



City of Kingsburg

1401 Draper Street, Kingsburg, CA 93631-1908
Phone (559)897-5821 Fax (559)897-5568

Mayor Michelle Roman
Mayor Pro Tem Laura North
Council Member Sherman Dix
Council Member Jewel Hurtado
Council Member Vince Palomar

City Manager Alexander J. Henderson

AGENDA

KINGSBURG CITY COUNCIL and the PLANNING COMMISSION WORKSHOP

VIA TELECONFERENCE PURSUANT TO EXECUTIVE ORDER N-29-20 ISSUED BY GOVERNOR GAVIN NEWSOM. THE COUNCIL CHAMBER WILL BE CLOSED TO THE PUBLIC. PUBLIC WILL HAVE THE OPTION TO CALL 1 (559) 207-3003 PASSCODE 5821 TO PROVIDE COMMENTS ON AGENDA ITEMS. WRITTEN COMMENTS WILL CONTINUE TO BE SUBMITTED BY MAIL OR EMAIL TO APALSGAARD@CITYOFKINGSBURG-CA.GOV. THE CUT OFF FOR WRITTEN COMMENTS IS 8/27/2020 at 4:30pm. THEY WILL NOT BE READ OUT LOUD.

**August 27, 2020
5:30 pm**

5:30 P.M. KINGSBURG CITY COUNCIL AND PLANNING COMMISSION WORKSHOP

- I. Call to order and roll call –**
- II. Public Comments –** Any person may directly address the Council at this time on any item on the agenda, or on any item that is within the subject matter jurisdiction of the Council. A maximum of five minutes is allowed for each speaker.
- III. Kingsburg Area Community Plan in Tulare County-** Presentations by City and Tulare County staff.
- IV. Adjourn Kingsburg City Council and the Planning Commission Workshop**

Any writings or documents provided to a majority of the City Council regarding any item on this agenda will be made available for public inspection at City Hall, in the City Clerk's office, during normal business hours. In addition, such writings and documents may be posted on the City's website at www.cityofkingsburg-ca.gov.



VIRTUAL PUBLIC OUTREACH MEETING

Thursday, August 27th 2020 @ 5:30 p.m.

THE COUNTY OF TULARE AND THE CITY OF KINGSBURG INVITE YOU TO PARTICIPATE IN A VIRTUAL PUBLIC OUTREACH MEETING TO DISCUSS GENERAL PLAN AMENDMENT NO. GPA 20-001 FOR THE KINGSBURG AREA COMMUNITY PLAN, TO UPDATE THE TULARE COUNTY GENERAL PLAN ON THURSDAY, AUGUST 27, 2020, AT 5:30 P.M.

THIS WORKSHOP WILL BE HELD VIA TELECONFERENCE PURSUANT TO EXECUTIVE ORDER N-29-20 ISSUED BY GOVERNOR GAVIN NEWSOM. THE COUNCIL CHAMBER WILL BE CLOSED TO THE PUBLIC. PUBLIC WILL HAVE THE OPTION TO CALL [1 \(559\) 207-3003](tel:15592073003) PASSCODE 5821 TO PROVIDE COMMENTS ON AGENDA ITEMS. WRITTEN COMMENTS CAN BE SUBMITTED BY EMAIL TO APALSGAARD@CITYOFKINGSBURG-CA.GOV. THE CUT OFF FOR WRITTEN COMMENTS IS 8/27/2020 at 4:30pm. THEY WILL NOT BE READ OUT LOUD. THE WORKSHOP WILL ALSO BE LIVE STREAMED AT THE CITY OF KINGSBURG'S FACEBOOK PAGE AT THE LINK BELOW:

<https://www.facebook.com/cityofkingsburg>

AT THE VIRTUAL MEETING, A POWERPOINT WILL BE PRESENTED AND THE COUNTY / CITY STAFF WILL BE PARTICIPATING IN RECEIVING FEEDBACK. NO ACTION IS ANTICIPATED. QUESTIONS OR COMMENTS CONTACT SUSAN SIMON AT 559-624-7126 OR (SPANISH) JOSE SAENZ 559-624-7102.

THE POWERPOINT PRESENTATION CAN BE FOUND AT THE COUNTY OF TULARE WEBSITE LINK BELOW:

<https://tularecounty.ca.gov/rma/index.cfm/planning-building/community-plans/updated-community-plans/kingsburg-area-community-plan/>

Kingsburg Area Community Plan



Plan Framework

California State Law

Planning Principles

**Tulare County General Plan
Policies**

Analysis and Recommendations

One Major Purpose

1. Guide Future Decision Making

Two Primary Documents

1. Kingsburg Area Community Plan
2. Environmental Impact Report (EIR)

Three Primary Components

1. Urban Development Boundary
2. Land Use and Circulation
3. Policies to guide future decision making



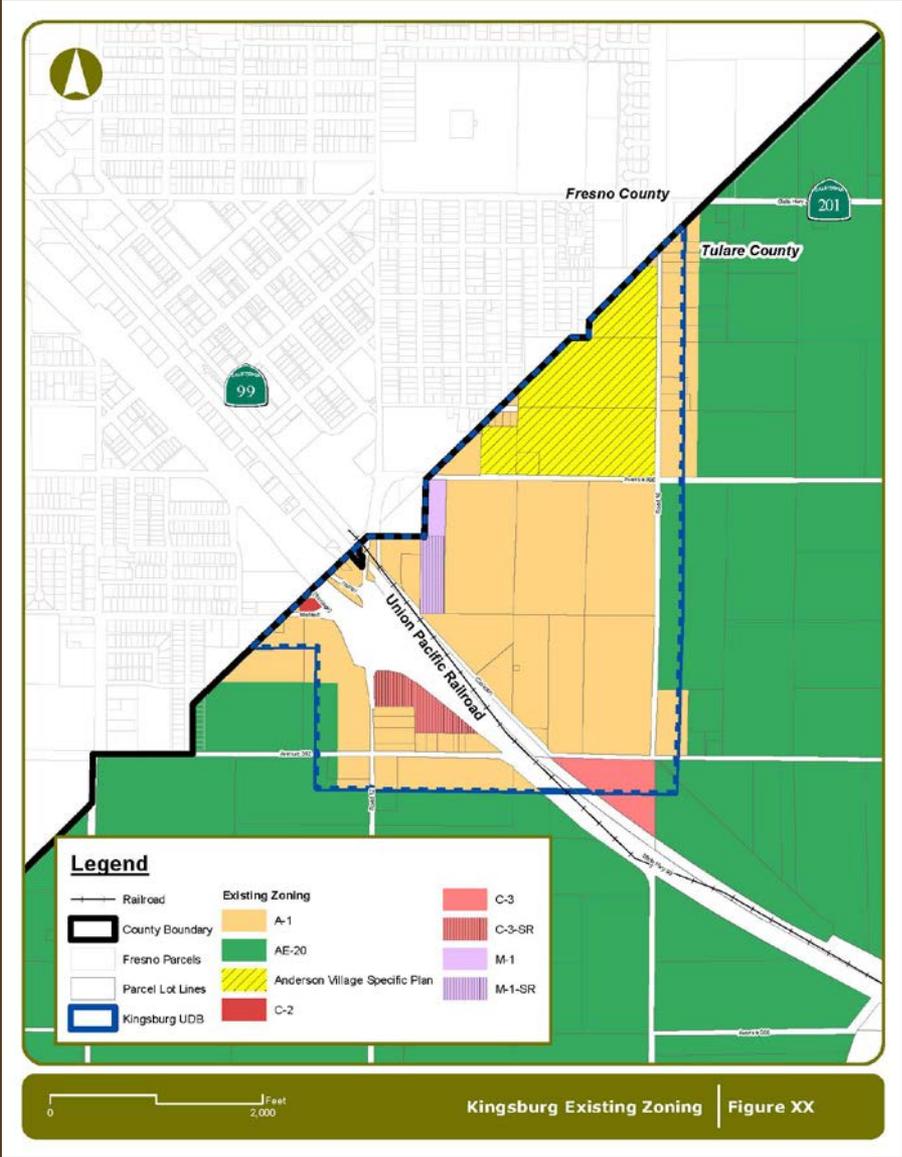
KINGSBURG AREA EXISTING URBAN DEVELOPMENT BOUNDARY



KINGSBURG AREA EXISTING LAND USE MAP



KINGSBURG AREA EXISTING ZONING DISTRICTS MAP



Tulare County General Plan Update Guiding Policies



2. Planning Framework

PF-1

To provide a planning framework that promotes the viability of communities, hamlets, and cities while protecting the agricultural, open space, scenic, cultural, historic, and natural resource heritage of the County [*New Goal*].

PF-2

To provide a realistic planning area around each unincorporated community that clearly delineates the boundaries of each community and provides a framework for economic development, the provision of public services, and an outstanding quality of life [*Urban Boundaries Element; Goal 3, Goal 1UB.C*][*Urban Boundaries Element Amendment (88-01); 1988, Modified*].

PF-2.4 Community Plans The County shall ensure that community plans are prepared, updated, and maintained for each of the communities.

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



10. Health and Safety

HS-1

To protect County residents and visitors from injury and damage resulting from natural catastrophes, man-made events, and hazardous conditions *[New Goal based on Five County Seismic Safety Element (1974); Goals 1, 2, 3, 6, 9, 12 & 13. Pg. 11].*

Health and Safety for all Neighborhoods

HS-9

To support healthy lifestyles among residents of Tulare County through the built environment and land use decisions that play an important role in shaping the pattern of community development, in either promoting or discouraging good health for its citizens *[New Goal].*



14. Public Facilities and Services

PFS-1

To establish and maintain acceptable levels of service, minimize costs, and provide criteria for determining the location, capacity, and timing of existing and future public facilities and services *[New Goal]*.

Adequate Quantity and Quality of Public Services

Achieving General Plan Goals

- Increasing uses by right
- Creating flexibility for uses through mixed use overlays

KINGSBURG AREA CENSUS BLOCK MAP



AMERICAN
FactFinder



Kingsburg Block Group 1, Census

Legend:

Your Selections

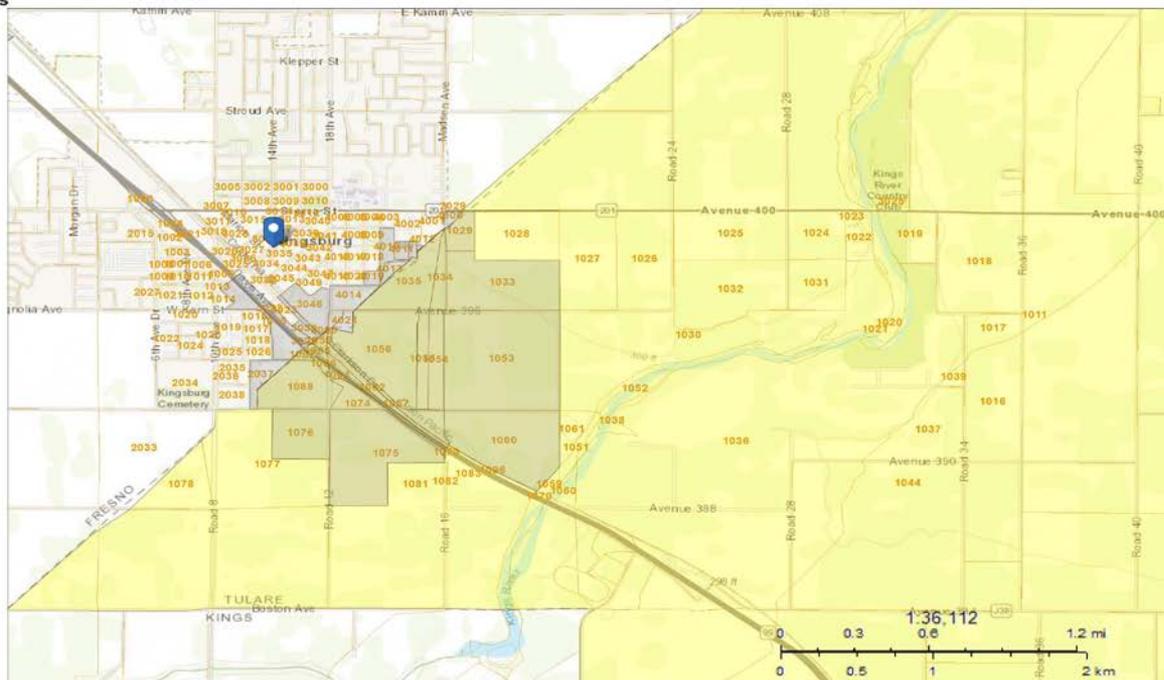
- 2018 boundaries were used to map 'Your Selections'

Selection Results

- 2010 boundaries were used to map 'Selection Results'

Boundaries

No Legend



CENSUS BLOCK DEMOGRAPHIC AND ECONOMIC INFORMATION

Census Block	Population	Median Age	Housing Units	Average Household Size	Owner Occupied	Renter Occupied
1029	80	27.8	21	3.81	15	6
1033	60	30.5	20	3.05	11	9
1034	N/A	N/A	N/A	N/A	N/A	N/A
1035	N/A	N/A	N/A	N/A	N/A	N/A
1053	22	37.5	6	3.67	5	1
1054	2		1	2.00	1	0
1055	N/A	N/A	N/A	N/A	N/A	N/A
1056	20	21.5	4	6.67	0	3
1057	N/A	N/A	N/A	N/A	N/A	N/A
1058	N/A	N/A	N/A	N/A	N/A	N/A
1060	5	60.5	3	2.50	1	1
1062	N/A	N/A	N/A	N/A	N/A	N/A
1063	N/A	N/A	N/A	N/A	N/A	N/A
1064	N/A	N/A	N/A	N/A	N/A	N/A
1065	N/A	N/A	N/A	N/A	N/A	N/A
1066	N/A	N/A	N/A	N/A	N/A	N/A
1067	N/A	N/A	N/A	N/A	N/A	N/A
1068	19	38.5	6	3.17	5	1
1074	62	39	26	2.70	3	20
1075	23	54.5	10	2.30	7	3
1076	6	42.5	4	1.50	1	3
Totals	299		101		49	47

Population

In 2018, Kingsburg's Urban Development Boundary area's Population was 299.

Median Age

The median age in Kingsburg Urban Development Boundary area's was approximately 42.5.

Housing Units (2018)

Kingsburg Urban Development Boundary area Housing Units in 2018 were approximately 101 units.

Owner Occupied

The Kingsburg Urban Development Boundary area contained approximately 49 Owner Occupied Housing Units in 2018.

Renter Occupied

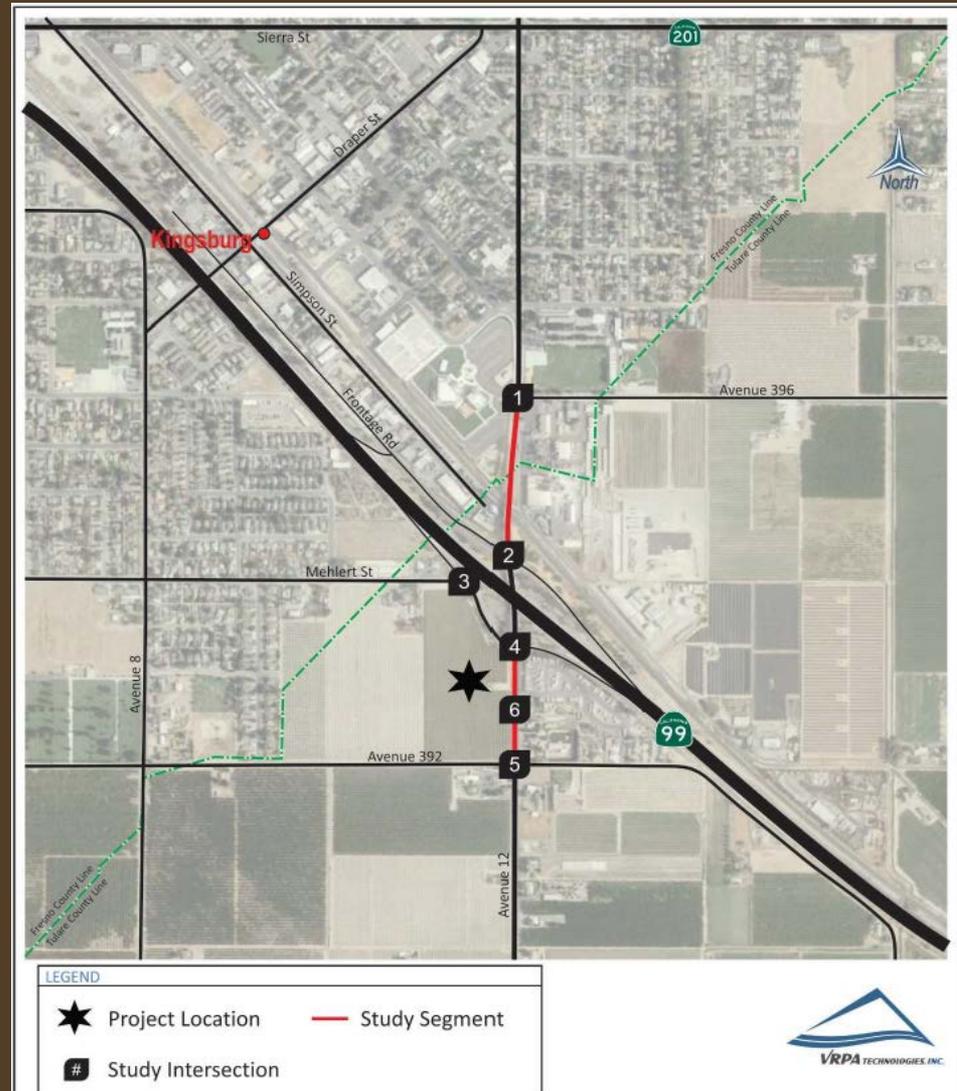
The Kingsburg Urban Development Boundary area contained approximately 47 Renter Occupied Housing Units in 2018.

Traffic Study Segment

- * Re-designate a 15.71-acre parcel from Agricultural to Commercial/Industrial.
 - 3- acres, Mixed Use (fast food, gas station, and a retail outlet)
 - 12.71-acres, Industrial park type uses.

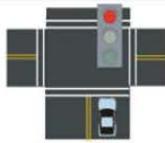
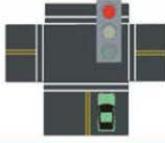
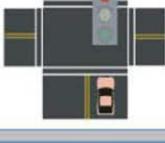
Intersections
18 th Avenue/Avenue 396
18 th Avenue/SR 99 NB Off-Ramp-Frontage Road
SR 99 NB Off-Ramp-Frontage Road
Mehlert Street-Avenue 394/SR 99 SB off-Ramp-Avenue 394
18 th Avenue-Road 12/SR On-Ramp-Avenue 394
Road 12/Avenue 392
Road 12/Project Driveway 1

Roadway Segments
18 th Avenue/Road 12 between:
• Avenue 396 and SR 99 NB Off-Ramp
• SR 99 SB On-Ramp and Avenue 392



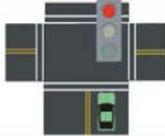
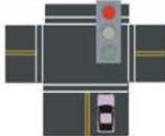
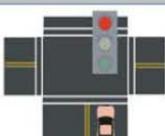
Signalized Intersections Level of Service

(Highway Capacity Manual)

LEVEL OF SERVICE	DEFINITION		AVERAGE TOTAL DELAY (sec/veh)
A	Describes operations with very low delay. This level of service occurs when there is no conflicting traffic for a minor street.		≤ 10.0
B	Describes operations with moderately low delay. This level generally occurs with a small amount of conflicting traffic causing higher levels of average delay.		> 10.0 - 20.0
C	Describes operations with average delays. These higher delays may result from a moderate amount of minor street traffic. Queues begin to get longer.		> 20.0 - 35.0
D	Describes a crowded operation, with below average delays. At level D, the influence of congestion becomes more noticeable. Longer delays may result from shorter gaps on the mainline and an increase of minor street traffic. The queues of vehicles are increasing.		> 35.0 - 55.0
E	Describes operations at or near capacity. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor gaps for the minor street to cross and large queues.		> 55.0 - 80.0
F	Describes operations that are at the failure point. This level, considered to be unacceptable to most drivers, often occurs with over-saturation, that is, when arrival flow rates exceed the capacity of the intersection. Insufficient gaps of suitable size exist to allow minor traffic to cross the intersection safely.		> 80.0

Unsignalized Intersection Level of Service

(Highway Capacity Manual)

LEVEL OF SERVICE	DEFINITION		AVERAGE TOTAL DELAY (sec/veh)
A	Describes operations with very low delay. This level of service occurs when there is no conflicting traffic for a minor street.		≤ 10.0
B	Describes operations with moderately low delay. This level generally occurs with a small amount of conflicting traffic causing higher levels of average delay.		> 10.0 - 20.0
C	Describes operations with average delays. These higher delays may result from a moderate amount of minor street traffic. Queues begin to get longer.		> 20.0 - 35.0
D	Describes a crowded operation, with below average delays. At level D, the influence of congestion becomes more noticeable. Longer delays may result from shorter gaps on the mainline and an increase of minor street traffic. The queues of vehicles are increasing.		> 35.0 - 55.0
E	Describes operations at or near capacity. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor gaps for the minor street to cross and large queues.		> 55.0 - 80.0
F	Describes operations that are at the failure point. This level, considered to be unacceptable to most drivers, often occurs with over-saturation, that is, when arrival flow rates exceed the capacity of the intersection. Insufficient gaps of suitable size exist to allow minor traffic to cross the intersection safely.		> 80.0

Roadway Segment Level of Service

(Highway Capacity Manual)

LEVEL OF SERVICE	DEFINITION		AVERAGE TOTAL DELAY (sec/veh)
A	Describes operations with very low delay. This level of service occurs when there is no conflicting traffic for a minor street.		≤ 10.0
B	Describes operations with moderately low delay. This level generally occurs with a small amount of conflicting traffic causing higher levels of average delay.		> 10.0 - 20.0
C	Describes operations with average delays. These higher delays may result from a moderate amount of minor street traffic. Queues begin to get longer.		> 20.0 - 35.0
D	Describes a crowded operation, with below average delays. At level D, the influence of congestion becomes more noticeable. Longer delays may result from shorter gaps on the mainline and an increase of minor street traffic. The queues of vehicles are increasing.		> 35.0 - 55.0
E	Describes operations at or near capacity. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor gaps for the minor street to cross and large queues.		> 55.0 - 80.0
F	Describes operations that are at the failure point. This level, considered to be unacceptable to most drivers, often occurs with over-saturation, that is, when arrival flow rates exceed the capacity of the intersection. Insufficient gaps of suitable size exist to allow minor traffic to cross the intersection safely.		> 80.0

Thank You for Attending



Aaron R Bock, MCRP, JD, LEED AP
Assistant RMA Director
Economic Development & Planning
5961 South Mooney Blvd.
Visalia, CA 93277
(559) 624-7050

Susan Simon
Planner III
5961 South Mooney Blvd.
Visalia, CA 93277
(559) 624-7126
