C-2, C-3, M-1
Glass shop, retail, excluding major service activities. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-2, C-3, M-1
Grocery store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Grocery store, fruit store or supermarket. Structure < 10,000 sq. ft.	C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Gunsmith shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Hobby and art supply store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Hospital, sanitarium and nursing home. Structure < 10,000 sq. ft.	C-1, C-2, C-3, M-1, PO	
Household and office equipment and machinery repair shops. Structure < 10,000 sq. ft.	C-2, C-3, M-1, PO	C-3, M-1
Household appliance stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Ice storage house of not more than 5-ton storage capacity.	CO, C-1, C-2, C-3, M-1, AP	
Incidental manufacturing, processing and treatment of products. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-2, C-3, M-1
Interior decorating store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Jail or correctional (public facilities only).	C-2, C-3, M-1, M-2	
Jewelry store, including clock and watch repair. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Laundry. 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	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1

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residential/School Site.		
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Locksmiths. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Massage or physiotherapy establishment Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Meat market or delicatessen store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Medical and orthopedic appliance stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, PO	C-2, C-3, M-1
Medical laboratory. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, PO	C-2, C-3, M-1
Memorial building, theatre, auditorium. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-3	
Micro-brewery. Structure < 10,000 sq. ft. *Allowed in C-1 and C-2 in conjunction with a restaurant.	M-1, M-2, C-3,*C-2, *C-1	M-2
Mini warehouses. Structure < 10,000 sq. ft.	C-2, C-3, M-1, AP	C-3, M-1
Mobilehome for use by caretaker or night watchman.	CO, C-1, C-2, C-3, M-1	O, C-2, C-3, M-1
Motorcycle sales and service. Structure < 10,000 sq. ft.	C-2, C-3	C-3, M-1
Musical instrument repair shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Name plates. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-3	R-3, C-1, C-2, C-3, M-1
Nursery school. Structure < 10,000 sq. ft.	CO, C-1, C-2, M-1, R-1, R-2, RA, R-3, R-A	
Office, business or professional. Structure < 10,000 sq. ft.	CO, C-1, C-2, M-1, R-1, R-2, R-3, PO	C-1, C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Opticians and optometrist's 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

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Picture framing shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Plumbing fixtures for retail sales. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Plumbing shops. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Police station.	O, CO, C-1, C-2, C-3, M-1, M-2	
Post Office.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, PO	O, C-1, C-2, C-3, M-1
Pressing establishments. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Printing, lithography, engraving. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Private club, fraternity, sorority and lodge. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Private greenhouses and horticultural collections. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A	R-1, R-2 R-3, C-1, C-2, C-3, M-1
Public library.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A	R-3, C-1, C-2, C-3, M-1
Public Park or playground.	O, MR, CO, C-1, C-2, C-3, M-1, M-2 R-1, R-2, R-3, R-A, AP	
Public utility structure.	CO, C-1, C-2, C-3, M-1, MR, RO, R-1, R-2, R-3, R-A, PO, O, AP	
Radio and television broadcasting studios. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Radio and television repair shops. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Radio, microwave and television towers (Over 75 feet or within 2 miles of an airport).	C-2, C-3, M-1, M-2	
Real Estate Offices. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A	
Recreation center. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Repairing and altering of wearing apparel. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Resort Structure. < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Restaurant. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Restaurant, tearoom or cafe. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A	C-1, C-2, C-3, M-1
Retail office equipment sales. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1

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Retail sales of sporting goods, boats, boat motors, boat trailers, trailer coaches and their repair, rental and storage. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1	
Retail stores and offices incidental to and located on the site of a hotel, motel, resort, restaurant or guest ranch. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1	
Rug and carpet cleaning and dyeing. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Satellite antenna sales. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Satellite television antennas.	CO, C-1, C-2, C-3, M-1	
School, private.	CO, C-1, C-2, C-3, M-1, PO	
School, public.	CO, C-1, C-2, C-3, M-1, PO	
Scientific instrument stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Secondhand stores, pawn shops and thrift shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Shoe repair shop. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Shoe store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Sign painting shops. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Small appliance sales and service. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Soda fountains. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Sporting goods store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Stamp and coin stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Storage of petroleum products for use on the premises.	CO, C-1, C-2, C-3, M-1	
Studios (except motion picture). Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Tinsmith Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-2, C-3, M-1
Tire sales (no retreading or recapping). Structure < 10,000 sq. ft.	C-2, C-3	C-2, C-3, M-1
Tobacco and cigar stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Tourist Court. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Toy store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Trailer and recreation vehicle sales, service and rentals. Structure < 10,000 sq. ft.	C-2, C-3, M-1, M-2, AP	C-3, M-1
Travel agencies. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1



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Variety store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Video machine and tape sales/rental. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Warehouses except for the storage of fuel or flammable liquids and explosives. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Watch and clock repair shop. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Wedding chapel. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1

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## **Attachment A- 2 Mixed Use Overlay Districts**

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

The following regulations shall apply in the community of Kingsburg Area Community Plan 2023, 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 Kingsburg Area Community Plan 2023.
- 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 Kingsburg Area Community Plan 2023.

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

All conditional uses allowed in these zoning districts shall also be allowed by right with exception of the following combination of uses: All uses shall not be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the

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

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neighborhood, or to the general welfare of the county. All uses shall limit impacts related to smoke, fumes, dust, gas, noise, odor, vibrations and other hazards to be considered an allowed use without the need for a special use permit. All allowed uses are subject to the determination of appropriateness by the Director of Planning.

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

## DEVELOPMENT

1. Height: No building or structure hereafter erected or structurally altered shall exceed six (6) stories or seventy-five (75) feet to uppermost part of roof.
2. Front Yard: 0 Feet
3. Side Yard: Where a lot abuts upon the side of a lot in any "R" Zone (R-A, R-O, R-1, R-2 and R-3), there shall be a side yard of not less than five (5) feet. Where a reversed corner lot rears upon a lot in any "R" Zone, the side yard on the street side of the reversed corner lot shall be not less than fifty (50) percent of the front yard required on the lots in the rear of such corner lot. In all other cases, a side yard for a commercial building shall not be required.
4. Rear Yard: Where a lot abuts upon the rear of a lot in any "R" Zone (R-A, R-O, R-1, R-2 and R-3), there shall be a rear yard of not less than fifteen (15) feet. In all other cases, a rear yard for a commercial building shall not be required.
5. Lot Area: The minimum lot area shall be ten thousand (10,000) square feet; provided, however, that where a lot has less area than herein required and was of record at the time this paragraph became effective, said lot may be occupied by not more than one (1) main building subject to the provisions of this Section.
6. Floor Area Ratio: The maximum Floor Area Ratio is 2. The Floor Area Ratio is the amount of square feet of all structure allowed on a parcel based on parcel size.
7. Distance between structures: The minimum distance between structures is 10 feet.
8. Parking: Off-street parking and loading shall be required in conformance with Section 15.
9. Fences, Walls, and Screening: Where the side or rear lot line of a site adjoins or is located across an alley from any "R" Zone (R-A, R-O, R-1, R-2, and R-3), there shall be a solid wall, fence or equivalent landscaping screening at least six (6) feet in height located along the common lot line, except in the required front or side yard. Open storage of materials and equipment shall be permitted only within an area surrounded and screened by a solid wall or fence or compact evergreen hedge (with solid gates where necessary), not less than six (6) feet



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in height, provided that no materials shall be stored to a height greater than that of the wall, fence, or hedge. Fulfillment of the requirement of this paragraph shall not be required for buildings and uses which were established in accordance with all applicable buildings and zoning regulations and which were existing in a commercial or manufacturing zone on the effective date of this paragraph, until such time as a permit or other grant of approval for expansion, alteration or development of property is approved by Tulare County.

All other Development Standards are outlined in the Community Plan for Kingsburg Area Community Plan 2023. Conformance to development standards is required for all development; however, the Planning Director, Planning Commission, or Board of Supervisors may provide exemptions to particular development standards when deemed appropriate.

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## **Attachment A- 3 Development Standards (Mixed Use Zoning Districts)**

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## A-3 Development Standards (Mixed Use Zoning District)

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To promote Economic Development within the Kingsburg Area Community Plan 2023 Urban Development Boundary, a Mixed-Use Overlay zoning district is being established to allow for flexibility in the allowed uses within Kingsburg Area Community Plan 2023. 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 Kingsburg Area Community Plan 2023 Urban Development Boundary, a Mixed-Use Overlay zoning district is being established to allow for flexibility in the allowed uses within Kingsburg Area Community Plan 2023. 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 the first floor commercial should have a minimum ceiling height of 12 feet.

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

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

A-7 Blank walls on ground floor facades adjacent to public sidewalks, public rights-of-

way, and public spaces are prohibited.

A-8 Ground floor window openings should range between fifty (50) to eighty (80) percent of the ground floor façade adjacent to sidewalks 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,

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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 landforms) to ensure an appropriate transition from ground to wall plane.

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

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

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

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

A-17 Exposed structural elements (beams, trusses, frames, rafters, etc.) are acceptable when appropriately designed to complement the over design of the façade.

A-18 Tilt-up buildings should incorporate decorative trim, recessed/projecting panels, recessed windows/doors, accent materials, and varied roof height to increase visual interest.

A-19 New buildings located at the corner of the block may be more massive in scale than adjacent buildings to better define the street intersection.

A-20 Corner buildings should have a strong relationship to the corner of the intersection by incorporating a unique architectural element or detail at the corner, such as a tower or primary building entrance.

A-21 Corner buildings should present equally important facades of similar appearance on both streets.

A-22 Articulate side and rear facades in a manner compatible with the design of the front façade. Avoid large blank wall surfaces on side and rear facades, which are visible from public areas. In these locations, display windows, store entrances, and upper windows are encouraged. When this is not feasible, consider the use of ornaments, 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.

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

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

## **ROOFS AND AWNINGS**

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

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

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

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

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.



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

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

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

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

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

SP-8 To the extent feasible and practicable, parcels should share access driveways to minimize curb cuts and traffic congestion.

SP-9 Cul-de-sacs are inappropriate except when a freeway, railroad, or canal prevents connectivity.

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

## **LANDSCAPING**

LA-1 Projects should provide, and maintain, landscape 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

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boxes should be screened from view or incorporated into the architecture of the building.

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

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

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

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

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

LA-14 Parking lot run-off should be routed through turf or other landscaping.

LA-15 Parking lots located adjacent to the sidewalks or rights-of-way should be screened to a height of thirty-six (36) inches above the grade with landscaping and/or low high-quality fencing.

## **REFUSE AND STORAGE AREAS**

R-1 Trash storage must be enclosed within

or adjacent to the main structure or located within separate freestanding enclosures.

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

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

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

## **LIGHTING**

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

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

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

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

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

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

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## **WALLS AND FENCES**

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

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

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

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

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

WF-6 Walls and fences should be designed in such a manner as to create an attractive appearance to the street and to complement the architecture of the industrial park.

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

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

WF-9 Inordinately long walls or fences should be broken up by landscaping, pilasters, offsets in the alignment of the wall or fence, and/or changes in materials and colors.

WF-10 Chain link fences should not be visible from streets.

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

## **STREETSCAPE**

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

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

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

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

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

## **SIGNAGE**

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

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

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

SI-4 For commercial uses, the primary wall sign should be in the space above a storefront and visibly oriented towards the street.

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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.

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SI-18 The following signs are strictly prohibited:

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

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

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

SI-21 Freestanding, ground-mounted and monument signs should be not less than one (1) foot behind a property line or designated right-of-way for vehicular and pedestrian traffic, but in no case should be more than ten (10) feet behind a sidewalk and ten (10) feet from any vehicular entrance or driveway. These signs should not interfere with the safety of vehicular traffic entering or exiting the premises.

SI-22 The maximum height of monument signs should be five (5) feet above the top of concrete curb.

SI-23 One freestanding or monument sign with a maximum of thirty-two (32) square feet of display area should be allowed on each street frontage of more than fifty (50) feet. Where two (2) or more freestanding or monument

signs are allowed on a single street frontage, one freestanding or monument sign with a maximum of fifty (50) square feet of display area may be used in lieu of several signs on the same frontage.

SI-24 All gateway signs should have a consistent character and style.

SI-25 A hierarchy of gateway signs should be established to differentiate between major and minor gateway entrances.

SI-26 Major gateway signs should be designed as visually prominent towers, monuments, or street spanning arches.

SI-27 Minor gateway signs should be visible to automobile traffic, but also be low enough to be visible to pedestrian traffic.

## **SERVICE STATIONS AND CAR WASHES**

SS-1 Service and carwash bays should not face residential properties or the public street. The visibility of service bays and carwash opening should be minimized.

SS-2 Gas pump canopies should be ancillary to the main building structure. The retail market/office building segment of the facility should be oriented along the street frontage, whenever possible.

SS-3 All structures on the site (including kiosks, carwash buildings, gas pump columns, etc.) should be architecturally consistent and related to an overall architectural theme.

SS-4 Canopy light fixtures should be recessed into the canopy.

SS-5 Outdoor equipment, such as vent risers and clean air separators, should be screened

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either with an enclosure or if site configuration topography permits, away from street view, screened with landscaping or located at a grade differential.

SS-6 Site-specific architectural design contextual to surroundings is strongly encouraged. Designs based solely on corporate or franchise models are strongly discouraged.

## **AUTO REPAIR SERVICES**

AR-1 Building design should be stylistically consistent, and compatible with surrounding buildings through use of similar scale, materials, colors, and/or detailing.

AR-2 Building materials should have the appearance of substance and permanency; lightweight metal or other temporary appearing structures are discouraged.

AR-3 Vehicle drop-off areas should be provided to prevent vehicle overflow to adjacent streets.

## **CONTRACTOR, BUILDING SUPPLY, OR LANDSCAPING YARDS**

BS-1 The main office or building should be located along the street frontage to screen outdoor sales and minimize the visibility of storage of materials and vehicles.

BS-2 Customer parking should be provided close to the building and not interspersed in the yard.

BS-3 All outdoor contractor vehicle storage areas should be enclosed with a screen of sufficient height and constructed with durable and high-quality materials that are compatible with the building and site.

## **CONSUMER STORAGE FACILITIES**

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

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

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

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

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

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

## **SPECIAL CONDITIONS**

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

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

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consistent with, or more effective than, those required by the Valley Air District.

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

SC-5 The project should not create noticeable vibrations.



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**Attachment A- 4 General Plan Land Use and Zoning Consistency Matrix**

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Attachment A-4 General Plan Land Use and Zoning Consistency Matrix

Tulare County Zoning Districts General Plan Land Use Designations	R-A	R-1	R-2	R-3	C-1	C-2	C-3	M-1	M-2	AE-20	AE-40	O	CO	PO
Low Density Residential														
Low-Medium Density Residential														
Medium Density Residential														
Medium-High Density Residential														
General Commercial														
Community Commercial														
Planned Community Area														
Light Industrial														
Public/Quasi Public														

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**Attachment A- 5 Funding Source**



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## ***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 KACP Community 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 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.

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## ***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.

### ***Congestion Mitigation Air Quality (CMAQ) Tulare County Association of Governments (TCAG) Funds***

The CMAQ funds are allocated through the 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.

### ***California Department Block Grant (CDBG)***

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

### ***Choice Neighborhoods***

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

### ***California Department of Water Resources Prop 50 (Contaminant Removal)***

Funds are available to disadvantage communities for developing UV or Ozone systems to disinfect drinking water or to set up pilot/demonstration sites.

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## ***Drought Response Funding California State Water Resources Control Board (SWRCB)***

The Governor and Legislature have directed Department of Water Resource 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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## Attachment A- 6 Public Outreach

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# Draft Kingsburg Area Community Plan 2023

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## Appendices

Appendix A: Planning Commission Resolutions

Appendix B: Board of Supervisors Resolution

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## Appendix A: Planning Commission Resolutions

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**Appendix B: Board of Supervisors Resolution**

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